



CITY OF WINDSOR MINUTES 03/24/2021

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, March 24, 2021

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

Members Present:

Councillors

Ward 1 - Councillor Francis

Ward 2 - Councillor Costante

Ward 4 - Councillor Holt (Chairperson)

Ward 8 - Councillor Kaschak

Ward 9 - Councillor McKenzie

Clerk's Note: Members participated via video conference, in accordance with Procedure By-law 98-2011 as amended, which allows for electronic participation during a declared emergency.

ALSO PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Mark Winterton, City Engineer

John Revell, Chief Building Official

Tyson Cragg, Executive Director of Transit Windsor

Dwayne Dawson, Executive Director of Operations / Deputy City Engineer

Shawna Boakes, Senior Manager of Traffic Operations & Parking

Jeff Hagan, Transportation Planning Senior Engineer

Laura Ash, Policy Analyst

Matthew Jay, Planning Policy Assistant

Sandra Gebauer, Council Assistant

Anna Ciacelli, Supervisor of Council Services

Minutes

Environment, Transportation & Public Safety Standing Committee

Wednesday, March 24, 2021

Page 2 of 10

1. CALL TO ORDER

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

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

3. ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE

3.1. Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held February 17, 2021

Moved by: Councillor Francis

Seconded by: Councillor Costante

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee meeting (excluding Transit Matter items) held February 17, 2021 **BE ADOPTED** as presented.
Carried.

Moved by: Councillor Francis

Seconded by: Councillor Kaschak

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee meeting (Transit Matter items only) held February 17, 2021 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 60/2021

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

5. COMMUNICATIONS

None presented.

Minutes

Environment, Transportation & Public Safety Standing Committee

Wednesday, March 24, 2021

Page 3 of 10

6. PRESENTATIONS AND DELEGATIONS

None.

7. COMMITTEE MATTERS

7.1. Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes - December 1, 2020

Moved by: Councillor McKenzie
Seconded by: Councillor Francis

Decision Number: **ETPS 815**

THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) of its meeting held December 1, 2020 **BE RECEIVED**.

Carried.

Report Number: SCM 52/2021
Clerk's File: MB2020

7.2. Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes - January 5, 2021

Moved by: Councillor McKenzie
Seconded by: Councillor Francis

Decision Number: **ETPS 816**

THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) of its meeting held January 5, 2021 **BE RECEIVED**.

Carried.

Report Number: SCM 53/2021
Clerk's File: MB2021

7.3. Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes of the meeting held February 2, 2021

Moved by: Councillor McKenzie
Seconded by: Councillor Francis

Decision Number: **ETPS 817**

THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) of its meeting held February 2, 2021 **BE RECEIVED**.

Carried.

Report Number: SCM 69/2021
Clerk's File: MB2021

Minutes

Environment, Transportation & Public Safety Standing Committee Wednesday, March 24, 2021

Page 4 of 10

7.4. Town and Gown Committee 2020 Annual Report

Moved by: Councillor Costante
Seconded by: Councillor Francis

Decision Number: **ETPS 818**

THAT the 2020 Annual Report of the Town and Gown Committee **BE APPROVED**.

Carried.

Report Number: SCM 54/2021
Clerk's File: MB2021

7.5. Transit Windsor Advisory Committee - 2020 Annual Report

Moved by: Councillor McKenzie
Seconded by: Councillor Francis

Decision Number: **ETPS 819**

THAT the 2020 Annual Report of the Transit Windsor Advisory Committee **BE APPROVED**.

Carried.

Report Number: SCM 67/2021
Clerk's File: MB2021

7.6. Minutes of the Windsor Bicycling Committee of its meeting held January 19, 2021

Moved by: Councillor McKenzie
Seconded by: Councillor Costante

Decision Number: **ETPS 820**

THAT the minutes of the Windsor Bicycling Committee (WBC) of its meeting held January 19, 2021 **BE RECEIVED**.

Carried.

Report Number: SCM 68/2021
Clerk's File: MB2021

8. ADMINISTRATIVE ITEMS

8.1. Community Safety Zone Policy - City-wide

Councillor McKenzie states that it appears that many of the recommendations that have been identified have either proximity to the school or a park and inquires as to why any areas that hit the two criteria would have been omitted from being included as a Community Safety Zone. Jeff Hagan, Transportation Planning Senior Engineer, appears via video conference before the

Minutes

Environment, Transportation & Public Safety Standing Committee

Wednesday, March 24, 2021

Page 5 of 10

Environment, Transportation & Public Safety Services Standing Committee regarding the administrative report “Community Safety Zone Policy – City Wide” and indicates that the list of locations was meant to be a manageable list that would support automated speed enforcement. Mr. Hagan adds that the City would not be able to put automated speed enforcement cameras at every location with a park, school or high pedestrian activity. Shawna Boakes, Senior Manager of Traffic Operations & Parking, appears via video conference before the Environment, Transportation & Public Safety Services Standing Committee regarding the administrative report “Community Safety Zone Policy – City Wide” and adds that the way the list was developed was that they reviewed the current speed data that they have which identified the top locations.

Councillor Kaschak inquires whether Eastwood School will be closed and merged with one of the other Forest Glade Schools. Mr. Hagan responds that this school is slated to be closed. Mr. Hagan adds that with the automatic speed enforcement camera program, there is flexibility to move cameras; and once the school is removed, it will no longer qualify as a Community Safety Zone.

Councillor Holt inquires as to what would preclude the City from including other areas as Community Safety Zones, specifically the nine Business Improvement Areas (BIAs) and could the BIAs be added to the list of Community Safety Zones. Mr. Hagan indicates that BIAs would generally be compliant with the criteria in the policy; however, it would be an issue of funding that they have not identified. Mr. Hagan adds that at the automated speed and enforcement locations, the signs would be paid for out of revenue from the automated speed enforcement cameras and as long as a source of funds were provided and signs were installed, it would likely be compliant with the proposed policy.

Councillor Holt inquires whether funding is required beyond the signage at the beginning and end of the community zone. Mr. Hagan indicates that funding is for signage and the maintenance of the ongoing signage.

Moved by: Councillor McKenzie

Seconded by: Councillor Costante

Decision Number: **ETPS 821**

1. THAT the Community Safety Zone Policy, attached as Appendix 1 of this report, **BE ADOPTED**.
2. THAT Traffic By-law 9148 **BE AMENDED** as listed and attached in Appendix 2 of this report.
3. THAT the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by-law.
4. THAT Administration **BE REQUESTED** to provide a report back on the cost of adding the nine Business Improvement Areas as Community Safety Zones.

Carried.

Report Number: S 9/2021
Clerk's File: ST/13765

Minutes

Environment, Transportation & Public Safety Standing Committee

Wednesday, March 24, 2021

Page 6 of 10

8.2. Follow-up - CQ7-2020 40 km/h Residential Speed Limits - City-wide

Councillor Kaschak inquires whether the City of Windsor has an in-house sign department. Mark Winterton, City Engineer, appears via video conference before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report “Follow-up CQ7-2020 40km/h Residential Speed Limits – City Wide” and responds affirmatively.

Councillor Kaschak states that the report outlines that if the city does not proceed with the 40 km/h immediately, it will take up to two years to implement and asks Administration to comment on this lengthy process. Jeff Hagan, Transportation Planning Senior Engineer, indicates that the time frame is based on signing all of the roads in the city that would have to remain at 40 km/h which are major or arterial roads.

Councillor Kaschak requests an update on the School Neighbourhood Policy and how that looks from a traffic calming speed reduction standpoint. Mr. Hagan indicates that the School Neighbourhood Policy is due for its five-year review this year; and he adds no capital funding has ever been received, thus the ability to implement it has been minimal. Mr. Hagan adds that going forward, Administration would be installing signage at most of the schools in the city. Mr. Hagan adds that one development that has happened since the policy was passed in 2016 is the introduction of automated speed enforcement by the province. The technology for automated speed enforcement does not work well with variable speed limits; it works much better when the road has a constant speed limit at all times of day. That would be one key issue that they are looking to address in the updated policy, but apart from that, they are looking for funding to implement it.

Councillor Kaschak asks in terms of the automated speed enforcement, would we see that going into school areas, so potentially would there be tickets issued if someone goes too fast in a school zone. Mr. Hagan responds that potentially could occur in some locations. Mr. Hagan adds that some of the Community Safety Zones are also school zones and both of those can apply. Mr. Hagan indicates that more than likely they would not be putting speed enforcement at every school zone.

Councillor Kaschak requests an update regarding the Vision Zero Policy. Mr. Hagan responds that recruitment is currently underway for the stakeholder group; and he adds when advertised, there was very little response from the school boards and neighbourhood groups.

Councillor Francis states that if the intention is to keep this data-driven, he suggests pending the receipt of recommendation 5, to defer recommendation 6 that states, “*That Administration report back with a list of streets for the implementation of a 40 km/h speed limit for consideration for the 2022 capital and operating budgets*”. Mr. Hagan indicates that administration’s intent with recommendation 6 is that twelve months would be sufficient time to identify the streets that are already experiencing low speeds.

Councillor McKenzie indicates that the challenge in reducing the speed limit is that there may be a compromise with some of the other objectives that they are working towards. Councillor McKenzie

Minutes

Environment, Transportation & Public Safety Standing Committee Wednesday, March 24, 2021

Page 7 of 10

adds that there is sufficient data to show a significant improvement with respect to public safety with a reduction in collisions following the reduction of the speed limit in neighbourhoods and does not agree with the strategy that has been provided. Mr. Hagan notes that when they look at motor vehicle collisions, they are happening at higher speed locations, i.e. expressway interchanges; when they look at cyclists, the higher intersections are at major signalized intersections; when they look at pedestrian collisions, it is generally in commercial areas, especially in the downtown and areas in the east. From a safety point of view, reducing speeds in typical residential neighbourhoods would be at the top of the priority list.

Councillor McKenzie advises that mention was made to other competing priorities; however, there is no plan before us to address those. He notes he does not see where a reduction on the speed limit precludes the City from taking any measures to address other highlighted issues.

Councillor McKenzie inquires whether targeted enforcement can be done in more problematic areas and still have a citywide reduction in the speed limit in those residential areas. Mr. Hagan indicates that the intent with the pilot locations was not necessarily to identify the areas with the worst speeding.

Councillor Costante inquires as to the funding amount required to roll this out. Mark Winterton, City Engineer indicates that there would be the original installation costs along with the ongoing operating costs.

Moved by: Councillor Francis

Seconded by: Councillor Costante

1. THAT Administration BE DIRECTED to use a target speed of 40 km/h or lower for the design of all traffic calming plans on local roads.
2. THAT in the upcoming Complete Streets Policy, Administration BE DIRECTED to use a target speed of 40 km/h or lower for residential local roads and to incorporate this into the policy.
3. THAT Traffic By-law 9148 BE AMENDED as listed and attached in Appendix 1.
4. THAT the City Solicitor BE DIRECTED to prepare the necessary documents to amend the by law.
5. THAT Administration REPORT BACK to the Environment, Transportation and Public Safety Standing Committee within 12 months of implementation of the speed limit changes listed in Appendix 1 with the results of the speed reduction pilot program.
6. THAT the following recommendation BE DEFERRED pending receipt of the data relating to the result of the speed reduction pilot program as outlined in Recommendation #5:

Minutes

Environment, Transportation & Public Safety Standing Committee

Wednesday, March 24, 2021

Page 8 of 10

THAT Administration **REPORT BACK** with a list of streets for the implementation of a 40 km/h speed limit for consideration for the 2022 capital and operating budgets.

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

Aye votes: Councillors Francis and Costante.

Nay votes: Councillors Kaschak, McKenzie, and Holt.

Absent: None.

Abstain: None.

Moved by: Councillor McKenzie

Seconded by: Councillor Kaschak

Decision Number: **ETPS 822**

THAT the City of Windsor **IMPLEMENT** a blanket Option 2 from report S 111/2020 to be funded through the Budget Stabilization Reserve Fund, (BSR); and,

THAT Administration **BE DIRECTED** to use a target speed of 40 km/h or lower for the design of all traffic calming plans on local roads; and,

THAT in the upcoming Complete Streets Policy, Administration **BE DIRECTED** to use a target speed of 40 km/h or lower for residential local roads and to incorporate this into the policy; and,

THAT Traffic By-law 9148 **BE AMENDED** as listed and attached in Appendix 1; and,

THAT the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by law; and,

THAT Administration **REPORT BACK** to the Environment, Transportation and Public Safety Standing Committee within 12 months of implementation of the speed limit changes listed in Appendix 1 with the results of the speed reduction pilot program; and,

THAT an Additional Information Memo **BE PROVIDED** when this report proceeds to Council that outlines the cost implications and the details related to the changes to Bylaw 9143 as it relates to Option 2 – To Reduce the City-wide default speed limit to 40 km/h.

Carried.

Councillors Francis and Costante voting nay.

Report Number: S 13/2021

Clerk's File: ST2021

8.3. Traffic Calming Policy Update 2021 CQ 14/2019 CQ 15/2019 - City Wide

Councillor Kaschak inquires about whether the city still has two radar speed trailers. Shawna Boakes responds affirmatively.

Minutes

Environment, Transportation & Public Safety Standing Committee

Wednesday, March 24, 2021

Page 9 of 10

Councillor Kaschak inquires about the price of a permanent marking radar trailer. Ms. Boakes indicates that it depends upon the options, i.e. whether it collects data or not, and that the costs range from \$8,000 to \$12,000, which includes solar panels.

Councillor Kaschak inquires about the effectiveness of speed tables. Mr. Hagan indicates that speed tables are designed for higher speeds, typically for collector roads, and there are speed tables on Riverside Drive.

Moved by: Councillor McKenzie

Seconded by: Councillor Costante

Decision Number: **ETPS 823**

THAT the report S 24/2021, "Traffic Calming Policy Update 2021", **BE RECEIVED** for information; and,

THAT the current traffic calming policy (Traffic Calming Policy, 2015) **BE RESCINDED**; and,

THAT the purchase of traffic calming lawn signs for use under the Expedited Temporary Traffic Calming Procedure **BE APPROVED**; and,

THAT the Policy and Procedures appended to report S 24/2021 **BE APPROVED**.

Carried.

Report Number: S 24/2021

Clerk's File: ST/13863

9. TRANSIT BOARD ITEMS

None presented.

10. ADOPTION OF TRANSIT BOARD MINUTES

None presented.

11. QUESTION PERIOD

None registered.

Minutes

Environment, Transportation & Public Safety Standing Committee

Wednesday, March 24, 2021

Page 10 of 10

12. ADJOURNMENT

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 5:41 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held April 21, 2021.

Carried.

Ward 4 – Councillor Holt
(Chairperson)

Supervisor of Council Services