

Windsor Bicycling Committee

Meeting held December 13, 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
Robert Hicks
Teena Ireland
Jessica Macasaet-Bondy
Ellen van Wageningen

Regrets received from:

Erika Valvasori
Kevin Morse

Guests in attendance:

Doug Sartori, and Lauren Hedges regarding the Cycling App Presentation

Also present are the following resource personnel:

Jeff Hagan, Transportation Planning Senior Engineer
Kathleen Quenneville, Active Transportation Coordinator
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 4:30 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

J. Macasaet-Bondy discloses an interest on Item 4.4 (Bike Windsor-Essex Winter Wheels Program) as her husband was selected as a participant for Winter Wheels.

3. Adoption of the Minutes

Moved by K. Acton, seconded by K. Dohring,
That the minutes of the Windsor Bicycling Committee of its meeting held May 4,
2022 **BE ADOPTED** as presented.
Carried.

Presentation – Cycling App

Doug Sartori, Windsor Hackforge and Lauren Hedges, Project Lead for the C3Tech initiative, appear before the Windsor Bicycling Committee.

Doug Sartori provides an overview of the progress of the Cycling App over the past year as follows:

- In addition to the funding provided by the WBC, they also secured some resources from the County Wide Active Transportation System (CWATS), and the Ontario Tourism Innovation Lab.
- In the technical work, they now have a releasable product which can announced to the community at any time. They are adding more to the App as they go along.
- A Contract Developer has been hired with some of the funds secured in order to move the project forward and to make the best product possible.
- The strategy behind this application was to start from an open source foundation and build from there. The application that they chose to build on uses Open Street Map (OSM) which is a global database of map data.
- Lauren Hedges has worked diligently to connect with the Open Street Map community to spread OSM knowledge in our community, improve our local OSM data and coordinate with local municipalities to get their data directly into OSM.
- Have had discussions to have the launch date coincide with the Bike to Work Week.
- Over the next few months will continue to improve the quality of the OSM data that they have locally, develop the safety features of the application with a stretch goal of turn by turn navigation.

Lauren Hodges provides a demonstration and details of how the app works:

- WindsorEssexCycling.ca is a bicycle-oriented map maintained by Windsor Hackforge as part of the City-County Cycling Tech (C3 Tech) initiative, built on top of OpenStreetMap.
- All of this information is based on data that users have submitted to OSM.
- Provides a demonstration of the routing. In the top left corner, there is a tool bar and clicks on the marker icon which can be used to place markers. Are able to place up to five markers at a time and the system will rout between them in the order that they are placed.

- In terms of how it is choosing the route that is taken, it goes back to the OSM data. The way that OSM works is that there are features that can be tagged with different data points.
- The routing will only be as good as the underlying data.
- Did start OSM Windsor Essex which is a user group focused on people who are interested in using, improving and contributing to OSM.
- The next step is to integrate those turn-by-turn directions. Also looking to ensure that all of the local cycling routes are added onto the map. The waterfront trail and some of the CWATS are available at this time but each municipality has their own set of cycling routes.

In response to a question asked by J. Macasaet-Bondy regarding the upkeep of data and the turn-by-turn navigation, L. Hodges responds that all of the information that exists about Windsor-Essex in OSM was imported around 2005 to 2015 so it is outdated. There is much more cycling infrastructure and changes to roadways that have occurred since then so adding that data is a process. OSM encourages manual edits rather than large scale imports.

D. Sartori adds that curation of data is a never ending task. One of the reasons that the OSM interest group was created was to generate community interest and to build on this data. Also working to educate municipal staff about OSM because the best source and most current source of data will be the municipalities themselves.

E. van Wageningen asks if the WBC can assist in any way to make more people aware of this map and how are they approaching accessibility.

L. Hodges responds that when it comes to mapping, there are so many accessibility concerns, so they will be working with an accessibility advisor in early 2023 to get a sense of what they can do to help improve the map in general.

In response to the question asked by E. van Wageningen regarding what can the WBC do to help, D. Sartori suggests that the WBC have a conversation with the City of Windsor around the licensing terms for the open data portal. There is a technical mismatch between the licensing regime that OSM requires in order to be able to take open data directly and work with it and the licence for use that the City of Windsor has.

K. Acton asks if the presenters are looking for opportunities for additional funding.

D. Sartori responds that they are hoping to continue to export this application and solution to other parts of Ontario. He notes that there was some interest from Chatham-Kent and they would like to add them in the future. The more resources they have, the faster they will be able to do this work. He adds that a small amount of funding will assist with sustainability.

J. Hagan advises that going forward, the City will be updating the map as new bikeway infrastructure is constructed.

Moved by J. Macasaet-Bondy, seconded by E. van Wageningen,
That the Presentation. by Doug Sartori, Windsor Hackforge and Lauren Hodges,
C3Tech Initiative regarding the Cycling App **BE RECEIVED**.
Carried.

4. Business Items

4.4 2022 WBC Operating Budget

The Chair recalls that in 2021, the WBC sponsored the Bike Windsor-Essex Winter Wheels Program which was very successful.

Moved by K. Acton, seconded by T. Ireland,
That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$2,500 from
the 2022 WBC Operating Budget for the Bike Windsor-Essex Winter Wheels Program.
Carried.

J. Macasaet-Bondy discloses an interest and abstains from voting on this matter
as her husband was selected as a participant for Winter Wheels.

Moved by E. van Wageningen, seconded by J. Macasaet-Bondy,
That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$1,000
payable to Windsor Hackforge for further development of the Cycling App.
Carried.

Moved by R. Hicks, seconded by T. Ireland,
That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$415.59 for
the purchase of miscellaneous cycling accessories to be given to participants at events.
Carried.

Clerk's Note:

After further review of the financial information relating to the WBC's remaining
2022 Operating Budget, it was determined that an invoice previously approved was not
submitted to the Committee Coordinator for payment. Therefore, the foregoing motion
relating to the purchase of miscellaneous cycling accessories in the amount of \$415.59
will not be honoured as these funds are required to pay the previous invoice.

4.1 Current Cycling Projects

J. Hagan introduces Kathleen Quenneville, new Active Transportation Coordinator.

K. Quenneville reviews the Cycling Infrastructure Projects that are currently underway.

K. Acton refers to the integration of the bike lanes, and asks if the city is considering raised crossings in situations where traffic calming is becoming an issue.

J. Hagan responds that this is in the Traffic Calming Policy and this is something to consider on a larger traffic calming project like for a collector road. There are difficulties in putting raised crosswalks in as a retrofit as they can impact drainage. Typically the cost of putting one in is not just the crossing itself it is putting a catch basin in on either side to avoid ponding.

Moved by J. Macasaet-Bondy, seconded by K. Acton,
That the Current Cycling Projects update provided by Kathleen Quenneville, Active Transportation Coordinator **BE RECEIVED.**
Carried.

4.2 Bike Parking Policy

J. Hagan advises that the Memo from the Policy Analyst and Transportation Planning Senior Engineer entitled "Bicycle Parking Policy" dated December 13, 2022 is a proposed draft of the Bike Parking Policy integrating the feedback received from the Committee. It is important to note that this Policy is not the entire picture of bike parking requirements in the city. The other piece will be the Zoning Bylaw which will dictate bike parking requirements for new developments or redevelopment. The structure of the Policy is one main policy with several procedures under it dealing with general bike parking standards and guidelines, bike parking for city facilities, bike parking in the right-of-way, temporary bike parking and events. They all address long term and short time bike parking.

K. Dohring provides two comments relating to the new bike racks located east on Wyandotte and he expresses concern relating to the way they are anchored (as excessive salt is used in winter on the sidewalks so there is heavy corrosion). In terms of the geometry of the bike racks, they are tall with a narrow base. When the laws of physics are applied, a person can exert a significant torque by a force at the top because the lever is very much to the advantage of whoever pushes them sideways. He fears that in a year or two there will be damage there so that the design of the bike racks needs to be such that it will be durable.

K. Acton asks if consideration has been given to municipal parking garages to provide shelter and cover, and to reduce the amount of parking in sheltered garages. He suggests Pelisser Street Parking Garage and the possibility of long term parking being integrated there.

J. Hagan responds that the suggestion by K. Acton has been considered and the exact form of that varies dependent on the parking garage. There is opportunity to provide more secure bike parking at the Pelissier Street Parking Garage.

K. Acton advises that he is aware that there will be discussion with Transit as it relates to parking areas based on stops and ridership and asks if there will an opportunity for public input..

