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4:30 o'clock p.m. March 27, 2024

Environment, Transportation & Public Safety Standing Committee

ADDITIONAL INFORMATION

- 8.1. Community and Corporate Greenhouse Gas Emissions and Energy Monitoring Report – 2022 - City Wide (**S 169/2023**)
Clerk's Note: Philippa von Ziegenweidt, Ward 6 resident submitting the ***attached*** email dated March 21, 2024 as a written submission

**Environment, Transportation
& Public Safety
Standing Committee
March 27, 2024**

From: Philippa von Ziegenweidt

Sent: March 21, 2024 2:02 PM

To: clerks <clerks@citywindsor.ca>

Cc: Francis, Fred <ffrancis@citywindsor.ca>; Costante, Fabio <fcostante@citywindsor.ca>; Agostino, Renaldo <ragostino@citywindsor.ca>; McKenzie, Mark <mmckenzie@citywindsor.ca>; Sleiman, Ed <esleiman@citywindsor.ca>; Gignac, Jo-Anne (Councillor) <joagignac@citywindsor.ca>; Marignani, Angelo <amarignani@citywindsor.ca>; Kaschak, Gary <gkaschak@citywindsor.ca>; Mckenzie, Kieran <kmckenzie@citywindsor.ca>; Morrison, Jim <jmorrison@citywindsor.ca>; Pearson, Craig <cpearson@windsorstar.com>; Richters, Karina <krichters@citywindsor.ca>

Subject: Subject: Community and Corporate Greenhouse Gas Emissions and Energy Monitoring Report

Item 8.1 – Written Submission

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I was distressed to read in the [Community and Corporate Greenhouse Gas Emissions and Energy Monitoring Report](#) that neither the Windsor community nor the Corporation is progressing towards its environmental goals at the pace required to meet targets.

- In the March 27, 2024 Environment, Transportation & Public Safety Standing Committee Agenda, it is noted that Transportation sector emissions were the primary source of GHG emissions in Windsor, totaling **42% of community-wide emissions (42% in 2019)**.
- The Committee package notes that corporate fleet emissions have actually **increased by 33% since 2014 baseline**.

Windsor's Active Transportation Master Plan goal is to achieve a target of 25% mode split by 2041. This means 25% of all trips made in Windsor are to be achieved through public transit or active transportation, up from 7.4% in 2021.

Little if any headway has been made on this goal, which explains the city's failure to reduce its transportation emissions.

While 20 years seems like a long time, in reality it goes by in the blink of an eye. **The city needs to prioritize active transportation, not at some point in the future, but today.**

Yet, this is not evident from recent announcements and the most recent budget, which allocate vastly more money to car-based transportation and treat those who don't drive, whether by necessity or by choice, as a sidebar. An example is the recent announcement to shelve the long-anticipated road diet along Wyandotte, and to install pedestrian crossings only. Or the unexpected cancellation of the University Ave pilot, which was to have been the city's first full Complete Street. I would like to note that the city invested in significant public engagement on both of these initiatives, before opting for the less active transportation-friendly options.

I urge Windsor City Council to become serious about cycling, walking and taking the bus, not just for those who don't drive, but as a viable option for everyone. Our streets need to be safe for

everyone whether they are aged 8 or 80. When streets are designed for active transportation, people feel safe to use them as such.

This will mean incorporating active transportation in more decisions, not just treating it as a "nice to have" on paper. Only if Windsor becomes serious about this do we have any hopes of coming close to achieving our environmental goals.

Sincerely,
Philippa von Ziegenweidt
Ward 6