



AGENDA
Windsor Bicycling Committee
Tuesday, December 13, 2022
4:30 p.m.
Zoom video conference

1. Call to Order

READING OF LAND ACKNOWLEDGEMENT

I would like to begin by acknowledging that the land on which we gather is the traditional territory of the Three Fires Confederacy of First Nations, which includes the Ojibwa, the Odawa, and the Potawatomie. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land

2. Declaration of Conflict

3. Adoption of the Minutes

Adoption of the minutes of the meeting held May 4, 2022 – ***attached.***

Presentation – Cycling App (10 minutes)

Doug Sartori and Lauren Hedges to be in attendance

4. Business Items

4.1 Current Cycling Projects

4.2 Bike Parking Policy Update

4.3 Cycling Initiatives 2018-2022

4.4 2022 WBC Operating Budget

The Financial Variance Report for the period ending October 18, 2022 is *attached*.

4.5 Bird Scooters

K. Dohring to speak to this matter.

5. Date of Next Meeting

6. Adjournment

Windsor Bicycling Committee

Meeting held May 4, 2022

A meeting of the Windsor Bicycling Committee is held this day commencing at 4:30 o'clock p.m. via Zoom video conference, there being present the following members:

Councillor Kieran McKenzie, Chair
Ken Acton
Klaus Dohring
Teena Ireland
Jessica Macasaet-Bondy
Erika Valvasori
Ellen van Wageningen

Guests in attendance:

Lauren Hedges, Parallel 42 Systems regarding **Item 4.1**
Gail Robertson of GailNow regarding **Items 4.1 and 4.2**

Also present are the following resource personnel:

Jeff Hagan, Transportation Planning Senior Engineer
Rania Toufeili, Policy Analyst
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 4:31 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Adoption of the Minutes

Moved E. Valvasori, seconded by K. Acton,
That the minutes of the Windsor Bicycling Committee of its meeting held December 2, 2021 **BE ADOPTED** as presented.
Carried.

4. Business Items

4.1 Cycling Initiatives City Wide – Update

The Chair introduces Lauren Hedges, Project Lead for the C3Tech Initiative to develop the cycling app which is being co-sponsored by the WBC. He adds that this project is well underway and several partners have been added to the group.

Lauren Hedges advises that when this project was initially brought to Parallel 42 Systems, the funding source to develop the cycling app was provided solely by the WBC. Following that, sponsorship was received from Parallel 42, CWATS, the Ontario Tourism Innovation Lab and from Share the Road, County of Essex. The C3Tech Cycling Hackathon was officially kicked off on April 1, 2022 and will run for five weeks. Participants in the Cycling Hackathon will have an opportunity to participate in weekly events to learn more about design and software development. Participants are encouraged to contact her to share their thoughts about what can make for a useful digital application that will improve the cycling experience (at WindsorEssexCycling.ca).

J. Hagan provides an update of the current city wide cycling initiatives as follows:

- The Hawthorne cycle track near Lauzon Parkway is under construction and will provide a convenient route around Lauzon Parkway and Tecumseh Road which is the worst intersection in the city for cyclists' collisions.
- There are a number of road reconstructions with a bikeway element to them – North Talbot and on Cabana Road.
- Another roadway project is the Matchette Multi-Use Trail Phase 2 which will continue to Ojibway Nature Centre.
- The University Avenue bike lanes are still on track for construction in 2022.
- The Kildare protected bike lanes were approved by City Council which will be going forward for construction. This is one of the projects that the city applied for funding through the National Active Transportation Fund. One of the requirements is that they cannot proceed with construction until the funds are awarded.
- Working on a multi-use trail that will connect from Walker and Seminole down to Kildare and Seneca to help close that loop and to connect with the bikeway project on Kildare.
- Environmental assessment for University and Victoria will be going to Council on May 9, 2022 which includes cycle tracks from Huron Church to McDougall.
- Sandwich South Master Servicing Plan which looks at the lands south of the airport.

K. Dohring asks in terms of the pop up bike lanes on University Avenue, he refers to the City of Waterloo that have pop up bike lanes with massive concrete curbs at the bottom and high visibility bollards going up. He indicates that he is a proponent of physical separation and hopes that there will be concrete curbs at the bottom. He advises that he commutes everyday on Kildare Road along with Shepherd and Seminole and adds that

he is looking forward to the protected bike lanes. Lastly, he thanks Council and Administration for viewing the WBC as being representative of a growing group and for viewing cycling with a positive attitude.

J. Macasaet-Bondy refers to the National Active Transportation funding candidates noted in Mr. Hagan's update and asks if those projects will be approved.

J. Hagan responds that a report went to Council earlier in the year with the projects to be submitted for the Grant. He adds that the Federal Government has a pool of funds earmarked for each municipality and notes that he is confident that the funding will be received.

In response to a question asked by the Chair regarding the University Avenue pilot and the timelines, J. Hagan responds that it will be in the fall.

Moved by E. Valvasori, seconded by K. Dohring,
That the update provided by the Transportation Planning Senior Engineer regarding the cycling initiatives city wide **BE RECEIVED**.
Carried.

4.2 Bike to Work Event – May 15-20, 2022

The Chair introduces Gail Robertson of GailNow who will provide information related to the Bike to Work Day in partnership with Bike Windsor-Essex. He invites cyclists to meet on Friday, May 20, 2022, at 8:00 o'clock a.m. to cycle to the west side of Jackson Park (near the splash pad) and to view the maps and leave comments. He notes that these comments will be triaged by the WBC and will be part of a report to Council. By actively soliciting public input into what they would like to see in our community to promote a greater degree of commuter cycling, this will provide an opportunity to gather this information to bring back to Council in the form of a report.

Gail Robertson provides the following comments as a consultant and as an advocate of cycling:

- Present to make suggestions on providing public awareness on what is happening with cycling including the many trails available for cyclists.
- In terms of Bike to Work Week, there is an opportunity for the WBC to use social media (Facebook and Twitter) to highlight what is happening with cycling using a hashtag.
- She asks members who use Twitter to tag her to allow it to be shared.

The Chair remarks that the intention is to create excitement around Bike to Work Week along with a ride on May 20, 2022 to bring cyclists together.

In response to a question asked by J. Macasaet-Bondy regarding advertising through traditional media, the Chair responds the event will be promoted with a Press Release; media will be invited to attend along with Bike Windsor Essex as a partner (who have their own network of folks to bring to the event).

Moved by K. Dohring, seconded by J. Macasaet-Bondy,
That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$500 for costs associated with the purchase of bottled water for the participants at the Bike to Work Day event to be held on May 20, 2022.
Carried.

4.3 Community Acknowledgement Awards

The Chair advises that the WBC at its meeting held December 2, 2021 approved \$1,100 for the Community Recognition Cycling Program.

Gail Robertson provides the following remarks relating to the Community Acknowledgement Awards:

- Looked at the overall perspective of how to get some momentum going.
- The Bike to Work week is very important as it provides public awareness of the Windsor Bicycling Committee.
- Once there is a momentum, the next step is announce the Community Cycling Champion Awards which will involve a call for nominations.
- There will be a need for some regulations regarding criteria for what the WBC considers a community cycling champion award recipient to be.
- Year one will be building on the brand, getting the word out about and what is happening with cycling
- The announcement regarding the recipients of a Community Cycling Champion Awards will likely occur around Labour Day. Following that, there will be outreach to the award winners.
- Suggestion to provide a certificate to the award winners rather than a plaque (due to the cost) and also to post and acknowledge the recipients on social media.

The Chair states that this is an opportunity to provide recognition to those who are promoting cycling in our community. Once the criteria is determined, i.e. that an organization has bike parking facilities, the WBC would like to acknowledge their positive contributions to promoting cycling in our community. Then, we would invite people to nominate groups/organizations to provide a brief statement regarding what they are doing to promote cycling. The WBC would then decide who is deserving of acknowledgement.

Moved by J. Macasaet-Bondy, seconded by E. van Wageningen,
That the Community Cycling Acknowledgement Awards plan as presented by Gail Robertson, Consultant **BE RECEIVED**.
Carried.

K. Acton advises that annually the Windsor Region Society of Architects sponsors films with the Windsor International Film Festival (WIFF) relating to cycling and infrastructure. He asks that the WBC consider sponsoring a film at WIFF and to provide the Community Cycling Acknowledgment Awards at WIFF.

4.4 Fireworks Bike Corral

The Chair asks for volunteers to assist with the Fireworks event to be held on June 27, 2022. The Chair, E. van Wageningen, K. Acton, and T. Ireland volunteer to assist with the fireworks event.

E. van Wageningen refers to the Bike to Work and the Fireworks events and notes there is an opportunity for the WBC to ask the public to provide information relating to businesses and organizations that are bike friendly. She suggests giving handouts to the public with an e-mail to provide feedback.

K. Acton suggests reaching out to CUPE Local 82 to determine if there is interest in partnering with the WBC to provide fencing and service for the fireworks event.

Moved by J. Macasaet-Bondy, seconded by K. Acton,

That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$500. for costs associated with fencing the bike corral at Charles Clark Square and for the purchase of promotional materials for the event.

Carried.

K. Dohring voting nay.

4.5 2022 Operating Budget Discussion

K. Acton provides the following remarks relating to a cycling initiative:

- Advises that he met with Lori Newton, Bike Kitchen and adds that he sits on the Windsor Essex Community Housing Board.
- Notes that he is in the process of finalizing sessions that will take place over the summer for the residents of Windsor Essex Community housing to come into the Bike Kitchen to utilize the services and to promote active transportation.
- The Windsor Regional Society of Architects has committed approximately \$500. to purchase a bicycle and is requesting that the WBC consider donating \$500 as well.
- He adds that those who participate in the summer sessions will be eligible to win a bicycle.

K. Dohring indicates that he has donated many bikes over the years to the Bike Kitchen and adds that \$500 is too much for a bicycle. He states that he can donate five bicycles if required. He is in favour of donating funds to the Bike Kitchen but he defers to this organization to choose the bicycle and the value of the bicycles. There are more economical ways to fund decent bicycles for residents of Windsor Essex Community housing.

The Chair will consult with Lori Newton regarding this matter.

In response to a question asked by J. Macasaet-Bondy regarding the cycling app and what are the WBC's responsibilities for continued funding, the Chair responds that the ownership has not been determined and suggests that perhaps the city may assume the ownership or Hackforge.

J. Hagan responds he is unsure which department will have ownership of the app.

Moved by J. Macasaet-Bondy, seconded by K. Acton,
That the 2022 Operating Budget discussion **BE RECEIVED**.
Carried.

Moved by E. van Wageningen, seconded by T. Ireland,
That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$500 for the partnership of the Windsor Bicycling Committee and the Windsor Regional Society of Architects to sponsor and show a film about cycling by the Windsor International Film Festival.
Carried.

6. Date of Next Meeting

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

7. Adjournment

There being no further business, the meeting is adjourned at 6:09 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR



INTER-OFFICE MEMO

TO: Windsor Cycling Committee

FROM: Kathy Quenneville, Active Transportation Coordinator

DATE: December 5, 2022

SUBJECT: Current Cycling Projects

The following summarizes cycling infrastructure projects that are currently underway. This list is comprised of projects in the right-of-way and does not include Parks projects:

Project	Infrastructure Type	Length	Status
EC Row Ave. / Walker Trail	Multi-Use Trail	0.5 km	Complete
Rhodes Drive Trail Phase 2	Multi-Use Trail	2.1 km	Complete
Hawthorne Cycle Track	Cycle Track / Local Street Bikeway	1.4 km	Complete
North Talbot (Howard to City limit)	Bicycle Lanes	1.6 km	Under construction Phase I (Howard Ave – east of Southwood Lakes, approx. 310 m) complete
Kamloops Bicycle Lanes	Bicycle Lanes	0.7 km	Under construction
Cabana (Dougall to Northway)	Bicycle Lanes	2.5 km	Under construction
Matchette Trail Phase 2	Multi-Use Trail	0.7 km	Construction completion in 2023
University Avenue Pop-up Bicycle Lanes	Protected Bicycle Lanes	1.4 km	Preliminary design Construction in 2023
Kildare Local Street Bikeway / Protected Bicycle Lanes	Local Street Bikeway / Protected Bicycle Lanes	1.3 km	Construction in 2023 National AT Fund Candidate
Walker / Munsee / Seminole / Turner Trail	Multi-Use Trail	0.9 km	Construction in 2023
Howard (South Cameron to Kenilworth)	Multi-Use Trail	0.5 km	Detailed design
Provincial (Sixth Concession to Legacy Park)	Multi-Use Trail	1.2 km	Construction in 2023
Sandwich Street Reconstruction (Ojibway Parkway to Detroit Street – by BNA)	Multi-Use Trail / Bicycle Lanes	2.7 km	Detailed design Construction anticipated in 2023/2024
Cabana (Division to Walker)	Bicycle lanes	1.0 km	Detailed design
Dougall (Ouellette Place to Eugenie)	Bicycle Lanes	0.3 km	Construction completion in 2023
Shepherd (Janette to Kildare)	Local Street Bikeway	2.8 km	Feasibility study complete Open house Dec.8/22 National AT Fund Candidate
California (Totten to Riverside)	Local Street Bikeway	2.9 km	Preliminary Design National AT Fund Candidate
University / Victoria Environmental Assessment	Cycle Tracks	3.5 km	EA complete
Wyandotte Street Extension Environmental Assessment	Multi-Use Trail	0.3 km	EA in progress

Project	Infrastructure Type	Length	Status
Sandwich South Master Servicing Plan	Various	Area	Master plan study in progress
Banwell - Phases 2 & 3	Multi-Use Trail	450 m	Under construction
Roseland	Multi-Use Trail	4.4 km	Feasibility study complete Open house January 2023



INTER-OFFICE MEMO

TO: Bike Parking Subcommittee of the Windsor Bicycling Committee

FROM: Rania Toufeili, Policy Analyst
Jeff Hagan, Transportation Planning Senior Engineer

DATE: December 13th 2022

SUBJECT: Bicycle Parking Policy

Introduction

This purpose of this memo is to present the proposed Bicycle Parking Policy to the Windsor Bicycling Committee and gather feedback. A Bicycle Parking Policy framework was presented to the WBC and bike parking subcommittee in March 2021 and an update on development was presented in November 2021. A detailed Standards and Guidelines document has been created to help provide more clarity on what is considered good practice for providing bicycle parking for administration, developers and the public. The Bike Parking Policy has been developed with a number of procedures to address a variety of items such as temporary bicycle parking at special events, bicycle parking in the public right-of-way and at City facilities.

