

**Draft Report**

## **Engagement Summary**

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City of Windsor  
Truck Route Study

**Date**

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**Prepared for**

The City of Windsor

**Prepared by**

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in association with  
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# 1. Introduction

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The City of Windsor (“the City”) conducted the Truck Route Study to review and update its truck route network in light of the changing context, needs and priorities in Windsor.

The Truck Route Study recommends an updated truck route network that better meets the needs of both residents and stakeholders. The study aimed to support the safe and efficient movement of trucks to support economic activity and to provide essential and valuable services, while also minimizing or managing the negative impacts of goods movement on local communities.

Effective engagement and communication activities are key to a successful Truck Route Study. The study required meaningful engagement to facilitate a balanced assessment of the needs, priorities and objectives of goods movement stakeholders, City residents, business improvement areas, and the City/Council, while also working with other levels of government and adjacent governments and communities.

This report summarizes the engagement activities and findings from each of two rounds of engagement held for the Truck Route Study.

## 1.1 Report Purpose and Outline

This document serves as a record and summary of the consultation and engagement activities undertaken, as well as the input received, throughout the Truck Route Study. Following this introductory section, this report is structured as follows:

- Section 2 provides an overview of the different engagement groups consulted throughout;
- Section 3 provides a summary of Round 1 engagement activities and inputs, including stakeholder meetings, Public Information Centre 1, and the public opinion survey; and
- Section 4 provides a summary of Round 2 engagement activities and inputs, including stakeholder meetings, Public Information Centre 2 and the public opinion survey; and

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- Section 5 will summarize the presentation to the Environment, Transportation and Safety Committee and Council, as well as public review of the draft Truck Route Study report; and
- Section 6 provides a brief summary of the report.

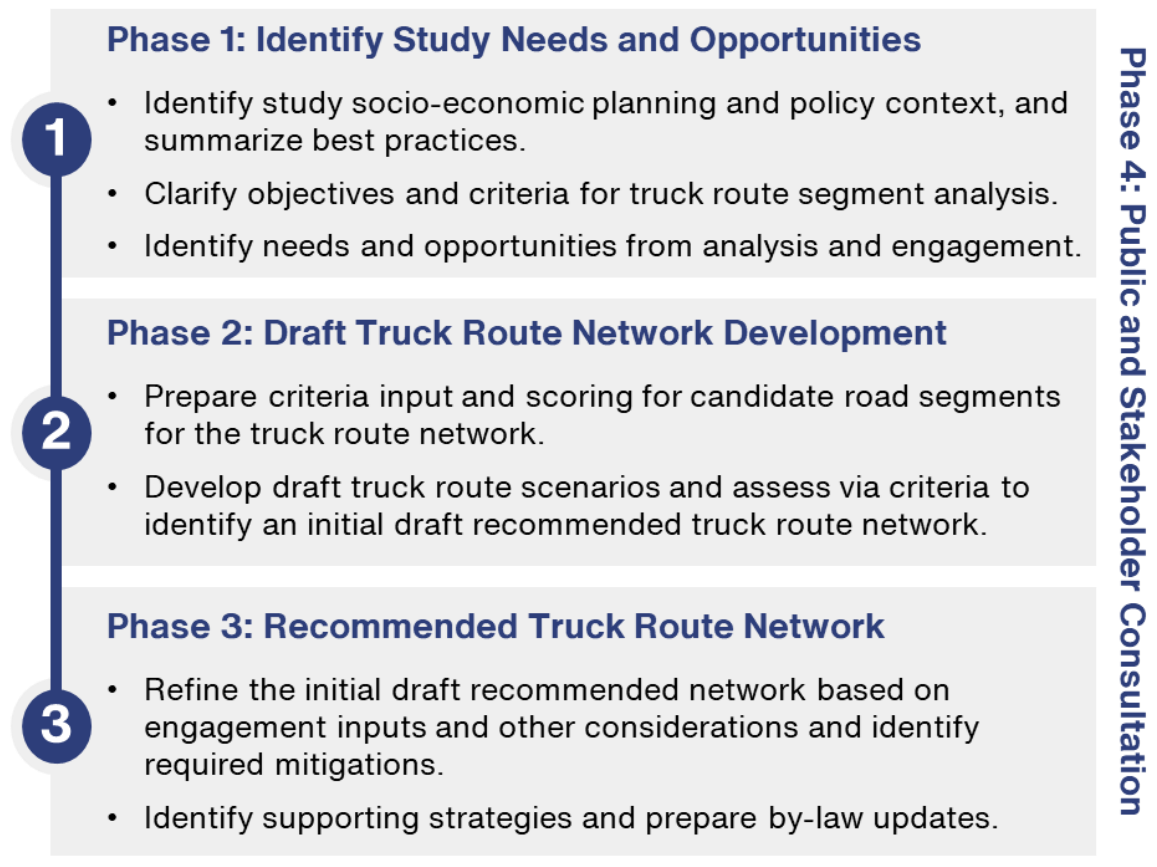
### 1.2 Study Context

The Truck Route Study commenced in July 2023 and is planned to be completed by late Spring 2024. The study includes the following four phases:

- Phase 1: Identify Study Needs and Opportunities
- Phase 2: Draft Truck Route Network Development
- Phase 3: Recommended Truck Route Network
- Phase 4: Consultation and Communications (conducted throughout the preceding phases)

Exhibit 1.1 summarizes these study phases.

#### Exhibit 1.1: Study Process



Two rounds of engagement, corresponding to Phase 1 and Phase 2 of the Truck Route Study, involve customized consultation and engagement activities. There will also be an opportunity for the public to respond to the final study report.

### 1.3 Engagement Objectives

The City of Windsor Truck Route Study is underpinned by various needs and priorities, including the following:

- The **trucking community**'s desire for direct, continuous and safe routes to and from trip generators, addressing existing network gaps, reducing costs, ensuring reliability of pick-ups and deliveries, e.g. through route redundancies;
- **City residents**' concerns about truck noise, vibration, pollution and speeds which impact their quality of life, health and safety; particularly when there is truck "infiltration" through residential neighbourhoods and along corridors with sensitive land uses;
- **Business improvement areas**' commitment to promoting lively, livable commercial districts not unduly impacted by the negative impacts of truck traffic; and
- **Council and the City**'s transportation, land use, climate emergency, economic development, safety and fiscal goals, which will be used to define investment priorities on truck route roads and intersections.

Overall engagement objectives for the consultation program are as follows:

- Engage a broad cross-section of residents and stakeholders through a transparent, accessible, inclusive, substantive, tailored and flexible process;
- Generate interest and input, and create an inviting environment conducive to information sharing/exchange throughout the study process;
- Meet the legitimate information needs of residents and stakeholders, and understand their trucking-related concerns, issues, needs, priorities and ideas;
- Minimize the risk of a negative outcome or contentious exchanges and undue conflict; and
- Incorporate input into the development and refinement of appropriate and balanced truck route solutions, and manage expectations about what might be possible/realistic recognizing that conflicting needs may not result in win-win solutions.

## 2. Engagement Groups

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The groups engaged with during the Truck Route Study are as follows:

- City of Windsor Municipal Council;
- Different stakeholder groups; and
- Members of the public.

This section provides an overview of these groups that will be involved throughout the course of the study.

### 2.1 City of Windsor Municipal Council

As City of Windsor Council is responsible for approving the Truck Route Study and recommended truck route network before it becomes official policy, and so it is essential that the Council remain informed of the study development and provide guidance at key project milestones, as necessary.

#### 2.1.1 Environment, Transportation and Public Safety Committee

The City's Environment, Transportation and Public Safety Committee's mandate is to report to Council relating to regional infrastructure and transportation networks, among other topics.

A presentation to the Standing Committee near the end of the study will provide findings and the draft final report for their comments.

### 2.2 Stakeholders

Stakeholder consultation is critical to ensuring a Truck Route Study that is informed by and responds to the various groups that use, or are impacted by, the truck route network. The goods movement community, as well as issues or opportunities related to truck routes, comprise diverse and sometimes competing interests. Establishing a collaborative dialogue among key stakeholders and other interested or impacted groups is vital to identifying challenges and possible solutions.

The following four stakeholder groups were developed to advise and inform the Truck Route Study:

- Goods Movement Stakeholder Group;

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- Business Community Stakeholder Group;
- Municipal/Governmental Stakeholder Group; and
- Advisory Group.

The purpose of the stakeholder groups is to assist with the following through participation in virtual meetings:

- Identifying key considerations, needs and opportunities to be addressed by the Truck Route Study;
- Ensuring that important local context, plans and policies are considered;
- Soliciting input on the draft truck route network; and
- Recognizing and respecting different perspectives and values.

Stakeholders were notified of key study milestones and engagement activities through formal study notices. Each stakeholder group is discussed in turn below.

### **2.2.1 Goods Movement Community**

The Goods Movement Community Stakeholder Group includes representatives from the commercial goods movement industry with an interest in the Truck Route Study.

Two goods movement community meetings are planned throughout the study process—corresponding to Phase 1 and Phase 2 of the study—and are professionally facilitated and planned together with GLPi (consultation design specialists) to ensure meaningful engagement and balanced participation.

### **2.2.2 Business Community**

The Business Community Stakeholder Group includes representatives from the City's various business improvement areas (BIA). The following BIAs were notified of the Truck Route Study:

- Downtown Windsor BIA;
- Ford City BIA;
- Olde Riverside Town Centre BIA;
- Olde Sandwich Towne BIA;
- Ottawa Street BIA;
- Pillette Village BIA;

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- Via Italia/Erie Street BIA;
- Walkerville BIA; and
- Wyandotte Town Centre BIA.

Meetings will be held with business community representatives during Phases 1 and 2 of the study.

### **2.2.3 Municipal/Governmental Stakeholder Group**

The Municipal/Governmental Stakeholder Group is comprised of local municipal, adjacent municipal and provincial government representatives, with the intention of working toward policy alignment across governments during Phase 1 of the study.

### **2.2.4 Advisory Group**

The Advisory Group includes interested parties and key stakeholders, with the intention of facilitating a discussion among participants from both public and private organizations and representing a range of perspectives, opinions and concerns.

Conducted during Phase 2 of the study, the focus group was instrumental in identifying tangible alternatives or mitigations to proposed solutions that would be agreeable to a wider range of stakeholders.

Knowing that the differing opinions may result in contentious and sensitive discussions relating to commercial vehicle travel, the focus group was professionally facilitated by GLPi.

## **2.3 Members of the Public**

The general public includes any member of the public who has interest in the Truck Route Study, in particular, residents and businesses in the City of Windsor and adjacent municipalities.

The public is informed collectively of the study and of engagement opportunities through newspaper advertisements and through social media, as well as via the City of Windsor study web page.

The project contact list was developed at the onset of study and is used for the distribution of project related notices and information. Members of the public can

register for updates on the study web page, or directly email/contact the project team to be included in the project contact list.

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## 3. Round 1 Engagement

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This section summarizes the objectives, activities and findings of the first round of engagement, coinciding with Phase 1 of the City of Windsor Truck Route Study.

### 3.1 Engagement Objectives

The overall objectives of the first round of engagement were as follows:

- Bring awareness of the study to all parties;
- Provide opportunities to all parties to provide input on needs, issues and opportunities related to truck routes; and
- Solicit feedback on the truck route objectives and criteria for the strategic framework.

Input collected throughout the first round of engagement helped to inform the Phase 1 Issues and Opportunities report, and helped to direct the development of the draft truck route network. Overall, meaningful engagement ensured that the ultimate study recommendations responded to the identified needs and take advantage of available opportunities in the City of Windsor.

### 3.2 Overview of Engagement Activities

The following engagement events and activities were hosted as part of the first round of engagement:

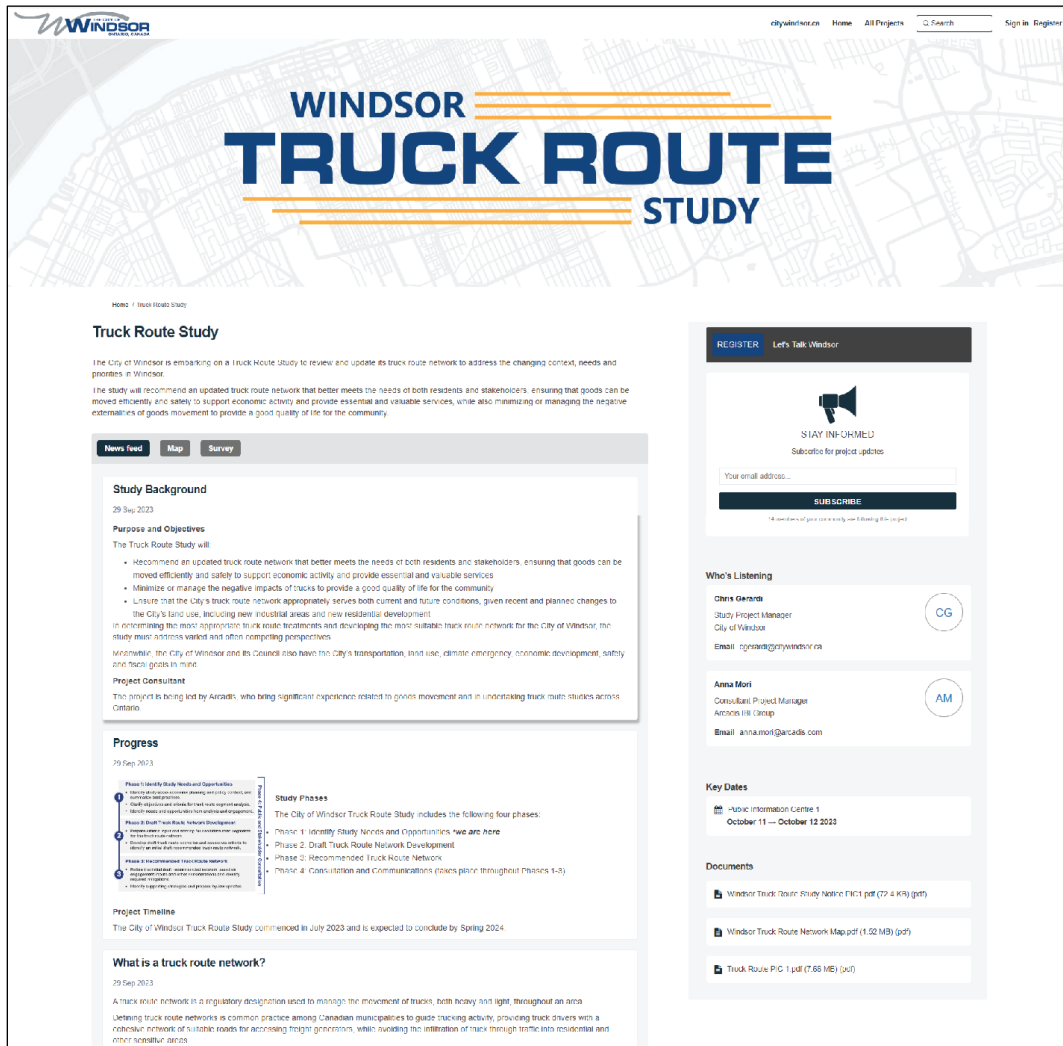
- The Truck Route Study web page was launched as the ongoing community engagement portal throughout the study process (Section 3.3);
- Various stakeholder meetings (Section 3.5);
- Public Information Centre 1 (Section 3.6), which also pointed participants to the following:
  - An online survey (Section 3.7); and
  - An interactive mapping activity (Section 3.8).

### 3.3 Truck Route Study Web Page

A project-specific web page ([www.letstalk.citywindsor.ca/truck-route-study](http://www.letstalk.citywindsor.ca/truck-route-study)), as shown in Exhibit 3.1, was launched on the City's existing website in September 2023 as the ongoing community engagement portal and primary means of public information for the Truck Route Study. The objectives of the study web page are as follows:

- To provide an overview of the study and study process and other key study information, including draft technical and engagement reports;
- To provide notice/information of public engagement events and activities;
- To link to the Public Information Centre materials;
- To host/link to the public opinion surveys and interactive map tool; and
- To provide key project team contact information public contact list registration.

Exhibit 3.1: Truck Route Study Webpage: Landing Page



Source: City of Windsor (2023) <letstalk.citywindsor.ca/truck-route-study>  
Retrieved November 2023

### 3.4 Notification and Advertisements

The Notice of Study Commencement was jointly announced with Notice of Public Information Centre 1 in September 2023. All study notices are included in Appendix A.

A variety of methods were used to notify the public and stakeholders of Public Information Centre 1 including emails, social media posts, and the study web page, as described below.

### 3.4.1 Stakeholder Notices

Stakeholders were notified of the Truck Route Study and invited to participate in one of the following meetings:

- Goods Movement Community Meeting 1 – Notified October 3, 2023;
- Business Community Meeting 1 – Notified October 16, 2023; and
- Municipal/Governmental Meeting – Notified October 17, 2023.

### 3.4.2 Social Media

Social media was used to solicit public engagement and participation throughout the Truck Route Study, and a record of all posts is included in Appendix A.

Social media posts from official City of Windsor user accounts were used to announce the study and public information event, as well as promote the survey, as follows:

- Notice of Public Information Centre 1: Facebook – October 12, 2023; and
- Public Opinion Survey 1: Facebook – October 19, 2023.

## 3.5 Stakeholder Meetings

### 3.5.1 Objectives

Three stakeholder meetings dedicated to specific engagement groups were hosted as part of the first round of engagement. While the focus of each stakeholder meeting was tailored to meet the specific interests and priorities of every group, each meeting had the same overall objectives, as follows:

- Introduce and present the study process, purpose and scope to stakeholders;
- Present and invite feedback on the draft strategic framework (used to assess candidate roadways for inclusion in the new truck route network);
- Present an overview of the technical review findings, including existing policies and key planning context, existing traffic patterns (including truck, cyclist and pedestrian), and major truck trip generators; and
- Facilitate a discussion related to truck route-related needs, issues, concerns and opportunities in Windsor.

### 3.5.2 Goods Movement Community Meeting 1

Goods Movement Community Meeting 1 was hosted virtually via Microsoft Teams on October 12, 2023. The meeting was facilitated by Glenn Pothier of GLPi to help ensure meaningful engagement and balanced participation.

#### Participation

Selected representatives from Windsor's goods movement community were invited to participate in the Goods Movement Community Meeting 1 via email on October 3, 2023. Representatives from the following organizations participated in the meeting (a full list of participants is included in the meeting minutes provided in Appendix B):

- Amico
- ATS and FCA Transport
- Facca Incorporated
- FedEx
- Hearn Industrial Services
- Invest WindsorEssex
- Private Motor Truck Council of Canada
- Southwestern Sales
- Stellantis – NextStar Energy
- Stellantis – Windsor Assembly Plant
- Windsor Airport
- Windsor Port

#### Summary of Findings

The following is a summary of the input/discussion topics received as part of Goods Movement Community Meeting 1, including key concerns and opportunities that were identified through discussions. Additional location-specific feedback is provided in Exhibit 3.11 (Section 3.9) together with other local-level input received across multiple engagement channels and audiences.

#### Truck Network Efficiency:

- A rationale is needed for truck routes that do not seem to make sense for efficient deliveries, as well as clarity regarding the movement of goods.
- There are areas in Windsor with limited to no truck route connectivity, causing site access issues and restrictions for goods movement.

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- Most existing concerns and the most important need relate to congestion on Huron Church Road and improving access between Highway 401 and the Ambassador Bridge.
- Improving access/reducing restrictions to key industrial areas and goods pick-up/drop-off locations is a priority, including maintaining connectivity between port and market.
- It is important to consider the efficient movement of goods to and from the future Gordie Howe International Bridge.
- Line painting improvements (e.g. moving back stop bars) are needed at selected intersections to help accommodate turning trucks.
- The Truck Route Study requires a pragmatic lens and needs to consider primary truck routes as well as alternate routes, with a focus on connecting businesses with their origin/destination.

### **Other Considerations:**

- Approximately 600 trucks are unloaded at the Stellantis plant daily from routes travelling between Detroit and Brampton along Highway 401.
- Height restrictions are important to consider in planning the truck route network.
- Initiatives to support long-combination vehicles are important, including improved network efficiency and less time restrictions to the port and border.
- A well-maintained roadway with a smooth surface helps to limit truck noise.

### **3.5.3 Business Community Meeting 1**

Business Community Meeting 1 was hosted virtually on Microsoft Teams on October 27, 2023.

#### **Participation**

Representatives from each of the nine business improvement areas in the City of Windsor were invited to participate in Business Community Meeting 1 via email on October 16, 2023. Representatives from the following BIAs attended (a full list of participants is included in the meeting minutes provided in Appendix B):

- Downtown Windsor BIA
- Ford City BIA
- Olde Sandwich Towne BIA
- Via Italia/Erie Street BIA

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- Walkerville BIA

### Summary of Findings

The following is a summary of the input/discussion topics received as part of Business Community Meeting 1, including key concerns and opportunities that were identified through discussions. Additional location-specific feedback is provided in Exhibit 3.11 (Section 3.9) together with other local-level input received across multiple engagement channels and audiences.

#### Truck Network Routing:

- Cut-through heavy truck traffic in some communities is an issue in Windsor.
- Traffic calming is needed along Drouillard Road to deter trucks, helping to support Ford City as a growing retail/restaurant destination.
- Safety concerns among vulnerable road users, as well as noise and vibration impacts, are important issues to address in Sandwich Towne.

#### Enforcement:

- Enforcement of the truck route network is needed at both the municipal level and provincial level.
- Education is important for a successful truck route network—businesses should communicate network changes to drivers, and the City should deploy additional signage.

#### Other Considerations:

- Recent increases in cycling and pedestrian traffic in selected neighbourhoods (Ford City, Downtown Windsor, University of Windsor) may not yet be reflected in the City's data.

### 3.5.4 Municipal/Governmental Stakeholder Group

The Municipal/Governmental Stakeholder group meeting was hosted virtually on Microsoft Teams on October 30, 2023.

#### Participation

Representatives from local municipal, adjacent municipal and provincial governments were invited to participate in the Municipal/Governmental Stakeholder Group meeting via email on October 17, 2023. Representatives from the following organizations attended (a full list of participants is included in the meeting minutes provided in Appendix B):

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- County of Essex
- City of Windsor
- Town of Tecumseh
- Ministry of Transportation of Ontario

### Summary of Findings

The following is a summary of the input received as part of the municipal/governmental meeting, including key considerations that were identified through discussions. Additional location-specific feedback is provided in Exhibit 3.11 (Section 3.9) together with other local-level input received across multiple engagement channels and audiences.

- None of the load-restricted roadways in the Town of Tecumseh connect directly to existing City of Windsor truck routes.
- Trucks are permitted along Riverside Drive in the Town of Tecumseh specifically to service the east dock in Windsor.
- The Town of Tecumseh is undertaking the Tecumseh Road Main Street Community Improvement Project, which involves lane reductions, the addition of on-street parking, as well as residential and retail development. Through traffic will be limited, and trucks should instead be routed to an alternative route north and south via Banwell Road (routing trucks along Riverside Drive, Lesperance Road to EC Row Expressway is supported).
- Truck parking issues do not appear to be an issue in the Town of Tecumseh.
- MTO requires the new truck route network bylaw once complete in order to support enforcement in the City of Windsor.
- As per the Ontario Highway Traffic Act regulations – Section 182 (2) and Regulation 615, truck signage must be lawful and signage must be in place in order for the MTO to legally enforce the municipality's truck route network.

### 3.6 Public Information Centre 1

Public Information Centre (PIC) 1 was the first of two in-person drop-in events planned for the Truck Route Study. PIC 1 was held over two days at the following locations:

- October 11, 2023: WFCU Centre from 5:00 to 7:00 p.m.; and
- October 12, 2023: University of Windsor CAW Student Centre Commons from 4:30 to 6:30 p.m.

A presentation slide-deck was also made available on the study web page for asynchronous participation.

The purpose of PIC 1 was to:

- Introduce and present the Truck Route Study to members of the public;
- Present and invite feedback on the draft strategic framework (used to assess candidate roadways for inclusion in the new truck route network); and
- Understand and solicit information related to truck route-related needs, issues, concerns and opportunities in Windsor.

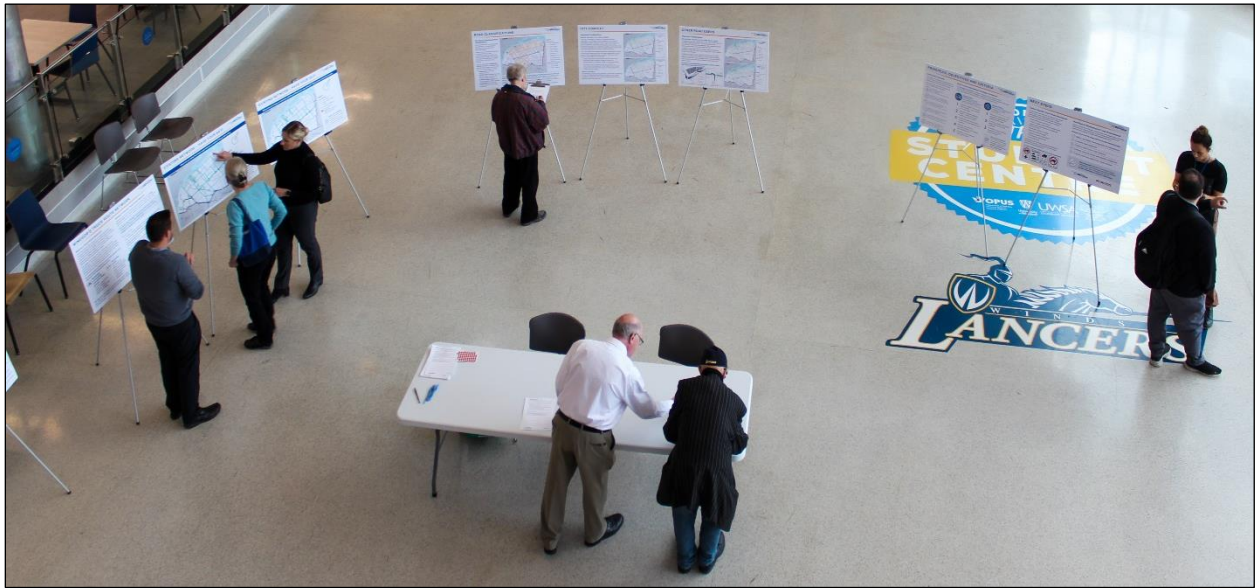
The PIC made use of several tools to encourage engagement and solicit input. These elements included the following, some of which were available on the study web page:

- Both in-person and virtual display boards;
- Several members of the project team available at the in-person event to engage with the public, answer questions and receive input;
- Online survey (with paper copies available in-person, if required);
- Interactive map activity; and
- Project contact information.

### **3.6.1 Display Boards**

Display boards were developed to introduce the Truck Route Study to different engagement groups and request their input on specific topics. The presentation boards were printed on large foam-core and displayed at the two venues for the PIC, as shown in Exhibit 3.2. Virtual copies of the display boards were also posted as a PDF file on the study web page and are included in Appendix C.

**Exhibit 3.2: PIC 1 Set-up at the CAW Student Centre Commons**



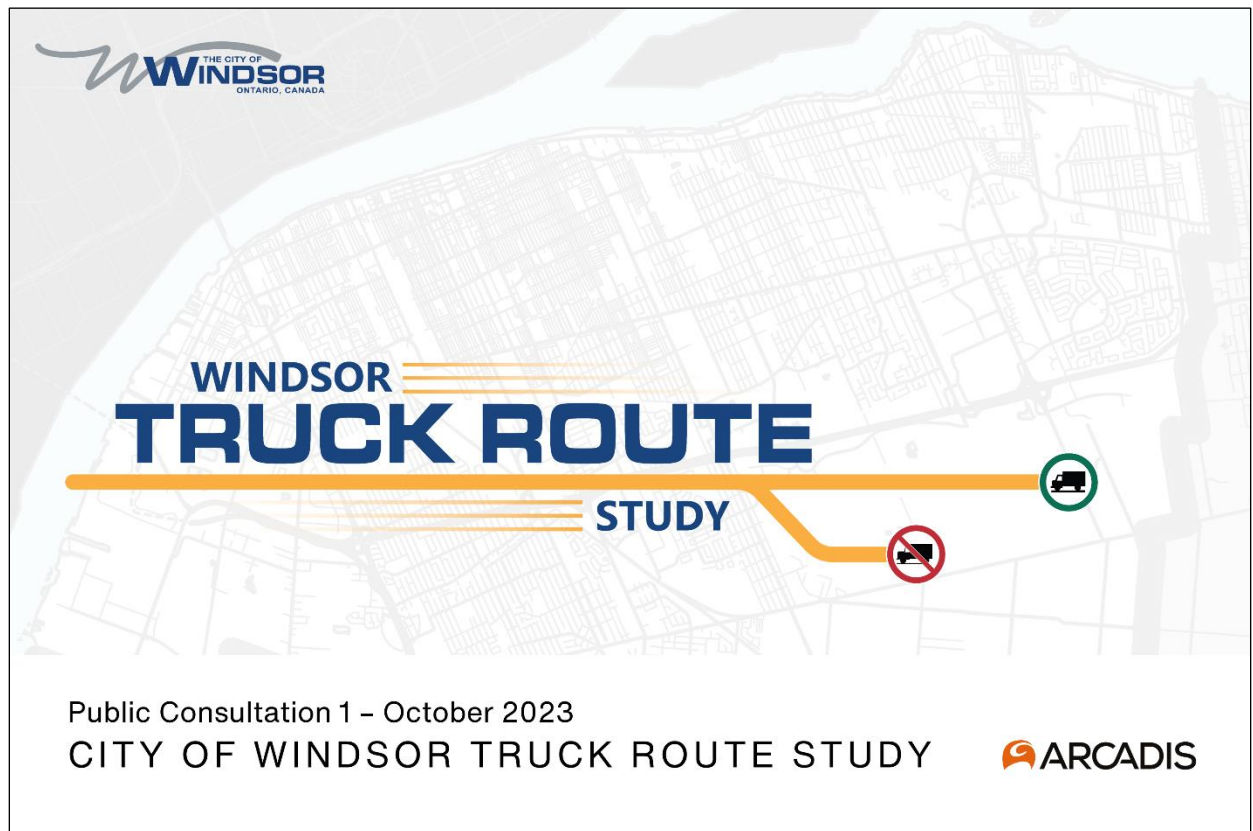
The display boards consisted of the following information:

- Study process information, city context and considerations, and an overview of functional road classification;
- Draft strategic framework (consisting of the study principles, objectives and related criteria) created to guide the assessment of truck routes in Windsor; and
- Important next steps in the Truck Route Study process, project team contact information, as well as ways for the public to provide input.

An example image of the display boards is included in Exhibit 3.3.

Appendix C includes the full set of PIC 1 display boards.

Exhibit 3.3: Virtual Display Boards for PIC 1 – First Board



Note: Appendix C includes the full set of PIC 1 display boards.

### 3.6.2 Means of Providing Feedback

Members of the public were given several means of providing feedback or information to the project team, as detailed in the subsequent sections. Input received from members of the public informed the project team’s understanding of truck route related needs, issues, concerns and priorities in Windsor, helping to ultimately shape the overall study recommendations.

### 3.6.3 In-Person Feedback

Several members of the project team, including both the consultant project manager as well as the City project manager, were available during the entirety of the two drop-in events.

Project team members conversed with interested members of the public, listening to their truck-route related concerns to help inform Phases 1 and 2 of the study.

Some of the key themes expressed by members of the public (including via email) included the following:

- Congestion, as well as public health issues and pollution/dust caused by heavy trucks accessing the transload facility are key concerns for residents along Jefferson Boulevard.
- Jefferson Boulevard has fewer traffic signals than parallel truck routes, which makes it faster and therefore more attractive for trucks.
- Trucks using Russell Street is a health and safety concern for community residents. There is a lot of dust from the gravel trucks and the roadway should be cleaned regularly.
- Truck traffic volumes in Sandwich Towne are higher than the reported data.
- High levels of truck traffic along the Ambassador Bridge and nearby routes create emissions that damage historic buildings and harm human health.

Additional location-specific feedback is provided in Exhibit 3.11 (Section 3.9) together with other local-level input received across multiple engagement channels and audiences.

### **3.7 Public Opinion Survey 1**

An online survey (the first of two) hosted on the Truck Route Study web page was the primary means of acquiring public input related to issues and concerns of the existing truck route network, as well as feedback on the strategic framework.

#### **3.7.1 Survey Design and Conduct**

The public opinion survey was held from October 11 through November 16, 2023 and elicited 29 online submissions and two hard-copy responses.

The survey was coded by the City of Windsor in the SurveyMonkey platform, and a direct link to the survey was available from the Truck Route Study web page. Hardcopy surveys were also available at the in-person events, where participants were able to submit the completed survey in person or electronically.

The questionnaire included nine questions asking participants about the following:

- Respondent information (age group and postal code);
- Issues and concerns about the existing truck route network;
- Essential or positive components of the existing truck route network; and

- Draft study principles, objectives and related criteria.

The complete questionnaire wording is included in Appendix D.

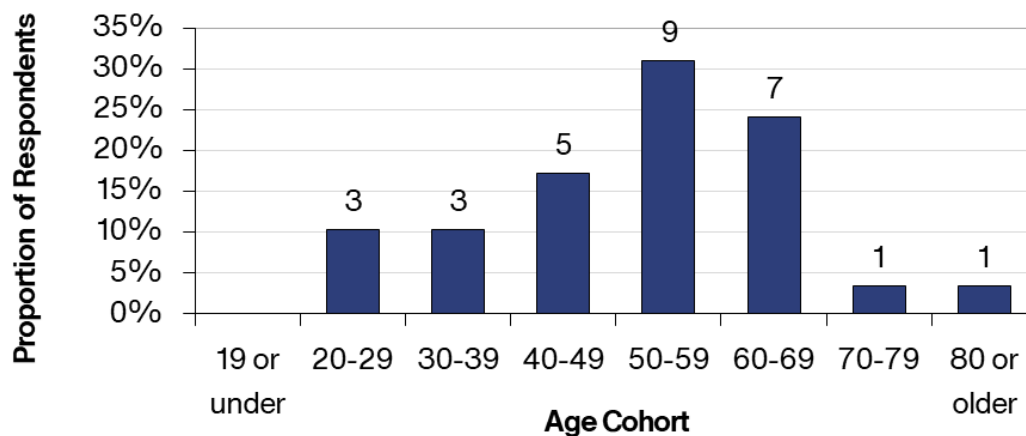
### 3.7.2 Summary of Survey Findings

Responses to survey questions are summarized below. **For free-text responses, a listing of all survey responses is included in Appendix D.**

#### Survey Respondents

Survey respondents included representatives of most age cohorts, as shown in Exhibit 3.4. The 50-59 age cohort was the largest share of participants (31%), followed by the 60-69 age cohort (24%).

**Exhibit 3.4: Survey Participation by Age Cohort**



Note: Number of responses is shown above each bar.

Participation by forward sortation area (FSA) is also shown in Exhibit 3.5, with the most participation coming from forward sortation area N8Y. A map of Windsor’s forward sortation areas is included in Exhibit 3.6.

The area with the highest representation in the survey was the FSA of N8Y, which includes the Ford City area – this had eight respondents (28%).



## Truck Route-Related Needs and Opportunities

Participants were asked the following questions:

**Where are your issues or concerns with the existing truck route network?  
Please tell us about the concern.**

**Where do you think the existing truck route network works well or is essential?  
Please tell us why.**

**Please tell us any additional concerns or suggestions you may have related to  
the existing City of Windsor Truck Route network.**

In addition to the summarized information below, additional location-specific feedback is included in Exhibit 3.11 (Section 3.9), together with other local-level input received across multiple engagement channels and audiences.

Concerns related to the truck route network included the following:

- There are safety concerns for cyclists and pedestrians where trucks travel throughout different communities in Windsor (issues include speed, noise, volume and size of trucks, dust and air pollution, as well as trucks running red lights);
- Dump trucks generate dust and debris on city roads;
- Trucks often go over the posted speed limits or go through red traffic lights;
- A lot of stops and traffic lights are a deterrent to trucks;
- Trucks bypass roads designated for trucks and use non-designated streets instead (bypassing of Huron Church is especially a concern);
- Restrict trucks from specific roadways (detailed in Exhibit 3.11); and
- Restrict heavy trucks from all city roadways – especially those north of the EC Row Expressway.

The most common comments about locations the truck route network works well or is essential included the following:

- **EC Row Expressway:** this should be the main route for trucks, though there are congestion concerns and concerns with trucks blocking ramps;
- **Huron Church Road:** this route is inevitable as the direct connection to Ambassador Bridge, though traffic on Huron Church is difficult for those nearby;

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- **Walker Road:** this is an essential connection and has two lanes, but is often congested;
- **Route 42:** this will be an important and essential road in the future and will need to be expanded; and
- No municipal roadways.

Additional concerns expressed included the following:

- Truck routes need to be better maintained;
- Additional time-of-day and truck turning restrictions would make streets safer;
- Level rail crossings are traffic choke points;
- Better enforcement of truck routes is needed; and
- Smaller trucks should be used for deliveries on city streets.

### Study Principles

Six principles were identified to guide the study process and inform truck route network objectives, and were presented in draft to members of the public. The study principles were listed as follows:

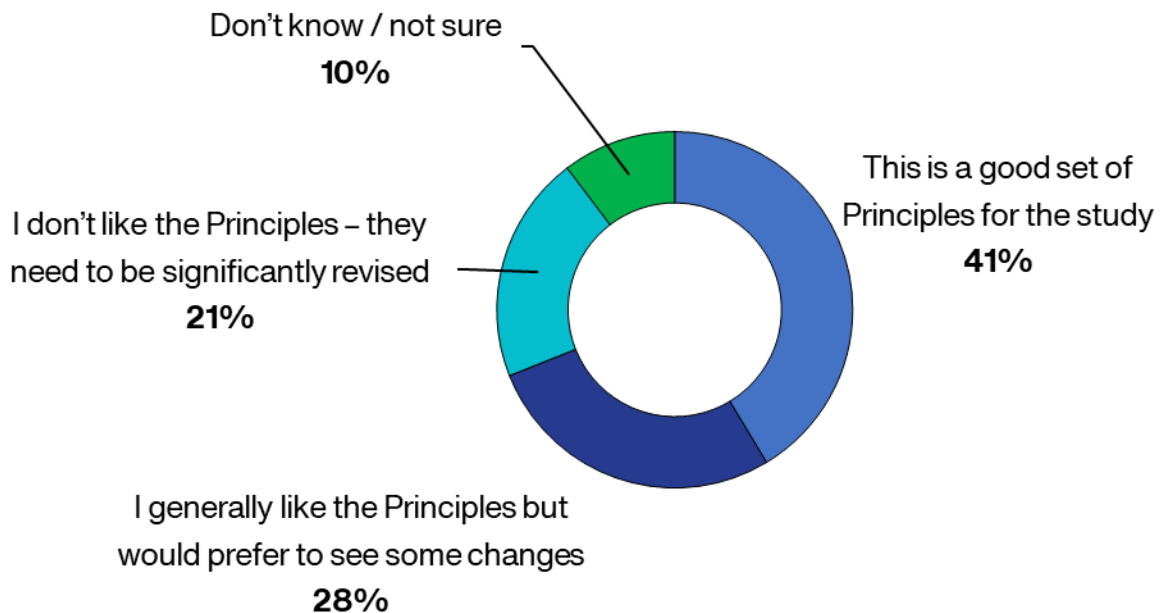
- Support Safety Outcomes
- Provide a Connected Truck Route Network
- Design for Reliability and Redundancy
- Simplify Enforcement Requirements
- Support Environmental and Public Health
- Plan for Consistency and Adaptability

Survey participants were asked, “**Do you think this is an appropriate set of Principles for the City of Windsor Truck Route Study?**”. Responses to this question are summarized in Exhibit 3.7.

In total, 69% of survey participants showed support for the draft Principles, indicating that they either agreed that the listed principles were good for the Truck Route Study (41%) or that they generally liked the principles but would like to see some changes (28%). A total of 21% responded that they did not like the principles and thought they need revision, and 10% did not know or were not sure.

**Exhibit 3.7: Response to Draft Principles**

**Do you think this is an appropriate set of Principles for the City of Windsor Truck Route Study? (Select one)**



Comments and suggestions related to the draft Principles included the following:

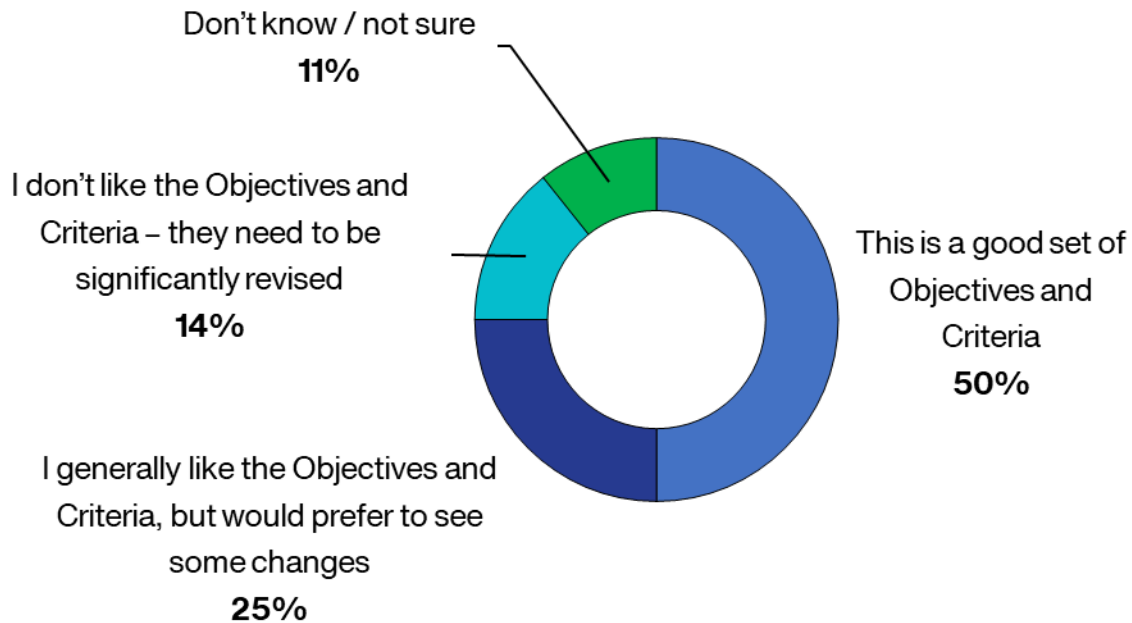
- Integrate study principles with the City’s “Active Transportation Master Plan”;
- Principles are too vague; environmental principle should reflect the gravity of the City’s climate emergency declaration, and safety principle should speak to Vision Zero;
- Principles related to health, safety and the environment should be prioritized over principles related to network connectivity, reliability and redundancy;
- A balance between all road users is important;
- Better enforcement of truck route compliance is needed; and
- Logistics companies should be responsible for road improvements.

**Study Objectives and Criteria**

Survey participants were asked, “**Do you think this is an appropriate set of Objectives and Criteria for the City of Windsor Truck Route Study?**”. Responses to this question are summarized in Exhibit 3.8.

**Exhibit 3.8: Response to Draft Objectives and Criteria**

**Do you think this is an appropriate set of Objectives and Criteria for the City of Windsor Truck Route Study? (Select one)**



In total, 75% of survey participants showed support for the draft Objectives and Criteria, indicating that they either agreed that they were good for the Truck Route Study (50%) or that they generally liked them but would like to see some changes (25%). A total of 14% responded that they did not like the Objectives and Criteria and thought they need revision, and 11% did not know or were not sure.

Comments related to the draft Principles included:

- Community livability and integrity should be prioritized over efficient goods movement; and
- Truck routes should have appropriate cycling infrastructure to create separation for the safety of cyclists – dedicated and connected cycling and walking infrastructure is important along truck route.

**Summary of Location-Specific Inputs**

The survey responses included a number of location-specific inputs, which are included in a summary together with other location-specific inputs received across all engagement channels and audiences in Section 3.9.

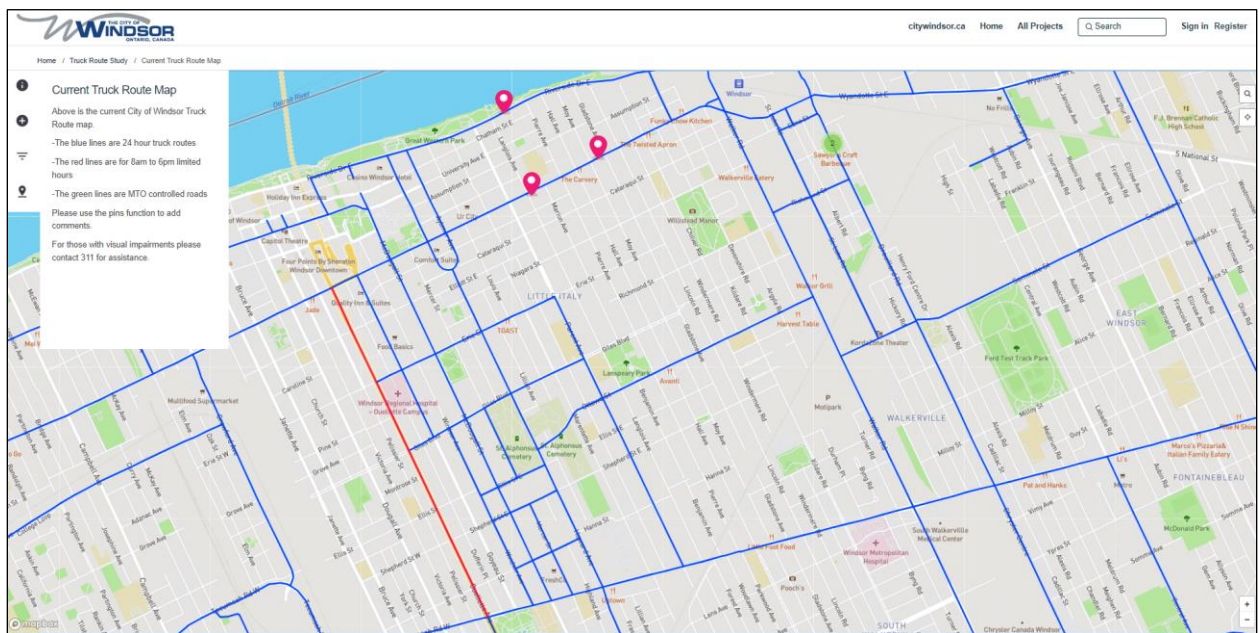
### 3.8 Online Interactive Mapping Activity

The mapping activity was hosted on the study web page and developed to provide members of the public the opportunity to share truck route-related comments at specific locations, offering the project team with important local-level context. As shown in Exhibit 3.9, the interactive map allowed the user to place a pin at a specific geographic point throughout Windsor and leave an associated comment related to trucks or truck routing.

A large hardcopy map was also available during the in-person events, providing participants with the opportunity to leave location-based input or share their ideas with the project team.

A total of six location-based responses were received during the first round of engagement. Registration was not required to contribute input.

#### Exhibit 3.9: Interactive Mapping Activity Image



Source: City of Windsor Truck Route Study (2023)

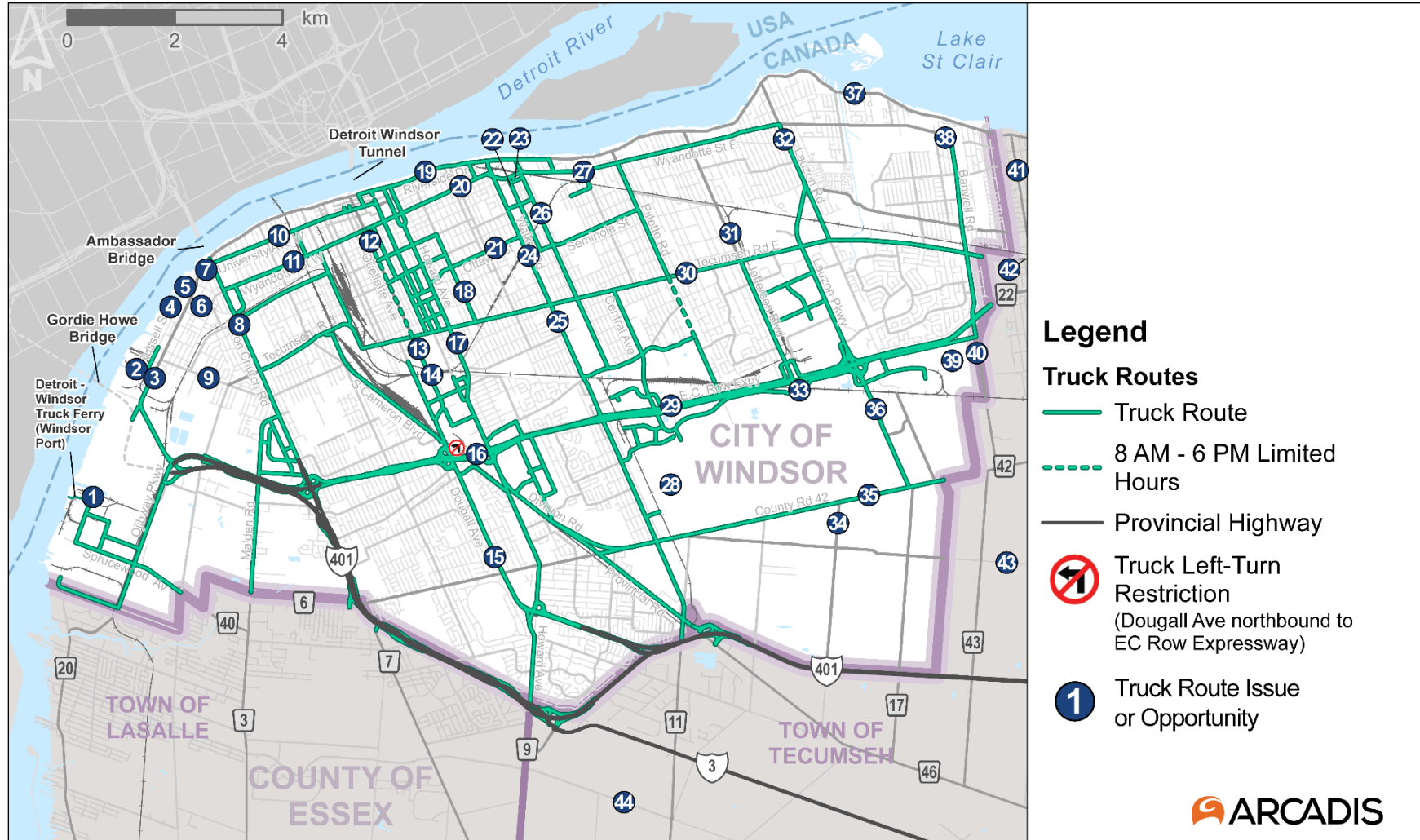
Input received to the mapping activity mostly focused on concerns around vulnerable road user safety in relation to truck traffic. Responses are summarized subsequently in Exhibit 3.11.

### **3.9 Summary of Location-Specific Input Received**

The first round of consultation was a successful means of engaging with the public as part of Phase 1 of the Truck Route Study. Input was received from different engagement groups through multiple channels, providing the project team with feedback to consider as the study progresses.

Exhibit 3.11 summarizes all the location-specific input received across different engagement groups, corresponding to the map shown in Exhibit 3.10.

Exhibit 3.10: List of Location-Specific Truck Route Network Inputs – Round 1 Engagement



Note: Map numbers correspond to Location ID column shown in Exhibit 3.11.

## ENGAGEMENT SUMMARY

**Exhibit 3.11: List of Location-Specific Truck Route Network Inputs – Round 1 Engagement**

Location ID	Issue or Opportunity	Source
1. Windsor Port	<b>Need:</b> Maintain truck route access to existing dock facilities to support building critical city-building infrastructure. This includes the planned terminal infrastructure expansion that will offer roll-on and roll-off operations between marine and commercial vehicles.	Goods Movement Community Meeting 1 – Windsor Port
2. Windsor Port/ Russell Street	<b>Issue:</b> Dust caused by gravel roads at facilities is an issue.	Goods Movement Community Meeting 1 – Windsor Port
	<b>Issue:</b> Dust, noise and vibrations caused by frequent and speeding dump trucks is a health and safety issue, particularly for cyclists.	Public Opinion Survey 1
3. Sandwich Street and Chappell Avenue	<b>Opportunity:</b> Traffic control signals would help manage the volume of truck traffic to and from aggregates site on Russell Street.	Goods Movement Community Meeting 1 – Windsor Port
4. East and West Docks	<b>Need:</b> Continue to ensure connectivity is maintained between the port and markets – do not restrict access to Windsor’s port terminals.	Goods Movement Community Meeting 1 – Southwestern Sales
5. Russell Street	<b>Issue:</b> Trucks are an issue for residents along Russell Street. (Trucks should instead use Sandwich Street.)	Public Opinion Survey 1
	<b>Issue:</b> Safety concerns for vulnerable road users travelling to school in Sandwich Towne, and the potential conflict between the frequency of trucks and school children waiting for the bus at Russell Street and Mill Street.	Email – member of the public

## ENGAGEMENT SUMMARY

Location ID	Issue or Opportunity	Source
	<b>Opportunity:</b> The truck route network should extend easterly past its current end point on Russell Street	Goods Movement Community Meeting 1 – Windsor Port
	<b>Opportunity:</b> Designating Russell Street as a truck route to access industry along the roadway is needed, and will help limit truck traffic along Sandwich Street.	Business Community Meeting 1 – Olde Sandwich Towne BIA
6. Sandwich Street/Sandwich Towne	<b>Issue:</b> Trucks are an issue on Sandwich Street or travelling through Sandwich Towne, a heritage neighbourhood for residents and tourists. Significant concerns include pollution, safety, noise and vibration.	Public Opinion Survey 1
	<b>Need:</b> Potential conflict between trucks and vulnerable road users caused by the future opening of the Gordie Howe International Bridge is a concern.	Business Community Meeting 1 – Olde Sandwich Towne BIA
	<b>Need:</b> It is important to understand future conditions and mitigating impacts caused by the Gordie Howe International Bridge (e.g. vibration impacts on heritage buildings in Sandwich)	Business Community Meeting 1 – Olde Sandwich Towne BIA
	<b>Issue:</b> Cut-through truck traffic is an issue through the neighbourhood to access the Ambassador Bridge	Business Community Meeting 1 – Olde Sandwich Towne BIA
7 Sandwich Street and University Avenue	<b>Opportunity:</b> The new roundabout has been successful in preventing trucks from using Sandwich Street to access the industrial yard on Russell Street.	Business Community Meeting 1 – Olde Sandwich Towne BIA
8 Huron Church Road/Hwy 401/ Ambassador Bridge	<b>Issue:</b> Congestion is a concern leading to the Ambassador Bridge.	Goods Movement Community Meeting 1 – Stellantis
	<b>Issue:</b> Congestion is a concern leading to the Ambassador Bridge.	Goods Movement Community Meeting 1

## ENGAGEMENT SUMMARY

Location ID	Issue or Opportunity	Source
	<b>Need:</b> An alternative route to access the bridge when Highway 401/Huron Church Road is congested is needed.	- Private Motor Truck Council of Canada
	<b>Opportunity:</b> Consider dedicated truck lanes on Huron Church Road and on Highway 401.	Goods Movement Community Meeting 1 - Hearn Industrial Services
	<b>Need:</b> It is important to improve access between Highway 401 and the Ambassador Bridge.	Goods Movement Community Meeting 1 - ATS and FCA Transport
	<b>Issue:</b> Travel delays caused by traffic signals along Huron Church Road between Highway 401 and the Ambassador Bridge is an issue. This results in cut-through traffic caused by trucks trying to bypass the congestion. <b>Opportunity:</b> Consider truck only lanes to help traffic flow.	Public Opinion Survey 1
	<b>Issue:</b> Speeding trucks are an issue along Huron Church Road between The Ambassador Bridge and Highway 401.	Public Opinion Survey 1
	<b>Opportunity:</b> Trucks crossing the border should be required to use the Gordie Howe International Bridge to free space along Huron Church Road.	Public Opinion Survey 1
	<b>Opportunity:</b> Intersection improvements and/or improved traffic signal timing coordination may help reduce travel delays on Huron Church Road.	Public Opinion Survey 1
<b>9</b> Prince Road	<b>Issue:</b> This is a non-truck route used by trucks from Huron Church Road.	Public Opinion Survey 1
<b>10</b> University Avenue	<b>Issue:</b> Increasing cycling traffic along University Avenue between the University of Windsor and the Downtown	Business Community Meeting 1 -

## ENGAGEMENT SUMMARY

Location ID	Issue or Opportunity	Source
	is a key consideration in truck route network planning.	Downtown Windsor BIA
11 Wyandotte Street West	<b>Issue:</b> Noise, congestion and safety concerns caused by big trucks are issues, particularly near the University.	Public Opinion Survey 1
12 Oulette Avenue (north of Tecumseh Road)	<b>Issue:</b> Local delivery trucks cause congestion for northbound/southbound traffic on Oulette Avenue between Elliott Street and Wyandotte Street due to streetscaping that has reduced the street to one lane in either direction. <b>Opportunity:</b> Truck route limited hours on Ouellette Avenue should be changed from 8 am–6 pm to 8 am–8 pm.	Business Community Meeting 1 – Downtown Windsor BIA
13 Oulette Avenue (south of Tecumseh Road)	<b>Opportunity:</b> This roadway is a good north-south connection for truck traffic.	Public Opinion Survey 1
14 Oulette Avenue Rail Overpass	<b>Issue:</b> Trucks using the overpass during construction has caused congestion.	Public Opinion Survey 1
15 Dougall Avenue	<b>Issue:</b> As this is an important ambulance route, Dougall Avenue should not be a 24-hour truck route, as trucks impede emergency response travel	Interactive map – resident
16 EC Row Expressway between Dougall Avenue and Howard Avenue	<b>Issue:</b> Merging onto and off of the expressway is a challenge because of slow moving trucks.	Public Opinion Survey 1
17 Howard Avenue	<b>Opportunity:</b> This roadway is a good north-south connection for truck traffic.	Public Opinion Survey 1
18 Parent Avenue	<b>Issue:</b> The volume and speed of trucks along Parent Avenue is disruptive to local residents.	Public Opinion Survey 1

## ENGAGEMENT SUMMARY

Location ID	Issue or Opportunity	Source
19 Riverside Drive East	<b>Issue:</b> This scenic route should not be part of the truck route network due to adjacent residential land uses and a narrow roadway width.	Interactive map – resident
20 Wyandotte Street East	<b>Issue:</b> Trucks conflict with the businesses, pedestrians and cyclists along Wyandotte Street west of Walker Road. Restricting trucks would improve the safety of vulnerable road users, decrease congestion and pollution, and decrease traffic speed.	Interactive map – resident
	<b>Issue:</b> Restrict trucks through this residential community.	Interactive map – resident
	<b>Issue:</b> Safety is a concern for cyclists along Wyandotte Street, especially at Walker Road.	Public Opinion Survey 1
	<b>Issue:</b> Restrict trucks from using Wyandotte Street, especially segments where Riverside Drive or Tecumseh Road can be used as alternatives.	Public Opinion Survey 1
	<b>Issue:</b> The area of Wyandotte Street and Devonshire Road is rapidly developing with residential uses, hotels and restaurants; an alternate route for trucks to access industry along Riverside Drive is needed. [Double-trailer trucks] also access Hiram Walker & Sons Ltd.	Business Community Meeting 1 – Walkerville BIA
	<b>Issue:</b> Vehicle carrier trucks (and other large transport trucks) 24/7 between Walker Road and the Ambassador Bridge are noisy and dangerous, especially for pedestrians.	Public Opinion Survey 1
	<b>Issue:</b> Cut-through truck traffic is an issue along Wyandotte Street to access the Detroit-Windsor Tunnel.	Business Community Meeting 1 – Walkerville BIA

## ENGAGEMENT SUMMARY

Location ID	Issue or Opportunity	Source
21 Ottawa Street	<b>Issue:</b> Restrict trucks on Ottawa Street.	Public Opinion Survey 1
22 St Luke Road	<b>Issue:</b> Restrict trucks on St Luke Road, a primarily residential roadway that will also see a new residential development at Edna Street.	Interactive map – resident
	<b>Issue:</b> Walker Road is a more suitable truck route alternative to St Luke Road.	Business Community Meeting 1 – Ford City BIA
23 Edna Street and Albert Street	<b>Issue:</b> The geometry of the underpass at Drouillard Road and Wyandotte Street prohibits truck turning and forces trucks to navigate on these local roads to access Champion Products.	Business Community Meeting 1 – Ford City BIA
24 Walker Road and Seminole Street	<b>Opportunity:</b> Moving the stop bars back for left-turning traffic on Seminole Street would provide enough space for trucks turning from Walker Road eastbound to Seminole Street.	Goods Movement Community Meeting 1 – Hearn Industrial Services
25 Walker Road	<b>Opportunity:</b> This roadway is a good north-south connection for truck traffic.	Public Opinion Survey 1
26 Drouillard Road	<b>Issue:</b> The absence of traffic controls/signals makes Drouillard Road an attractive route for trucks between Seminole Street and Wyandotte Street, but conflicts with the existing uses and users in the area. Removing Drouillard Road from the truck route network would support the BIA’s vision of a future flex street <sup>1</sup> .	Business Community Meeting 1 – Ford City BIA

<sup>1</sup> Also known as a shared street, a “flex street” prioritizes the needs and safety of pedestrians and cyclists along a roadway with the goal of creating a more inclusive and vibrant public realm. They are characterized by their adaptability in the way space is use, and can feature pedestrian-centric design and programming, as well as reduced vehicle speeds and access.

## ENGAGEMENT SUMMARY

Location ID	Issue or Opportunity	Source
	<b>Issue:</b> Drouillard Road between Riverside Drive and Richmond Street.	Public Opinion Survey 1
	<b>Issue:</b> Restrict trucks on Drouillard Road between Edna Street and Richmond Street to prioritize the walkable businesses, homes, pedestrians and cyclists along the corridor.	Interactive map – resident
	<b>Issue:</b> Truck traffic conflicts with the street’s increasing cycling and pedestrian activity.	Business Community Meeting 1 – Ford City BIA
	<b>Issue:</b> Drouillard Road between Riverside Drive and Richmond Street is too narrow for large trucks.	Public Opinion Survey 1
	<b>Issue:</b> Trucks should be routed to Seminole or Walker Road instead.	Public Opinion Survey 1
	<b>Issue:</b> Restrict large scrap metal carriers along Drouillard Road.	Business Community Meeting 1 – Ford City BIA
<b>27</b> Wyandotte Street and George Avenue	<b>Opportunity:</b> Move stop bars back on George Avenue to provide space for trucks turning left from Wyandotte Street southbound to George Avenue.	Goods Movement Community Meeting 1 – Hearn Industrial Services
<b>28</b> Windsor Airport	<b>Opportunity:</b> Reducing truck restrictions to the airport will support future cargo expansion opportunities (especially as a result of the NextStar Energy plant and related production).	Goods Movement Community Meeting 1 – Windsor Airport
<b>29</b> EC Row Expressway	<b>Opportunity:</b> The expressway is essential to goods movement, and expansion is needed to address congestion issues, with an emphasis on improving connections south to Highway 401.	Public Opinion Survey 1
<b>30</b> Tecumseh Road	<b>Issue:</b> Restrict trucks on Tecumseh Road.	Public Opinion Survey 1

## ENGAGEMENT SUMMARY

Location ID	Issue or Opportunity	Source
	<b>Issue:</b> All of Tecumseh Road is dangerous for pedestrians and cyclists.	Public Opinion Survey 1
31 Jefferson Boulevard (Windsor Transload Facility)	<b>Issue:</b> High volumes of traffic along Jefferson Boulevard (not part of truck route network).	Public Opinion Survey 1
	<b>Issue:</b> Public health issues, pollution and congestion caused by heavy trucks accessing the transload facility are key concerns, as well as dust generated at the unpaved facility.	Public Opinion Survey 1
	Jefferson Boulevard has fewer traffic signals than parallel truck routes, which makes it more attractive for trucks	Public Information Centre 1
32 Lauzon Road	<b>Opportunity:</b> Lauzon Road is a key truck route, connecting to concrete plants along Patillo Road in Tecumseh via Lesperance Road/County Road 22.	Goods Movement Community Meeting 1 – Southwestern Sales
33 Jefferson Boulevard	<b>Opportunity:</b> Extend Jefferson Boulevard south of EC Row Expressway to connect with Highway 3, with an interchange at Highway 401. Expand the interchange at EC Row Expressway..	Public Opinion Survey 1
34 South Sandwich Planning District	<b>Need:</b> It is important to consider future development, including a new hospital.	Goods Movement Community Meeting 1 – Amico
35 County Road 42	<b>Opportunity:</b> The roadway will be a critical travel corridor in the future and should be widened and well connected.	Public Opinion Survey 1
36 Lauzon Parkway	<b>Opportunity:</b> Widen Lauzon Parkway south of EC Row Expressway to six lanes to connect with Highway 3, with an interchange at Highway 401.	Public Opinion Survey 1

## ENGAGEMENT SUMMARY

Location ID	Issue or Opportunity	Source
<b>37</b> Riverside Drive East	<b>Need:</b> The gap in truck route network along Riverside Drive should be addressed so trucks aren't having to backtrack; City requires trucks existing the east dock to travel east (even if the truck is destined west) forcing trucks through school zones and along Banwell Road (Goods Movement Community).	Goods Movement Community Meeting 1 – Southwestern Sales
<b>38</b> Wyandotte Street and Banwell Road	<b>Opportunity:</b> To maintain truck flow, especially with all the construction expected in the south areas of Windsor, trucks should be allowed to use Wyandotte Street and Banwell Road.	Goods Movement Community Meeting 1 – Hearn Industrial Services
<b>39</b> EC Row Expressway and Banwell Road	<b>Need:</b> Stellantis-LG Energy Solution EV battery plant must be considered in truck route network planning.	Goods Movement Community Meeting 1 – NextStar Energy
<b>40</b> Banwell Road	<b>Opportunity:</b> Widen Banwell Road south of EC Row Expressway to connect with Highway 3/ interchange at Highway 401.	Public Opinion Survey 1
<b>41</b> Lesperance Road (Town of Tecumseh)	<b>Issue:</b> The Town of Tecumseh does not support routing trucks along Lesperance Road between County Roads 22 and 42 (Banwell Road is a suitable alternative).	Municipal/ Governmental Meeting 1 – Town of Tecumseh
<b>42</b> Tecumseh Road (Town of Tecumseh)	<b>Issue:</b> Through-truck traffic will be limited along Tecumseh Road in the Town of Tecumseh as part of a road diet. Instead, trucks should be directed north and south via Banwell Road.	Municipal/ Governmental Meeting 1 – Town of Tecumseh
<b>43</b> Baseline Road (Town of Tecumseh)	<b>Issue:</b> Shortcutting trucks along Baseline Road to access the Manning Road interchange at Highway 401 is an issue, as the roadway has load restrictions and is unsuitable for trucks.	Municipal/ Governmental Meeting 1 – Town of Tecumseh

## ENGAGEMENT SUMMARY

Location ID	Issue or Opportunity	Source
44 South Talbot Road (Town of Tecumseh)	<b>Issue:</b> This load-restricted roadway is used by trucks as a bypass when there are collisions or construction along Highway 3.	Municipal/ Governmental Meeting 1 – Town of Tecumseh

Location IDs correspond to map shown in Exhibit 3.10.

Note: This exhibit lists the opinions expressed during study engagement activities, and does not necessarily reflect the opinions of the City of Windsor or of the Windsor Truck Route Study team. It is noted that there are conflicting opinions in this list.

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## 4. Round 2 Engagement

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This section summarizes the objectives, activities and findings of the second round of engagement, coinciding with Phase 2 of the City of Windsor Truck Route Study.

### 4.1 Engagement Objectives

The overall objectives of the second round of engagement were as follows:

- Present the confirmed strategic framework, which was presented in draft as part of the first round of engagement; and
- Solicit feedback on draft truck route network options developed as part of Phase 2; and
- Identify location-specific mitigating measures to help balance community priorities and needs alongside truck movements.

Input collected throughout the second round of engagement helped to inform the selection of the preferred network option and contributed to the development of the final recommended truck route network. Overall, meaningful engagement ensured that the ultimate study recommendations, including supporting strategies and mitigating measures, respond to the identified needs and priorities across different communities and stakeholders in Windsor.

