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Windsor, Ontario April 6, 2017

A meeting of the **Windsor Bicycling Committee** is held this day commencing at 5:00 o'clock p.m. in Room 407, 400 City Hall Square East, there being present the following members:

Amy Farkas, Chairperson  
Dr. Chris Waters, Vice Chair  
Councillor Rino Bortolin  
Robert DiMaio  
Klaus Dohring  
Anthony Ventimiglia

**Regrets received from:**

Brendan Dodd

**Also present are the following resource personnel:**

Dwayne Dawson, Executive Director, Operations  
Josette Eugeni, Manager of Transportation Planning  
Eric Nadalin, Windsor Essex County Health Unit  
Lori Newton, Bike Windsor Essex  
Constable Dale Roorda, Windsor Police Services  
Karen Kadour, Committee Coordinator

**1. CALL TO ORDER**

The Committee Coordinator calls the meeting to order at 5:01 o'clock p.m. and the Committee considers the Agenda being Schedule "A" **attached** hereto, matters which are dealt with as follows:

**2. ELECTION OF CHAIRPERSON AND VICE CHAIRPERSON**

The Committee Coordinator calls for nominations from the floor for the position of Chairperson. Dr. Waters nominates A. Farkas, seconded by Councillor Bortolin. The Committee Coordinator asks if there are further nominations from the floor for the position of Chairperson. Seeing none, the Committee Coordinator asks A. Farkas if she accepts. A. Farkas accepts.

Moved by Dr. Waters, seconded by Councillor Bortolin,  
That Amy Farkas **BE ELECTED** Chairperson of the Windsor Bicycling Committee for the term ending December 31, 2017.

Carried.

The Committee Coordinator calls for nominations from the floor for the position of Vice Chairperson. R. DiMaio nominates Dr. Waters, seconded by Councillor Bortolin. The Committee Coordinator asks if there are further nominations from the floor for the position of Vice Chair. Seeing none, the Committee Coordinator asks Dr. Waters if he accepts. Dr. Waters accepts, however, he notes he will be leaving on sabbatical in August 2017.

Moved by R. DiMaio, seconded by Councillor Bortolin,  
That Dr. Chris Waters **BE ELECTED** Vice Chair of the Windsor Bicycling Committee for the term ending December 31, 2017.

Carried.

A. Farkas assumes the Chair.

### 3. **DECLARATIONS OF CONFLICT**

The Chair discloses an interest on matters relating to Bike Windsor Essex and she is a member on the Board.

### 4. **MINUTES**

Moved by Councillor Bortolin, seconded by K. Dohring,  
That the minutes of the Windsor Bicycling Committee of its meeting held February 28, 2017 **BE ADOPTED** as presented.

Carried.

### 5. **PRESENTATION**

#### 5.1 **Can-Bike Program**

L. Newton provides an overview of the Bike Windsor Essex Can-Bike Program as follows:

- The Ride with Confidence course (\$35 for members or \$45 for non-members) is a fun four hour course that will prepare hesitant cyclists to ride safely on the road. The course is designed for cyclists who are comfortable riding on multi-use trails and within quiet urban neighbourhoods who wish to become comfortable riding on the road with motor vehicles.
- The cost to attend an advanced two day session of Can Bike 4 Certification training is \$175. This course is designed for active cyclists who have experience riding on arterial roads with motor vehicles. Limited to six participants.

- The cost for the Can-Bike instructor training is \$200.
- In 2016, trained 6 individuals in Can-Bike including a police officer, Grade 8 teacher and several individuals from the city and county.
- Three different weekends to be held for Can-Bike 4 instruction.
- Bike mechanics training is also available.
- Bike rodeos will be held.
- An ad providing public awareness of the Can-Bike training will appear in the Activity Guide and the presenter asks for financial assistance from the WBC for the ad.
- Suggestion to involve New Canadians in this initiative.
- Can Bike training should be undertaken by the City.

In terms of the city undertaking Can-Bike training, J. Eugeni responds this is a recreation issue and training in the past was only available in Toronto. She indicates she will identify the proper Recreation Dept. contact for Bike Windsor Essex. (post meeting note – contact information for the Manager of Community Programming, Carolanne Smith was provided to Lori Newton)..

Councillor Bortolin indicates it is not within the purview of the WBC to offer relief to Bike Windsor Essex for the Activity Guide charges.

## **6. BUSINESS ITEMS**

### **6.1 2017 Meeting Schedule**

It is generally agreed WBC meetings will be held in May and September 2017.

### **6.2 Policy for Bicycle Parking on Public Property**

Councillor Bortolin provides the following comments relating to the policy for bicycle parking on public property:

- The general perspective is the policy puts the onus on the business owner to purchase the bicycle racks as it is viewed as “furniture” similar to streetscaping furniture. Should be viewed as “transportation infrastructure”.
- Individual business owners do not pay for parking meters, painting parking lines or for sidewalks. These items are provided through the global budget.
- There is verbiage in the Bicycle Use Master Plan that indicates it is the City’s responsibility to be proactive in providing parking across the city.
- The issue is to encourage cycling, active transportation without having the burden of charging the business owner for bicycle parking on the city property in front of their business.

D. Dawson adds in terms of parking, revenue is generated from the lots, meters and garages.

Dr. C. Waters provides the following suggestions:

- Be proactive and have a coherent approach to bike parking;
- Look at best practices of comparable municipalities
- Think about innovative bicycle parking infrastructure

Dr. C. Waters further indicates the BUMP suggests Council provide \$10,000 a year for bicycle parking. In terms of how the city can be proactive, he recommends the city allocate a portion of funds annually for bike parking and, where the bicycle parking is located be based on an evidenced based manner in consultation with local businesses.

Moved by Dr. C. Waters, seconded by Councillor Bortolin,

That a proactive approach to bicycle parking **BE ADOPTED** in accordance with the Bicycle Use Master Plan (BUMP) Recommendation 21 in light of best practices with comparable municipalities and, that dedicated funding **BE PROVIDED** annually for bicycle parking infrastructure.

Carried.

Recommendation #21 of the Bicycle Use Master Plan (BUMP) 2001 is as follows:

**21.** *Increase the amount and quality of bicycle parking facilities by:*

- *proactively installing short and long-term bicycle parking in the public right-of-way;*
- *promoting commuter cycling to the University of Windsor, St. Clair College, plus secondary and elementary schools, and assist these institutions in the purchasing and citing of bicycle parking;*
- *developing partnerships with businesses to sponsor the installation of bicycle parking facilities;*
- *fund, on an annual basis, a post-and-ring (or similar) bicycle parking program to provide facilities in areas where there is an identified demand;*
- *adopting the bicycle parking location guidelines described in the BUMP;*
- *actively encouraging innovative bicycle parking facility designs, such as covered bicycle sheds in existing motor vehicle parking spaces; and working with community cycling associations to create permanent relationships for the provision of temporary, long-term bicycle parking at special events*

The Chair indicates posts can be put out to Face Book to determine the locations of future bicycle parking.

It is generally agreed the WBC is requesting the city provide funding for bicycle parking, installation and maintenance.

### **6.3 Windsor LOOP – Closing the Gap between St. Rose Avenue and George Avenue**

D. Dawson and J. Eugeni provide the following comments/options relating to closing the gap between St. Rose Avenue and George Avenue:

- Requesting feedback from the WBC relating to alternatives and options for closing the gap.
- Currently, there are cycling facilities on Wyandotte up to George Avenue so the gap is between George and the Clairview Trail.
- This section passes through two BIA's and based on available pavement width reviewed a few options within the roadway.
- In the past, a study was undertaken on Riverside Drive that had identified Wyandotte Street being basically enhanced for capacity so that you would draw the traffic away from Riverside Drive and that it would function as a scenic drive. Riverside Drive being a parallel route with designation as a scenic drive emphasized future studies on Wyandotte Street to enhance its capacity.
- With the available pavement width, there would be alternatives such as removing the parking as the parking is not continuous throughout the entire stretch so there would be sharrows.
- Other concepts that were considered includes reducing the number of thru travel lanes, however, that contradicts suggestions noted in the Riverside Environmental Assessment and would result in failed levels of service for that roadway if a lane in each direction was removed.
- Another alternative would be to divert the cyclists over to Riverside Drive for a short section in an attempt to connect the two BIA's with cycling infrastructure using some cycling on Riverside Drive and reducing the amount of sharrows that would be experienced and impacting parking.
- Another option included waiting for the Riverside Drive East Improvement Project; however, this section has not been included in the current 5 year Capital Budget.
- Another suggestion included optimizing existing cycling infrastructure to create an alternate route not on Wyandotte Street itself, but the route would take one from the cycling infrastructure on George, down George Avenue, along Seminole at Pillette, South National, up Jefferson and would connect one to the cycling infrastructure on Edgar and from Edgar to Edward Avenue to the Clairview Trail head and would close the gap. So it would result in some out of the way travel, but it provides a near interim solution that would still be in place.
- It is a permanent route that adds to the network so instead of being that direct connection, would provide a little more circuitous route using permanent infrastructure.
- In speaking with the BIA's, they were vehemently opposed to the removal of parking on Wyandotte. They suggested a single lane much like Walkerville that would slow the traffic and provide more awareness of the BIA's. This was considered but the number of vehicles travelling that section is much different

than the traffic in Walkerville based on the count. It was not desirable to pit cycling infrastructure against parking; physical change to the roadways would likely be needed.

- Are generally requesting feedback from the WBC on an interim solution and support for a future study.
- The recommended route does not physically take cyclists into the BIA's – it closes the gap.

D. Dawson states it was suggested to the BIA's to build off-street parking lots which were not supported as it is imperative to preserve the on-street parking. Councillor Bortolin adds this would be a win-win for the BIA's as they would have off-street parking along with bicycle lanes passing through the BIA's.

Dr. C. Waters advises in terms of leisure cyclists, they would be happy to detour to Riverside Drive but will still have cyclists on both Riverside and Wyandotte. It would not be serving the needs of the WBC if a recommendation to have dedicated cycling facilities on a major street going through the two BIA's were not proposed. He adds the question is what kind of cycling facilities do we want to recommend. The alternatives are a bike lane, or a complete streets-type rethink of the roads. J. Eugeni adds that this is the study that is being recommended.

In response to a question asked by Councillor Bortolin regarding if the Environmental Assessment for Wyandotte is forthcoming, D. Dawson responds this is what was recommended in the VISTA – to do a further study of Wyandotte and to make recommendations for improvement so that it is a corridor to carry the traffic. He adds there is no funding for the study at this time, however this matter will be brought to the 2018 Capital Budget.

L. Newton asks what type of cycling infrastructure will be available for the diversion from Wyandotte to Riverside Drive. D. Dawson responds there will be a combination of signed routes, bike lanes and multi-use trails.

Moved by Dr. C. Waters, seconded by K. Dohring,

That City Council **BE REQUESTED** to consider the following recommendations relating to the Windsor LOOP and closing of the gap between St. Rose Avenue and George Avenue:

- That in light of the needs of commuter and other cyclists, to have a thorough and direct route through this important corridor of the city; and
- That on-street bicycle facilities be developed, ideally, on-street bicycle lanes but failing that, that complete streets facilities be put in place to ensure a safe travel route for cyclists.

Carried.

#### **6.4 Bike Safety Enforcement**

A. Ventimiglia indicates the Bike Safety Enforcement subcommittee will meet following this meeting. The subcommittee will report back at the next meeting.

The Chair requests a timeline for a Bike Safety Enforcement week or month.

Constable Dale Roorda suggests focusing on Bike Safety enforcement for a week. There would be a targeted group of officers from the Traffic Branch who would be cognizant of educating motorists regarding charges for not abiding by the one metre rule legislation, tinted windows and providing warnings. He adds Windsor Police Services receive 100,000 calls a year and approximately 2.5 million calls at the Call Centre.

It is suggested to hold the Bike Safety Enforcement Week in June to coincide with Bike to Work month which is also held in June.

#### **6.5 CTV PSA Spring Campaign**

The Chair states Share the Road has given permission to the WBC to utilize their Public Service Announcement. The cost of 29 ads on CTV is approximately \$909. She suggests a slide be added to the end of the PSA that speaks to the one metre rule and that the ad is brought to you by the Windsor Bicycling Committee.

Moved by Councillor Bortolin, seconded by A. Ventimiglia,  
That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$1,100 for the CTV Public Service Announcement Campaign to provide public awareness of cycling issues.

Carried.

#### **6.6 Bike to Work 2017**

The following volunteer to sit on the Bike to Work 2017 Subcommittee – A. Ventimiglia, Dr. Waters, L. Newton and A. Farkas. It is generally agreed the Bike to Work event will be held on May 29, 2017.

Moved by Dr C. Waters, seconded by A. Ventimiglia,  
That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$500 for costs associated with the 2017 Bike to Work event to be held May 29, 2017.

Carried.

The Chair will contact CBC to determine if the event can be held on their site.

## 6.7 Cycling Infrastructure Projects & Spending

Discussion ensues regarding the 6 recommendations put forth by Jennifer Escott at the WBC meeting held February 28, 2017 entitled "Cycling Infrastructure Spending 2017". Essentially, the WBC is requesting approval of the recommendations and for City Council to reconsider Council Resolutions (CR) 627/2016 and 628/2016.

**Clerk's Note:** As prescribed in the Procedure By-law 98-2011, a motion to reconsider requires a majority vote of Council, regardless of the vote necessary to adopt the motion to be reconsidered. An advisory committee of Council cannot ask for reconsideration.

## 6.8 2017 WBC Budget & Direction

Moved by Councillor Bortolin, seconded by R. DiMaio,  
That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$50. for the procurement of a table at the Earth Day event to be held April 23, 2017 at Malden Park.

Carried.

Dr. C. Waters advises the Bike to Fireworks event has been very successful in the past. A discussion regarding volunteers for the event will be discussed at the next meeting.

Councillor Bortolin requests members come back with initiatives for the remaining WBC 2017 operating budget.

D. Dawson advises he will provide the names of the members sitting on the Bike Share Committee.

## 7. NEW BUSINESS

None.

## 8. DATE OF NEXT MEETING

The next meeting will be held at the call of the Chair.

## 9. ADJOURNMENT

There being no further business, the meeting is adjourned at 7:10 o'clock p.m.



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CHAIR

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COMMITTEE COORDINATOR