

A meeting of the **Windsor Cycling 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:

Dr. Chris Waters, Chair
Councillor Rino Bortolin
Robert DiMaio
Klaus Dohring
Amy Farkas (arrives at 5:25 p.m.)
Jin Huang
Anthony Ventimiglia

Delegations in attendance:

Bob Hodge, Ambassador Bicycles regarding Item 5.1
Rebecca and Emmanuel Blaevoet, Windsor Tandem Club, regarding Item 5.2
Julie Legg and Sarah Cipkar, Downtown Windsor Community Collaborative, regarding Item 5.3
Lori Newton, Bike Friendly Windsor Essex, regarding Item 5.4

Also present are the following resource personnel:

Jen Leitzinger, Transportation Planning Engineer
Karen Kadour, Committee Coordinator

1. CALL TO ORDER

The Chair calls the meeting to order at 5:00 o'clock p.m. and the Committee considers the Agenda being Schedule "A", **attached** hereto, matters which are dealt with as follows:

2. ADDITIONS TO THE AGENDA

Moved by A. Ventimiglia, seconded by R. DiMaio,
That Rule 3.3 (c) of the *Procedure By-law 98-2011* be waived to add the following addition to the Agenda:

5.4 Presentation by Lori Newton, Bike Friendly Windsor-Essex
Carried.

3. **DECLARATIONS OF CONFLICT**

None disclosed.

4. **MINUTES**

Moved by A. Ventimiglia, seconded by J. Huang,

That the minutes of the Windsor Bicycling Committee of its meeting held May 27, 2015

BE ADOPTED as presented.

Carried.

5. **PRESENTATIONS**

5.1 **Bike Theft Initiative**

Bob Hodge, Ambassador Bicycles is present to provide information relating to a bike theft initiative. B. Hodge provides the following comments/recommendations as follows:

- Bike theft in Windsor escalated in August 2014
- Began a Facebook Group and as of August 10, 2015 there are 520 members
- Between May 9, 2015 and August 10, 2015 twenty-four bikes were posted on the site
- Was interviewed by the media on August 11, 2015 and the number of members on the Facebook Group increased by 211.
- Suggests the creation of a bicycle serial numbers bank
- Bike racks are not suited to cable locks – require hardened steel “U” locks
- Need for better public education regarding how to properly lock a bicycle.
- The Bike Program through Windsor Police Services has not been offered since September 2014.
- The majority of bicycles targeted for theft exceed \$500.
- Windsor Police are discovering bicycles in pawn shops.
- More cyclists are riding as the infrastructure increases, and thieves are taking advantage of the greater number of bicycles in the city

Clerk's Note: The Committee Coordinator contacted Windsor Police Services on August 18, 2015 and was informed Windsor Police Services oversees pawn shops. E-mails from the Manager of By-law Enforcement dated August 18, 2015 regarding Schedule R1 to By-law No. 395-2004 Retail/Resale and Pawnbrokers (refer to sections 4 and 5) and Appendix “A” Requirements for reporting to the Windsor Police Services for licensees –(**attached as Appendix “A”**)

The Chair requests “inadequate cycling parking facilities” be added to the Facebook group site to allow concerned cyclists to provide this information which in turn will be forwarded to J. Leitzinger. The Chair also suggests “new commercial establishments without existing bike racks” be added to the Facebook group site.

The Chair thanks B. Hodge for his presentation.

5.2 Tandem Cycling

Rebecca and Emmanuel Blaevoet, Windsor Tandem Club are present to provide information relating to tandem cycling for blind, partially-sighted, deaf-blind and fully-sighted cyclists. E. Blaevoet provides the following comments related to tandem cycling:

- Requires sighted volunteer cyclists to “captain” the tandem bikes
- The Windsor Tandem Club Facebook page and website are active
- Held a meeting on August 11, 2015 and invited sighted as well as visually impaired individuals to attend; however, no sighted individuals attended the meeting.
- Currently, has 4 tandem bicycles and is requesting possible storage space from the City of Windsor. Ideal space to store the bicycles is in close proximity to the Transit Windsor Bus Terminal.

E Blaevoet distributes a flyer relating to the Windsor Tandem Club (also available in braille), attached as Appendix “B”.

J. Leitzinger indicates the City of Windsor bicycle lockers may possibly be a storage option for the tandem bikes, however, due to the 8 foot length, the lockers may not be able to accommodate them.

A. Farkas notes information relating to Windsor Tandem Club will be placed on the WBC Facebook site.

The Chair states in the future, if the Windsor Tandem Club has a specific proposal, perhaps the WBC can assist with providing bells, lights or vests.

The Chair thanks R. Blaevoet and E. Blaevoet for their presentation.

