

AGENDA
and Schedule "A"
to the minutes of the
Windsor Bicycling Committee meeting held
Tuesday November 29, 2011
at 5:00 o'clock p.m.
Room 204, 400 City Hall Square East



1. **CALL TO ORDER**

2. **DECLARATIONS OF CONFLICT**

3. **MINUTES**

Adoption of the minutes of the meeting held Tuesday, October 11, 2011– ***(previously distributed).***

4. **BUSINESS ARISING FROM THE MINUTES**

- 4.1 Windsor Bicycling Committee Mandate . *Motion to approve the **attached** Revised Mandate/Terms of Reference*

5. **BUSINESS ITEMS**

- 5.1 **"Share the Road Cycling Coalition Bicycle Friendly Community Designation"**
- 5.2 **Children's Safety Village**
- 5.3 **2011 WBC Budget**

6. **COMMUNICATIONS**

- 6.1 Letter from the Premier of Ontario dated September 27, 2011 regarding a "provincial bicycle policy" – **attached.**
- 6.2 Article from the Atlantic Cities dated October 28, 2011 entitled "How Much is a Bike Trail Worth?" – **attached.**

7. **DATE OF NEXT MEETING**

The next meeting will be held on Tuesday January 10, 2012 at 5:00 o'clock p.m. in Room 406, 400 City Hall Square East.

8. **ADJOURNMENT**

Windsor Bicycling Committee - October 2011

Mandate and Terms of Reference

Preamble

The current Windsor Bicycling Committee was originally established in 1987 as the Bikeways Ad Hoc Steering Committee whose main role was to advise City council on matters pertaining to the establishment of a network of recreational and commuter routes for cyclists in the City of Windsor. The group worked closely with all levels of the City's administration to develop an implementation plan. This resulted in the Bicycle Use Development Study, prepared by Victor Ford & Associates. This plan was adopted in principle by City Council in late 1990.

Since the bicycling study was approved by Council a number of the proposed routes have either been constructed or incorporated into plans for future developments. The Bikeways Ad Hoc Steering Committee changed its name to the Windsor Bicycling Committee during 1991 and has expanded its mandate accordingly.

1. Mandate

The purpose of the Committee is to enhance the safety and viability of bicycling in the City of Windsor. It acts as an advocate for the growth of bicycling as a form of recreation and transportation that is affordable, energy efficient, non-polluting, quiet, and promotes fitness. The committee acts as an effective advisor to Council and City departments on matters relating to bicycling in Windsor.

2. Composition

The Windsor Bicycling Committee shall consist of a maximum of 9 voting members and non-voting resource members.

3. Appointment and Term

Windsor City Council shall appoint the members of the Windsor Bicycling Committee.

The term of Committee membership shall be established by Windsor City Council and is currently approved to be the same as the term of Windsor City Council (4 years). A Committee member may be offered and accept consecutive terms subject to the approval of Windsor City Council.

A Chairperson and Vice Chairperson shall be chosen by a majority vote of the Committee members. The position of Chairperson and Vice Chairperson shall be held for the same term as the Committee member term. At the expiration of the term, the outgoing Chairperson and Vice Chairperson may, subject to the approval of Windsor

City Council, remain as a Committee member and may be nominated for the position of Chairperson and Vice Chairperson for consecutive terms.

4. Education and Information

- Increase public awareness of cycling - www.cyclewindsor.ca website, events which include Bike the Bridge, Bike to the Fireworks, Ride your Bike to Work
- Promotion of cycling facilities and programs developed by the city, or by groups within the city
- Development and/or promotion of cyclist education courses, in liaison with Windsor Police Services, schools and other groups
- Education/public awareness campaigns for motorists
- Recruitment of those with skills in these areas to volunteer or to train others

5. Vacancy

The Committee may, but is not required to, recommend persons to fill a vacancy if such recommendation is approved by a majority vote of the members present. A vacancy, and any recommended replacements shall be reported by the Chair of the Windsor Bicycling Committee to Windsor City Council. Windsor City Council shall appoint a replacement for the unexpired term of the vacant position.

6. Absenteeism

Any member who is absent from three consecutive meetings without the express approval of the Committee given at a scheduled meeting will be deemed to have resigned from the Committee at the end of the third meeting.

Any member who is absent from 30% of the meetings during any one calendar year without the express approval of the Committee given at a scheduled meeting will be deemed to have resigned from the Committee.

Any vacancies resulting from absenteeism will be filled pursuant to Item # 4 of this Terms of Reference.

7. Quorum

The quorum of the Windsor Bicycling Committee is 5 voting members.

8. Frequency of Meetings

The Committee shall hold a minimum of 4 (four) meetings in each calendar year.

9. Conduct of the Meeting

Meetings shall generally be guided by the following:

- (i) The order of business shall ordinarily be as set out in the Agenda, except that the items may be taken up out of order or added to the agenda at the discretion of the Chair by a majority vote of the members present.
- (ii) All decisions of the Committee shall be made by resolution approved by a majority vote of all members present.
- (iii) The Chair shall generally conduct the meeting in accordance with standard Rules of Procedure.
- (iv) In the event of absence of the Chair, the Vice-Chair shall chair the meeting.
- (v) In the event of absence of the Chair and Vice-Chair, a person chosen by a majority vote of the members present shall chair the meeting provided a quorum is present.
- (vi) A person or persons may be invited to one or more Committee meetings as additional resource to discuss and provide guidance, input or information relevant to a specific subject matter under discussion by the Windsor Bicycling Committee provided the invitation is approved by a majority vote of the members present.

10. Agenda and Minutes

An Agenda will be provided prior to each meeting. Committee members may suggest items for the agenda to the Chair who may direct that item to be scheduled.

Minutes shall be taken of all meetings of the Committee and shall be distributed as soon as possible to all Committee members.

All matters related to recording and distributing the Minutes shall comply with the City of Windsor policies governing the recording and distribution of the Minutes of a Committee of City Council.

11. Advocacy and Monitoring

- Monitor City, Provincial and Federal Governments and their committees, departments and agencies, in order to support pro-cycling measures.
- Maintain liaison with other groups such as the Ontario Cycling Association, Bike Windsor, Share the Road Cycling Coalition and Michigan Trails & Greenways Alliance.

The Premier
of Ontario
Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A1

Le Premier ministre
de l'Ontario
Édifice de l'Assemblée législative
Queen's Park
Toronto (Ontario)
M7A 1A1

CITY OF WINDSOR
COUNCIL SERVICES

OCT 02 2011

MB/5331



RECEIVED
COUNCIL AGENDA
COMMUNICATIONS
OCT 17 2011
NO. 1

Ontario
Communications
File
cc. - E. Def Operations
- Coordinator,
Windsor City Centre

September 27, 2011

Mr. Steve Vlachodimos
Senior Manager of Council Services/Deputy Clerk
City of Windsor
203-350 City Hall Square West
City Hall
Windsor, Ontario
N9A 6S1

Dear Mr. Vlachodimos:

Thank you for your letter of September 14 informing me of council's resolution regarding provincial bicycle policy. I appreciate your keeping me apprised of council's position.

As this issue falls under the responsibility of the Honourable Kathleen Wynne, Minister of Transportation, I have sent her a copy of council's resolution. I trust that the minister will also take council's views into consideration.

Thank you again for the information.

Yours truly,

A handwritten signature in black ink that reads "Dalton McGuinty". The signature is written in a cursive, flowing style.

Dalton McGuinty
Premier

c: The Honourable Kathleen Wynne





THE CITY OF WINDSOR

COUNCIL SERVICES DEPARTMENT

VALERIE CRITCHLEY
CITY CLERK

IN REPLY, PLEASE REFER
TO OUR FILE NO. _____

September 14, 2011

The Honourable Dalton McGuinty
Premier of Ontario
Legislative Building
Queens Park
Toronto, Ontario
M7A 1A1

Dear Premier McGuinty,

At its meeting held September 6, 2011, Windsor City Council adopted the following motion:

WHEREAS the provinces of British Columbia and Quebec have both provided funding to municipalities in order to enhance bicycling infrastructure; and

WHEREAS cycling is a growing mode of transportation and recreation in Ontario and in the City of Windsor; and

WHEREAS the Province of Ontario through the Ministry of Transportation is now updating the provincial bicycle policy;

THEREFORE BE IT RESOLVED THAT all provincial parties in Ontario be encouraged to proceed with the Ministry of Transportation Bicycle Policy Update and to provide sustainable funding to municipalities so as to enhance bicycling infrastructure in Ontario and thus encourage the ensuing benefits bicycling provides by way of enhanced community liveability, public health and safety.

Carried.

Your consideration for City Council's motion is appreciated.

Yours very truly,

Steve Vlachodimos
Senior Manager of Council Services/Deputy City Clerk



THE CITY OF WINDSOR

COUNCIL SERVICES DEPARTMENT

VALERIE CRITCHLEY
CITY CLERK

IN REPLY, PLEASE REFER
TO OUR FILE NO. MB/5331

September 14, 2011

Ms. Andrea Horwath
MPP – Hamilton Centre
Leader, New Democratic Party of Ontario
Room 113, Main Legislative Building, Queen's Park
Toronto, Ontario
M7A 1A5

Dear Ms. Horwath

At its meeting held September 6, 2011, Windsor City Council adopted the following motion:

WHEREAS the provinces of British Columbia and Quebec have both provided funding to municipalities in order to enhance bicycling infrastructure; and

WHEREAS cycling is a growing mode of transportation and recreation in Ontario and in the City of Windsor; and

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Carried.

Your consideration for City Council's motion is appreciated.

Yours very truly,

Steve Vlachodimos
Senior Manager of Council Services/Deputy City Clerk



THE CITY OF WINDSOR

COUNCIL SERVICES DEPARTMENT

VALERIE CRITCHLEY
CITY CLERK

IN REPLY, PLEASE REFER
TO OUR FILE NO. MB/5331

September 14, 2011

Mr. Tim Hudak
MPP - Niagara West - Glanbrook
Leader of the Official Opposition
Room 381, Main Legislative Building
Queen's Park
Toronto, Ontario
M7A 1A8

Dear Mr. Hudak,

At its meeting held September 6, 2011, Windsor City Council adopted the following motion:

WHEREAS the provinces of British Columbia and Quebec have both provided funding to municipalities in order to enhance bicycling infrastructure; and

WHEREAS cycling is a growing mode of transportation and recreation in Ontario and in the City of Windsor; and

WHEREAS the Province of Ontario through the Ministry of Transportation is now updating the provincial bicycle policy;

THEREFORE BE IT RESOLVED THAT all provincial parties in Ontario be encouraged to proceed with the Ministry of Transportation Bicycle Policy Update and to provide sustainable funding to municipalities so as to enhance bicycling infrastructure in Ontario and thus encourage the ensuing benefits bicycling provides by way of enhanced community liveability, public health and safety.

Carried.

Your consideration for City Council's motion is appreciated.

Yours very truly,

Steve Vlachodimos
Senior Manager of Council Services/Deputy City Clerk



How Much is a Bike Trail Worth?

JULIE IRWIN ZIMMERMAN OCT 28, 2011 5 COMMENTS



With budget crises a reality for local governments all over the country, recreation amenities like bike trails are often the first places to look for cuts. But according to research coming out of the University of Cincinnati, proximity to trails in urban areas increases property values, which in turn boosts the amount of property taxes filling government coffers.

The research, by planning professor Rainer vom Hofe and economics professor Olivier Parent, looked at houses along a 12-mile stretch of the Little Miami Scenic Trail, a former rail line that cuts across the northeastern portion of Cincinnati. The pair found that home buyers were willing to pay a premium of \$9,000 to be within 1,000 feet of access to the trail.

"A bike trail like this has many types of returns. Residents can use it as a way to commute, and most people use it for recreation," says vom Hofe. "For local governments, you can make a strong argument that they get back some of the money invested in these public amenities in the form of higher property taxes. We see positive spillover in more densely populated urban areas as well as less densely populated, suburban areas." The study looked at 1,762 houses, worth an average of \$263,517, that were located within 10,000 feet of the trail.

Although there's no comprehensive way to track local spending on bike trails, there have been several proposals this year to cut federal funding for bike paths. Congressman John Mica of Florida called for eliminating the Transportation Enhancements and Recreational Trails programs, which fund many bike trails. Sen. Rand Paul of Kentucky wants to divert funds for the Transportation Enhancements program to bridge repair, while Sen. James Inhofe has said one of his top three priorities is to eliminate "frivolous spending for bike trails."

The bike-trail research backs up previous studies that have found links between bike paths and increased real-estate values. As vom Hofe was conducting his study, he was also on the hunt for a new house, which gave him insight into the amenities people look for when choosing where to live. And while he concedes that access to recreation isn't as important as, say, a school district for many home buyers, he points out that trails are especially attractive in cities that are far from oceans, mountains and other natural attractions.

"Many cities don't have the great outdoors next door," he says. "They have to look at what they do have, and things like parks and trails and green space are all assets that people are willing to pay more to be located near."

Keywords: Bike Trails

