

## **Transit Windsor Advisory Committee**

Meeting held November 28, 2019

A meeting of the Transit Windsor Advisory Committee is held this day commencing at 4:00 o'clock p.m. in Room 204, 350 City Hall Square West, there being present the following members:

Councillor Kieran McKenzie, Chair  
Councillor Chris Holt  
Councillor Rino Bortolin  
Bernie Drouillard  
Nathanael Hope

### ***Regrets received from:***

Christi Chauvin  
Ryan Hooey

### ***Guest in attendance:***

Dale McKenzie

### ***Also present are the following resource personnel:***

Pat Delmore, Executive Director, Transit Windsor  
Sue Grimmett, Program Manager, Transit Windsor  
Steve Habrun, Manager, Sales & Marketing, Transit Windsor  
Karen Kadour, Committee Coordinator

### **1. Call to Order**

The Chair calls the meeting to order at 10:00 o'clock a.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 N. Hope, seconded by Councillor Bortolin,  
That the minutes of the Transit Windsor Advisory Committee of its meeting held  
August 27, 2019 **BE ADOPTED** as presented.  
Carried.

### 4. Business Items

#### 4.1 Transit Windsor Master Plan

P. Delmore advises the Master Plan takes into effect the statistical information that was used, the two phases of public consultation and the strategic work of both the Transit Windsor Planning team working in conjunction with Dillon Consulting - Dillon Consulting from the perspective of knowing and understanding what's the latest and greatest and how routes are developed, and the Planning team for providing input from the understanding of knowing Windsor.

The highlights of the Master Plan include increased service, doubling the hours of service (currently at 237,000 hours of service). The proposed hours of service is 400,000 hours by the time the Plan is fully implemented which takes into consideration the increased levels of service, more frequent buses and later service especially on weekends. From the route perspective, much more streamlined routes, smaller feeder routes that will infiltrate an area of the city whether it's residential or industrial and bringing in the aspects of on-demand transit.

Councillor Holt notes the target is to have accessible transit to 90% of the population and asks what's preventing us from achieving 100%? P. Delmore responds this relates to 90% of the population living within 400 metres of a bus stop. It's not that the residents don't have access, but it's within the 400 metres which is the industry standard for a bus stop. It could be accomplished in other areas, however, it would result in more service, less ridership and a higher cost to achieve 100%. He agrees with Councillor Holt that this is essentially a land use issue.

P. Delmore reports on demand has two different components – one is providing a service to an area that doesn't meet the needs for conventional transit and the other aspect of on demand is using on demand service to get to a point of conventional transit service. In the case of new subdivisions, if we get on demand and have the technology to complement it and if a new subdivision is being constructed, then we can get the numbers to warrant conventional transit and it will be added.

B. Drouillard remarks this Plan is the best he has seen in decades.

The Chair states residents in the Devonshire Heights area do not utilize Transit Windsor as it's too far to walk to the bus stop.

P. Delmore advises it is recommended in the Plan to hold a public consultation session annually. The following questions would be asked – how did it work, does it need to be tweaked, has ridership exceeded and do levels of service need to be increased. The second part would include discussion relating to plans for the upcoming year prior to the Council budget deliberations.

Councillor Bortolin notes the Plan will take 5 to 7 years to roll out and asks for next steps. P. Delmore responds as noted in the report to the Environment, Transportation & Public Safety Standing Committee, there was not an approved Plan to put forth requests to the 2020 Operating Budget. There have been early wins, however, one of the biggest complaints relates to Sunday bus service ending earlier, infrequent service, and adds ridership on a Sunday has increased exponentially.

Councillor Bortolin remarks that we're looking 8 years out and earmarking capital dollars so as to increase the scope and to look at the garage and the investments needed in the garage. He expresses concern that the budget "asks" have not been articulated in the "first steps". The garage project needs to happen before discussion of the bus routes and he questions if this is included in the 8 year Capital budget. P. Delmore responds the specific projects have not been included because currently, the Plan has not been approved. That being said, there are capital dollars that can be used for fleet replacement. The concept being pursued on the Plan is to utilize the Provincial and Federal grants to leverage the dollars that we do have in the 8 year Plan. There are other competing factors for grant dollars through the ICEP Program which includes Active Transportation and funding for roadwork if it connects directly to public transit.

Councillor McKenzie states information relating to the standard industry notion about a return on investment and what communities will receive for investing in the transit system is not included in the report. He asks if there are ways to quantify the return on the investment in terms of dollars. P. Delmore suggests this question be directed to Dillon Consulting.

Councillor McKenzie adds that an additional matrix in terms of sustainability is the impact on greenhouse gases by increased public transit use. P. Delmore responds that the Climate Action Plan addresses emission saved by newer fleets.

Moved by Councillor Bortolin, seconded by Councillor Holt,  
That the Transit Windsor Master Plan **BE RECEIVED**, and that Administration **BE REQUESTED** to add what potential budget requests could be made in 2020 to expedite

the Plan to allow for those specific “asks” to be received prior to the budget deliberations of Council.

Carried.

P. Delmore indicates the specific “asks” noted in the foregoing motion have been included in the report going to Council on December 2, 2019.

**5. Date of Next Meeting**

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

**6. Adjournment**

There being no further business, the meeting is adjourned at 10:40 o'clock a.m.

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**CHAIR**

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**COMMITTEE COORDINATOR**