

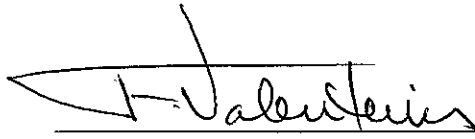
REPORT NO. 95 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held November 28, 2012

Present: **Councillor J. Gignac**
 Councillor A. Halberstadt
 Councillor R. Jones
 Councillor H. Payne
 Councillor F. Valentinis, Chair

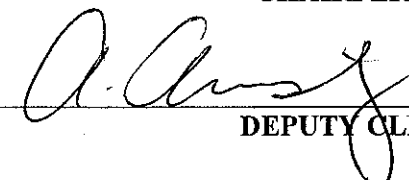
That the following recommendations of the Environment and Transportation Standing Committee **BE APPROVED:**

Moved by Councillor Payne, seconded by Councillor Jones,
THAT the minutes of the Windsor Bicycling Committee meeting held September 19, 2012 **BE RECEIVED** for information.
Carried.

Clerk's Note: The minutes of the Windsor Bicycling Committee meeting held September 19, 2012 are **attached** as background information.



CHAIRPERSON



DEPUTY CLERK

NOTIFICATION:				
Name	Address	Email Address	Telephone	FAX

Windsor, Ontario September 19, 2012

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:

Kari Gignac, Chairperson
Councillor Alan Halberstadt
Neil Campbell
Walter Manney
Nicole Noel
Charles Pope

Regrets received from:

Dr. Christopher Waters

Guests in attendance:

Chris Belcher
Kim Tucker

Also present are the following resource personnel:

Cathy Copot-Nepszy, Windsor-Essex County Health Unit
Constable Mike Jurilj, Windsor Police Services
Constable Paul Leblanc, Windsor Police Services
Pam Labute, Manager, Leisure Outreach
Jen Leitzinger, Transportation Planning Engineer
John Miceli, Executive Director of Parks & Facilities
Karen Kadour, Committee Coordinator

1. **CALL TO ORDER**

The Chairperson calls the meeting to order at 5:05 o'clock p.m. and the Committee considers the Agenda being Schedule "A" **attached** hereto, matters which are dealt with as follows:

2. **DECLARATIONS OF CONFLICT**

C. Pope discloses an interest and abstains from voting on Item 4.2 as he is an E-Bike retailer.

3. **MINUTES**

Moved by N. Campbell, seconded by C. Pope.

That the minutes of the Windsor Bicycling Committee at its meeting held May 9, 2012 **BE ADOPTED** as presented.

Carried.

4. **BUSINESS ITEMS**

4.1 **Bike Path Encroachments and Narrow Bike Lanes on the Riverfront**

John Miceli, Executive Director of Parks & Facilities and Pam Labute, Manager, Leisure Outreach are present to address concerns relating to narrow multi-use trails on the riverfront when events are occurring. J. Miceli indicates concerns will be noted and a comprehensive report will be brought back to the WBC. He notes issues arose when events were being held at the Riverfront Festival Plaza and it was decided the river walk would remain open and the multi-use trail near Riverside Drive would be closed.

N. Campbell requests when events are being held at the Riverfront Festival Plaza, that signage is erected directing cyclists where to ride.

P. Labute states a policy regarding the Riverfront Festival Plaza will be forthcoming.

4.2 **E-Bike Retailers**

A letter from the E-Bike Retailers dated September 6, 2012 is distributed and **attached** as Appendix "A". An excerpt from the letter relating to multi-use trails in the city is as follows:

"The E-Bike Retailers or "Association" has concluded that the Multi-Use Trails within the City of Windsor are appropriate for e-bike use. There are two areas to this exception, the Devonwood Conservation Area and Ojibway Park. These two areas should be marked for walking only. Both of these areas have Multi-Use Trails leading to and from these areas, and the Association recommends installation of bike racks at each entrance to these areas, which would discourage public from riding through these areas (whether by bicycle or e-bike) and give them a place to secure their bicycles and e-bikes and walk through these nature areas.

The Association recommends the following for all current Multi-Use Trails and all future Multi-Use Trails:

1. *No Multi-Use Trail shall be less than 8 feet wide.*

2. *Each Multi-Use Trail shall have a painted yellow dividing line, separating each direction flow of traffic, whether walking or riding. Each lane shall have a painted direction and bike icon.*
3. *There are certain areas in the city where the existing sidewalks could be widened and designated Multi-Use Trails. An example of this would be Tecumseh Road West from Dougall to Campbell. The roadway is very narrow and this would allow safe passage for bicyclists and e-bike riders."*

Moved by Councillor Halberstadt, seconded by W. Manney,

That the letter from the E-Bike Retailers regarding the "Use of Multi-use Trails by E-Bike Riders" **BE RECEIVED** for information, and further, that a meeting be convened with the Executive Director of Parks and Facilities to review the recommendations as set out in the letter.

Carried.

C. Pope abstains from voting on the matter as he is an E-Bike Retailer.

4.3 Cross Border Cycling Route

Discussion ensues relating to the "draft" letter to the Minister of Transport, Infrastructure and Communities regarding a request for a cycling route over the new Detroit River International Crossing. It is generally agreed the letter be sent to the Minister of Transport, Infrastructure and Communities.

Moved by N. Campbell, seconded by Councillor Halberstadt,

That the Chairperson of the Windsor Bicycling Committee **BE AUTHORIZED** to send a letter to The Honourable Denis Lebel, Minister of Transport, Infrastructure and Communities requesting consideration be given to a cycling route over the new Detroit River International Crossing, and further that the President of the Canada Border Services Agency, Brian Masse, M.P. Joe Comartin, M.P., Jeff Watson, M.P., Teresa Piruzza, M.P.P., Dwight Duncan, M.P.P., Taras Natyshak, M.P.P., Mayor Eddie Francis and the Michigan cycling partners **BE COPIED** on the letter.

Carried.

The "Draft - Share the Bridge Petition" is attached as Appendix "B".

Moved by C. Wright, seconded by N. Noel,

WHEREAS, healthy communities invest in infrastructure that promote healthy lifestyles, and;

WHEREAS, Canada and United States are moving forward with a new publicly owned crossing connecting Windsor and Detroit, and;

WHEREAS, both Windsor and Detroit have robust and growing cycling communities, and;

WHEREAS, both communities are investigating ways to improve border accessibility and the movement of people efficiently across the border, and;

WHEREAS, bike lanes can be found on other international bridges in Ontario, and;

WHEREAS, creating an integrated continuous international bike circuit connecting Windsor and Detroit would yield long term economic, social and health benefits for the people of this region,

THEREFORE BE IT RESOLVED that the Windsor Bicycling Committee wants the new international crossing connecting Windsor and Detroit to include safe and dedicated bike lanes, and further, that the Chairperson, Windsor Bicycling Committee **BE AUTHORIZED** to send this petition to other like-minded groups.

Carried.

4.4 Bike to Work and Bike the Bridge

Motions for these expenditures were approved at the May 9, 2012 Windsor Bicycling Committee meeting.

4.5 Motion Regarding Arterial Bike Lanes

Moved by N. Noel, seconded by C. Pope,

That the Transportation Planning Department **BE REQUESTED** to devise a plan within the framework of the annual bicycle infrastructure funding to improve the on-road bike lane network on collector and arterial routes for the 2013 budget session.

Carried.

4.6 Bicycle Etiquette Campaign

J. Leitzinger advises the Bicycle Etiquette is a campaign devoted to educating cyclists to ride safely on trails. The Chairperson states as part of the University of Windsor Bike Week, she provided a cycling safety and trail etiquette presentation on this day at the University of Windsor.

J. Leitzinger indicates way finding signage will be erected in close proximity to the riverfront from LaSalle to Tecumseh as part of the Waterfront Regeneration Trust.

Councillor Halberstadt reports the city is paving Riverside Drive East from the Solidarity Towers to Lauzon. He notes the cost to widen the lanes and to construct bike lanes will cost approximately \$5 million. He notes there are not funds earmarked for the Vista project at this time.

J. Leitzinger states a portion of Transportation Planning's budget will be directed to paving the road shoulders on Spring Garden from Malden to Fifth Road which will connect to the Parkway. She notes that an .8 kilometre stretch of paved shoulder will cost approximately \$200,000.

C. Copot-Nepszy advises the Manager of Transportation Planning is producing a video which demonstrates how to safely place and remove bicycles from the racks on Transit Windsor buses.

5. **DATE OF NEXT MEETING**

The next meeting will be held on November 14, 2012 at 5:00 o'clock p.m.

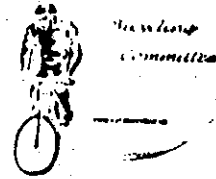
6. **ADJOURNMENT**

There being no further business, the meeting is adjourned at 6:33 o'clock p.m.

CHAIRPERSON

COMMITTEE COORDINATOR

AGENDA
and Schedule "A"
to the minutes of the
Windsor Cycling Committee meeting held
Wednesday, September 19, 2012
at 5:00 o'clock p.m.
Room 407, 100 City Hall Square East



1. **CALL TO ORDER**
2. **DECLARATIONS OF CONFLICT**
3. **MINUTES**
Adoption of the minutes of the meeting held Tuesday, May 8, 2012 (previously distributed).
4. **BUSINESS ITEMS**
 - 4.1 **Bike Path Encroachments and Narrow Bike Lanes on the Riverfront**
Representatives from the Parks Department to provide information.
 - 4.2 **E-Bike Retailers**
Discussion regarding the letter written on behalf of e-bike retailers.
 - 4.3 **Cross Border Cycling Route**
Draft letter to the Minister of Transport, Infrastructure and Communities from the WBC requesting a cycling route over the new bridge – attached.
 - 4.4 **Bike to Work & Bike the Bridge**
Motion to approve additional expenditures for the Bike to Work and the Bike the Bridge events.
 - 4.5 **Motion regarding Arterial Bike Lanes**
Sample wording of motion – *“That the Transportation Planning Department **BE REQUESTED** to devise a plan within the framework of the annual bicycle infrastructure funding to improve the on-road bike lane network on collector and arterial routes for the 2013 budget session”.*
 - 4.6 **Etiquette Campaign**
The Transportation Planning Engineer to provide information relating to the rules of the road “etiquette” for cyclists.
5. **DATE OF NEXT MEETING**
To be determined.
6. **ADJOURNMENT**

September 6, 2012

WINDSOR BICYCLE COMMITTEE

Re: Use of Multi-Use Trails by E-Bike Riders

Members of the Bicycle Committee,

I, Charles Pope, who also sit on the Bicycle Committee, represent Scooter Pro, Scoot-A-Long and E-Ride Windsor. We as E-Bike Retailers have taken on the responsibility of forming an "Association" and will be referred as such in this letter.

Our Association has taken on the task of riding e-bikes on all Multi-Use trails within the City of Windsor to determine which Multi-Use Trails are acceptable for e-biker riders to use. We are bringing forth recommendations before this committee in anticipation that the Bicycle Committee would agree to these recommendations and forward these recommendations to City Council and City Administration.

The Association has concluded that the Multi-Use Trails within the City of Windsor are appropriate for e-bike use. There are two areas to this exception, the Devonwood Conservation area and Ojibway Park. These two areas should be marked for walking only. Both of these areas have Multi-Use Trails leading to and from these areas, and the Association recommends installation of bike racks at each entrance to these areas, which would discourage public from riding through these areas (whether by bicycle or e-bike) and give them a place to secure their bicycles and e-bikes and walk through these nature areas.

The Association recommends the following for all current Multi-Use Trails and all future Multi-Use Trails:

1. No Multi-Use Trail shall be less than 8 feet wide. Some current Multi-Use Trails have been over grown with growth and has made the trail look smaller than it is. City Parks department should keep grass growth off the Trails and keep shrubs trimmed back. Those trails that are less than 8 feet wide shall be widened to a minimum of 8 feet.

2. Each Multi-Use Trail shall have a painted yellow dividing line, separating each direction flow of traffic, whether walking or riding. Each lane shall have a painted direction and bike icon.
3. There are certain areas in the city where the existing sidewalks could be widened and designated Multi-Use Trails. An example of this would be Tecumseh Rd West from Dougall to Campbell. The roadway is very narrow and this would allow safe passage for bicyclists and e-bike riders.

Currently the City of Windsor does not have a proper infrastructure in place for E-Bikers and Bicyclists to ride safely and consistently across the city. The city has a better network of Multi-Use Trails that would benefit all parties with the proper widening and expansion of these Multi-Use Trails. This would serve as a mid-term solution, until the City nurtures a bike lane infrastructure that provides a safe environment for bicyclists and e-bike riders to travel consistently from North, South, East and West on the City's streets.

With the new trail being constructed along Lauzon Parkway, it would be more logical to start with this project in making allowances for e-bikes. We must embrace the fact that e-bikes are here and will only increase in numbers.

In addition, we would like to point out to the Bicycle Committee, City Council and City Administration, that the new David Suzuki Public School does not have any bike lanes or Multi-Use Trails leading to or away from the school. The Association would like to see either bike lanes or a Multi-Use Trail be established, it can be tied into the new Multi-Use Trail being constructed along Lauzon Parkway.

Thank You,

Charles Pope

Scooter Pro

Randy Wilson

E-Ride Windsor

Kimberly Tucker

Scoot-A-Long

DRAFT—SHARE THE BRIDGE PETITION

Whereas, healthy communities invest in infrastructure that promote healthy lifestyles.

Whereas, Canada and United States are moving forward with a new publicly owned crossing connecting Windsor and Detroit.

Whereas, both Windsor and Detroit have robust and growing cycling communities.

Whereas, both Windsor and Detroit are investing in expanding their bike lane network.

Whereas, both communities are investigating ways to improve border accessibility and the movement of people efficiently across the border.

Whereas, bike lanes can be found on other international bridges in Ontario.

Whereas, creating an integrated continuous international bike circuit connecting Windsor and Detroit would yield long term economic, social and health benefits for the people of this region.

Therefore be it resolved that we the undersigned want the new international crossing connecting Windsor and Detroit to include safe and dedicated bike lanes.

