CITY OF WINDSOR AGENDA 01/25/2023

Environment, Transportation & Public Safety Meeting

Date: Wednesday, January 25, 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

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

1. **CALL TO ORDER – Election of Chairperson**

READING OF LAND ACKNOWLEDGEMENT
We [I] 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 Potawatomie. 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**

3. **ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE**

3.1. Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held September 28, 2022 **(SCM 278/2022)**

4. **REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS**

5. **COMMUNICATIONS**

6. **PRESENTATIONS AND DELEGATIONS**

7. **COMMITTEE MATTERS**

7.1. Minutes of the Windsor Licensing Commission of its meeting held November 23, 2022 **(SCM 316/2022)**

7.2. Transit Windsor Advisory Committee 2022 Annual Report **(SCM 333/2022)**

7.3. Report No. 75 of the Windsor Bicycling Committee - Updated report on the Bird E-Scooter Pilot Project **(SCM 4/2023)**

8. **ADMINISTRATIVE ITEMS**

8.1. Global Covenant of Mayors for Climate and Energy and Carbon Disclosure Project 2022 - City Wide **(S 145/2022)**

9. **TRANSIT BOARD ITEMS**

10. **ADOPTION OF TRANSIT BOARD MINUTES**

11. **QUESTION PERIOD**

12. **ADJOURNMENT**

Item No. 3.1

Committee Matters: SCM 278/2022

Subject: Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held September 28, 2022

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, September 28, 2022
Time: 4:30 o'clock p.m.

Members Present:

Councillors
Ward 2 - Councillor Costante (Vice Chairperson)
Ward 8 - Councillor Kaschak
Ward 9 - Councillor McKenzie

Councillor Regrets
Ward 1 - Councillor Francis
Ward 4 - Councillor Holt

ALSO PARTICIPATING ARE THE FOLLOWING FROM ADMINISTRATION:

Chris Nepszy, Commissioner of Infrastructure Services
Jelena Payne, Commissioner of Economic Development & Innovation
Bill Kralovensky, Coordinator of Parking Services
Jeff Hagan, Transportation Planning Senior Engineer
Shawna Boakes, Deputy City Engineer / Executive Director of Operations
Sandra Gebauer, Council Assistant
Anna Ciacelli, Deputy City Clerk / Supervisor of Council Services

1. CALL TO ORDER

Following the reading of the Land Acknowledgement, the Vice 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 of its meeting held July 27, 2022

Moved by: Councillor Kaschak
Seconded by: Councillor McKenzie

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee meeting (excluding Transit Matter items) held July 27, 2022 **BE ADOPTED** as presented.
Carried.

Moved by: Councillor Kaschak
Seconded by: Councillor McKenzie

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee meeting (Transit Matter items only) held July 27, 2022 **BE ADOPTED** as presented.
Carried

Report Number: SCM 213/2022

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

5. COMMUNICATIONS

None presented.

7. COMMITTEE MATTERS

7.1. Minutes of the Windsor Licensing Commission of its meeting held July 27, 2022

Moved by: Councillor Kaschak
Seconded by: Councillor McKenzie

Decision Number: **ETPS 915**
THAT the minutes of the Windsor Licensing Commission of its meeting held July 27, 2022 **BE RECEIVED**.
Carried.

Report Number: SCM 243/2022
Clerk's File: MB2022

7.2. Minutes of the Vision Zero Stakeholder Group of its meeting held June 29, 2022

Councillor McKenzie inquires about a timeline for a report with recommendations to come back to Council. Jeff Hagan, Transportation Planning Senior Enginner appears before the Environment, Transportation & Public Safety Standing Committee regarding the minutes of the Vision Zero Stakeholder Group meeting held June 29, 2022 and anticipates that the report will come back to Council this fall with a goal of having stakeholder consultations before the election and then a final report back to council.

Councillor McKenzie inquires whether any of the recommended or other projects would be included in the 2023 budget document. Jelena Payne, Commissioner Economic Development & Innovation appears before the Environment, Transportation & Public Safety Standing Committee regarding the minutes of the Vision Zero Stakeholder Group meeting held June 29, 2022 and indicates that is yet to be determined. Ms. Payne indicates that it would have to be something critical, and outlines the budget process, balancing priorities.

Councillor Mckenzie inquires about the operations side, and whether there will be internal capacity to bring recommendations to upcoming council related to departmental resources. Mr. Hagan indicates there are various measures; some have budget implications and some do not; some are policy related.

Councillor Mckenzie inquires about speed limit reduction measures and will that be part of the final report in the process. Mr. Hagan details a number of different measures and that an implementation plan is being developed with interim goals with items moving forward yet to be determined.

Councillor Kaschak inquires about the school neighbourhood policy. Mr. Hagan provides details related to the school neighbourhood policy and their relationship with the school boards and processes are outlined including implementation of the plan and funding details.

Moved by: Councillor McKenzie
Seconded by: Councillor Kaschak

Decision Number: **ETPS 916**
THAT the minutes of the Vision Zero Stakeholder Group of its meeting held June 29, 2022 **BE RECEIVED**.
Carried.

Report Number: SCM 246/2022
Clerk's File: MB2022

7.3. Essex-Windsor Solid Waste Authority (EWSWA) Minutes of the Regular Board Meeting held July 5, 2022 - City Wide

Moved by: Councillor McKenzie
Seconded by: Councillor Kaschak

Decision Number: **ETPS 917**
THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) of its meeting held July 5, 2022 **BE RECEIVED**.
Carried.

Report Number: SCM 247/2022
Clerk's File: MB2022

7.4. Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes of its meeting held August 10, 2022

Moved by: Councillor Kaschak
Seconded by: Councillor McKenzie

Decision Number: **ETPS 918**
THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) of its meeting held August 10, 2022 **BE RECEIVED**.
Carried.

Report Number: SCM 267/2022
Clerk's File: MB2022

8. ADMINISTRATIVE ITEMS

8.1. Additional information for CQ 12-2019 in response to the Residential Parking Permit Policy - City Wide

Councillor Mckenzie requests clarification related to the removal of residential permits on Piche street, and some of the others related to the consultation process before implementation. Bill

Kralovensky, Coordinator, Parking Services appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report entitled "Additional Information for CQ 12-2019 in response to the Residential Parking Permit Policy and describes the process of notices going out to the residents prior to any change occurring.

Councillor Costante inquires about the parking lot and charge of $50.00 which is a bit cheaper than other parking lot costs. Mr. Kralovensky provides details related to the costing, which is simply cost recovery for maintenance.

Councillor Costante inquires about the shuttling of post secondary students from these lots. Mr. Kralovensky indicates that Transit Windsor has four bus routes that pass the Felix St. lot which would take them closer to the University, St. Clair or downtown.

Councillor Costante inquries about south side parking on Hagan and the impact it would have on speeding. Mr. Hagan indicates that it is a measure of traffic calming, and on street parking in general terms is a traffic calming measure.

Councillor Costante inquires about the Wyandotte street recommendation and Transit and whether there is capacity for Transit and regular vehicles to pass through related to the width of the road. Administration confirms that there is capacity.

Councillor Costante inquires about Indian Road and whether both sides of the street will be metered. Mr. Kralovensky indicates that there would be parking on the East side as there are no homes on that side and on the West side there will be no parking at all.

Councillor Costante inquires about the survey that was completed on Union and that 30% or less responded, 9 of 10 do not want the removal of permit parking. Administration indicates that if Council approves the recommendation as outlined by administration then the permit parking will be removed from that street with residents receiving notification of the removal.

Moved by: Councillor McKenzie
Seconded by: Councillor Kaschak

Decision Number: **ETPS 919**
THAT the report of the Coordinator of Parking Services dated June 6, 2022 entitled "Additional information for CQ 12-2019 in response to the Residential Parking Permit Policy -City Wide" **BE RECEIVED** for information; and,

Brock St. Lot:
THAT Parking By-Law 9023 **BE AMENDED** as appropriate relating to the use of the Brock St. lot as a commuter lot; and,

THAT the Commissioner, Legal & Legislative Services **BE DIRECTED** to prepare the necessary documents to amend the by-law; and,

THAT Administration **BE DIRECTED** to begin necessary activities to allow for and encourage the use of the Brock St. Lot as a commuter lot; and,

Lot #29 Erie St. and Howard Ave:
THAT Parking By-Law 9023 **BE AMENDED** as appropriate relating to the use of Lot #29 Erie St. and Howard Ave. as a commuter lot; and,

THAT the Commissioner, Legal & Legislative Services **BE DIRECTED** to prepare the necessary documents to amend the by-law; and,

THAT Administration **BE DIRECTED** to begin necessary activities to allow for and encourage the use of Lot 29 as a commuter lot; and,

Piche St.:
THAT Parking By-Law 9023 **BE AMENDED** as appropriate to remove Piche Street from the residential parking permit program; and,

THAT the Commissioner, Legal & Legislative Services **BE DIRECTED** to prepare the necessary documents to amend the by-law; and,

3100 block of Wyandotte St. W.:
THAT Parking By-Law 9023 **BE AMENDED** as appropriate to remove the “NO PARKING” restriction on the south side of the 3100 block of Wyandotte St. W.; and,

THAT the Commissioner, Legal & Legislative Services **BE DIRECTED** to prepare the necessary documents to amend the by-law; and,

Indian Road:
THAT Parking By-Law 9023 **BE AMENDED** as appropriate to remove Indian Road from the residential parking permit program; and,

THAT Parking By-Law 9023 **BE AMENDED** as appropriate to add three (3) hour timed parking from 9:00 a.m. to 6:00 p.m. Monday to Friday on the east side of Indian Road; and,

THAT the Commissioner, Legal & Legislative Services **BE DIRECTED** to prepare the necessary documents to amend the by-law; and,

Union Street:
THAT a change to residential permit parking on Union St. **BE SUSPENDED** until further consultation with the residents can occur; and,

THAT Administration **UNDERTAKE** this consultation in the form of a town hall or other method conducive to the area during the next term of Council to determine next steps related to residential parking permits in the area of Union St.
Carried.

Report Number: S 74/2022
Clerk's File: ST2022

8.2. Victoria Avenue (Tecumseh Road West to Jackson Street) Traffic Calming - Ward 3

Councillor Mckenzie inquires about the feedback from residents and confirm the process for traffic calming and administration has taken the comment related to Pelissier street and will review the request to determine next steps related to traffic calming.

Councillor Kaschak highlights Mr. Kruk's concerns related to traffic issues on the one way street. Mr. Hagan indicates that most surveys don't pass but some do.

Councillor Kaschak inquires about getting the speed humps in before winter. Mr. Hagan indicates it is an RFP process and it won't likely happen before winter.

Councillor McKenzie inquires about the funding allocated. Mr. Hagan indicates that capital funding is already in place, although operational funds currently allocated in future years' funding will be determined. Chris Nepszy, Commissioner, Infrastructure Services appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report " Victoria Avenue (Tecumseh Road West to Jackson Street) Traffic Calming – Ward 3" and indicates that currently the operational costs are absorbed in the budget, although all operational impacts are substantial, and they impact all levels of service. Mr. Nepszy adds that these types of operational costs will in the future have a budget impact. Shawna Boakes, Executive Director Public Works, Operations appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report " Victoria Avenue (Tecumseh Road West to Jackson Street) Traffic Calming – Ward 3" and indicates these types of expenditures are typically absorbed now, and moving forward they will be included as a budget issue summarizing all of operations, traffic marking, and maintenance.

Moved by: Councillor McKenzie
Seconded by: Councillor Kaschak

Decision Number: **ETPS 920**
THAT Administration **BE DIRECTED** to install speed humps and associated signs and pavement markings on Victoria Avenue between Tecumseh Road West and Jackson Street.
Carried.

Report Number: S 110/2022
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

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 5:00 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held October 19, 2022.

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

Item No. 7.1

Committee Matters: SCM 316/2022

Subject: Minutes of the Windsor Licensing Commission of its meeting held November 23, 2022

Windsor Licensing Commission

Meeting held November 23, 2022

A meeting of the Windsor Licensing Commission is held this day commencing at 9:30 o'clock a.m. in Room 140, 350 City Hall Square West, there being present the following members:

Councillor Ed Sleiman, Chair
Councillor Fabio Costante
Councillor Gary Kaschak

Regrets received from:

Jayme Lesperance

Delegations in attendance:

Apreem Kuryakus, Shady Rophail and Matthew Rose, American Iron & Metal Company Inc. Kenny U-Pull Windsor regarding ***Item 7(a)***

Also present are the following resource personnel:

Steve Vlachodimos, City Clerk
Craig Robertson, Deputy Licence Commissioner & Acting Senior Manager of Licensing and Enforcement
Janna Tetler, Senior Licence Issuer
Marianne Sladic, Licence Issuer
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 9:33 o'clock a.m. and the Windsor Licensing Commission considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Minutes

Moved by Councillor Costante, seconded by Councillor Kaschak,
That the minutes of the Windsor Licensing Commission of its meeting held July 27, 2022 **BE ADOPTED** as presented.
Carried.

3. Disclosure of Interest

None disclosed.

4. Requests for Deferrals, Referrals or Withdrawals

None.

5. Communications

None.

6. Licence Transfers

None.

7. Applications/Hearings

(a) American Iron & Metal Company Inc. – Kenny U-Pull – Salvage Yard

Matthew Rose, Vice President of Kenny U-Pull, Apreem Kuryakus, and Shady Rophail, American Iron & Metal Company Inc. appear before the Windsor Licensing Commission.

C. Robertson provides the following background information relating to the placement of conditions on a Salvage Yard submitted by Mr. Herbert Black, American Iron & Metal Company Inc. o/a Kenny U-Poll – Windsor.

- An application for a Salvage Yard Licence was submitted on July 7, 2022 by Mr. Herbert Black on behalf of American Iron & Metal Company.
- The City of Windsor's Planning Department confirmed on July 26, 2022 the operation of a salvage yard as an approved use for the property at 200 Sprucewood Avenue
- On August 10, 2022, in accordance with Schedule S1 of Business Licensing By-law 395-2004, a total of 14 letters of notification were sent to the property owners with lands lying within three hundred feet of the proposed Salvage Yard.
- The Salvage Yard applicants indicated that they intend to permit the wrecking of automobiles on the property which will require the permission of the Windsor Licensing Commission.

In response to a question asked by the Chair regarding if the vehicles will be crushed on the premises, Matthew Rose responds that in order to transport the vehicles

to their processing facility, the vehicles are crushed as it is not safe to send the vehicle down the road uncrushed. He adds that crushing the vehicles is a quiet operation.

Councillor Kaschak asks if American Iron & Metal (AIM) Company Inc. has other locations in Canada.

Matthew Rose responds that the Kenny U-Pull Division of AIM has twenty-five locations in Canada and there will be eleven in Ontario is this request is approved.

In response to a question asked by Councillor Costante regarding zoning, C. Robertson responds that the area is a manufacturing district and is zoned industrial.

Moved by Councillor Kaschak, seconded by Councillor Costante,
WLC 5/2022 That the application for a Salvage Yard submitted by Mr. Herbert Black of American Iron & Metal Company Inc. o/a Kenny U-Pull – Windsor, 200 Sprucewood Avenue, Windsor **BE APPROVED** with the following conditions:

- The applicant submit to and pass an inspection by the City of Windsor's Pollution Control Department;
- The applicant submit to and pass an inspection by the City of Windsor's By-law Enforcement Unit;
- The wrecking of automobiles be permitted on the licensed premises.

Carried.

8. Reports & Administrative Matters

(a) Expired Application(s) for Business Licence

In response to a question asked by Councillor Kaschak regarding if there has been any change in the status of these applications, C. Robertson responds that some businesses have resubmitted applications as they would have expired due to negligence of the licensee.

Moved by Councillor Costante, seconded by Councillor Kaschak,
That the report of the Deputy Licence Commissioner dated November 2, 2022 entitled "Expired Application(s) for Business Licence" **BE RECEIVED.**
Carried.

9. Confirm and Ratify E-mail Polls

9(a) That the following motion **BE CONFIRMED AND RATIFIED:**

Moved by Councillor Costante, seconded by Councillor Kaschak,

WLC 6/2022 That the transfer of Taxicab Plate #18 from 2196935 Ontario Limited to Mr. Ahmed Al-Kaisi BE APPROVED with the following conditions:

i. Mr. Al-Kaisi be given thirty (30) days from the date of the approval to submit a vehicle for inspection that complies with Schedule 5 to By-law 137-2007 (amended by By-law 150-2018), including a valid safety standards certificate.
ii. Mr. Al-Kaisi be given thirty (30) days from the date of the approval to submit a Taxicab Plate Holder application and pay the associated fee.
iii. Mr. Al-Kaisi be given thirty (30) days from the date of the approval to provide verification that full compensation has been made to 2196935 Ontario Limited in consideration of the transfer of Taxicab plate #18.
iv. Mr. Al-Kaisi shall not lease Taxicab plate #18 for a one year period as stated in Schedule 5, Section 21.3 of Licensing By-law 137-2007 (amended by By-law 150-2018).

Carried.

9(b) That the following motion **BE CONFIRMED AND RATIFIED:**

Moved by Councillor Kaschak, seconded by Councillor Costante,

WLC 7/2022 That the transfer of Taxicab Plate #121 from Mr. Mohammed Abdul Hamid Khan to Mr. Md Wares Khan BE APPROVED with the following conditions:

i. Mr. Md Wares Khan be given thirty (30) days from the date of the approval to submit a vehicle for inspection that complies with Schedule 5 to By-law 137-2007 (amended by By-law 150-2018), including a valid safety standards certificate.
ii. Mr. Md Wares Khan be given thirty (30) days from the date of the approval to submit a Taxicab Plate Holder application and pay the associated fee.
iii. Mr. Md Wares Khan be given thirty (30) days from the date of the approval to provide verification that full compensation has been made to Mr. Mohammed Abdul Hamid Khan in consideration of the transfer of Taxicab plate #121.
iv. Mr. Md Wares Khan shall not lease Taxicab plate #121 for a one year period as stated in Schedule 5, Section 21.3 of Licensing By-law 137-2007 (amended by By-law 150-2018).

Carried.

10. In Camera

No In Camera session is held.

11. Date of Next Meeting

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

12. Adjournment

There being no further business, the meeting is adjourned at 9:47 o'clock a.m.

CHAIR

COMMITTEE COORDINATOR

Item No. 7.2

Committee Matters: SCM 333/2022

Subject: Transit Windsor Advisory Committee 2022 Annual Report

Transit Windsor Advisory Committee
2022 Annual Report

In 2022, Transit Windsor Administration remained focused on continuing to navigate through the impacts of the COVID-19 pandemic by working towards returning to regular service, adapting to the changes in ridership trends, and providing service that meets the demands of our riders. 2022 has been a very busy year at Transit Windsor and this annual report aims to capture the accomplishments.

RETURN TO FULL CITY SERVICE

Since the onset of the pandemic in early 2020, city service, along with other services like Tunnel Bus, Special Events, Charters, etc., remained suspended or have been running at a reduced capacity. After almost two and a half years, we returned to full city service on Sunday, September 4th, 2022. The return to full service was dependent on resource availability, one of which was recruitment. We were challenged with a competitive labour market and the Operations department, along with the Human Resources department worked tirelessly to fill vacant positions in order to get us to a staffing position that could allow us to return to full service.

RESUMPTION OF TUNNEL BUS SERVICE

On Sunday, November 27th, the Tunnel Bus resumed service for the first time since it was suspended over two and a half years ago. Resource challenges, along with Canadian border re-entry requirements such as the Bus Operators verifying vaccination status and the use of the ArriveCAN app, created challenges that were not congruent with a transit operating model. Once all re-entry requirements were lifted by the Canada Border Services Agency, Transit Operations began training new Bus Operators that were hired during the service suspension and were unable to receive training on the Tunnel Bus route. The Tunnel Bus runs on 1-hour service from Sunday to Saturday. Sunday service starts at 8:00 am and ends at the Windsor International Transit Terminal (WITT) at 7:54 pm. The service from Monday to Saturday begins at 6:00 am and ends at the WITT at 9:54 pm.

At this time, the Special Events service remains suspended as we are currently evaluating the service and working on an implementation plan that will better meet the needs of our riders. When this service resumes, our riders will experience a more convenient process of booking and paying for the service.

DELIVERY OF 24 NEW BUSES

In 2021, City Council approved the procurement of 24 new buses through the Investing in Canada Infrastructure Program (ICIP) grant intake submission. This request represents the regular fleet replacement needs of eight (8) buses per year under the Transit Life Cycle Costing for the year 2022-2024. With the purchase of these buses, 24 older buses were decommissioned. All 24 buses were delivered this year with some buses already in service as of December, 2022, with the remainder scheduled for service in early 2023.

INSTALLATION OF PERMANENT DRIVER BARRIERS

In response to the COVID-19 pandemic, Transit Windsor took initial steps to install temporary operator barriers to ensure the safety of Bus Operators and allow the resumption of front door

boarding and fare collection. With the announcement of the Phase 2 Safe Restart Agreement, there were funding opportunities to purchase and install permanent driver barriers. 117 barriers were purchased from AROW Global, the leading manufacturer of operator protection systems. The AROWGard operator protection system was tested, piloted, and implemented in many transit systems across North America. The barriers feature steel and laminated safety glass construction and are similar to those that are already installed at other transit agencies including London, Waterloo Region, Brampton, Kingston, etc. Installation of the barriers across the fleet is well underway, with the remaining buses scheduled to be completed early in 2023.

LAUNCHED SAINTSPASS – TUITION-BASSED PASS

This September, we successfully launched the SaintsPass, a tuition-based pass for St. Clair College students. Transit Windsor Administration received approval from City Council to enter into a three-year agreement with the St. Clair College Student Representative Council. Similar to the U-Pass for the University of Windsor, this initiative brings the promise of increased ridership and revenue to Transit Windsor, which we can put back into new service. The pricing for the pass for September 2022 has been set at a rate of $91.33 per semester ($274 for the academic year) with an annual increase based on the higher of the Consumer Price Index (CPI) for Transportation for the preceding year, or 2% each September 1st.

INTRODUCED NEW SERVICE TO AMHERSTBURG

Transit Windsor and the Town of Amherstburg entered into a two-year pilot agreement to run transit service. Route 605 began operations on Tuesday, September 6th, 2022, provides service between the Town of Amherstburg and the City of Windsor, connecting the Town of LaSalle. The service operates three trips per day, everyday, including Sundays and Holidays. There are multiple transfer points along the route to allow transfers to current transit services provided by Transit Windsor. The new Amherstburg route has a transfer point with the LaSalle 25 route in both directions on Front Road at Laurier. Transit Windsor's South Windsor 7 route has a direct transfer point on Marigold at Weaver from the new Amherstburg route, allowing students to get to St. Clair College quickly from there. Hotel Dieu Grace Health Care Terminal allows any passengers coming from the new Amherstburg route to transfer onto the following Transit Windsor routes: Transway 1C, Crosstown 2, Central 3, and South Windsor 7. These transfers allow all routes to grow ridership and be an overall benefit to the community.

RIDERSHIP REBOUNDED TO 95% PRE-PANDEMIC LEVELS

Beginning with the return to full service in September, Transit Windsor ridership has rebounded to approximately 95% of the pre-pandemic average from 2017-2019. Student ridership makes up a large part of Transit Windsor's overall ridership, and September, 2022 was the first time since the pandemic began in 2020 that students at the University of Windsor and St. Clair College were back on-campus in large numbers. While other transit agencies in Ontario continue to struggle with ridership recovery due to the emergence of remote work, Windsor seems well-positioned to continue into 2023 with a strong recovery.

REBRANDING

In the 2019 Transit Master Plan, developed by Dillon Consulting, there was a recommendation through the Plan to consider rebranding, and possibly a name change. RallyRally completed a Brand Analysis review and provided recommendations to rebrand Transit Windsor to adequately

capture the overhaul of the transit system, help signal improved transit service and build public support, improve the brand to encourage new riders, improve appeal to the surrounding communities and municipalities, and capture transit's expansion of regional service. Transit Windsor Administration is currently working on the rebranding of Transit Windsor's image to give it a fresh identity and to recognize the increasingly regional nature of our services. The Request for Proposal (RFP) has been completed and the evaluation committee has been meeting to evaluate the submissions received.

SCHEDULING SOFTWARE

The new Scheduling Software project is underway and Transit Administration launched the start of this project with a meeting with Clever Devices in early November. Clever's MAIOR product is an industry leader developed for major European transit systems. This application will replace the very outdated Sched21 software and will allow Transit Windsor to digitize many processes, which are currently done manually, most notably the scheduling and bidding process. The application will also allow the Planning staff to model potential changes in search of routing efficiencies. The first phase of the project will be the implementation of the scheduling portion of the system and is expected to take between 6-9 months. The second phase of the project which includes absence tracking, daily assignments, bidding process will follow immediately and has an estimated timeline of 12-18 months based on information received from other users of MAIOR.

2022 SERVICE PLAN - CHANGE IN OTTAWA 4 AND CENTRAL 3 ROUTING

Changes to the Ottawa 4 and Central 3 were officially launched on Sunday, September 4th, 2022, to service the new Toldo Lancer Centre at the University of Windsor. The Central 3 West route was eliminated and the Central 3 now provides all-day service, including Sundays and Holidays and services the Lancer Centre via a one-way loop on College Avenue and Wyandotte Street. The Ottawa 4 now runs as a separate route and the confusing interlining with the Central 3 was removed and the dangerous turn that linked Jefferson Boulevard and South National Street no longer exist.

LAUNCH OF SOCIAL MEDIA

Transit Windsor has finally joined the world of Social Media. In the past, we were reliant on the City of Windsor's media accounts to provide service updates, changes, etc. Our social media account, Facebook and Twitter, officially launched this summer. With our own social media accounts, we can provide timely updates on service changes, news, detours, road closures, etc. Social media has allowed the Transit team to communicate directly with our riders.

RETURN OF THE FIREWORKS SHUTTLE

Due to the COVID-19 pandemic the Ford Fireworks event, along with the fireworks shuttle, was suspended for two years. This year, the event returned to the waterfront on Monday, June 27th. Zehrs graciously sponsored the event once again, which allowed free rides on city service, and the fireworks shuttle, beginning at 6:00 pm. The park and ride shuttle operated from Devonshire Mall to the downtown area ran smoothly with the assistance of Windsor Police Services. The total ridership beginning at 6:00 pm to the end of service day was 12,567.

$100M INVESTING IN CANADA INFRASTRUCTURE PROGRAM (ICIP) FUNDING

At the November 28, 2022 City Council Meeting, Council approved the ICIP Grant report where approximately $100M of funding will be allocated for the following:

- A pre-commitment in the Transit Windsor Fleet Replacement Program for 2025 and 2026;
- A pre-commitment in the Transit Windsor Garage capital project;
- A placeholder and pre-commitment for the Transit Windsor Fleet Replacement Program for years 2027 and 2028; and,
- A placeholder and pre-commitment in the Transit Windsor Garage capital project for the years 2028 and 2029.

To enhance transit service, the funding will also be allocated to the following recommended support projects:

- Equipment replacement such as bus wash, air compressor, fuel tanks, fuel dispenser, bus exhaust system, hoists, etc.;
- Building upgrades that include a new roof on the administration area, heating system, air handling systems, exterior windows, storm and sanitary sewer repairs, lighting upgrades, surveillance systems, accessibility upgrades, etc.;
- Building expansion to the east side of the building to allow for additional buses to be parked in an enclosed area;
- Transit Master Plan items that include an upgrade to automated fare collection and implementation of On-Demand services;
- Terminal upgrades;
- Annual bus replacement program to replace 34 aging diesel and hybrid buses with new fuel-efficient Hybrid Electric buses;
- Improvements to the existing bus stops and/or shelters on existing routes; and,
- Re-evaluation of the Transit Master Plan to determine service improvements without expanding the garage and fleet capacity.

As detailed within this report, 2022 has been a very busy year full of exciting and noteworthy accomplishments. With the stream of ICIP funding that will be invested over the next several years, Transit Windsor will be undergoing many changes that aim to enhance/improve the current service to better meet the needs of our riders. The Transit Windsor Advisory Committee, along with the Transit Windsor Board of Directors, and City Council will remain apprised of all of these exciting initiatives.

Item No. 7.3

Committee Matters: SCM 4/2023

Subject: Report No. 75 of the Windsor Bicycling Committee - Updated report on the Bird E-Scooter Pilot Project

January 25, 2023

REPORT NO. 75
of the
WINDSOR BICYCLING COMMITTEE
of its meeting held December 13, 2022

Present: Councillor Kieran McKenzie, Chair
Ken Acton
Klaus Dohring
Robert Hicks
Jessica Macasaet-Bondy
Ellen van Wageningen

Your Committee submits the following recommendation:

Moved by E. van Wageningen, seconded by K. Acton,
That Administration **BE REQUESTED** to prepare an updated report on the Bird E-Scooter Pilot Project for consideration by City Council.

_____
CHAIR

_____
COMMITTEE COORDINATOR

Notification:		
Windsor Bicycling Committee	On File	
Chris Schafer, Vice President, Government Affairs, Bird Canada	Chris.schafer@birdcanada.co	

Subject: Global Covenant of Mayors for Climate and Energy and Carbon Disclosure Project 2022 - City Wide

Reference:

Date to Council: January 25, 2023
Author: Michelle Moxley-Peltier
Community Energy Plan Administrator
519-255-6100 ext. 6109
mmoxleypeltier@citywindsor.ca
Asset Planning
Report Date: December 5, 2022
Clerk's File #: EI/14519

To: Mayor and Members of City Council

Recommendation:

THAT the report of the Community Energy Plan Administrator dated December 5, 2022 regarding the Global Covenant of Mayors for Climate and Energy and Carbon Disclosure Project 2022 Cities Results **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

In 2015, the City of Windsor joined the Compact of Mayors (now referred to as the Global Covenant of Mayors for Climate and Energy (GCoM)). Towns or cities from around the world regardless of size commit to accelerate ambitious, measurable climate and energy initiatives that lead to an inclusive, just, low-emission and climate resilient future, helping to meet and exceed the Paris Agreement objectives.

The Global Covenant of Mayors for Climate and Energy (GCoM) is the world's largest cooperative effort among mayors and city officials to report and monitor greenhouse gas emissions, track progress, and evaluate climate change risks for municipalities. The GCoM established a common reporting platform through the Carbon Disclosure Project (CDP) to capture the impact of cities' collective actions on climate change through standardized measurement of emissions and climate risk, as well as demonstrate consistent, public reporting of their efforts.

Upon signing onto the GCoM, the City committed to complete and report on the following within three years:

- A greenhouse gas emissions inventory for the City within the Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories (GPC);
- An assessment of the climate hazards faced by the City of Windsor;
- The City of Windsor's greenhouse gas emissions reduction target;
- The climate vulnerabilities faced by our City; and
- Our plans to address climate change mitigation and adaptation.

The City of Windsor fulfilled these requirements in 2017. Since 2016, the City of Windsor has reported the City's climate related actions annually through the Carbon Disclosure Project (CDP). CDP began "scoring" municipalities in 2018. Since scoring began, The City of Windsor has not received an overall score of less than A-, which corresponds to the Leadership level, the highest level attainable.

In 2021, CDP partnered with ICLEI – Local Governments for Sustainability to create a new reporting platform named CDP-ICLEI Unified Reporting System to CDP-ICLEI Track. This platform tracks and measures member cities' climate actions and allows reporting to several initiatives such as numerous ICLEI initiatives, C40 Cities Climate Leadership Group (C40), World Wildlife Fund (WWF), and Global Covenant of Mayors at the same time.

Discussion:

Each year, the Carbon Disclosure Project (CDP) provides feedback to municipalities on how to improve upon their reporting obligations. The CDP also releases a "report card" for municipalities as a method to compare actions amongst cities. On an annual basis, the CDP publicly releases its Cities A List. The Cities A list recognizes cities that have received the highest score for their transparency and bold climate action, and celebrates their achievements, vision, and commitment in the fight against climate change. [1] Municipalities not on the Cities A list are encouraged to disclose publicly their individual "report cards".

In 2022, the City of Windsor received an overall score of "A" which places us in the "Leadership" category among municipalities. The City of Windsor was one of 122 global cities to receive an A score and is listed on CDP's Cities A List for 2022. A leadership city demonstrates best practice standards working towards climate change adaptation and mitigation, has set ambitious but realistic goals, and has made progress towards achieving those goals. Cities in the Leadership category have strategic, holistic plans in place to ensure the actions they are taking will reduce climate impacts and vulnerabilities to the citizens, businesses and organizations residing in their city.

Windsor's Report Card for 2022 is included in the Appendices.

2022 Questionnaire

In 2022, CDP revamped its 2022 Questionnaire. Three questionnaire pathways were introduced in order to reflect the different contexts of local governments and to streamline reporting. The number of questions requiring answers change depending on

[1] Cities scores - CDP

the pathway selected / assigned. Pathway levels build upon each other with all participants answering Pathway 1 questions. Participants in Pathway 3 answer Pathway 1, Pathway 2, and additional questions. Windsor was assigned Pathway 2 based on population density.

- Pathway 1: 27 questions
- Pathway 2: 34 questions
- Pathway 3: 40 questions

Pathway questionnaires were subdivided further to include the following topics:

- Municipal Governance
- Climate Risk and Vulnerability
- Climate Hazards
- Emissions inventories (community and municipal)
- Sector Assessments (i.e. Transport, Waste, Public Health)
- Adaption Goals
- Mitigation Targets
- Energy and Climate Related Targets
- Climate Action Planning
- Financing for Climate related projects
- Adaptation Actions
- Mitigation Actions

CDP Scoring Methodology

CDP evaluates questionnaire responses using a scoring methodology

> *"designed to incentivize actions that are to a certain extent applicable to all cities regardless of geography or level of development. Scoring assesses the level of detail and comprehensiveness of a city's actions and planning as reported in the CDP questionnaire, and does not consider any other actions and plans that are not reported within the questionnaire."*[2]

The scoring methodology assesses the level (or step) a city is at as they progress towards environmental stewardship. There are four (4) scoring bands (levels), which are sequential and require the attainment of a minimum threshold before a city progresses to the next scoring band for assessment. The four scoring bands are:

1. Disclosure (D- or D):

   A city in the Disclosure scoring band has just started the journey of understanding and reporting on climate impacts. These cities understand the value of collecting data to drive climate action but may not have structures or resources in place to obtain the necessary information. Cities in the Disclosure band report on the degree to which climate impacts and risks have been measured.

[2] Source: Cities2021_Scoringmethodology.pdf, page 2
https://guidance.cdp.net/en/guidance?ctype=theme&idtype=ThemeID&cid=21&otype=ScoringModule&incchild=0&microsite=0&gettags=0&tags=TAG-570

2. Awareness (C- or C)

   A city in the Awareness scoring band is in the process of assessing the main risks and impacts of climate change. These cities have begun developing an assessment and measuring impacts to get a holistic understanding of the main effects climate change has on their city but is only beginning to take action to reduce them.

3. Management (B- or B)

   A city in the Management band has understood the main risks and impacts of climate change and is taking action to adapt to and reduce these effects. These cities have worked collaboratively with key stakeholders to understand their risks and impacts and now have plans in place to mitigate and adapt.

4. Leadership (A- or A)

   A Leadership city demonstrates best practice standards across adaptation and mitigation, has set ambitious but realistic goals and made progress towards achieving those goals. Cities in the Leadership band have strategic, holistic plans in place to ensure the actions they are taking will reduce climate impacts and vulnerabilities of the citizens, businesses and organizations residing in their city.[3]

Figure 1: From Disclosure to Action – CDP's Scoring Methodology

Annually, CDP updates its scoring methodology with the following goals in mind:

- Help jurisdictions to improve climate planning
- Provide feedback to jurisdictions to encourage improvement by identifying gaps in responses.

[3] Source: Cities2021_Scoringmethodology.pdf, pages 2, 3 https://guidance.cdp.net/en/guidance?ctype=theme&idtype=ThemeID&cid=21&otype=ScoringModule&inchild=0&microsite=0&gettags=0&tags=TAG-570

- Encourage jurisdictions to benchmark their performance
- Encourage jurisdictions to adopt best practices
- Drive climate action

CDP Scoring

Cities who fully complete the annual questionnaire before the scoring deadline (July 31) receive three scores.

1. Overall Score – indicates the overall level of climate disclosures and performance as assessed from the information provided in the questionnaire;
2. Adaptation Score – indicates the level of climate disclosure and performance as provided in responses to questions falling under Adaptation;
3. Mitigation Score – indicates the level of climate disclosure and performance as provided in responses to questions under Mitigation.

2022 Changes to Scoring Methodology

Key changes to the scoring methodology in 2022, include:

- Requirement to report actions that demonstrate progress towards the jurisdiction's most ambitious target based on the total emission reduction savings;
- Requirement to disclose science-based targets;
- Incentives for jurisdictions to have modal share targets (>50%); and
- Scoring to place more emphasis on adaptation actions and goals.
- To achieve an A, jurisdiction must:
    - Demonstrate leadership in target setting by reporting targets aligned with the latest science on limiting the most harmful impacts of climate change. A science-based target should include both a long term net zero target (by 2050) and a mid-term target that is aligned with a fair share of limiting global warming to 1.5°C. In 2022, jurisdictions needed to report at least one of these two targets to score and A.
    - Jurisdiction must submit their response publicly.
- Introduced Task Force for Climate Related Financial Disclosures (TCFD) for monitoring for 2022 with the intention to score in 2023 or beyond.
    - Provide information on oversight of climate-related risk and opportunities and how these issues have impacted your jurisdiction's planning.
    - Risks related to the transition to a low-carbon economy and the risks related to the physical impacts of climate change.
    - Policy developments that attempt to constrain actions that contribute to the adverse effects of climate change or policy developments that seek to promote adaptation to climate change.

The 2023 disclosure and reporting process begins in April 2023. CDP has indicated there will be changes to the criteria for the Leadership level in 2023. Areas of focus to include:

- Emphasis on continued implementation of strategies and initiatives identified in City plans including,
    - Environmental Master Plan,

    - Climate Change Adaptation Plan,
    - Community Energy Plan,
    - Corporate Climate Action Plan,
    - Active Transportation Master Plan, and
    - Sewer and Coastal Flood Management Plan
- GHG Emissions tracked and trending favourably with stated Science-Based Targets, and
- Implementation of Task Force for Climate Related Financial Disclosures reporting.

As noted above, each year, the CDP raises the minimum requirements to achieve the various scoring bands. This is to drive continuous actions.

Risk Analysis:

There are no identified risks from participating in the Global Covenant of Mayors for Climate and Energy or reporting to the CDP.

Climate Change Risks

Climate Change Mitigation:

There are no risks related to Climate Change Mitigation. Reporting to the CDP highlights the actions being undertaken by the City of Windsor as the community works towards the goals and initiatives set out in the Community Energy Plan, Corporate Climate Action Plan, Active Transportation Master Plan, and other mitigation plans.

Climate Change Adaptation:

There are no risks related to Climate Change Adaptation. Reporting to the CDP highlights the actions being undertaken by the City of Windsor as the community works towards the goals and initiatives set out in the Environmental Master Plan, Climate Change Adaptation Plan, and other adaptation plans.

Financial Matters:

There are no financial costs associated with the participation in the Global Covenant of Mayors for Climate Change and Energy or reporting to the CDP.

Consultations:

N/A

Conclusion:

The City of Windsor has received an overall score of A, which places us in the "Leadership" category among municipalities for our work in climate change mitigation and adaptation by the Global Covenant of Mayors for Climate Change and Energy. Windsor is one of 13 Canadian and 122 global cities recognized on CDP's Cities A List for 2022.

Planning Act Matters:

N/A

Approvals:

Name	Title
Karina Richters	Supervisor, Environmental Sustainability & Climate Change
Muhammad Masri	Financial Planning Administrator
Natasha Gabbana	Senior Manager Asset Planning
Joe Mancina	Commissioner of Corporate Services and Chief Financial Officer
Jelena Payne	Commissioner of Economic Development and Innovation
Onorio Colucci	Acting Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices:

01 – 2022_Cities_city_of_windsor_on (Report Card)

2022 FEEDBACK REPORT

This report provides information on your jurisdiction's score on the 2022 Questionnaire, how it compares with others and insights on how to improve climate action and transparency.

Your jurisdiction's reported data has been scored against the CDP Scoring Methodology. Scores are private to jurisdictions, though highest scoring jurisdictions are publicly recognized in our annual 'A List'.

Request a score feedback call

Email: citiesna@cdp.net

YOUR SCORE

City of Windsor, ON

Region Canada

Country Canada

A

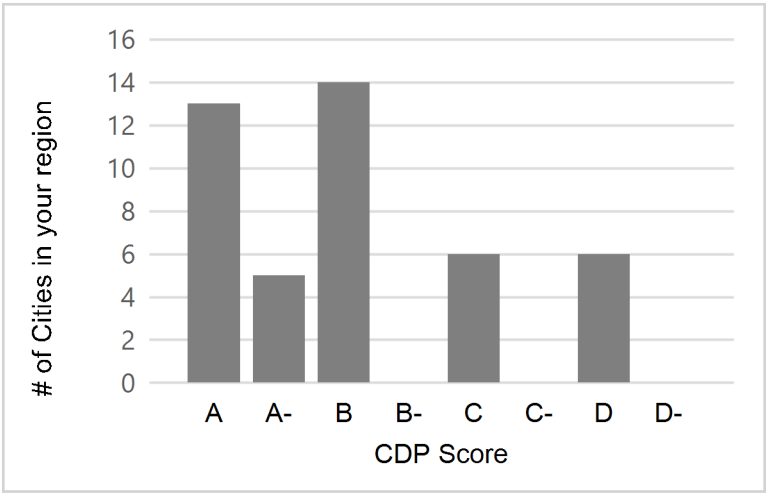
Leadership Level

Your jurisdiction has demonstrated best practice standards across adaptation and mitigation, has set ambitious goals and has made progress towards achieving those goals.

COMPARE YOUR SCORE

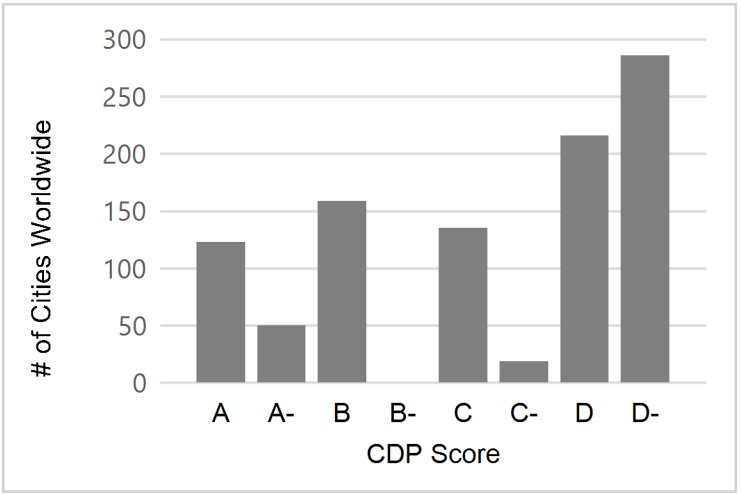
REGIONAL DISTRIBUTION

Average : B



GLOBAL DISTRIBUTION

Average : D



THEMATIC SCORES

ADAPTATION SCORE

A

Regional average
B
Global average
D

Your jurisdiction has a clear understanding of the impacts and risks climate change poses to your jurisdiction, you have implemented an adaptation plan and are tracking progress towards your adaptation goals.

MITIGATION SCORE

Regional average
B
Global average
D

A

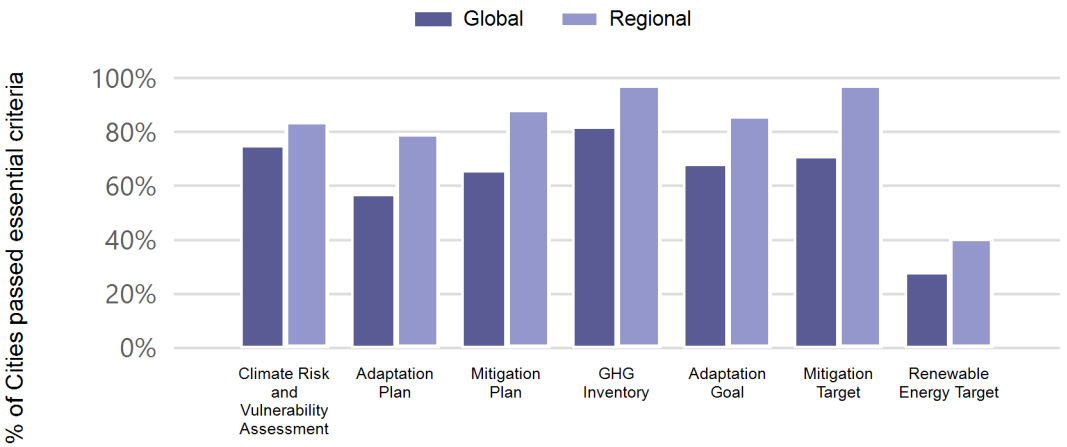
Your jurisdiction has a clear understanding of your emissions breakdown, you have implemented a mitigation plan, and are demonstrating progress towards science-based climate targets.

Assessment	Planning
On track	On track

Targets	Actions
On track	On track

Climate Risk and Vulnerability Assessment	☑	Your jurisdiction has undertaken a climate risk and vulnerability assessment. This is a key component of climate action, and therefore one of the essential criteria of CDP scoring. For best practice guidance to inform future updates and advance this assessment click here.
Adaptation Plan	☑	Your jurisdiction has a plan that addresses climate adaptation. This is a key component of climate action, and therefore one of the essential criteria of CDP scoring. For best practice guidance to inform monitoring, evaluation, progress reporting and future updates to this plan click here.
Mitigation Plan	☑	Your jurisdiction has reported that it has a plan that addresses climate mitigation adaptation. This is a key component of climate action, and therefore one of the essential criteria of CDP scoring. For best practice guidance to inform monitoring, evaluation, progress reporting and future updates to this plan click here.
GHG Inventory	☑	Your jurisdiction has a community-wide emissions inventory. This is a key component of climate action, and therefore one of the essential criteria of CDP scoring. For best practice guidance to inform future updates to your emissions inventory click here.
Adaptation Goal	☑	Your jurisdiction has an adaptation goal. This is a key component of climate action, and therefore one of the essential criteria of CDP scoring. For best practice guidance to track and progress your goal to drive climate resilience click here.
Mitigation Target	☑	Your jurisdiction has a fully reported mitigation target. This is a key component of climate action, and therefore one of the essential criteria of CDP scoring. For best practice guidance on how to track and monitor progress, including A list requirement click here.
Renewable Energy Target	☑	Your jurisdiction has a renewable energy generation, consumption and/or installed capacity jurisdiction target in place. For best practice guidance on how to track and monitor progress click here.

Globally and regionally reported



Explore CDP Data - Click here

Step up your climate action Click here for the next steps document

Click here to share your 2022 CDP response or score with the world

Understand the Scoring Methodology - Click here

City of Windsor, ON has responded to Pathway 2

Your jurisdiction responded to Pathway 2. This meant you were presented with additional questions on governance, energy, transport, waste, public health, water, food, and finance.

These additional questions are not part of your jurisdiction's score this year. However, you are provided with an indicator that represents the comprehensiveness of your disclosure and further guidance on measuring, managing, and reporting data on these topics.

Governance	Complete	Your jurisdiction has reported to most of the climate-related governance indicators such as social and economic opportunities and multilevel engagement and collaboration. For guidance on measuring, managing, and reporting governance data click here.
Energy	Complete	Your jurisdiction has reported to most of the energy-related indicators presented. For guidance on measuring, managing, and reporting energy data click here.
Transport	Partially complete	Your jurisdiction has reported to many of the transport-related indicators presented. For guidance on measuring, managing, and reporting transport data click here.
Waste	Complete	Your jurisdiction has reported to most of the waste-related indicators presented. For guidance on measuring, managing, and reporting waste data click here.
Public health	Complete	Your jurisdiction has reported to most of the public health-related indicators presented. For guidance on measuring, managing, and reporting public health data click here.
Water	Complete	Your jurisdiction has reported to most of the water-related indicators presented. For guidance on measuring, managing, and reporting water data click here.
Food	Complete	Your jurisdiction has reported to most of the food-related indicators presented. For guidance on measuring, managing, and reporting food data click here.
Finance	Complete	Your jurisdiction has reported to most of the finance-related indicators presented. For guidance on measuring, managing, and reporting finance data click here.