

AGENDA
Windsor Bicycling Committee
Tuesday, April 20, 2021
3:30 p.m.
Zoom video conference

1. **Call to Order**
Introduction of Laura Ash, Active Transportation Coordinator

2. **Declaration of Conflict**

3. **Adoption of the Minutes**
Adoption of the minutes of the meeting held January 19, 2021 – ***attached.***

4. **Business Items**
 - 4.1 **Bike Parking Policy**
Memo from the Senior Manager, Transportation Planning entitled “Bike Parking Policy Framework and Next Steps” – ***attached.***

 - 4.2 **WBC 2021 Operating Budget**

 - 4.3 **Traffic Calming Policy Update**
The Senior Manager, Transportation Planning to provide a verbal update.

5. **Date of Next Meeting**

6. **Adjournment**

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

TO: Bike Parking Subcommittee of the Windsor Bicycling Committee

FROM: Jeff Hagan, Transportation Planning Senior Engineer

Matthew Jay, Policy Assistant

DATE: March 22, 2021

SUBJECT: Bicycle Parking Policy – Framework and Next Steps

Introduction

The purpose of this memo is to update the Windsor Bicycling Committee and its Bike Parking Subcommittee on the status of the new Bicycle Parking Policy that is under development. Context related to the City's current bicycle parking framework, along with potential improvements to the present shortfalls of this framework, with references to various bike parking documentation, are outlined below.

Background

ACTIVE TRANSPORTATION MASTER PLAN

The City's Active Transportation Master Plan, *Walk Wheel Windsor*, recommends the development of a bike parking policy:

ACTION 3B.1: DEVELOP AND IMPLEMENT A BIKE PARKING POLICY

The City should develop a bike parking policy to outline criteria for bicycle parking in the public right-of-way (including bicycle corrals as noted in Action 3B.4) and at public facilities (as noted in Action 3B.3), as well as to support businesses in existing developments to retrofit existing buildings to provide bicycle parking and other amenities, such as storage and change room facilities to support employees' cycling to work year-round. Adding these facilities would likely require a reallocation of existing motor vehicle parking to bicycle parking. There are a number of other North American cities that have implemented these bylaw regulations including San Francisco, Toronto and Minneapolis.

The following other actions in *Walk Wheel Windsor* include recommendations for items to be incorporated into or reflected in the City's bike parking strategy, whether directly in the Bike Parking Policy or in other by-laws or policies (e.g. the Zoning By-law):

Actions Directly Addressing Bicycle Parking

- *Theme 1: Connecting Communities*
 - Strategy 1D: Improve Integration Between Walking and Transit
 - Action 1D.3: Install secure bicycle parking at high activity bus stops and transit exchanges.

- *Theme 3: Innovation and Integration*
 - Strategy 3B: Provide Bicycle Parking and End-Of-Trip Facilities
 - Action 3B.2: conduct a bicycle parking study to review and update requirements for short-term and long-term bicycle parking and end-of-trip facilities for new developments
 - Action 3B.3: ensure bicycle parking and end-of-trip facilities are provided at all City of Windsor owned and operated facilities
 - Action 3B.4: develop and implement an on-street bicycle corral program (pending bike parking policy)
 - Action 3B.5: work with event coordinators and partners to provide temporary bicycle parking at community events
 - Action 3B.7: maintain and update a digital inventory of public bicycle parking locations as part of the "Mapp My City app" and promote use of the application

Actions Where Bicycle Parking Is One Component

- *Theme 2: Places for People*
 - Strategy 2B: Consider Pilot Projects
 - Action 2B.3: Encourage urban vibrancy by exploring opportunities to temporarily utilize or repurpose vacant or underused city-owned space.
 - Strategy 2C: Improve the Pedestrian, Cycling, And Transit User Experience.
 - Action 2C.2: work with business improvement associations to improve the streetscape and public realm that recognizes the unique local identity consistent with district theming of each business area.
 - Action 2C.5: work with business improvement associations and other partners to activate public spaces
 - Strategy 2D: Land Use and Site Design
 - Action 2D.1: ensure future population and employment areas are integrated with the existing and planned active transportation and transit network.
 - Strategy 2E: Improve Personal Safety
 - Action 2E.2: follow the standards of CPTED (crime prevention through environmental design) to ensure principles are followed as appropriate.

- Strategy 3E: Sustainable Parking and Transportation Demand Management Strategies
 - Action 3E.2: establish a transportation demand management (TDM) program to work with local businesses to encourage employees to use sustainable modes of transportation
 - Action 3E.3: lead by example to encourage and incentivize City employees to walk, cycle, or take transit to work
- *Theme 4: Culture Shift*
 - Strategy 4A: Support Businesses and Economic Development
 - Action 4A.2 support partners wanting to develop Bicycle Friendly Business Districts, and seeking Bike Friendly Business designation
 - Strategy 4B: Active School Travel and Age-Friendly Planning
 - Action 4B.1: actively support the Active and Safe Routes to School program to encourage and spread awareness of the benefits of walking, cycling, and bussing to school
 - Strategy 4D: Wayfinding and Promotion
 - Action 4D.2: continue to provide cycling and pedestrian mapping and applications
 - Action 4D.3: work with partners to integrate information and resources that promote sustainable transportation and transportation demand management
- *Theme 4: Culture Shift*
 - Strategy 4A: Support Businesses and Economic Development
 - Action 4A.2 support partners wanting to develop Bicycle Friendly Business Districts, and seeking Bike Friendly Business designation
 - Strategy 4B: Active School Travel and Age-Friendly Planning
 - Action 4B.1: actively support the Active and Safe Routes to School program to encourage and spread awareness of the benefits of walking, cycling, and bussing to school
 - Strategy 4D: Wayfinding and Promotion
 - Action 4D.2: continue to provide cycling and pedestrian mapping and applications
 - Action 4D.3: work with partners to integrate information and resources that promote sustainable transportation and transportation demand management
- *Theme 5: Quality of Life*

- Strategy 5A: Improve Public Health
 - Action 5A.1: support committees of Council representing vulnerable and under-represented groups to identify their unique needs
- Strategy 5C: Universal Accessibility
 - Action 5C.1: continue to follow AODA standards
 - Action 5C.3: continue to consult with City of Windsor Accessibility Advisory Committee and incorporate best practices into engineering design standards

Actions Indirectly Related to Bicycle Parking

- *Theme 3: Innovation and Integration*
 - Strategy 3E: Sustainable Parking and Transportation Demand Management Strategies
 - Action 3E.1: conduct a downtown parking strategy and a city-wide parking strategy to study the removal of parking space requirements within the Central Business District and other business improvement areas and other locations throughout the city
 - Action 3E.4: continue to review parking rates in the downtown and other business improvement areas to encourage walking, cycling, and transit usage

CURRENT POLICIES

ZONING BY-LAW (B/L 8600 & B/L 85-18)

The current requirements for bicycle parking for all properties within Windsor, except for properties in the former Sandwich South Township, are governed under Section 24.30 of the Zoning By-Law (B/L 8600) as shown below:

24.30.1 REQUIRED BICYCLE PARKING SPACES

| <i>Table 24.30.1 – REQUIRED BICYCLE PARKING SPACES</i> | |
|--|--|
| <i>TOTAL NUMBER OF PARKING SPACES IN PARKING AREA</i> | <i>REQUIRED NUMBER OF BICYCLE PARKING SPACES – MINIMUM</i> |
| <i>1 to 9</i> | <i>0</i> |
| <i>10 to 19</i> | <i>2</i> |
| <i>20 or more</i> | <i>2 for the first 19 spaces plus 1 for each additional 20 parking spaces.</i> |

.7 If the calculation of the number of required bicycle spaces results in a number containing a fraction, the number shall be rounded UP to the nearest whole number.

24.30.10 SIZE OF BICYCLE PARKING SPACE

- .1 Each bicycle parking space shall have a minimum dimension of 0.6 metres by 2.5 metres.*

24.30.20 LOCATION OF BICYCLE PARKING SPACE

- .1 All bicycle parking spaces shall be located on the same lot as the use they are intended to serve.*
- .2 Each bicycle parking space shall be paved and maintained with a hard surface consisting of paving brick or block, asphalt, concrete or any combination thereof and having thereon a corrosion resistant metal bicycle storage rack capable of accommodating a bicycle in a secure manner.*
- .3 Each bicycle parking space shall be located in a manner which will not hamper the movement of persons or vehicles. The following provisions apply:*
 - .1 When located on a walkway or sidewalk, each bicycle parking space shall be located a minimum of 2 metres from a building entrance or an accessible parking space;*
 - .2 A bicycle parking space is prohibited within a daylight corner or a required yard.*
- .4 Required bicycle parking spaces provided inside a building or located so as not to be visible from the major access area to the lot shall be identified by an Information and Operational sign as set out in the City of Windsor Sign By-law.*

SANDWICH SOUTH ZONING BY-LAW (B/L 85-18)

Zoning in the part of Windsor that was annexed from the former township of Sandwich South in 2003 is covered under this by-law. Presently, there are no bicycle parking regulations in this by-law.

