CITY OF WINDSOR MINUTES 11/29/2023

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, November 29, 2023
Time: 4:30 o'clock p.m.

Members Present:

Councillors
Ward 2 - Councillor Fabio Costante (Chairperson)
Ward 3 - Councillor Renaldo Agostino
Ward 4 - Councillor Mark McKenzie
Ward 8 - Councillor Gary Kaschak
Ward 9 - Councillor Kieran McKenzie

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Sandra Gebauer, Council Assistant

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Mark Winteron, Commissioner, Infrastructure Services & City Engineer (Interim)
Shawna Boakes, Executive Director Operations / Deputy City Engineer
Tyson Cragg, Executive Director Transit Windsor
James Chacko, Executive Director, Parks & Facilitites
Tony Ardovini, Deputy Treasurer Financial Planning
Mark Spizzirri, Manager Performance Measurement & Business Case Development
Colleen Middaugh, Manager of Corporate Projects
Fahd Mikhael, Manager Design
Adam Pillon, Manager of Right-of-Way
Clare Amicarelli, Transportation Planning Coordinator
Emily Bertram, Emergency Planning Officer
Paul Mourad, Engineer III, Design Standards Lead
Amy Kurek, Technologist II
Patrick Muzyka, Engineer II
Adam Mourad, Engineer II
Anna Ciacelli, Deputy City Clerk

1. CALL TO ORDER

The Chairperson calls the meeting of the Environment, Transportation & Public Safety Standing Committee to order at 4:30 o'clock p.m.

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

3. ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE

3.1. Adoption of the Environment, Transportation & Public Safety Standing Committee minutes (Transit matter items only) of its meeting held October 25, 2023

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Gary Kaschak

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee (Transit matter items only) meeting held October 25, 2023 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 284/2023

3.2. Adoption of the Environment, Transportation & Public Safety Standing Committee minutes (Excluding Transit matter items) of its meeting held October 25, 2023

Moved by: Councillor Renaldo Agostino
Seconded by: Councillor Mark McKenzie

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee (Excluding Transit matter items) meeting held October 25, 2023 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 284/2023

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

See item 8.9.

5. COMMUNICATIONS

None presented.

6. PRESENTATIONS AND DELEGATIONS

8.4. Vision Zero Action Plan Final Report - City-wide

Shawna Boakes, Executive Director, Operations/Deputy City Engineer

Shawna Boakes, Executive Director, Operations/Deputy City Engineer appears before the Environment, Transportation & Public Safety Committee regarding the administrative report entitled, "Vision Zero Action Plan Final Report – City Wide" and provides a brief summary of the Vision Zero plan and summarizes highlights of the overall goal, the steps required and items being implemented to achieve this goal including Canadian Vision Zero Adopters; Supplemental Vision Zero Implementation Plan; Recommended Initiatives for Immediate Action; Road Safety Management Process; Costs; Monitoring and Reporting; All-Way Stops & 40 km/h Residential Speed Limits; and References.

Nicholas Lamoreaux, Bike Windsor Essex and Ward 3 resident

Nicholas Lamoreaux, Bike Windsor Essex and Ward 3 resident appears before the Environment, Transportation & Public Safety Committee regarding the administrative report entitled "Vision Zero Action Plan Final Report – City Wide" and is available for questions.

Councillor Mark McKenzie inquires whether the data suggests that speed reduction will have a positive impact. Ms. Boakes indicates that posted speed reduction does not necessarily mean that drivers will reduce their speed.

Councillor Mark McKenzie inquires about the status of the implementation of automated speed enforcement. Ms. Boakes indicates that they anticipate a report to come forward in early spring to the Standing Committee as they are working with the vendor who won the tender from the city of Toronto to be able to finalize some data.

Councillor Mark McKenzie inquires whether the City is considering implementing pedestrian head start signals. Ms. Boakes indicates they are reviewing the data that will indicate where there is the highest volume of pedestrians which will lead to where to implement them.

Councillor Mark McKenzie inquires whether there is any data about a reduction of the number of drivers running red lights. Ms. Boakes indicates that there has not been a reduction and the numbers have been consistent since installation.

Councillor Mark McKenzie inquires whether there has been any discussion regarding increasing speed limits on collector roads in order to direct traffic away from residential roads. Ms. Boakes indicates no there hasn't, but it is something to be considered once the data is available and has been reviewed.

Councillor Mark McKenzie inquires about any cost savings that may materialize with neighbourhood speed reduction as it relates to signage. Ms. Boakes indicates the cost would be based on the neighbourhoods chosen, they can sign all streets as 40 or they can sign the entrance to the neighbourhood as a whole.

Councillor Renaldo Agostino inquires whether administration has statistics of what the most effective implementation of speed reduction in neighbourhoods would be. Ms. Boakes indicates that there is not enough data regarding speed humps, the data they have suggests that bollards had more impact than speed limit signs.

Councillor Renaldo Agostino inquires whether bollards can be installed and kept year round. Ms. Boakes indicates that the bollards are removed during the winter months for snow removal, and they try to get them back out as soon as possible in the spring.

Councillor Renaldo Agostino inquires whether there is any data about speeding when the bollards are removed and whether it increases. Ms. Boakes indicates they don't have the data yet.

Councillor Renaldo Agostino inquires whether bollards are implemented in residential neighbourhood streets and would they be effective. Ms. Boakes indicates that the bollards are more challenging on residential streets that have alternating parking. Ms. Boakes adds that they could potentially implement them when turning off of the main roads onto the residential streets which may give the impression that there will be more throughout the neighbourhood which may deter them from entering the area so as to avoid them.

Councillor Gary Kaschak inquires about administrations thoughts on additional rumble strips throughout the city. Ms. Boakes indicates that they didn't see a significant speed reduction after the installation of the rumble strips, and the bollards were definitely much more effective.

Councillor Gary Kaschak inquires about the data that comes from the radar feedback signs. Ms. Boakes indicates that the data comes from a number of places ADT tubes are more inconspicuous and give a more accurate speed as drivers don't realize they are being clocked for speed and they also have radar trailers that are harder to acquire but are downloading the data quarterly.

Councillor Gary Kaschak inquires whether the Walkerville and Ouellette Avenue areas would be good locations to look at reducing speed limits. Ms. Boakes indicates that both are arterial roads which fall under major street category which haven't been considered, but once we have more data it may be something that can be presented to council for further direction.

Councillor Kieran McKenzie inquires about the process related to the development of the complete street policy, whether it will come back to this committee and then to council and how does that inform future street design for new infrastructure and how will it affect existing infrastructure reform. Ms. Boakes indicates that any policy that they develop will come back to committee and then to council. Ms. Boakes adds that they will be working with a number of different groups to develop the policy including engineering, planning and transit. They will also look at budgetary changes that will be affected as a result of the policy.

Councillor Kieran McKenzie inquires whether it is a reasonable expectation that as we look at reconstruction projects, in regards to the new policy, will we be looking to implement the new measures. Ms. Boakes indicates that once the policy is presented, council can direct administration in that regard.

Councillor Kieran McKenzie inquires whether a complete street policy applies in the context of rural cross sections the same as it would in other areas throughout the city. Ms. Boakes indicates that they would look at all the cross sections within the city to see how they would fit within the framework.

Councillor Kieran McKenzie indicates in order to implement some of this, there are going to be capital expenditures and the necessity to obtain equipment that they don't have and council will need to consider making investments. Ms. Boakes indicates that when the policy is being brought forward, the recommendations in the report would note what those implications would look like.

Councillor Kieran McKenzie inquires whether active transportation is going to form part of this vision zero conversation moving forward. Ms. Boakes indicates that annual reviews will help to identify how small changes can affect the budget in ways that haven't been considered.

Councillor Kieran McKenzie inquires whether the data will give us the tools to aid in developing standards across all neighbourhoods. Ms. Boakes responds that some neighbourhoods contain residential streets that are functioning as collector roads which would require us to change the by-law which is why they are considering implementing the changes by neighbourhood which would occur over an extended period of time.

Councillor Renaldo Agostino inquires whether the speed cameras will be permanent or will they be portable to be relocated to different areas. Ms. Boakes indicates that most municipalities are doing a rotation with their cameras between 3-4 months. They can only be installed in school zones and community safety zones and must be signed that the cameras will be implemented 90 days before they can start recording.

Councillor Renaldo Agostino inquires whether administration has statistics about how much revenue has been collected from red light cameras since their implementation. Ms. Boakes indicates that the revenue is approximately $500,000 which is split with the county.

Councillor Renaldo Agostino inquires whether that revenue can be put back into traffic calming measures. Ms. Boakes indicates they will have to report back to where the revenue is going.

Councillor Mark McKenzie inquires whether there will be an education component to this plan. Ms. Boakes indicate that the education portion is very important and administration will focus on educational campaigns.

Councillor Kieran McKenzie inquires on the enforcement side, are they able to use the tools being considered to be able to direct some enforcement resources to affected areas. Ms. Boakes indicates that they are trying to work more closely with law enforcement to share data and to encourage residents to report speeding concerns through the police website.

Councillor Kieran McKenzie asks the delegate Mr. Lamoreaux, if he can provide his perspective of concerns from the cycling community as it relates to items that could be addressed through this process. Mr. Lamoreaux indicates that he is in support of the report and that the report is heavily focused on the automobile and not so much on the pedestrian and active transportation users. He adds that there should be a greater collaboration with the active transportation user to be able to create a more cohesive plan.

Councillor Kieran McKenzie inquires as to the extent that the ATMP will be part of the Vision Zero process moving forward. Ms. Boakes indicates that the concept of what they are trying to achieve is zero death or major injury by making the roadways more comfortable for active transportation users, and adds that the two are tied together.

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 974** CR360/2023 ETPS 950 CR169/2021 ETPS 822

1. THAT the Vision Zero Action Plan provided as Appendix A and the Supplemental Action Plan provided as Appendix B to report S 33/2023 “Vision Zero Action Plan Final Report” **BE ADOPTED**; and,

2. THAT City Council **APPROVE** a transfer of funding in the amount of $40,000 from the Budget Stabilization Reserve, Fund 139, to a new capital project for salary and fringe costs for three Co-Op students for three school terms in 2024; and,

3. THAT City Council **APPROVE** a transfer of funding in the amount of $15,000 from the Budget Stabilization Reserve, Fund 139, to a new capital project for salary and fringe costs for a Co-Op Student for the first school term of 2025; and,

4. THAT City Council **APPROVE** a transfer of funding in the amount of $23,404.85 from the Budget Stabilization Reserve, Fund 139, to a new capital project to purchase and set up Traffic Engineering Software (TES) provided by True North Safety Group (TNS Group); and,

5. THAT the CFO/City Treasurer **BE DIRECTED** to include a new capital project in the 2024 10-year capital plan with funding as outlined above in order to action the Vision Zero Action Plan; and,

6. THAT Administration **BE DIRECTED** to bring forward initiatives in the Vision Zero Action Plan forward for funding consideration for future budgets in accordance with the Action Plan’s implementation plan; and,

7. THAT Administration **BE DIRECTED** to report back to Council annually with details of progress toward the Vision Zero Action Plan’s goals; and,

8. THAT Administration **BE DIRECTED** to carry out reviews of the Vision Zero Action Plan at the intervals specified in the Action Plan; and,

9. THAT Administration **BE DIRECTED** to report back on costing and implementation details to change residential speed limits to 40 km/hr city wide and that this report **BE PROVIDED** to a future Environment, Transportation & Public Safety Standing Committee meeting; and,

10. THAT the existing Always Stop Policy **REMAIN** status quo.

Carried.

Report Number: S 33/2023 & SCM 109/2021 & S 13/2021 & SCM 212/2023 & S 70/2023
Clerk's File: ST/13714 & ST2021 & SW2023 & ACOQ2023

8.2. CQ 13-2023 - Front Yard Parking Best Practice 2.2.2

Bobbie Bruneau, ward 4 resident

Bobbie Bruneau, ward 4 resident appears before the Environment, Transportation & Public Safety Committee regarding the administrative report entitled "CQ 13-2023 - Front Yard Parking Best Practice 2.2.2" and expresses concern with the lack of available on-street parking, alley maintenance and snow removal during the winter months as it relates to ease of access and overall quality of life and requests the by-law to be changed to allow for front yard parking.

Mary Touma, ward 3 resident

Mary Touma, ward 3 resident appears before the Environment, Transportation & Public Safety Committee regarding the administrative report entitled "CQ 13-2023 - Front Yard Parking Best Practice 2.2.2" and expresses concern with the lack of available on-street parking, alley maintenance and snow removal during the winter months as it relates to ease of access and overall quality of life and requests the by-law to be changed to allow for front yard parking.

Councillor Mark McKenzie requests that administration provide some background on how and why the policy was implemented. Adam Pillon, Manager Right of Way appears before the Environment, Transportation & Public Safety Committee regarding the administrative report entitled "CQ 13-2023 - Front Yard Parking Best Practice 2.2.2" and indicates that in 2010 by-law 25-2010 was created. The engineering best practice was created around this by-law to provide consistent rules and regulations around driveways. It wasn't intended for a specific area or ward. Appendix C relates to Additional Dwelling Units (ADU's) and has no bearing on the best practice. It specifically relates to the requirement for an ADU parking spot.

Councillor Mark McKenzie inquires whether this policy discourages ADUs as a result of the existing parking issues and how does the City plan to address this moving forward. Mr. Pillon indicates that as far as ADUs are concerned, the additional parking space is not required where there are hard-surface paved alleyways. In the rest of the city, front yard parking is allowed where there is no alley access.

Councillor Mark McKenzie inquires about what is being done with regards to the maintenance and safety of the alleyways as it relates to snow removal, lighting and security. Ms. Boakes indicates that through consultation with police, the intention of using the alley and having vehicles in the alley creates a presence which can deter vandalism and other issues. Ms. Boakes adds that there is an alley lighting policy that allows residents to request lighting within their alley through a petition process. The initial installation costs are divided amongst the beneficiary resident user area and maintenance costs are carried by the city.

Councillor Mark McKenzie requests that Administration clarify where permit parking is allowed. Ms. Boakes indicates that when a permit request is brought forward, they would need to look at

an entire area to implement permit parking with over a 90% petition process because there is a cost associated and maintenance.

Councillor Mark McKenzie inquires whether there is data that shows that when there are parking issues that permit parking can help or does it cause other problems. Ms. Boakes indicates that the problem can be compounded as a result of permit parking. She adds that where the problem previously existed, it is now pushed from one street to the next to the next.

Councillor Mark McKenzie asks Administration has there ever been an instance where we have waived the cost of permit parking for residents. Ms. Boakes indicates that there has not been an instance where the cost has been waived.

Councillor Mark McKenzie inquires about whether there is a policy for accessible parking. Ms. Boakes indicates that accessible on-street parking spaces are not reserved for any one person. Any person with an accessible permit can park in those spaces. If someone has a driveway access or garage off the alley, they are not eligible for an on-street accessible space.

Councillor Mark McKenzie inquires about the alley maintenance standards and whether there is a timeline to when that will be brought forward. Mark Winterton, Interim Commissioner, Infrastructure Services & City Engineer appears before the Environment, Transportation & Public Safety Committee regarding the administrative report entitled “CQ 13-2023 - Front Yard Parking Best Practice 2.2.2” and indicates that there is a great need and not enough funds to go around, he adds that alleys are meant to be safe, without obstruction, but lighting, draining, paving of alleys are not typically in the budget.

Councillor Renaldo Agostino inquires with the electrification of vehicles, have we thought about the next decade and how we are going to be charging our vehicles, will there be cable management on sidewalks. Mr. Winterton indicates that the City is thinking about that, but the evolution is going to push for electric charging stations in neighbourhoods. Mr. Winterton adds that we don’t intend for extension cords to be stretched across sidewalks. As battery life and charging capability expand, there may not be as big of an issue as currently presented.

Councillor Gary Kaschak inquires whether parking on one side of the street year round be an option that could help alleviate the burden. Ms. Boakes indicates that the current policy for changing parking on the street is resident driven. The resident would need to call to propose the change they would like to see and would need 60% approval from the affected residents.

Councillor Gary Kaschak inquires what the process is to allow a front yard driveway as it relates to applications and cost. Mr. Pillon indicates that the process would begin with a permit application with a fee of $227 and a $1000 deposit that is returned once the final inspection is completed. Front yard parking is required to have a hard surface at the front of the house within 1 year of the approval of the application.

Councillor Gary Kaschak inquires about residents with no driveway compared to residents that have an existing driveway that would like to add additional parking, would it be a similar process. Mr. Pillon indicates that the zoning by-law restricts hard surface within the front yard to 50%. If there is a paved alley access at the rear, you would not be allowed a permit as it currently stands. You could apply for a side yard driveway permit if space allowed.

Councillor Gary Kaschak inquires if someone was to get a front yard parking space, they would lose a spot in front of the house and whether that would equal out or is there more on-street parking lost as a result of the curb cut for the driveway. Mr. Pillon indicates that it could result in the loss of 2 to 3 parking spaces depending on the location of the driveway and the space between the next curb cut as you cannot park in front of a curb cut.

Councillor Gary Kaschak inquires whether the backyard parking off an alley would require any permit or inspection from the city. Mr. Pillon indicates that a permit is not required for residential access to an alley, but the zoning by-law would require a hard surface and as long as it does not drain towards the alley.

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Renaldo Agostino

THAT the report of the Technologist II, dated November 9, 2023, entitled "CQ 13-2023 - Front Yard Parking Best Practice 2.2.2" BE RECEIVED for information; and,

THAT the City of Windsor Bylaw 9023 which regulates vehicular parking within the limits of the City of Windsor on municipal streets, municipal parking lots, and private property BE AMENDED to allow for residents to apply for a minor variance to permit front yard parking in a residential district.

The motion is **put** and **lost**.

Aye votes: Councillors Renaldo Agostino and Mark McKenzie.
Nay votes: Councillors Kieran McKenzie, Fabio Costante, and Gary Kaschak.
Absent: None.
Abstain: None.

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Gary Kashack

Decision Number: **ETPS 972**
THAT the report of the Technologist II, dated November 9, 2023, entitled "CQ 13-2023 - Front Yard Parking Best Practice 2.2.2" **BE RECEIVED** for information.
Carried.
Councillors Mark McKenzie and Renaldo Agostino voting nay.

Report Number: S 150/2023
Clerk's File: ST2023

8.6. Class Environmental Assessment for the Wyandotte Street East Extension and Jarvis Avenue - Ward 7

Diane Russett, Ward 7 resident

Diane Russett, Ward 7 resident appears before the Environment, Transportation & Public Safety Committee regarding the administrative report entitled "Class Environmental Assessment for the Wyandotte Street East Extension and Jarvis Avenue - Ward 7" and expresses concern with the

proposed extension of Wyandotte Street East to Jarvis Avenue as it relates to an increased volume of traffic, reduced air quality, reduced quality of life and sense of community.

Sondra Jacobson, Ward 7 resident

Sondra Jacobson, Ward 7 resident appears before the Environment, Transportation & Public Safety Committee regarding the administrative report entitled "Class Environmental Assessment for the Wyandotte Street East Extension and Jarvis Avenue - Ward 7" and expresses concern with the proposed extension of Wyandotte Street East to Jarvis Avenue as it relates to infrastructure, storm sewers and flooding and concludes by suggesting that the Jarvis street reconstruction be considered as a separate project from the Wyandotte extension.

Chris Jacobson, Ward 7 resident

Chris Jacobson, Ward 7 resident appears before the Environment, Transportation & Public Safety Committee regarding the administrative report entitled "Class Environmental Assessment for the Wyandotte Street East Extension and Jarvis Avenue - Ward 7" and inquires about the intention of the City of Windsor to replace storm sewers, based on the 2016 state of emergency with the flooding in the area, and which direction the water will flow; and concludes by inquiring about residents being able to hook up sump pump systems to the storm system; and what the LIP process and costs will be.

Councillor Gary Kaschak inquires whether the sewer on Jarvis a combined system. Fahd Mikhael, Manager, Engineering Design appears before the Environment, Transportation & Public Safety Committee regarding the administrative report entitled "Class Environmental Assessment for the Wyandotte Street East Extension and Jarvis Avenue - Ward 7" and indicates that there are separate storm and sanitary systems with side ditches. Administration indicates that the storm sewer will be connected towards Castle Hill. Administration adds that that during planning and design, the requirements for capacity are checked.

Councillor Gary Kaschak requests that Administration clarify the cost sharing to the residents. Administration indicates that there is a set rate for the sanitary and storm sewers, and anybody that is not currently served by one of those sewers would be charged a fee according to the current user fee schedule as well as the PDC connection. There are some other items missing such as curb and gutter which would be included in the Local Improvement Program (LIP).

Councillor Gary Kaschak requests confirmation if the costs are based on frontage of the properties. Administration indicates that the sewers are a per meter cost.

Councillor Gary Kaschak requests confirmation that if the Environmental Assessment on Wyandotte is approved by council, does this mean that Jarvis will be approved automatically, or does it still need to go through the LIP process. Administration indicates that this will approve the EA only, it does not include construction at this time as there is not enough money in the budget. If the full construction is approved, the LIP will come into play. Administration reiterates that this report refers to the approval of the Environmental Assessment only, the actual completion of the project would depend on funding being allocated as part of the Budget Deliberation process.

Councillor Kieran McKenzie inquires whether expropriation would be required in order to connect Wyandotte to Jarvis. Administration indicated currently, no. But if Wyandotte were to straighten out to connect to Dillon, this EA would need to be rejected and ask to pursue the expropriation of about 3 properties at about $1.5 million dollars.

Councillor Kieran McKenzie requests that Administration confirm that this proposed project would discourage people from using Wyandotte and to continue to use Riverside Drive to go east/west. Administration indicates that is the thought.

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Kieran McKenzie

Decision Number: **ETPS 976**

I. THAT Council **ENDORSE** the Project File Report for the Wyandotte Street East Extension and Jarvis Avenue Schedule 'B' Municipal Class Environmental Assessment as a planning document with recommendations supporting the Preferred Solution and Preferred Design as identified and prepared by the Engineering Department, City of Windsor, dated November 3, 2023; and,

II. THAT Administration **BE DIRECTED** to finalize the Project File Report for the Wyandotte Street East Extension and Jarvis Avenue Municipal Class Environmental Assessment and issue the Notice of Study Completion in accordance with the Municipal Class Environmental Assessment planning process to commence the minimum of 30-day review period immediately following finalizing the Environmental Assessment.

Carried.

Report Number: S 149/2023
Clerk's File: SW/14693

7. COMMITTEE MATTERS

7.1. Minutes of the Windsor Licensing Commission of its meeting held October 5, 2023

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 968**
THAT the minutes of the Windsor Licensing Commission meeting held October 5, 2023 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 280/2023

7.2. Minutes of the Vision Zero Stakeholder Group of its meeting held March 22, 2023

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 969**
THAT the minutes of the Vision Zero Stakeholder Group meeting held March 22, 2023 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 129/2023

7.3. Essex Windsor Solid Waste Authority (EWSWA) Board Meeting Minutes from September 13, 2023

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 970**
THAT the minutes of the Essex Windsor Solid Waste Authroity (EWSWA) meeting held September 13, 2023 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 311/2023

8. ADMINISTRATIVE ITEMS

8.1. Feasibility of Crosswalk at Sunrise Assisted Living to Coventry/Reaume Park – Ward 6

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 971**
THAT the report of the Engineer II dated September 13, 2023 entitled “Feasibility of Crosswalk at Sunrise Assisted Living to Coventry/Reaume Park – Response to CQ 9-2023, Ward 6” **BE RECEIVED.**
Carried.

Report Number: S 120/2023
Clerk’s File: SW2023

8.3. CQ 17-2023 – Intelligent Transportation Systems Solutions

Councillor Renaldo Agostino inquires whether administration is concerned that they are going to be moving traffic into residential neighbourhoods, which will be coming east off Crawford. Administration responds that based on the configuration of that area, no. If a truck would try to detour that way, they would be going down Crawford until they got to Wyandotte and then use

Wyandotte to get where they were going. Typically truck traffic flows westbound towards the bridge. Any traffic being detoured would likely be small vehicles.

Councillor Renaldo Agostino inquires whether there is any indication of when the trains come by. Administration responds that there isn't a confirmed train schedule and that the railways will never commit to a schedule as they are not required to.

Councillor Renaldo Agostino inquires whether administration has advocated for funding for some type of overpass to the upper levels of government. Mr. Winterton indicates that the availability of federal funding is directly tied to international traffic and is on a case by case basis and the study required is extensive.

Councillor Kieran McKenzie inquires whether administration can confirm that trains at grade crossings do not have a limit to the amount of time that they are allowed to block a crossing. Mr. Winterton indicates that as long as they are shunting, there is no time limit.

Councillor Mark McKenzie asks Administration if there has been any discussion with the local MPs or minister of transportation if they will be opening up the Rail Safety Improvement Program. Ms. Boakes indicates that they are planning on opening the program, but there has been no indication of the date.

Moved by: Councillor Renaldo Agostino
Seconded by: Councillor Kieran McKenzie

Decision Number: **ETPS 973**
THAT Council **APPROVE** the installation of Intelligent Transportation Systems Solutions on Tecumseh Road West East of Crawford as outlined in the Discussion section of the report; and,

THAT administration **BE REQUESTED** to implement the necessary legal agreements that may be required; and,

THAT funding in the amount of up to $90,000 excluding HST **BE APPROVED** and that the amount **BE FUNDED** through project ID 7709000 using existing approved capital funding.
Carried.

Report Number: S 142/2023
Clerk's File: MTR2023

8.5 Truck Route Study Update Report

Councillor Kieran McKenzie inquires about the timeline and how it will align with investments being made in the community and how it may affect the truck routes. Ms. Boakes indicates that we have provided the consultant with everything we have regarding new developments that have come through, and the routes review will need to be completed on an ongoing basis as areas of the city change and develop.

Councillor Kieran McKenzie inquires about authority or enforcement tools the municipality has with respect to compliance. Ms. Boakes indicates that Windsor police and the MTO have authority to enforce the truck routes

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 975**
THAT the report by the Policy Analyst dated November 7, 2023 entitled, "Truck Route Study Update Report" **BE RECEIVED** for information.
Carried.

Report Number: S 144/2023
Clerk's File: SW/14579

8.7. Selection Criteria for Candidate Roads under the Local Residential Road Repair Program - City Wide

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 977**
THAT Council **RECEIVE** this report as directed by C39/2023; and further,

THAT Council **APPROVE** the strategies and rationale for selecting and prioritizing local residential road rehabilitation under the Local Residential Road Rehabilitation Program, as outlined in this report.
Carried.

Report Number: S 147/2023
Clerk's File: SW2023

8.8. Howard Avenue / South Cameron Intersection Project, Abandonment of Gravel Road Drain - Ward 9

Councillor Kieran McKenzie inquires if the abandonment of this drain will put residents at greater risk of flooding. Administration indicates it is not going to change anything at this time, hopefully it will eventually be enclosed and based on the study that will happen for the drainage, it will cover the whole thing.

Councillor Kieran McKenzie inquires as far as the enclosure and potential investments for that area, there is no current budget allocated for that, but it could potentially move forward if council supported. Administration responds that is correct, there is no budget currently for that area but it will happen eventually.

Councillor Kieran McKenzie requests confirmation that the final phase will allow the City to proceed with the connecting South Cameron with Provincial. Administration confirms that is correct.

Councillor Mark McKenzie requests clarification of the definition of the word abandoned as it relates to the drain. Administration indicates that it will no longer be under the drainage act, but will still be maintained by the city and will eventually be enclosed.

Councillor Mark McKenzie inquires whether the residents have been informed or consulted about what the City is proposing. Administration indicates that will be done also, and approval of the administrative recommendation will allow them to start notifying the residents

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 978**

I. THAT Council **ACCEPT** the recommendation of the City Engineer to abandon the Gravel Road Drain, as shown on attached Drawing C-3767 to be addressed under Section 84 of the *Drainage Act*; and further,

II. THAT Council **DIRECT** Administration to send a notice to all owners of land assessed for the drainage works stating intention to abandon the Gravel Road Drain; and further,

III. THAT Council **DIRECT** the City Solicitor to prepare a By-law to abandon the Gravel Road Drain under Section 84 of The *Drainage Act*, provided that no owner of land assessed for drainage works submits a notice requesting that the report of an engineer be made on the proposed abandonment.

Carried.

Report Number: S 154/2023
Clerk's File: SW/13959

8.9. Response to CQ 24-2023 Regarding Minimum Standards, Vendor Warranties, and Construction Policies for Road Repair, Sewer Infrastructure, and Road Rehab Projects - City Wide

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Renaldo Agostino

THAT the report of the Commissioner, Infrastructure Services dated November 10, 2023 entitled "Response to CQ 24-2023 Regarding Minimum Standards, Vendor Warranties, and Construction Policies for Road Repair, Sewer Infrastructure, and Road Rehab Projects" **BE DEFERRED** to a future Environment, Transportation, & Public Safety Standing Committee meeting to allow for Administration to provide more information.
Carried.

Report Number: S 155/2023
Clerk's File: SW2023

8.10. Emergency Management Program and Emergency Response Plan By-law

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 967**
THAT Council **RECEIVE** the report of the Emergency Planning Officer, dated November 15, 2023 entitled "Emergency Management Program and Emergency Response Plan By-law"; and,

THAT Council **APPROVE** a By-law to adopt the City's Emergency Management Program and Emergency Response Plan (the "By-Law"); and,

THAT the City Solicitor **BE DIRECTED** to prepare the By-law.
Carried.

Report Number: C 171/2023
Clerk's File: SWE/3069

9. TRANSIT BOARD ITEMS

9.1. Transit Windsor 2024 Operating Budget - City Wide

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Kieran McKenzie

Decision Number: **ETPS 979**
THAT the Environment, Transportation and Public Safety Standing Committee, sitting as the Transit Windsor Board of Directors **RECOMMEND** Transit Windsor's 2024 Operating Budget submission of $21,513,716, which is a $3,932,250 increase over the 2023 Budget to maintain current service levels; and,

THAT Transit Windsor's 2024 Operating Budget Submission **BE REFERRED** to Administration for consideration as part of the City's 2024 Operating Budget deliberations; and further,

THAT City Council **RECEIVE** the 2024 Operating Budget submission for information.
Carried.

Report Number: S 145/2023
Clerk's File: AFB/14256

9.2. Transit Windsor 2024 Operating Budget with Service Enhancements - City Wide

Councillor Kieran McKenzie requests that administration clarify that the transit board endorses the recommendations in the report. Tyson Cragg, Executive Director, Transit Windsor appears before the Environment, Transportation and Public Safety Standing Committee regarding the

administrative report entitled "Transit Windsor 2024 Operating Budget with Service Enhancements - City Wide" and responds that this committee acts as the board and assuming that it is endorsed by the board the enhancements will be considered in the overall budget.

Councillor Fabio Costante comments that this report will not come to council as a whole before the mayor tables the budget on January 9. This will be the last time that we can discuss this item before the budget is tabled.

Councillor Kieran McKenzie requests that Mr. Cragg speak briefly about the master plan and how the enhancements will advance us through that master plan. Mr. Cragg indicates that the enhancements further the master plan initiatives that we have been working through to focus on service improvements on areas of the city that are underserved due to frequency or lack of service. Also frequency improvements on the heavily used corridors specifically the north/south corridors.

Moved by: Councillor Kieran McKenzie
Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 980**
THAT the Environment, Transportation and Public Safety Standing Committee, sitting as the Transit Windsor Board of Directors **RECOMMEND** Transit Windsor's 2024 Operating Budget submission totalling $978,820 to fund the budget increase required for the proposed service enhancements; and,

THAT Transit Windsor's 2024 Operating Budget submission for the proposed service enhancements **BE REFERRED** to Administration for consideration as part of the City's 2024 Operating Budget deliberations; and further,

THAT City Council **RECEIVE** the 2024 Operating Budget service enhancement submission for information.
Carried.

Report Number: S 156/2023
Clerk's File: AFB/14256

10. ADOPTION OF TRANSIT BOARD MINUTES

None presented.

11. QUESTION PERIOD

None registered.

12. ADJOURNMENT

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 7:19 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held in January of 2024.
Carried.

Ward 2 – Councillor Costante (Chairperson)	Deputy City Clerk / Supervisor of Council Services