5.3 Downtown Windsor Community Collaborative

Julie Legg, and Sarah Cipkar, Downtown Windsor Community Collaborative are present to provide information relating to the “Community Bike Share” initiative. Background information relating to the Community Bike Share is distributed and attached as Appendix “C”.

The salient points of discussion relating to the Community Bike Share are as follows:

- The community has expressed a need for bikes (which fits into their Barrier-Free Sports Initiative) by removing barriers to physical activity to make access more readily available for a greater number of Windsor residents.
- Pilot Project consists of offering low-cost or free bike rentals (have collected 6-8 bikes) and are in the process of readying them for the road (currently completed by volunteers).

- Once completed, the riders will be able to sign out bikes and return them after a day's time (also run by volunteers).
- Will also be offering free bike clinics at several of the community barbeques. Repaired approximately 20 to 30 bikes over the past month.
- The long term plans include the following:
 - Rent out bikes at low-cost/free
 - Have a repair workshop that the community can use (trading in their time for time in the shop)
 - Eventually have multiple pick-up and drop-off points across the city, making cycling more accessible.

The Chair offers to provide bells, vests and lights to assist with their endeavour.

In response to a question asked by R. DiMaio regarding if this initiative can be accomplished by partnering with an existing community centre, S. Cipkar responds the goal is to partner with a "facility".

The Chair thanks J. Legg and S. Cipkar for their presentation.

5.4 Bike Friendly Windsor-Essex

A document from Darren Winger, Advocacy Chair, Bike Friendly Windsor Essex regarding several bicycle issues is distributed and **attached** as Appendix "D". The issues of concern posed by Bike Friendly Windsor Essex relate to the following:

Downtown Transportation Strategy – Asks if the WBC will be sending an official response to Stephen Keen, Project Manager at CIMA

Roselawn Drive – Bike Friendly Windsor Essex notes the bike lanes have not been installed along Roselawn Drive. Asks if the WBC is monitoring the progress of construction; what are the specific timelines of installation; and will the bike lanes be completed before the school season begins. J. Leitzinger indicates that bike lanes will be installed once the surface asphalt is placed. Placement of surface asphalt is imminent.

Windsor Loop – Asks if the WBC is monitoring the progress of the planning and construction schedule for the Cabana Road segment of the Windsor Loop Project and, what are the projected timelines of construction.

Cabana Road at Highway #3 – Bike Friendly Windsor Essex states at the Memorial Ride recently held, a number of cyclists aired concerns about the lack of cycling infrastructure at the Cabana Road crossing to Todd Lane in LaSalle (lack of bike lanes to link the two communities) on the Herb Gray Parkway. Asks with the installation of a new cycle track lane on Todd Lane (summer 2015) and the upcoming separated bike lanes on Cabana Road, will the WBC be forwarding the concerns about the lack of linking cycling infrastructure from LaSalle to Windsor to Parkway authorities

Travel from South Windsor to Riverside Drive – Bike Friendly Windsor remarks it is a challenge to travel north south from South Windsor and one identified route for South Windsor residents heading to West Windsor is to cross the walking bridge across the expressway. Many cyclists travel north on Randolph to Tecumseh Road and, to Askin Boulevard then from California to Riverside Drive. Asks if the WBC will review the opportunity to present to Council/Planning Department that this route will become a designated signed and marked bike Route.

McDougall - Asks with the current construction on McDougall between Eugenie and Tecumseh, what are the plans to enhance cycling infrastructure. Bike Friendly Windsor Essex states currently there is a bike path from the Parks and Recreation Field House to Tecumseh with faded bike markings. Asks will there be a designated lane from Eugenie to the Field House.

Bike Marking Scheduling/Frequency – Bike Friendly Windsor Essex asks the following questions:

- What is the schedule for bike lane and bike marking maintenance (annual, every two years?) On a bike lane with bike markings, what is the frequency and distance between bike markings? J. Leitzinger indicates that frequency/distance is per OTM (Ontario Traffic Manual) Book 18 – Cycling Facilities
- On bike lanes, what is the minimum footage between a corner and bike marking? (To create an effective visual, the bike markings must be close to the intersection to create sense of space for both drivers and cyclists).
- To whom in the City should Bike Friendly Windsor Essex forward bike marking/maintenance concerns to? Send to J. Leitzinger

In terms of “open streets” L. Newton asks why the City of Windsor is not participating in this initiative. Councillor Bortolin responds he will contact the Planning Department and will circulate an e-mail to the WBC.

As it relates to the foregoing questions posed by Bike Friendly Windsor Essex, J. Leitzinger provides the following responses:

Travel from South Windsor to Riverside Drive – J. Leitzinger states in terms of a “designated signed and marked bike Route”, bike lanes cannot be constructed if there is insufficient width on the road. The only solution is for residents to petition to remove the parking on the street.

J. Leitzinger indicates that north south route is shown in BUMP. In particular Randolph Ave. is a future signed route (Northwood Ave. to Totten St.). A section of multi-use trail currently exists on Randolph Ave., north of Ojibway St. The roadway does not need to be signed as a cycling facility in order to be utilized by cyclists. Since volume is low, it is appropriate location for cyclists. Travelling northerly, Totten St. is also future bike lanes and California is a future signed route in BUMP (existing bike lanes exist on California Ave from Wyandotte St. W to University Ave. W).

J. Leitzinger indicates the Environmental Assessment is currently being undertaken for the Central Box and notes this will alleviate the issues South Windsor has experienced in travelling in a north south direction. Councillor Bortolin notes the completion of the Central Box will take approximately 20-25 years.

Councillor Bortolin states the report relating to the Central Box will be presented to City Council in October 2015. He asks for a report that addresses “short term fixes” , i.e. hazards relating to speed, placement of signage and off ramps where cyclists are merging (EC Row Expressway at Dougall).

The Chair reiterates the need for a safe north/south route within the Central Box.

McDougall – J. Leitzinger advises that bike lanes are included in this reconstruction project, as well as bike lanes/sharrows south of the tracks to Eugenie St.

Bike Marking scheduling/frequency – J. Leitzinger notes bike marking on multi-use trails and off-road is done by the Parks Department. She states on-road bike lanes are painted annually (generally in the spring).

Cabana Road – Administration also expressed concerns to the Parkway Group regarding the lack of cycling connections/facilities on Cabana Rd. on the Rt. Hon. Herb Gray Parkway to the City limits.

Windsor Loop – J. Leitzinger reports updated information relating to the Windsor Loop is available on the City of Windsor’s website.

Moved by Councillor Bortolin, seconded by A. Farkas,

That the Parks Department **BE REQUESTED** to paint all bike facility markings annually, preferably in the spring.

Carried.

The Chair suggests directional arrows be placed on the bike lanes. J. Leitzinger states the painting of arrows on the bike lanes will require additional dollars and directional arrows are considered an option in OTM Book 18, therefore Traffic Operations is not required to undertake this work.

A letter from Bike Friendly Windsor Essex dated July 14, 2015 to Mayor Dilkens regarding the Canadian Automobile Association (CAA) “Watch for Bikes” sticker is distributed and **attached** as Appendix “E”.

Moved by Councillor Bortolin, seconded by K. Dohring,

That City Council **BE REQUESTED** to partner with the Canadian Automobile Association (CAA) to provide “Watch for Bikes” stickers for all municipal fleet vehicles and to encourage related City entities to participate in the “Watch for Bikes” sticker campaign.

Carried.

6. **BUSINESS ITEMS**

6.1 Chair's Report

The Chair provides the following updates relating to the WBC:

- Bike to Work event held May 29, 2015 in partnership with the CBC was very successful.
- Bike Safety Enforcement Week was held the week of June 14, 2015. No statistics relating to the number of warnings issued is available at this time.
- Bike to Fireworks was held June 22, 2015 Approximately 80 cyclists participated. Installed reflective tape on the bikes and provided bells.
- J. Leitzinger to investigate and report back regarding who will supply the fencing for the Bike to Fireworks event for 2016, as Parks will no longer assist with fencing.

6.2 Safety Devices, Public Service Announcements

The Chair requests this matter be deferred to the next meeting of the WBC.

6.2 Cyclist/Pedestrian Collision Areas

K. Dohring reports the Cyclist Pedestrian Collision Areas Subcommittee recently met. He states approximately 3 -7 people die annually (vehicle accident fatalities which includes cyclists, pedestrians and motorists). As of this date, two fatalities have occurred.

K. Dohring states over a 5 year period as noted in the Coroner's Report, there were 126 fatalities (avoidable deaths). He indicates the Google Map did not illustrate any cycling deaths. A. Farkas expresses concern relating to the difficulty in providing recommendations when there is very little data regarding accidents and collision areas.

The Chair requests J. Leitzinger provide the top 5 collision intersections for the September 30, 2015 meeting of the WBC.

7. NEW BUSINESS

It is generally agreed a discussion relating to bike infrastructure on the new bridge be discussed at the September 30, 2015 WBC meeting.

8. DATE OF NEXT MEETING

The next meeting will be held on Wednesday, September 30, 2015 at 5:00 p.m. in Room 407, 400 City Hall Square East.

9. ADJOURNMENT

There being no further business, the meeting is adjourned at 7:00 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR