

Windsor Bicycling Committee

Meeting held January 19, 2021

A meeting of the Windsor Bicycling Committee is held this day commencing at 3:30 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

Guest in attendance:

Lori Newton, Bike Windsor Essex

Also present are the following resource personnel:

Shawna Boakes, Senior Manager Traffic Operations/Parking
Jeff Hagan, Transportation Planning Senior Engineer
Kevin Morse, Windsor Essex County Health Unit
Matthew Jay, Waterloo Co-op Planning
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 3:35 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 by K. Acton, seconded by K. Dohring,
That the minutes of the Windsor Bicycling Committee of its meeting held July 28,
2020 **BE ADOPTED** as presented.
Carried.

5. Business Items

5.1 Bike Detection at Signals

S. Boakes provides an update relating to the new bike detection systems as follows:

- Three video technologies were chosen.
- Selected six intersections as trial locations that were consistent in complexity for all aspects.
- Only three intersections were able to pull wiring through without doing major work.
- The three locations are – Tecumseh Road West at Northway, Giles and Ouellette and Howard and North Talbot
- Looking for support from the WBC to assist with the trials.

Councillor McKenzie asks for the rationale in choosing the three locations.

S. Boakes responds that they wanted to choose a medium sized intersection so they would have side street detection, a certain number of lanes on the side street as well as a certain number of lanes on the main street and at least one advance turn arrow on the main street.

S. Boakes adds she is requesting that the three successful companies install the equipment at one of those three intersections. Following that, a six-month trial will proceed at the end of January, early February 2021 so they can catch the snow months and the rain and fog in the spring. City staff will be asked to log any drives going through an intersection and someone with an e-scooter will be asked to test the functionality. If people can dedicate an hour, ride their bike to the intersection, stop on the side street and if the light does not change, to wait until the light changes and report on how many times that it did not catch them. We will also be doing recorded videos for the three intersections so can review the situation and ways to fix it, i.e. setting up the cameras or if the technology is not at the percentage accuracy level that was requested.

J. Macasaet-Bondy volunteers to assist at the Tecumseh Road West and Northway location.

K. Action requests that when the technology is up and running that the WBC be notified.

S. Boakes advises that the WBC will be notified when that information is received.

Moved by K. Dohring, seconded by R. Hicks,
That the update provided by the Senior Manager of Traffic Operations and Parking Services regarding the bike detection at signals initiative **BE RECEIVED**, and further, that members of the WBC be encouraged to assist in this project.

Carried.

4. Presentation – Partnership Opportunity with Windsor Bicycling Committee

Lori Newton, Bike Windsor Essex is present to propose a partnership opportunity with the WBC. The following comments are provided:

- Refers to the Bike Peterborough winter cycling program. This education program teaches cyclists how to place knobby tires on bikes, how to dress in the cold and how to avoid black ice.
- This program has been running for three years with twenty-five participants.
- The funding is provided by the municipality of Peterborough at a cost of \$10,000 a year.
- Sixty percent of the cyclists are women.
- The cost of knobby tires is \$80 to \$100.
- She suggests a pared-down program could be held with the WBC.
- This would be an opportunity to teach bike maintenance.
- This partnership would provide tires for 25 cyclists and the Bike Kitchen would run the education workshop.

The Chair states that the request from Bike Windsor Essex for this initiative is \$2,500 from the operating budget.

E. van Wageningen asks that a report be provided within a year's time on how the funding was spent. She adds this initiative will assist those who cannot afford the winter tires.

Moved by K. Dohring, seconded by E. van Wageningen,

That a placeholder in the amount of \$2,500 **BE APPROVED** pending a budget discussion with Bike Windsor Essex regarding a winter cycling partnership program and further, that Bike Windsor Essex **BE REQUESTED** to provide a pre-program proposal and if successful, to provide a report on the outcomes of this initiative.

Carried.

5.2 Proposed Changes to Provincial E-Bike Framework

J. Hagan provides a synopsis of comments that were provided to the Ontario Ministry of Transportation relating to the proposed changes to the Provincial e-bike framework as follows:

- The Ontario Ministry of Transportation has proposed changes to the provincial regulatory framework for e-bikes, including the maximum weight of a power-assisted bicycle and introducing a new class of vehicle for cargo e-bikes.
- The proposed 65 kg weight limit seems rather high for a bicycle-style e-bike. Encourages reducing this weight limit, i.e. 35 kg appears to be sufficient even for a large bicycle-style e-bike on the market today.

- Noted that the throttle-activated e-bikes would be allowed. Encourages consideration be given to allowing only pedal-assist e-bikes.
- It appears that many cargo e-bikes on the market would fall within the proposed definition of “power-assisted bicycle”
- If different rules are going to apply to power-assisted bicycles and cargo e-bikes, consideration should be given to ensuring that the two categories do not overlap.
- It would be useful if the cargo e-bike definition were released at least a few months before it was implemented. This would provide us the opportunity to review the definition and given Council the chance to decide whether to amend the traffic bylaw to allow these vehicles in bike lanes.
- ***The following recommendations are being proposed:***
- No license is required for a cargo e-bike, however a helmet is required for those 16+ in age
- No license is required for a power-assisted e-bike. The operator age is 14+ with a helmet required for those under 18 years of age.

Moved by E. van Wageningen, seconded by J. Macasaet-Bondy,
That the comments provided by the Transportation Planning Senior Engineer to the Ontario Ministry of Transportation via the on-line form relating to the proposed changes to the Provincial E-Bike Framework **BE ENDORSED**.
Carried.

5.3 2020 Completed Cycling Infrastructure Projects

In response to a question asked by the Chair, regarding if COVID-19 has affected the 2020 cycling infrastructure projects. J. Hagan responds that the pandemic has had little affect on the infrastructure projects as transportation construction is considered an essential service.

The Chair asks for the average number of kilometers that will be added to the cycling network over the next ten years.

J. Hagan responds that the number of average lengths will be increased beyond what is being proposed for 2021 in keeping with the targets outlined in the ATMP.

Moved by K. Acton, seconded by J. Macasaet-Bondy,
That the memo from the Transportation Planning Senior Engineer entitled “2020 Cycling Infrastructure Projects” **BE RECEIVED**.
Carried.

5.4 Updates on the 2021 Active Transportation Capital Investments

J. Hagan provides a summary of cycling infrastructure projects that are currently planned for construction in 2021:

Projects include:

- Projects that have been approved under the ICIP Intake 1 grant program and will be completed in 2021 to meet completion deadlines associated with the grant.
- Projects that have submitted for the ICIP COVID-19 Resiliency grant and, if the grant is awarded, will have a completion deadline in 2021. If the grant application is not successful, the timelines for these projects may be adjusted.
- Projects where began construction in 2020 and will continue in 2021.
- Other projects that have already been identified for the 2021 construction season.

In terms of the Specific Corridors of Interest, J. Hagan provides the following information:

Riverside Drive –

- Detailed design for Phase 2A of the project (Ford Boulevard to St. Rose Avenue) is currently underway with construction planned for 2022-2024.
- Detailed design for Phase 3A (Strabane Avenue to Ford Boulevard) is planned to commence in 2024 with construction planned for 2026-2028.

University Avenue –

- The University Avenue/Victoria Avenue Environmental Assessment is ongoing.
- Public Information Centre #2 for the project is planned for early 2021.
- Finalization of the Environmental Study Report and completion of the environmental assessment is planned for 2021.

Wyandotte Street –

- Two projects on Wyandotte Street are currently planned for 2021.
- The Wyandotte Street East Corridor Review is currently scheduled to come before Council at its January 18, 2021 meeting. This report discusses the feasibility of bike facilities on Wyandotte Street East between St. Luke Road and Lauzon Road, as well as nearby projects that could be prioritized.

J. Hagan adds that approximately 19.2 km of City cycling facilities are currently planned for construction in 2021, including three projects that commenced in 2020 (Cabana Road Phase 3, Grand Marais Road West and Rhodes Drive Phase 2) and will continue in the 2021 construction season.

Moved by R. Hicks, seconded by K. Acton,
That the updates regarding the 2021 Active Transportation Capital Investments provided by the Transportation Planning Senior Engineer **BE RECEIVED**.
Carried.

5.5 ATMP/Vision 0 Update

J. Hagan reports that advertising for the Vision 0 stakeholder group will commence soon. He adds that the stakeholder group will be tasked with developing an action plan.

In terms of the progression in the ATMP, J. Hagan advises that work has begun on the Bike Parking Policy, the Complete Streets Policy and the posting of the Transportation Planning Coordinator. He indicates that public celebratory events will be held for new cycling infrastructure projects.

5.6 Financial Report

The Chair states that City Council approved the carry forward of the remaining WBC 2020 operating budget to 2021. He asks that members propose ideas for cycling initiatives to be funded from the 2021 budget.

Moved by K. Acton, seconded by J. Macasaet-Bondy,
That the financial report relating to the WBC 2021 operating budget **BE RECEIVED.**
Carried.

5.7 Speed Limit Reduction

J. Hagan advises that Councillor Kaschak at Council's meeting held March 2, 2020 asked the following question:

CQ7-2020 – “Asks if Council decides to move forward with reducing the speed limit to 40 km/h on all city residential streets, that administration advise of the timelines and cost to implement this across the city.”

The Chair indicates that this matter was deferred by City Council pending a report with respect to traffic calming.

J. Hagan states that the *Traffic Highway Act* allows the city to do various things in terms of speed, i.e. to identify a speed area so that all the streets in a particular area will be at 40 km/h and to sign the gateways into that area. The question regarding which is more cost effective depends upon the road layout of that neighbourhood and the other alternative would be to make the default the entire city at 40 km/h and to put of signs.

J. Hagan adds that he has been directed to come back with a report on traffic calming. While reducing speed limits are a part of traffic calming measure, it is all part of the same conversation around speed control and what appropriate speeds should be

around streets. The new Streets Policy will also tie into this making sure that the road is designed for how we want it to behave.

K. Dohring notes that the speed limit is only a number; that enforcement and education is important.

Moved by K. Dohring, seconded by T. Ireland,
That Option 2 as outlined in the report of the Transportation Planning Senior Engineer entitled "CQ7-2020 40km/h Residential Speed Limits – City-wide" *to decrease the default City-wide speed limit to 40 km/h and place 50 km/h speed limit signs on major roads that would remain at 50 km/h* **BE SUPPORTED.**

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 5:15 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR