

Windsor Bicycling Committee

Meeting held December 2, 2021

A meeting of the Windsor Bicycling Committee is held this day commencing at 4:30 o'clock p.m. via Zoom video conference, there being present the following members:

Councillor Kieran McKenzie, Chair
Ken Acton
Klaus Dohring
Teena Ireland
Jessica Macasaet-Bondy
Erika Valvasori
Ellen van Wageningen

Guests in attendance:

Doug Sartori, regarding *Item 5.1*
Jana Jandal Alrifai and Sofie Waters, regarding *Item 4*

Also present are the following resource personnel:

Jeff Hagan, Transportation Planning Senior Engineer
Rania Toufeili, Policy Analyst
Kevin Morse, Windsor-Essex County Health Unit
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 4:31 o'clock p.m. and the Committee considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

Addition to the Agenda

Moved by E. Valvasori, seconded by J. Macasaet-Bondy,
That Rule 3.3 (c) of the Procedure By-law 98-2011 be waived to add the following addition to the Agenda:

- 5.6** 2022 Budget Deliberations
Carried.

2. Declaration of Conflict

None disclosed.

3. Adoption of the Minutes

Moved by E. Valvasori, seconded by E. van Wageningen,
That the minutes of the Windsor Bicycling Committee of its meeting held April 20,
2021 **BE ADOPTED** as presented.
Carried.

4. Presentation – Windsor Youth Climate Council

Jana Jandal Alrifai, President and Sofie Waters, Windsor Youth Climate Council appear before the Committee and provide the following relating to the University Avenue separated bike lane proposal:

- Increasing the number of bike lanes has an environmental and social economic benefit to our community
- Chose University Avenue as it is located in the core of the city and is home to many low-income families and small businesses. The environmental assessment is currently underway on University Avenue and is an opportunity to gather more data for protected bike lanes in that area.
- More Canadians are biking or walking to work or using public transit.
- There is a need for bike and pedestrian safety infrastructure.
- The proposal is to have protected bike lanes along University Avenue for 2022 from the University of Windsor campus to downtown or at least to Crawford Avenue.

The Chair indicates that this is an exciting project, as University Avenue will be undergoing a major redesign over the next several years. By bringing forward this pilot project for separated bike lanes, we will see that uptake in use.

Moved by K. Acton, seconded by E. Valvasori,
That the presentation by Jana Jandal Alrifai, President and Sofie Waters, Windsor Youth Climate Council regarding the University Avenue separated bike lane proposal **BE RECEIVED**.
Carried.

5. Business Items

5.1 WBC 2021 Operating Budget

The Chair advises that the balance of the 2021 Operating Budget for the Windsor Bicycling Committee is \$8,600.

Doug Sartori, appears before the Committee on behalf of Hackforge, a non-profit organization, and provides the following comments relating to development of a cycling web app for hand held devices:

- Proposing to use their staff to develop a cycling tech interest group and the technical infrastructure required to encourage local investment in projects that create and enhance the tech tools available to cyclists in Windsor.
- Software development is expensive and risky. The dollars we are talking about are not enough to build an app from scratch and the risk of project failure is always present, unless you are prepared to invest whatever it takes.
- They have developed a strategy based on their capabilities and experience to achieve these goals in the most cost effective way with minimal risk by building on top of the existing assets.
- The strategy is built around leveraging open source data software.
- Several mature open source projects can be leveraged to achieve their goals.
- The key component of the strategy is Open Street Map or OSM.
- OSM is a community driven repository of cloud sourced map data.
- The cycling infrastructure in Windsor is well defined on OSM, which is a valuable starting point for this initiative.
- Identified three open source apps for cyclists that use OSM data.
- Proposal to commit staff resources to improve Windsor's footprint on OSM.
- The plan is to apply for Hackforge to host a local chapter of OSM and work with the community to improve the points of interest and amenity data on OSM.
- Will advocate for Windsor's GIS Department to upload new infrastructure data directly to OSM.
- Essex County will also be included as OSM is global and the data is global.
- Develop partnerships with local organizations and community institutions to improve the quality of data apps for cyclists, i.e. BIA's.
- Asking for \$5,000 with matching funds from Parallel 42.

E. Valvasori advises that she has much data stored on her Garmin and asks if that data can be incorporated into their proposed website. She also asks if police data can be incorporated into this app as it relates to bike theft.

D. Sartori responds if that data can be extracted from the device, then they can work with it. In terms of bike theft, they could reach out to the Cycling Safety App, and those who run that non-profit.

E. van Wageningen asks at what stage the public will be able to begin using these apps.

D. Sartori responds that this can be generated to the community rather quickly. The first thing is to establish the working group and to get the technical infrastructure built.

Moved by J. Brunet, seconded by K. Acton,

That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$5,000 for Hackforge to develop a Cycling App for the community and further, that a report identifying the outcomes of the initiative **BE PROVIDED** midway through the project along with a final completion report.

Carried.

Moved by E. Valvasori, seconded by J. Macasaet-Bondy,

That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$2,500 to assist in funding the Bike Windsor Essex Winter Wheels Program and further, that Bike Windsor Essex **BE REQUESTED** to report back on the success of the program.

Carried.

The Chair proposes a Community Recognition Cycling Award Program that will recognize groups, business and workplaces. He suggests a subcommittee be established to develop the criteria and public awareness of the program. J. Macasaet-Bondy, T. Ireland, E. Valvasori and K. Morse volunteer to sit on the subcommittee.

Moved by E. Van Wageningen, seconded by K. Acton,

That **APPROVAL BE GIVEN** to an expenditure in the upset amount of \$1,100 for the Community Recognition Cycling Program.

Carried.

5.2 Bike Parking Policy Update

Rania Toufeili, Policy Analyst reviews the memo dated November 26, 2021 entitled “Bicycle Parking Policy – Update and Next Steps” and provides the following comments:

- The following updates are currently underway for the development on the policy and changes to the zoning by-law.
- **Definitions** – have been created for bicycle, bicycle parking space, short-term and long-term bicycling parking. These are central to the formation of the policy and changes to the zoning by-law, as they will be used by developers and the City to provide the most appropriate facilities.
- **Bicycle Parking Supply Requirements** – The Bicycle Parking Policy will aim to redefine the requirements in order to promote active transportation and increase the available bicycle parking throughout the city.
- **Guidelines on Short-Term and Long-Term Bicycle Parking** – Guidelines are being created to outline what standards are expected when long-term or short-term bicycle parking is provided by developers or through the City. These

guidelines outline criteria such as design, sizes, materials, anchoring, security and appropriate locations for the spaces.

- **Next Steps** – The following updates are in the preliminary stages to be incorporated into the bike parking policy.
 - Temporary or Event Bicycle Parking (for public events)
 - Bicycle Parking Guidelines on City property (for city facilities and general community use).
- **Conclusion** – Next steps for the Bicycle Parking Policy include developing standards to be used for bike parking on city property and within the municipal right-of-way.

E. Valvasorii expresses concern that some of the definitions noted in the Bike Parking Policy are weak. J. Hagan responds that the definitions will be discussed with the Planning and Legal Departments.

Moved by E. Valvasori, seconded by T. Ireland,
That the overview of the Bike Parking Policy Update provided by Rania Toufeili,
Policy Analyst **BE RECEIVED**.
Carried.

5.3 Bike Theft

This matter is deferred to the next meeting of the Windsor Bicycling Committee to allow for a representative from Windsor Police Services to be in attendance.

5.4 Kildare Road Traffic Calming & Bikeway Project

J. Hagan, Transportation Planning Senior Engineer provides the following comments relating to the Kildare Road Traffic Calming from Tecumseh Road East to Ottawa Street:

- This project came forward as both a traffic-calming request and a bike lane project.
- Asking the committee to provide feedback on this project.
- Looking at the corridor at Kildare between Tecumseh Road and Ottawa Street, north of Shepherd and south of Seneca.
- The signal at Kildare and Seneca is to be removed.
- There will be a 500-metre gap on Kildare between Shepherd and Seneca. For this project in that gap, Administration is recommending a road diet to bring the four lanes down to two lanes because traffic volumes have decreased significantly due to the closure of the GM Plant.
- Will be able to convert the curb lanes into pop-up bike protected lanes using the traffic calming curbs.

- North and south of Shepherd and Seneca are proposing a local street bikeway or bike boulevard as another traffic calming measure.

In response to a question asked by E. Valvasori regarding if the speedbumps will extend to the bicycle portion, J. Hagan responds that there is no bike lane and the entire street is a bike space, so the answer is yes.

E. van Wageningen refers to the pop-up protected bike lanes, and asks that if the roads are snow covered, will the snow be ploughed into the bike lanes.

J. Hagan responds that the divider between the general-purpose lane and the bike lane are between the traffic calming curbs so that provides enough space between those lanes.

E. Valvasori asks if the city clears the snow in the bike lanes.

J. Hagan indicates that eventually the city will require different equipment to clear the snow, as currently there are no sweepers to clear the protected bike lanes.

Moved by K. Acton, seconded by J. Macasaet-Bondy,

- That the proposal presented by Jeff Hagan, Transportation Planning Senior Engineer regarding the Kildare Road Traffic Calming & Bikeway Project **BE ENDORSED**, and further, that Administration **BE REQUESTED** to investigate further to implement safety measures along the corridor from Kildare between Tecumseh Road and Ottawa Street, north of Shepherd and south of Seneca.

Carried.

5.5 Confirm and Ratify Motion

Moved by E. Valvasori, seconded by E. van Wageningen,

That the following motion **BE CONFIRMED AND RATIFIED**:

That the Windsor Bicycling Committee enthusiastically supports the proposal to create a separated bike lane pilot project along University Avenue in 2022.

Carried.

5.6 2022 Budget Deliberations

The Chair advises that the full-time Active Transportation Position – Active Transportation Engineer is not being recommended in the 2022 budget.

Moved by K. Acton, seconded by J. Macasaet-Bondy,

That City Council **BE REQUESTED** to consider funding Budget Item 22-0171 – Addition of Active Transportation Position – Active Transportation Engineer.

Carried.

6. Date of Next Meeting

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

7. Adjournment

There being no further business, the meeting is adjourned at 6:32 o'clock p.m.

CHAIR

COMMITTEE COORDINATOR