Policy and Procedures

The Bicycle Parking Policy development process considered all of the requirements outlined in the ATMP and per Council Direction. The proposed Bicycle Parking Policy is comprised of three procedures and a standards and guidelines document. The following are proposed:

0. Bicycle Parking Policy
1. Bicycle Parking Standards and Guidelines
2. Procedure – Bicycle Parking at City Facilities and Buildings
3. Procedure – Bicycle Parking in the Public Right-of-Way
4. Procedure – Temporary Bicycle Parking for Events

Standards and Guidelines

The Bicycle Parking Standards and Guidelines are created to help form the foundation of the policy and provide information on important aspects of selecting the most appropriate infrastructure for bicycle parking spaces. The guidelines cover the following information:

- Goals and objectives of bicycle parking storage
- Definitions of long and short term bicycle parking
- Accessibility
- Design of bicycle parking spaces; size, materials, installation, spacing
- Security

The Crime Prevention through Environmental Design (CPTED) Principles were a point of emphasis to form the standards and guidelines. Windsor Police was consulted and CPTED principles are applied by including the following requirements in the policy:

- Bike parking will be located in a well lit location where it is oriented to be highly visible to both pedestrians and nearby passing vehicular traffic. The less a bicycle area is set back from a roadway or well travelled pedestrian route, the more “visually accountable” the outcome which elevates theft deterrence.
- Bike parking should be visible from the main entrance of a building, sight lines should be clear from varying angles towards the bicycle parking area
- Every attempt should be made to locate the bike parking within 15 meters of the main entrance of a building and within a fully unobstructed view corridor
- Bicycle rack styles should be used which allow the bike to be locked with the frame and at least one other wheel using a U-lock

Procedure - Bicycle Parking at City Facilities and Buildings

Bicycle parking at City facilities and buildings outlines the locations where bike parking should be provided or increased throughout Windsor. These areas, other than within the right-of-way, include parks, libraries, pools, offices, community centers and arenas. Bicycle parking should be provided for short term and long term use depending on the location as outlined in the procedure.

Bicycle parking needs will be assessed according to the intensity and type of use to be serviced. At minimum, bicycle parking should be provided in quantities as outlined in the Zoning By-Law update for bicycle parking, covered through this report.

End-of-trip facilities will be important to encourage cycling as well as provide important services to cyclists when they reach their destinations. These end-of-trip facilities should include access to drinking water, shower and change stations, washrooms, bicycle repair stations and e-bike charging stations if required. The requirement for a particular type of end-of-trip facility will depend on the City facility or building as outlined in the procedure.

Transit terminals will also benefit with an increase in bicycle parking, particularly long-term bicycle parking. These spaces will be provided in accordance with the Bicycle Parking Standards and Guidelines.

Procedure – Bicycle Parking in the Public Right-of-Way

Bicycle parking within the City right-of-way should follow the Standards and Guidelines identified through the Policy. Increased bicycle parking should be provided in commercial corridors with high pedestrian and cyclist traffic, such as within the BIAs.

The Post and Ring Program in the public right-of-way procedure outlines the requirements for placement of bicycle racks in the public right-of-way. BIAs or other privately funded groups can deviate from the standards to include changes to the lettering and cap provided they fund the difference between the City Standard and their selection. Examples of post and ring bicycle parking is provided in Figure 1.



*Figure 1: Post and Ring Bike Racks in Walkerville, Windsor ON
Location: South-East Corner of Wyandotte and Lincoln Rd.*

Bicycle Corrals

A Bike Corral Program is outlined in the procedure with details on application. Bike Corrals are used as a method to provide bicycle parking in greater quantities in the traditional auto on-street parking lane, along the curb. Corrals can be installed seasonally within an existing automobile parking spot or intersection corner if it does not pose any sight line or transit concerns. Examples of bicycle corrals are provided in Figure 2 and Figure 3.



*Figure 2 (LEFT): Bicycle Corral in New York City & Figure 2 (RIGHT): Bicycle Corral in Portland
Sources: <https://nyc.streetsblog.org/2020/02/14/after-years-of-neglect-dots-bike-corral-program-is-back/>
<https://www.portlandoregon.gov/transportation/article/481528>*

Locations will be reviewed by administration to determine whether bicycle corrals are able to be safely implemented. Bicycle corrals will be useful in areas of the city with high pedestrian or cyclist traffic and should be placed in a visible location to encourage a passersby to use them.

Bicycle corrals should not be located in areas which will obstruct:

- Bus stops
- Access to fire hydrants
- Turning bus movements
- Locations of manholes and sewer valves
- Parking meters

Required spacing and buffers are outlined in the Public Right-of-Way Procedure. Additional barriers may be provided to provide an increased physical separation from a travel lane.

Bicycle Parking for Transit

In addition to placing bicycle parking at transit terminals, which would be considered as part of the City Facilities and Buildings Procedure, Transit was also consulted on which bus stop locations would benefit most from both long-term and short-term bicycle parking based on ridership.

Procedure – Temporary Bicycle Parking for Events

Temporary or event bicycle parking can be very useful and beneficial to a community in many ways:

- It can reduce the number of motor vehicles trips for an event and help with the parking demand, saving space.
- Reduce the need for cyclists to find a random location to lock their bikes when there are not enough racks in the right-of-way.
- Promotes the use of cycling to travel to special events, providing an enjoyable experience.
- Decrease the number of people walking around their bicycles and special events.

Next Steps

- ❖ Work with Planning to propose updates to the zoning by-law on bicycle parking
- ❖ Work with Parks to gather an inventory of bike parking at parks and minimum requirements
- ❖ Provide a report to Council with the proposed Policy and Procedures for approval
- ❖ Form and present an implementation strategy

Conclusion

The existing Bicycle Parking Policy on Private Property from 2004 requires an update to include more guidelines and procedures on bicycle parking at City Facilities and Buildings, in the right-of-way and temporarily for special events. Crime Prevention through Environmental Design principles have been used throughout the development of an update Bicycle Parking Policy which includes all the updated procedures.

THE CORPORATION OF THE CITY OF WINDSOR POLICY

Service Area:		Policy No.:	
Department:	Planning and Building Services	Approval Date:	
Division:	Transportation Planning Services	Approved By:	
		Effective Date:	On Approval
Subject:	Bicycle Parking Policy	Procedure Ref.:	
Review Date:		<i>Pages:</i>	Replaces:
Prepared By:	R. Toufeili, Policy Analyst		Date:

1. POLICY

1.1. This policy governs the implementation of bicycle parking for the Corporation of the City of Windsor.

2. PURPOSE

2.1. The purpose of this policy is to provide Administration and the general public with a framework on how bicycle parking will be implemented in order to support active transportation throughout the City of Windsor.

3. SCOPE

3.1. This policy covers:

- 3.1.1. bicycle space requirements and standards;
- 3.1.2. bicycle parking at City facilities and buildings;
- 3.1.3. bicycle parking in the right-of-way;
- 3.1.4. temporary bicycle parking for events; and,
- 3.1.5. bicycle parking to support transit facilities.

3.2. This policy should be utilized in coordination with the City's Active Transportation Master Plan and the Bicycle Parking on Public Property Policy.

4. RESPONSIBILITY

4.1. Council has authority to approve implementation of bicycle parking under this policy and is responsible for approving amendments to this policy.

4.2. Administration is responsible for carrying out this policy as follows:

4.2.1. The City Engineer and the Commissioner of Economic Development and Innovation are corporate leads for all transportation and associated public safety programs and are responsible for initiating amendments to the Bicycle Parking Policy.

4.2.2. The Transportation Planning Senior Engineer is responsible for:

- 4.2.2.1. Overseeing implementation of this policy,
- 4.2.2.2. Bringing forward bicycle parking plans before Council for approval,

- 4.2.2.3. Recommending operating and capital budget expenditures related to bicycle parking, and
- 4.2.2.4. Recommending amendments to this policy to Council.

5. GOVERNING RULES AND REGULATIONS

- 5.1. This policy will be implemented in accordance with the following bicycle parking guidelines and procedures:
 - 5.1.1. Bicycle Parking Standards and Guidelines
 - 5.1.2. Bicycle Parking at City Facilities and Buildings
 - 5.1.3. Bicycle Parking in the Public Right-of-Way
 - 5.1.4. Temporary Bicycle Parking for Events
- 5.2. Where there are existing bicycle parking deficiencies as it relates to this policy, Council may put forward locations to be prioritized and brought to compliance in steps over a period of time.

6. RECORDS, FORMS AND ATTACHMENTS

- 6.1. Records for this policy shall be prepared and retained in accordance with Records Retention By-Law 21-2013, as amended.
- 6.2. Attachments:
 - 6.2.1. Attachment 1: Bicycle Parking Standards and Guidelines
 - 6.2.2. Attachment 2: Procedure – Bicycle Parking at City Facilities and Buildings
 - 6.2.3. Attachment 3: Procedure – Bicycle Parking in the Public Right-of-Way
 - 6.2.4. Attachment 4: Procedure – Temporary Bicycle Parking for Events

Bicycle Parking Standards and Guidelines

1.0 Introduction

The Bicycle Parking Policy Guidelines provides information on the expected standards of short-term and long-term bicycle parking spaces. These guidelines are intended to serve developers and City Administration in selecting the appropriate bicycle parking racks for bicycle parking on private property and in the public right-of-way.

1.1 Bicycle Parking Guidelines Goals and Objectives

- Provide increased community connectivity by facilitating bicycle storage for cyclists throughout the city;
- Promoting active transportation by increasing secure bicycle parking;
- Increasing convenience for cyclists as new developments are built;
- Creating a culture shift through increased and secured bicycle parking.

2.0 Definitions

The following definitions are applicable to this policy, and are included in zoning by-law 8600:

Bicycle parking space means an area used for the parking of an operable *bicycle*.

Short-term bicycle parking space means a *bicycle parking space* for the use by visitors of a *building*. These spaces are located within 15 m of, and is visible from, the main entrance of the *building* the *bicycle parking space* is intended to serve.

Long-term bicycle parking space means a *bicycle parking space* for the use by occupants or tenants of a *building*. These are located within a *building* or sheltered *structure* with a secure means of access.

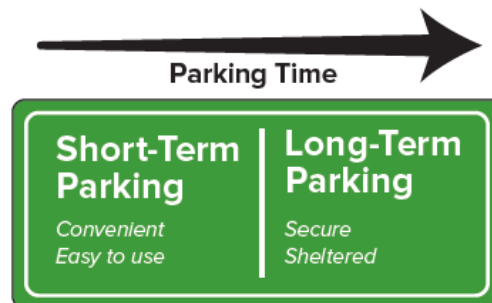


Figure 1 - Short-Term to Long-Term Bicycle Parking
Source: Association of Pedestrian and Bicycle Professionals

A summary of components for short-term and long-term bicycle parking is shown in **Table 1**. Further details are provided in the next sections of the Policy

Table 1 – Summary of Short-Term and Long-Term Bicycle Parking

Component	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Typical length of time	Between a few minutes and a few hours	Several hours, overnight
Typical Locations, Uses	Commercial/Retail, Libraries, Parks, Community Centres, etc.	Residential, Employment & Transit Stations
Typical Users	Visitors	Residents, Employees, Bicycle & Ride Commuters
Accessibility/Availability & Security	<p>Easy access, available to the public.</p> <p>Should be located close to a building entrance for the sake of convenience.</p> <p>Reliant on public exposure and natural surveillance.</p>	<p>Secured access, requires registration and the use of a key device.</p> <p>Actively monitored by CCTV and/or by security staff.</p>
Types of infrastructure	<p>Bicycle Racks (on-street, and on private or public property)</p> <p>Post and Ring Bicycle Racks</p> <p>On-street Bicycle Corrals (sets of bicycle racks installed within a parking lane at an intersection)</p>	<p>Bicycle Lockers – Individual lockers that can store 1 bicycle.</p> <p>Bicycle Cages – Caged & sheltered enclosures, typically attached to offices and/or multi-unit dwellings.</p> <p>Bicycle Rooms – Rooms within buildings specifically for bicycle parking.</p> <p>Secured Parking Areas – A separate building or an extension dedicated to bicycle parking.</p>
Weather Protection	Optional: Can be provided in the form of bicycle shelters or awnings.	Required.

Sources: the Association of Pedestrian and Bicycle Professionals (APBP), City of Toronto, Seattle Department of Transportation (SDOT)

3.0 Short-Term Bicycle Parking

Short-term bicycle parking is primarily meant to be used by the visitors of a building.

3.1 Accessibility

The following accessibility criteria should be used when providing short-term parking spaces:

- Placement on the ground floor of the building location; free of stairs or obstacles to access
- In close proximity to the building entrance; within 15 meters
- Way-finding signage should be provided to help guide cyclists to the space

3.2 Design

The following should be provided as part of the design for a bicycle rack used for short-term bicycle parking:

- Supports the bicycle upright without putting stress on the wheels
- Allows locking of the bicycle frame along with one or two wheels through the use of a U-lock
- Is securely anchored to the ground
- Resists, cutting, bending and deformation

3.2.1 Size

A bicycle parking space parked horizontally should have minimum dimensions of 1.8 meters in length, 0.6 meters of width and 1.9 meters of vertical clearance from the ground. For bicycles parked in a vertical position the required space is 0.6 metres by 1.2 metres with a vertical dimension of 1.9 metres.

3.2.2 Materials

Materials for bicycle racks should be long lasting and strong. The following criteria should apply to the materials used for the bicycle racks:

- Industrial grade materials or galvanized steel should be used
- Wood, materials with the potential to rust should be avoided
- Malleable or materials which are easily bent should be avoided
- The outer surface should be smooth in order to prevent any damages or scratches to the bicycle
- Avoid materials that weaken when welded to prevent broken racks and theft

3.2.3 Installation

Bicycle racks should be secured and installed properly using the options and as detailed in Table 2 below:

Table 2 – Anchoring Surfaces and Methods

Surface	Rack Base	Anchoring Methods	Notes
Concrete (sidewalk, pad, poured footing, or non-post-tensioned floor)	Embedded leg	Embed (dig post hole, support rack temporarily, fill hole with concrete, allow to set, remove temporary support)	Suitable for new sidewalk construction. Permanent. Difficult to replace when damaged.
	Surface flange, flat-bar base, or base frame.	Wedge anchor bolt Tamper-proof spike Industrial adhesive	Suitable for new or existing sidewalk. Easy to replace when damaged. Should not be installed over most vaulted sidewalks. Stainless steel flanges recommended to prevent rust stains on concrete.
Concrete post-tensioned floor	Flat-bar base	Industrial adhesive	Post-tensioned concrete floors should not be drilled.
Asphalt	Embedded leg	Provide a concrete footing, proceed as above	Do not anchor directly into asphalt.
	Surface flange		
	Base rail or frame	Landscape nails (6" to 12" long spikes, typically 1/4" to 3/8" in diameter)	Drill pilot hole through asphalt using hammer drill and masonry bit. Drive nails with sledgehammer.
Unpaved	Embedded leg	Provide a concrete footing, proceed as above	Do not anchor directly into ground.
	Surface flange		
	Base rail or frame	Landscape nails	Drive nails with sledgehammer.

Adapted from APBP Bicycle Parking Guidelines

3.2.4 Spacing

When bicycles are installed they require adequate space to manoeuver. **Table 3**, adapted from *City of Toronto Guidelines for Design and Management of Bicycle Parking Facilities* and *City of Mississauga Bicycle Parking Zoning By-Law Directions*, outlines the requirements for spacing when selecting the location and design of bicycle parking. Furthermore, **Figures 2 to 5** is shown below on these requirements.

Table 3 – Bicycle Parking Spacing Requirements

Situation	Requirements
Distance between rack and wall/obstacle	<ul style="list-style-type: none"> - Minimum 0.45 m if bicycles parked parallel to obstacle; - Minimum 2.5 m if bicycles parked perpendicular to obstacle and rack has double-sided access; - Minimum 0.6 m if bicycles parked perpendicular to obstacle and rack has single-sided access (side facing wall would not accommodate bicycles).
Aisle width	<ul style="list-style-type: none"> - Preferred spacing: 1.8 m for typical bicycle racks this leaves approximately 4.2 m between racks, however this spacing will differ depending on the design of the rack.
Space between rack ends (linear series of racks placed end to end)	<ul style="list-style-type: none"> - 0.9m for maximum parking capacity.
Distance between rack and wall, curb or other obstacle	<ul style="list-style-type: none"> - Minimum 1.5 m for racks perpendicular to wall or other obstacle - Minimum 0.7m for racks parallel to wall, or other obstacle
Distance between individual racks	<ul style="list-style-type: none"> - Minimum 2.5 m for racks parallel to wall, or other obstacle or racks (3.5 m preferred in areas with high bicycle parking turnover). - Minimum 1.0 m for racks perpendicular to wall or other obstacle.
Vertical bicycle racks and clearances	<ul style="list-style-type: none"> - Horizontal bicycle parking: 1.9 m minimum clearance - Stacked bicycle parking: minimum 1.2 m vertical clearance required - Vertically bicycle parking: 1.9 m minimum height and 1.2 m minimum length
Special Considerations	<ul style="list-style-type: none"> - In locations where trailers, cargo bikes and long bikes frequent (ex. grocery stores, parks, schools) the portions of the bicycles racks on the ground should have an additional 0.9m of in-line clearance.

Adapted from City of Toronto Guidelines for Design and Management of Bicycle Parking Facilities and Mississauga Bicycle Parking Zoning By-Law Directions

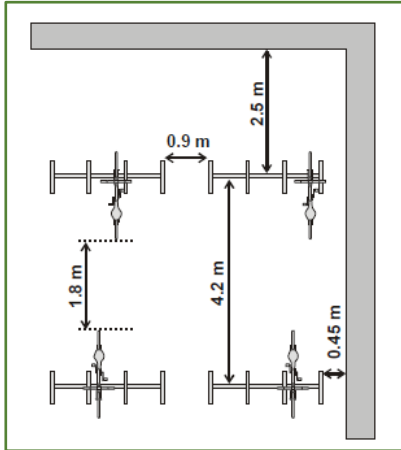


Figure 2 - Spacing for Multi-Bicycle Racks

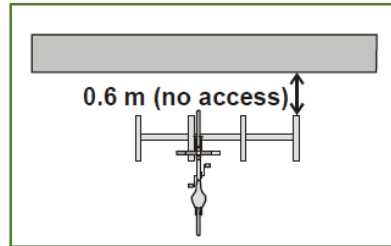


Figure 4 - Spacing for racks with single sided access

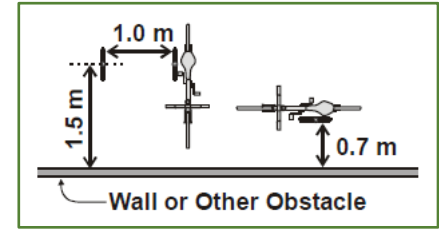


Figure 3 - Spacing required for different orientations

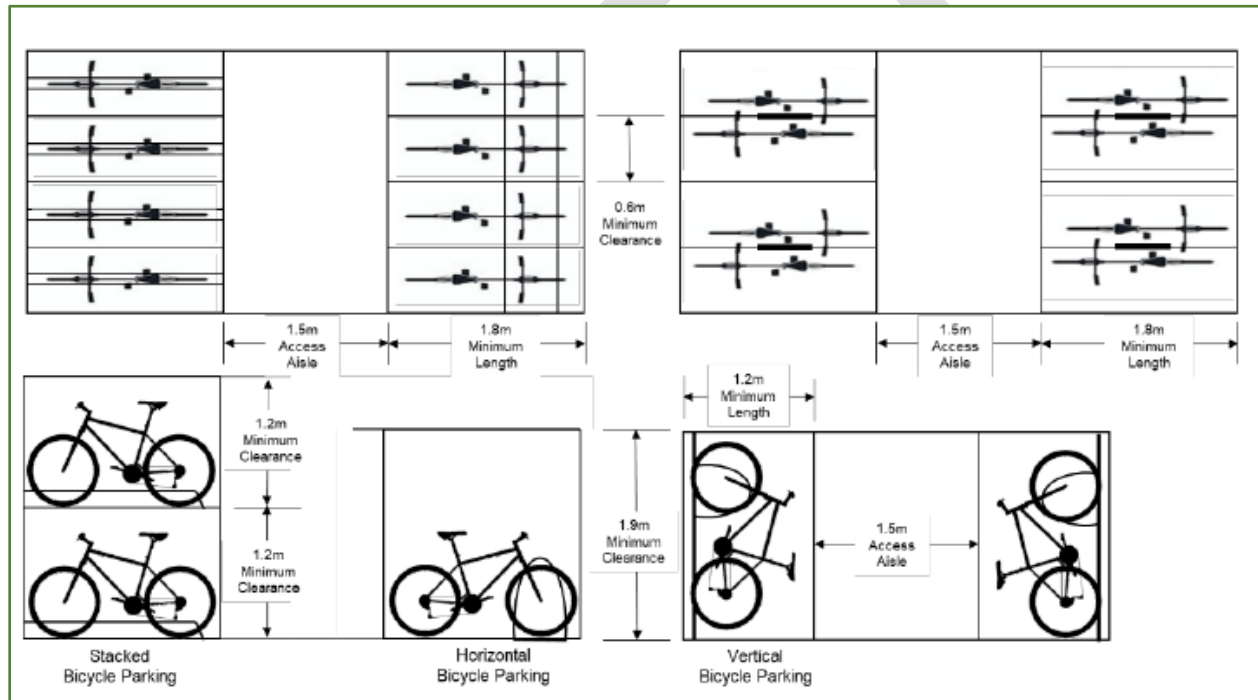


Figure 5 - Vertical clearances for varying bicycle spaces

3.3 Security

Security is required in order to prevent theft, with the following requirements:

- Areas where spaces are placed should be well lit and visible
- Spaces should be anchored and installed as per section 3.2.3 to ensure that they can not be easily damaged or moved
- Locking mechanisms do not need to be provided with or on the rack however the rack should allow for locking of the bicycle frame along with one or two wheels through the use of a U-lock

3.4 Additional Considerations

The following are additional considerations when providing short-term bicycle parking and racks in the city:

- Placing the space in a sheltered area for weather protection
- Long-term bicycle parking measures can apply for short-term use if increased shelter and security is preferred (section 4.0)

3.4.1 The following bicycle racks are preferred based on meeting important performance criteria:

- *Post and Ring*: this is a common style of bicycle rack which is less prone to unintended perpendicular parking.
- *Inverted U*: also called staple or loop bicycle rack, this rack has two points of ground contact and can be installed in series to create a larger parking area.
- *Wheelwell-secure*: this cradles one wheel and contains bicycles wells, however it doesn't accommodate as many bicycle types as the inverted U and post and ring style racks.

4.0 Long-Term Bicycle Parking

Long-term bicycle parking is primarily meant to be used by the occupants or tenants of a building. This includes building residents and routine users within a workplace. Long-term bicycle parking may also be used by visitors. This parking provides a more secured and sheltered space for cyclists to park their bicycles in comparison to short-term bicycle parking.

Some common examples of long-term bicycle parking include:

- Room within a residential building or workplace;
- Secure enclosures within a parking garage or lot;
- Bicycle lockers in front of a workplace; and,
- Bicycle lockers at a transit center.

4.1 Accessibility

The following accessibility criteria should be used when providing long-term parking spaces:

- Free of any major obstacles to access; ground floor preferred
- Way-finding signage should be provided to help guide cyclists to the space as they may not always be in obvious locations based on limited space availability at the site
- The space should be in good condition and simple to operate
- Should be placed in areas which do not create a blind spot for motor vehicles on the site

4.2 Design

4.2.2 Bicycle Lockers

The following are considerations for bicycle lockers:

	Description
Locking Mechanism	Control Access Systems: - Keys - Electronic Keypad

	<ul style="list-style-type: none"> - Swipe Cards - Bluetooth Technologies - Coin Operated - Personal Locks
Models	<ul style="list-style-type: none"> - Secure durable lockers are made of materials which are long lasting and durable. These should withstand regular use and intense weather conditions. Models which are specifically designed for long-term bicycle parking should be used. - Transparent panels can be placed on the lockers if surveillance of locker contents is desired. - Models may be stackable if desired based on available space and demand.
Installation	<ul style="list-style-type: none"> - Bicycle Lockers should be installed on a level surface. - Sufficient clearance is required for locker doors. - Concrete surfaces are ideal, however surfaces should be selected and matched to the model requirements. Anchor bolts should be used to fix lockers into place. - Bicycle Lockers are best placed away from sidewalks and areas with high pedestrian traffic.

4.2.3 Bicycle Cages

The following are considerations for bicycle cages:

	Description
Locking Mechanism	Control Access Systems: <ul style="list-style-type: none"> - Key - Swipe Cards or Pass
Models	<ul style="list-style-type: none"> - Racks are installed within the cage and bicycles are further locked to these racks - Smaller cages are preferred to limit the number of people with access to one cage - Made of tight and strong mesh or perforated metal sheets, with access through a solid door
Installation	<ul style="list-style-type: none"> - Can be installed in or outside of a building/parking garage - Bicycle racks must be firmly secured to the ground or vertical structures - A single cage of 5.6 m x 5.4 m can accommodate approximately 20 bicycles. A cage of this size occupies the same area as two car parking spaces.

4.2.4 Indoor Bicycle Storage

The following are considerations for indoor bicycle storage spaces through a parking garage or bicycle rooms:

	Description
Locking Mechanism	Controlled Access Systems: <ul style="list-style-type: none"> - Keys - Swipe Cards - Electronic Keypad - Bluetooth Technologies
Models	<ul style="list-style-type: none"> - Indoor storage can be provided in a parking garage; typically on the ground floor level to facilitate access for cyclists and to minimize interactions with vehicles in the parking garage. Bicycle cages or lockers can be provided within the garage.

	<ul style="list-style-type: none"> - A room within a building can be used to provide secure parking spaces; typically on the ground floor or near an elevator to facilitate access. Multiple rooms can be provided.
Installation	<ul style="list-style-type: none"> - Bicycle racks must be firmly secured within the area - Reserving an area in the bicycle room for self-serve bicycle repair and maintenance will add an additional level of service to the facility; features can include a bicycle stand, basic tools and/or an air pump.

4.3 Security

The following methods may be applied in order to provide secure and controlled access to long-term bicycle parking for users:

- Keyed, smartcard or Bluetooth access to the parking space
- Attendant overseeing the spaces and allowing people to access
- Leased space based on agreement with the property owners or managers
- Coin operated spaces

In addition, long-term bicycle parking spaces are not always placed in high traffic or visibility areas and it is advised that security cameras be placed in order to monitor the spaces.

**THE CORPORATION OF THE CITY OF WINDSOR
PROCEDURE**

Service Area:	Office of the City Solicitor	Procedure No.:	
Department:	Planning and Building Services	Approval Date:	
Division:	Transportation Planning Services	Approved By:	
		Effective Date:	On Approval
Subject:	Bicycle Parking at City Facilities and Buildings	Policy Ref.:	Bicycle Parking Policy
		<i>Pages:</i>	Replaces:
Prepared By:	R.Toufeili, Policy Analyst		Date:

1. PURPOSE

1.1. This procedure is intended to provide details for implementation of the Bicycle Parking Policy when providing bicycle parking at City facilities and buildings.

2. SCOPE

2.1. This procedure provides details and outlines requirements for providing bicycle parking at City of Windsor facilities and buildings.

3. RESPONSIBILITY

3.1. Responsibility for implementing this procedure is outlined in the Bicycle Parking Policy.

4. PROCEDURE

4.1. Bicycle parking should be provided at all City facilities and buildings including;

- 4.1.1. Parks and splash pads;
- 4.1.2. Libraries and art galleries;
- 4.1.3. Pools (outdoor and indoor);
- 4.1.4. City Hall and administrative offices;
- 4.1.5. Community centers;
- 4.1.6. Arenas and skating rinks;
- 4.1.7. Transit terminals; and,
- 4.1.8. Municipal parking lots and garages.

4.2. Short-Term and Long-Term Bicycle Parking

Bicycle parking may be provided for short-term and long-term use based on the facility type. All facilities, other than parks, splash pads and pools, should accommodate long-term bicycle parking. **Table 1** outlines the minimum requirements for short-term and long-term bicycle parking based on the City Facility.

Table 1 – Bicycle Parking Requirements for City Facilities

City Facility	Short-Term	Long-Term
Parks and Splash Pads	X	
Libraries and Art Galleries	X	X
Pools (Outdoor and Indoor)	X	X
City Hall and Administrative Offices	X	X
Community Centers	X	X
Arenas and Skating Rinks	X	X
Transit Terminals and Stops	X	X
Municipal City Parking Lots and Garages		X

Bicycle parking needs will be assessed according to the intensity and type of use to be serviced. At minimum, bicycle parking spaces should be provided in quantities as outlined in Zoning By-Law 8600. The capacity of the rack or spaces should be consistent with the bike parking needs in the area.

Multiple unit bike racks will be used if required to meet the bike parking needs of the area, subject to the approval of the manager of Urban Design & Community Development, in BIAs, and areas designed Civic Image, Schedule G; of the City’s Official Plan only.

4.3. End-of-Trip Facilities

End-of-trip facilities are provided in order to provide increased convenience and reinforces the importance of bicycle parking. **Table 2** Outlines the ancillary facilities which may be implemented at City facilities and buildings and the appropriate locations where they may be provided.

Table 2 – End-of-Trip Facilities for City Facilities and Buildings

End-of-trip Facility	Location
Water Fountains/Access to Drinking Water	<ul style="list-style-type: none"> - Parks and splash pads - Libraries and art galleries - Pools (outdoor and indoor) - City Hall and administrative offices - Community centers - Arenas and skating rinks
Shower and Change Stations	<ul style="list-style-type: none"> - Pools (outdoor and indoor) - City Hall and administrative offices - Community centers

	- Arenas and skating rinks
Washrooms	- Parks and splash pads - Libraries and art galleries - Pools (outdoor and indoor) - City Hall and administrative offices - Community centers - Arenas and skating rinks
Bicycle Repair Stations	- Parks and splash pads - Libraries and art galleries - Pools (outdoor and indoor) - City Hall and administrative offices - Community centers - Arenas and skating rinks
Electric Charging Station	- For consideration on a case-by-case basis.

4.4. Transit Terminals and Stops

4.4.1. Bicycle parking should be provided to support transit facilities. Long-term bicycle parking should be provided at transit terminals including the following locations:

- 4.4.1.1.** Tecumseh Mall Bus Terminal
- 4.4.1.2.** Downtown Bus Terminal
- 4.4.1.3.** The Windsor Aquatic Center

4.5. Parking spaces (short-term and long-term) are to be provided in accordance with the Bicycle Parking Standards and Guidelines.

THE CORPORATION OF THE CITY OF WINDSOR PROCEDURE

Service Area:	Office of the City Solicitor	Procedure No.:	
Department:	Planning and Building Services	Approval Date:	
Division:	Transportation Planning Services	Approved By:	
		Effective Date:	On Approval
Subject:	Bicycle Parking in the Public Right-of-Way	Policy Ref.:	Bicycle Parking Policy
		<i>Pages:</i>	Replaces:
Prepared By:	R.Toufeili, Policy Analyst		Date:

1. PURPOSE

1.1. This procedure is intended to provide details for implementation of the Bicycle Parking Policy when providing bicycle parking in the public right-of-way.

2. SCOPE

2.1. This procedure provides details and outlines requirements for providing bicycle parking in the public right-of-way. Furthermore, this procedure outlines the process for the implementation of bicycle corrals in the public right-of-way.

3. RESPONSIBILITY

3.1. Responsibility for implementing this procedure is outlined in the Bicycle Parking Policy; and furthermore,

3.2. The Manager of Urban Design and Community Development is responsible for ensuring that the post and ring program is coordinated with the appropriate parties, such as BIAs, and increasing bicycle parking within the right-of-way where streetscaping is implemented.

4. PROCEDURE

4.1. Bicycle parking may be provided within the right-of-way through the general post-ring program or using bike corrals. Increased bicycle parking is encouraged in high pedestrian traffic areas such as in the Business Improvement Areas or near bus stops.

4.2. Bicycle parking may be provided using the Bicycle Corral Program in this procedure. This should be implemented to increase the availability of bicycle parking in the right-of-way where there is limited space in the boulevard and there is sufficient space available on-street.

4.3. Post and Ring Program

Post & ring style bike racks and multiple unit bike racks will be the City Standard on public-right-of-ways and on public property throughout the City of Windsor and will be galvanized (void of paint) with raised lettering that reads "City of Windsor". Raised lettering may not be available for multiple unit bike racks, however, consideration should be given to customizing these units in some way. The rack selection should follow the principles outlined in the Bicycle Parking Standards and Guidelines.

- 4.3.1.** The bike rack must be durable and low maintenance. Factors such as metal gauge, welding type and finish are key indicators of durability. The bike rack should be rust resistant, vandalism resistant, and resistant to noticeable wear from normal use. The preferred finish is galvanized finish.
- 4.3.2.** The bike rack must be competitively priced while meeting the security, capacity, appearance and maintenance requirements expressed in the bike parking policy. The cost should be compared on a per bike capacity.
- 4.3.3.** A BIA or other privately funded group may choose to exceed the price limit, if they agree to fund the difference between the city standard and any proposed modifications to the bike rack. Proposed modifications can include changes to lettering, and cap only. As indicated above, powder coated finish may be considered. The BIA or other privately funded group will be expected to fully fund the additional expenses specific to the BIA such as BIA name, logo and powder coating finish. Any proposed modifications are subject to the approval of the Manager of Urban Design & Community Development and the Executive Director of Operations.
- 4.3.4.** Bicycle parking spaces should be placed following the principles outlined in the Bicycle Parking Standards and Guidelines.

4.4. Bike Corral Program

Bike Corrals are used as a method to provide bicycle parking in greater quantities in the traditional auto on-street parking lane, along the curb. Corrals can be installed seasonally within an existing automobile parking spot or intersection corner if it does not pose any sight line or transit concerns.

The rack selection should follow the principles outlined in the Bicycle Parking Policy.

- 4.4.1.** The bicycle corral should be located as close as possible to the entrances of high demand locations.
- 4.4.2.** Bicycle corrals may be placed on street corners provided they do not create any safety or operational issues, as street corners provide a number of benefits. Placing corrals on corners will provide greater visibility benefits for pedestrians and improve access for cyclists.
- 4.4.3.** Bicycle corrals should be placed on main streets as opposed to side streets in order to increase visibility and convenience for cyclists to reach their destination.
- 4.4.4.** Bicycle corrals should not be located in areas which will obstruct:
 - Bus stops
 - Access to fire hydrants
 - Turning bus movements

- Locations of manholes and sewer valves
 - Parking meters
- 4.4.5.** Bicycle racks should be securely bolted to the ground to avoid theft or vandalism. Principles outlined in the Bicycle Parking Standards and Guidelines should be used to select the appropriate rack types and installation methods.
- 4.4.6.** Racks should be placed in a method which provides a sufficient buffer for the bicycle from the vehicular travel lane. A minimum 5 foot maneuvering zone should be provided on either end of the bicycle in order to provide cyclists with space to orient themselves. Racks can be angled to increase the available space at the ends of the bicycles.
- 4.4.7.** A physical barrier may be placed between the corral and vehicle travel lane.

DRAFT

THE CORPORATION OF THE CITY OF WINDSOR PROCEDURE

Service Area:	Office of the City Solicitor	Procedure No.:	
Department:	Planning and Building Services	Approval Date:	
Division:	Transportation Planning Services	Approved By:	
		Effective Date:	On Approval
Subject:	Temporary Bicycle Parking for Events	Policy Ref.:	Bicycle Parking Policy
		Pages:	Replaces:
Prepared By:	R.Toufeili, Policy Analyst		Date:

1. PURPOSE

1.1. This procedure is intended to provide details for implementation of the Bicycle Parking Policy when providing temporary bicycle parking for public events.

2. SCOPE

2.1. This procedure provides details and outlines requirements for providing temporary bicycle parking at special events within Windsor for event organizers to access.

3. RESPONSIBILITY

3.1. Responsibility for implementing this procedure is outlined in the Bicycle Parking Policy.

4. PROCEDURE

4.1. Temporary event bicycle parking may be provided by event organizers for their special events in Windsor. Temporary bicycle racks which are portable and modular are required for event attendees to park their bicycles. A bike parking sign to place in a visible area indicating available bike parking.

4.2. Private event coordinators will be responsible to provide their own staff and/or volunteers to monitor and provide a valet service for event attendees who wish to use the temporary bicycle parking.

4.3. Temporary event bike parking racks shall be placed in a location which does not obstruct any entrances or walkways for pedestrians.

4.4. Temporary event bike parking should be placed in areas of high visibility to promote active transportation, such as near event entrances or admissions tents.

4.5. Bikes shall be kept secure and be monitored by administering staff or volunteers.

TO: Windsor Cycling Committee
FROM: Jeff Hagan, Transportation Planning Senior Engineer
DATE: December 6, 2022
SUBJECT: Cycling Initiatives 2018-2022

Introduction

This memo provides a summary of cycling-related initiatives that were carried out over the term of the current Windsor Cycling Committee (2018-2022).

Master Plan

Windsor's Active Transportation Master Plan (ATMP), *Walk Wheel Windsor*, was adopted by Council at its July 22, 2019 meeting. The ATMP was the product of a significant amount of public and stakeholder consultation, including feedback at multiple points from the Windsor Cycling Committee.

Policy

Policy measures related to cycling that were adopted during the 2018-2022 term:

- Vision Zero Policy (2020)
- Traffic Calming Policy Update, including introduction of the Bikeway Traffic Calming Procedure (2021)

Policy measures currently under development related to cycling:

- Bicycle Parking Policy
- Complete Streets Policy
- School Neighbourhood Policy Update
- Vision Zero Action Plan

In addition to City policy measures, the Committee provided input for the Province's changes to policy and laws relating to e-bikes and cargo e-bikes.

Infrastructure Projects

Over the 2018 to 2022 period, the cycling infrastructure summarized in Table 1 was installed.

Bikeway Type	Length (centreline km)
Cycle Track	0.6 km
Multi-use Trail	17.7 km
Painted Bicycle Lane	22.7 km
Total	41.0 km

Note: totals do not include 2022 Parks multi-use trails

Key projects included in these totals:

- Dougall Avenue Multi-use Trail Tunnel
- Hawthorne Drive Cycle Track
- Rhodes Drive Multi-use Trail

In addition to this linear cycling infrastructure, new recreational cycling projects were built, including:

- Little River Corridor Pump Track
- Malden Park Mountain Bike Trails

The Windsor Bicycling Committee has also provided input or recommendations for a number of infrastructure projects that are in progress, including:

- University Avenue & Victoria Avenue Environmental Assessment
- University Avenue Pop-up Protected Bicycle Lanes
- Kildare Road Bikeway (Ottawa to Tecumseh)
- Bicycle detection at signalized intersections

Outreach Activities

While in-person activities were significantly disrupted during the pandemic, City Administration and the Windsor Bicycling Committee participated in a number of outreach activities over the 2018-2022 term, including:

- Annual Parks & Trails Map
- Open Streets Windsor
- Bike to Work Day
- Bike to Fireworks
- Art in the Park Bike Valet

Additionally, the Committee has provided financial support for a number of outreach initiatives including:

- Community Cycling Recognition Awards program
- Sponsorship of a cycling-related film at the Windsor International Film Festival
- Bike Windsor Essex's Winter Wheels program
- Hackforge's Windsor-Essex Cycling App initiative (www.windsoriessexcycling.ca)

Conclusion

A summary of cycling initiatives that occurred during the current Windsor Bicycling Committee's term is provided for the Committee's information.



**CITY OF WINDSOR
FINANCIAL VARIANCE BY ACCOUNT
For the Period Ending October 18, 2022
83.33% of Year Elapsed**

0111650 Windsor Bicycling Committee

October 18, 2022 at 11:21

ACCOUNT CODE	ACCOUNT DESCRIPTION	BUDGET	YTD ACTUALS	YE PROJECTED VARIANCE	PREVIOUS YEAR ACTUALS
Revenues					
7055	TRANSFER From Current Funds	0.00	0.00	0.00	-4,300.00
	TOTAL REVENUES	0.00	0.00	0.00	-4,300.00
Expenses					
4295	Public Relations	4,300.00	384.41	3,915.59	3,473.45
	TOTAL EXPENSES	4,300.00	384.41	3,915.59	3,473.45
	NET TOTALS	4,300.00	384.41	3,915.59	-826.55