CURRENT BICYCLE PARKING ON PUBLIC PROPERTY POLICY

In addition to the requirements in the Zoning By-Law, bicycle parking on City-owned property is also governed through the Bicycle Parking on Public Property Policy. This policy is divided into two parts. The first part outlines the design standards for bike racks, including functionality, security, capacity, appearance, cost, and the reliability of the supplier.

Part 2 outlines the requirements for the location of bike racks, including proximity from entrances and visibility to pedestrians. The dimensions of bike parking spaces are also outlined here, as are the requirements for long-term bike parking facilities.

Discussion

The City’s bicycle parking strategy will be made up of two parts:

- **Amendments to Municipal Zoning By-laws** will provide requirements for bicycle parking and ancillary facilities.
- **The Bicycle Parking Policy** will address all other aspects of the City’s bicycle parking strategy.

Key components that are being considered for the Bike Parking Policy are as follows:

Table 1: Proposed Bike Parking Policy Components

| Component | Details |
|--|--|
| Long-term vs. short-term bicycle parking | Develop requirements for long-term and short-term bicycle parking that can be used in the Bicycle Parking Policy, Zoning By-laws and elsewhere |
| Contexts to be considered | <ul style="list-style-type: none"> • Bicycle parking in the right-of-way • Bicycle parking at City facilities • Bicycle parking on private property • Bicycle parking to support transit • Temporary bicycle parking for special events |
| Ancillary and end-of-trip facilities | <ul style="list-style-type: none"> • Change rooms, lockers and showers • Drinking water • Repair equipment (e.g. Fixit stations) • Wayfinding signage |
| Encouragement & Supporting Measures | <ul style="list-style-type: none"> • Online parking inventory • Other details to be determined |

DEFINITION OF SHORT & LONG-TERM PARKING

The table below outlines details and differences between short & long-term parking that are not covered in the current policy and by-law regulations. All these factors should be considered in the development of the new policy. This table references the bike Parking Design manuals/guidelines from the APBP, Seattle Department of Transportation (SDOT) and the City of Toronto.

Table 2: Components for short and long-term bike parking

| Component | Short-Term Bike Parking | Long-Term Bike Parking |
|---------------------------------------|---|---|
| Typical length of time | Between a few minutes and a few hours | Several hours, overnight |
| Typical Locations, Uses | Commercial/Retail, Libraries, Parks, Community Centres, etc. | Residential, Employment & Transit Stations |
| Typical Users | Visitors | Residents, Employees, Bike & Ride Commuters |
| Accessibility/Availability & Security | <p>Easy access, available to the public.</p> <p>Should be located close to a building entrance for the sake of convenience.</p> <p>Reliant on public exposure and natural surveillance.</p> | <p>Secured access, requires registration and the use of a key device</p> <p>Actively monitored by CCTV and/or by Security Staff</p> |
| Types of infrastructure | <p>Bicycle Racks (on-street, and on private or public property)</p> <p>On-street Bike Corrals (sets of bike racks installed within a parking lane at an intersection)</p> | <p>Bike Lockers – Individual lockers that can store 1 bicycle.</p> <p>Bike Cages – Caged & sheltered enclosures, typically attached to offices and/or multi-unit dwellings.</p> <p>Bicycle Rooms – Rooms within buildings specifically for bike parking</p> <p>Secured Parking Areas – A separate building or an extension dedicated to bike parking.</p> |
| Weather Protection | <p>Optional.</p> <ul style="list-style-type: none"> Can be provided in the form of bike shelters or Awnings | Required. |

Sources: the Association of Pedestrian and Bicycle Professionals (APBP), City of Toronto, Seattle Department of Transportation (SDOT)

CALCULATION OF REQUIRED BIKE PARKING ON PRIVATE PROPERTY

Current Approach

Bicycle parking requirements are mandated through the zoning by-law. As outlined in Section 24.30 of the by-law, the number of required bicycle parking spaces is determined by the number of auto spaces provided. This is counter-intuitive to the promotion of modal shifts away from automobile use as reductions in the number of auto parking spaces also reduces the number of required bicycle parking spaces. Context is also not a factor as these requirements apply across all properties.

Proposed Approach

Many other jurisdictions have different methods of calculating bike parking. The most common methods of calculation include by floor area (for non-residential uses) and number of dwelling units (for residential uses), as well as percentages of required parking, flat rates, or combinations thereof. Context is also applicable in other jurisdictions, with parking rates being determined by zoning, land use, or special areas outlined in their respective Zoning By-Laws.

