



THE CITY OF WINDSOR

COUNCIL SERVICES DEPARTMENT

VALERIE CRITCHLEY
CITY CLERK

IN REPLY, PLEASE REFER
TO OUR FILE NO. _____



September 16, 2014

TO: ALL MEMBERS OF THE WINDSOR BICYCLING COMMITTEE

This is to advise that the next meeting of the Windsor Bicycling Committee is scheduled as follows:

**Wednesday, September 24, 2014
at 5:00 o'clock p.m.
Room 407
400 City Hall Square East**

The ***attached*** agenda will be considered. Please notify the undersigned at 519-255-6222, ext. 6430, if you are unable to attend.

Yours very truly,

Karen Kadour
Committee Coordinator

AGENDA
and Schedule "A"
to the minutes of the
Windsor Bicycling Committee meeting held
Wednesday, September 24, 2014
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 July 16, 2014 – *(previously distributed)*

4. BUSINESS ITEMS

4.1 Report of the Chair

4.2 WBC 2014 Annual Report

The "draft" 2014 Annual Report provided by the Chair - *attached.*

4.3 WBC Video

Pat Jefflyn and Kim Kristy, Canadian Arts Productions to provide suggestions for WBC bike safety videos. Discussion regarding public service announcements on the radio and other initiatives.

4.4 Bicycle Safety Campaign

Proposal by Bicycle Friendly Windsor. Lori Newton to be in attendance.

4.5 Signage in the Public Right-of-Way

By-law 250-2004 Section 4.0 relating to Sign Permits and Inspections – *attached.*

4.6 Bike Facilities in the Walkerville BIA

J. Leitzinger to provide an update.

4.7 Cabana Road Active Transportation Facilities for the Windsor Loop

Windsor City Council at its meeting held adopted CR209/2014 – *attached.*

4.8 Financial Summary

The City of Windsor Financial Summary Variance Report for the period ending December 31, 2014– *attached.*

5. COMMUNICATIONS

5.1 CQ20-2014 asked by Councillor Halberstadt at Council's meeting held August 5, 2014 – *attached.*

5.2 E-mail from Nicole Noel dated September 10, 2014 regarding the Class Environment Assessment – Central Box – *attached.*

5.3 E-mail from Amanda Corneau dated July 28, 2014 regarding bicycle safety and cycling on the sidewalk – *attached.*

5.4 E-mail from Philippa von Ziegenweidt dated July 27, 2014 regarding "Protected Bike Lanes in Riverside" – *attached*.

6. NEW BUSINESS

7. ADJOURNMENT

Draft of 12 September

Windsor Cycling Committee

2014 Annual Report

In 2014, the Windsor Cycling Committee (WBC) made recommendations to Administration and/or City Council on various issues, including with respect to bicycle facilities on the proposed Cabana Road, North Talbot Road and "Central Box" projects. The WBC also engaged with Administration on bicycle safety issues (such as snow clearing of bike lanes) and with Windsor Police on bicycle law enforcement (a Bicycle Safety Enforcement Campaign was launched through a joint press release and the campaign took place from 13-19 July 2014).

In terms of events, WBC participated in Earth Day at Malden Park on 27 April 2014, planned and promoted a Bike to Work Day (which included the presentation of a Bicycle Commuter of the Year Award) on 30 May 2014, and planned and promoted Bike to the Fireworks (free, secure bicycle parking at Charles Clark Square) on 23 June 2014. At each of these events, safety devices (bells, lights and reflective tape) and public awareness print materials were distributed free of charge. The WBC also sponsored bicycle safety public service announcements through radio and other means.

In 2014, the WBC also supported cycling safety and promotion on and around the University of Windsor. It did this through advice and support to the UWindsor Cyclists Association and the Share the Road Coalition's UCycle campaign.

BY-LAW 250-2004
SECTION 4.0 SIGN PERMITS AND INSPECTIONS

4.1 Signs That Require a SIGN PERMIT

4.1.1 Unless otherwise specifically provided in this By-law, no PERSON shall ERECT, cause to be ERECTED, DISPLAY or cause to DISPLAY a SIGN, ADVERTISING DEVICE or SIGN STRUCTURE unless a SIGN PERMIT has been issued by the AUTHORITY HAVING JURISDICTION for the following SIGNS:

- (a) All PERMANENT SIGNS identified in Section 6.0 of this By-law.
- (b) All ILLUMINATED SIGNS.
- (c) All electric SIGNS.
- (d) All of the following TEMPORARY SIGNS as indicated in Section 7.0 of this By-law:
 - i. A-FRAME SIGNS;
 - ii. BANNER SIGNS require a permit if the SIGN is DISPLAYED for more than 72 hours;
 - iii. BANNER FLAG SIGNS require a permit if the SIGN is DISPLAYED for more than 72 hours;
 - iv. COMMUNITY EVENT SIGNS;
 - v. CONSTRUCTION SITE SIGNS;
 - vi. DEVELOPMENT PROJECT SIGNS;
 - vii. INFLATABLE SIGNS require a permit if the SIGN is DISPLAYED for GROUP 3 and GROUP 4 USES;
 - viii. MOBILE SIGNS; and
 - ix. REAL ESTATE SIGNS in excess of 1.0 m² in SIGN FACE AREA.



THE CITY OF WINDSOR

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NOTICE OF COUNCIL DECISION

Windsor City Council adopted the following resolution at its meeting held August 25, 2014

CR209/2014

- I. That Council **SUPPORT** widening the existing pavement on Cabana Road from Northway Avenue to Walker Road for the construction of separated bike lanes including the incorporation of a 0.5m buffer with physical barriers or additional turning capacity into the design where appropriate at key intersections (eg: McGraw, Longfellow, Casgrain) as confirmed by a Consultant peer review as a first project in completing the Windsor LOOP; and,
- II. That the estimated cost of \$4,290,000 plus HST to **BE FUNDED** from 007-5410-1790-WLOOP-7111031; and,
- III. That in light of the recent commitment for active transportation on Cabana Road, City Council **REQUEST** the MTO to extend appropriate connections for the Rt. Hon. Herb Gray Parkway 20 km trail network to the east limits of the MTO jurisdiction at approximately Northway Avenue; and further,
- IV. That Administration **INVESTIGATE** the possibility of coloured cycle lanes in addition to coloured lines, as well as the merit of bollards as possible alternatives and **REPORT BACK** to Council.

Carried.

Report Number 17147 MB/5331 1

Steve Vlachodimos

Deputy City Clerk/Senior Manager of Council Services

September 3, 2014

/jr

Service Area: AGENCIES_BOARDS_COMM
 Department: COMMITTEES
 Division: COUNCIL_COMMITTEES
 Department ID: 0111650 Windsor Bicycling Committee

	ANNUAL BUDGET	CURRENT PERIOD COMMITMENTS	ACTUALS INCLUDING COMMITMENTS	YEAR TO DATE COMMITMENTS	ACTUALS INCLUDING COMMITMENTS	YTD VARIANCE SURPLUS/ (DEFICIT)	PERCENT COMMITTED	PROJECTED YEAR-END VARIANCE SURPLUS/ (DEFICIT)	PROJECTED PERCENT COMMITTED
<u>REVENUES</u>									
TOTAL REVENUE	0	0	0	0	0	0	0	0	0
<u>EXPENSES</u>									
2040 Licenses & Tags	0	0	0	0	40	-40	0	-40	0
2360 Promotional Material	0	0	0	0	17	-17	0	-17	0
4295 Public Relations	4,300	0	0	0	553	3,747	13	3,747	13
TOTAL EXPENSES	4,300	0	0	0	610	3,690	14	3,690	14
NET TOTALS	4,300	0	0	0	610	3,690	14	3,690	14

Kadour, Karen

From: Halberstadt, Alan
Sent: Friday, August 08, 2014 6:15 AM
To: Kadour, Karen
Cc: 'Christopher Waters'; 'Chris Holt'
Subject: FW: CQ20-2014 August 5, 2014
Attachments: CQ20-2014 August 5, 2014.doc

Karen: Can you please add this Council Question to the communications agenda of the next bike committee meeting.
Thanks Alan

DATE: August 6, 2014
TO: Chief Administrative Officer

FROM: Deputy City Clerk and Senior Manager of Council Services
OUR FILE: ACOQ2014

COUNCIL QUESTION SUMMARY REPORT
Council Meeting Date: August 5, 2014

CQ20-2014

COUNCIL MEMBER	ASSIGNED TO	QUESTION – ISSUES RAISED	SUGGESTED METHOD OF RESPONSE
Halberstadt	-City Engineer	CQ20-2014 Asks for a written report on the cost of constructing a sidewalk on the south side of Riverside Drive between Strabane and Pilette which did not fulfill the inclusion of bike paths along this section of the Drive as recommended by the Riverside Vista Plan. In addition asks for administration to estimate the cost of adding the bike lanes to this stretch of Riverside Drive, as well as a projection of when funding would be available in the 5-year capital budget for the development of this critical feature of the Vista Plan. SW2014 (August 5, 2014)	-Written Report

Steve Vlachodimos

Deputy City Clerk and Senior Manager of Council Services
SV/ks

Kadour, Karen

From: Nicole Noel [nnoel@uwindsor.ca]
Sent: Wednesday, September 10, 2014 10:06 PM
To: Christopher Waters
Cc: Neil@domain.invalid; " <neil.m.campbell@sympatico.ca/@uwindsor.ca, "@domain.invalid; Copot-Nepszy@domain.invalid; Cathy@domain.invalid; " <cnepszy@Wehealthunit.org>, "@domain.invalid; Eugeni@domain.invalid; Josette@domain.invalid; " <jeugeni@city.windsor.on.ca>, "@domain.invalid; Griffiths@domain.invalid; Charles@domain.invalid; " <chas.griff@sympatico.ca>, "@domain.invalid; Halberstadt@domain.invalid; Alan@domain.invalid; " <ahalberstadt@city.windsor.on.ca>, "@domain.invalid; Kadour@domain.invalid; Karen@domain.invalid; " <kkadour@city.windsor.on.ca>, "@domain.invalid; Leitzinger@domain.invalid; Jennifer@domain.invalid; " <jleitzinger@city.windsor.on.ca>, Walter Manney <bwm@uwindsor.ca>, "@domain.invalid; Pope@domain.invalid; Charles@domain.invalid; " <info@scooterpro.ca>, "@domain.invalid; Pope@domain.invalid; Charles@domain.invalid; " <cpope@wincom.net>, Christopher Waters <cwaters@uwindsor.ca>, brivett@police.windsor.on.ca"@domain.invalid
Subject: Re: Fw: CLASS ENVIRONMENTAL ASSESSMENT - CENTRAL BOX AREA

Chris,

First of all, I'm so glad to see that the City is looking at ways to improve traffic in this area, not just for motorized vehicles but for bicycle riders and pedestrians as well. I live in this area and know very well how the Expressway and CP railway tracks act as barriers to anyone not in a car. More sidewalks and bike paths/lanes are sorely needed, particularly on Dougall Ave.

While most people talk about the Central Box in terms of the bottleneck between downtown and South Windsor (the "Dougall Death-trap" as it was called in the Windsor Star) I think there is much more we need to look at than easing the flow of traffic along Dougall.

As I see it, the Central Box acts as a barrier between residential and commercial zones within the this area, as well as between east and west and between downtown and South Windsor.

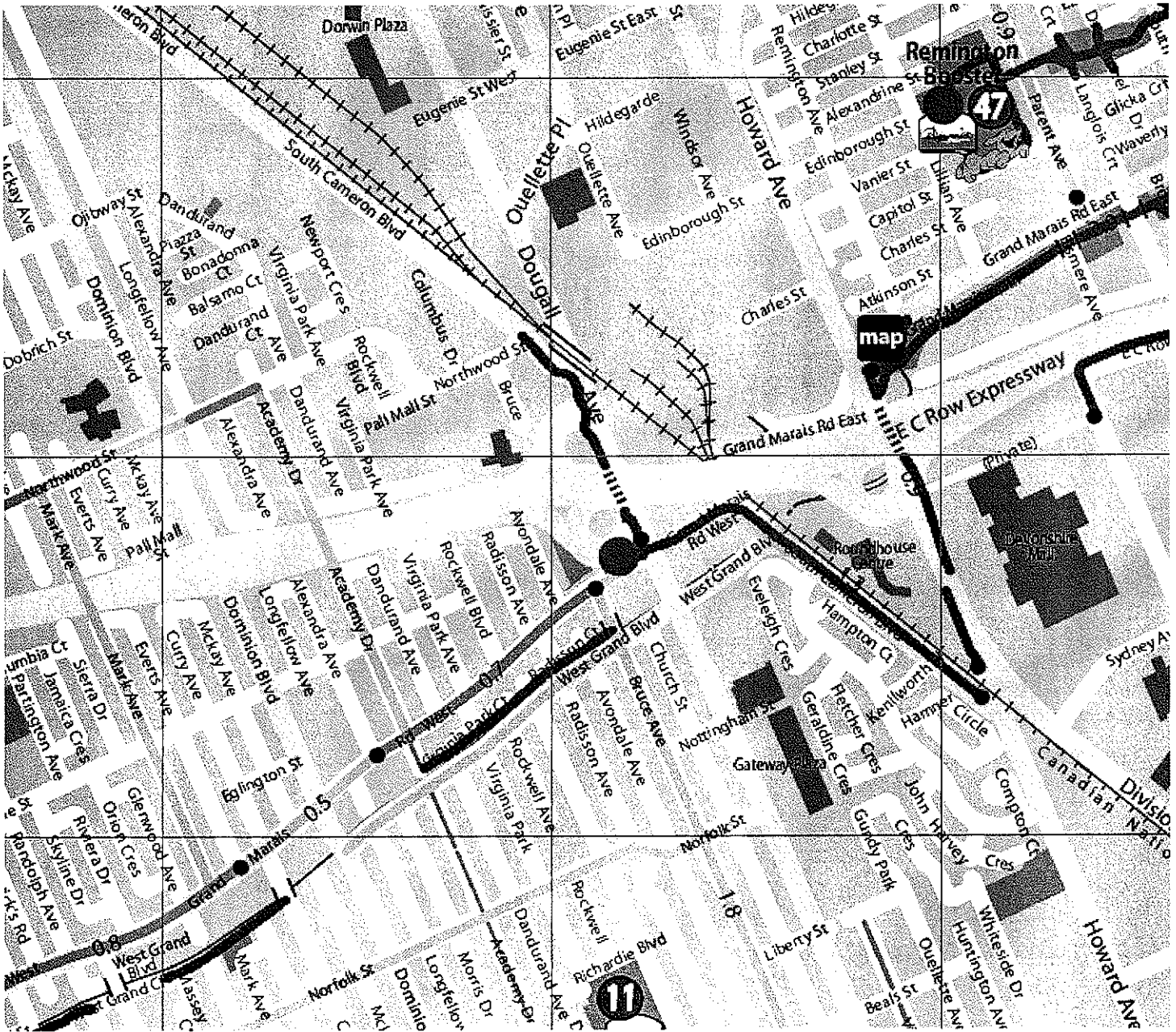
There is a lot of retail within the area delineated in the map which is cut off from downtown and the west end because of the Central box. Perhaps the highest concentration of retail in the city (e.g. Devonshire Mall, Roundhouse Centre, Yorktown Plaza, Wal-Mart) is located there. There is also a good deal of residential with several newer housing developments. In addition, off the top of my head, I count two high schools and two primary schools. EJ Lajeunesse Secondary School, for example, is bordered on two sides by the expressway and Dougall making it difficult to access without a vehicle.

Some areas needing bike paths:

1. Dougall south of the Expressway to Dougall on the north side (as well as to Ouellette Ave. and then east to Howard)
The danger here is not just from the volume and speed of car traffic on Dougall but also the velocitized vehicles exiting the expressway onto ramps that merge with traffic on Dougall. Vehicles don't come to a full stop making it dangerous for pedestrians and cyclists to cross. Due to the speed of traffic here there needs to be barriers between cyclists and motorized vehicles.
2. A safe connector between Dougall and Howard Ave at Devonshire Mall.
There is a bike lane on West Grand east of Dougall which abruptly ends where it turns into South Cameron. On South Cameron, there is a multi-use trail. Anyone travelling east on a bike has to cross the road (at a bend in the road) and then again at the tracks where South Cameron meets Howard (at a very difficult intersection to cross). The path on South Cameron is essentially a short multi-use trail that doesn't connect to anything. A better alternative would be one that avoids that intersection of South Cameron and Howard altogether: ideally, a bike path that goes straight from West Grant or Grand Marais Rd. to Howard. This would likely involve tunnelling or a bridge.
3. Bike paths to connect the areas north of the expressway, east and west of Dougall.

Along north and south sides of the expressway between Avondale and Rankin there are sidewalks (for some reason they are not shown on the City's trail map below). These should be widened to better accommodate cyclists and should connect to Dougall and Howard in the east on **both** the north and south sides of the expressway.

Zalev might be difficult to pass but as I've mentioned, the problem is not just N-S travel, it is also East-West travel that is complicated by the expressway and rail lines. Extending trails along the Grand Marais drain to connect Grand Marais East and West might work.



TL;DR A great start would be separated bike lanes linking Dougall north and south of EC Row Expressway and the CP Rail lines. However, many more bike paths are needed to link various areas in the Central Box.

I look forward to hearing what others think.

Thanks
Nicole

Nicole A. Noël, MA
Research Funding Officer
Institutional Projects and Communications
Office of Research and Innovation Services, University of Windsor
Windsor, ON N9B 3P4 Canada
Tel.: +1 (519)-253-3000 ext. 3916
Email: nnoel@uwindsor.ca
<http://www.uwindsor.ca/oris/>

From: Amanda Comeau [mailto:amanda@gettingtheregreen.com]

Sent: Monday, July 28, 2014 11:59 PM

To: 311; Dilkens, Drew; Jones, Ron; Valentinis, Fulvio; Halberstadt, Alan; Sleiman, Ed; Gignac, Jo-Anne (Councillor); Kusmierczyk, Irek; Marra, Bill; Payne, Hilary; Maghnieh, Al; mayoro

Subject: Bike Safety

Good evening,

The City of Windsor has made many advances in the area of bicycle safety in the last while and that is appreciated but I'm writing this letter because I don't think enough has been done. This morning I saw a teenage male bike rider get hit by a car. Luckily he was able to walk away after the accident but I've been pondering all day about how it could have been worse but more about how it could have been avoided. The boy was riding his bike on the sidewalk, in the opposite direction of traffic, and did not stop at the intersection (he did slow down). The driver of the vehicle must not have taken that one last look for crossing pedestrians though in her defense, the grass at that intersection is about 4 feet tall so the bike probably "appeared out of nowhere". The grass is so tall that it is likely the driver had to pull further forward at the intersection than would normally be necessary (I have a plenty of experience at that intersection so I know firsthand). I think there are lots of ways the accident could have been avoided but likely the biggest change would be if that boy had not been riding his bike on the sidewalk. Why was he riding on the sidewalk, which is illegal and unsafe? Because he needed to get from point A to point B and that involves Tecumseh Road West (between Dougall and Crawford). Can you imagine biking on that stretch of road? That is a terrifying thought. It's no wonder whatsoever why he chose to ride on the sidewalk. If there had been a bike lane he likely would have chosen the bike lane, and if there had been a bike lane, he probably would have been more likely to be riding in the same direction as traffic. If he had been riding in a bike lane in the direction of traffic, I think it is highly likely the driver of the car would have seen him coming.

I work on Tecumseh Road West. I used to bike to work but you couldn't pay me to ride my bike on Tecumseh Road West so I would ride my bike on the sidewalk. Riding on the sidewalk is illegal and I have felt the pressure to abide by the law so I quit riding my bike to work. Now I drive in a car 5 minutes to work and back every day.

I live at the western edge of Ward 3 (on Oak Ave) and I enjoy going downtown to dine, shop, and be entertained. I cannot ride my bike safely from my house to downtown – which road would you choose to ride your bike: Tecumseh Rd West, Wyandotte, or University (current bike lane only reaches Bruce)? Consider the amount of traffic, the speed of traffic, and the line of parked cars that could open a car door at any moment before you answer that question. I can't safely choose any of those roads without riding on the sidewalk, therefore I do not ride my bike downtown. **If I must take a car, I'm more likely to go to the big-box-stores instead of the locally owned and operated small businesses in the heart of our city. I am sure there must be more people who feel this way all over the City of Windsor. The number of people we see riding their bikes on the sidewalk is likely just a small portion of the people who would choose to ride their bikes if they could do it safely and legally.**

When you make decisions about bike lanes (including types of bike lanes) and bike safety, I'd like you to keep my above comments in mind.

I will be voting with the upcoming municipal elections, as always.

Amanda Comeau
1260 Oak Ave
Windsor, ON
226-346-0051

This email is free from viruses and malware because avast! Antivirus protection is active.

Kadour, Karen

From: Christopher Waters [cwaters@uwindsor.ca]
Sent: Friday, August 15, 2014 12:54 PM
To: Kadour, Karen
Subject: Re: FW: Protected Bike Lanes in Riverside

Hi Karen,
Can we receive this communication at our next meeting?
Thanks,
Chris

Christopher Waters, DCL
Professor
Faculty of Law
University of Windsor
Windsor, Ontario
Canada N9B 3P4
+ (1) 519-253-3000 ext.4233
www.uwindsor.ca/law/cwaters

From: "Kadour, Karen" <kkadour@city.windsor.on.ca>
To: "Christopher Waters" <cwaters@uwindsor.ca>
Date: 29/07/2014 03:36 PM
Subject: FW: Protected Bike Lanes in Riverside

From: 311
Sent: Monday, July 28, 2014 4:43 PM
To: 'Philippa von Ziegenweidt'
Cc: Leitzinger, Jennifer; Kadour, Karen; Dilkens, Drew; Maghnieh, Al; Halberstadt, Alan; Marra, Bill; Payne, Hilary; Sleiman, Ed; Jones, Ron; Valentinis, Fulvio; Kusmierczyk, Irek; Gignac, Jo-Anne (Councillor)
Subject: RE: Protected Bike Lanes in Riverside

Good afternoon Philippa,

Thank you for your email. Please be advised that by copy of this email, your comments are being forwarded on to Jennifer Leitzinger, Transportation Planning Engineer for the City of Windsor and also to Karen Kadour, Committee Coordinator in Council Services, so that your comments can be shared with members of the Windsor Bicycling Committee.

Should you need to reach either of these two individuals, their contact information is as follows:

Jennifer Leitzinger, 519-255-6247 ext. 6002, jleitzinger@city.windsor.on.ca
Karen Kadour, 519-255-6222 ext. 6430, kkadour@city.windsor.on.ca

Thank you for using the City of Windsor 311 services.

Regards,

Candice

311 Call Centre Team
City of Windsor

IMPORTANT NOTICE:

This message is intended only for the use of the individual or entity to which it is addressed. The message may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, you are notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify the sender immediately by email at 311@city.windsor.on.ca.
Thank you.

From: Philippa von Ziegenweidt [<mailto:cheerphil@gmail.com>]

Sent: Sunday, July 27, 2014 9:30 AM

To: 311

Cc: Dilkens, Drew; Maghnieh, Al; Halberstadt, Alan; Marra, Bill; Payne, Hilary; Sleiman, Ed; Jones, Ron; Valentinis, Fulvio; Kusmierczyk, Irek; Gignac, Jo-Anne (Councillor)

Subject: Re: Protected Bike Lanes in Riverside

It appears I was mistaken when I commended the City for building a new protected bike path along Riverside Drive. I was disappointed to learn it really was a new sidewalk instead.

This missed opportunity means the City is forcing cyclists to continue to risk their lives as they pray that drivers coming up behind them remember to share the road with two-wheeled vehicles.

It is frustrating to see how many cyclists ride on sidewalks even along stretches with painted bike lanes. Have you ever wondered why they persist in breaking the law? Is it because they are stupid? Do they flout the law out of perverseness?

In fact, the real reason is because they value their personal safety. They don't trust painted bike lanes, and with good reason. I have seen plenty of motorists veer across the painted line, and we all know that far too many people text while they drive. It really doesn't take much to hit a cyclist and they are rightfully afraid.

Even more people choose not to ride bicycles at all because they are so risk averse.

Unfortunately, cyclists also experience a fair amount of verbal abuse from drivers, as I described to you in my previous email. It's not surprising that they simply don't cycle in order to avoid ugly confrontations with frustrated drivers who are forced to slow down in order to share the road.

I wholeheartedly support the bollards recommended for Cabana Road. I also wholeheartedly support protected bike lanes along Riverside Drive.

I am convinced they will be just as popular as they have been proven to be in other cities. Last week Ottawa reported great success from its multi-year pilot project. We should learn from their experience. Exponentially more residents will use their bicycles more often. This is good for residents' health, it is proven to be good for area businesses and it has the potential of reducing the number of cars on the roads.

Increased bicycle ridership makes communities more livable. Livable communities have neighbourhoods that are more attractive to both existing residents and potential newcomers.

I urge you to act on Administration's recommendation, as well as that of our Health Unit. Protected bike lanes will be an asset to our city, and Cabana Road should be the first place to start. This is an investment that will benefit us many times over.

Philippa von Ziegenweidt
6396 Riverside Dr. East

On Sun, Jul 13, 2014 at 4:31 PM, Philippa von Ziegenweidt <cheerphil@gmail.com> wrote:
I'm writing to commend the City for building an excellent new protected bike lane along Riverside Drive between Strabane and Pillette this month. I noticed cyclists immediately started using it. I'm sure they like it just as much as I do.

I don't even remember the number of times motorists have honked their horns at me or yelled to me to "get on the sidewalk". Some used language I wouldn't like to repeat in this letter.

In 2010, as I was riding along this same stretch of road, a particularly nasty man stopped his car (registration 56 QLDS) to tell me to ride on the sidewalk. I told him this was illegal. He said he was a police officer and would ticket me if I didn't do as he said. I reported this incident to the police, as I usually do when a driver appears to be unaware of the "Share the Road" rules. In addition to being incorrect about the law, apparently the man had also lied about being a police officer. However, it was felt my complaint would be "my word against his", and nothing ever came of it.

But now, I am sure these problems are behind me. Although the new bike lane is no wider than a standard sidewalk, it's a vast improvement on the treacherous potholed road surface. There is just enough distance to the road to keep cyclists of all ages and confidence levels feeling safer, and motorists who feel the need for speed won't get annoyed anymore.

I have lived on Riverside Drive since 1997. After so many years of waiting for a safe way to ride my bike, I would like to thank you for finally standing up to the handful of Riverside residents who don't feel as passionate as I do about leaving the car in the driveway on a nice day. I like to believe that if more of us do it, at least some of the traffic pressure along the Drive might be reduced.

Sincerely,
Philippa von Ziegenweidt

PS: It was particularly clever of you to sneak this into a Riverside project, while Cabana Road residents wait for more public meetings and waiting games to argue whether it's a waste of taxpayer money to add bollards to the bike lanes that so many residents requested. In my opinion, no value can be placed on residents' lives, in particular our younger generation, who will only benefit when they finally feel safe on bicycles to get around.