## 4.2 Overview of Engagement Activities

The following engagement events and activities were hosted as part of the first second of engagement:

- The Truck Route Study web page, which serves as the ongoing community engagement portal throughout the study process, was updated;
- Various stakeholder meetings (Section 4.4); and
- Public Information Centre 2 (Section 4.5), which also pointed participants to an online survey (Section 4.6).

## 4.3 Notification and Advertisements

The Notice of Public Information Centre 2 for the second round of engagement was first published on the study web page on April 13, 2024.

A variety of methods were used to notify the public and stakeholders of Public Information Centre 2 including emails, media, and the study web page, as described below.

### 4.3.1 Stakeholder Notices

Stakeholders were notified of the Truck Route Study and invited to participate in one of the following meetings:

- Goods Movement Community Meeting 2 – Notified April 8, 2024;
- Business Community Meeting 2 – Notified April 11, 2024; and
- Advisory Group Meeting – Notified April 24, 2024.

### 4.3.2 Newspaper Notices

Notice of PIC 2 was published in the Windsor Star on April 13 and 27, 2024, with the purpose of broadening the outreach potential of the Truck Route Study.

A copy of the newspaper publication is provided in Appendix A.

### 4.3.3 Social Media

Social media was used to solicit public engagement and participation throughout the Truck Route Study, and a record of all posts is included in Appendix A.

## ENGAGEMENT SUMMARY

Social media posts from the official City of Windsor Facebook account were used to announce the public information event on April 20, 26, and 28, 2024.

### 4.4 Stakeholder Meetings

#### 4.4.1 Objectives

Three stakeholder meetings dedicated to specific engagement groups were hosted as part of the first round of engagement. While the focus of each stakeholder meeting was tailored to meet the specific interests and priorities of every group, each meeting had the same overall objectives, as follows:

- Update stakeholders on the study process and purpose;
- Present a summary of the Network Development Process and outcomes;
- Present and invite feedback on the draft truck route network options; and
- Facilitate a discussion related to the draft network options to solicit input on what works well and what needs to be changed or implemented to mitigate negative impacts on communities, other road users and truck operations.

#### 4.4.2 Goods Movement Community Meeting 2

Goods Movement Community Meeting 2 was hosted virtually via Microsoft Teams on April 17, 2024. The meeting was facilitated by Glenn Pothier of GLPi to help ensure meaningful engagement and balanced participation.

##### Participation

Selected representatives from Windsor's goods movement community were invited to participate in the Goods Movement Community Meeting 2 via email.

Representatives from the following organizations participated in the meeting (a full list of participants is included in the meeting minutes provided in Appendix B):

- Ambassador Bridge
- Amico Infrastructures
- Green Infrastructure Partners
- Hearn Industrial Services
- Invest WindsorEssex
- K-Scrap Resources Ltd.
- Lafarge
- NextStar Energy

## ENGAGEMENT SUMMARY

- Ontario Trucking Association
- Pantos Logistics
- Private Motor Truck Council of Canada
- Southwestern Sales
- Stellantis
- Sterling Fuels
- Walker Aggregates
- Winsor Port

### Summary of Findings

The following is a summary of the input/discussion topics received as part of Goods Movement Community Meeting 2, including key concerns and opportunities that were identified through discussions. Additional location-specific feedback is provided in Exhibit 4.4 (Section 4.7) together with other local-level input received across multiple engagement channels and audiences.

#### Truck Network Operations:

- Specific locations or pinch points should be identified and responded to, rather than using a broad-brush approach to issues in Windsor.
- The maximum axle limit on local delivery routes will impede business operations if certain companies are not accommodated.
- Lack of alternate routes to access Ambassador Bridge (i.e. removal of Wyandotte Street and University Avenue) and Gordie Howe International Bridge is a concern.
- The truck route network should have some sort of mechanism to help trucks navigate road closures.

#### Other Considerations:

- Improving separation between trucks and vulnerable road users is key to maintaining a safe and operationally efficient truck network.
- Education amongst the public is key to ensure the success of drivers using local delivery routes.
- Educating 311 and 911 operators to be knowledgeable in handling call complaints on secondary routes will be important.

### 4.4.3 Business Community Meeting 2

Business Community Meeting 2 was hosted virtually on Microsoft Teams on April 19, 2024.

## ENGAGEMENT SUMMARY

### Participation

Representatives from each of the nine business improvement areas in the City of Windsor were invited to participate in Business Community Meeting 2 via email. Representatives from the following BIAs attended (a full list of participants is included in the meeting minutes provided in Appendix B):

- Downtown Windsor BIA
- Ford City BIA
- Olde Sandwich Towne BIA

### Summary of Findings

The following is a summary of the input received as part of Business Community Meeting 2. Additional location-specific feedback is provided in Exhibit 4.4 (Section 4.7) together with other local-level input received across multiple engagement channels and audiences.

- Trucks should not be directed to the Mill Street/Sandwich Street intersection (tight turns, high pedestrian traffic).
- Drouillard Street should not be included in the truck route network, especially because of the upcoming traffic calming measures.
- Oulette Street should be a local delivery route instead of a primary route.

#### 4.4.4 Advisory Group Meeting

The Advisory Group meeting was hosted virtually on Microsoft Teams on May 2, 2024.

### Participation

Representatives from the City of Windsor, goods movement related associations and businesses, BIAs, selected members of the public (identified through in-person discussions at the public information centre), and other agencies (e.g. public health sector, active transportation advisory) were invited to participate in the Advisory Group meeting via email.

Representatives from the following organizations attended (a full list of participants is included in the meeting minutes provided in Appendix B):

- Ambassador Bridge
- Active Transportation Expert Panel for City of Windsor

## ENGAGEMENT SUMMARY

- City of Windsor Active Transportation Coordinator
- Downtown Windsor BIA
- Ford City BIA
- Hearn Industrial Services
- Olde Sandwich Towne BIA
- Windsor Essex Community Health Unit
- Windsor Port

### Summary of Findings

The following is a summary of the input received as part of the Advisory Group meeting, including key considerations that were identified through discussions. Additional location-specific feedback is provided in Exhibit 4.4 (Section 4.7) together with other local-level input received across multiple engagement channels and audiences.

- Accommodating businesses along non-designated truck routes is important/ticketing trucks that deliver to small business along non-designated truck routes is a concern.
- The Prince Road/Sandwich Street intersection is dangerous due to impeded sightlines.
- Mill Street is not a suitable truck route due to visibility concerns.
- Turning trucks at locations with bike lanes can be dangerous (e.g. Walker Road and Seminole Street).
- Redundancy is important to access the Ambassador Bridge.
- From a safety perspective, four-lane roadways (e.g. Banwell Road, McHugh Street, Lauzon Parkway) can act as barriers for neighbourhoods. Improved crossings, longer crossing times, traffic calming measures, etc. should be considered.

## 4.5 Public Information Centre 2

Public Information Centre (PIC) 2 was the second of two in-person drop-in events planned for the Truck Route Study. PIC 2 was held over two days at the following locations:

- April 29, 2024: John Muir Library from 6:00 to 8:00 p.m.; and
- April 30, 2024: WFCU Centre from 5:00 to 7:00 p.m.

## ENGAGEMENT SUMMARY

A presentation slide-deck was also made available on the study web page for asynchronous participation.

The purpose of PIC 2 was to:

- Update members of the public on the Truck Route Study;
- Present and invite feedback on the draft truck route network options; and
- Understand and solicit truck-route related issues, concerns, priorities and mitigating measures to help balance the priorities and needs of the community alongside the movement of trucks.

The PIC made use of several tools to encourage engagement and solicit input. These elements included the following, some of which were available on the study web page:

- Both in-person and virtual display boards;
- Several members of the project team available at the in-person event to engage with the public, answer questions and receive input;
- Online survey (with paper copies available in-person, if required); and
- Project contact information.

### 4.5.1 Display Boards

Display boards were developed to present the draft recommendations to different engagement groups and request their input on specific topics. The presentation boards were printed on large foam-core and displayed at the two venues for the PIC, as shown in Exhibit 3.2. Virtual copies of the display boards were also posted as a PDF file on the study web page and are included in Appendix C.

## ENGAGEMENT SUMMARY

### Exhibit 4.1: PIC 2 Set-up at the WFCU Centre



The display boards consisted of the following information:


- Study context and process information, study principles, truck axle examples;
- Truck route Network Development Process, including segment scoring results, network connectivity guidelines, and draft network options for review and comment;
- Network challenges and mitigating measure and
- Important next steps in the Truck Route Study process, project team contact information, as well as ways for the public to provide input.

An example image of the display boards is included in Exhibit 4.2.

Appendix C includes the full set of PIC 2 display boards.

Exhibit 4.2: In-Person Display Boards for PIC 2 – Welcome Board


WELCOME



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**Thank you** for attending the second Public Information Centre for the **City of Windsor Truck Route Study!**


Please take this opportunity to learn about the study progress and share your input on the draft truck route network options.



Additional study information is also available at [letstalk.citywindsor.ca/truck-route-study](http://letstalk.citywindsor.ca/truck-route-study) or by following the QR code


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1




**Sign in.** Let us know if you'd like to be added to the project contact list where you will receive updates at key study milestones.

2




**Stroll around.** Review the information boards to learn about the Truck Route Study progress.

3




**Share your input.** Talk to the project team, or complete the survey (online or in hard copy).




**Contact Information**  
If you have other comments or questions regarding the Truck Route Study, please contact the following:

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The Truck Route Study is being conducted by **Arcadis** in association with **David Kriger Consultants Inc.** and **GLPi.**

Note: Appendix C includes the full set of PIC 2 display boards.


### 4.5.2 Means of Providing Feedback

Members of the public were given several means of providing feedback or information to the project team, as detailed in the subsequent sections. Input received from members of the public informed the project team’s understanding of the draft truck route network options, helping to ultimately select the preferred option and inform the refinement of the final recommended network.

### 4.5.3 In-Person Feedback

Several members of the project team, including both the consultant project manager as well as the City project manager, were available during the entirety of the two drop-in events.

Project team members conversed with interested members of the public, listening to their truck-route related concerns to help inform the development of the final



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recommended network, making the necessary revisions to the preferred network, as appropriate.

Seven people signed in at the first day of the PIC event on April 29, and 33 people signed in on the second day of the PIC event on April 30 (with approximately dozens more who attended and chose not to sign in). Some of the key themes expressed by members of the public at the PIC event included the following:

- The need to address safety concerns for vulnerable road users, including the following locations:
  - Sandwich Towne: Mill Street and Sandwich Street, Prince Road;
  - East Riverside: Banwell Road and McHugh Street (especially given recent growth, the high proportion of seniors on these roads, and recent pedestrian tragedies along Banwell Road), and Riverside Drive East;
- Overall support for the two-tier network option to balance the needs and priorities of local communities with the needs of the goods movement community, although concerns remain about enforcement and the likelihood of larger trucks still using the secondary routes;
- Concerns about truck traffic emissions impacts on local environment and communities, especially where large trucks are allowed off of major roads and into residential areas;
- Traffic operations challenges and vulnerable road user concerns in Sandwich Towne, e.g. visibility concerns at Prince Street and Sandwich Street;
- Concerns regarding dust, noise, and vibration impacts caused by trucks in Sandwich Towne;
- Jefferson Boulevard residents' concerns about insufficient drainage provision for the Coronation Street road access to the Windsor Transload facility, as well as continuing dust and noise impacts of this facility's operations on nearby residences;
- Some Lauzon Road residences, now IMMEDIATELY adjacent to the now-widened roadway, keenly feel traffic vibration impacts;
- Central portions of Riverside Drive, not currently on the truck route network, are improperly signed for limiting trucks, and are frequently used by trucks to bypass the delays along Wyandotte, the signed truck route, caused by traffic signal lights; and
- 11th Concession Road (southeast Windsor) residents' concerns about the impacts of trucks on their roadway, not currently well designed for trucks, as

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well as whether this route would be needed as a route parallel to the Lauzon Parkway extension when completed in future.

Location-specific feedback is provided in Exhibit 4.4 (Section 4.7), together with other local-level input received across multiple engagement channels and audiences.

### 4.6 Public Opinion Survey 2

An online survey (the second of two) hosted on the Truck Route Study web page was the primary means of acquiring public input related to the Network Development Process, draft network options, and truck route mitigating measures.

#### 4.6.1 Survey Design and Conduct

The public opinion survey was held from April 15 through May 9, 2023 and elicited 20 online submissions.

The survey was coded by the City of Windsor (in the SurveyMonkey platform), with a direct link to the survey from the Truck Route Study web page. Hardcopy surveys were also available at the in-person events, where participants were able to submit the completed survey in person or electronically.

The questionnaire included nine questions asking participants about the following:

- Input on the Network Development Process used to develop the draft truck route network options;
- Strengths and weaknesses of draft truck route network Option 1 and of Option 2, as well as any changes desired;
- Truck route mitigating measures to help overcome challenges or impacts caused by trucks along designated routes; and
- Respondent home postal code.

The complete questionnaire wording is included in Appendix D.

#### 4.6.2 Summary of Survey Findings

Responses to survey questions are summarized below. **A listing of verbatim free-text responses is included in Appendix D.**

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### Survey Respondent Home Postal Code

The majority of survey respondents chose not to provide their Forward Sortation Area (first three digits of home postal code). Among the participants who did provide a response, five were from N8P (East Riverside), and one from N9B (West Downtown and South Cameron).

### Network Development Process

Participants were asked the following questions about the network development process:

**Do you agree with the Network Development Process we have used to develop draft truck route network options? If not, what changes would you make to the process and why?**

In addition to the summarized information below, other location-specific feedback is included in Exhibit 4.4 (Section 4.7), together with other local-level input received across multiple engagement channels and audiences.

Comments and suggestions related to the Network Development Process included general support for the process, as well as the following suggestions:

- Environmental impacts (air quality, noise and green space) should be given greater consideration;
- Safety in light of speeding trucks needs to be considered;
- More bike routes are needed;
- Only trucks up to 3 axles should be allowed on secondary routes;
- Road designations (arterial, etc.) should not be a factor – the proximity to residential neighbourhoods and school children is paramount;
- Routes with fewer stop signs and traffic lights are those that are preferred by and used by truck drivers – this should be addressed to ensure the most appropriate routes are actually used; and
- More labels on maps showing the plan would be helpful.

### Draft Truck Route Option 1: Simple Network

Participants were asked the following questions about Option 1:

**What do you see as the strengths and weaknesses of Option 1? What changes, if any, would you make to this network option and why?**

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### **Benefits of Option 1** include the following:

- Limited access between Ambassador Bridge and future Gordie Howe Bridge is good, as trucks should not cut through Sandwich Towne residential neighbourhoods (e.g. College Ave or Tecumseh or Prince Road) in the event of congestion at one of the bridges;
- Keeping trucks off Wyandotte past Ouellette Avenue is good; and
- Limiting truck route hours is a good approach for residential neighbourhoods.

### **Weaknesses and suggestions related to Option 1** include the following:

- Limited hours PLUS limited axles should be considered, e.g. along Banwell and McHugh;
- Safe pedestrian crossings are needed, e.g. at Banwell and McHugh, and across McHugh;
- There is potential for high exposure by people to truck emissions;
- Trucks should be more limited to the main arteries, as there is no need to have truck routes in residential areas;
- Homes adjacent to Lauzon Parkway are now at a MINIMAL distance from the road after widening – residents feel the vibration every time a truck comes through at full speed, and houses are starting to show structural issues;
- The long-neglected maintenance of roads needs to be completed before adding new heavy truck traffic to routes;
- Many GFL trucks (50 to 60 daily) currently use Cameron Road and create a lot of noise and dust – a more appropriate routing for them would be along Huron Church Road;
- Location specific changes requested:
  - Remove Drouillard Road;
  - Limit hours on Walker Road due to vibration impacts on nearby residences; and
  - Trucks should not be allowed on Riverside Drive East due to safety for cyclists, pedestrians, emergency access needs, impact on wildlife, impacts on the road's scenic nature, and impacts on aging underground infrastructure.

The above location-specific feedback is also included in Exhibit 4.4 (Section 4.7), summarizing input received across other engagement channels and audiences.

## Draft Truck Route Option 2: Dual-Tier Network

Participants were asked the following questions:

**What do you see as the strengths and weaknesses of Option 2? What changes, if any, would you make to this network option and why?**

In addition to the summarized information below, other location-specific feedback is included in Exhibit 4.4 (Section 4.7), together with other local-level input received across multiple engagement channels and audiences.

**Benefits of Option 2** include the following:

- This is the better/slightly better option in general;
- This is better for providing alternate routes should an issue arise at the border; and
- It allows only small trucks not big trucks along smaller roads in residential areas.

**Weaknesses and suggestions related to Option 2** include the following:

- Secondary routes will likely end up getting used just as much as primary routes by large trucks;
- More pedestrian and bicycle traffic protection and cycling lanes are needed;
- More safe crosswalks and stop signs for increased pedestrian safety, as well as repaired sidewalks (broken sidewalks are dangerous for seniors);
- Need to coordinate traffic lights to keep the major roads more attractive for truck traffic;
- Location-specific changes requested:
  - There should be no road links connecting Ambassador Bridge and the future Gordie Howe Bridge through west-end neighbourhoods;
  - Allowing trucks along Prince Road at any point is unacceptable, especially south of College Ave;
  - Drouillard should be a secondary truck route at most, given mixed uses and Ford City plans;
  - Banwell should not have truck traffic;
  - Keep Riverside Drive truck free;

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- Dougall is not an appropriate gateway to Windsor and the Windsor-Detroit Tunnel – vehicles should instead be directed to Huron Church Line, Herb Grey Parkway and Howard Avenue.

The above location-specific feedback is also included in Exhibit 4.4 (Section 4.7), summarizing input received across other engagement channels and audiences.

### Truck Route Mitigating Measures

Participants were asked the following questions:

**What ideas do you have to help overcome the challenges of designated truck routes on adjacent land uses, other road users, and on traffic operations? Please let us know if there are any specific locations where you would like to see these implemented.**

Comments and suggestions included the following:

- Safer pedestrian passage is needed, e.g. at Drouillard and Whelpton, and Walker Road at Niagara and/or Edna;
- Stronger protections for cyclists such as protected cycling lanes, are needed, e.g. along Drouillard and along Walker Road;
- Traffic calming and separated cycling infrastructure along secondary routes will make them less attractive for large trucks compared to primary routes;
- Improved traffic lights coordination is needed along primary routes;
- Measures to support environmental health are key: provide buffers between trucks and residential communities (noise walls), vegetation barriers, etc.
  - Increased physical barriers (e.g. a brick wall and not just fencing) are needed between Lauzon Parkway and the residences that are now immediately adjacent to the widened roadway, or limit the adjacent lanes to 2-axle vehicles;
- Enforce speed limits; and
- Upper-level governments should recognize the need for good roads in Windsor as the gateway to Canada, and support road maintenance accordingly.

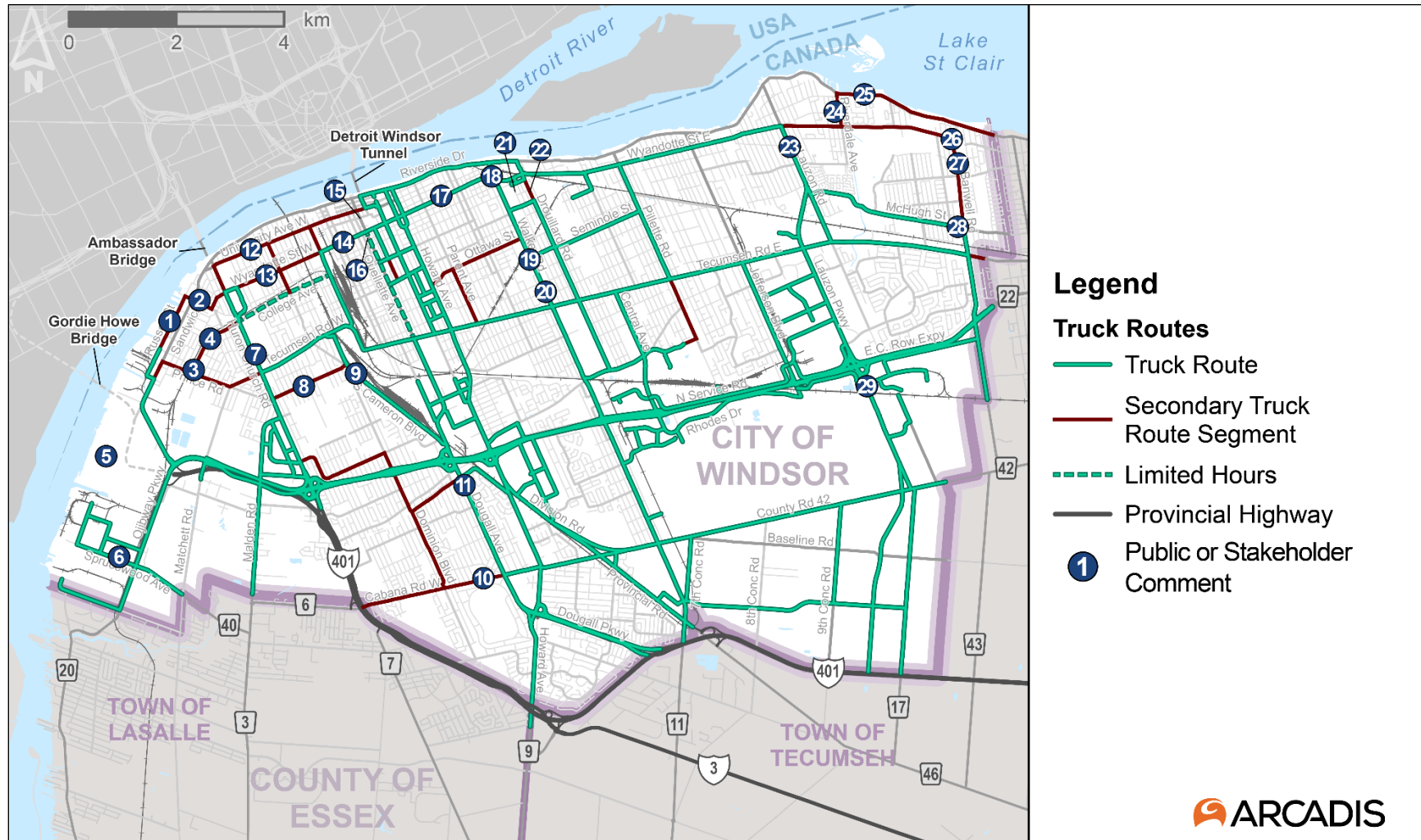
The above location-specific feedback is also included in Exhibit 4.4 (Section 4.7), summarizing local-level input received across multiple engagement channels and audiences.

## 4.7 Summary of Location-Specific Input Received

The first round of consultation was a successful means of engaging with the public as part of Phase 1 of the Truck Route Study. Input was received from different engagement groups through multiple channels, providing the project team with feedback to consider as the study progresses.

Exhibit 4.4 summarizes all the location-specific input received across different engagement groups, corresponding to the map shown in Exhibit 4.3.

Exhibit 4.3: Map of Location-Specific Truck Route Network Inputs – Round 2 Engagement



Note: Map numbers correspond to Location ID column shown in

## ENGAGEMENT SUMMARY

### Exhibit 4.4: List of Location-Specific Truck Route Network Inputs – Round 2 Engagement

Location ID	Comment	Source
1. Russell Street	It's preferred that the City doesn't encourage cycling along Russell Street unless there is a clear delineation (physical separation) of cyclists from vehicular traffic.	Goods Movement Community Meeting 2 – Windsor Port
	(Option 1) Good to see the truck route being extended along Russell Street north to Detroit Street to facilitate truck access to Southwestern Sales.	Business Community Meeting 2 – Olde Sandwich Towne BIA
2. Mill Street	(Option 2) Smaller trucks are being directed to a problem intersection; Mill Street is not a suitable option as visibility is not good. Mill Street and Sandwich Street is congested, turning here is very tight, and trucks routed here may create unsafe conditions for pedestrians. It is preferred if trucks continue north on Russell Street to University Avenue.	Business Community Meeting 2 and Advisory Group Meeting – Olde Sandwich Towne BIA
3. Prince Road	The BIA has requested a traffic light at Sandwich Street and Prince Road to help direct turning vehicles amid sightline issues.	Business Community Meeting 2 – Olde Sandwich Towne BIA
	(Option 2) The heavy industrial stamping plant sees truck traffic at all times of the day to keep it serviced (typically 6-axle trucks, and heavy). The secondary route connecting Ojibway Parkway to Prince Road via Sandwich Street will set the business up for failure if trucks cannot be legally accommodated.	Goods Movement Community Meeting 2 – K-Scrap Resources Ltd
	Trucks should not be permitted to use Prince Road to access Huron Church Road (due to schools and hospital), and	Public Opinion Survey 2

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Location ID	Comment	Source
	instead be directed onto College Avenue.	
<b>4.</b> College Avenue/ Tecumseh Road	The network should prevent trucks from using College Avenue or Tecumseh Road and infiltrating residential streets when trying to access the Gordie Howe bridge.	Public Opinion Survey 2
<b>5.</b> Broadway Street	Broadway Street provides access to Brighton Beach Generating Station and Dainty Foods; its inclusion in the truck route network is critical.	Goods Movement Community Meeting 2 – Southwestern Sales
<b>6.</b> Sprucewood Avenue	Planning for alternate routing to Sprucewood Avenue should be considered in the event Ojibway Parkway is closed at EC Row.	Goods Movement Community Meeting 2 – Stellantis
<b>7.</b> Huron Church Road	Permit LCVs to use Huron Church Road to the Ambassador Bridge,	Public Opinion Survey 2
<b>8.</b> Totten Street	Not an ideal route because it's not wide.	Advisory Group Meeting – Windsor Essex Community Health Unit
<b>9.</b> South Cameron Boulevard	Excessive amount of GFL trucks use South Cameron Boulevard, causing issues (noise, dust) for the residents along the street.	Public Opinion Survey 2
<b>10.</b> Cabana Road	Cabana Road west of Howard Avenue should not be a truck route due to conflicts with sensitive land uses.	Public Opinion Survey 2
<b>11.</b> Dougall Avenue	Dougall Avenue between Highway 3 and EC Row should not permit trucks due to adjacent residential land uses	Public Opinion Survey 2
<b>12.</b> University Avenue	(Option 1) Limited hours on University Avenue is a concern in the event of an issue on Huron Church Road.	Goods Movement Community Meeting 2 – Ambassador Bridge

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Location ID	Comment	Source
	As long as traffic is flowing and light cycles are set properly, there is minimal need to use University Avenue (which is used to access the secondary entrance to the bridge in the event of a problem on Huron Church Road).	Goods Movement Community Meeting 2 – Ambassador Bridge
	Redundancy is important to access the Ambassador bridge (but Option 2 provided redundancy to outbound traffic only, not inbound). Issues along Huron Church Road causes congestion to and from the bridge. When there are access issues, the ramp from the CBSA plaza to Wyandotte Street is utilized.	Advisory Group Meeting – Ambassador Bridge
<b>13.</b> Wyandotte Street between Patricia Road and Crawford Avenue	Lack of route alternative to access Ambassador Bridge and Gordie Howe Bridge is a concern. Wyandotte Street is a well-used east-west route to access the Ambassador Bridge for our mainly 5-axle trucks.	Goods Movement Community Meeting 2 – Stellantis
	Wyandotte Street is used regularly by Stellantis, and its removal as a truck route would impact business, as it provides an alternative connection to the Ambassador Bridge in the event that Huron Church Road is closed or congested.	Goods Movement Community Meeting 2 – Stellantis
	As long as traffic is flowing and light cycles are set properly, there is minimal need to use Wyandotte Street (which is used to access the secondary entrance to the bridge in the event of a problem on Huron Church Road).	Goods Movement Community Meeting 2 – Ambassador Bridge
	Consideration for Wyandotte Street being used as a legal emergency route in the event of road closures.	Goods Movement Community Meeting 2 – Private Motor

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Location ID	Comment	Source
		Truck Council of Canada
<b>14.</b> Wyandotte Street between Crawford Road and McDougall Street	(Option 2) The primary route along Wyandotte Street should be changed to a secondary route to McDougall Street.	Business Community Meeting 2 – Downtown Windsor BIA
<b>15.</b> Ouellette Avenue north of Wyandotte Street	(Option 2) Add a secondary route between Riverside Drive and Wyandotte Street to service the local businesses.	Business Community Meeting 2 – Downtown Windsor BIA
<b>16.</b> Ouellette Avenue south of Wyandotte Street	(Option 2) The existing limited hours route along Ouellette Avenue between Wyandotte Street and Elliott Street should be a secondary route, as this segment is one lane in either direction and very congested.	Business Community Meeting 2 – Downtown Windsor BIA
<b>17.</b> Wyandotte Street	Speeding trucks is an issue along Wyandotte Street between the Downtown and Walker Road.	Public Opinion Survey 2
<b>18.</b> Wyandotte Street and Walker Road	Wyandotte Street is very narrow at Walker Road, so turns are difficult.	Advisory Group Meeting – For City BIA
<b>19.</b> Walker Road and Seminole Street	Walker Road and Seminole Street is a terrible turn for cyclists	Advisory Group Meeting – AT Expert Panel for City of Windsor
<b>20.</b> Walker Road	Impose limited-hours on Walker Road to respond to vibrations caused by trucks overnight.	Public Opinion Survey 2
<b>21.</b> St Luke Road	Removal of St Luke Road from both options is appropriate, especially amid upcoming residential development north of Richmond Street.	Business Community Meeting 2 – Ford City BIA

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Location ID	Comment	Source
<b>22.</b> Drouillard Road	This very narrow roadway should not be included in the truck route network. Option 1 promotes through traffic, and the secondary route in Option 2 should be extended south to Seminole Street.	Business Community Meeting 2 – Ford City BIA
	Douillard Road should not be a truck route connection, especially because of high pedestrian and cyclist volumes.	Public Opinion Survey 2
	Safe crossing opportunity needed at Drouillard Road and Whelpton Street	Public Opinion Survey 2
<b>23.</b> Lauzon Road	Mitigations needed along Lauzon Road: e.g. limited hours, noise barrier wall, maximum 2-axle trucks.	Public Opinion Survey 2 / Public Information Centre 2
	Vibration concerns by trucks causing foundation concerns to nearby houses.	Public Opinion Survey 2
<b>24.</b> Riverdale Avenue	Bertha Avenue (preferred) or Greendale Drive are good alternative options to a cycling route along Riverdale Avenue.	Advisory Group Meeting – AT Expert Panel for City of Windsor
<b>25.</b> Riverside Drive East	A truck route along Riverside Drive East would impact the scenic atmosphere of the area, compromise safety for pedestrians and cyclists, interfere with homeowner’s vision for their community, impede safety and access to Sandpoint Beach, and disturb wildlife on Peche Island.	Public Opinion Survey 2 / Public Information 2
	Speeding trucks are a concern along Riverside Drive	Public Information 2
<b>26.</b> Banwell Road and Wyandotte Street	Safety for the residential areas around Banwell Road and Wyandotte is a concern, and the Truck Route Study should respond to this.	Public Opinion Survey 2

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Location ID	Comment	Source
27. Banwell Road	More safe crossing opportunities for vulnerable road users are needed along Banwell Road (e.g. at Little River Boulevard, Firgrove Drive).	Public Opinion Survey 2 / Public Information Centre 2
28. McHugh Street	Maximum 3-axle trucks on McHugh Street (and Banwell Road) with limited-hours in effect.	Public Opinion Survey 2
	Safe crossing opportunities needed for vulnerable road users along McHugh Street, especially connecting the parks, retirement home, etc.	Public Information Centre 2
29. Twin Oaks Drive	Operational improvements (e.g. signal timing) should be considered at Twin Oaks Drive and Lauzon Parkway to improve access to NextStar Energy.	Public Information Centre 2

Location IDs correspond to map shown in Exhibit 4.3.

Note: This exhibit lists the opinions expressed during study engagement activities, and does not necessarily reflect the opinions of the City of Windsor or of the Windsor Truck Route Study team. It is noted that there are conflicting opinions in this list.

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## 5. City Presentations and Public Review

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**This section will be updated to summarize the following:**

- **Presentation to Environment, Transportation and Public Safety (ETPS) Committee;**
- **Presentation to Council; and**
- **Public Review.**

## 6. Summary

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This Engagement Summary report serves as a comprehensive record of the Truck Route Study engagement process, capturing the consultation activities and input received from stakeholders and members of the public. Engagement and consultation throughout the study process provided a foundation for ongoing collaboration necessary to develop a Truck Route Study that responds to the needs and priorities of the City of Windsor, its residents and businesses, and the goods movement community that relies on the truck route network to keep the flow of freight and services efficient.

# Appendix A: Notices and Advertisements

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## Notices and Advertisements

Notices and media advertisements provided over the course of this study include the following, copies of which are included in the subsequent pages:

### **Truck Route Study Notices**

- Notice of Study Commencement and Public Information Centre 1
- Notice of Public Information Centre 2

### **Social Media**

- Facebook

# Appendix B: Stakeholder Meeting Materials and Input

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## Stakeholder Meeting Materials and Input

The following stakeholder meeting materials and input are included in the subsequent pages:

### **Round 1 Engagement**

- Goods Movement Community Meeting 1 presentation and minutes
- Business Community Meeting 1 presentation and minutes
- Municipal/Governmental meeting presentation and minutes

### **Round 2 Engagement**

- Goods Movement Community Meeting 2 presentation and minutes
- Business Community Meeting 2 presentation and minutes
- Advisory Group meeting presentation and minutes

# Appendix C: Public Information Centre 1 and 2 Display Boards

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## Public Information Centre 1 and 2 Display Boards

The following Public Information Centre display boards were used during each round of engagement, copies of which are included in the subsequent pages:

- Public Information Centre 1 – October 2023
- Public Information Centre 2 – April 2024

# Appendix D: Public Opinion Surveys

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## Public Opinion Survey 1

The following materials for Public Opinion Survey 1 (October-November 2023) are included in the subsequent pages:

- Questionnaire
- Open-text response submissions (these responses are summarized in Section 3.7)

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Public Opinion Survey 1 Free-Text Responses

**Q1. At what locations do you have issues or concerns with the existing truck route network? Please tell us about the concern.**

<b>Response</b>	<b>Age Range</b>	<b>Postal Code 1st 3 Digits</b>
Huge trucks driving down <b>Wyandotte St. E.</b> through commercial areas where many pedestrians are attempting to cross the street.	80 or more	<b>N8P</b>
All of it. Keep large trucks off our city streets.	50-59	<b>N8R</b>
Cost of goods, the lack of double loaded trucks.	20-29	<b>N8R</b>
There should not be "semi-trucks" on any of our city streets, especially not north of EC Row. This will, of course be much easier to accomplish once the Gordie Howe bridge is completed.	50-59	<b>N8R</b>
I feel unsafe cycling along <b>Wyandotte</b> especially at the intersection with <b>Walker</b> because of the trucks turning right. Also the entire length of <b>Tecumseh</b> is dangerous for cyclists and pedestrians.	50-59	<b>N8S</b>
<b>Wyandotte/ walkerville</b> are where we are at one lane and there is heavy truck use.	50-59	<b>N8T</b>
Having trucks routed to the currently under <b>construction overpass where Dougall becomes Ouellette</b> near Jackson Park has been a nightmare. They should have been re-routed during this construction. Areas of Wyandotte where Riverside or Tecumseh are alternative routes (i.e. Walker to Huron Church) should also not have heavy truck traffic, given the stretches of single lane traffic and shorter traffic lights."	30-39	<b>N8X</b>
<b>Ouellette Ave bridge/Tecumseh Road W/Crawford, Wyandotte E</b> in Walkerville (evenings), lack of regard for intersections on lower Huron Church	40-49	<b>N8X</b>

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<b>Response</b>	<b>Age Range</b>	<b>Postal Code 1st 3 Digits</b>
There are too many trucks that use <b>Parent Ave</b> as a throughway. They often go over the posted speed limit and disrupt the neighbourhood.	20-29	<b>N8X</b>
<b>Wyandotte by the university</b> - Because it is single lane traffic it easily becomes backed up far into Wyandotte and once you are stuck there are little option to get unstuck. Also there are so many students walking around it is dangerous for trucks to go through that area.	40-49	<b>N8X</b>
All of <b>Drouillard Rd</b> should be removed from the trucking route plan. Most of the truck traffic is through traffic and feel it's more practical to use Seminole or Walker as a dedicated route. Also St. Luke should be removed. It's mainly residential, with much more residential coming to the area at Edna and St. Luke. Because Drouillard is a route and has no traffic lights or Stop signs from Seminole to Wyandotte trucks use the street more as the quickest way around. Drouillard in the 900,1000 and 1100 has way more pedestrian traffic as well."	40-49	<b>N8Y</b>
Any major street with many stoplights, i.e <b>Wyandotte, Tecumseh</b> . The biggest issue is that the big trucks run red lights and risk killing people daily (example, university students) because either their load is too heavy to stop in time, or they just run them on purpose? 2nd issue is <b>EC Row expressway</b> , merging on and off, especially between Howard and Dougall. Where is someone in the right lane supposed to go when giant trucks are going slow in the merging lane but cars are whizzing by at 150 in the left lane?	50-59	<b>N8Y</b>
<b>Drouillard rd</b> from riverside to Richmond is an issue.	30-39	<b>N8Y</b>
I have concerns with Trucks going down <b>Huron Church</b> , once the bridge is built can we please force trucks to go to the new bridge and stay off Huron Church unless they are going to a local business	20-29	<b>N8Y</b>
<b>Wyandotte and Riverside</b> should not be available to trucks. Shocking that it is allowed at this point. Both are major	50-59	<b>N8Y</b>

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Response	Age Range	Postal Code 1st 3 Digits
connections for RESIDENTS and go through small neighborhoods with homes. They are also both fairly narrow for cars.		
<b>Wyandotte East</b> between Walker and the bridge... Car carriers and transports travelling down Wyandotte during all hours of the day and night.. Noisy and dangerous. Traffic jams especially once you get past Campbell.	60-69	N8Y
<b>Wyandotte Street, Drouillard, Ottawa St</b> have too many transport trucks.	50-59	N8Y
<b>Wyandotte, Walker and Ottawa Streets</b>	50-59	N8Y
Everywhere	30-39	N9A
<b>Wyandotte Str East and West.</b> Street is not designed for big trucks, noise levels are high and traffic lights are frequently not obeyed.	60-69	N9A
<b>Wyandotte street</b> is a business district and should be prohibited from trucks other than local delivery	40-49	N9A
<p><b>Huron Church</b> from end of 401 to Ambassador Bridge with the stop and go traffic due to street lights. The main reason for truck traffic on major streets trying to bypass the lights in that stretch of Huron Church. Will continue to be a problem even after Gordie Howe Bridge opens because the Ambassador Bridge owner own's a lot of trucking companies and they will not be using the competing bridge. I think a divided road for trucks and local traffic would be ideal for this location.</p> <p>Major east/west roads such as <b>Wyandotte</b> and <b>Tecumseh</b> should be off limits for trucks and used only for local traffic. The <b>EC Row Expressway</b> is at capacity and needs major modernization and expansion and better/faster access and interchanges with major roads south to the 401. Lauzon and Banwell south of the Expressway need to be six lanes all the way to highway 3 with interchanges at both locations. I also think Jefferson also with six lanes and expanded interchange needs to be extended south with interchange at 42 all the way to 401 and Highway 3 with interchanges, as well in order to provide some traffic relief to Lauzon and Banwell.</p>	40-49	N9B

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<b>Response</b>	<b>Age Range</b>	<b>Postal Code 1st 3 Digits</b>
<b>Huron Church at Prince Rd and Huron Church at Tecumseh Rd</b> trucks constantly leave the truck route to cut down Prince Rd and no enforcement	60-69	<b>N9C</b>
<b>Russell Street-</b> it is too dusty due to dump trucks every day. The road curbs have an accumulation of dirt, soil and rocks and debris. The road is cleaned once this year., speed of trucks is too fast causing clouds of dirt, excessive noise and vibration. This is a health and safety issue. Driving on loose stones is dangerous, unsafe for bike traffic-bike-blocking debris. I have contacted several people about concerns.	60-69	<b>N9C</b>
None	60-69	<b>N9E</b>
Speeding on <b>Huron Church</b> as trucks go from 401 to the Bridge....or reverse.	70-79	<b>N9G</b>
<b>Tecumseh and Ouellette Ave. Wyandotte St</b>	50-59	<b>N9G</b>
Too much truck traffic on a street designated for no trucks. This is already a very busy street and the transport trucks dropping off their loads at a year in a residential area causes more traffic jams and dust everywhere when they leave the yard. Over the last two years, there has been a lot more truck and car traffic on this street which increases the emissions from these vehicles and we don't need more from the increased transport truck traffic. I have seen everything from lumber materials to truckers driving into this year and I don't know if any hazardous materials are in these tankers.	60-69	<b>N8T</b>
<b>Sandwich Street</b> is not for trucks. For more than 40 years, signs were posted. <b>Sandwich Towne</b> is residential – a heritage zone for tourists – not 18,000 trucks. Now pit the “no trucks” signs back!	-	<b>N9C</b>
<b>Sandwich Street:</b> Sandwich Towne’s pollution problem is caused by transport trucks. Our community is listed at (5 times higher) than anywhere else in Canada. CRUISER Report, 2021. Find a report.	-	<b>N9C</b>
<b>Sandwich Towne:</b> Our needs require fewer trucks, and less pollution in our neighbourhood. At present, over 18,000 to	-	<b>N9C</b>

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<b>Response</b>	<b>Age Range</b>	<b>Postal Code 1st 3 Digits</b>
22,000 trucks are coming to the Ambassador Bridge. Your transparency is lacking here.		

### Q2. At what locations do you think the existing truck route network works well or is essential? Please tell us why.

<b>Response</b>	<b>Age Range</b>	<b>Postal Code 1st 3 Digits</b>
Trucks on EC Rowe take up a lot of space and interfere with off and on ramps causing backups.	80 or older	<b>N8P</b>
<b>EC ROW</b>	20-29	<b>N8R</b>
I don't think it's essential anywhere. There are myriad alternative options that could and should be explored.	50-59	<b>N8R</b>
None of it.	50-59	<b>N8R</b>
<b>EC Row</b> is the best place for the majority of trucks, and it's inevitable on <b>Huron Church</b> . That said, the truck traffic on HC makes it an awful place for area residents, and especially unsafe for pedestrians and cyclists. It's not just traffic safety, but there is also good evidence that living near the Ambassador Bridge is conducive to higher cancer rates.	50-59	<b>N8S</b>
<b>Walker road</b> at least has two lanes but I wouldn't say it works well. Super congested	50-59	<b>N8T</b>
Full size transport trucks should not be allowed except on specific city streets. This would have a knock-on effect of creating more local logistics jobs, and we are all about creating jobs, right?	40-49	<b>N8X</b>
<b>Huron Church &amp; the highway to the new bridge</b>	40-49	<b>N8X</b>
<b>Ouellette, Howard &amp; Walker</b> are all alternative roads that work better for truck traffic that needs to go N/S in the city.	20-29	<b>N8X</b>
<b>EC Row</b>	50-59	<b>N8Y</b>

## ENGAGEMENT SUMMARY

<b>Response</b>	<b>Age Range</b>	<b>Postal Code 1st 3 Digits</b>
I think larger trucks should remain on major highways or county roads. Transfer smaller loads to smaller vehicles when in town.	50-59	<b>N8Y</b>
No where really. Huron is is always backed up.	60-69	<b>N8Y</b>
The 401/ Highway 3 going down to the expressway past that its not working	20-29	<b>N8Y</b>
The <b>EC Expressway</b> should be the main route for trucks.	50-59	<b>N8Y</b>
<b>Walker rd</b> and works because the lanes are wide and there are no cars packed along the streets. It's used as a through way to easily access areas in either end of the city.	30-39	<b>N8Y</b>
<b>Walker Road, Tecumseh Road</b>	50-59	<b>N8Y</b>
<b>Walker</b> still seems like a good trucking route.	40-49	<b>N8Y</b>
All areas that are <b>not existing business districts</b>	40-49	<b>N9A</b>
<b>Expressway and Herb Grey</b> have fewer lights and more direct route to border.	60-69	<b>N9A</b>
Nowhere	30-39	<b>N9A</b>
<b>EC Row expressway</b> is very essential and must be modernized and expanded to meet future needs as part of the major road network of connecting other major roads to either bridge in a fast and efficient way. The expressway works well now, but can and must be improved to be much better. Trucks causing traffic gridlock need to be taken off of major intercity roads in order to ease traffic issues, so people can get where they need to go faster and easier. I think highway 42 will be a very important and essential route in the future and will need to be largely expanded with proper connections to major north/south routes.	40-49	<b>N9B</b>
It doesn't work there is little to no enforcement for trucks that leave the truck route	60-69	<b>N9C</b>
Trucks should use <b>Sandwich Street</b> - it is for commercial traffic. Russell Street is a small residential street. Russell	60-69	<b>N9C</b>

## ENGAGEMENT SUMMARY

<b>Response</b>	<b>Age Range</b>	<b>Postal Code 1st 3 Digits</b>
Street should not be used for trucks- the big trucks companies don't care.		

### **Q3. Please tell us any additional concerns or suggestions you may have related to the current City of Windsor Truck Route network.**

<b>Response</b>	<b>Age Range</b>	<b>Postal Code 1st 3 Digits</b>
Trucks used <b>Banwell</b> to take stone to the new battery plant during construction. There are now potholes and cracked roadways all along Banwell.	80 or older	<b>N8P</b>
#1 thing to do after the Gordie Howe bridge is finished? BAN Semi trucks off of EVERY street, road, drive, Parkway, etc NORTH of EC Row. Put sorting plants on the outskirts and part loads into smaller, more fuel efficient (ideally electric) safer, delivery vehicles. If that's too hard for any given industry, fine... get OUT of the centre of town, to the outskirts, and leave your brownfield for converting into dense neighbourhoods. I am ESPECIALLY looking at the waterfront in Sandwich Town and in Walkerville/Ford City, and the Ford plant in the heart of Ward 5.	50-59	<b>N8R</b>
The map showing time of day and turning restrictions for truck traffic is illuminating. We need far more restrictions so as to make the streets safe for all road users. I would support very limited times for suppliers to stores along shopping and residential streets.	50-59	<b>N8S</b>
Getting rid of level crossings would alleviate issues at several current choke points	40-49	<b>N8X</b>
Roads trucks use need to be maintained better, the improvements being made on Parent between Erie and Niagara are a good start, but there is more work to be done on Parent.	20-29	<b>N8X</b>

## ENGAGEMENT SUMMARY

Response	Age Range	Postal Code 1st 3 Digits
<b>Drouillard rd</b> trucking route needs to be removed. Often times trucks are too big to stay in their lane, and must drive in the middle of the road to access their destination. Having trucks move through a small up and coming shopping district that is aiming to be pedestrian friendly is unable to attain that due to the large trucks moving down the small narrow road.	30-39	<b>N8Y</b>
Enforcement of traffic laws needs to be increased.	50-59	<b>N8Y</b>
Huge trucks on residential streets. There is no oversight of trucks who break the law	50-59	<b>N8Y</b>
I have issues with the Expressway to bridge on <b>Huron Church</b> route because a lot of the time you have trucks blocking intersections or snarling Huron Church so that no other traffic can go around or by	20-29	<b>N8Y</b>
In general feel there are way too many smaller roads included in the current plan. Should be main East West and North South roads like Tecumseh, Wyandotte, Walker, Crawford, Howard, EC Row. If trucks are always allowed to travel to their destination on any road then it seems unnecessary.	40-49	<b>N8Y</b>
Volume of trucks on <b>Wyandotte</b> is loud and frequent and 24/7	50-59	<b>N8Y</b>
I understand the need for trucks to make deliveries to businesses in some congested areas but a tractor trailer is not designed for residential streets. Perhaps weight restrictions should be enforced.	60-69	<b>N9A</b>
Off every residential street except for the highway	30-39	<b>N9A</b>
Trucks should be restricted to roads that are sufficiently designed to handle the excessive weight.	40-49	<b>N9A</b>
Main concern is trucks using intercity roads to bypass the lights on <b>Huron Church</b> . Need to eliminate lights for trucks along that section and separate trucks from local traffic.	40-49	<b>N9B</b>
Trucks using <b>Huron Church</b> road heading towards the bridge should not be allowed in the right lane. It clogs all the lanes heading North.	60-69	<b>N9B</b>

## ENGAGEMENT SUMMARY

<b>Response</b>	<b>Age Range</b>	<b>Postal Code 1st 3 Digits</b>
It's a joke the truck route is constantly ignored by drivers and enforcement is ignored by local police	60-69	<b>N9C</b>
<b>Russell Street</b> is very dirty with soil accumulation, rocks, sand, dust and garbage on the curbs. I personally pickup the garbage on the street but the street needs to be cleaned- maintaining a positive image is best for the community well being. We should focus on clean safe environment for everyone.	60-69	<b>N9C</b>
Road surface on <b>EC Row</b>	50-59	<b>N9G</b>
<b>Sandwich Towne:</b> The needs of residents have not been considered in this or any other process. The public input is muted. Leaving bureaucrats to manipulate questionnaires. Just like many report results. So, where is our relief? Your maps are inefficient. I've just been told truck type are different in your modelling perspective. I find that a lack of transparency, and more problematic for our future. The point of keeping the public in the dark heightens the indifference of City Hall.  Is Arcadis just hiding behind word games, because transportation safety should be, and must be, everyone's priority here. Likewise, the pollution level of your "Truck Route Study" has flaws. [...]	-	<b>N9C</b>

### **Q4. Please note any changes you would like to see to the draft Principles.**

#### **Response**

Harsher fines and enforcement for trucks driving on residential roads

How trucks and trucking routes effect residents, neighbourhoods and local roads, in regard to: pollution, traffic congestion, road safety, road surface degradation, noise pollution and out of city truckers/companies using municipal resources at taxpayers expense.

More detailed information public concerns and how to manage them. What are the responsibilities of the trucking companies that cause residential problems (vibrations, noise, dirt, health issues). More information on capacity of trucks on a

## ENGAGEMENT SUMMARY

### Response

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residential street. We need more information and public awareness - how is this study promoted? Residential advocates group need to be in place, city council especially Ward 2 should be heavily involved and knowledgeable about these issues. Truck lease should never have been granted again (it was closed for 5 years). Put air cleaning filtration systems in every house on this street and maintain them. monitoring vibration damage to properties, (we had to replace our cracked cement driveway 5 years ago due to excessive cracking).

---

Noise levels in a residential neighbourhood need to be taken into consideration.

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None

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Provided a good flowing environment for local traffic.

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"Safety, and Environmental/Health concerns should VETO both "Connected Truck Routes" and "Reliability and Redundancy" to exclusion.

Health before Commerce.

---

Simplify enforcement should not be a principle

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The examples of a hospital schools parks and recreation facilities along Prince road require signage that would make it a community safety zone and absolutely prohibit trucks for the safety of all pedestrians and people using these facilities off of Huron church line...if you are planning to talk the talk then it's about time someone walks the walk on safety and preserving our roads for all of the busses

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"The principles need to be integrated with the city's Active Transportation Master Plan. Note: ACTION 1B.6: INCORPORATE BICYCLE FACILITIES AS PART OF ALL NEW ENVIRONMENTAL ASSESSMENTS, INFRASTRUCTURE PROJECTS, AS WELL AS IN CONJUNCTION WITH OTHER PROJECTS, PLANS, AND DEVELOPMENTS.

The City of Windsor declared a climate emergency. I feel "support environmental and public health" is too vague to reflect a state of emergency.

Likewise, "safety outcomes" is so vague as to be meaningless. Please change it to "Support Vision Zero"

I am concerned about what "redundancy" means. Of course if there is an obstruction on one road, it's necessary for the system to allow diversion, but that is also included under "adaptability". Putting it front and centre in the principles suggests that redundancy for the benefit of trucks is more important than the safety and health of residents."

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To balance the road needs between trucks, cars, buses, bikes, and walking

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## ENGAGEMENT SUMMARY

### Response

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Usability of city streets by those of us who pay taxes here should be prioritized over corporate use. Logistics corporations which use our roads should pay tonnage fees into a roads improvement program.

---

Where is concern for residents ability to traverse the city and to protect homes and neighborhoods from noise and pollution?

---

More enforcement not less. More regard for environmental and public health in residential areas and only allow trucks on roads designated no truck to deliver to residents only.

---

Since you're not the over-riding authority here, you're comforting no one. Have you read any of the government reports? We're not giving a blank cheque to adaptability (nor fooling anyone, are you?).

---

### **Q5. Please note any changes you would like to see to the draft Objectives and Criteria.**

#### Response

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"Community Livability and Integrity" Need to come first to the exclusion of "Efficiency and Connectivity"

People are more important than Commerce

---

I assume you will be using this to create a funding model, and I don't think corporate use of our roads should be subsidized over local use.

---

More bike lanes and connections to existing bike lanes that go nowhere

---

Prioritizing routes without dedicated cycling infrastructure is pretty meaningless. Where does Windsor have dedicated cycling infrastructure? Also, lower pedestrian and cyclist volumes are guaranteed when the road conditions are too dangerous and unpleasant due to all the trucks.

---

Relocate junk yard on Howard near EC Rowe as it attracts many large trucks, heavy laden with steel pieces that often fall to the roadway, causing flat tires.

---

Truck routes should have appropriate cycling infrastructure to create separation for the safety of cyclists.

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Trucks and bicycles should NEVER have to share the same urban roads

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## ENGAGEMENT SUMMARY

### **Response**

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You can start on Prince road by removing trucks from this roadway because every objective is present on Prince road in high volumes

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One truck route only. Trucks only enter on/off highway 401. Proceed to and from Herb Gray Parkway. And advance to and from the border. Stay off all arterial roads in residential areas. The only exception is EC Row Expressway. In order to demonstrate the incompetence of City administration, in dealing with this issue. For now, we'll take them at their word to prove they've improved nothing.

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## ENGAGEMENT SUMMARY

### **Public Opinion Survey 2**

The following materials for Public Opinion Survey 2 (April-May 2024) are included in the subsequent pages:

- Questionnaire
- Open-text response submissions (these responses are summarized in section 4.6)

Public Opinion Survey 2 Free-Text Responses

**Q1. Do you agree with the Network Development Process we have used to develop draft truck route network options? If not, what changes would you make to the process and why?**

Response	Postal Code (1st three digits)
Key truck origins and destinations(5) although there is no long detour for the trucks to use <b>walker rd</b> instead of <b>Drouillard</b> , the trucks are primarily using Drouillard rd due to lack of stop signs and traffic lights. This should be addressed as Drouillard rd should not be a main connection to their destination.	-
Yes	-
Methodology seems sound	-
I agree with the process.	-
Yes, it seems to be on target.	-
The process should also consider proximity to neighborhoods and the human health and environmental justice impacts of exposure to truck emissions. In other words, truck routes should be as far away from neighborhoods, schools and childcare facilities, parks, bike paths and other spaces where people are made vulnerable to the harms of traffic-related air pollution.	-
No I do not agree with the process because there is no consideration for environmental impacts. The city is allowing clear cutting of all green space along the <b>Banwell</b> corridor and then allowing for increased and excessive air pollution and noise pollution in our neighbourhood. Stop pretending to protect our environment and then doing exactly the opposite!	-
Bottom line.....we are a city which has and always will see high volume of transports. A plan needs to be out in place to make our residential areas the safest. That's my greatest concern about <b>Banwell</b> and the <b>east end of wyandotte</b>	-

## ENGAGEMENT SUMMARY

Response	Postal Code (1st three digits)
Fact: Most trucks drive too fast on the <b>Wyandotte</b> route from <b>Walker Rd</b> to downtown. Yet, nothing done about it	-
there should not be any 5-axle or 4-axle trucks on residential streets, only 3-axle trucks should be allowed on <b>Banwell</b> and <b>McHugh</b> with limited hours. If <b>Lauzon Parkway</b> is extended, then all trucks should only be using that route. I see nowhere that improved or new bike lanes have been suggested. more and more bikes are on the roads and no one puts in bike lanes.	N8P
Looks good to me.	N9B
Please hire somebody with some common sense who actually goes out and drives these roads. I looked at this and find it very user unfriendly. What do all the labels mean in describing the different kinds of roads? So there is a point system for different scenarios. Then what? Does there have to be a certain number of points accumulated for a route to be considered. I lived by the university when the city allowed all the huge trucks to use <b>Wyandotte</b> en route to the bridge, going by the residential area around the university. The city kept insisting it was designated a certain class of road so it was ok in their estimation. Finally the road got so beat up and the trucks idled at a dead stop for ages, creating polluted air for the school kids to breathe in as well as the residents. After the damage was done, trucks were no longer allowed to come along Wyandotte in that area. What good does it do to designate a road for certain conditions when the road and neighbourhood have to be ruined before the city cares?	N8P
Somewhat, however, as homeowners in an area that changes are being proposed to, we are concerned with the proposed Options 1 & 2. See points 2 and 3 below.	N8P

## ENGAGEMENT SUMMARY

### Q2. What do you see as the strengths and weaknesses of Option 1? What changes, if any, would you make to this network option and why?

Response	Postal Code (1st three digits)
Drouillard rd should be removed as a truck route indefinitely. Or at least only for certain hours.	-
Walker should be limited hours. Trucks rattle the house around the road all night	-
I link [like] that there is limited access from the Ambassador Bridge to the future Gordie Howe Bridge. We don't want trucks turning on College ave or Tecumseh due to back ups and getting to the Gordie Howe bridge through west end residential neighbourhoods. Limited number of turning lanes and stop lights on Prince Road	-
Keeping Trucks off of Wyandotte street from Ouellette is good too.	-
I would like to stop gfl garbage recycle trucks from using South Cameron blvd as a truck route	-
Limiting hours is always a great plan for local area residents.	-
Limited routes available in areas of heavy traffic at border crossing.	-
I feel Cabana Rd west of Howard and east of the Herb Grey should not be included as a truck route. Cabana in this stretch is bordered on both sides by three schools and is residential. There is the expressway just north and highway 3 to the south why create a hazardous situation for pedestrians especially school age when there doesn't need to be.	-
No, It seems to be looking ok.	-
Weakness is potential for high exposure by people to truck emissions thereby creating human health harms and environmental Injustice.	-
There are 4 transportation lanes (2 going each way) on Lauzon Rd. (initially this was 2 transportation lanes, one going each	-

## ENGAGEMENT SUMMARY

Response	Postal Code (1st three digits)
<p>way) which are used by large transportation trucks. Due to this and the very minimal distance between the homes and the road, the transportation trucks create a vibration of the home that is VERY evident everytime a truck comes through at full speed.</p> <p>We are worried that overtime this has caused a problem with the foundation of our home, as we have started to see ceiling and wall issues, along with hearing cracking noises very often in the home. The high volume in itself is a disturbance, let alone the vibration and noise that occurs. The cars are manageable but, the trucks are a problem.</p>	
<p>The residents of the city enjoy the minimal Green space and parks in the area there are many retired and senior citizens in the area that enjoy walking and biking. We see what has happened in the lesson of the city please do not bring this into our neighborhood. Limit the truck traffic to the main arteries only please.</p>	-
<p>Limited hours on Banwell....hmm. I'd like to know what that means</p>	-
<p>You are ruining East Riverside. You keep building apartments instead of houses and want to increase truck traffic right past a high school.</p> <p>Your planning is going to kill a child one day.</p>	<b>N8P</b>
<p>option 2 is the better choice with extended limited hours to McHugh also. Banwell should be a 3-axle road or less with limited hours. It is a residential area. More visible stop signs on Banwell. A crosswalk installed with a push light on McHugh at the parking lot at the bridge. designated bike lanes on all streets, especially if the proposed increase in truck traffic.</p>	<b>N8P</b>
<p>Allows big trucks to go through residential areas, not good.</p>	<b>N9B</b>
<p>Not all the streets you've designated for the truck route are labelled. No trucks should ever be going down the small residential section of Banwell just off Wyandotte. College looks ok but last time I went down that road it was in terrible shape. How about fixing the long neglected roads in the city</p>	<b>N8P</b>

## ENGAGEMENT SUMMARY

Response	Postal Code (1st three digits)
<p>of Windsor before adding heavy traffic? Why have these huge trucks going through the business sections on Wyandotte? The map is very small but it seems to have trucks going through Old Walkerville, etc. After the mess that was made of Wyandotte by the university years ago, I would not want to have these trucks on any small 2 lane street again. There are a number of traffic lights along that area, needed for the business and pedestrian traffic. How many of these huge trucks can fit the block or two between the lights without blocking other intersections? There is a green line on Sandwich Street, indicating truck route, that just stops in the middle of nowhere just west of Huron Line.</p>	
<p>I don't really see strengths in option 1. We are residents in the Peche Island shores residential development just east of Riverdale. This newer development is attached to Riverside Drive (referred to "the Drive" going forward), with the Drive being the only entry/exit access road for the development. The Drive is a very scenic road east of Riverdale (so we feel it would score low points-objective 1; criterion 1), and part of a very scenic area of the city. It is why most residents invested in their homes in this area, and the homes in the development are assessed with high property values. The speed limit on the Drive is 50 km, and the road is a very narrow single lane (low points-objective 1; criterion 2). The Drive does not see a high volume of large truck traffic currently east of Riverdale Avenue (low points-objective 1; criterion 3). The Drive is also adjacent to green space, front facing residential use and side facing residential use (low points objective 2; criterion 1). In addition, the Drive east of Riverdale, sees a very high level of pedestrian traffic and cyclist traffic (&gt; 500 and &gt;100 respectively-(low points objective 2; criterion 2)). The section of Riverside Drive east of Riverdale is also very much a shared route (with narrow road space for avid bike cyclists). The Drive is also the site of Sandpoint Beach, which sees heavy pedestrian traffic ((low points objective 2; criterion 3). In addition, shoreline property owners, and residents that use Riverside Drive to exit our development, need to be able to plan and prepare for</p>	<b>N8P</b>

ENGAGEMENT SUMMARY

Response	Postal Code (1st three digits)
<p>emergencies, which includes maintaining this road free for emergency exits. Both Options 1 and 2 would have an impact on this. Both Options 1 &amp; 2 would also be intrusive environmentally (there is a considerable amount of wildlife in this area with the proximity to Peche Island) and socially with the recreational activity that occurs in this area (cyclists, pedestrians, boaters, beach users, trail users, etc.). Option 1 would have a significant impact on the existing neighborhoods and communities.</p> <p>Another critical concern is that the underground infrastructure in this area is aged. Specifically, drinking water supply lines, sanitary sewers, and storm water management sewers. We would be very concerned with the impact that the heavy weight of the trucks continuously using the section of the Drive east of Riverdale, would have on the above noted infrastructure.</p>	

**Q3. What do you see as the strengths and weaknesses of Option 2? What changes, if any, would you make to this network option and why?**

Response	Postal Code (1st three digits)
<p>Drouillard rd should be a secondary truck route at the absolute most. With pedestrian traffic, bike traffic and car traffic, having this as a designated truck route is dangerous and will not help in the growth of Ford City</p>	-
<p>Better</p>	-
<p>Secondary truck segments that connect the Ambassador bridge to eventual Gordie Howe Bridge through West-End neighbourhoods is a net negative. Removing the connection from College Ave to Sandwich Street on Prince Road.</p>	-
<p>secondary does not limit use. it will end up getting used just as much as primary routes</p>	-

## ENGAGEMENT SUMMARY

Response	Postal Code (1st three digits)
<p>I DON'T AGREE with the second option. Allowing transport trucks to utilize Prince Road at any point is unacceptable. Too many times I witness transport trucks using Prince Road up to Huron Church to access the Herb Gray Expressway. In my opinion transport trucks leaving any one of the feeder plants on Prince Road etc should use College Avenue heading to Huron Church. College Avenue is densely populated with vehicles and people. Prince Road south of College is heavily populated with 2 elementary schools and hospital. Many residential homes are built close to the road. I feel this will cause chaos and tragedy if more trucks are allowed. Please NO TRUCKS ON PRINCE ROAD!</p>	-
<p>This is the better option to provide alternate routes should an issue arrive at border. This would allow drivers to divert from main routes should it be required.</p>	-
<p>Dougall Rd between Expressway and Highway 3 is a road that is heavily residential on both sides and leads directly to our downtown from the 401. I feel it should be addressed as the gateway to the city for tourist/bus/Car traffic and redirect truck traffic to use Huron Line, Herb Grey, Howard Ave Lauzon Parkway, Manning as north/ south arteries.</p>	-
<p>None</p>	-
<p>This is a slightly better option although more pedestrian and bicycle traffic protection and lanes are needed. There have already been many traffic related injuries and deaths along this route.</p>	-
<p>Banwell road...it's a boulevard in a section....you want trucks on that section? School buses, narrow road when cars are parked. Keep riverside dr truck free...please! Not this option at all!</p>	-
<p>Much improvement in coordinating traffic lights needed</p>	<b>N8P</b>
<p>Keep trucks off surface streets as much as possible.</p>	<b>N8P</b>
<p>better crosswalks and stop signs, ones that can be seen. sidewalks on Banwell repaired, as seniors use this route and</p>	<b>N8P</b>

## ENGAGEMENT SUMMARY

Response	Postal Code (1st three digits)
now broken sidewalks are dangerous. Limited hours for trucks and no big axle trucks on residential streets. A push button stop light at Firgrove and Banwell.	
Allows small trucks not big trucks along smaller roads in residential areas: good.	N8P

**Q4. What ideas do you have to help overcome the challenges of designated truck routes on adjacent land uses, other road users, and on traffic operations? Please let us know if there are any specific locations where you would like to see these implemented.**

Response	Postal Code (1st three digits)
Drouillard and Whelpton needs safe access to cross. Walker rd and Niagara or Walker rd and Edna needs safe pedestrian passage to cross to improve accessibility to the commercial spaces on Walker rd and in ford city. Cycling protected lanes along Drouillard and Walker rd.	-
Traffic calming and separated bike infrastructure on secondary truck routes to make those route less appealing to drivers to take.	-
I have tried several different things to get gfl garbage trucks to stop taking South Cameron blvd to get back to there yard after there shift.. I understand I live on a truck route due to a couple factories at the South end of South Cameron.. and there are only a couple trucks that use this route..but ever since gfl took over the garbage pick up from the city of Windsor.. there are approximately 50-60 gfl garbage trucks that scream down or road on South Cameron between Totten and tecumseh rd.. this is more residential area and I think they should use huron church to tecumseh to get back to there yard .. it is very noisy and very dusty from all these gfl trucks between the hours of approximately 3pm to 6pm when they end there shift to return	-

## ENGAGEMENT SUMMARY

Response	Postal Code (1st three digits)
to there yard.. I would like to see them use a different route or look into a different yard closer to the express way..thanks..	
I can't think of anything at this time.	-
Dougall Rd between Expressway and Highway 3 is a road that is heavily residential on both sides and leads directly to our downtown from the 401. I feel it should be addressed as the gateway to the city for tourist/bus/Car traffic and redirect truck traffic to use Huron Line, Herb Grey, Howard Ave Lauzon Parkway, Manning as north/ south arteries.	-
None	-
All efforts to prevent exposure to truck emissions should implemented including routing tricks as far as possible from neighborhoods, schools, parks, child care facilities and measures to "clean the air" (buffers, vegetation barriers, etc) along truck routes should be required in the plans and implementation	-
To rectify the situation explained in my answer for question #2, perhaps there could be limited hours on Lauzon Rd., trucks with 2 axles only which are to use these lanes, the truck route could be removed altogether on this road or perhaps a thicker and barrier like a brick wall could be made between the homes and the road, rather than a simple fence, to reduce the disturbance. If this could be looked into, that would be greatly appreciated. This situation was brought up to a city engineer, transportation planner and city planner some years ago but, nothing was done to aid this situation.	-
There is a large population of senior citizens retired persons and Senior living facilities along or very close to Banwell road. Extra time is needed for pedestrian crossings and lower speed limits are necessary.	-
Windsor is the gateway for this country. Does provincial government recognize the need for good roads in this area which are safe for this community. Are we budgeted appropriately?	-

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<b>Response</b>	<b>Postal Code (1st three digits)</b>
Can we consider building up and over existing roads? So many transports just drive through the city to get to the 401,	
Enforce speed limits specially in high people traffic areas	<b>N8P</b>
I want to also allow Long Combination Vehicles to go straight along Huron Church Road, as long as it goes directly to the bridge. That way, things can be cheaper to me.	<b>N8P</b>
Already answered above. Basically use common sense. Learn from past mistakes.	<b>N8P</b>

# Appendix E: Environment, Transportation and Public Safety Committee Presentation (placeholder)

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## ENGAGEMENT SUMMARY

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# Appendix F: Council Presentation (placeholder)

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## ENGAGEMENT SUMMARY

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