Recommended changes to zoning by-law parking requirements will be developed in parallel to the Bicycle Parking Policy. Elements currently envisioned include:

- Bicycle parking requirements, independent of the number of auto parking spaces provided, including:
 - Required supply rates for long-term and short-term bicycle parking by land use
 - Requirements for the location and dimensions of long-term and short-term bicycle parking spaces
- Consideration of ancillary facilities to support bike commuting, such as showers and change rooms for employees
- Consider reductions in the required number of auto parking spaces for providing additional bike parking spaces over and above the minimum.

BICYCLE PARKING CORRALS

Along with the existing post and ring program, a bike corral program is proposed to provide high-density, short-term bicycle parking at areas of high demand, especially for customers in commercial areas.

A bike corral is a form of short-term parking where a set of bike racks are installed in the roadway adjacent to the curb, typically near intersections. While vehicles parked close to an intersection pose an obstruction to the sightlines of cross traffic and pedestrians, bicycle corrals generally do not create sight line issues because of their low height. Corrals are normally blocked off from the rest of the roadway using barriers and/or bollards.

Walk Wheel Windsor provides the following recommendations related to Bicycle Corrals:

ACTION 3B.4: DEVELOP AND IMPLEMENT AN ON-STREET BICYCLE CORRAL PROGRAM (PENDING BIKE PARKING POLICY)

Bicycle corrals refer to a grouping of bicycle racks located on the street. They are typically located in a parking space that was traditionally allocated to motor vehicles, but may also be considered in a corner clearance without removing motor vehicle parking spaces because they do not impact sightlines. Because they are often located within the roadway, bicycle corrals minimize sidewalk clutter, free up space for other uses and increase bicycle parking at locations with high demand. The City should work with businesses and other interested partners to develop an on-street bicycle corral program, and look for opportunities to increase on-street parking in strategic locations with bicycle corrals.



Figures 1 (LEFT) & 2 (RIGHT): Examples of Bicycle Corrals in Portland, OR.

Left Image Source: pedbikeimages.org/Heather Bowden. Right Image Source: pedbikeimages.org/Brad Crawford

SHOWER & CHANGE FACILITIES FOR LONG-TERM BIKE PARKING

One component that is not addressed Windsor's current policy is the provision for Shower & Change facilities for long-term bike parking. As outlined Toronto's Bicycle Parking Manual, shower and change rooms are recommended for long-term bike parking facilities with a sufficient supply of spaces. These facilities are considered useful for cycling commuters that travel in unfavorable weather conditions, require to adhere to a dress code, or both.

As part of the Zoning By-law update, consideration will be given to how shower and change facilities can be reflected in parking supply requirements. The Bicycle Parking Policy will address factors that fall outside the scope of the zoning by-law, including:

- City-operated shower and change facilities
 - Services for the public
 - Services for City staff
- Voluntary measures to encourage shower and change facilities at businesses

Currently, the City offers shower and change room programs for bike commuters, including the public and City staff. Consideration will be given to how awareness of these programs could be increased and whether the programs should be modified.

TEMPORARY BIKE PARKING FOR SPECIAL EVENTS

While temporary bike parking is currently provided at certain major events (e.g. Bike to Fireworks and the bike valet service at Art in the Park), Windsor's current policies lack provisions for temporary bike parking for special events.

Walk Wheel Windsor provides the following recommendations related to temporary bike parking for special events:

ACTION 3B.5: WORK WITH EVENT COORDINATORS AND PARTNERS TO PROVIDE TEMPORARY BICYCLE PARKING AT COMMUNITY EVENTS.

Large community events can create traffic congestion and overwhelm motor vehicle parking capacity. Depending on their location, they can also generate a significant amount of walking and cycling trips and a temporary spike in bicycle parking demand. One way to mitigate such challenges is to work with event organizers to provide and promote the use of temporary secure bicycle parking and/or bicycle valet programs. The City should work with event coordinators to ensure that temporary bicycle parking is provided at large community events such as the Detroit River Fireworks Festival, Earth Day, Art in the Park, and other events.

Key steps related to temporary bike parking as the Bicycle Parking Policy is developed:

- Develop guidelines for temporary bike parking, including guidelines for valet, self-park, and unattended parking for special events of different types;
- Develop recommendations for temporary bike parking at City-organized events;
- Determine to what extent the City can require bike parking at special events organized by other entities; and
- Identify and develop guidelines for ancillary facilities and equipment that can support temporary bike parking at special events (e.g. the Hydration Station).

Conclusion

The development of a comprehensive bike parking policy was outlined across several actions of the ATMP. Presently, bike parking regulations are governed through the Zoning By-Law and the Bicycle Parking on Public Spaces Policy.

Feedback is requested from the Bike Parking Subcommittee of the Windsor Bicycling Committee on the proposed framework. Further feedback from the Subcommittee and Committee will be requested at key points during the development of the Bike Parking Policy.