Environment, Transportation & Public Safety Standing Committee Meeting Agenda

Date: Wednesday, June 26, 2024
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

1. CALL TO ORDER

READING OF LAND ACKNOWLEDGMENT

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 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

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 May 29, 2024. **(SCM 178/2024)**

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

5. COMMUNICATIONS

6. PRESENTATIONS AND DELEGATIONS

7. COMMITTEE MATTERS

8. ADMINISTRATIVE ITEMS

8.1. Response to CQ 20-2024 Bulk Collection Program in BIAs **(S 75/2024)**

9. TRANSIT BOARD ITEMS

10. ADOPTION OF TRANSIT BOARD MINUTES

11. QUESTION PERIOD

12. ADJOURNMENT

Item No. 3.1

Committee Matters: SCM 178/2024

Subject: Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held May 29, 2024.

CITY OF WINDSOR MINUTES 05/29/2024

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, May 29, 2024
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 9 - Councillor Kieran McKenzie

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING:

Ward 8 – Councillor Gary Kaschak

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Sandra Gebauer, Council Assistant

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Mark Winterton, Commissioner, Infrastructure Services & City Engineer (Interim)
Rob Vani, Deputy Chief Building Officer / Inspections
Shawna Boakes, Executive Director Operations / Deputy City Engineer
Natasha Gabbana, Senior Manager of Asset Planning
Ian Day, Senior Manager, Traffic Operations & Parking
Mark Spizzirri, Manager Performance Measurement & Business Case Development
Patrick Winters, Manager, Development
Anne Marie Albidone, Manager Environmental Services
Fahd Mikhael, Manager, Design
Chris Carpenter, Manager Provincial Offences
Karina Richters, Supervisor, Environmental Sustainability & Climate Change
Cole Nadalin, Supervisor Energy Contracts
Bill Kralovensky, Coordinator, Parking Services
Sarah Meneses, Environmental Compliance Coordinator
Kathleen Queenville, Active Transportation Coordinator
Adam Mourad, Engineer II
Chris Gerardi, Policy Analyst

Anna Ciacelli, Deputy City Clerk

1. CALL TO ORDER

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

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

3. ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE

3.1. Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held April 24, 2024.

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

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee meeting held April 24, 2024 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 117/2024

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

5. COMMUNICATIONS

None presented.

7. COMMITTEE MATTERS

7.1. Minutes of the Transit Windsor Working Group of its meeting held March 20, 2024

Councillor Kieran McKenzie inquires whether there is a work plan as it relates to a number of transit issues that could be addressed. Mark Winterton, Commissioner, Infrastructure Services & City Engineer appears before the Environment, Transportation & Public Safety standing Committee regarding the Administrative report dated March 20, 2024 entitled "Minutes of the Transit Windsor

Working Group of its meeting held March 20, 2024" and indicates that the focus is largely on implementing the Master Plan and reporting back on an annual basis.

Councillor Kieran McKenzie inquires whether it is possible to provide an outline of key items of focus. Mr. Winterton responds that there can be an offline discussion to pinpoint targets to bring forward.

Councillor Kieran McKenzie inquires when the service levels report can be expected. Mr. Winterton indicates that the intention is to bring it forward at the next meeting of the Environment, Transportation & Public Safety standing Committee sitting as the Transit Board.

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

Decision Number: **ETPS 1000**
THAT the minutes of the Transit Windsor Working Group meeting held March 20, 2024 **BE RECEIVED**.
Carried.

Report Number: SCM 106/2024

7.2. Minutes of the Environment & Climate Change Advisory Committee of its meeting held March 19, 2024

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

Decision Number: **ETPS 1001**
THAT the minutes of the Environment & Climate Change Advisory Committee meeting held March 19, 2024 **BE RECEIVED**.
Carried.

Report Number: SCM 107/2024

7.3. Essex-Windsor Solid Waste Authority Regular Board Meeting Minutes from its meeting held April 10, 2024

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

Decision Number: **ETPS 1002**
THAT the minutes of the Essex-Windsor Solid Waste Authority Regular Board meeting held April 10, 2024 **BE RECEIVED**.
Carried.

Report Number: SCM 139/2024

7.4. Minutes of the Windsor Licensing Commission of its meeting held April 23, 2024

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

Decision Number: **ETPS 1003**
THAT the minutes of the Windsor Licensing Commission meeting held April 23, 2024 **BE RECEIVED**.
Carried.

Report Number: SCM 152/2024

8. ADMINISTRATIVE ITEMS

8.2. Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6

Wayne Lessard, area resident

Wayne Lessard, area resident appears before the Environment, Transportation & Public Safety standing Committee regarding the Administrative report dated April 3, 2024 entitled “Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6” and offers ideas for safer cycling on Wyandotte Street; and concludes by expressing concern with the administrative recommendation in the report to take no action.

Diana Furlong, area resident

Diana Furlong, area resident appears before the Environment, Transportation & Public Safety standing Committee regarding the Administrative report dated April 3, 2024 entitled “Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6” and expresses concern with the lack of support for safer cycling on Wyandotte Street and the inconvenience of seeking alternate routes.

Councillor Kieran McKenzie inquires whether the delegate would use Wyandotte Street if there were infrastructure in place and would this make the corridor more useful as a cycling route if they felt safe. Ms. Furlong responds yes.

Councillor Kieran McKenzie asks the delegates if a line would be sufficient or if it should be a separated bike lane. Ms. Furlong indicates that a line would be a good start, but a separated lane would encourage major use. Mr. Lessard responds that it would encourage people to ride Wyandotte Street more often. He adds that active transportation would be more common if there were safer conditions. Painted lines on the road would indicate to drivers that cyclists have legitimacy to use that portion of the road.

Councillor Kieran McKenzie inquires whether there is any way to add cycling infrastructure along the corridor that wouldn’t necessitate a road diet. Shawna Boakes, Executive Director Operations appears before the Environment, Transportation & Public Safety standing Committee regarding the

Administrative report April 3, 2024 entitled “Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6” and indicates that there are many sections where parking would need to be eliminated and sections with hard center medians that are not wide enough to implement a bike lane. Ms. Boakes indicates there may be sections of Wyandotte where it would be possible but not the entire corridor.

Councillor Kieran McKenzie inquires about the cost to remove the center medians. Ms. Boakes indicates that that figure is unknown and would have to be reported back.

Councillor Kieran McKenzie inquires if the same could be done in the eastern stretch as was done in the western stretch from Walker Rd to Ouellette Ave. The roadway feels narrow, but accommodations were made. Further, asks what the difference is between the two stretches. Ms. Boakes indicates that the western section is a bit wider containing a parking lane, a bike lane, and a traffic lane with no buffer. There aren’t two lanes of traffic plus a bike lane there.

Councillor Kieran McKenzie inquires what Ontario Traffic Manual (OTM) changes inform the policy change for Administration on the viability of the project. Ms. Boakes indicates that in 2021 the OTM Book 18 did a significant change regarding the protection that is recommended. She adds that any new project plans should consider the OTM recommendations. Traffic volume dictates the category. Some roads may allow for a buffered bike lane, but Wyandotte presents a legal liability issue if the OTM design standards are not met.

Councillor Kieran McKenzie inquires, given the inability to create a separated bike lane, if the City would be open to a greater degree of liability. Ms. Boakes responds that the risk is associated to anything that we do that does not meet the recommendations in the OTM.

Councillor Kieran McKenzie inquires about the possibility of a temporary solution to move forward with a project on Riverside Drive and the timeline to proceed and how it could potentially be funded. Ms. Boakes responds that the area between St. Rose and Ford will be under construction in 2026 & 2027. The proposed multi-use trail, which is an off-street facility is between Ford & Strabane to make the final connection there so that we wouldn’t be waiting until 2030 or later for the next phase.

Councillor Kieran McKenzie inquires whether that stretch has been designed at this point. Ms. Boakes indicates that a conceptual design has been completed for the entire section of the vista, but the detailed design is in process for the St. Rose to Ford section.

Councillor Kieran McKenzie inquires whether the design includes some form of active transportation lane. Ms. Boakes indicates that there is a buffered bike lane on the road and looking at potential options for that moving forward.

Councillor Kieran McKenzie inquires whether the detailed design phase indicates that the project will be completed once funding is available. Mr. Winterton indicates that once funded, Riverside Drive will see active transportation completed.

Councillor Kieran McKenzie inquires about the delay of implementing active transportation though this corridor. Mr. Winterton indicates that the process of the Road Diet review of removing parking

and/or traffic lanes never received an Administrative recommendation to put forward. Administration was directed by Council to look at some level of active transportation, but no funds were allocated to be able to proceed. Administration's position on the matter has not changed. Administration continues to recommend Riverside Drive as the best opportunity for cyclists.

Councillor Gary Kaschak inquires whether there is an opportunity for speed reductions as a pilot project in that corridor. Ms. Boakes responds that data collection will be a driving factor for pilot projects. There are 8 radar feedback signs on arterial roads currently. Once the data comes back, there is the potential for a recommendation.

Councillor Mark McKenzie inquires if there is a speed reduction on Wyandotte if that will cause traffic to funnel to other routes in search of faster speeds. Ms. Boakes indicates that is a possibility, especially with Riverside Drive being so close. Administration wants people to obey the speed limits and are working with Windsor Police and the University of Windsor to come up with ideas for arterial traffic calming.

Councillor Mark McKenzie inquires as to when the other proposed bike lanes in the report will be completed. Ms. Boakes indicates that the Victoria Street bike lanes are part of a grant, and we are required to complete them this year. The other projects are awaiting the outcome of this one. There is not enough funding to do both and make connections to other projects.

Councillor Mark McKenzie inquires if Wyandotte may not be the best choice for bike lanes and if there are better options on other routes. Ms. Boakes responds that they are using the Active Transportation Master Plan priority levels to identify corridors throughout the city to make connections possible.

Councillor Kieran McKenzie inquires whether there are sections of the Wyandotte corridor that could be viable for active transportation infrastructure. Ms. Boakes responds that between Devonshire and Monmouth could be a potential, with the removal of one lane of traffic in the westbound direction.

Councillor Kieran McKenzie inquires whether it could go to Strabane. Ms. Boakes responds that the difficulty with that is the underpass at Drouillard which is a very tight corridor. Without a road diet in that section, there would be no safe way to implement it.

Councillor Kieran McKenzie inquires, at what point will a design for a full scoping of the east/west corridor connection come forward. Ms. Boakes responds that the section from Strabane to Walker already has cycling facilities on Riverside Drive. Strabane to Ford is intended to have a design and install completed at the same time as the phase of the Riverside Drive vista in 2026-2027. The final design could come forward next spring if directed to do so.

Councillor Kieran McKenzie inquires whether there is a funding source required. Ms. Boakes indicates that they would need to identify a funding source.

Councillor Kieran McKenzie inquires if there was direction to use that funding source, if there are any projects that would be displaced. Ms. Boakes indicates that the design component only would not cause any displacement, but if the intention is detailed design and implementation, then yes.

Councillor Kieran McKenzie inquires why operational challenges have not come forward in prior budget meetings. Mr. Winterton indicates that the challenges exist because previous councils have not prioritized these issues and the standards have changed. What would have been approved as unprotected bike lanes do not comply with current standards.

Councillor Kieran McKenzie inquires whether a Council Question would be the best route to obtain the necessary information to be able to move forward with the implementation. Mr. Winterton responds that the challenges with implementing these is real. Land, funding, capital, and operational constraints have an impact. The ATMP identifies these challenging areas. A properly worded CQ could generate the information needed to inform council as we move into the 2025 budget and priority setting.

Councillor Renaldo Agostino and asks if there is an opportunity for public consultation. Ms. Boakes responds that there will be opportunity for the Active Transportation Expert Panel to discuss new projects, concepts, and ideas. Existing projects already underway can be presented, but major changes would not necessarily be made at this point. Their input is going to help drive new projects.

Councillor Renaldo Agostino inquires whether project costs are discussed at these meetings. Ms. Boakes responds that one of the first discussions with the group was regarding cost, available funding, and realistic expectations for project completion.

Councillor Fabio Costante inquires how the businesses felt about the introduction of bike lanes. Ms. Boakes responds that if parking remained, that the businesses were in favour of bike lanes.

Councillor Fabio Costante inquires if they can draw a conclusion that the introduction of bike lanes along business corridors increases patronage. Ms. Boakes responds that they can investigate that before coming back to Council.

Councillor Fabio Costante inquires how other roads in the ATMP, when compared to Wyandotte Street, relate to certain factors being identified as conditions for the project not to be approved. Ms. Boakes responds that high volume corridors present greater challenges. Each individual road will have unique considerations.

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

Decision Number: **ETPS 1005**
THAT the report of the Active Transportation Coordinator dated April 3, 2024 entitled “Wyandotte Street Road Diet Update Report – Wards 4, 5 & 6” **BE RECEIVED** for information.
Carried.
Councillor Fabio Costante voting nay.

Report Number: S 146/2023
Clerk's File: MB/5331

8.1. Local Improvement Programme Implementation 2024 Update - City Wide

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

Decision Number: **ETPS 1004**

I. THAT the report of the Engineer II dated May 6, 2024 entitled "Local Improvement Program Implementation 2024 Update - City Wide" **BE RECEIVED** for information; and,

II. THAT Council **APPROVE** the prioritization of Local Improvement Projects (LIP) presented in this report; and,

III. THAT Council **RECEIVE** for information the response to CQ 22-2024, and the attached list of outstanding LIPs in Appendix D; and,

IV. THAT given significant time that has passed since previous notice was sent and construction costs have increased since the original notice, Administration **BE DIRECTED** to issue new notices to the benefitting property owners on the 3700 Block of Byng Road notifying them of the City's intention to proceed with a City initiated Local Improvement for Curb & Gutter, Storm Sewers, Private Drain Connections, and Boulevard Restoration, such notice to include updated cost estimates and to be prepared in accordance with O. Reg. 586/06 section 6.

Carried.

Report Number: S 24/2024
Clerk's File: SL2024

8.3. Bike Parking Policy - City Wide

Councillor Kieran McKenzie inquires about the identified action items not being addressed in the report. Ms. Boakes responds that the incentives item can be brought back in the near future. Much of the action items have been investigated with the recommendations that have been brought forward.

Councillor Kieran McKenzie inquires that given the timeline, several items have been left out of the report. The action items were supported by council. Bike parking policies have not been identified in the report at all. Ms. Boakes responds that this policy was intended to address the right of way related items. Bike parking minimums for developments have been discussed with planning and are ongoing in the background through the development application process.

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

THAT the report of the Policy Analyst dated November 9, 2023 entitled "Bike Parking Policy – City Wide", **BE REFERRED** back to administration to provide more detailed information related to the specific items listed in the framework for the Bicycle Parking Policy that was endorsed by the Windsor Bicycling Committee; and,

THAT the planning department **BE CONSULTED** to provide information related to development applications and Bike Parking; and that all of the information **BE BROUGHT FORWARD** to a future Environment, Transportation & Public Safety Standing Committee together.
Carried.

Report Number: S 75/2023
Clerk's File: ST2023

8.4. Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide

Councillor Renaldo Agostino asks administration what opportunities exist with moving towards an app-based system. Bill Kralovensky Coordinator, Parking Services appears before the Environment, Transportation & Public Safety standing Committee regarding the Administrative report dated April 25, 2024 entitled "Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide" and indicates that moving towards a technologically based system allows greater flexibility.

Councillor Renaldo Agostino inquires if there is an immediate opportunity for up to an additional $600,000 in revenue for the City per year by extending the parking hours. Mr. Kralovensky responds that if the full 3 hours are implemented, that would be correct.

Councillor Renaldo Agostino inquires if there is an opportunity to select certain streets and times for different parking fees if moved to an app-based system. Mr. Kralovensky responds that the meter heads must remain to identify space designation, but moving forward, if meters are removed to create parking zones, the zones would need to be identified early on for programming and it may cost more for signage.

Councillor Renaldo Agostino inquires whether there is an opportunity to add time to your meter on the app. Mr. Kralovensky responds that street parking is for transient parking and there are time limits in place to allow for turnover.

Councillor Renaldo Agostino inquires if moving to the app-based system will eliminate the need for change. Mr. Kralovensky responds that is correct. For people who don't want to use the app or prefer change, they will be pushed to off-street lots or to one of the parking garages where they can use other methods of payment such as credit card or debit.

Councillor Gary Kaschak asks administration if there is any concern that the City will lose revenue or scare people off by moving to an app-based system. Mr. Kralovensky responds that the numbers in the report were based on 2023. The app is currently running, and the numbers have jumped up. If cashless meters are eliminated, the app will be the only option for on-street parking.

Councillor Gary Kaschak inquires about the implementation of the licence plate reading technology and how it can aid in identifying and recovering stolen vehicles. Mr. Kralovensky responds that last year they recovered 6 stolen vehicles manually. The licence plate readers are accurate and automatic and could aid in recovering more.

Councillor Mark McKenzie inquires if any of the BIAs have been consulted about these changes. Mr. Kralovensky responds that the BIAs have not been consulted. Many of the parking areas come from the Downtown Windsor BIA which is where the Council Question originated. Mr. Winterton adds that the trend is moving towards cashless in the industry and there are opportunities for sponsorship of zone parking that can be programmed through the app.

Councillor Mark McKenzie inquires whether there is still an opportunity to accept cash at centralized pay boxes even for on-street parking. Mr. Kralovensky responds that if option 2 was the direction, there could be cash at those pay boxes as well. He adds that more staff would be needed to check the boxes for possible scammers trying to steal from us. QR codes can be easily duplicated and be a liability. Keeping what we have currently in the lots and garages and changing on-street to the app-based system is the easiest and most liability-free.

Councillor Mark McKenzie inquires about processing fees for the passport Canada app. Details related to fees is provided.

Councillor Kieran McKenzie inquires as to what the best practice is in place if the app is not functioning correctly. Mr. Kralovensky responds that the pay for parking app and parking enforcement software were purchased together from the same provider and that the app has been very reliable.

Councillor Kieran McKenzie inquires as to the extent to which the parking change implementation would affect the scope of the work of the enforcement agency. Mr. Kralovensky responds that there are a number of clauses that allow for change management that do not affect the existing enforcement.

Councillor Kieran McKenzie inquires whether there have been solutions identified for pay-for-parking limitations as it relates to cash vs. card. Mr. Kralovensky responds that Windsor accommodates its residents more than any other municipality that has been consulted on the matter.

Councillor Renaldo Agostino inquires about dynamic pricing. Mr. Kralovensky responds that the app can allow for dynamic pricing as many other municipalities have done as well. The pay boxes and meters do not allow for this type of flexibility.

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

Decision Number: **ETPS 1006**
THAT the report of Coordinator, Parking Services dated April 25, 2024 entitled "Response to CQ 4-2024 – Options for Modernizing Parking Operations – City Wide" **BE RECEIVED** for information; and further,

Whereas on February 2, 2024, the 2024 10-year Capital Plan was approved via Mayoral Directive MD05-2024 and subsequently City Council **SUPPORTS** improvements to parking meters as outlined in Option 1 which requires additional capital funding of $144,745.04, be it further resolved:

THAT the City Treasurer **BE DIRECTED** to transfer funding in the amount of $144,745.04 from the On-Off Street Parking Reserve Fund 138 to the Parking Equipment Replacement Project 7135001; and further,

THAT Council **DIRECT** Administration as to which, if any, additional parking revenue sources identified in the report to implement; and further,

THAT if required, the 2024 Fees and Charges By-Law **BE UPDATED** to reflect any changes to parking fees.
Carried.
Councillor Mark McKenzie voting nay.

Report Number: S 46/2024
Clerk's File: ST2024

8.5. Response to CQ 2-2024 Enhanced Street Sweeping Initiative – City Wide

Councillor Kieran McKenzie inquires, if the report is received, the process to move towards improving service levels would continue. Anne Marie Albidone, Manager of Environmental Services appears before the Environment, Transportation & Public Safety standing Committee regarding the Administrative report dated May 8, 2024 entitled "Response to CQ 2-2024 Enhanced Street Sweeping Initiative – City Wide" and indicates that approving the report as it is does include a new street sweeper through the stormwater financing plan that will come before council this fall. This will help to attain the current levels of service. The current service levels will be achieved.

Councillor Fabio Costante adds that the City is one street sweep a year below standards.

Councillor Renaldo Agostino inquires whether there are any other BIAs besides the DWBIA that supplement street sweeping through a private company. Ms. Albidone responds that they are not aware of any.

Councillor Mark McKenzie inquires whether there is a private company that can be outsourced rather than purchasing the equipment ourselves. Ms. Albidone responds that the companies that

have the equipment use them for their own operations. The City has an opportunity to put out an RFP for heavy equipment on an occasional basis to help supplement during heavy seasons.

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

Decision Number: **ETPS 1007**
THAT the report of the City Engineer dated May 8, 2024 entitled "Response to CQ 2-2024 Enhanced Street Sweeping Initiative – City Wide" **BE RECEIVED** for information.
Carried.

Report Number: S 61/2024
Clerk's File: SW2024

8.6. Response to CQ15-2024 - Excess Soil Reuse Site Update - City Wide

Councillor Kieran McKenzie requests clarification that the work that's being undertaken in the report will continue and a subsequent report will come back with options to consider. Fahd Mikhael, Manager Design & Engineering, appears before the Environment, Transportation & Public Safety standing Committee regarding the Administrative report dated May 9, 2024 entitled "Response to CQ15-2024 - Excess Soil Reuse Site Update - City Wide" and responds that that is correct.

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

Decision Number: **ETPS 1008**

I. THAT the report of the Environmental Compliance Coordinator dated May 9, 2024 entitled "Response to CQ15-2024 - Excess Soil Reuse Site Update - City Wide" **BE RECEIVED** for information.

Carried.

Report Number: S 62/2024
Clerk's File: EI2024

8.7. Response to CQ 18-2024 - Little River Dyke Flood Protection System - Ward 6

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

Decision Number: **ETPS 1009**

I. THAT the report of the Engineer III / Drainage Superintendent dated May 10, 2024 entitled "Response to CQ 18-2024 - Little River Dyke Flood Protection System - Ward 6" **BE RECEIVED** for information.

Carried.

Report Number: C 59/2024
Clerk's File: SW2024

8.8. Pedestrian Generator Sidewalk on the North Side of Adstoll Avenue from the Sainte-Therese School Driveway Entrance to Rivard Avenue (approximately 116m) - Ward 8

Councillor Gary Kaschak comments that the recommendation in the report is a positive movement towards increased safety and risk reduction and supports the administrative recommendation.

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

Decision Number: **ETPS 1010**

I. THAT Council **APPROVE** the construction of a Pedestrian Generator Sidewalk on the north side of Adstoll Avenue from the Sainte-Therese School Driveway Entrance to Rivard Avenue as proposed in this report; and further,

II. THAT the estimated cost of $ 61,938 **BE CHARGED** to the Pedestrian Safety Improvement Project (Project No. 7045034); and further,

III. THAT Council **PRE-APPROVE** and **AWARD** the 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 further,

IV. THAT the CAO and the City Clerk **EXECUTE** an agreement with the low bidder, provided that the Tender amount is within the approved budget, with said contract being satisfactory in form to the City Solicitor, in technical content to the City Engineer, and in financial content to the City Treasurer.

Carried.

Report Number: S 63/2024
Clerk's File: SW2024

8.9. CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide

Councillor Renaldo Agostino inquires if there has been any research done in other municipalities regarding being able to charge their vehicles on-street. Ms. Boakes indicates that there are no specifics yet, but there is some work going on in Amsterdam regarding neighbourhood charging, but nothing yet in North America.

Councillor Kieran McKenzie inquires if there is going to be a subsequent report coming forward that will evaluate our capacities in the community currently to charge vehicles. Karina Richters, Supervisor Environment Sustainability and Climate Change appears before the Environment, Transportation & Public Safety standing Committee regarding the Administrative report dated May 10, 2024 entitled “CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide” and indicates that there will be a report coming forward shortly. She adds that there are currently 58 charging stations throughout the city and another 65 are planned or under construction.

Councillor Kieran McKenzie inquires whether there is a way to gauge the current capacity vs the anticipated need in the community. Ms. Richters responds that we will be purchasing data as a collaborative of municipalities to identify uptake of EVs in our community to establish projections.

Councillor Kieran McKenzie inquires whether the suggestions within the report are indicative of the discussion happening within the industry and other communities in order to address some of these challenges. Ms. Boakes responds that the American Center for Mobility discussion a couple of weeks ago revolved around EV and charging. There is still a disconnect between manufacturers of vehicles and manufacturers of EV charging stations which requires additional discussion.

Councillor Kieran McKenzie inquires as to what extent the Association of Municipalities of Ontario (AMO), or the Federation of Canadian Municipalities (FCM) are providing guidance to municipalities regarding policy change and infrastructure investments. Mr. Winterton indicates that they are in the infancy stages of this new industry. The infrastructure has not yet followed the technology. The AMO and FCM groups focus more on policies that can enhance the industry’s ability to research and implement, more so than on municipalities.

Councillor Kieran McKenzie inquires whether accommodation for service providers such as cable, internet, etc., the standard for new developments, will EV charging follow suit and become standard. Mr. Winterton indicates that the City has been trying to prepare by incentivizing businesses to become involved in the development of EV infrastructure. There has been some discussion with ENWIN partners regarding system upgrades, capacity and infrastructure challenges that exist. There are components that are not the City’s area of responsibility.

Councillor Kieran McKenzie inquires as to what opportunity the municipality has to have a potential revenue stream that could be net positive at some point. Cole Nadalin, Supervisor Energy Projects, appears before the Environment, Transportation & Public Safety standing Committee regarding the Administrative report dated May 9, 2024 entitled “CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide” and indicates that is something that has been looked at in depth in the report. Currently it is a cost and not a revenue generator. It is a service provided to the community. Partnering with third parties in the private sector to rule out the increased capacity with minimal added resources on the corporation.

Councillor Kieran McKenzie inquires as to what the break-even point would be based on initial investment vs what the City would need to charge in order to make it a positive revenue stream for the municipality. Mr. Nadalin indicates that they did consult with the local EV society to determine a

reasonable rate. $1-2 per hour would result in a net even end of year revenue generation as far as costs are concerned. Currently there is a third-party sponsor who is supporting operational costs.

Councillor Kieran McKenzie inquires, if this recommendation were approved, would it preclude the municipality from looking at any opportunities to undertake and implement municipally owned and operated infrastructure. Mr. Nadalin responds that it would come with the later policy as requested with the original CQ. There will be a municipal policy brought forward.

Councillor Gary Kaschak inquires if there is any available data from the city charging locations. Mr. Nadalin provides details to the committee.

Councillor Renaldo Agostino comments that he's noticed that after the charging vehicle has been fully charged, it sits there all day and doesn't move and asks administration if they have investigated a model that charges people who have not moved their vehicle after it is fully charged. Mr. Nadalin responds that they are able to implement an overstay fee that would allow a grace period after the vehicle is fully charged to move the vehicle. After that grace period, an hourly charge would be incurred and is under consideration for the policy.

Councillor Renaldo Agostino inquires whether these things are being done now or if the City has the ability to do them. Mr. Nadalin indicates that that would need to be a recommendation from council to implement a fee. Further details can be brought forward as an element of the policy where they would look for approval at a later date.

Councillor Renaldo Agostino inquires whether the City has investigated cable covers for residents who want to run cords across sidewalks. Mr. Nadalin responds that it was considered at a high level and there are some accessibility and safety concerns identified.

Councillor Mark McKenzie inquires if there have been any other sites identified for additional EV charging stations. Mr. Nadalin responds that when the project was undertaken, a list of 20 locations was identified initially, which can be brought forward at a later date.

Councillor Mark McKenzie inquires whether there is a timeline for implementation in our municipal garages and lots. Mr. Nadalin responds that one of the recommendations is to engage third parties, which might be a faster and more economical way to implement with the fewest number of resources.

Councillor Mark McKenzie inquires whether other municipalities are implementing EV infrastructure as part of new developments. Rob Vani, Deputy Chief Building Official-Inspections, appears before the Environment, Transportation & Public Safety standing Committee regarding the administrative report dated May 9, 2024 entitled "CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide" and indicates that there are some municipalities implementing requirements under by-law or potentially site-plan control processes to identify a certain number of spaces dedicated to EV charging. He adds that it is an evolving situation that will progress as provincial regulations evolve.

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

Decision Number: **ETPS 1011**

1. THAT the report of the Supervisor of Energy Contracts, Asset Planning dated May 10, 2024 entitled "CQ 4-2023 and CQ 37-2023 – Electric Vehicles – City Wide" **BE RECEIVED** for information; and,

2. THAT based on the content and discussion of this Report, City Council **DIRECT** Administration to develop a "Policy for Municipal Electric Vehicle (EV) Charging Stations"; and,

3. THAT in an effort to support the expansion of EV charging station infrastructure throughout the municipality, that City Council **DIRECT** Administration continue to explore proposed projects facilitating third-party ownership of EV charging stations in municipally-owned parking lots and garages; and,

4. THAT City Administration **PROVIDE SUPPORTS** for the installation of privately-owned EV Charging Infrastructure for residential, commercial, and municipally-owned properties through:

    a. The support and facilitation of third-party ownership of EV charging infrastructure in municipally-owned parking lots and garages on municipally-owned properties; and
    b. Exploring amendments to the Zoning By-law for new residential development; and
    c. Exploring amendments to Zoning By-law for new multi-residential and non-residential development; and,

5. THAT administration **BE REQUESTED** to report back with information related to a fee model and enforcement options for not moving vehicles from the charging station after being fully charged.

Carried.

Report Number: S 64/2024
Clerk's File: SW2024

8.10. Red Light Camera Update – City Wide

Councillor Gary Kaschak inquires if there are statistics per camera available. Ms. Boakes responds that the Provincial Offences division provides a breakdown of those numbers which are monitored. The City has not chosen to relocate any of the cameras as there are costs associated with moving them.

Councillor Kieran McKenzie inquires if there is any explanation as to why there is a reduction in rear impact collisions. Ms. Boakes indicates that the reduction was a surprise to see considering

data from other municipalities. It may suggest that driver awareness of the implementation of this program is a factor.

Councillor Kieran McKenzie inquires whether other municipalities disclosed the location of the cameras. Ms. Boakes indicates that it is a requirement from the Ministry of Transportation.

Councillor Kieran McKenzie inquires as to how quickly the administrative penalty process may be implemented. Ms. Boakes responds that so far to date; no municipality has moved over their red-light camera program to enforcement. Administration is recommending leaving the 5-year contract in place and we would be better able to provide recommendations near the end of that contract.

Councillor Kieran McKenzie inquires whether the administrative penalty process would allow for the municipality to recuperate all of the revenues generated rather than sharing it with other municipalities across the region. Ms. Boakes responds that the City has the option to review the contract that they have with the potential of removing the red-light cameras from the sharing system.

Councillor Kieran McKenzie inquires whether that would require buy-in from the other municipalities. Ms. Boakes responds that is correct because it would be a contract revision.

Councillor Fabio Costante inquires whether the next 10 camera placements will be driven by collision data or other factors. Ms. Boakes indicates that the initial locations that were provided were altered due to infrastructure. The next 10 will be placed based on data.

Councillor Fabio Costante inquires as to where the generated revenue has been allocated. Ms. Boakes responds that it goes into the general Provincial Offences account and then distributed along with the rest of those funds.

Councillor Fabio Costante inquires whether administration knows where the funds are distributed or is it part of the normal budget process. Chris Carpenter, Manager Provincial Offences, appears before the Environment, Transportation & Public Safety standing Committee regarding the Administrative report dated February 9, 2024 entitled “Red Light Camera Update – City Wide” and indicates that the funds become part of the general capital reserve fund.

Councillor Fabio Costante inquires whether other municipalities have regularly generated profit. Ms. Boakes responds that to her knowledge there have not been any municipality that has lost money on this endeavour.

Councillor Renaldo Agostino inquires whether there is any data from other municipalities that suggests that the intersections are safer as a result. Ms. Boakes responds that the data indicates that there are fewer incidents.

Councillor Mark McKenzie inquires whether there will be a report back on automated speed enforcement later this year. Ms. Boakes responds that there has been a lot of conversation with vendors for the units and for processing the tickets. Administration is monitoring a couple of pilot projects and models from other municipalities in order to provide a wholesome concept of what will be the best option for the City moving forward.

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

Decision Number: **ETPS 1012** CR76/2024
THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to execute the agreement with TraffiPax LLC to provide work and services related to the installation and maintenance of ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the CFO and City Treasurer; and,

THAT the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to execute the agreement with the City of Toronto to utilize the resources of the Joint Processing Centre (JPC) for ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the CFO and City Treasurer; and,

THAT any net profits from the City's red light camera program **BE REDIRECTED** towards speed calming and traffic calming initiatives in the City.
Carried.

Report Number: C 19/2024 & AI 10/2024
Clerk's File: ST/13765

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 7:19 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held Wednesday, June 26, 2024.
Carried.

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

THE CITY OF WINDSOR ONTARIO, CANADA

Council Report: S 75/2024

Subject: Response to CQ 20-2024 Bulk Collection Program in BIAs

Reference:

Date to Council: June 26, 2024
Author: Jim Leether
Manager, Environmental Services
519-974-2277 ext. 3133
jleether@citywindsor.ca

Public Works - Operations
Report Date: June 10, 2024
Clerk's File #: SW2024

To: Mayor and Members of City Council

Recommendation:

THAT the report of the City Engineer dated June 5, 2024 in response to CQ 20-2024 regarding feasibility to include commercial businesses in the BIA's with the existing bulk item pick-up program **BE RECEIVED** for information, and

THAT Council **APPROVE** the inclusion of commercial businesses within BIAs in the existing Bulk Collection Program on a one-year pilot program beginning in the fall of 2024, and

THAT Administration **REPORT** the results of the pilot project to Council in the fall of 2025.

Executive Summary:

N/A

Background:

At the March 18, 2024 Council meeting, Councillor Agostino requested the following:

CQ 20-2024 - Asks administration to report back to City Council on the feasibility of expanding the current bulk item pick-up program to include commercial businesses in BIAs rather than just residential, do we have the capacity to do this.

This report serves as a response to CQ 20-2024.

The current Residential Bulk Pick-Up program runs year-round and provides collection to approximately half the City one week, and the other half the following week. This result in each residential home receiving 25 opportunities annually to access the

program at a cost of $10.00 per item, up to a maximum of two items per collection. Residents are required to pre book the collection via 311. The capacity of route is limited to 80 stops or 160 items per collection cycle. The average number of stops in 2023 was 60, although the program does experience seasonal highs and lows (peak season being Spring & Summer).

Discussion:

The council question asked whether commercial businesses in the BIAs could be included in the existing bulk item pick-up that currently only includes residential properties. Currently, the program is in a mature status and averaging close to 60 stops per collection cycle; the stop counts are impacted by seasonality and typically the program experiences a surge in the Spring and Summer and then levels off in the Fall and Winter. There is therefore, on average, a capacity of an additional 20 stops per week in the current program.

As the City currently has no data on the types of material or stop counts that would be experienced in the BIAs, a pilot project of one year would be a safe and prudent way to approach including the BIAs in the current program.

The pilot project would incorporate the BIAs into the existing collection zones and allow them access to the same level of collection opportunities residents currently enjoy; the maximum allowable items and the cost of $10.00 per item would remain the same allowing for a consistent application of the program for all users. A tentative recommended start date for this pilot project could be achieved as early as this Fall.

Data from the pilot project will be used to further evaluate the Bulk Collection program. If the number of stops and items remain within the scope of the current program after the one-year period, a recommendation could be put forward to allow for a permanent inclusion. If the number of requests exceeds the number of stops and items set out within the scope of the program, Administration shall report back on those impacts and propose options to address the additional volume. Options could include adding a collection day or potentially incorporating bulk item pick-up with other future services that Environmental Services has been directed to evaluate, namely bi-weekly diaper collection at the on-set of Source Separate Organics (SSO) collection.

Risk Analysis:

While the residential bulk item pick-up program is fully funded and there is some capacity within the program to incorporate a pilot program, there is a risk of the additional BIA stops pushing collection beyond the optimal number of stops on a collection cycle. Should this occur, there may be a need for unbudgeted overtime to complete a set out route. Without overtime, customers could experience longer wait periods for service if the route is fully booked and items have to be held to the next collection. The risk of this occurring is at the highest during the Spring and Summer collection periods.

Allowing the BIA's to participate will require some alley collection where collection cannot occur at curbside. Alley collection is currently not provided to residential properties due to the inability to confirm addresses from the back of a property. With material set out in alleys there is significant risk of illegal dumping

occurring as other garbage items may be added to the bulk item that has been properly set out, and paid for. This could result in stops being left behind or misidentified by the collection staff. Administration will monitor this risk and provide additional service, when possible, within established budgets and programs.

Climate Change Risks

Climate Change Mitigation:

N/A

Climate Change Adaptation:

N/A

Financial Matters:

The residential bulk item pick-up program is fully funded through the bulk pick-up fees as it currently stands, there is some capacity to incorporate the pilot program at little to no cost but risk of unbudgeted overtime or potential carry over of collection exists if the program experiences major participation beyond the current route cycle capacity. Without any existing data to estimate the exact impact it is impossible to state what type of impact this added servicing could potentially have, although it is not expected to be significant based on the level of service currently being provided in the program.

All costs and revenue related to the bulk collection service in the BIAs will be charged and deposited to the existing bulk collection operating budget in Dept. ID 0175750. The department will make ever effort to mitigate any added costs for overtime etc. within the department. Any material variances experienced during the pilot program that the department is unable to mitigate will be included in the Public Works operating variance reporting for the fiscal year

Consultations:

Cindy Becker, Financial Planning Administrator – Public Works

Anne-Marie Albidone, Manager, Environmental Services – Public Works

Conclusion:

A one-year pilot program for Bulk Collection in all BIAs following the existing program criteria will allow Administration to gather information and analyse the best course of action for a more permanent service.

Planning Act Matters:

N/A

Approvals:

Name	Title

Name	Title
Cindy Becker	Financial Planning Administrator – Public Works
Shawna Boakes	Executive Director of Operations
Mark Winterton	(A) Commissioner of Infrastructure Services, City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Joe Mancina	Chief Administrative Officer

Notifications:

Name	Address	Email

Appendices: