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Windsor, Ontario September 29, 2015

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

Dr. Christopher Waters, Chair
Jacques Berge
Klaus Dohring
Amy Farkas
Jin Huang
Anthony Ventimiglia

Absent:

Councillor Rino Bortolin
Robert DiMaio

Also present are the following resource personnel:

Jen Leitzinger, Transportation Planning Engineer
Cathy Copot-Nepszy, Windsor Essex County Health Unit
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. Farkas, seconded by K. Dohring,
That Rule 3.3 (c) of the Procedure By-law 98-2011 be waived to add the following addition to the Agenda:

5.11 Redevelopment of Cabana Road

Carried.

3. DECLARATIONS OF CONFLICT

None disclosed.

4. MINUTES

Moved by A. Ventimiglia, seconded by A. Farkas,
That the minutes of the Windsor Bicycling Committee of its meeting held August 12,
2015 **BE ADOPTED** as presented.
Carried.

5. BUSINESS ITEMS

5.1 Chair's Report

The Chair reports he recently contacted Windsor Police Services, the Supervisor of Licensing and a member of Bike Friendly Windsor Essex regarding bike thefts in Windsor. He indicates he contacted the City Clerk to request stepping up enforcement on pawn shops and salvage yards.

5.11 Cabana Road Redevelopment

The Chair expresses disappointment in the recent announcement by the City of Windsor to put a hold on the Cabana Road redevelopment project.

An e-mail from the Chair dated September 29, 2015 entitled "Cabana Bike Lanes" is distributed, attached as Appendix "A".

J. Leitzinger refers to Council Resolutions CR209/2014 and CR92/2015 which approved the Cabana Road Cycling Facilities and includes dedicated funding in the amount of \$4.8 M. It is still very premature to indicate that this original plan is not going to occur. These Council Resolutions are still valid and no new resolutions exist for Cabana Rd. The 2016 budget deliberations are tentatively scheduled for December 7, and there is no funding in the 5-year capital for adding lanes to Cabana Rd. Many of the intersections that have not been reconstructed to the preferred design in the Cabana Rd. are experiencing peak volumes and widening is required as per the Cabana/Division Rd. Environmental Assessment (EA). She states the preferred design in this EA includes a 4-lane cross-section, cycling facilities (bike lanes), sidewalks and curb and gutter.

Moved by A. Farkas, seconded by J. Berge,

WHEREAS following extensive public and expert consultation, a comprehensive plan for improving cycling facilities on Cabana Road has been developed and approved by Council Resolution 209/2014 and Council Resolution 92/2015; and

WHEREAS this plan has the potential to protect vulnerable cyclists and pedestrians and increase the use of active transportation along this busy transportation corridor, as well as

contribute to the closing of the Windsor Loop as contemplated by the Bicycle Use Master Plan; and

WHEREAS Cabana Road is a particularly dangerous street for cycling in its current form; and

WHEREAS increasing active transportation produces better health outcomes in residents, preventively decreasing the need for visits to hospitals and other medical facilities; and

WHEREAS active transportation facilities reduce vehicular traffic

THEREFORE BE IT RESOLVED that the Windsor Bicycling Committee urges City Council to reverse plans to delay or reconsider the construction of Active Transportation facilities on Cabana Road and indeed that the project begin as soon as possible.

Carried.

5.2 Safety Devices, Public Service Announcements (PSA)

A document that illustrates samples of safety devices including reflective vests, bike lights and bike bells is distributed and attached as Appendix "B".

The Chair advises he contacted AM800 regarding PSA announcements and was quoted a price of 37 spots for \$2,000.

A. Farkas suggests some of the ads could address the recent legislation relating to the one metre rule.

Moved by A. Ventimiglia, seconded by A. Farkas,

That **APPROVAL BE GIVEN** to an expenditure for 50% of the surplus WBC Operating Budget for the purchase of bicycle safety devices and the remaining 50% for the purchase of Public Service Announcements from AM800 Radio

Carried.

5.3 Cyclist/Pedestrian Collision Areas

J. Leitzinger reports information relating to the cyclist/pedestrian collision areas is not available for public consumption. She indicates that a technical review is possible if a specific request pertaining to the cyclist collisions is made.

K. Dohring volunteers to visit the "hot spots" where collisions have occurred. He requests information be provided relating to the location, types of accidents that have transpired in the past, and the number of incidents that occurred on a particular site.

Moved by J. Berge, seconded by J. Huang,

That Administration **BE REQUESTED** to provide a report outlining the five top collision areas in the City of Windsor and to provide mitigating factors, i.e. how to prevent accidents from reoccurring and further, that Administration **BE REQUESTED** to review bike signage and road markings at the locations that have been identified.

Carried.

5.4 Bike Infrastructure on the New Bridge

C. Copot-Nepszy notes a meeting will be held with several stakeholders including ERCA, administration from the City, Port Authority regarding connectivity on the new bridge.

5.5 Ministry of Transportation (MTO) Cycling Training Fund 2015 & 2016

J. Leitzinger advises the City of Windsor has submitted an application for the Cycling Curriculum and/or Public Education grant (Appendix B of the application). Appendix A focuses on Cycling Skills and/or Training. A maximum of \$25,000 is available for the Cycling Curriculum and Public Education portion of the grant.

5.6 Cycling Street Markings

A. Farkas states the active transportation including the prominent street markings in Traverse City is excellent.

J. Leitzinger indicates in terms of the pavement markings (cold plastic pavement markings manufactured by 3M) in Traverse City, these were recently installed and oftentimes, these markings are removed by the street ploughs during the winter season. In addition these types of markings are costly and there is currently no budget increase. She states that the City utilizes Ontario Traffic Manual (OTM) Book 18 Cycling Facilities, which is an Ontario standard for cycling related information, including pavement markings. She also indicates that painted arrows are optional and therefore not mandatory in bike lanes. As per the OTM Book 18, "an optional directional arrow may also be used where the direction of travel is not clear or additional guidance is required. For example, the arrow may be used on contraflow bike lines or at intersections where cyclists will take different trajectories at or on the approach to an intersection depending on the turning movement they are making."

Moved by A. Farkas, seconded by K. Dohring,

Whereas there have been developments in best practices, techniques and materials in terms of cycling pavement markings (samples of which are attached), the Windsor Bicycling Committee recommends that Administration **BE REQUESTED** to provide a report regarding how the City of Windsor might improve its cycling and pedestrian pavement markings in terms of durability and clarity, and further, that particular consideration be given to use directional arrows on bicycle lanes to encourage riding in the direction of traffic.

Carried.

5.7 Enforcement

The Chair advises Constable Brad Rivett reported 14 warnings were issued for several different offences including cyclists during the Bike Safety Enforcement Week held in June 2015.

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

WHEREAS enforcement is a widely recognized part of improving cycling safety; and

WHEREAS the Windsor Police Services has carried out bicycling safety enforcement campaigns in the past, most recently, during the summer of 2015, and these campaigns have been an important way to improve awareness of safe cycling; and

WHEREAS the Province of Ontario recently passed legislation which requires motorists to pass cyclists at a one-metre distance;

THEREFORE BE IT RESOLVED that City Council **BE REQUESTED** to recommend to the Windsor Police Services that consideration be given to a comprehensive cycling enforcement strategy drawing on best practices from other jurisdictions and further, that this strategy include education through enforcement, the need to tackle unsafe motoring as well as improper cycling, the expanded use of officers on bicycles, improved training for officers on bicycles and further attention to the issue of stolen bicycles.

Carried.

5.8 Bike Racks

The Chair remarks the new bicycle facilities on Devonshire Road are exceptional.

J. Leitzinger notes the Planning and Building Services Department will review the status of bike parking at the following locations and will report back:

- 300 Tecumseh Rd. E
- 1643 Tecumseh Rd. E (Goodwill and Maxim Medical)
- 4371 Walker Rd. – Real Canadian Superstore

5.9 2016 WBC Operating Budget

The Chair intends to request Council provide the same 2015 Operating Budget (\$4,300) for 2016. The Committee encourages the Chair to request additional funds in the 2016 budget in light of the need for a comprehensive outreach strategy and, the expanded mandate of the Committee to include all forms of active transportation.

C. Copot-Nepszy suggests a comprehensive outreach strategy be developed to include key messages each year. K. Dohring notes pedestrians are now being included in the WBC's outreach.

5.10 Confirm & Ratify E-Mail Poll

Moved by A. Ventimiglia, seconded by K. Dohring,

That the e-mail poll conducted to approve an expenditure in the upset amount of \$58.73 for the purchase of safety devices for the Windsor Tandem Club payable to Dr. Chris Waters, Chair of the Windsor Bicycling Committee **BE CONFIRMED AND RATIFIED.**

Carried.

6. NEW BUSINESS

Discussion ensues regarding the creation of a new logo. K. Dohring suggests the phrase "Bike & Walk Windsor" as the public may be unaware of the term "active transportation".

The Chair announces he will step down as Chair at the end of the year.

The Chair states he received an e-mail from Monique Lessard, Public Health Nurse dated September 28, 2015 entitled "Safety concerns at Catholic Central", *attached* as Appendix "C". A request for signage, crosswalk paint or speed bumps to be installed on Tecumseh Road in front of the school is required as this area poses safety concerns for the students. It is generally agreed this matter will be discussed at the January 2016 meeting.

7. ADJOURNMENT

There being no further business, the meeting is adjourned at 6:30 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR

AGENDA
and Schedule "A"
to the minutes of the
Windsor Bicycling Committee meeting held
Tuesday, September 29, 2015
at 5:00 o'clock p.m.
Room 407, 400 City Hall Square East



1. **CALL TO ORDER**

2. **DECLARATIONS OF CONFLICT**

3. **MINUTES**

Adoption of the minutes of the meeting held August 12, 2015 – *attached*

4. **BUSINESS ITEMS**

4.1 **Chair's Report**

4.2 **Safety Devices, Public Service Announcements**

4.3 **Cyclist/Pedestrian Collision Areas**

J. Leitzinger to provide the top 5 collision intersections.

4.4 **Bike Infrastructure on the New Bridge**

4.5 **Cycling Training Fund 2015 & 2016**

Background information is *attached*.

4.6 **Cycling Street Markings**

Traverse City, Michigan Street Markings – August 23, 2015 – *attached*.

Town of Essex's New Bike Lane Markings – *attached*.

4.7 **Enforcement**

E-mail from the Chair dated September 4, 2015 regarding "Bike Safety Enforcement Week" – *attached*.

4.8 **Bike Racks**

J. Leitzinger to provide an update.

4.9 **2016 WBC Operating Budget**

Letter sent to the Chair from the CAO, City of Windsor dated July 29, 2015 regarding the 2016 WBC Budget Process – *attached*.

4.10 Confirm & Ratify E-Mail Poll

Motion to approve an expenditure in the upset amount of \$100 for the purchase of safety devices to be donated to the Windsor Tandem Club.

5. NEW BUSINESS

6. ADJOURNMENT

Kadour, Karen

From: Christopher Waters [cwaters@uwindsor.ca]
Sent: Tuesday, September 29, 2015 10:09 AM
To: Kadour, Karen
Subject: FW: Cabana Bike Lanes

Morning Karen,

Thanks for the numbers yesterday. Could you kindly distribute to the email list and add to communications received?

Regards,
Chris

Christopher Waters, DCL
Acting Dean and Professor
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University of Windsor
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Canada N9B 3P4
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www.uwindsor.ca/law/cwaters

From: Bob Hodge
Sent: September-29-15 9:21 AM
To: fFrancis@citywindsor.ca
Cc: Bike Friendly Windsor Essex; Christopher Waters
Subject: Cabana Bike Lanes

Mr. Francis

What a huge disappointment it is to read that city council has decided to shelve the redevelopment of Cabana Road, and to have done so in a seemingly secretive manner.

As a resident of South Windsor it was so exciting to see city council finally standing up and recognizing that key routes in Windsor, like Cabana and the Central Box corridor (Dougall) were in desperate need of upgrading to make them more bicycle friendly (and safe).

Now both projects have been seemingly shelved (the Central Box for 25-30 years and Cabana for potentially 10 years) city council has made it quite clear that while it trumpets projects like this as part of the re-birth on Windsor into a vibrant, healthy and open city it is, in reality, little more than lip service.

I would love to be able to ride downtown with my family on bikes or to do the "city loop" and ride 42km around Windsor on safe dedicated lanes but with council getting cold feet on both projects it doesn't look like either will happen any time soon.

Windsor is being eclipsed by surrounding towns and municipalities that have realized the value to communities of integrated cycling infrastructure and who are already putting bike lanes and multi-use trails in place. Until Windsor wakes up and invests in one of it's best assets (being as flat as Holland) time and money will continue to be spent outside Windsor by cycling residents and visitors.

Sincerely

Bob Hodge

Bob Hodge
Core Facilities Technician
Biological Sciences
University of Windsor
x2706

"Life should not be a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside in a cloud of smoke, thoroughly used up, totally worn out, and loudly proclaiming "Wow! What a Ride!"

— Hunter S. Thompson

Kadour, Karen

From: Christopher Waters [cwaters@uwindsor.ca]
Sent: Wednesday, September 30, 2015 10:02 AM
To: Kadour, Karen
Subject: Fwd: Safety concerns at Catholic Central

Sent from my iPad

Begin forwarded message:

From: Monique Lessard <mlessard@wechu.org>
Date: September 28, 2015 at 8:13:53 AM PDT
To: "cwaters@uwindsor.ca" <cwaters@uwindsor.ca>
Cc: "sherrilynn_colleyvegh@wecdsb.on.ca" <sherrilynn_colleyvegh@wecdsb.on.ca>, Cathy Copot-Nepszy <cnepszy@wechu.org>
Subject: Safety concerns at Catholic Central

Good Morning Chris,

My colleague Cathy Copot-Nepszy shared your contact with me in hopes that you may be able to assist with some concerns that were brought to my attention by the principal at Catholic Central (Sherrilynn Colley-Vegh). Sherrilynn expressed concern as a number of her students have had "close calls" when attempting to cross at the side street by the school as well as at Tecumseh road. She also mentioned that on at least one occasion a student was struck by a car when attempting to cross the street. She has asked for help in hopes that signage, crosswalk paint or speed bumps could be added to this area in order to make it safe for her students. Some of her specific concerns are as follows:

"There has been several accidents crossing Tecumseh, since I have been here (last year was my first year) a female student was struck last year although not seriously injured. This week I received to calls from the community regarding students walking across the street and almost hitting them. We make announcements daily but up to 100 may cross the road during lunch. We realize that they are reluctant to put a light at Mercer and Tecumseh as there are lights on Howard and McDougal. The side street Mercer needs signs indication it's a school zone or extra fines some deterrent for the cars that speed through there. We have another building on top of the business on Tecumseh and every period students cross and fill the side street (Goefrey)- luckily it is a no exit side road and not too many cars are on the street however the traffic on Mercer is heavier and we need a painted crosswalk across to try to get students to cross and continue on the sidewalk and to encourage cars to stop for students crossing. Speed bumps would help but at least a painted cross walks and signs."

Would you be able to bring this forward to help make this school community a little bit safer?

Kind regards,

Monique Lessard
Public Health Nurse, BScN
Healthy Schools Department