J. Hagan responds that they have not reached out to transit riders but have spoken at length to Transit Windsor. The intent is to provide bike parking at transit terminals as well as looking at stops with a large number of transfers to see where parking should be provided there.

The Chair notes that it was stated that some of the work is to be split between Transportation Planning and Planning. In the past there was discussion around the idea of creating incentives for developers to add additional bike parking and bike parking facilities in new development. Asks Administration to respond regarding if this is something that Planning is proposing as a further incentive for more robust bike parking facilities in developments.

J. Hagan responds that there have been conversations with Planning to determine the feasibility of city-wide bike parking in a community improvement plan. Planning is looking at bike parking subsidies or benefits in future community plans perhaps as a facade improvement grant.

Moved by E. van Wageningen, seconded by J. Macasaet-Bondy,
That the proposed Draft Bike Parking Policy **BE SUPPORTED**.
Carried.

4.3 Cycling Initiatives 2018-2022

J. Hagan provides an overview of the cycling related initiatives carried out over the term of the current Windsor Bicycling Committee (2018-2022) which includes the following:

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

- Policy measures currently under development relating to cycling –
 - Bicycle Parking Policy
 - Complete Streets Policy
 - School Neighbourhood Policy Update
 - Vision Zero Action Plan
- Key Projects –
 - Dougall Avenue Multi-use Trail Tunnel
 - Hawthorne Drive Cycle Track
 - Rhodes Drive Multi-use Trail
 - Little River Corridor Pump Track
 - Malden Park Mountain Bike Trails
- Outreach Activities –
 - Annual Parks & Trails Map
 - Open Streets Windsor
 - Bike to Work Day
 - Bike to Fireworks
 - Art in the Park Bike Valet

Moved by J. Macasaet-Bondy, seconded by K. Acton,
That the overview of the cycling related initiatives carried out over the term of the current Windsor Bicycling Committee (2018-2022) **BE RECEIVED.**
Carried.

4.5 Bird E-Scooters

K. Dohring states that in the summer and fall, there is a large number of Bird e-scooters littering his neighbourhood, particularly around Willistead Park and the waterfront. He suggests that Bird have dedicated pick-up and drop-off locations as the concept of having a van pick up the e-scooters in the evening is falling short.

J. Hagan responds that a scooter blocking the sidewalk is an issue, however, when they receive complaints, Bird immediately moves the scooters and have been working proactively to ensure that their users are putting the scooters in the area where they are supposed to go. We certainly see areas in the city where the scooters are parked in high demand areas, i.e. the riverfront where they blocking the walking path and there can be quite a few scooters. The agreement that the city has with Bird does allow (in problem areas) to set up hubs and require the scooters to be parked there. The number of complaints received have been low so there has been no need to go to that option. He adds the agreement with Bird will be expiring in 2022 and are looking into putting out an RFP over the winter to allow a new scooter-share program to run starting in the spring. He notes that most of the scooter share providers do run that dock less model without hubs unless there is a specific problem to address.

K. Dohring responds that he is supportive of scooters being available, however the scooters are littering the walkways and suggests that perhaps the Walkerville area should have a dedicated pickup and drop-off location.

J. Macasaet-Bondy responds as a Bird scooter user, you cannot lock up the scooter anywhere, it must be placed in a specific area and to take a picture of it. She notes that certain spots around Walkerville may not be suitable for lock up, and suggests adding more spaces where lock-up is not available. She further proposes getting public feedback on where those spaces should be located.

The Chair states as the pilot project has ended, he asks if the public will be able to comment on the new scooter share program.

J. Hagan responds that the opportunity to comment on the new scooter share program will be when Council approves the award of the RFP.

T. Ireland leaves the meeting at 5:43 o'clock p.m.

E. van Wageningen asks if a report will be provided to Council that provides an overview of the two year Bird e-scooter pilot project.

J. Hagan responds that a report was provided to Council following the first year of the pilot project with a suggestion to renew for another year.

The Chair suggests that a report relating to the two year pilot project be provided to Council.

Moved by E. van Wageningen, seconded by K. Acton,
That Administration **BE REQUESTED** to prepare an updated report on the Bird E-Scooter Pilot Project for consideration by City Council.
Carried.

5. Date of Next Meeting

The next meeting date to be determined.

6. Adjournment

There being no further business, the meeting is adjourned at 5:56 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR