

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, May 24, 2023

Time: 4:30 o'clock p.m.

Location: Council Chambers, 1st Floor, Windsor City Hall

All members will have the option of participating in person in Council Chambers or electronically and will be counted towards quorum in accordance with Procedure By-law 98-2011 as amended, which allows for electronic meetings. The minutes will reflect this accordingly. Any delegations have the option to participate in person or electronically.

MEMBERS:

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

ORDER OF BUSINESS

Item #	Item Description
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1.	CALL TO ORDER
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READING OF LAND ACKNOWLEDGEMENT

We [] would like to begin by acknowledging that the land on which we gather is the traditional territory of the Three Fires Confederacy of First Nations, which includes the Ojibwa, the Odawa, and the Potawatomi. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

2.	DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF
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3.	ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE
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3.1.	Adoption of the Environment, Transportation & Public Safety Standing Committee minutes held March 29, 2023 (SCM 109/2023)
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4.	REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS
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5.	COMMUNICATIONS
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6.	PRESENTATIONS AND DELEGATIONS
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7.	COMMITTEE MATTERS
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7.1.	Report No. 156 of the Windsor Licensing Commission - Taxicab meter rate and tariffs (SCM 107/2023)
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7.2.	Essex-Windsor Solid Waste Authority (EWSWA) Minutes of the Regular Board Meeting held March 7, 2023 (SCM 149/2023)
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8. **ADMINISTRATIVE ITEMS**

- 8.1. Move Residential Alley Garbage Collection to Curbside - City Wide **(C 69/2023)**
- 8.2. Policy and Funding Program Review for Updating Narrow Streets - City Wide – CQ 8-2022. **(C 66/2023)**
- 8.3. Traffic Noise along the E.C. Row Corridor Close to Sensitive Land Uses without Sound Mitigation Measures – City Wide - CQ17-2022 **(C 67/2023)**
- 8.4. Response to CQ27-2021 - All-Way Stop Warrant - City Wide **(C 70/2023)**
- 8.5. Dandurand Avenue Pedestrian Generator Sidewalk (from Northwood Street to existing sidewalk (approximately 210m north)) - Ward 10 **(S 58/2023)**

9. **TRANSIT BOARD ITEMS**

10. **ADOPTION OF TRANSIT BOARD MINUTES**

11. **QUESTION PERIOD**

12. **ADJOURNMENT**

Item No. 3.1



Committee Matters: SCM 109/2023

Subject: Adoption of the Environment, Transportation & Public Safety Standing Committee minutes held March 29, 2023

Environment, Transportation & Public Safety Standing Committee Minutes

Date: Wednesday, March 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

Clerk's Note: Councillor Gary Kaschak participated via video conference (Zoom), in accordance with Procedure By-law 98-2011 as amended, which allows for electronic participation.

ALSO PARTICIPATING ARE THE FOLLOWING FROM ADMINISTRATION:

Chris Nepszy, Commissioner of Infrastructure Services

Shelby Askin Hager, Commissioner of Legal & Legislative Services

Phong Nguy, Manager of Contracts, Fields Services and Maintenance

Craig Robertston, Supervisor, Licensing / Deputy Licensing Commissioner

Jeff Hagan, Transportation Planning Senior Engineer

Mark Spizzirri, Manager Performance Management and Business Case Development

Anna Ciacelli, Deputy City Clerk / Supervisor of Council Services

ALSO PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Sandra Gebauer, Council Assistant

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1. CALL TO ORDER

Following the reading of the Land Acknowledgement, 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 held February 22, 2023

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

That the minutes of the Environment, Transportation & Public Safety Standing Committee meeting held February 22, 2023 (excluding Transit Matters) **BE ADOPTED** as presented.
Carried.

That the minutes of the Environment, Transportation & Public Safety Standing Committee meeting held February 22, 2023 (Transit Matters only) **BE ADOPTED** as presented.
Carried.

Report Number: SCM 64/2023

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

5. COMMUNICATIONS

None requested.

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6. PRESENTATIONS AND DELEGATIONS

8.2. Follow-up to CR30/2023 - Essex Terminal Railway Whistling Cessation - Ward 4

Tony De Thomasis, President & CEO, Essex Terminal Railway

Tony De Thomasis, President & CEO, Essex Terminal Railway appears via video conference before the Environment, Transportation & Public Safety Standing Committee regarding “Follow-up to CR 30/2023 – Essex Terminal Railway Whistling Cessation – Ward 4” and is available for questions.

Jack Weston, Superintendent, Essex Terminal Railway

Jack Weston, Superintendent, Essex Terminal Railway appears via video conference before the Environment, Transportation & Public Safety Standing Committee regarding “Follow-up to CR 30/2023 – Essex Terminal Railway Whistling Cessation – Ward 4” and is available for questions.

Councillor Mark McKenzie inquires about the minimum decibel levels that the trains have. Mr. Weston indicates that he doesn't have that information available although it does meet Transport Canada requirements, and will provide that information in the near future.

Councillor Mark McKenzie inquires about the increase in the number of trains in the area. Mr. Weston indicates to meet customer demand another shift was added.

Councillor Mark McKenzie inquires about determining whether the train whistle can be moved from the top of the train to the bottom. Mr. Weston indicates that there are specific regulations as to where the whistle has to be mounted which is on the roof, and free of any obstructions.

Councillor Mark McKenzie inquires as to whether administration has applied for funding through the Federal Rail Safety Improvement Plan. Chris Nepszy, Commissioner, Infrastructure Services appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report “Follow-up to CR 30/2023-Essex Terminal Railway Whistling Cessation-Ward 4” and indicates that the grant team looks for and applies for all types of grants. Mr. Nepszy provides a brief history and details of previous grant applications for rail crossings which date back to 2016-2017. Mr. Nepszy adds that sometimes railways themselves apply for grants.

Councillor Mark McKenzie inquires as to reasons that these crossings related to this administrative report didn't meet the criteria. Mr. Nepszy indicates that many grants are determined related to safety, in terms of accidents, pedestrian crossings, etc. These particular crossings didn't meet the criteria.

Councillor Mark McKenzie inquires about audits being completed related to rail crossings. Mr. Nepszy indicates that a major audit of all crossings was undertaken by the City in 2015-2016 to

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determine whether the crossings met the safety thresholds. As a result of that audit, some stop signs were installed and since that time no formal audits have taken place. Mr. Nepszy adds that pavement marking and signage at all crossings are reviewed on a regular basis.

Councillor Gary Kaschak inquires about why grants would be necessary to install lights and other safety measures and why the railway wouldn't pay for that. Mr. Nepszy indicates that what is required by regulations and what may be different things. Mr. Nepszy adds that what exists currently at those crossings is sufficient according to the regulations, if Council would like to expand on that, grants would be required for funding of those enhancements. Jeff Hagan, Transportation Planning Senior Engineer, appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report "Follow-up to CR 30/2023-Essex Terminal Railway Whistling Cessation-Ward 4" and provides information related to cost sharing with the railways.

Councillor Kieran McKenzie inquires about the criteria, to even consider the whistle cessation and factors that impact those decisions quoting the administrative report. Mr. Hagan explains the railway crossing locations and the criteria for consideration of whistling cessation when crossings are very close together and would only apply to certain areas.

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 940**

That the report of the Transportation Planning Senior Engineer entitled "Follow-up to CR30/2023 - Essex Terminal Railway Whistling Cessation - Ward 4," dated February 2, 2023 **BE RECEIVED** for information; and,

That Administration **BE DIRECTED** to continue discussions with Transport Canada, The Transportation Minister, the Member of Parliament and the Federal Government to continue to look into grant funding that is available to fund warning system upgrades at the affected crossings, and fund safety measures in and around these crossings; and,

That Administration **BE REQUESTED** to contact Essex Terminal Railway (ETR) to provide information related to the minimal decibel levels and how far that sound should travel; and,

That the information **BE FORWARDED** to Council when this report is considered at a future Council meeting.

Carried.

Report Number: S 17/2023

Clerk's File: MTR2023

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8.4. Panhandling Statistics re Council Question CQ 11-2022 - City Wide

Gemma Smyth, Ward 3 Resident

Gemma Smyth, Ward 3 resident appears via video conference before the Environment, Transportation & Public Safety Standing Committee regarding “Panhandling Statistics re: Council Question CQ 11-2022 – City Wide” and provides background information related to panhandling in Ward 3, and the difference between panhandlers and those with mental health issues. Ms. Smyth outlines her concerns with potentially enacting this by-law; and concludes by suggesting that the Police already have tools to address aggressive behaviour as part of the *Safe Streets Act*; it isn't a prudent use of City resources and if tickets are issued they most likely will go unpaid.

Marion Overholt, Executive Director, and Tori Jenkins, Staff Lawyer, Legal Assistance of Windsor

Marion Overholt, Executive Director, and Tori Jenkins, Staff Lawyer, Legal Assistance of Windsor appear before the Environment, Transportation & Public Safety Standing Committee regarding “Panhandling Statistics re: Council Question CQ 11-2022 – City Wide” and provide a brief overview of their organization. Ms. Jenkins speaks in opposition to enacting the proposed by-law indicating it would target a particular group of people, low income individuals, which may be a violation of rights, and in her opinion is duplication of the *Safe Streets Act*; and concludes by indicating any fines issued would go unpaid; enacting this by-law will overburden by-law officers and resources would be better used to address underlying issues related to this type of behaviour including mental health issues, addiction, homelessness and a lack of affordable housing. Ms. Overholt provides information related to social assistance rates and urges the City to intervene effectively, instead of implementing this by-law. Ms. Overholt concludes by suggesting that funding that would be used to enact this by-law should be put into discretionary benefits for social services clients.

Councillor Kieran McKenzie references the legal risks outlined in the report and requests that Ms. Smyth and Ms. Overholt provide comment. Ms. Smyth indicates that there are a number of risks in the report including some aspect of the *Safe Streets Act* that were contested and anticipates a substantial legal challenge if the by-law is contested. Ms. Jenkins add that she feels there would be legal challenges if the by-law was enacted and the appearance of discrimination should be considered during the legal analysis.

Councillor Kieran McKenzie reiterates that no other municipality in Ontario has enacted this type of by-law and that this may add to the risk of fighting tickets. Ms. Jenkins agrees and adds that many community groups may also come forward in her opinion and she guarantees that the City would be challenged if this by-law is enacted.

Councillor Kieran McKenzie asks Ms. Overholt about the education portion she referred to. Ms. Overholt indicates that there should be a greater focus on the educational aspect, utilizing

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someone with training, such as an outreach worker to educate on services. Ms. Overholt indicates that if by-law officers along with outreach workers are deployed, it appears as opposing forces. The *Safe Streets Act* would cover these concerns, and there would be no need for a new by-law. Ms. Overholt indicates that if it is a safety concern, police will be called.

Councillor Kieran McKenzie inquires about the financial Impact of enacting the proposed by-law. Shelby Askin Hager, Commissioner, Legal & Legislative Services appears before the Environment, Transportation & Public Safety Standing Committee regarding “Panhandling Statistics re: Council Question CQ 11-2022 – City Wide” and indicates they would not be adding resources, enforcement would fall under standard daily duties and if there was a change required, that request would come back to council.

Councillor Kieran McKenzie inquires about the enforcement. Ms. Hager indicates the enforcement officers would go out and provide information and educate and if other resources were required they would provide them through the social services team. Craig Robertson, Deputy Licence Commissioner appears before the Environment, Transportation & Public Safety Standing Committee regarding “Panhandling Statistics re: Council Question CQ 11-2022 – City Wide” and provides information related to the ticketing process, provides details related to examples of information that would be provided, and connecting them with social services, and outreach staff if required.

Councillor Kieran McKenzie inquires whether it is administration’s opinion that they would write less tickets compared to the *Safe Streets Act*. Ms. Hager explains the request by Council to work towards reducing aggressive panhandling and the goal of the by-law officers would be to gain compliance, enforcing all City by-laws.

Councillor Kieran McKenzie, inquires about what enforcement measures would be decreased in order to allocate staff to aggressive panhandling complaints. Ms. Hager indicates that all items fall in the queue and are prioritized accordingly.

Councillor Kieran McKenzie inquires as to the set fines of the tickets being issued. Mr. Robertson indicates that the Attorney General sets the fines. Ms. Askin Hager indicates it would fall under the Provincial Offences Act, which doesn’t really work on a cost recovery model as the City is working on behalf of other member municipalities and then they split according to the agreed upon amounts.

Councillor Kieran McKenzie inquires about the statistics in the report. Ms. Askin Hager indicates that the statistics were provided by the Provincial Offences Department.

Councillor Gary Kaschak inquires about the reasons that fines were not being paid. Ms. Askin Hager indicates that there may be a number of reasons that people don’t pay fines, if it’s a panhandler perhaps they don’t have a substantial income, may not be a property owner or maintain a stable job, which makes it challenging to collect fines.

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Councillor Renaldo Agostino inquires as to the intent of issuing the fine, if it may go unpaid. Ms. Askin Hager indicates that administration was tasked with providing a regulatory framework to prohibit aggressive panhandling, for the safety of others.

Councillor Renaldo Agostino indicates he has witnessed aggressive panhandling behaviour and doesn't want the businesses and homeowners in the area to be negatively impacted because of what's happening and feels the issues should be addressed, perhaps suggestions that don't include ticketing might be useful.

Councillor Kieran McKenzie inquires about the fines and unrecoverable debt. Ms. Hager indicates that when fines are collected they come in as a revenue, not a debt, with the more fines collected the higher the revenues that are shared with the member municipalities. If the fines are not collected it would be less revenue for the group.

Councillor Mark McKenzie indicates that the focus should be on the assistance instead of issuing tickets. Ms. Askin Hager indicates administration was providing the information as directed by Council.

Councillor Fabio Costante inquires about how aggressive panhandling behaviour is identified, and whether it is part of the *Safe Streets Act*. Ms. Askin Hager indicates that it is.

Councillor Fabio Costante inquires as to the deployment of by-law officers. Mr. Robertson provides details as to how the officers are being assigned around the City which is now a similar approach to how the Building Department deploys their officers, with a targeted approach to certain areas to assign resources where there is more need, while maintaining a complaint driven model.

Councillor Fabio Costante inquires as to how the complaint driven process would work here for this situation. Administration indicates it would work the same as other by-law complaints people would call into 311 to report the issues and the calls would be prioritized and investigated, similar to other enforcement issues.

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

Decision Number: **ETPS 942**

That the attached additional information relating to panhandling regulation and statistics **BE RECEIVED**; and,

That by-law ***, being a by-law to regulate panhandling, **BE CONSIDERED**, and, if advisable, **BE PASSED**; and,

That administration **BE DIRECTED** to provide more information related to other options to issuing fines, including but not limited to outreach, to address the aggressive panhandling behaviour, for Councils consideration.

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Carried.

Councillor Kieran McKenzie and Councillor Fabio Costante voting nay.

Report Number: S 31/2023

Clerk's File: ACOQ2023

7. COMMITTEE MATTERS

7.1. Minutes of the Essex-Windsor Solid Waste Authority Regular Board Meeting held September 14, 2022

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 937**

That the Minutes of the Essex-Windsor Solid Waste Authority Regular Board meeting held September 14, 2022 **BE RECEIVED**.

Carried.

Report Number: SCM 56/2023

Clerk's File: MB2023

7.2. Minutes of the Essex-Windsor Solid Waste Authority Regular Board Meeting held February 7, 2023

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 938**

That the Minutes of the Essex-Windsor Solid Waste Authority Regular Board meeting held February 7, 2023 **BE RECEIVED**.

Carried.

Report Number: SCM 91/2023

Clerk's File: MB2023

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Environment, Transportation & Public Safety Standing Committee Wednesday, March 29, 2023

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8. ADMINISTRATIVE ITEMS

8.1. CQ 18-2021 Truck Routes Progress Update- City-wide

Councillor Gary Kaschak inquires as to approximately when the Committee will receive the report through the consultant. Mr. Nepszy indicates the tender process is proceeding and administration should provide some preliminary findings later this year. Mr. Nepszy adds that the truck study has evolved and requires an in depth engineering evaluation as well.

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

Decision Number: **ETPS 939**

That the report of the Transportation Planning Senior Engineer dated March 8, 2023 entitled "CQ 18-2021 Truck Routes Progress Update," **BE RECEIVED** for information.

Carried.

Report Number: S 30/2023
Clerk's File: ST2023

8.3. South National Street (Pilette to Jefferson) Traffic Calming - Ward 8

Councillor Gary Kaschak indicates that he was disappointed to see that the required response rate was not received for this traffic calming initiative as we would have liked to see it move forward. Administration provides information related to the study and funding.

Councillor Kieran McKenzie inquires about the funding in the account and whether they are uncommitted funds. Mr. Hagan indicates that the fund contains uncommitted funding that is available.

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

Decision Number: **ETPS 941**

That the report of the Transportation Planning Senior Engineer dated March 1, 2023 entitled "South National Street (Pilette to Jefferson) Traffic Calming," **BE RECEIVED** for information; and,

That Administration **BE DIRECTED** to report back to Council with costs, and feasibility of adding traffic calming measures including physical separators with barriers along South National Street,

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enhancing the cyclist crossing at South National Street and Balfour Avenue and explore a pedestrian crossover at West Minster Avenue and South National Street into the Riverside area.
Carried.

Report Number: S 27/2023

Clerk's File: ST/13863

9. TRANSIT BOARD ITEMS

None presented.

10. ADOPTION OF TRANSIT BOARD MINUTES

None presented.

11. QUESTION PERIOD

None registered.

12. ADJOURNMENT

Moved by: Councillor Renaldo Agostino

Seconded by: Councillor Mark McKenzie

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 6:12 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held April 26, 2023.

Carried.

Ward 2 – Councillor Costante
(Chairperson)

Deputy City Clerk /
Supervisor of Council Services

Item No. 7.1



Committee Matters: SCM 107/2023

Subject: Report No. 156 of the Windsor Licensing Commission - Taxicab meter rate and tariffs

REPORT NO. 156
of the
WINDSOR LICENSING COMMISSION
of its meeting held March 29, 2023

Present: Councillor Ed Sleiman, Chair
Councillor Renaldo Agostino
Councillor Angelo Marignani
Sharon Strosberg

The Windsor Licensing Commission submits the following recommendation:

Moved by Councillor Angelo Marignani, seconded by Councillor Renaldo Agostino,

WLC 9/2023 THAT the existing taxicab meter rate and tariffs **BE INCREASED** based on the proposal submitted by Vets Cab and Unifor Local 195 to the following:

Drop Rate - \$4.25; and

Distance Increment - \$0.25 cents 142 meters; and

Waiting Time (passenger conveyance) \$30.00/hour; and

Waiting Time (services for board of education) - \$2.50; and

Cross Border Fees – meter rate plus \$12.00 CAD or \$9.00 USD plus tolls between Windsor and Detroit; and further,

THAT Appendix “A” of Schedule 5 to Public Vehicle Licensing by-law No. 137-2007 (as amended by By-law No. 150-2018) **BE AMENDED** accordingly if there are changes to the City’s current taxicab meter rate and tariffs.

Carried.

NOTE: The Report of the Deputy Licence Commissioner dated January 21, 2023 entitled “Taxicab Industry’s Proposal for Meter Increase – City Wide is **attached**. The submission from the General Manager of Vets Cab and from Unifor Local 195 dated July 18, 2022 regarding a request to a tariff increase is **attached**.

Notification :	
Windsor Licensing Commission	On file
Vets Cab Company	chclark@vetscab.com
Unifor Local 195	Marwanzeeni@gmail.com
Canadian Checker Cab	P5192547777@hotmail.com

Subject: Taxicab Industry's Proposal for Meter Increase - City Wide

Reference:

Date to Commission:
Author: Craig Robertson
Deputy Licence Commissioner
519-255-6100 ext. 6869
crobertson@citywindsor.ca
Policy, Gaming, Licensing & By-Law Enforcement
Report Date January 21, 2023
Clerk's File #:

To: Windsor Licensing Commission

Recommendation:

That the Windsor Licensing Commission **APPROVE** one of the following options as it relates to taxicab meter tariffs:

1. THAT the existing taxicab meter rate and tariffs **BE REAFFIRMED**; or
2. THAT the current taxicab meter rate and tariffs **BE INCREASED** based on the proposal submitted by Vets Cab and Unifor Local 195 to the following:

Drop Rate - \$4.25

Distance Increment - \$0.25 cents/142 meters

Waiting Time (passenger conveyance) - \$30.00/hr

Waiting Time (services for board of education) - \$2.50

Cross Border Fees – meter rate plus \$12.00 CAN or \$9.00 US, plus tolls between Windsor & Detroit

And further,

THAT Appendix "A" of Schedule 5 to Public Vehicle Licensing By-law No. 137-2007 (as amended by By-law No. 150-2018) **BE AMENDED** accordingly if there are changes to the City's current taxicab meter rate and tariffs.

Executive Summary:

N/A

Background:

On July 18, 2022, Licensing Administration was in receipt of a proposal submitted jointly by Vets Cab and Unifor Local 195 for an increase to the City's taxicab meter rate and tariffs charged to the consumer.

Section 151 and 150 of the *Municipal Act, 2001* provide that a local municipality may licence, regulate and govern any business wholly or partly carried on within the municipality even if the business is being carried on from a location outside the municipality.

Subsection 156(1) of the *Municipal Act, 2001* provide that a local municipality, in a by-law under section 151 (Licensing Powers) of the Act with respect to the owners and drivers of taxicabs, may,

- (a) Establish the rates or fares to be charged for the conveyance of property or passengers either wholly within the municipality or from any point in the municipality to any point outside the municipality;
- (b) Provide for the collection of the rates or fares charged for the conveyance; and
- (c) Limit the number of taxicabs or any class of them.

The City of Windsor licences and regulates the municipality's taxicab brokers, drivers and vehicles (including wheelchair accessible) through Schedule 5 of Public Vehicle Licensing By-law No. 137-2007 (as amended by By-law No. 150-2018). The Schedule prescribes the tariff charges and meter rates in which the industry is permitted to charge the consumer. In addition, the licensing schedule permits the taxicab industry to surcharge or discount a taxicab fare provided that rates are previously filed with the Licence Commissioner in advance.

Requests to review or increase municipal taxicab meter rates is traditionally initiated by taxicab industries as a result of increased operating costs to provide public transportation services. This is a standard practice in place for municipal regulators across the Province. It should be noted that the last increase to the City of Windsor's taxicab meter rate was in 2015.

Discussion:

Taxicab meter rate and tariff reviews are conducted by utilizing the Statistics Canada Consumer Price Index in conjunction with a taxi cost index which factors in components such as driver earnings, fuel costs, fleet vehicle maintenance, stand rents and the amortized cost of vehicles and dispatch equipment.

As previously mentioned, Management of Vets Cab and Unifor Local 195 (representing a large population of the City's taxicab drivers), submitted a proposal (attached as Appendix 'A') to Licensing Administration to review the

current taxicab meter rate and consider amending Windsor’s current licensing by-law due to rising operating costs to provide public transportation to the community.

Based on the stakeholder submission utilizing both index tables, the taxicab industry has experienced an operational impact of 24% to date since the last meter rate increase in 2015. The taxi industry has recognized that a 24% increase to the meter rate and tariffs would be detrimental to taxicab operations and the consumer, therefore a proposal for a 12% increase to the meter rate has been submitted for consideration. Table 1 below outlines the proposed increase to the current meter rate and tariffs governed under the City’s Public Vehicle Licensing By-law.

Table 1 - Current vs. Proposed Taxicab Meter Rates & Tariffs

TARIFF	CURRENT RATE	PROPOSED RATE
First 105 meters (starting rate)	\$3.80	\$4.25
Each additional 142 meters (thereafter)	\$0.10	\$0.25
Waiting time per hour (passenger conveyance)	\$27.00	\$30.00
Waiting time (services to board of education or contract tender)	\$2.00	\$2.50
Cross Border Fares	meter rate + \$10.00 CAN or \$8.00 US, plus tolls between Windsor & Detroit	meter rate + \$12.00 CAN or \$9.00 US, plus tolls between Windsor & Detroit

Although taxicab meter rates are determined based on local data, Licensing Administration conducted a review of comparable municipalities. As a result of the data collected from those discussions, Administration determined that the City of Windsor’s current taxicab rates are on the lower end of the spectrum and that the proposed increase is reasonable compared to the municipalities researched. Table 2 presents a comparison of taxicab meter rates and average trip costs provided by the individual municipalities analyzed.

Table 2 – Comparison of Drop/Base Rates and Cost for Trips by Distance

MUNICIPALITY	DROP/BASE RATE	COST 10KM TRIP	COST 15KM TRIP
Brampton	\$4.25 first 141 m	\$21.73	\$30.60
Kingston	\$4.25 first 135 m	\$21.73	\$30.60
Mississauga	\$4.25 first 141 m	\$21.73	\$30.60
Hamilton	\$3.90 first 71.4 m	\$21.76	\$30.75
Oakville	\$4.50 first 130 m	\$23.48	\$33.10
London (Ont.)	\$3.50 first 57 m	\$23.88	\$33.88
Ottawa	\$3.80 first 150 m	\$24.42	\$34.88

Saskatoon	\$3.25 first 125 m	\$24.85	\$35.53
Sarnia	\$4.79 base	\$34.12	\$48.79
Windsor - CURRENT	\$3.80 first 105 m	\$19.26	\$27.07
Windsor - PROPOSAL	\$4.25 first 105 m	\$21.67	\$30.47

It should be noted that within the taxicab industry's submission that there was a request to add a \$5.00 surcharge for "van service". Licensing Administration conducted a review of the licensed fleet vehicle inventory and determined that a significant majority of the fleet vehicles would be eligible to apply this surcharge. Administration is of the opinion that this additional surcharge would be an unjust tariff to the riding public and consumer. Administration discussed this matter with the stakeholders and there is consensus to disregard this request.

Risk Analysis:

There are no direct risks to the Corporation of the City of Windsor by increasing taxicab meter rates or tariffs. The taxicab industry could receive an initial or slight decline in ridership as a result of a meter and tariff increase however, the industry traditionally recovers based on consumer demand for public transportation services.

Financial Matters:

There are no direct financial implications to the Corporation of the City of Windsor by increasing taxicab meter rates and tariffs.

Consultations:

Vets Cab Administration
 Unifor Local 195 Leadership
 Canadian Checker Cab Administration
 Various Municipalities (outlined in report)

Conclusion:

The City's taxicab meter rates and tariffs have not been reviewed or increased since 2015. Based on the taxicab industry's submission, Administration supports an increase to the taxi meter rate and tariffs being proposed and amending By-law No. 137-2007 (as amended by By-law No. 150-2018) to read as follows:

TARIFF	PROPOSED RATE
First 105 meters (starting rate)	\$4.25
Each additional 142 meters (thereafter)	\$0.25

Waiting time per hour (passenger conveyance)	\$30.00
Waiting time (services to board of education or contract tender)	\$2.50
Cross Border Fares	meter rate + \$12.00 CAN or \$9.00 US, plus tolls between Windsor & Detroit

If the Windsor Licensing Commission approves the recommendation, this report would then go to Standing Committee and ultimately to City Council for consideration. If approved by Council, a by-law amendment would then be prepared. Once the by-law is formally amended, the taxicab industry would be required to apply the new meter rate and tariffs when providing taxicab services.

Craig Robertson
Deputy Licence Commissioner & Acting
Senior Manager of Policy,
Gaming, Licensing & By-law
Enforcement

Steve Vlachodimos
City Clerk/Licence Commissioner

Shelby Askin-Hager
Commissioner of Legal & Legislative Services &
City Solicitor

Notifications:

Name	Address	Email
Vets Cab Company	350 Tuscarora St. Windsor, ON N9A 3L7	chclark@vetscab.com
Unifor Local 195	3400 Somme Ave. Windsor, ON N8W 1V4	marwanzeeni@gmail.com
Canadian Checker Cab	1235 Huron Church Rd. Windsor, ON N9C 2K6	P5192547777@hotmail.com

Appendices:

Appendix "A"



July 18, 2022

City of Windsor
350 City Hall Square
Suite 110
Windsor, ON
N9A 6S1

RECEIVED

JUL 18 2022

Attention: Mr. C. Robertson

POLICY GAMING & LICENSING

**Senior Manager of Policy
Gaming, Licencing & By-Law Enforcement**

Dear Craig,

After considerable deliberations, we at Vets Cab and Unifor Local 195 representing taxi industry participants: taxicab drivers, taxicab brokerage and plate holders have deemed it necessary to request a tariff increase to keep pace with rising industry costs.

In 2015 a rate increase was granted based on an adjustment for H.S.T. The operational cost of all industry participants continues to grow year over year. We have reached a point where we need to adjust the rates charged for our services. **An overall adjustment of approximately 12% to the total taxicab fare, an additional \$3.00 for waiting time and a surcharge of \$5.00 for van service when requested.**

The Tariff Charges, Taxicabs by Distance

- | | |
|---|----------------|
| 1. For the first one hundred & five (105) meters | \$4.25 |
| 2. For each additional one hundred & forty-two (142) meters and any portion thereof | \$.25 |
| 3. (a) For waiting time under engagement for each hour when Taxicab vehicle is being used for passenger conveyance. | \$30.00 |
| (b) Notwithstanding the provisions of the above, charges for waiting time when rendering service to Boards of Education, or making deliveries of parcels merchandise and providing services under contract awarded by tender, shall be | \$2.50 |

Cross Boarder Taxicab Fares

Taxicab Drivers shall charge the meter rate plus a \$12.00 Canadian or \$9.00 U.S. cross border fee plus tolls between Windsor and Detroit.

To support our joint request, we have referenced: Statistics Canada Table 8-10-0004-07 Consumer Price Index, monthly, percentage change, not seasonally adjusted, Canada, Provinces, Whitehorse, and Yellowknife – Transportation. Using data for the province of Ontario and comparing a year over year assessment (2015 - 2022) of this index in the months of December, we have observed the following: The general Transportation Index has increased over 33%.

In previous tariff reviews a taxi cost index has been utilized. The index considers these industry components: Earning-All Drivers, Fuel, (Stand Rent, Licences, Union Dues), (Amortized Cost of Vehicles, Dispatch Equipment), (Routine Vehicle Repairs and Maintenance).

Utilizing Statistics Canada Table 18-10-0004-07 Consumer Price Index, Industry Rates (Exhibit No. 1) Current Licencing Fees and Wages Data (Statistics Canada, Table 14-10-0206-01 Transportation and Warehousing) We have compiled the impact to the taxi industry index.

The index chart indicates our industry has experienced an operational impact of 24% through the period of 2015 to 2022.


We have also reviewed taxi tariff rates charged in some Ontario cities (Exhibit No. 2) which clearly indicates our current tariff rates are lagging.

Craig, this is a difficult decision to make, and we understand how it affects our customers, therefore, we thank you for your ongoing support in considering processing this request and trust that these changes will help us continue providing Windsor's riding public with premium transportation services.

Kind regards,

Vets Cab
Chuck Clark

General Manager

Unifor Local 195
Marwan Abou-Zeeni

Chairperson

Attachments (2)

Exhibit No. 1

Taxi Cost Index

	Index Components	Increase From May 2015-2022	Impact to Index
Earnings- All Drivers	53%	9.5	5.0
Fuel	19%	77	14.6
Stand Rent	11%	10.2	1.1
Amortized Cost of Vehicles, Radio & Equipment	7%	25.6	1.8
Insurance	6%	10.1	0.6
Routine Repairs, Maintenance	4%	18.8	0.8

100%

23.9 %

EXHIBIT NO. 2

	Flag/Start	Initial Distance Covered (Meter)	Cost/ Increment	Increment (meter)	Wait Time Cost Per Hour	5 Km Trip Distance Only
Barrie	\$3.25	100	\$0.25	100.0	\$30.00	\$15.50
Hamilton	\$3.90	72.1	\$0.13	72.1	\$33.43	\$12.79
Kitchener	\$3.50		\$2.30	1,000.0	\$35.00	\$15.00
London	\$3.50	57	\$0.25	130.0	\$34.62	\$13.01
Sudbury	\$4.25	86	\$0.25	86.0	\$45.00	\$18.53
Mississauga	\$4.25	141	\$0.25	141.0	\$30.00	\$12.87
Toronto	\$3.25	143	\$0.25	143.0	\$36.00	\$11.74
Windsor	\$3.80	105	\$0.10	64.0	\$27.00	\$11.40
Windsor UberX	\$6.35		\$1.10 & \$0.25 Per Minute	1,000.0	\$15.00	\$11.85



Item No. 7.2

Committee Matters: SCM 149/2023

Subject: Essex-Windsor Solid Waste Authority (EWSWA) Minutes of the Regular Board Meeting held March 7, 2023



Essex-Windsor Solid Waste Authority Regular Board Meeting MINUTES

Meeting Date: Tuesday, March 7, 2023
Time: 4:00 PM
Location: Council Chambers
Essex County Civic & Education Centre
360 Fairview Ave. West
Essex, Ontario

Attendance

Board Members:

Gary McNamara - Chair	County of Essex
Michael Akpata	County of Essex
Kirk Walstedt	County of Essex
Gary Kaschak – Vice Chair	City of Windsor
Kieran McKenzie	City of Windsor
Jim Morrison	City of Windsor
Mark McKenzie	City of Windsor

EWSWA Staff:

Michelle Bishop	General Manager
Steffan Brisebois	Manager of Finance & Administration
Cathy Copot-Nepszy	Manager of Waste Diversion
Tom Marentette	Manager of Waste Disposal
Teresa Policella	Executive Assistant

City of Windsor Staff:

Anne Marie Albidone	Manager of Environmental Services
Tony Ardovini	Deputy Treasurer Financial Planning
Shawna Boakes	Executive Director of Operations
Mark Spizzirri	Manager of Performance Management and Business Case Development

County of Essex Staff:

Sandra Zwiers	Director of Financial Services/Treasurer
---------------	--

Absent:

Drew Dilkens	City of Windsor (Ex-Officio)
Hilda MacDonald	County of Essex (Ex-Officio)
Rob Shepley	County of Essex
Mary Birch	Interim CAO and Director of Council & Community Services/Clerk

1. Closed Meeting

Moved by Kieran McKenzie
Seconded by Mark McKenzie

THAT the Board move into a closed meeting pursuant to Section 239 (2) (i) of the Municipal Act, 2001, as amended for the following reason:

- (i) a trade secret or scientific, technical, commercial, financial or labour relations information, supplied in confidence to the municipality or local board, which, if disclosed, could reasonably be expected to prejudice significantly with the contractual or other negotiations of a person, group of persons, or organization.

**12-2023
Carried**

Moved by Gary Kaschak
Seconded by Michael Akpata

THAT the EWSWA Board rise from the Closed Meeting at 4:26 PM.

**15-2023
Carried**

2. Call to Order

Chair McNamara called the Regular meeting to order at 4:26 PM.

3. Declaration of Pecuniary Interest

The Chair called for any declarations of pecuniary interest and none were noted. He further expressed that should a conflict of a pecuniary nature or other arise at any time during the course of the meeting that it would be noted at that time.

4. Approval of the Minutes

Moved by Mark McKenzie
Seconded by Jim Morrison

THAT the minutes from the Essex-Windsor Solid Waste Authority Regular Meeting, dated February 7, 2023, be approved and adopted.

**16-2023
Carried**

5. Business Arising from the Minutes

There were no items raised for discussion.

6. Correspondence

There were no items for discussion.

7. Delegations

There were no delegations for March 7, 2023.

8. Finance & Administration

A. EWSWA 2023 Budget Approval Status

The Manager of Finance and Administration provided an update on the status of the 2023 EWSWA Budget approval process. On February 7, 2023, the Authority Board approved the budget recommendations. On March 1, 2023, Authority Administration attended Essex County Council to present the 2023 budget, address questions and seek approval. At this meeting, Essex County Council resolved to approve the Authority's budget. Authority Administration is scheduled to attend Windsor City Council to present the 2023 budget the week of April 3, 2023.

Moved by Michael Akpata

Seconded by Gary Kaschak

THAT the Board receive the report as information.

**17-2023
Carried**

9. Waste Diversion

A. Blue Box Transition Update Re: EWSWA Material Recovery Facilities

The Manager of Waste Diversion stated that the purpose of the report is to request approval from the Board to proceed with the release of a Request for Proposals (RFP) which includes the lease of one or both facilities, the purchase of processing equipment and the provision of recyclable materials processing services for material collected from non-eligible sources.

As noted in the presentation at the previous Board meeting, Ontario Regulation 391/21 only obligates Producers to collect defined eligible sources such as residential units, specified long term care and retirement homes, schools and public spaces. Producers are not obligated to collect from industrial, commercial and institutional (ICI) businesses, business improvement areas (BIAs), not-for-profit organizations, municipal buildings or facilities, daycares, places of worship, commercial farms, etc. At the July 2022 Board meeting, Administration shared that Circular Materials Ontario (CMO) released procurement documents for post-collection services, such as a receiving facility. At this meeting, it was conveyed that significant risks had been

identified and municipalities have opted not to submit bids in response to Circular Materials Ontario's request for proposals. The Manager of Waste Diversion noted that the Authority did not submit a bid and has been exploring alternative uses for Authority assets.

The Manager of Waste Diversion provided a summary on the status of the Authority's contract for the processing of recycled material and noted that the contract was strategically termed to align with the transition.

The Manager of Waste Diversion stated that Authority Administration engaged with waste industry consultants to identify potential options for consideration. After this process, it was determined that there is a potential opportunity for the Authority to generate revenue by selling existing processing equipment and leasing one or both MRFs. The rationale that supports the direction to lease includes the condition of the MRFs and processing equipment, additional site facilities, southern location of the MRF assets in Ontario and the Authority's existing Environmental Compliance Approval (ECA).

The Manager of Waste Diversion highlighted considerations with the leasing of the MRFs. The Authority may need to deal with stranded assets if the RFP is not awarded. The Authority will also have to effectively manage the Leasee to ensure the site ECA and Authority assets are protected.

With these considerations, the Authority engaged with a consultant to assist in developing an RFP to consider leasing assets like the Fibre MRF and Container MRF, along with selling the processing equipment in both MRFs beyond the transition date. The RFP is to consider the lease of one or both MRFs to a processing contractor that supports Ontario's residential blue box program during and/or post-transition. Included in the RFP is the mandatory purchase of MRF processing equipment. Through this RFP, the Authority is requesting that the Leasee is to receive and process Blue Box materials from non-eligible sources in Essex-Windsor as the Producers will not be obligated to service these sources per OReg 391/21. The term is still being finalized but would start after transition.

The Manager of Waste Diversion explained the RFP process. Proposals will be received electronically through the County of Essex's bidding system. Proposals will be reviewed by an evaluation committee. When the committee has selected a preferred proponent, Administration will provide a report to the Board for approval.

The Manager of Waste Diversion stated that there are no financial implications with the report at this time. She asked if there were any questions.

In regards to the management of the lease arrangement, Mr. Kieran McKenzie asked how will the legislation and regulation that the Authority has to comply

with impact the Leasee. He also asked what authority do we have to direct the Leasee without putting the ECA requirements at risk.

The Manager of Waste Diversion stated that in the RFP document there are many parameters to protect the facility. The proponent would need to provide their operational plan (odour control, for example). The RFP also suggests that the Authority has the right to do inspections. There are also liquidated damages that would be contractual requirements of the Leasee and they would be fined accordingly. The Authority would be monitoring daily that the Leasee is compliant and not violating any part of the ECA.

Mr. Kieran McKenzie stated that he supports the Administration's direction and that there was a lot of thought put into this.

The Chair commented that there was a lot of thought put into this report. He noted that it is a slow transition and no one knows how things will evolve. The liability piece on these facilities and buildings puts us in a vulnerable position and dealing with the regulations. He noted that we are unique and do not have many options. He commented that the report was very well done with a methodical approach and key on how the regulations have been woven into the report. He also commented that the at the end of the day, we are trying to eliminate material going to the landfill.

Mr. Kieran McKenzie stated that he has a lot of confidence that we are moving in the appropriate direction.

Mr. Kaschak noted that the transition period is 16 months and we have to move forward as the recommendation is written and collect from non-eligible sources. He commended Administration on the report.

Moved by Kieran McKenzie
Seconded by Gary Kaschak

THAT the Board receive the report as information and provide Administration with approval to proceed with issuing a Request for Proposals for the Material Recovery Facility which includes the lease of one or both facilities, the purchase of processing equipment and the provision of recyclable materials processing services for material collected from non-eligible sources.

**18-2023
Carried**

10. Other Items

No other items were raised for discussion.

11. By-Laws

A. By-Law 2-2023

Moved by Kirk Walstedt
Seconded by Jim Morrison

THAT By-Law 2-2023, being a By-law to Confirm the Proceedings of the Board of the Essex-Windsor Solid Waste Authority be given three readings and be adopted this 7th day of March, 2023

**19-2023
Carried**

12. Next Meeting Date

Tuesday, April 4, 2023

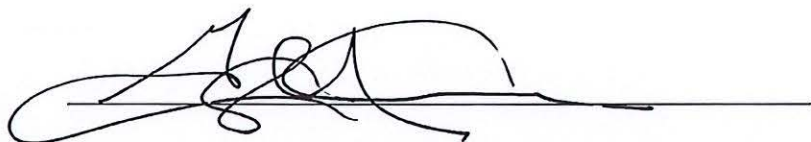
13. Adjournment

Moved by Mark McKenzie
Seconded by Michael Akpata

THAT the Board stand adjourned at 4:51 PM.

**20-2023
Carried**

All of which is respectfully submitted.



Gary McNamara
Chair



Michelle Bishop
General Manager

Subject: Move Residential Alley Garbage Collection to Curbside - City Wide

Reference:

Date to Council: May 24, 2023
Author: Anne Marie Albidone
Manager, Environmental Services
519-974-2277 ext. 3123
aalbidone@citywindsor.ca

Public Works - Operations
Report Date: May 5, 2023
Clerk's File #: SW2023

To: Mayor and Members of City Council

Recommendation:

That Administration **BE DIRECTED** to move residential alley garbage collection to curbside garbage collection wherever possible; and,

That Council **APPROVE** the change in collection location to coincide with the start of the new collection contract (estimated to be in April, 2025).

Executive Summary:

N/A

Background:

During the 2020 Budget Deliberations, Council approved the following motion:

Decision Number: B9/2020

"That Administration BE DIRECTED to prepare a report for Council's consideration related to options for curbside garbage collection instead of alley collection city wide wherever possible."

Report C 151/2020 was prepared and presented to the Environment Transportation and Public Safety Standing Committee. The Committee directed:

"THAT the report of the Manager, Environmental Services dated July 17th, 2020 entitled "A Review of Residential Waste Collection in Alleys" BE DEFERRED to a future meeting of the Environment, Transportation and Public Safety Standing

Committee to allow for Administration to complete the related reports regarding minimum maintenance standards, and;

*That those reports **BE BROUGHT FORWARD** for consideration at the same Environment Transportation and Public Safety Standing Committee Meeting.”*

While Council directed that the Residential Alley Garbage Collection Report and the Alley Minimum Maintenance Standards report be brought forward for consideration at the same time, Administration is bringing forward the Residential Alley Garbage Collection report separately as it is critical to arrive at a decision with respect to residential alley garbage collection before issuing the next garbage collection tender. Smaller, less efficient trucks are required for alley collection, while larger, more efficient trucks are used for curbside collection. To ensure successful bidding on the City's next tender, bidders must factor in the vehicle size requirements.

Developing Alley Maintenance Standards will be incorporated into the next phase of the City's Asset Management Plan due July 1, 2024. This is the date for municipalities to have an approved asset management plan “**for all municipal infrastructure assets that identifies current levels of service and the cost of maintaining those levels of service**”. This phase is currently in progress.

Discussion:

As Council is aware, there are three (3) waste streams collected in the City of Windsor: garbage, recycling and yard waste. While a majority of residents receive these services at their curbside, some are provided with either one or all three collections in the alley situated behind their homes.

However, collection of garbage in alleys presents several challenges that are not typically encountered on streets, including variations in dimensions, infrastructure conditions, encroachments, illegally parked vehicles, obstruction caused by utility companies' service vehicles, and the presence of hazardous items like needles.

Currently, there are 219 residential blocks with alley garbage collection. Of those, 40 blocks (18%) receive all three (3) waste collection services in the alley and are mainly alleys located on one-way streets. Pick up of garbage on these one-way streets would require specialized equipment not currently specified in the City of Windsor collection contracts.

The remaining 179 blocks (82%) receive only garbage collection in the alley. Recycling and yard waste collection are collected curbside in front of the home.

Collection in alleys requires smaller collection vehicles as smaller vehicles are more maneuverable and able to access areas that larger vehicles cannot. As the collection vehicle used in residential alley collection is smaller, it carries a smaller amount of waste, thus requiring more trips to collect the same amount of waste as a larger collection vehicle. This inefficiency means increased costs, as well as an increase in the environmental impact associated with making more trips to collect the waste.

When garbage is placed curbside, it is generally easier for garbage collectors to access it. Drivers don't have to navigate tight alleys or obstacles to get to the garbage, which

can also reduce the risk of damage to the alley and make garbage collection more efficient. (The collection contractor presently working in the City of Windsor has brought up concerns regarding alleyway collection, citing health and safety as a potential issue. Consequently, there is a possibility of work refusals in the future if the alleys are not adequately repaired and consistently maintained).

In addition, garbage trucks are heavy and over time can cause wear and tear on alley pavement. Moving garbage collection out of residential alleys will help reduce damage to the pavement.

Another benefit to moving residential alley garbage collection to curbside collection is that the (soon to be implemented) organics collection could also be performed curbside – simultaneous to garbage collection – thereby resulting in additional operational efficiencies. Whether organics will be collected alongside garbage depends largely on the decision of the Essex Windsor Solid Waste Authority (EWSWA) regarding the location of the transfer station for organics. If the organic transfer station is located at the same or nearby location as the current waste transfer station, then co-collection of garbage and organics could be considered. However, if the transfer station is located at a separate location further away from the current waste transfer station, co-collection may not be feasible.

It is understood that the decision to move alley garbage collection to the front curbside may be met with some resistance among some residents who rely on alleys for access to their homes and garages. However, residential alleys will not be closed as a result of moving alley garbage collection to curbside. The purpose of relocating residential garbage collection from the alley to curbside is to streamline garbage collection services and make them more efficient. By moving garbage collection to the front curbside wherever possible, the challenges associated with collecting residential garbage in alleys will be reduced resulting in a more reliable and timely service for all residents. In addition, alleys will remain accessible for other uses, such as parking and emergency vehicle access.

Administration will communicate the change in garbage collection to residents well in advance of the change through multiple channels. In addition, monitoring and follow-up by Environmental Services staff will occur after the switch in collection location occurs.

Risk Analysis:

There is the risk of public disapproval for those affected by a change in collection.

However, should Council wish to keep alley collection, the conditions which make alley collection more challenging than curbside collection will remain. Those challenges include being less efficient, differences in dimensions, infrastructure conditions, encroachments, illegally parked cars, utility company's service vehicles blocking the way, presence of needles, etc.

The physical condition of the residential alleys remains a risk. Existing mitigation measures would remain (although at a lesser amount) for the alleys in which garbage collection would need to remain, as it is not practical to move garbage collection out of the alley if it is a commercial alley.

Should Council wish to delay the decision on moving garbage collection out of alleys wherever possible, the next RFP for collection services will require alley collection and any changes to this will not be possible for the term of the contract without invoking a material change.

Climate Change Risks

Climate Change Mitigation:

Curbside collection will allow for larger, more efficient collection vehicles meaning fewer trips between collection points and drop off locations resulting in less vehicle kilometers travelled. More efficient collection should result in a reduction of fuel used and greenhouse gas emissions.

Climate Change Adaptation:

N/A

Financial Matters:

Provincially, waste collection contracts have increased significantly – anywhere from 50% to 80% over the previous contract. This increase is primarily due to rising costs associated with the cost of fuel, equipment and labour.

It is possible that savings could be realized during the next RFP process should garbage collection be moved out of the alley. The current contract is very specific to the size of trucks used, requiring one of the smallest compaction vehicles on the market, to accommodate alley collection. However, these small vehicles are not frequently utilized and are frequently challenging to obtain. The cost to purchase the smaller vehicles are not significantly less than the larger vehicles, yet will require more fuel and labour costs to operate.

A similar contract without truck size specification could result in a more competitive bid compared to a contract specifying the current collection vehicles, as it would allow bidders to use larger, more efficient vehicles. As previously mentioned, garbage collection curbside could also lead to cost efficiencies with organic collection.

Consultations:

Rob Slater, Executive Initiatives Coordinator

Cindy Becker, Financial Planning Administrator – Public Works

Karina Richters, Supervisor Environmental Sustainability & Climate Change

Conclusion:

Administration recommends changing as many residential alley garbage collection points as possible to curbside garbage collection. Relocating garbage collection from alleys is not linked to the closure of alleys. Instead, it is connected with enhancing operational effectiveness.

If Council approves the change, the move to curbside garbage collection will be implemented at the commencement of the next contract as there are significant costs related with relocating garbage collection from alleys to the front of the property under the existing contract. Moving residential alley garbage collection to the curbside would result in significant cost savings, which would help partially offset the expected substantial contract price increase.

Planning Act Matters:

N/A

Approvals:

Name	Title
Cindy Becker	Financial Planning Administrator – Public Works
Shawna Boakes	Executive Director of Operations
Chris Nepszy	Commissioner, Infrastructure Services
Tony Ardovini	Acting Commissioner, Corporate Services/Chief Financial Officer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

Subject: Policy and Funding Program Review for Updating Narrow Streets - City Wide

Reference:

Date to Council: May 24, 2023
Author: Chris Nepszy
Commissioner, Infrastructure Services
(519) 255-6247 ext. 6356

City Engineer
Report Date: May 4, 2023
Clerk's File #: SW2023 & ACOQ2023

To: Mayor and Members of City Council

Recommendation:

That Council **RECEIVE** this report in response to CQ 8-2022.

Executive Summary:

N/A

Background:

At its May 9th, 2022 meeting of Council, Councillor Gignac asked the following question:

CQ 8-2022

"CQ 8-2022 Asks Administration to review and report to Council if there is a current policy to prioritize "half width streets" to bring them up to current standard width. Also if there are Provincial regulations as to required standard widths for residential roads."

This report is provided in response to CQ 8-2022.

Discussion:

Currently there is not a policy or funding program to prioritize upgrading 'narrow' streets to the City's standard residential street width of 8.6m.

However, the City has an Engineering Best Practice (BP4.3.1) in place for the widening of local roads that are narrower than the standard width, during pavement rehabilitation.

Administration conducted a review of the City's road inventory in order to define and identify all 'narrow' streets. For purposes of this review, a street with a surface less than 4.0 metres in width was considered to be narrow.

The following streets met the narrow street criteria described above:

Street Name	From Street Name	To Street Name	# of Lanes	Lane Length (m)	Surface Width (m)	Ward	Structural Condition Index (SCI)
Penang Lane	Penang Lane	Tecumseh Rd E	1	200	3.7	7	5
Homedale Blvd	Wyandotte St. E.	Ontario St.	1	206.4	3.7	6	4
Homedale Blvd	Ontario St.	Raymond Ave	1	265.90	3.7	6	4
Total				672.3			

Penang Lane

Penang Lane ends at the Via Rail tracks and lines up with the Ganatchio Trail – Little River extension located on the other side of the Via tracks. Penang Lane cannot be upgraded to current City standards as it has both right-of-way and space constraints.

Homedale Boulevard

Homedale Boulevard accounts for approximately 70% of local residential roads meeting the above criteria.

The two segments of Homedale Boulevard noted here as 'narrow' streets could be upgraded to current City standards, however, it should be noted that those two segments of roadway are currently in very good condition and will not be in need of rehabilitation or reconstruction for quite some time.

When it is time for Homedale Boulevard to be repaired, options for widening / upgrading the road will be considered as per Engineering Best Practice BP4.3.1.

Concerns over Safety of Narrow Road

With respect to any concern that narrow streets present a safety hazard, streets tend to slow drivers down while wider streets tend to encourage faster driving. A wider street may result in increased traffic on the street.

Currently, two way traffic is permitted on Homedale Boulevard. One option to address concerns on Homedale Boulevard relating to its narrow lane could be to make those two blocks one-way with travel north-bound only.

In the case of low speed, low volume local streets, the *Geometric Design Guide for Canadian Roads* allows for a single lane to serve both directions of traffic. In these cases, drivers turn out at driveways or other gaps in the parking lane to allow opposing vehicles to pass.

Process for Requesting One-Way Travel

There is no existing policy with respect to how residents can request changes to the Traffic Bylaw. Therefore when requests are made for changes to things like one-way streets to two-way streets (or opposite), Traffic Operations defaults to a process that is similar to both the Parking Change Policy and the Traffic Calming Policy. The process includes an initial investigation of the request, and then a petition process in which minimum approvals are required. The initial investigation is completed to identify whether or not the requested change would affect safety of the area or the surrounding areas, and if there are no concerns identified, the resident is allowed to proceed with a petition.

Similar to the Traffic Calming Policy, there are two components to the threshold. To be approved, both criteria must be met:

- Response rate: votes are received from at least 50% of households and commercial properties in the survey area. (City owned properties are ignored for this calculation).
- Level of Support: 60% of the votes received are in favour.

It is possible that converting Homedale Boulevard to one-way travel may lead to increased speed due to the removal of the “friction” on the current two-way travel configuration and thus could lead to concerns regarding speeding.

Risk Analysis:

There is no risk associated with receiving this response to CQ 8-2022.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

There are no financial impacts associated with the receipt of this report.

Consultations:

France Isabelle-Tunks, Executive Director Engineering / Deputy City Engineer

Shawna Boakes, Executive Director Operations / Deputy City Engineer

Stacey McGuire, Manager, Development

Jeff Hagan, Transportation Planning Senior Engineer

Eric Bailey, Manager, Technical Support

Conclusion:

The City does not currently have a policy or funding program to prioritize upgrading narrow streets to the City's standard residential street width of 8.6m.

Planning Act Matters:

N/A

Approvals:

Name	Title
Phong Nguy for	Executive Director, Operations
Chris Nepszy	Commissioner, Infrastructure Services
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

Subject: Traffic Noise along the E.C. Row Corridor Close to Sensitive Land Uses without Sound Mitigation Measures – City Wide - CQ17-2022

Reference:

Date to Council: May 24, 2023
Author: Chris Nepszy
Commissioner, Infrastructure Services
(519) 255-6247 ext. 6356

City Engineer
Report Date: May 4, 2023
Clerk's File #: ACOQ2023 & SW2023

To: Mayor and Members of City Council

Recommendation:

That the response to CQ17-2022 regarding traffic noise along the EC Row corridor **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

At its September 6th, 2022 meeting of Council, Councillor Kieran McKenzie asked the following question:

CQ 17-2022

"Asks that Administration report back to Council on traffic noise along the EC Row corridor where sound mitigation measures are not in place close to sensitive land uses."

This report is provided in response to CQ 17-2022.

Discussion:

E.C. Row Expressway – Sound Mitigation Measures

The stretch of the Expressway between Howard Avenue to the west and Walker Road to the east does not have any sound mitigation measures installed and there are currently no plans to install any.

This section of E.C. Row (between Howard Avenue and Walker Road) was constructed between 1976 and 1980. Many of the homes in this area near the expressway (on the south side) were built in 1980 – some in the 1940's and 1950's – while many of the homes built on the north side of the expressway were built in the early 1990's.

A review of Development Agreements & Amendments and Subdivision Agreements & Amendments on representative properties in the area found that several of them contain the requirement to have a warning clause registered on title and have such warning included in all Offers/Agreements of Purchase and Sale or Leases.

The location of the properties that were reviewed are located on:

- North Service Road (North of Expressway)
- Jennifer Drive (North of Expressway)
- Manfred Avenue (North of Expressway)
- Hallmark Avenue (South of Expressway)

Information regarding noise mitigation in the agreements pertaining to these properties is provided below.

North Service Road

The following information is contained in the Development Agreement and Amendment for a property on the North Service Road regarding noise attenuation measures:

“The owner further agrees that all dwelling units located on the subject lands shall be fitted with a central air conditioning system so that windows and doors can be closed. The air cooled condenser unit shall be located so as to minimize its impact on and in the immediate vicinity of the subject lands.

The owner further agrees to include in all agreements of purchase, lease and sale and be registered on title:

Purchasers / Tenants / Occupants are advised that despite the inclusion of noise control features in the development of the subject lands and within the building units, sound levels due to increasing road traffic may on occasion interfere with the building units, sound levels due to increasing road traffic may on occasion interfere with some of the indoor and outdoor activities of the dwelling occupants as the noise levels exceed the Ministry of Environment's noise criteria.

This dwelling unit has been supplied with an air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Ministry of the Environment's noise criteria.”

Similarly, a recent noise study conducted in relation to the residential development located at 1850 North Service Road concluded that:

"This Study has determined that the potential environmental noise impact from road traffic noise is significant. The proposed development will need the

following: a requirement for central air-conditioning, noise warning clauses and special building components. Road traffic noise control requirements for the Site were determined based on road traffic volumes provided by the City of Windsor (City) and forecasted to 10 years from the date of this study."

Jennifer Drive

The Amending Subdivision Agreement for this area (dated December 22, 1987) included specific requirements for building materials for walls, doors, windows, etc. for noise abatement. The agreement also required the installation of a forced air ventilation system and the construction of a suitably shielded outdoor living area.

In addition, the following warning clause about traffic noise on the expressway was required to be added to any offer to purchase, or rental agreement, for these dwellings.

"Purchasers are advised that despite the inclusion of noise control features within this development area an within this building unit, noise levels from increasing traffic on E.C. Row Expressway and the service roads will continue to be of concern, and may occasionally interfere with some activities of the occupants of this dwelling. In order to achieve a suitable indoor noise environment, windows may have to be closed and to facilitate closed windows, this dwelling unit has been equipped with a central air conditioning system."

Regarding the outdoor living area, a further warning clause was required to be added to any offer to purchase or rental agreement on these housing unites. The warning clause regarding the outdoor living area was:

"Due to increasing road traffic on the E.C. Row Expressway and the service roads, the sound levels in open areas exceed both the Ministry of Environment's criteria as well as the sound level limit of the Provincial Freeway Policy and that a shielded outdoor living area has been provided within the backyard for the quiet enjoyment of the occupants."

Manfred Avenue

In this instance, the Subdivision Agreement included a section of noise conditions and required:

- The owner to install an 8'0" high noise barrier in certain locations on private property, with the material having a surface density greater than 20 kgs per square meter. The noise barrier shall not be removed or altered and maintained at the property owner in perpetuity at their expense. If they are not maintained, the City can order repairs to be made.
- All dwelling units shall be fitted with a central air conditioning system and located in a manner so as to minimize its noise impact on and in the immediate vicinity.
- Building walls facing the E.C. Row Expressway shall be of brick veneer starting from the lot grade and extend to the roof.
- The following warning clause shall be registered on title and be included in all offers/agreements of Purchase and Sale or Lease of the lots:

- *“Purchasers/Tenants/Occupants are advised that despite the inclusion of noise control mitigation measures in the development and within the dwelling units, noise levels due to traffic on E.C. Row Expressway interfere with some activities of the dwelling’s occupants”.*

Hallmark Avenue

There were no development agreements registered on title for this property.

However, there is a solid fence (pictured below) that runs along the back of the properties on Hallmark Avenue (between Hallmark Lane and Conservation Drive) which would help reduce traffic noise.



Sound Mitigation Measures on Private Property

As noted in the above agreements, there are several measures that can be taken on private property to reduce traffic noise. These include:

- Installing central air conditioning
- Choosing or replacing building materials (walls, doors and windows) that are effective at noise abatement.
- Installing window treatments such as blinds or curtains, can help reduce the amount of noise that enters the home through windows.
- Using solid fencing can help block out traffic noise.
- Planting dense trees and shrubs along the property line can help absorb and deflect noise, especially if the plants are dense and tall.
- Adding insulation in walls and the attic can help reduce the amount of noise that enters the home.

It is important to note that these measures may not completely eliminate traffic noise, but they can help reduce the amount of noise that enters the home or property.

Environmental Assessment

In the future, should there be a need to conduct an Environmental Assessment for this portion of the E.C. Row Expressway, a noise study would be required at that time. A noise study would measure the actual outdoor noise level in any exposed living areas (typically the back yard) and establish the indoor noise level at the level at the plane of the wall or at the window of any impacted homes. The noise study could:

- conclude that a barrier is not warranted (should noise levels of less than 60dB be reported);
- conclude that a barrier is warranted. (The noise study would identify the height and extent of any required noise barrier).

Local Improvement

Some municipalities utilize the Local Improvement process with respect to noise attenuation projects. For example, in the Region of Peel, residential properties with reverse frontage (a rear or side lot abutting a Regional road) and experiencing a daytime noise level of 60 decibels or higher during daytime hours are eligible for a noise wall under the local improvement process.

There must be at least three properties that would benefit from the wall to qualify. The cost of the noise wall depends on the height and type of material used. The final cost is determined once the project has been tendered. The property owner is assessed 50 percent of the actual total project cost.

Should Council wish Administration to investigate including noise attenuation projects in the Local Improvement Plan, they can direct Administration to develop parameters for Council's review and approval.

Effectiveness of Noise Barriers

Noise travels in waves, not straight lines and sounds can and do go over noise barriers. Part of the sound wave is absorbed, part is reflected away from the barrier, and part is transmitted through the barrier. Noise barriers are only effective in blocking the direct line of sight between the noise source and the receiver. If there are any gaps or breaks in the barrier, or if the barrier is not tall enough, noise can still travel over the top or through the gaps, reducing its effectiveness.

Furthermore, noise barriers are most effective at reducing high-frequency noise, but may not be as effective at reducing low-frequency noise. Low-frequency noise has longer wavelengths, which can travel around the barrier or through gaps more easily.

The effectiveness of using trees as noise barriers depends on the density and type of trees, as well as the frequency of the sound. While trees can absorb some sound energy, they are generally not as effective as other methods of sound mitigation.

Uploading Responsibility for E.C. Row Expressway to the Province

In 1997, the provincial government of the day downloaded responsibility for the expressway to the City of Windsor. As the expressway is essential for neighbouring communities like Tecumseh and LaSalle, the City continues to consider opportunities

regarding the shifting of responsibility for maintaining the E.C. Row expressway back to the Province.

Risk Analysis:

No risks are associated with the receipt of this report.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

There are no financial impacts associated with the receipt of this report.

Consultations:

Michael Cooke, Manager of Planning Policy / Deputy City Planner

Shawna Boakes, Executive Director Operations / Deputy City Engineer

Rob Slater, Executive Initiatives Coordinator

Conclusion:

Many properties in this area, including those with sensitive land uses, were subject to having warning clauses included on title; offers to purchase or rental agreements. In addition, many residences in this particular area were required to be constructed with noise attenuation features.

Planning Act Matters:

N/A

Approvals:

Name	Title
Phong Nguy for	Executive Director, Operations
Chris Nepszy	Commissioner, Infrastructure Services
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:



Subject: Response to CQ27-2021 - All-Way Stop Warrant - City Wide

Reference:

Date to Council: May 24, 2023

Author: Ian Day

Senior Manager, Traffic Operations & Parking (A)

519-255-6247 x6053

iday@citywindsor.ca

Public Works - Operations

Report Date: May 5, 2023

Clerk's File #: SW2023 & ACOQ2023

To: Mayor and Members of City Council

Recommendation:

THAT Council **APPROVE** the updated All-way Stop Policy as listed in **Appendix B**.

Executive Summary:

N/A

Background:

At the meeting of City Council on November 15, 2022, Councillor Costante asked CQ27-2021 as follows:

“Asks that Administration report back on opportunities to amend the warrant matrix and incorporate additional factors when determining the installation of 4-way stops in our residential neighbourhoods. This may include certain factors in the warrant threshold be lowered or amended, and may also include other factors such as petitions and school zones to be incorporated in the overall matrix.”

This report is provided in response to the Councillor's question.

During the preparation of this report, Administration conducted a review the current All-way Stop Policy. (Coincidentally, the current All-way Stop policy, approved in 2005, was identified by the Corporate Policy Coordinator as being among several policies in need of review).

The current policy approved by Council in 2005 (**Appendix A**) directed:

*That Council **APPROVE** the recommended updated All-way Stop warrants and policy as listed in Appendix A.*

*That Council **REFER** all requests for All-way Stops relating to speeding to the upcoming Traffic Calming Policy for evaluation and investigation of traffic calming alternatives.*

*That Council **APPROVE** Option B in Appendix B for hearing and reviewing All-way Stop Requests, commencing in late October 2005. (Option B does not include an All-way Stop Committee and all-way stop requests are brought directly to a special meeting of Council in either May or October for final decision).*

Discussion:

The City's current All-way Stop policy does not reflect the latest criteria for all-way stops as outlined in the Ministry of Transportation's *Ontario Traffic Manual - Book 5, Regulatory Signs* which was (updated) in December 2021. For reasons which will be explained further in this report, Administration is recommending the city's current warrant matrix be amended to mirror the warrants identified in the *Ontario Traffic Manual – Book 5, Regulatory Signs* and that Council approve the attached updated All-way Stop Policy (**Appendix B**).

In the past, installing all-way stops were seen as the solution to many traffic problems.

However, *unwarranted* all-way stop controls often result in the following:

- **Reduced effectiveness.** The overuse and misuse of stop control devices lowers the effectiveness of other traffic control devices.
- **Poor stop sign compliance.** Motorists familiar with the intersection will not come to a complete stop, instead, reduce their travel speed, and accelerate through the intersection when no opposing traffic is observed.
- **False sense of security.** Disregard for the “Stop” signs may decrease safety. Pedestrians may be lured in to the false sense of security by the presence of a “Stop” sign by assuming motorists will stop.
- **Collisions** – an all-way stop can increase the number of rear-end and fixed object collisions, especially if there is a high volume of traffic being required to stop unnecessarily. (A quick analysis of all-way versus 2 way stop controls in the City of Windsor indicates that there is a higher ratio of incidents at all-way stops. An in-depth analysis would be required to determine the root cause, however a high level review was done for three areas in the City and in 2 of those areas, there was a higher ratio of incidents at the all-way stops).
- **Speeding** - the unnecessary delay from a stop sign results in motorists increasing their travel speed between intersections to make up for the perceived time lost. Average speeds actually increase between intersections with stop signs. Residents in the middle of the block could experience higher than previous speeds as studies indicate an increase in speeds mid-blocs on either side of the stop control.
- **Emergency Response** - response time for emergency services vehicles is negatively impacted because they are required to come to a complete stop at all

stop signs as per the Highway Traffic Act. Therefore, adding stop signs to residential areas in particular will increase the response of both Fire and Ambulance services to residential calls.

- **Noise and Air Pollution** – residents living nearest to the intersection experience an increase in traffic noise from vehicles stopping and accelerating (braking noise and engine noise). Stopping and accelerating also increases environmental emissions and fuel consumption.

In 2005, a review at that time of the City’s All-way Stop policy found that, by and large, the City of Windsor’s policy had the most generous warrants for meeting the requirements for an All-Way Stop in Ontario. (At that time, it was estimated that there were 135 unwarranted all-way stops in the City). Further, it noted that *“the policy was inconsistent with the trends and focus of other municipality’s policies and was deficient in many of the more progressive aspects of other policies relating to environmental responsibility, driver and pedestrian safety and maintaining sustainable and efficient transit services”*.

Based on the significant volume of all-way stops that were being installed in the City and calls from residents that drivers were not stopping on stop signs, Council approved a policy and warrant procedure with regard to all-way stops that was inline with other municipalities, industry standards and guideline recommendations at that time.

However, since then, other significant tools and practices to deal with speeding or pedestrian safety have been developed and effectively implemented. Such measures are outlined in various policies including the School Neighbourhood Policy, the Traffic Calming Policy, etc., and include:

• Speed humps or tables	• Lane narrowing
• Textured crosswalks	• Traffic circles
• Raised crosswalks	• Directional closures
• Raised intersections	• Speed feedback signs
• Raised median islands	• Lower speed limits
• Curb radius reductions	• Movement restrictions
• Curb or sidewalk extensions	

The items noted above, while addressing speeding and/or pedestrian safety, importantly also eliminate the installation of an otherwise unwarranted all-way stop.

In order to reduce the installation of additional unwarranted all-way stops, Administration recommends adopting the updated All-way Stop Policy as listed in Appendix B, which mirrors *Ontario Traffic Manual - Book 5, Regulatory Signs* as it pertains to all-way stops. The Ontario Traffic Manuals are developed using the Transportation Association of Canada’s, Manual on Uniform Traffic Control Devices Canada document, which is the Canadian version of the Manual on Uniform Traffic Control Devices as developed by the US Federal Highway Administration.

The purpose of the Ministry of Transportation's (MTO) Ontario Traffic Manual (OTM) is "to provide information and guidance to transportation practitioners and to promote uniformity of treatment in the design, application and operation of traffic control devices and systems across Ontario. The objective is safe driving behaviour, achieved by a predictable roadway environment through the consistent, appropriate application of traffic control devices."

By adopting *Ontario Traffic Manual - Book 5, Regulatory Signs* regarding All-way stop controls, a predictable roadway environment for drivers and pedestrians alike is supported.

It is in this context as well as the earlier identified concerns regarding unwarranted all-way stops that Administration does not recommend amending the warrant matrix to incorporate other factors such as petitions or school zones or lowering warrant threshold. As noted earlier in the report, there are now additional effective tools and practices to deal with speeding or pedestrian safety.

Ontario Traffic Manual - Book 5, Regulatory Signs – All-way Stops

Regarding the installation of all-way stops, the *Ontario Traffic Manual - Book 5, Regulatory Signs* states that all-way stop controls ***should be considered only under the following situations:***

- As an interim measure, where traffic control signals are warranted but cannot be implemented immediately;
- At locations having a high collision frequency where less restrictive measures have been tried and found inadequate; or
- As a means of providing a transition period to accustom drivers to a change in intersection right-of-way control from one direction to another.

With respect to all-way stops, the *Ontario Traffic Manual - Book 5, Regulatory Signs* states that all-way stop controls ***should not*** be used under the following conditions:

- Where the protection of pedestrians, school children in particular, is a prime concern. This concern can usually be addressed by other means;
- As a speed control device;
- On roads where progressive signal timing exists;
- On roads within urban areas having a posted speed limit in excess of 60 km/h;
- At intersections that are not roundabouts having less than three, or more than four, approaches;
- At intersections that are offset, poorly defined or geometrically substandard;

- On truck or bus routes, except in an industrial area or where two such routes cross;
- On multi-lane approaches where a parked or stopped vehicle on the right will obscure the STOP sign;
- Where traffic would be required to stop on grades;
- As a means of deterring the movement of through traffic in a residential area;
- Where visibility of the sign is hampered by curves or grades, and insufficient safe stopping distance exists; or
- Where any other traffic device controlling right-of-way is permanently in place within 250m, with the exception of a YIELD sign.

Under the *Ontario Traffic Manual - Book 5, Regulatory Signs*, the criteria for an all-way stop are as follows:

All-way Stop Minimum Volume Warrant (Arterial and Major Roads)

All-way stop control may be considered on major roads where the following conditions are met:

- *The total vehicle volume on all intersection approaches exceeds 500 vehicles per hour for each of any eight hours of the day;*
- *The combined vehicular and pedestrian volume on the minor street exceeds 200 units per hour (all vehicles plus pedestrians wishing to enter the intersection) for each of the same eight hours, with an average delay to traffic on the minor street (either vehicles or pedestrians wishing to enter the intersection) of greater than 30 seconds; and*
- *The volume split does not exceed 70/30. Volume on the major street is defined as vehicles only. Volume on the minor street includes all vehicles plus any pedestrians wishing to cross the major roadway.*

All-way Stop Minimum Volume Warrant (Minor Roads)

All-way stop control may be considered on minor roads where the following conditions are met:

- *Total vehicle volume on all intersection approaches exceeds 350 for the highest hour recorded; and*
- *Volume split does not exceed 75/25 for three-way control or 65/35 for four-way control. Volume is defined as vehicles only.*

All-way Stop Collision Warrant

For the purposes of this warrant, a high accident frequency is an average of four collisions per year over a three-year period. Only those accidents susceptible to relief through multi-way stop control must be considered (i.e., right angle and turning type collisions).

Included in this warrant are those locations where visibility problems exist which limit the safe approach speed to less than 15 km/h, thereby creating an unreasonable accident potential. Special advance warning or overhead flashing lights may be necessary to augment the control if vertical or horizontal alignment is a factor.

Appendix B contains the proposed All-way Stop policy.

Risk Analysis:

Unwarranted all-way stops often result in reduced effectiveness of other traffic control devices, result in overall poor stop sign compliance, create a false sense of security for pedestrians, increase the number of rear-end and fixed object collisions, increase instances of mid-block speeding, delay emergency vehicle response times and increase noise and air pollution.

Climate Change Risks

Climate Change Mitigation:

All-way stops increase greenhouse emissions. As noted in Council Report 11541, the greenhouse gas emissions related to one all-way stop is;

657 kg of hydro carbons

8,760 kg of carbon monoxide

675 kg of nitrogen oxide

65,700 kg of carbon dioxide

(Source: Ministry of Municipal Affairs and Housing)

There are currently 230 all-way stops in the City, totalling the emissions at 17,432,160 kg (17,432.16 metric tonnes).

The addition of even one unwarranted all-way stop has a significant effect on greenhouse gas emissions in the City.

Climate Change Adaptation:

N/A

Financial Matters:

There are no immediate financial implications with adopting the proposed All-way Stop policy (Appendix B) which will eliminate the installation of additional unwarranted all-way stops.

With respect to all-way stops, the cost per sign for installation can cost between \$250 and \$1,000 depending on the underground conflicts. Therefore, to upgrade a typical 2-way or 1-way stop to an all-way stop costs the City in the range of \$2,000 per location. On-going maintenance for the additional signs is \$500 per sign/year.

Stop signs are considered regulatory signs and under the Minimum Maintenance Standards, they require immediate attention when damaged. This means that after hour emergency call outs to staff will increase, hence further increasing overtime/maintenance costs. These costs are difficult to predict and are non-recoverable.

A budget issue will be submitted for Council approval annually to address ongoing maintenance funding requirements as a result of installations and upgrades resulting from this policy.

Consultations:

Jeff Hagan, Senior Transportation Planning Engineer

Cindy Becker, Financial Planning Administrator – Public Works

Barry Horrobin, Director of Planning & Physical Resources

Dana Paladino, Deputy City Solicitor – Purchasing, Risk Management and POA

Rob Slater, Executive Initiatives Coordinator

Conclusion:

Administration recommends adopting an updated All-way Stop Policy as listed in Appendix B, which mirrors the *Ontario Traffic Manual - Book 5, Regulatory Signs*. By adopting this policy, a predictable roadway environment for drivers and pedestrians is supported.

Amending the warrant matrix to incorporate other factors such as petitions or school zones or lowering the warrant threshold is not recommended as other effective tools and practices are available to deal with speeding or pedestrian safety.

Planning Act Matters:

N/A

Approvals:

Name	Title
------	-------

Name	Title
Cindy Becker	Financial Planning Administrator – Public Works - Operations
Shawna Boakes	Executive Director of Operations
Chris Nepskzy	Commissioner, Infrastructure Services, City Engineer
Shelby Askin-Hager	Commissioner, Legal & Legislative Services, City Solicitor
Tony Ardovini	Acting Commissioner, Corporate Services, City CFO/ Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- Appendix A – 11541
- Appendix B – All Way Stop Policy
- Appendix B – All Way Stop Warrant Checklist

Appendix A

Proposed All Way Stop Warrants

Warrant Group	Minimum Warrants	Information	Warrant Compliance Yes / No
Warrant Group 1	If location satisfies either a or b, then an all way stop is warranted.		
	a) Traffic Signals are warranted, all way stop used as a temporary measure.		
	b) Average of three accidents per year over a three year period of a type susceptible to correction by such an installation.		
Warrant Group 2	If location does not satisfy either c, d, and e then all way stop is not permitted.		
	c) If the proposed location is on a Transit Route (Proposed or Existing) or Truck Route, then no all way stop will be permitted.		
	d) If proposed location is within 250 metres of another right of way control measure (Traffic Signal, Other All Way Stop etc) than no additional all way stop will be permitted.		
	e) If the proposed location is not between two "like" classifications of roads, then an All Way Stop will not be permitted. (Example: Intersections between Arterial Roads and Collector Roads or Local Roads will not be permitted to have an All Way Stop.)		
Warrant Group 3	Proposed location must meet the following combination of Traffic Volume criteria to warrant an all way stop.		
	f) Total vehicular volume from all directions is 250 vehicles per hour or more. and satisfies either "i" or "ii"		
	i) Combined vehicular and pedestrian volume crossing the main street (direction with majority of traffic) is 150 units per hour or more.		
	Or		
	ii) The pedestrian volume crossing the main street exceeds 200 units over an 8 hour period.		
	and satisfies condition g		
	g) The volume of traffic on all directions represents a direction split less than or equal to 65% on main road and 35% on the minor road.		

Explanation:

- a) If the proposed location meets the warrants in group 1, then the all way stop will be granted regardless of the remaining warrants.
- b) If the proposed location does not meet the warrants in group 1, and does not satisfy the conditions in group 2 then an all way stop will not be permitted regardless of the outcome of the remaining warrants.
- c) If the proposed location does satisfy the conditions in group 2, and does not meet the warrants in group 3, then an all way stop will not be permitted.
- d) If the proposed location does satisfy the conditions in group 2, and does meet the combination warrants in group 3, then an all way stop will be permitted.
- e) If the proposed location doesn't satisfy the conditions in group 2, and does not meet the combination warrants in group 3, but there are inadequate sight lines/visibility or poor road geometry, special consideration may be given for stop installation.

Additional Notes to be included with Policy:

a) All Way Stops are not be used as a method of speed control. All Way Stops have been proven to increase mid block speeds, and have been known to reduce overall compliance of All Way Stops. All Way Stop requests pertaining to speed control will be directed for potential evaluation for Traffic Calming following the Traffic Calming Policy.

b) All Way Stops will result in an increase in noise and air pollution in the general vicinity of the location and in the neighbourhood at large.

c) At a typical four way stop, the following emissions are released collectively, from all vehicles traveling through a stop each year:

657 kg of hydro carbons

8,760 kg of carbon monoxide

675 kg of nitrogen oxide

65,700 kg of carbon dioxide

(Data Provided by the Ministry of Municipal Affairs and Housing)

Appendix B

Option 1: New All Way Stop Committee – Procedure

A new committee of Council is created to hear All Way Stop requests. The proposed committee would be made up of 5 Council members, one from each ward and the remaining 5 Council members would trade every six months. The Committee would hear requests twice per year, once in May and once in October. The Committee can vote and make a decision but decisions not favorable to the resident may still be brought to Council as a whole.

- a) Resident makes formal request to administration to study the need for an all way stop.
- b) Resident obtains necessary petition signatures within prescribed area.
- c) Administration performs warrant study based on the warrants attached.
- d) Administration reports back to resident regarding results.
 - IF All Way Stop is warranted then report is brought to committee for approval of new all way stop.
 - IF All Way Stop is not warranted then requester is notified that the requested All Way Stop does not meet the prescribed warrants.
- e) Resident then has two choices:
 - i. Resident appears at All Way Stop Committee meeting noting the special circumstances why an All Way Stop should be approved. (Special circumstances cannot include speeding issues or short cutting traffic. Concerns such as those should be brought forward as a request for a review for traffic calming.)
 - ii. End pursuance of All Way Stop because the location did not meet the warrants.
- f) All Way Stop committee will convene to vote on All Way Stop requests
 - If Committee decides to approve the All Way Stop, a minor by-law amendment will be drafted for CAO Approval (Delegated Authority).
 - IF Committee decides not to approve All Way Stop resident has two choices:
 - i. Resident may request that the All Way Stop request be brought to Council for further consideration.
 - ii. Resident may end pursuance of an All Way Stop because committee did not approve of the All Way Stop.
- g) Resident brings All Way Stop request to Council.
- h) Council makes final decision.
 - i. IF Council approves the All Way Stop, a minor by-law amendment will be drafted for CAO Approval (Delegated Authority).
 - ii. IF Council does not approve All Way Stop, no all way stop will be erected.

Option 2: Special Meeting of Council Twice Per Year – Procedure

At a special meeting of Council or prior to a regular Council meeting all way stops will be heard twice per year. These special meetings would occur once in May and once in October.

- a) Resident makes formal request to administration to study the need for an all way stop.
- b) Resident obtains necessary petition signatures within prescribed area.
- c) Administration performs warrant study based on warrants attached.
- d) Administration reports back to resident regarding results.
 - i. IF All Way Stop is warranted then report is brought to Council for approval of new all way stop.
 - ii. IF All Way Stop is not warranted then requester is notified that the requested All Way Stop does not meet the prescribed warrants.
- e) Resident then has two choices:
 - i. Bring request to Council noting special circumstances why All Way Stop should be approved (Special circumstances cannot include speeding issues or short cutting traffic. Concerns such as those should be brought forward as a request for a review for traffic calming.)
 - ii. End pursuance of All Way Stop because the location did not meet the warrants.
- f) Resident brings All Way Stop request to special meeting of council either in the Spring or the Fall.
- g) Council makes final decision.
 - i. IF Council approves the All Way Stop, a minor by-law amendment will be drafted for CAO Approval (Delegated Authority).
 - ii. IF Council does not approve All Way Stop, no all way stop will be erected.

Traffic All Way Stop Warrant Checklist

Warrant Group	Minimum Warrants	Notes	Warrant Compliance Yes / No
Warrant Group 1	If location satisfies either a or b, then an all way stop is warranted.		
	a) Traffic Signals are warranted, all way stop used as a temporary measure.		
	b) Collision Ratio of either (highest classification of roadway applies): One approach is a local OR collector road – average of 3 accidents per year over a 3 year period of a type susceptible to correction by such an installation (9 in 36 months). One approach is an arterial road – average of 4 collisions per year over a 3 year period of a type susceptible to correction by such an installation (12 in 36 months). Note 1.		
Warrant Group 2	If location satisfies all conditions c, d, and e, then an all way stop is warranted.		
	c) If the proposed location is on a Transit Route (proposed or existing), has on-street bikeways (proposed or existing) on the currently uncontrolled road or Truck Route, then no all way stop should be permitted.		
	d) If proposed location of the new traffic control device is within 250 metres of another right of way control measure (Traffic Signal, Other All Way Stop, etc.) than no additional all way stop should be permitted. *Note 2.		
Warrant Group 3	Proposed location must meet the following combination of Traffic Volume criteria to warrant an all way stop.		
	e) Total vehicular volume from all directions is either (highest classification of roadway applies): One approach is an Arterial Road - 500 (vehicles per hour, highest 8 hours) One approach is a Collector Road - 375 (vehicles per hour, highest 8 hours) Both approaches are Local Roads – 200 (vehicles per hour, highest 4 hours)		
	And		
	f) Combined vehicular and pedestrian volume crossing the main street (direction with majority of traffic) is either: One approach is an Arterial Road – 200 per hour OR 150 per hour with an average delay of >30 seconds, for the highest 8 hours One approach is a Collector Road – 150 per hour OR 120 per hour with an average delay of >30 seconds, for the highest 8 hours Both approaches are Local Roads – 75 per hour, for the highest 8 hours		

Traffic All Way Stop Warrant Checklist

And		
g) The volume of traffic on all directions represents a direction split less than or equal to 70% on main road and 30% on the minor road. I.e. the minor street must not be less than 30% of the total volume entering the intersection.		

Notes:

1. Stop controls shall not be allowed on expressways and scenic parkways.
2. A supporting traffic operations study may be required to be assessed, along with sound engineering judgement and approval of the Commissionaire of Infrastructure Services.

Explanation:

- a) If the proposed location meets the warrants in group 1, then the all way stop will be permitted regardless of the remaining warrants.
- b) If the proposed location does not meet the warrants in group 1, and does not satisfy all the conditions in group 2 then an all way stop will not be permitted regardless of the outcome of the remaining warrants.
- c) If the proposed location does satisfy the conditions in group 2, and does not meet the warrants in group 3, then an all way stop will not be permitted.
- d) If the proposed location does satisfy the conditions in group 2, and does meet the combination of warrants in group 3, then an all way stop will be permitted.
- e) If the proposed location doesn't satisfy the conditions in group 2, and does not meet the combination warrants in group 3, but there are inadequate sight lines/visibility or poor road geometry, special consideration may be given for stop installation. Other sight line / visibility methods shall be exhausted prior to allowance of stop control devices (i.e. removing additional parking, removing objects in the ROW, obtaining larger easements, etc.).

Additional Notes to be included with Policy:

- a) All Way Stops are not be used as a method of speed control. All Way Stops have been proven to increase mid block speeds, and have been known to reduce overall compliance of All Way Stops. All Way Stop requests pertaining to speed control will be directed for potential evaluation for Traffic Calming following the Traffic Calming Policy.
- b) All Way Stops will result in an increase in noise and air pollution in the general vicinity of the location and in the neighbourhood at large.
- c) At a typical four way stop, the following emissions are released collectively, from all vehicles traveling through a stop each year:

657 kg of hydro carbons 8,760 kg of carbon monoxide 675 kg of nitrogen oxide 65,700 kg of carbon dioxide

(Data Provided by the Ministry of Municipal Affairs and Housing)

THE CORPORATION OF THE CITY OF WINDSOR POLICY

Service Area:	Public Works	Policy No.:	
Department:	Traffic Operations	Approval Date:	
Division:	Operations	Approved By:	
		Effective Date:	
Subject:	All Way Stop Policy	Procedure Ref.:	
Review Date:		<i>Pages:</i>	Replaces:
Prepared By:	Ian Day		Date:

1. POLICY

1.1. This policy establishes the all way stop review and approval or denial procedure.

2. PURPOSE

2.1. To define the process for the review, and approval or denial of an all way stop control in the City of Windsor.

2.2. To ensure public safety as it pertains to the use of stop controls.

2.3. To ensure adherence to Provincial and National standards and guidelines as it pertains to the use of stop controls.

3. SCOPE

3.1. This policy applies to any City of Windsor Department reviewing, approving and/or installing stop controls within the public right-of-way.

4. RESPONSIBILITY

4.1. City Council is responsible for:

4.1.1. The final approval and any amendments of the All Way Stop Policy.

4.1.2. To approve funding to install and maintain all ways stops.

4.2. Standing Committees are responsible for:

4.2.1. Reviewing and approving the All Way Stop Policy and any amendments and forwarding committee reports with recommendations to City Council for final approval.

4.3. The Chief Administrative Officer (CAO) is responsible for:

4.3.1. Providing approval of the Street Lighting Policy and any amendments to the Standing Committee Level.

4.3.2. Approving by-law amendments (Delegated Authority) to the Traffic By-Law after the installation of an all way stop.

4.4. Corporate Leadership Team (CLT) is responsible for:

- 4.4.1. Providing approval of the development of the All Way Stop Policy and any amendments prior to the CAO for their authorization.

4.5. Department Head, Senior Manager or Manager is responsible for:

- 4.5.1. Reviewing the All Way Stop Policy to determine whether updates are required.
- 4.5.2. Determine the need of the policy.
- 4.5.3. Consult with other relevant stakeholders.
- 4.5.4. Forward the proposed policy and accompanying report to the CLT for approval.
- 4.5.5. Oversee the all way stop reviews and warrant results.
- 4.5.6. Approving the installation of a new all way stop, removal of an existing all way stop and / or reversal of an existing two way stop when the location meets warrant.

4.6. Traffic Technician is responsible for:

- 4.6.1. Receiving resident request for new all way stop.
- 4.6.2. Completing necessary efforts to collect data for a warrant review and completing the warrant checklist.
- 4.6.3. Make recommendation to Department Head, Senior Manager or Manager with regards to the results of a warrant.
- 4.6.4. Reviewing existing stop controls on an on-going basis to assess the continued need for all way stops or to determine what changes are necessary for increased public safety (i.e. reversal of stop control).

4.7. Transportation Technologist I is responsible for:

- 4.7.1. Preparing report with required by-law amendments for new all way stop, or removal or reversal of an existing all way stop based on the warrant and All Way Stop Policy.

5. GOVERNING RULES AND REGULATIONS

5.1. NEW ALL WAY STOP REQUEST

- 5.1.1. A resident makes a formal request to administration to study the need for an all way stop. OR Administration identifies the need for an all way stop review due to an internally driven safety review.
- 5.1.2. Administration collects data required and completes a warrant for the location requested. Traffic volumes within the past 3 years are acceptable for the review of this warrant, where existing data is older than 3 years, new data is to be collected.
- 5.1.3. Administration reports back to the resident through the 311 Service Request, with the results of the review
- 5.1.4. If the all way stop is warranted, a by-law update and associated report will be brought to the CAO and the all way stop is installed.

5.1.5. If the all way stop is unwarranted, end pursuance of the all way stop because the location does not meet the warrant.

5.2. ALL WAY STOP REMOVAL

5.2.1. A resident makes a formal request to administration to study to need to remove an all way stop. OR Administration performs a review of an all way stop and determines that significant changes have been made in the area to change the need for an all way stop.

5.2.2. If the all way stop is unwarranted, a by-law update and associated report will be brought to the CAO and the all way stop is removed, leaving the stop control on the lower volume roadway. Administration shall review all other safety factors at the intersection to ensure proper sightlines and parking removal is appropriate and make changes as needed prior to removal.

5.2.3. If the all way stop is warranted, end pursuance of the all way stop removal and the all way stop shall remain in place.

5.3. REVERSAL OF A STOP CONTROL

5.3.1. The reversal of a stop shall be reviewed using the All Way Stop Control Warrant Checklist, specifically reviewing the roadway traffic volumes and classifications.

5.3.2. A resident makes a formal request to administration to study to need to reverse a stop control. OR Administration performs a review of an all way stop and determines that significant changes have been made in the area to change the need for the direction of the stop control.

5.3.3. If the reversal of the two way stop is warranted, a by-law update and associated report will be brought to the CAO and the two way stop is reversed. Administration shall review all other safety factors at the intersection to ensure proper sightlines and parking removal is appropriate and make changes as needed prior to reversal.

5.3.4. If the all way stop is warranted, end pursuance of the all way stop removal and the all way stop shall remain in place.

6. RECORDS, FORMS AND ATTACHMENTS

6.1. All Way Stop Warrant Checklist attached.

Subject: Dandurand Avenue Pedestrian Generator Sidewalk (from Northwood Street to existing sidewalk (approximately 210m north)) - Ward 10

Reference:

Date to Council: May 24, 2023
Author: Isak Quakenbush
Engineer II
519-255-6257 ext. 6407
iquakenbush@citywindsor.ca
Engineering
Report Date: May 8, 2023
Clerk's File #: SW2023

To: Mayor and Members of City Council

Recommendation:

- I. THAT Council **APPROVE** the final design and construction of an infill Pedestrian Generator Sidewalk on Dandurand Avenue as proposed in Option 3 of this report, and,
- II. THAT the estimated cost of \$ 140,000.00 **BE CHARGED** to the Pedestrian Safety Improvement Project (Project no. 7045034); and,
- III. THAT Council **PRE-APPROVE** the Award of Tender related to this project, provided that the Tender amount is within the approved budget, pursuant to the Purchasing By-Law 93-2012 and amendments thereto; and,
- IV. THAT the CAO and the City Clerk **EXCECUTE** an agreement with the low bidder, with said contract being satisfactory in form to the Commissioner of Legal & Legislative Services, and in financial content to the Commissioner of Corporate Services, CFO/City Treasurer.

Background:

A request was received from Councillor Jim Morrison to investigate the need for a sidewalk on Dandurand Avenue to provide a connection to Northwood Street. Administration assessed this section of Dandurand Avenue to see if it qualifies under the Pedestrian Generator Sidewalk Policy, as established by CR343/2007. This policy allows for the construction of sidewalks in qualifying areas, **at no cost to the residents.**

Discussion:

The definition of a Pedestrian Generator Sidewalk is contained within the Pedestrian Generator Sidewalk Policy, and reads as follows:

A sidewalk to be located where any of the following exist:

1. It is located on a route leading to a significant pedestrian destination.
2. It is required to serve more than the abutting properties, including institutional and parkland access.
3. It is required on a school approach street.
4. It is required for the separation of pedestrians from vehicles in the community.
5. It is requested or endorsed by a School Board.
6. It would be inequitable to charge the full cost of the sidewalk to the abutting property owners.

The evaluation below is based on the above definition confirming that this section qualifies as Pedestrian Generator Sidewalk.

1. This sidewalk is on a route that leads to the following pedestrian generating locations all within 1 kilometer of the Dandurand Avenue and Northwood Street intersection:

Heavy Pedestrian Generators:

Holy Names Catholic High School
Northwood Public School
École Secondaire Catholique E. J. Lajeunesse

Moderate Pedestrian Generators:

Windsor Mosque
Filipino Community Center
Maranatha Christian Academy

2. This sidewalk would connect the northern 385 meters of Dandurand Avenue, all of Dandurand Court, Balsamo Court, Bonadonna Court, Piazza Street and Alexandra Avenue. This situation has arisen due to the development of Dandurand Avenue that did not include a sidewalk.

At the north end of the existing sidewalk is Balsamo Park. The proposed infill sidewalk would also allow pedestrian access from Northwood Street to this park.

3. Dandurand Avenue is a school approach street as it provides the only pedestrian access to Northwood Street and the schools listed above, for Dandurand Avenue, Piazza Street, Bonadonna Court, Balsamo Court and Dandurand Court.
4. The pavement width of 8.6 meters on Dandurand Avenue carries two way traffic and on-street parking on the west side. This leaves insufficient level space to accommodate pedestrians within the cross-section. There is no existing physical space for pedestrians to travel that is separate from vehicles which increases the probability of a pedestrian-vehicle conflict.

5. The Windsor-Essex Catholic District School Board, and the Greater Essex County District School Board have submitted letters of support for the construction of the sidewalk to ensure the safety of the students and residents while travelling to Holy Names Catholic High School and Northwood Public School. These letters are attached as Appendix A. The Windsor Police Service has also supported the project in an email attached as Appendix B.
6. This sidewalk would serve the community to the north of the project location, as shown above. Thus, it would be inequitable to charge the abutting property owners for this project.

Additionally, Northwood Street is a heavily utilized bus route. Windsor-Essex Student Transportation Services (WESTS) confirmed that seven routes stop or move through Dandurand for both pick-up and drop-off. Stops for these routes occur at the three intermediate intersections and at Northwood Street. Northwood Street and Dandurand Court do not currently have sidewalk facilities to safely accommodate students awaiting their bus. These buses do not service the three schools that are listed as heavy pedestrian generators as WESTS confirmed that Dandurand Avenue is within all three schools walk zones.

Active Transportation Master Plan:

The Active transportation master plan has also identified this section of Dandurand Avenue as requiring sidewalk improvements. The infill would help accomplish many of the strategies and actions proposed within the plan. Some of the most notable action items include:

- ACTION 1A.6: Add, Preserve and Enhance Walkways and Connections Through Neighbourhoods.
- ACTION 1D.1: Improve Walking and Cycling Connections to Transit Service Consistent with the Concurrent Transit Windsor Service Review
- 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 Busing to School.

The sidewalk and the traffic calming speed humps that are planned on Dandurand Avenue will greatly increase the safety and function for pedestrians in the area.

Design Options:

Three possible orientations were considered for this section of sidewalk. The discussion below shows the considerations that affect the construction cost and constructability of the sidewalk in each orientation. Council Drawing C-3729 attached as Appendix C shows the aerial of the proposed options and the conflicts described below.

Option 1 continues the sidewalk down the east side of Dandurand Avenue. This option has the most driveway crossings. It also runs the same side of the existing street

lighting, which would need to be moved. In addition, multiple other utilities would need to be accounted for during design and construction.

Option 2 would terminate the existing sidewalk on the east side at Balsamo Court and require the installation of a Level 2, Type D pedestrian crossing (PXO) with Accessibility for Ontarians with Disabilities Act (AODA) ramps on both sides of Dandurand Avenue. This crossing would require the installation of two additional light poles to meet the required illumination. The proposed sidewalk would then run down the west side of Dandurand Avenue to Northwood Street. This orientation avoids the utilities on the east side of the street but does require the removal of approximately 40 meters of existing sidewalk to prevent pedestrians from continuing on a path that dead ends. There is one fire hydrant at the corner of Dandurand Court that will need to be adjusted to accommodate the sidewalk. In this option, the pedestrians would be required to cross the street at Balsamo Court at a location where Dandurand Avenue curves which is not ideal for sight lines.

Option 3 utilizes the full length of existing sidewalk, extending it down the east side of Dandurand Avenue to Dandurand Court; where, prior to conflicts with the street lighting and other utilities, a Level 2, Type D PXO would be installed. This option would utilize the existing light pole at this intersection but would require the installation of one additional pole on the northwest corner of the intersection. The sidewalk would then continue down the west side of Dandurand Avenue up to Northwood Street. The location of this crossing is also further from the bend on Dandurand Avenue; therefore, providing better sight lines. The fire hydrant would need to be adjusted in this option similar to Option 2.

SIDEWALK LAYOUT CONSTRUCTABILITY COMPARISON			
CONSTRUCTION ITEMS	OPTION 1	OPTION 2	OPTION 3
Concrete Driveway Crossings	11	4	6
Brick Driveway Crossings	5	0	0
Street Light Moves/ Installations	3	2	1
Misc. Encroachments	3	1	1
AODA Ramps	0	4	4
Fire Hydrant Move	NO	YES	YES
Demolition of Existing Sidewalk	NO	YES	NO

Administration hand delivered letters to the abutting residents on both sides of Dandurand Avenue to solicit comments. Residents were given 14 days to respond during which Administration received varied comments.

Per above, the construction of Option 3 is recommended as it utilizes the full length of the existing sidewalk, has the least obstructions, causes minimal impact to the abutting residents and minimizes the hazard of reduced sight lines by locating the crossing away from the existing road curves on Dandurand Avenue.

Risk Analysis:

Associated risks to the City resulting from the undertaking of this project include risks typical of construction projects, such as bodily injury, property damage, and matters arising from violations of the Occupational Health and Safety Act. These risks will be transferred to the successful Contractor through the contract entered into with the City. As part of the contract with the successful Contractor, the Contractor will be required to provide proof of insurance to the City, as well as indemnify the City from any claims which may arise from their work during or after construction.

Risks associated with not undertaking this project include the likely probability of pedestrians and vehicles conflicts during peak traffic times.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

Based on the selection of Option 3 the required estimated funds are outlined below.

BUDGET	
Estimated Sidewalk Construction Budget	\$ 116,000.00
Non-Recoverable HST	\$ 2,040.00
Engineering/Inspection/Geomatics/Soils	\$ 21,960.00
TOTAL ESTIMATED COSTS	\$ 140,000.00

The Financial Planning Administrator for Engineering has confirmed that there is sufficient funding in project 7045034 Pedestrian Safety Improvements, to carry out the work noted above.

Consultations:

Linda Mancina – Financial Planning Administrator

Michael Dennis – Financial Manager of Asset Planning

Adam Pillon – Manger of Right of Way

Wira Vendrasco – Deputy City Solicitor

Jeff Hagan – Transportation Planning Sr. Engineer

Paul Mourad – Engineer III

Conclusion:

Administration recommends that Council approve the construction of the sidewalk presented in Option 3 in conformance with the Pedestrian Generator Sidewalk Policy and Active Transportation Master Plan.

Planning Act Matters:

N/A

Approvals:

Name	Title
Fahd Mikhael	Manager of Design
France Isabelle-Tunks	Executive Director of Engineering/Deputy City Engineer
Chris Nepszy	Commissioner of Infrastructure Services
Shelby Askin Hager	Commissioner of Legal & Legislative Services
Tony Ardovini	Commissioner of Corporate Services, CFO/City Treasurer (A)
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

- 1 Letter of Support - Windsor-Essex Catholic District School Board
- 2 Letter of Support - Greater Essex County District School Board
- 3 Letter of Support from Windsor Police Service - email
- 4 C-3729 - Proposed Pedestrian Generator Sidewalk Infill Options, Dandurand Avenue from Northwood Street to Balsamo Court



1325 California Avenue
Windsor, ON N9B 3Y6
CHAIRPERSON: Fulvio Valentinis
DIRECTOR OF EDUCATION: Emelda Byrne
Telephone: (519) 253-2481 FAX: (519) 253-8397

March 27, 2023

Mr. Isak Quakenbush, Engineer II
City of Windsor
350 City Hall Square, Suite 310
Windsor, ON N9A 6S1

SENT VIA EMAIL: iquakenbush@citywindsor.ca

Dear Mr. Quakenbush:

Re: Pedestrian Safety Improvements (Sidewalks) and Dandurand Avenue between Balsamo Court and Northwood Street, Windsor, ON.

This letter is in response to the communication we received from you via e-mail on February 21, 2023 regarding the City of Windsor Pedestrian Safety Improvements Program as it relates to a pedestrian generator sidewalk on Dandurand Avenue between Balsamo Court and Northwood Street.

The Windsor-Essex Catholic District School Board wishes to express our support of the above-mentioned project for council consideration.

Thank you for the opportunity to respond.

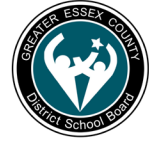
Yours truly,

A handwritten signature in black ink that reads "Penny King".

Penny King, CPA, CGA
Executive Superintendent of Business

PK/eg

cc: M. Adams, Senior Manager Facilities Services



March 8, 2023

Dear Mayor Dilkens and Members of City Council

RE: Pedestrian Generator Sidewalk Policy

The Greater Essex County District School Board (the “Board”) endorses the City of Windsor’s Pedestrian Generator Sidewalk Policy, as it particularly relates to the recommendation for the installation of a sidewalk on Dandurand Avenue between Balsamo Court and Northwood Street. The addition of a school approach sidewalk is needed to address the safety concerns facing our students and families for Northwood Public School (the “School”), located at 1100 Northwood Street.

For several years, the School’s administrators have been faced with many issues associated with vehicular traffic and student safety in the area. Northwood Street is a transportation route to Northwood Public School. This school generates a substantial number of pedestrians of all ages. Additionally, based in the same neighbourhood are Holy Names Catholic Highschool, Ecole Secondaire Catholique EJ Lajeunesse, Maranatha Christian Academy, Windsor Mosque, Filipino Community Centre and The Gathering Church which also generate pedestrian traffic.

The Board is a strong advocate and participant in Active Transportation initiatives. The installation of a school approach sidewalk under the Pedestrian Generator Sidewalk Policy would greatly improve the safety of students and community members using not just the school facility but other community facilities in the area. Due to the absence of a sidewalks along Dandurand Avenue between Balsamo Court and Northwood Street, many parents and guardians drive their children to school, resulting in significant vehicular traffic at school arrival and dismissal times, which further exacerbates the safety concerns.

The Board is grateful for the collaborative partnerships with the Windsor Police Services and the Engineering Department to assist in addressing student, staff and

community safety. The Board fully endorses the installation a school approach sidewalk on along Dandurand Avenue between Balsamo Court and Northwood Street under the City of Windsor’s Pedestrian Generator Sidewalk Policy.

Thank you for your consideration and for your partnership with the Board.

Sincerely,



Shelley Armstrong, CPA, CA
Superintendent of Business and Treasurer

cc: Erin Kelly, Director of Education
Gale Simko-Hatfield, Chairperson of the Board of Trustees
Christie Nelson, Trustee (Ward 3, 4 and 10)
Sarah Cipkar, Trustee (Ward 3, 4 and 10)
Dustin O’Neil, Principal

Quakenbush, Isak

From: Ing, Duke <ding@windsorpolice.ca>
Sent: Friday, April 21, 2023 1:08 PM
To: Quakenbush, Isak
Subject: Pedestrian Safety Improvements - Dandurand Ave, Northwood to Balsamo Court

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Quakenbush,

The Windsor Police Service is pleased to offer its support for the proposed Pedestrian Generator Sidewalk infill project on Dandurand Avenue.

We recognize that this is a highly trafficked area by pedestrians and vehicles, especially when students are moving to and from the identified schools in the area.

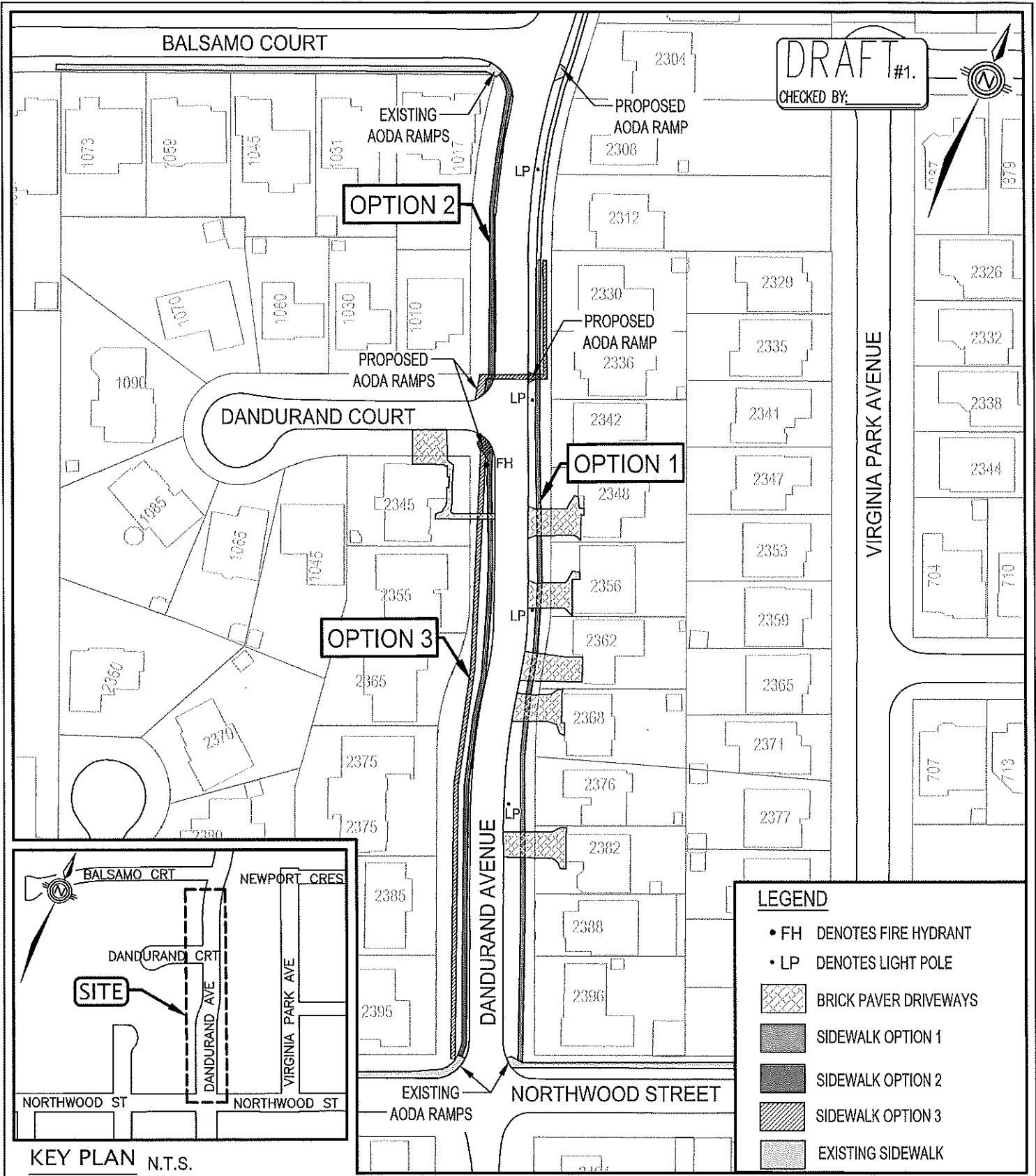
Outside of school hours, we understand there are also various religious and community facilities in this area that generate a high volume of pedestrian and vehicle traffic.

This initiative will definitely assist in improving community safety by offering a safer path for pedestrians and ease congestion in the area.

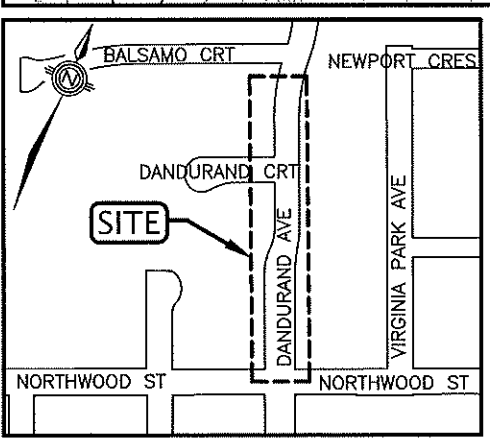
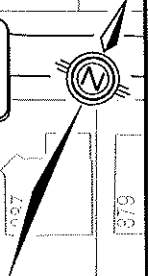
Thank you for consulting with the Windsor Police Service.

Sincerely,

Staff Sergeant Duke ING
Windsor Police Service
Patrol Support Unit
226-348-1840 (Cell)
519-255-6700 Ext 4116 (Office)
150 Goyeau Street
Windsor, Ontario
N9A 6J5
P.O. Box 60
ding@windsorpolice.ca



DRAFT #1.
CHECKED BY:



KEY PLAN N.T.S.

LEGEND	
• FH	DENOTES FIRE HYDRANT
• LP	DENOTES LIGHT POLE
	BRICK PAVER DRIVEWAYS
	SIDEWALK OPTION 1
	SIDEWALK OPTION 2
	SIDEWALK OPTION 3
	EXISTING SIDEWALK

THE CORPORATION OF THE CITY OF WINDSOR - ENGINEERING DEPARTMENT

Proposed Pedestrian Generator Sidewalk Infill Options On
Dandurand Avenue from Northwood Street to Balsamo Court

SCALE: 1:1000	DATE: APRIL 2023	REVISED: ---	DWG. NO. C-3729
DWN BY: UT	CHKD BY: PJU / IQ	REVISION NO.: ---	

Kirk Tamm, Manager of Geomatics