Environment, Transportation & Public Safety Meeting Agenda

Date: Wednesday, November 26, 2025
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 Frazier Fathers

Ward 3 – Councillor Renaldo Agostino

Ward 4 – Councillor Mark McKenzie

Ward 8 – Councillor Gary Kaschak

Ward 9 – Councillor Kieran McKenzie (Chairperson)

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 September 24, 2025 **(SCM 298/2025)**

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

5. COMMUNICATIONS

6. PRESENTATIONS AND DELEGATIONS

7. COMMITTEE MATTERS

7.1. Minutes of the Transit Windsor Working Group of its meeting held August 13, 2025 **(SCM 294/2025)**

7.2. Minutes of the Transit Windsor Working Group of its meeting held September 24, 2025 **(SCM 315/2025)**

7.3. Minutes of the Active Transportation Expert Panel of its meeting held October 8, 2025 **(SCM 337/2025)**

7.4. Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held September 10, 2025 **(SCM 345/2025)**

7.5. Minutes of the Windsor Licensing Commission of its meeting held October 29, 2025 **(SCM 354/2025)**

8. ADMINISTRATIVE ITEMS

8.1. Bicycle Parking Policy Implementation and Feasibility Update – City Wide **(SCM 308/2025) (S 114/2025)** *Author: Kathy Quenneville, Coordinator, Schools and Sustainable Mobility*

Clerk's Note: Administration is providing the ***attached*** additional information memo. **(AI 24/2025)** *Author: Kathy Quenneville, Coordinator, Schools and Sustainable Mobility*

8.2. Traffic Calming Policy Update 2025 - City Wide **(S 111/2025)** *Author: Awele Italiano, Road Safety Coordinator*

11. QUESTION PERIOD

12. ADJOURNMENT

Item No. 3.1

Committee Matters: SCM 298/2025

Subject: Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held September 24, 2025

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, September 24, 2025
Time: 4:30 o'clock p.m.

Members Present:

Councillors
Ward 3 - Councillor Renaldo Agostino
Ward 4 - Councillor Mark McKenzie
Ward 8 - Councillor Gary Kaschak
Ward 9 - Councillor Kieran McKenzie (Chairperson)

PARTICIPATING VIA VIDEO CONFERENCE ARE THE FOLLOWING FROM ADMINISTRATION:

Sandra Gebauer, Council Assistant

ALSO PARTICIPATING IN COUNCIL CHAMBERS ARE THE FOLLOWING FROM ADMINISTRATION:

Jelena Payne, Deputy Chief Administrative Officer / Commissioner, Economic Development
David Simpson, Commissioner, Infrastructure Services & City Engineer
Stacey McGuire, Executive Director, Engineering / Deputy City Engineer
James Chacko, Executive Director, Transit Windsor
Greg Atkinson, Deputy City Planner
Kate Tracey, Senior Legal Counsel
Natasha Gabanna, Senior Manager of Asset Planning
Jim Leether, Senior Manager, Environmental Services
Monika Grant, Senior Manager, Contracts Field Services Maintenance
Mark Spizzirri, Manager, Performance Measurement & Business Case Development
Ian Day, Senior Manager, Transportation
Craig Robertson, Manager, Licensing & Enforcement / Deputy License Commissioner
Roberta Harrison, Manager, Maintenance
Laura Diotte, Manager, Planning
Sahar Jamshidi, Manager, Road Safety
Yemi Adeyeye, City Forester, Manager Forestry & Natural Areas
Kathy Quenneville, Schools & Sustainable Mobility Coordinator
Rob Slater, Executive Initiatives Coordinator
Awele Italiano, Road Safety Coordinator
Chris Gerardi, Engineer II
Anna Ciacelli, Deputy City Clerk

1. CALL TO ORDER

The Deputy Clerk calls the meeting of the Environment, Transportation & Public Safety Standing Committee to order at 4:30 o'clock p.m. and calls for nominations from the floor for the position of Chairperson.

Councillors Mark McKenzie and Gary Kashack nominate Councillor Kieran McKenzie for the position of Chairperson; Councillor Kieran McKenzie accepts the nomination. There being no further nominations the Deputy Clerk calls a vote. All members vote in favour.
Councillor Kieran McKenzie assumes the Chair.

The Deputy Clerk calls for nominations from the floor for the position of Vice Chair. Councillor Mark McKenzie and Gary Kashack nominate Councillor Renaldo Agostino for the position of Vice-Chair. Councillor Renaldo Agostino accepts the nomination. There being no further nomination the Deputy Clerk calls a vote. All members vote in favour
Carried.

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 30, 2025

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

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee meeting held July 30, 2025 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 243/2025

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

8.2. Traffic Calming Policy Update 2025 - City Wide

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

THAT the report of the Road Safety Coordinator dated September 2, 2025 entitled "Traffic Calming Policy Update 2025 - City Wide" **BE DEFERRED** to a future Environment, Transportation, & Public Safety Standing Committee meeting to allow for the Provincial Government to issue their forthcoming direction related to Automated Speed Enforcement (ASE).
Carried.

Report Number: S 111/2025
Clerk's File: ST/13863

5. COMMUNICATIONS

None presented.

6. PRESENTATIONS AND DELEGATIONS

None presented.

7. COMMITTEE MATTERS

7.1. Minutes of the Active Transportation Expert Panel of its meeting held June 12, 2025

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

Decision Number: **ETPS 1078**
THAT the minutes of the Active Transportation Expert Panel meeting held June 12, 2025 **BE RECEIVED**.
Carried.

Report Number: SCM 236/2025
Clerk's File: MB2025

7.2. Minutes of the Environment & Climate Change Advisory Committee of its meeting held July 17, 2025

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

Decision Number: **ETPS 1079**
THAT the minutes of the Environment & Climate Change Advisory Committee meeting held July 17, 2025 **BE RECEIVED**.
Carried.

Report Number: SCM 262/2025
Clerk's File: MB2025

7.3. Minutes of the Transit Windsor Working Group of its meeting held August 13, 2025

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

Decision Number: **ETPS 1080**
THAT the minutes of the Transit Windsor Working Group meeting held August 13, 2025 **BE RECEIVED**.
Carried.

Report Number: SCM 286/2025
Clerk's File: MB2025

7.4. Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held July 9, 2025

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

Decision Number: **ETPS 1081**
THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) meeting held July 9, 2025 **BE RECEIVED**.
Carried.

Report Number: SCM 289/2025
Clerk's File: MB2025

8. ADMINISTRATIVE ITEMS

8.1. Diaper Disposal Program Alternatives – City Wide

Councillor Mark McKenzie asks Administration to elaborate on the city-led collection option mentioned in the report, specifically on some of the hurdles that may be experienced if that option is chosen. Jim Leether, Senior Manager, Environmental Services, appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report dated September 2, 2025, entitled "Diaper Disposal Program Alternatives – City Wide" and indicates that the main hurdle would be ensuring that those using the service were only disposing of the specified items, and not adding other household waste to the bags. This could be mitigated by using clear bags, but there are further issues with this option, including privacy, or bags needing to be inspected on pickup.

Councillor Mark McKenzie inquires whether allowing bags to be placed at the curb without a bin would cause issues during summer months, with rats or vermin. Mr. Leether replies that vermin are generally drawn to food sources, but the option to allow bags to be placed in bins could be investigated.

Councillor Mark McKenzie requests clarification regarding who would be performing the pick-up services for option 3 or option 4 in the report. Mr. Leether replies that option 3 would be City employees, and option 4 would be an add-on to the contract currently in place with Miller Waste Systems, with their employees doing the work.

Councillor Mark McKenzie inquires about the costs associated with option 4. Mr. Leether responds that this is a best estimate based on minimum and maximum hours per week, but until the program was up and running, the final cost is unknown at this time. Mr. Leether adds that other municipalities using this model have found usage dropping over time as residents became more adjusted to the bi-weekly regular garbage pick-up.

Councillor Gary Kaschak asks if there are any statistics on the percentage of households that might participate in this program. Mr. Leether replies that the research method used involved looking at birth rates in the city and estimating usage based on those numbers. It does not take into account adults who may be using incontinence products. In addition, the collection would not apply to households with more than six units, so an estimated percentage of potential participants would be difficult to determine.

Councillor Gary Kaschak inquires whether either of the pick-up options would be on a bi-weekly basis and Mr. Leether replies yes, the diaper pick-up would occur in the weeks of no regular garbage pick-up.

Councillor Gary Kaschak indicates that other municipalities allow diaper and pet waste to be collected with the organic collection program and asks if this option will be considered or be available in future. David Simpson, Commissioner, Infrastructure Services and City Engineer, appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report dated September 2, 2025, entitled “Diaper Disposal Program Alternatives – City Wide” and indicates that those municipalities allowing diapers and pet waste into organic bins do filter those out of the organic waste stream and end up shipping them off to a landfill regardless, at an additional cost.

Councillor Renaldo Agostino inquires whether any other municipalities have implemented option 2, which allows residents to bring diaper waste to the public waste depot at no cost. Mr. Leether replies that several municipalities offer a public depot drop-off option, some free, some paid.

Councillor Renaldo Agostino inquires whether there are concerns that diaper waste will be dumped in city garbage receptacles. Mr. Leether responds that illegal dumping in light of the new collection schedule is a concern, regardless of which type of garbage it may be, and Environmental Services is prepared to address that.

Councillor Kieran McKenzie inquires whether there are any best practices residents can use to help contain or eliminate odors, as that seems to be an area of concern. Mr. Leether recommends specialized products such as odor-locking diaper pails or deodorized garbage bags, and also recommends storing garbage containers out of direct sunlight.

Councillor Kieran McKenzie brings up the privacy issue of requiring residents to use clear or translucent plastic bags to dispose of incontinence products, should that option be chosen. He asks how other municipalities have handled this issue. Mr. Leether replies that this is a very common issue seen in most municipalities that employ this option, and there is no specific way of addressing this, but they are attempting to do so in a respectful manner.

Councillor Kieran McKenzie inquires whether there is any risk of the cost to the city increasing over time should the city opt to have Miller Waste Systems handle the pick-ups. Mr. Leether replies that the numbers presented in the report should not be affected by more than the regular costs seen in other waste management streams.

Councillor Kieran McKenzie inquires whether the city currently has the capacity to handle the extra work should the city-led pick-up option be chosen. Mr. Leether replies that another worker would need to be hired, but the city currently has the administrative personnel and collection equipment to handle the pick-ups. Mr. Simpson adds that annual contributions to the fleet reserve were also factored into the estimated cost presented in the report.

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

Decision Number: **ETPS 1082**

i. THAT the report of the Senior Manager, Environmental Services dated September 2, 2025 entitled “Diaper Disposal Program Alternatives – City Wide” **BE RECEIVED** for information; and,

ii. THAT administration **BE DIRECTED** to implement Option 2 “Free Diaper Disposal at Public Depot-Off Depot” as outlined in the administrative report; and,

iii. THAT administration **BE DIRECTED** to implement a pilot project for Option 4 “Contracted Bi-Weekly Diaper Curbside Collection” for the remainder of 2025 and 2026 as outlined in the administrative report; and,

iv. THAT administration **BE DIRECTED** to report back at the completion of the pilot project to provide outcomes and recommendations moving forward; and,

v. THAT administration **BE DIRECTED** to provide additional information regarding a potential funding source for implementing Option 2 “Free Diaper Disposal at Public Depot-Off Depot” and a pilot project for Option 4 “Contracted Bi-Weekly Diaper Curbside Collection” when this report proceeds to Council for their consideration.

Carried.

Report Number: S 110/2025
Clerk's File: EI/14640

8.3. Response to CR11/2025, CQ 1-2025 and CQ 2-2025 - Traffic Impact Analysis of Greenfield and Infill Developments – City Wide

Councillor Gary Kaschak inquires whether there is a threshold where Traffic Impact studies are mandatory for new developments. Chris Gerardi, Engineer II, appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report dated September 2, 2025, entitled "Response to CR11/2025, CQ 1-2025 and CQ 2-2025 - Traffic Impact Analysis of Greenfield and Infill Developments – City Wide" to reply that certain thresholds do trigger the need for a Traffic Impact Analysis, especially on larger-scale infill developments. Mr. Gerardi also states it is very dependent on, and specific to, each proposal.

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

Decision Number: **ETPS 1083**

I. THAT report of the Engineer II dated September 2, 2025 entitled "Response to CR11/2025, CQ 1-2025 and CQ 2-2025 - Traffic Impact Analysis of Greenfield and Infill Developments – City Wide" **BE RECEIVED** for information.

Carried.

Report Number: S 112/2025
Clerk's File: ST2025

8.4. Response to CQ 45-2024 – Traffic Flow Status – City Wide

Councillor Mark McKenzie requests confirmation that funding has been allocated for all the projects listed in the report except for the Transit Master Plan. Mr. Simpson indicates that the majority of the funding is being used up on the Wyandotte Street East and Tecumseh Road East Advanced Traffic Management System (ATMS) expansions.

Councillor Mark McKenzie asks if adding a recommendation that funds be pre-allocated would help administration move forward with these projects. Mr. Simpson replies yes, and that completion of these projects would be a step forward in the overall Transportation Master Plan.

Councillor Gary Kaschak inquires about traffic light timing, specifically if timings are automatically reset after a power-outage / four-way flashing red, or if that must be re-programmed manually. Ian Day, Senior Manager, Transportation, appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report dated September 2, 2025, entitled "Response to CQ 45-2024 – Traffic Flow Status-City Wide" and indicates that the four-way flashing reds indicate an interruption in the timing sequence that must be reset by Traffic Department technicians on-site – this is the preferred and safest option. Mr. Day states that the biggest traffic

flow problems in Windsor are currently on the arterial roadways that cannot be expanded, so administration is looking for improvements in those areas, where possible. Congestion Management Plans help to constantly monitor and update flow changes much more quickly, versus a larger Transportation Management Plan.

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

Decision Number: **ETPS 1084**

I. THAT the report of the Senior Manager, Transportation dated September 2, 2025 entitled "Response to CQ 45-2024 – Traffic Flow Status – City Wide" **BE RECEIVED** by Council for information; and,

II. THAT administration **BE DIRECTED** to implement the following topics as outlined in Table 1 – Congestion Management and Traffic Flow Costs detailed in the administrative report:
   a. Corridor Studies
   b. Congestion Management Plan (CMP)
   c. Wyandotte St. East ATMS Expansion
   d. Tecumseh Road East ATMS Expansion

III. THAT administration **BE DIRECTED** to allocate the funding that is currently available in the 2026 budget in account OPS-008-20 Traffic Signal Upgrades and Replacements (7209000) to support this work so that the work can commence in 2025.

Carried.

Report Number: S 113/2025
Clerk's File: ST2025

8.5. Bicycle Parking Policy Implementation and Feasibility Update – City Wide

Councillor Renaldo Agostino inquires about the cost of adding a security gate to the bike parking area at Garage 2 downtown. Kathy Quenneville, Coordinator, Schools and Sustainable Mobility, appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report dated September 4, 2025, entitled "Bicycle Parking Policy Implementation and Feasibility Update – City Wide" and confirms from the report that the cost would be $10,000 for the gate and secure electronic access. She confirms that there are currently security cameras in the bike room.

Councillor Renaldo Agostino asks if there is funding available should council recommend installation of the gate. Mr. Day indicates that there should be sufficient funding through the Parking Garage Maintenance and Capital Project updates to do so.

Councillor Renaldo Agostino also asks if Ward Funds could be used on this project and Mr. Day confirms that would be welcome.

Councillor Kieran McKenzie asks if any of the approximately $453,000 in uncommitted funding available for use in the Citywide Bikeway Development Initiatives project could be directed towards some of the initiatives described in Table 2 of the report, if Council so chooses. Mr. Simpson indicates that the report offers Council a suite of options and the funds could be applied as Council decides. However, he cautions that the uncommitted funding could be used in any areas of the primary bike network where there may be discontinuity, and if any current projects run over, those funds may be required. He states it is feasible for a portion of the funds to be used to complete the listed projects but recommends some funds should be left in reserve as a buffer.

Councillor Kieran McKenzie inquires whether an application has been made for the Canada Public Transit Fund grant and asks if any funds received from that could be put towards these initiatives. Natasha Gabbana, Senior Manager, Asset Planning, appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report dated September 4, 2025, entitled “Bicycle Parking Policy Implementation and Feasibility Update – City Wide” and indicates that the application was made - the grant provider has asked for additional information on the City’s plans, and some funds may be available through the grant should it be approved.

Councillor Kieran McKenzie asks if Administration could have the items on the list in Table 2 prioritized. Mr. Day indicates that the report could come back to the committee with a prioritized list for projects to be done in the next two to three years.

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

Decision Number: **ETPS 1085**

I. THAT report of the Coordinator, Schools and Sustainable Mobility dated September 4, 2025 entitled “Bicycle Parking Policy Implementation and Feasibility Update – City Wide” **BE RECEIVED** for information; and,

II. That administration **BE DIRECTED** to provide a prioritized list of recommended projects that could be completed including timelines, and that the information **BE BROUGHT FORWARD** to the next Environment, Transportation and Public Safety Standing Committee for their consideration; and,

III. THAT administration **BE DIRECTED** move forward iwth the installation of a security gate at the parking garage 2, conditional on Funding including the potential use of Ward funds, so that it may be offered for use by the general public free of charge for 2026; and,

IV. THAT the items outlined in the planning section of the administrative report **BE REFERRED** to the planning department for consideration at a future Development and Heritage Standing Committee Meeting.

Carried.

Report Number: S 114/2025
Clerk’s File: ST2025

8.6. Proposed Alley Maintenance Standards and Policy Enhancements – City Wide

Councillor Mark McKenzie inquires as to why administration is proposing that the funding for alley paving be treated differently from road paving when both are City-owned infrastructure. Mr. Simpson explains that the risk is the determining factor; from an asset management perspective, available funding will be used to repair and maintain higher-risk assets such as EC Row Expressway and major arterial roads.

Councillor Mark McKenzie expresses concern on behalf of residents who are being asked to pay an additional levy to have their alleys repaired, despite the fact that they are city-owned and have not been properly maintained by the city for many years. Mr. Simpson understands the frustration and acknowledges that alley maintenance has been chronically underfunded for decades, but only so much can be done with current available funding.

Councillor Mark McKenzie asks what the average approximate Local Improvement Program cost to homeowners to have their alleys repaired might be. Mr. Simpson replies that administration does not have those numbers available.

Councillor Mark McKenzie suggests adding this information to the report when it goes to Council.

Councillor Mark McKenzie suggests that grass alley closings city-wide be sped up, and fees to residents waived for doing so. He asks how many grass alley closings have been completed in the last five years. Greg Atkinson, Deputy City Planner, Development, appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report dated September 5, 2025, entitled “Proposed Alley Maintenance Standards and Policy Enhancements – City Wide” to state that the city has averaged 64 alley closing applications per year between 2022 and 2024, but added that this number only indicates applications, not completed closures, the process for which can take over one year. Mr. Atkinson states that waiving the application fees for grass alley closures would slow down the process, given that the process runs at a financial loss.

Councillor Mark McKenzie inquires if consideration has been given to hiring a consultant to determine which alleys could be closed, and to make the process more efficient. Jelena Payne, Deputy Chief Administrative Officer and Commissioner, Economic Development, appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report dated September 5, 2025, entitled “Proposed Alley Maintenance Standards and Policy Enhancements – City Wide” to reply that outsourcing has been considered and agrees that it may be a more expedient way to complete the process. However, a funding source would be needed.

Councillor Gary Kaschak inquires whether the removal of garbage pickup from alleys has yielded any decrease in alley operating costs. Mr. Simpson replies that he does not have specific figures at this time, but the decrease in wear-and-tear on city alleys was part of the reason why garbage

pickup was moved to streets. He states that estimated cost savings could be added to the report going to Council.

Councillor Gary Kaschak asks if forestry costs will remain consistent moving forward. Yemi Adeyeye, City Forester and Manager of Forestry and Natural Areas appears before the Environment, Transportation and Public Safety Standing Committee regarding the administrative report dated September 5, 2025, entitled "Proposed Alley Maintenance Standards and Policy Enhancements – City Wide" to confirm that costs are expected to remain consistent, barring any weather events that cause widespread tree damage.

Councillor Gary Kaschak asks if the recommendation to create a by-law relieving the city of responsibility for maintenance of orphan alleys is something that administration would be going forward with, or if the Committee would have to approve the recommendation first. Mr. Simpson replies that creating a by-law was added as a recommendation for Committee's support and feels that the by-law would be essential to the initiatives in the report.

Councillor Renaldo Agostino indicates that many of the alleys in his ward suffer from safety concerns. He asks if electronically gating alleys has been considered, or if other municipalities have implemented alley gating. Mr. Simpson replies that he does not know of any.

Councillor Agostino suggests looking further into this option.

Councillor Kieran McKenzie asks about the Active Transportation Master Plan and using alley networks as part of active transportation routes. Mr. Simpson replies that a comprehensive review was undertaken regarding the primary and secondary active transportation networks, and they did not cross paths with alleys having potential for that use.

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

Decision Number: **ETPS 1086**

I. THAT the report of the Executive Initiatives Coordinator dated September 5, 2025 entitled, "Proposed Alley Maintenance Standards and Policy Enhancements – City Wide" **BE RECEIVED**; and,

II. THAT administration **BE DIRECTED** to provide additional information regarding financial implications for retaining a consultant to undertake an analysis of potential alley closures City wide; the estimated average cost to homeowners for the LIP process City wide; the process and costing of installing alley gating; and potential cost savings related to BIA Alley closings as it pertains to by-law enforcement, forestry, police; and that the information **BE BROUGHT** forward to a future Council Meeting for Council's consideration; and further,

III. THAT administration **BE DIRECTED** to prepare a draft by-law.

Carried.

Report Number: S 116/2025
Clerk's File: SW2025

11. QUESTION PERIOD

None registered.

12. ADJOURNMENT

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 6:06 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held October 29, 2025.
Carried.

Ward 9 – Councillor Kieran McKenzie (Chairperson)	Deputy City Clerk / Supervisor of Council Services

Item No. 7.1

Committee Matters: SCM 294/2025

Subject: Minutes of the Transit Windsor Working Group of its meeting held August 13, 2025

TRANSIT WINDSOR WORKING GROUP

Meeting held Wednesday, August 13, 2025

A meeting of the Transit Windsor Working Group is held this day commencing at 2:00 o'clock p.m. in Room 522b, 350 City Hall Square West, there being present the following members:

Bernard Drouillard
Trevor Ramieri
Katie Stokes
Iain Sutcliffe

Regrets received from:

Jaykumar Patel

Also present are the following resource personnel:

Stephan Habrun, Acting Executive Director Transit Windsor
Jason Scott, Manager Transit Planning
Lisa Holmes, Council Agenda Coordinator
Christina Vacheresse, Council Resolutions Coordinator

1. Call to Order

Stephan Habrun, Chair calls the meeting to order at 2:04 o'clock p.m. and the Transit Windsor Working Group considers the Agenda being Schedule A, attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Minutes

Moved by Stephan Habrun, seconded by Trevor Ramieri,

That the minutes of the Transit Windsor Working Group of its meeting held May 27, 2025, **BE ADOPTED** as presented.

Carried.

4. Business Items

4.1 Terminals Update

The Chair reports that construction at the East Windsor Transit Terminal is underway and will include a new driver facility and platform. Further to this, construction at the West Windsor Transit Terminal has been delayed allowing for further discussions regarding work staging to take place. The intention is to keep this terminal fully operational during the project to minimize disruption to existing service routes.

4.2 Garage Renovation Updates

The Chair informs that a tender for Garage Renovations is tentatively scheduled to be issued in the fall of 2025 and, pending approval, construction is projected to begin in the winter of 2026. Current site plan discussions are taking place regarding the addition of new parking lots to allow for the relocation of staff parking prior to the commencement of new infrastructure.

4.3 Fall Service Change Preparations

The Chair advises that communications regarding new bus routes and service hours have been circulated to the community throughout the year in anticipation of Fall Service Changes. Future notices are scheduled to be delivered in the upcoming weeks to ensure a smooth transition when the new services launch in September.

The Chair informs that additional measures have been implemented to ease the transition from the current service delivery to fall service changes. On August 13, 2025, Transit Windsor staff are hosting an open house at the Downtown Windsor Transit Terminal to answer questions of regular riders and provide further information regarding the new bus routes. Staff will also attend high school orientation sessions throughout August to provide support for students transitioning from school bus extras to public transit. The Chair also states that staff will be on site at both the Downtown Windsor Transit Terminal and St. Clair College on September 2, 2025, to answer any passenger questions and connect them to the appropriate transfer routes.

The Chair reminds members of the Transit Windsor Working Group that the regular tunnel bus service will be ending on August 30, 2025, and adds that the Special Event service will be eliminated on or before December 20, 2025.

4.4 Creating a Refresher Training Program for Bus Operators

The Chair discloses that administration is developing a “Driver Refresher Training Program” that will be mandatory for all bus drivers to complete on three-to-five-year intervals. The curriculum will incorporate topics such as defensive driving training, policy and procedure review and updates, customer service standards, and non-violent conflict resolution. The Chair states that the goal of this program is to ensure that bus drivers remain current and compliant with service delivery standards and adds that the target implementation of this program is projected to occur in 2026.

Trevor Ramieri inquires whether consideration has been given to the inclusion of mental health first aid training as part of the program. The Chair responds that staff are exploring options to implement this as part of the curriculum, however, it would require consultation and approval from the City of Windsor’s Human Resources and Legal departments prior to inception.

4.5 Ridership Update

The Chair provides a brief introduction of the City of Windsor’s ridership statistics to date in 2025 and states that all transit stations have reported an overall decline in ridership compared to previous years. This trend correlates with the reduced acceptance rate of new international students in university and college programs and is comparable with data reported from other municipalities across Canada.

Jason Scott, Manager Transit Planning furthers these sentiments and informs the Transit Windsor Working group that overall ridership has reduced by 13% since 2024. However, he notes an encouraging rise in the average ridership of adults and youth and confirms that senior ridership has remained consistent with 2024 statistics. Katie Stokes asks if administration can provide a specific percentage to reflect the increase of adult and youth ridership. Jason Scott, Manager Transit Planning responds that this demographic has increased by 5 to 10% since 2024.

Katie Stokes inquires whether any of the ridership statistics presented are available to the public. The Chair responds that the information is provided quarterly at Council and Standing Committee meetings.

5. Other Business

Katie Stokes requests that administration provide an update on the status of the new Transit Windsor Fare System. The Chair responds that the City has begun drafting an RFP to recruit potential vendors, receive product cost estimates and labour fees for the installation of new fare systems. He states that current projections suggest the process may commence in early 2026.

Trevor Ramieri inquires if students will continue to be issued physical bus cards in the fall of 2025 and whether they will be required to surrender them in the winter should bus passes become electronic. The Chair responds that at this time all students will be issued a 12-month student bus card in alignment with current practices. Any changes to the process will first be negotiated with SRC, UWSA and OPUSS. Once an agreement has been reached, the results will be promptly communicated to students.

Katie Stokes inquires whether any of this information will be published online for members of the community to access. The Chair responds that any information regarding new processes will be communicated to residents once it is approved and scheduled to be rolled out as part of service delivery.

Conversation ensues regarding new signage and high school student ridership across Windsor and the opportunities it provides to increase overall ridership across all public transit routes. Discussion then takes place regarding the addition of new transit lines and the positive effects it will have on service delivery during peak operation periods.

6. Date of Next Meeting

The next meeting will be held on Wednesday, September 24, 2025, at 2:00 o’clock p.m. in a room to be determined.

7. Adjournment

There being no further business, the meeting is adjourned at 2:29 o’clock p.m.

Item No. 7.2

Committee Matters: SCM 315/2025

Subject: Minutes of the Transit Windsor Working Group of its meeting held September 24, 2025

TRANSIT WINDSOR WORKING GROUP

Meeting held Wednesday, September 24, 2025

A meeting of the Transit Windsor Working Group is held this day commencing at 9:30 a.m. in Room 522b, 350 City Hall Square West, there being present the following members:

Bernard Drouillard
Trevor Ramieri
Katie Stokes

Regrets received from:

Jaykumar Patel
Iain Sutcliffe

Also present are the following resource personnel:

James Chacko, Chair, Executive Director, Transit Windsor
Stephan Habrun, Director, Operations & Planning

1. Call to Order

James Chacko, Chair calls the meeting to order at 9,30 o'clock a.m. and the Transit Windsor Working Group considers the Agenda being Schedule A, attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Minutes

Moved by Bernie Drouillard, seconded by Katie Stokes
That the minutes of the Transit Windsor Working Group of its meeting held August 13, 2025, **BE ADOPTED** as presented.
Carried.

4. Business Items

4.1 Terminals Update

Stephan Habrun reports in terms of the east and west end terminals, they recently broke the ground on the east end, and a bus was present to do some “turning movement trials” while building the base of the platform. The work on the west end is slower as they must work around the existing terminal.

4.2 Garage Renovation Updates

Stephan Habrun advises that they have been working with the architect to achieve 100% completion of the drawings and to proceed with the tender.

4.3 Fall Service Change Update

Stephen Habrun states that they launched the New Service Plan on August 31, 2025. They have received positive feedback on the actual service changes and adds that route 135 (former Walkersville 8) went from 40 minutes to 20 minutes and the former Dougall 6 went from 40 minutes to 20-25 minutes.

4.4 Refresher Training Program for Bus Operators Update

Stephen Habrun indicates they are working with other peer agencies to provide information on their best practices. He remarks that one of Transit Windsor trainers will be going to Toronto in October 2025 to become a certified Transit Ambassador. This training will focus on customer service, and on nonviolent intervention.

4.5 Ridership Update

Stephan Habrun reports that ridership is still down 15% year-to-date. He notes that adult ridership from January to August 2025 is up 15%; nothing has changed with seniors; student ridership is down 36%; and youth is up 36%. He adds that the regular Tunnel Bus is only providing service for special events until December 20, 2025.

4.6 Fare System Update

Stephan Habrun advises they are currently working with the vendor and remarks there are no updates at this time.

Moved by Bernie Drouillard, seconded by Trevor Ramieri,
That the updates provided by Stephen Habrun **BE RECEIVED.**
Carried.

5. Other Business

In response to a question asked by Katie Stokes regarding the new Tunnel Bus service, Stephan Habrun responds this endeavour has nothing to do with Transit Windsor. He states that in 2026, Transit Windsor is aware that there will be a pre-manifesting process that will be imposed on all cross border commercial buses.

6. Date of Next Meeting

The next meeting will be held on Wednesday, November 19, 2025, at a time and location to be determined.

7. Adjournment

There being no further business, the meeting is adjourned at 9:48 o’clock a.m.

Item No. 7.3

Committee Matters: SCM 337/2025

Subject: Minutes of the Active Transportation Expert Panel of its meeting held October 8, 2025

ACTIVE TRANSPORTATION EXPERT PANEL (ATEP)

Meeting held Wednesday, October 8, 2025, at 2:30 p.m.

A meeting of the Active Transportation Expert Panel is held this day commencing at 2:30 o'clock p.m. via Zoom video conference, there being present the following members:

Dr. Paul Henshaw
Teena Ireland
Wayne Lessard
Jocelyn Nikita
Jim Sommerdyk

Guests in attendance:

Steve Morgan, liaison to the Unifor Local 444 Community Services Committee – Bike for Kids Program
Lori Newton, Executive Director, Bike Windsor Essex

Also, present are the following resource personnel:

Kathy Quenneville, Chair and Schools and Sustainable Mobility Coordinator
Ian Day, Senior Manager Transportation
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 2:30 o'clock p.m. and the Expert Panel considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Adoption of the Minutes

Moved by Jocelyn Nikita, seconded by Jim Sommerdyk,

That the minutes of the Active Transportation Expert Panel of its meeting held June 12, 2025, **BE ADOPTED** as presented.

Carried.

4. Business Items

4.1 2025 Operating Budget and Initiatives Discussion

Steve Morgan, Vice President of Local 444 and the lead liaison to their Community Services Committee provides an overview of the Bike for Kids Program as follows:

- The concept of bikes for kids was born in 2002. Since that time, over 2,000 bikes have been rehomed to mostly underprivileged children, new Canadians and victims of house fires.
- Fundraising through various initiatives have afforded the opportunity to build bikes, buy bikes and to buy parts. Every year on the Earth Day Event at Devonshire Mall they collect bikes from the community, bikes with square wheels rusted out along with some bikes that are new.
- The bikes are refurbished with the parts that have been purchased, and they generally start with 140 bikes and end up with 100 “good bikes”.
- Before school ends for the summer, they visit schools in lower income areas and bikes are delivered to the kids.
- The Windsor Brain Injury Association donates all of the helmets.
- The children are taught how to ride a bike all through volunteers.

In response to a question asked by the Chair regarding how they determine who receives the free bikes every year, Steve Morgan responds there is no criteria; it is where the need happens to be that year.

Dr. Paul Henshaw asks in terms of monetary commitment, what is required on a yearly basis to refurbish 100 bicycles. Steve Morgan responds their fundraising efforts bring in approximately $3,000 to $4,000. a year. He adds that they rent space in a warehouse to refurbish the bikes for three months a year.

The Chair thanks Steve Morgan for his presentation.

Lori Newton, Executive Director Bike Windsor Essex suggests that Bike Windsor Essex may be able to assist Steve Morgan with their program as they have a considerable number of used parts as they also refurbish bikes on a year long schedule. Additional information regarding Bike Windsor Essex is provided as follows:

- Works with the Downtown Windsor Community Collaborative in refurbishing bikes for New Canadians who reside in the downtown area.
- Refers to their Winter Wheels Program that focuses on New Canadians, folks who are nervous to ride and people who utilize their bikes for everyday transportation. The idea of the program is to encourage people to cycle all year round and to be safe (allows for 25 students a year).
-

- In the fall, they visit different locations and put free lights on bikes (approximately 1,000 lights provided annually through CAA).
- The School Program teaches the students how to do ABC quick checks, how to use their helmet, how to use arm signals. They also conduct drills relating to how to break fast, how to fall off of your bike and how to do tight circles.

The Chair refers to the CAN-BIKE Program and asks what they do with the children that do not have bikes who have come for the training. Lori Newton responds that the teachers find another activity for the children to do, and it is typically bike safety related. She adds that in the assembly, only the staff are on bikes so that the children learn how to do the task.

Dr. Paul Henshaw asks what they would do with additional funds. Lori Newton responds that the wheels and tires are expensive, and additional funding would allow for more community rides and to continue what they are doing.

Steve Morgan offers to assist Lori Newton in the future with providing trailers or transportation to help move bikes around to various locations.

Lori Newton and Steve Morgan leave the meeting at 3:07 o'clock p.m.

The Chair refers to the "Active Transportation Expert Panel Funded Safety Village Bike Safety Field Trip Feedback Survey – September 2025", ***attached*** as Appendix "A". The highlights of the survey are as follows:

- Held at the Safety Village and was funded by the ATEP
- Seven schools participated.
- Advised that the most valuable aspects included hands-on learning i.e. riding the bikes
- Fire Safety and the Police were also incorporated into this training along with bike safety and helmet fit.
- The children thoroughly enjoyed the training and were grateful for the experience.

Dr. Paul Henshaw asks when the students receive training at the Safety Village are they on bikes or scooters. The Chair responds that most of the students have bikes and if they do not know how to ride a bike are provided with a scooter. They also receive road safety training.

Jocelyn Nikita expresses concern that the work of Bike Windsor Essex also includes the County and asks that there be a stipulation that ensures that any donation from ATEP will benefit City of Windsor residents only.

The Chair reports that the 2025 Operating Budget for the Active Transportation Expert Panel is $4,300.

Discussion ensues regarding the utilization of the 2025 operating budget.

Moved by Dr. Paul Henshaw, seconded by Jim Sommerdyk,
That **APPROVAL BE GIVEN** to providing a donation from the Active Transportation Expert Panel 2025 Operating Budget to the following organizations:

- $2,000 to the Safety Village Program
- $1,000 to Unifor Local 444 Bike for Kids Program
- $1,000 to the Bike Windsor Essex - Winter Wheels Program
- The remainder of the operating budget ($300) to be utilized for the purchase of bike locks for the schools that visit the Safety Village.

Carried.

Wayne Lessard expresses concern that the organizations will expect funding from the ATEP annually.

Dr. Paul Henshaw questions if the ATEP is interested in supporting the 2026 Bike to the Fireworks Event. The Chair responds that the Bike Parking Policy Implementation Report will be going to Council on October 20, 2025. The recommendations in the report propose that parking equipment be purchased. If approved, the city may be purchasing event bike parking equipment.

4.2 City Bike Parking Policy Update

The Chair advises that the Bike Parking Policy Implementation Report went to the Environment, Transportation and Public Safety Standing Committee on September 24, 2025. She indicates that Administration was directed to complete the bike parking room in Garage 2, to install a fob access gate to create a secure bike parking area. The report will be going to Council on October 20, 2025, and will be providing additional information regarding a three-year schedule for implementation and the associated costs. *(Update since this meeting: the additional information report will now be going to the November 27th Environment, Transportation and Public Safety Standing Committee).*

4.3 Upcoming Projects

The Chair thanks Teena Ireland, Dr. Paul Henshaw and Jim Sommerdyk for attending the Riverside Alternate Bikeway Open House.

Wayne Lessard asks if this will be a temporary solution to waiting for the Riverside Vista Project to be completed or, will this be there for the long term. The Chair responds it is meant to be an interim bikeway until the Riverside Vista Project is complete but will likely remain in place.

Jocelyn Nikita leaves the meeting at 3:45 o’clock p.m.

5 Other Business

The Chair reports that they are developing educational information to place on the new Active School Travel website Active School Travel | City of Windsor that the Road Safety Department has created. She adds there is a 2-minute video entitled “Walking and Wheeling to School” and there are also some links to resources for schools, including curriculum-based links.

In response to a question asked by Dr. Paul Henshaw regarding if there is interest in adding you tube videos, i.e. how to ride on the road, the Chair responds that they are open to receiving videos and asks that they be sent to her.

Wayne Lessard states that the City of London has erected signs in the area of schools that identifies the distances to schools and the time required to either walk or bike to school.

6. Date of next Meeting

The next meeting will be held on Wednesday, February 4, 2025.

7. Adjournment

There being no further business, the meeting is adjourned at 3:56 o’clock p.m.

Active Transportation Expert Panel Funded

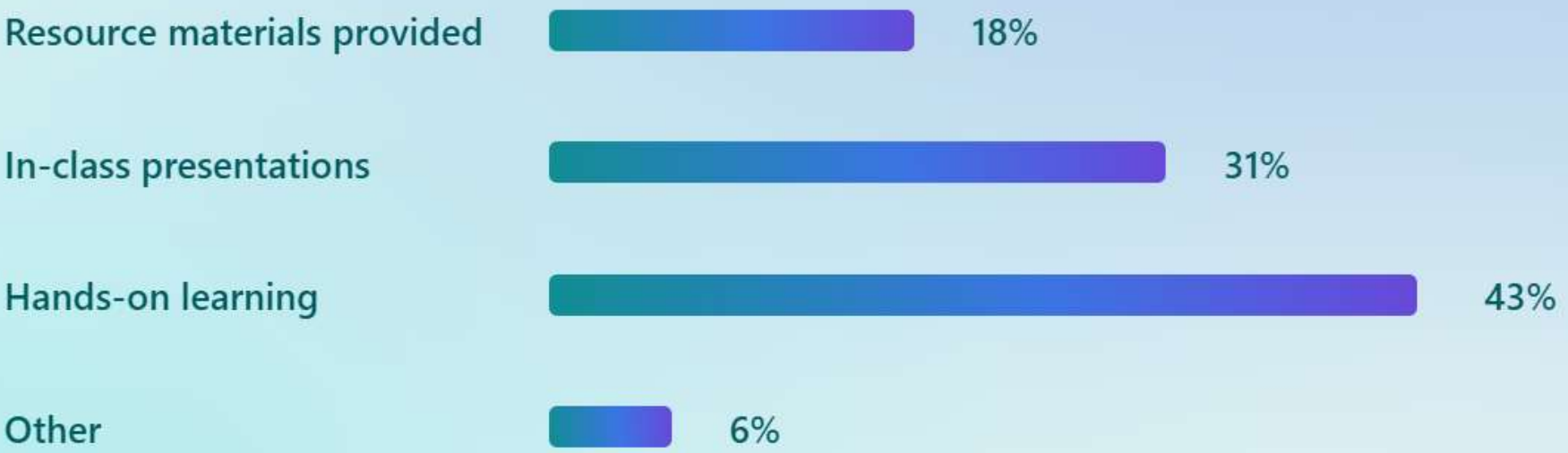
Safety Village Bike Safety Field Trip Feedback Survey - September 2025

Meeting of the Active Transportation Expert Panel
October 8, 2024

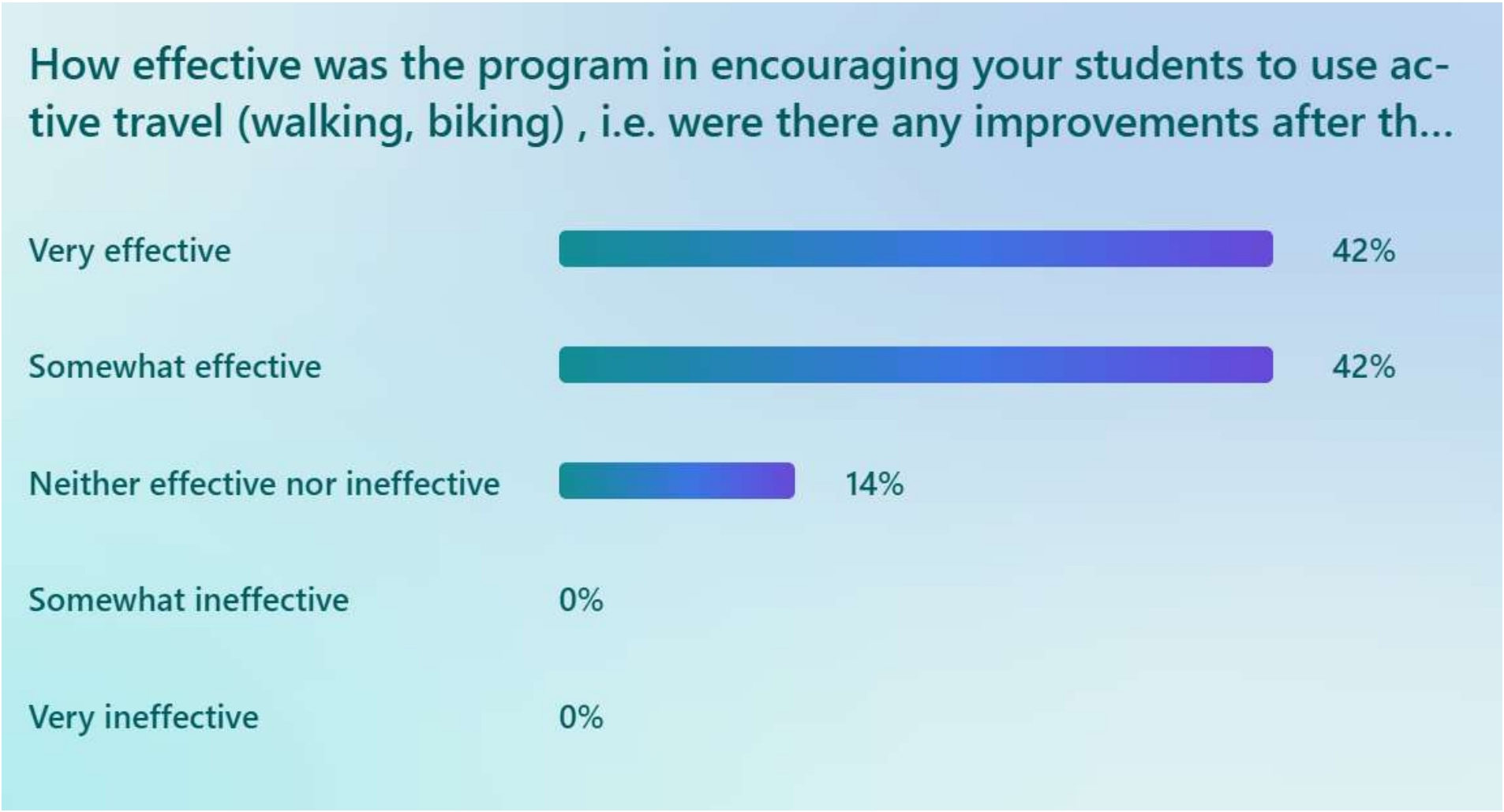
The following elementary schools participated in the Safety Village field trips:

- West Gate
- Begley
- Northwood
- St.James
- Immaculate Conception
- St.Theresa of Calcutta
- St.Angela

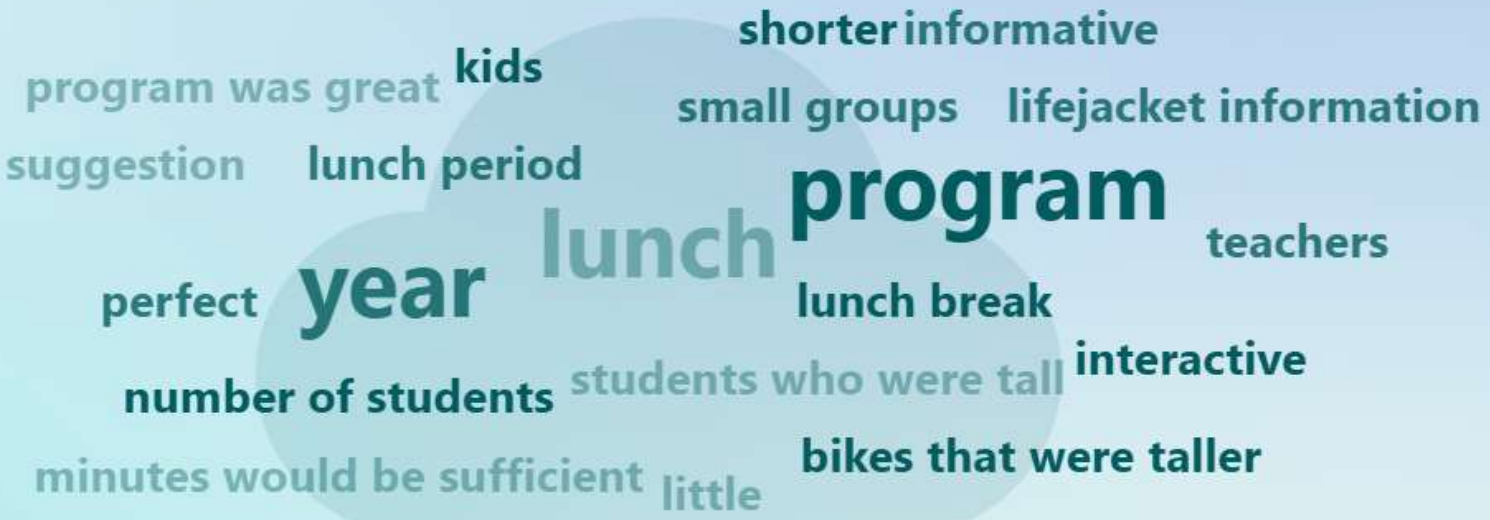
Which aspects of the program did you find most valuable? (check all that apply)

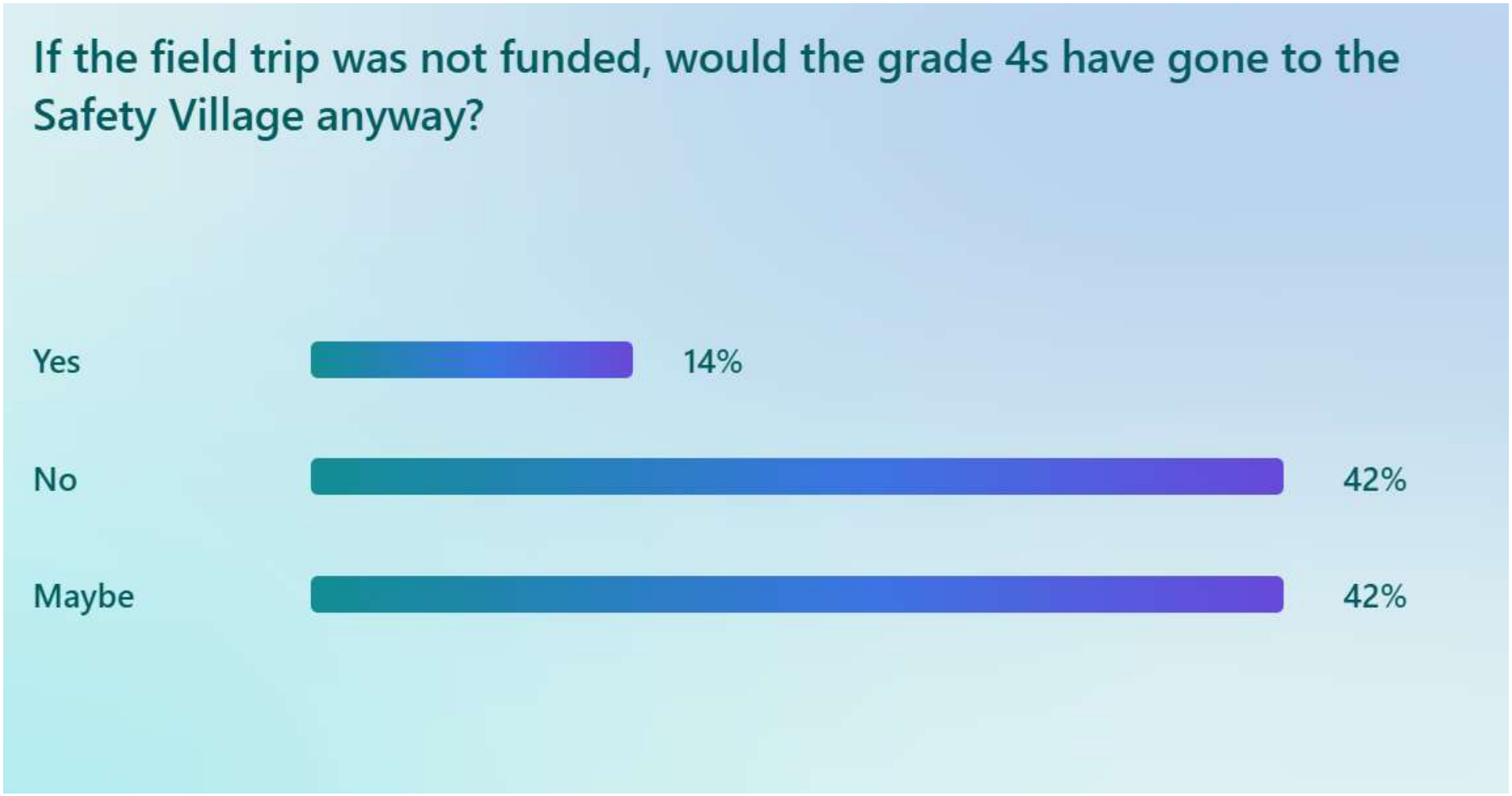


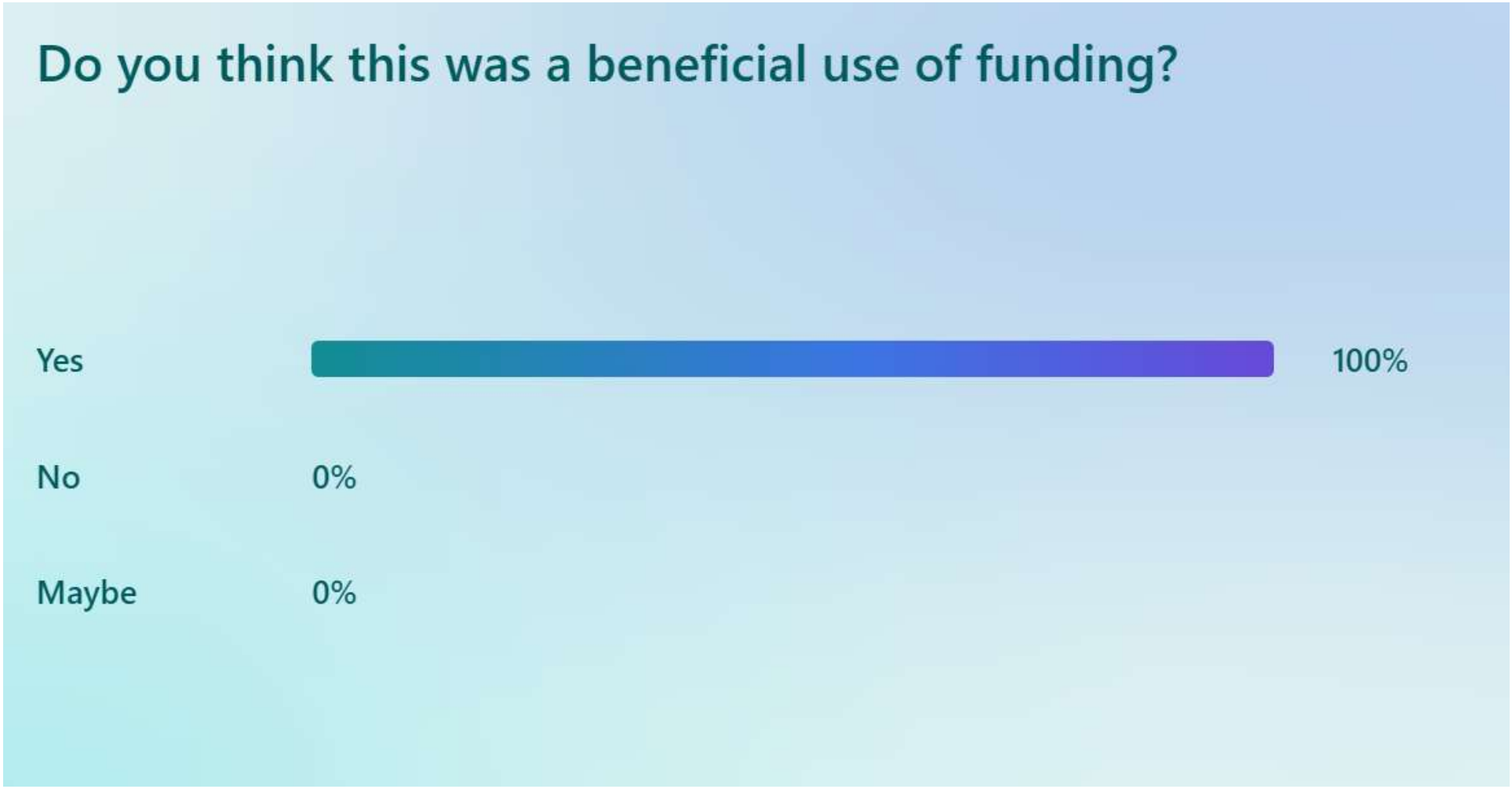
What aspects did students enjoy the most? What component had the most impact?


How effective was the program in encouraging your students to use active travel (walking, biking) , i.e. were there any improvements after th...
Very effective
42%
Somewhat effective
42%
Neither effective nor ineffective
14%
Somewhat ineffective
0%
Very ineffective
0%

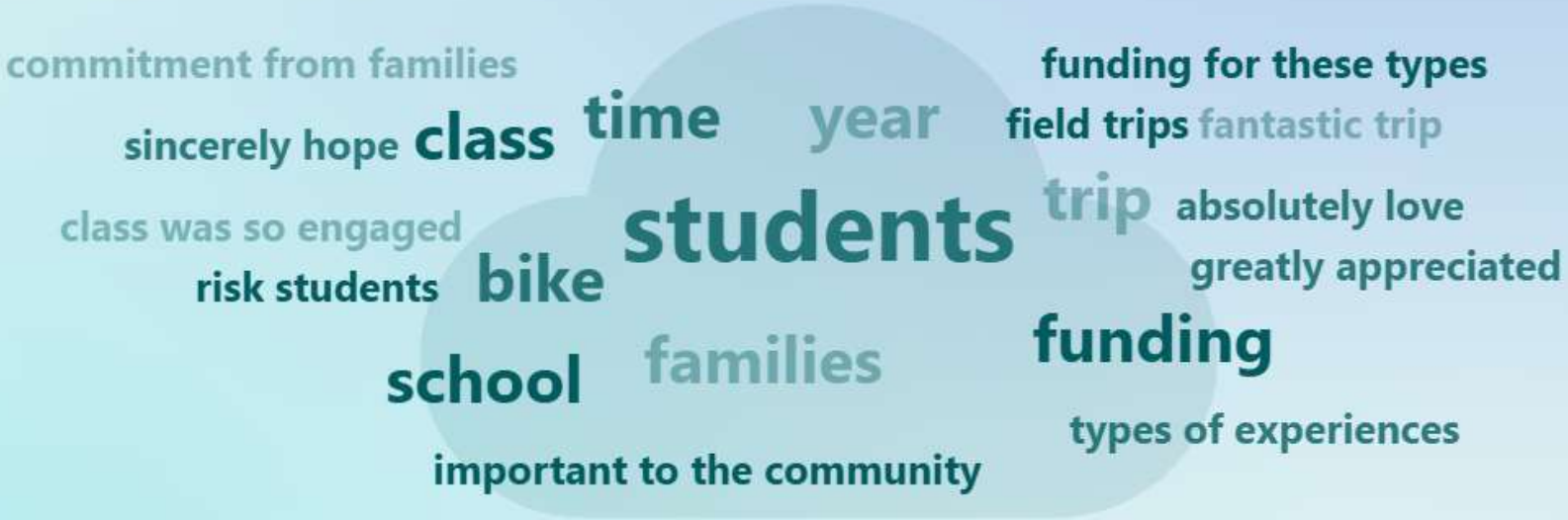
What could be improved?




If the field trip was not funded, would the grade 4s have gone to the Safety Village anyway?
Yes
14%
No
42%
Maybe
42%


Do you think this was a beneficial use of funding?
Yes
100%
No
0%
Maybe
0%

We welcome any additional comments about the Safety Village field trip, or suggestions for other safe active school travel initiatives that t...



Item No. 7.4

Committee Matters: SCM 345/2025

Subject: Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held September 10, 2025

Essex-Windsor Solid Waste Authority
Regular Board Meeting
MINUTES

Meeting Date: **Wednesday, September 10, 2025**

Time: **4:00 PM**

Location: **Essex County Civic Centre**
Council Chambers, 2nd Floor
360 Fairview Avenue West
Essex, Ontario N8M 1Y6

Attendance

Board Members:

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

EWSWA Staff:

Michelle Bishop	General Manager
Steffan Brisebois	Manager of Finance & Administration
Cathy Copot-Nepszy	Manager of Waste Diversion
Natalie Byczynski	Project Manager
Teresa Policella	Executive Assistant

City of Windsor Staff:

Tony Ardovini	Deputy Treasurer Financial Planning
Jim Leether	Manager of Environmental Services

County of Essex Staff:

Melissa Ryan	Director of Financial Services/Treasurer
David Sundin	Solicitor/Interim Director, Legislative and Legal Services
Claire Bebbington	Deputy County Solicitor, Legislative and Legal Services

Absent:

Drew Dilkens	City of Windsor (Ex-Officio)
Hilda MacDonald	County of Essex
Tom Marentette	Manager of Waste Disposal
Mark Spizzirri	Manager of Performance Management and Business Case Development

1. Call to Order

The Chair called the meeting to order at 4:01 PM.

2. Motion to Move In-Camera

Moved by Michael Akpata
Seconded by Mark McKenzie
That the Board move into closed meeting pursuant to Section 239 (2) (f), (k) of the Municipal Act, 2001, as amended for the following reasons:

- (f) advice that is subject to solicitor-client privilege, including communications necessary for that purpose.
- (k) a position, plan, procedure, criteria or instruction to be applied to any negotiations carried on or to be carried on by or on behalf of the municipality or local board.

73-2025
Carried

Moved by Mark McKenzie
Seconded by Jim Morrison
That the EWSWA Board ***rise*** from the Closed Meeting at 4:29 PM.

77-2025
Carried

3. Declaration of Pecuniary Interest

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

4. Approval of the Minutes

Moved by Rob Shepley
Seconded by Kirk Walstedt
That the minutes from the Essex-Windsor Solid Waste Authority Regular Meeting, dated July 9, 2025, be ***approved and adopted***.

78-2025
Carried

5. Business Arising from the Minutes

No items were raised for discussion.

6. Correspondence

There are no items for discussion.

7. Delegations

There were no delegations.

8. Waste Disposal

A. Tender Award for the Regional Landfill Gas Collection System Expansion

The General Manager presented the report recommending that the Essex-Windsor Regional Landfill Gas Collection System Expansion Contract be awarded to 2044970 Ontario Inc. o/a All Season Excavating at a cost of $518,136.70 plus HST.

She referred to the drawing and explained the history of the Regional Landfill gas collection system.

The recommendation includes provisional work for the installation of two (2) additional extraction wells. The total cost of the project exceeds the budget by $99,437.70, which will be funded from the Regional Landfill Reserve.

The Chair asked if there were any questions.

Kieran McKenzie asked if there was an opportunity for partnerships or advocacy to be able to utilize the energy or methane gas, and would the Authority want to see this happen.

The General Manager referred to the Project Manager.

The Project Manager replied yes, the Authority plans to evaluate onsite electricity generation and subsequent sale to the grid or scrubbing for subsequent line injection into the regional gas network. The decision will ultimately be based on cost and will consider the quality and quantity of gas collected, the cost structure for electricity/RNG and the infrastructure required. It may prove more beneficial to reuse the gas onsite directly (as a fuel) or indirectly to generate electricity for the landfill. All options will be fully evaluated.

Kieran McKenzie asked if the Board would be provided with a subsequent report regarding the opportunities. The Project Manager confirmed there would be a subsequent report.

There were no further questions.

Moved by Mark McKenzie
Seconded by Gary Kaschak

That the Board ***award*** RFT 2025-07-28 for the Regional Landfill Gas Collection System Expansion Contract to 2044970 Ontario Inc. o/a All Season Excavating, with an upset limit in the amount of $518,136.70 (plus HST) and that the Chair

and General Manager be authorized to enter into an agreement in accordance with the tender documents.

79-2025
Carried

9. Waste Diversion

A. 2025 Green Bin Program: Promotion & Education (P&E) Update

The Manager of Waste Diversion provided a Green Bin Program P&E update. To ensure consistent messaging, she recommended that the Board direct Administration provide a Green Bin Program Summary to the Clerk's Department at the City of Windsor, County of Essex and seven (7) County municipalities so that the document would be placed on Council agendas as correspondence.

Mr. Morrison commented that the campaign has been well done. He asked what happens if residents are not compliant with the Green Bin Program.

The Manager of Waste Diversion, stated that there are requirements in the contracts with Miller Waste Systems (Miller), which include assisting the Authority to support participation by issuing OOPs and Gold Star program stickers. Additionally, to assist in mitigating contamination, when a collection truck driver pulls up to a resident's home, there are cameras on the truck, so that the driver can see what has been placed in the bin. If contamination is high, Miller will flag this in their system and place an OOPs sticker on their Green Bin. This system will then put that home on a flag list for the next collection so that the driver has to visually confirm there is no set-out issue before servicing. If that home does now comply, then the home is removed from next week's flag list. If the issue continues, a supervisor will follow up with the homeowner, and if they choose to continue not to comply, the EWSWA can remove them from the Green Bin Program list. This is essentially the process for the County, the Manager asked if the City of Windsor's Manager of Environmental Services, Jim Leether, wanted to add anything for the City contract. Mr. Leether stated the City would basically follow the same approach and noted they would potentially geotarget homes in an area that predominantly did not participate.

The Manager of Waste Diversion noted that the Authority has a Gold Star program in addition to the OOPs sticker. Miller is obligated to issue a certain number of stickers. She noted that some residents will see this as a negative, but some will see this as positive.

Mark McKenzie asked if the Authority has reached out to local stores to ensure the liner bags they carry are approved for the program. The Manager of Waste Diversion stated that the Authority issued a letter to advise retailers on which type of bags should be stocked. Home Hardware, a long-time partner of the

Authority, specifically asked which type of bags they should carry. She noted that a "Bags Do Matter" Campaign will also be issued.

Mark McKenzie asked what the plan is for residents who have moved to the area from other countries. The Manager of Waste Diversion stated that a draft welcome letter has been prepared to provide to municipalities to give to residents when onboarding them to the area.

Mark McKenzie also asked if there is an opportunity to include this information in local MPP newsletters.

The Manager of Waste Diversion stated that this is something that the Authority could pursue. She noted that the Authority attended an event organized by MPP Andrew Dowie.

Mark McKenzie thanked Administration and staff for their hard work.

Mr. Kaschak noted that the report stated there are 600 residents that have refused a bin and participation in the program. He asked if the Board could be provided a report on where the refusals are coming from.

The Manager of Waste Diversion stated that the Authority has a list that can be shared with Mr. Leether's team.

Mr. Shepley asked if there is no green bin being set out, will we be looking at the garbage collector?

The General Manager noted that this is a concern, however, the municipalities have separate and distinct garbage collection contracts. The City of Windsor will have synergies because they have the same collector for both the green bin and garbage. The Authority does not have the ability to ask the garbage collector in the municipalities not to pick up garbage if they have not set out a the green bin.

Mr. Shepley asked if the 600 residents who refused bin delivery had called ahead of delivery.

The Manager of Waste Diversion stated that it was a combination of residents calling ahead of delivery or refusing delivery at the curb. Authority staff are equipped to talk to the resident about the program. She noted many of the refusals are seniors stating that they don't generate a lot of waste.

The Chair commended the Manager of Waste Diversion and staff. He noted that a lot of hard work has been done by the Authority, and we need to continue to address the messaging.

Moved by Mark McKenzie
Seconded by Kieran McKenzie

That the Board ***receive*** this report as information.

That the Board ***direct*** Authority Administration to provide a Green Bin Program: Campaign Summary, as applicable to the Clerk's Department at the City of Windsor, County of Essex and seven (7) County Municipalities.

80-2025
Carried

B. Circular Materials Response Re: Single Stream Recycling

A report was provided outlining ongoing discussions held with Circular Materials regarding concerns stemming from the change from a dual-stream recycling system to a single-stream recycling system effective January 1, 2026, for all Eligible Sources in the City of Windsor and the seven County of Essex municipalities.

There were no questions.

Moved by Mark McKenzie
Seconded by Kieran McKenzie

- **That** the Board ***receive*** this report for information and direct Administration to report back on the outcomes of the meetings referenced in this report at a future meeting
- **That** the Board ***direct*** Authority Administration to provide the information included in this report to the Clerk's Department at the City of Windsor, County of Essex and seven (7) County municipalities, to be included as information to municipal staff and councils.

81-2025
Carried

C. Non-Eligible Source Recycling Program Update

The General Manager provided an update on the Non-Eligible Source (NES) Blue Box Recycling Program in Essex-Windsor. As directed by the Ministry of the Environment, Conservation and Parks (MECP), the Essex-Windsor region transitioned the Blue Box program to an Extended Producer Responsibility (EPR) model on August 28, 2024. The EPR did not include NESs, such as municipal buildings, business improvement areas, not-for-profits, post-secondary institutions and other IC&I facilities.

The Authority and Ontario municipalities have been advocating to the MECP to reconsider their position regarding the inclusion of NESs in the program. In response to these requests, on June 4, 2025, the MECP proposed amendments to allow continued service to small businesses. In response to the MECP amendments, Circular Materials (CM) provided a limited "Service Proposal". It is unclear what assumptions CM used. The Authority participated in a meeting

with the Regional Public Works Commissioners of Ontario (RPWCO) Waste Sub-Committee to draft a response to CM, identifying areas of concern. The Authority is currently awaiting financial information from CM.

The Chair asked if there were any questions. No questions were asked.

Moved by Mark McKenzie
Seconded by Gary Kaschak

That the Board ***receive*** this report as information.

82-2025
Carried

10. Finance & Administration

A. Six-month Operations Financial Review – January to June 2025

The Manager of Finance provided a six-month financial review of operating costs and revenue for January to June 2025. He noted an unfavourable variance of $1.23 million in revenue due to a significant decrease in the amount of Industrial, Commercial and Institutional (IC&I) tonnages due to the reduction of greenhouse vines and other growing medium media delivered to the Regional Landfill for disposal. Administration will include a complete 2025 financial projection as part of the 2026 Operational Plan and Budget, scheduled to be presented at the November Board meeting.

The Chair asked if there were any questions. No questions were asked.

Moved by Rob Shepley
Seconded by Kirk Walstedt
That the Board ***receive*** this report as information.

83-2025
Carried

11. New Business

No items were raised for discussion.

12. Other Items

Mr. Morrison asked if the recruitment has begun for the upcoming retirement of the Manager of Waste Disposal.

The General Manager stated that the job posting has been posted on several websites, such as the County of Essex and the Association of Municipalities of Ontario (AMO). The County of Essex Human Resource department is assisting with the recruitment.

The General Manager introduced Natalie Byczynski, Project Manager who replaced Madison Mantha.

13. By-Laws

A. By-Law 14-2025

Moved by Gary Kaschak
Seconded by Rob Sshepley
That By-Law 14-2025, being a By-law to Authorize the Execution of an Agreement with 2044970 Ontario. o/a All Season Excavating for the Regional Landfill Gas Collection System Expansion with an upset limit in the amount of $518,136.70.

84-2025
Carried

B. By-Law 15-2025

Moved by Gary Kaschak
Seconded by Rob Shepley
That By-Law 15-2025, being a By-law to Confirm the Proceedings of the Board of the Essex-Windsor Solid Waste Authority be given three readings and be **adopted** this 10th day of September, 2025.

85-2025
Carried

14. Next Meeting Dates

Tuesday, October 7, 2025
Tuesday, November 4, 2025
Tuesday, December 2, 2025

15. Adjournment

Moved by Michael Akpata
Seconded by Jim Morrison
THAT the Board stand ***adjourned*** at 5:29 PM.

86-2025
Carried

All of which is respectfully submitted.

Gary McNamara
Chair

Michelle Bishop
General Manager

Item No. 7.5

Committee Matters: SCM 354/2025

Subject: Minutes of the Windsor Licensing Commission of its meeting held October 29, 2025

WINDSOR LICENSING COMMISSION
Meeting held October 29, 2025

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 Renaldo Agostino (arrives at 9:37 a.m.)
Sam Sinjari
Marc Dubois

Regrets received from:

Councillor Angelo Marignani

Delegations in attendance:

Golnar Karimi and Rami Khazaleh, regarding Item 6(a)
Sowmya Shanmuganandam, regarding Item 7(a)

Also, present are the following resource personnel:

Steve Vlachodimos, City Clerk and Licence Commissioner
Craig Robertson, Manager Licensing & Enforcement and Deputy Licence Commissioner
Rory Sturdy, Supervisor of By-law Enforcement Officer
Nick McQueen, By-law Enforcement Officer
Tisha-Lyn Wighton, Licensing Clerk
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 9:34 o'clock a.m. and the Windsor Licensing Commission considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

The Chair introduces and welcomes Marc Dubois as a new member of the Windsor Licensing Commission.

2. Disclosure of Interest

None disclosed.

3. Adoption of the Minutes

Moved by Marc Dubois, seconded by Sam Sinjari,

That the minutes of the meeting of the Windsor Licensing Commission held May 21, 2025 **BE ADOPTED** as presented.

Carried.

4. Requests for Deferrals, Referrals or Withdrawals

None.

5. Communications

None.

6. Licence Transfers

6(a) Golnar Karimi c/o Estate Trustee of the late Fazlullah Rezagian, Transferor and Rami Khazaley, Transferee appear before the Windsor Licensing Commission regarding the transfer of Taxicab Plate #088.

Craig Robertson provides the following remarks regarding the licence request:

- On August 28, 2024, the Windsor Licensing Commission approved Golnar Karimi, Estate Trustee to hold City of Windsor Taxicab Plate #088 and any associated licenses until September 10, 2025.
- The Commission decided to allow the Estate to hold the plate until they could find an acceptable transferee.
- On August 20, 2025, the Estate Trustee applied for a vehicle transfer through the application process to Mr. Rami Khazaley.

Moved by Sam Sinjari, seconded by Councillor Renaldo Agostino,

That the transfer of Taxicab Plate #088 from The Estate of the late Fazlullah Rezagian to Rami Khazaleh **BE APPROVED** with the following conditions:

i. Rami Khazaleh 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 as amended, including a valid safety standards certificate.
ii. Rami Khazaleh given thirty (30) days from the date of the approval to submit a Taxicab Plate Holder application and pay the associated fee.

iii. Rami Khazaleh given thirty (30) days from the date of the approval to provide verification that full compensation has been made to Rubina Amjad in consideration of the transfer of Taxicab Plate #88.

iv. Rami Khazaleh shall not lease Taxicab plate #88 for a one-year period as stated in Schedule 5, Section 21.3 of Licensing By-Law 137-2007 as amended.

Carried.

7. Applications/Hearings

(a) Sowmya Shanmuganandam, applicant, appears before the Windsor Licensing Commission regarding a Livery Vehicle, Class D – Van. The application was submitted on August 13, 2025, by the applicant on behalf of 17221346 Canada Inc. The By-law does cap the number of Class – D Livery vehicles to 30 (currently there is 1 licence). The applicant has not purchased a vehicle as of yet but is proposing a 2024 Chrysler Grand Caravan SXT which would be within the age limit requirement under the By-law being under 10 years of age.

Moved by Councillor Renaldo Agostino, seconded by Sam Sinjari,

That the livery vehicle plate holder application submitted by Sowmya Shanmuganandam on behalf of 17221347 Canada Inc.to operate one (1) Class “D” – Livery Vehicle namely a 2024 Chrysler Grand Caravan SXT, **BE APPROVED** with the following conditions:

- Sowmya Shanmuganandam be given sixty (60) days from the date of this decision to submit a Business Name Registration and a certificate of insurance that is satisfactory to Section 9.1 of Schedule 3 to By-law 137-2007 as amended,
- Purchase the 2024 Chrysler Grand Caravan SXT, or a similar vehicle.
- Submit vehicle ownership and current Safety Standards Certificate,
- The vehicle must submit to and pass an inspection by the By-law Enforcement Unit.

Carried.

(b) The applicant, Brian Marsh**,** BMK Shuttle Service is not present to speak to the matter.

Moved by Councillor Renaldo Agostino, seconded by Sam Sinjari,

That the livery vehicle plate holder application, submitted by Brian Marsh, o/a BK Shuttle Service to operate one (1) Class “C” – Livery Vehicle, namely a 2024 Tesla Model Y, **BE APPROVED** with the following conditions:

Brian March be given sixty (60) days from the date of this decision to submit the vehicle to and pass an inspection by the By-law Enforcement Unit.

Carried.

8. Reports & Administrative Matters

8(a) Expired Application(s) for Business Licence

Moved by Councillor Renaldo Agostino, seconded by Sam Sinjari,

That the report of the Deputy Licence Commissioner dated October 29, 2025, entitled “Expired Application(s) for Business Licence” **BE RECEIVED.**

Carried.

9. In Camera

No In session is held.

10. Date of Next Meeting

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

11. Adjournment

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

Item No. 8.1

Committee Matters: SCM 308/2025

Subject: Bicycle Parking Policy Implementation and Feasibility Update – City Wide

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

Decision Number: **ETPS 1085**

I. THAT report of the Coordinator, Schools and Sustainable Mobility dated September 4, 2025 entitled "Bicycle Parking Policy Implementation and Feasibility Update – City Wide" **BE RECEIVED** for information; and,

II. That administration **BE DIRECTED** to provide a prioritized list of recommended projects that could be completed including timelines, and that the information **BE BROUGHT FORWARD** to the next Environment, Transportation and Public Safety Standing Committee for their consideration; and,

III. THAT administration **BE DIRECTED** move forward with the installation of a security gate at the parking garage 2, conditional on Funding including the potential use of Ward funds, so that it may be offered for use by the general public free of charge for 2026; and,

IV. THAT the items outlined in the planning section of the administrative report **BE REFERRED** to the planning department for consideration at a future Development and Heritage Standing Committee Meeting.

Carried.

Report Number: S 114/2025
Clerk's File: ST2025

Clerk's Note:

1. The recommendation of the Environment, Transportation & Public Safety Standing Committee and Administration are **NOT** the same.

2. Please refer to Item 8.5 from the Environment, Transportation & Public Safety Standing Committee held on September 24, 2025.

3. To view the stream of this Standing Committee meeting, please refer to: https://csg001-harmony.sliq.net/00310/Harmony/en/PowerBrowser/PowerBrowserV2/20250925/-1/10582

Subject: Bicycle Parking Policy Implementation and Feasibility Update – City Wide

Reference:

Date to Council: September 24, 2025
Author: Kathy Quenneville
Coordinator, Schools and Sustainable Mobility
519-255-6100 ext.6287
kquenneville@citywindsor.ca

Public Works - Operations
Report Date: 9/4/2025
Clerk's File #: ST2025

To: Mayor and Members of City Council

Recommendation:

I. THAT report S 114/2025, "Bicycle Parking Policy Implementation and Feasibility Update" **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

On July 31, 2024 the Environment, Transportation and Public Safety Standing Committee (ETPS) considered Report S 75-2023 Bicycle Parking Policy, and the following direction was given through CR363/2024 ETPS 1018, ETPS 1005:

> *"That administration **REPORT BACK** to the Environment, Transportation and Public Safety Standing Committee on the costs to retrofit existing facilities, to meet the new Bicycle Parking Policy requirements, including identifying priorities and funding requirements which would be required for installation and maintenance; and,*
>
> *That administration **BE DIRECTED** to report back on the opportunity and feasibility to create a bike locker parking service pilot program in the City parking garages in the downtown core."*

Bicycle Parking Policy

The City's Bicycle Parking Policy (refer to Appendix A) outlines ideal provisions for bicycle parking at City-owned facilities. As defined by the Policy, short-term bicycle parking refers to parking intended for visitors to a building or City facility, typically for stays of a few hours, whereas long-term bicycle parking refers to bicycle parking spaces intended for use by building occupants who require extended stays beyond a few hours. Short-term bicycle parking provisions typically involve the installation of a bicycle rack outside a facility while long-term bicycle parking provisions can involve indoor or covered secured bicycle parking lockers.

Based on the application of the Bicycle Parking Policy, short- and long-term bike parking requirements were recommended for each respective City facility type as shown in Table 1. A preliminary assessment of short- and long-term bike parking at City facilities was conducted through site visits and input from facility managers. The bike parking suitability of each facility site was evaluated based on bike parking installation requirements and available space. Additional in-depth assessment of each facility would ultimately be required to fully validate bike parking accommodation.

Table 1 – Recommended Bicycle Parking Requirements for City Facilities

City Facility	Short-Term (# of facilities) *	Long-Term (# of facilities) **
Parks and Splash Pads	145	N/A
Libraries and Art Galleries	11	7
Pools (Outdoor and Indoor)	6	6
City Hall and Administrative Offices	7	12
Community Centers & Recreation Complexes	11	9
Transit Terminals and Stops	3	3
Municipal City Parking Lots and Garages	N/A	2
TOTAL	**183**	**39**

** Assumed short-term bike racks not required for park land without amenities (such as play structures/equipment and/or washrooms), as well as administrative facilities not receiving the public.*

*** Long-term bike parking (in facilities other than public parking garages) are assumed to have secure spaces within the facility or on facility grounds for employee bike parking. Some facilities did not have interior or exterior space to accommodate long-term bike parking.*

Bicycle Parking Planning and Zoning

Section 24.30 of Zoning By-law 8600 contains provisions that outline the number of bicycle parking spaces required, size of the bicycle parking spaces and the location of bicycle parking spaces that apply to new residential and institutional / commercial / industrial developments. Essentially, bicycle parking is required if a parking area provides 10 or more parking spaces for any use. The current provisions do not apply retroactively to existing developments.

Discussion:

This report details potential City owned facility upgrades necessary to facilitate or increase onsite bike parking, explores alternative bike parking strategies and includes a review of the City's zoning by-law, with consideration of potential amendments of same to address development minimum bike parking requirements.

Retrofitting City Facilities with Short- and Long-term Bike Parking

Short-term bike parking (i.e. bike racks) is currently installed at 127 of the 183 City-owned facilities. Administration identified 56 additional locations at City-owned facilities where short-term bike parking is recommended for installation (i.e. bike rack - minimum).

Long-term bike parking is currently offered at three of 39 City-owned facilities. Administration identified 36 other locations at City-owned facilities where long-term bike parking is recommended for installation.

Notably, the long-term bike parking lockers at Parking Garage 2 (2 bike parking spaces), as well as short-term bike racks (17 bike parking spaces) were introduced in June 2020 as a pilot project to offer public bike parking in the core and to help launch Bike Month. Similar provisions also exist at Parking Garage 1 (2 bike parking spaces) and one bike rack (7 parking spaces). Both garage bike parking areas are in a dedicated space under 24-hr surveillance and do not occupy vehicle parking spaces.

To expand long-term bike parking capacity in the Downtown Core, Administration proposes to further secure the space housing the bike racks in Parking Garage 2 by adding a security gate and electronic access. This bike parking room would either be accessed through daily short-term rental, or by monthly membership rental.

A complete listing of recommended bicycle parking facility enhancements needed to comply with the City's Bike Parking Policy is detailed in Appendix B.

Bike Corrals

A bike corral is another short-term bicycle parking enhancement that is designed to provide high-capacity bicycle parking by repurposing a traditional on-street vehicle parking space (refer to Appendix B) within areas such as the Downtown Windsor Business Improvement Areas (BIAs).

Bike corrals can be beneficial for bicycle parking; however, expanded implementation should also consider underutilization of existing bike racks in BIAs. It is further recognized that the responsibility for bike corral procurement and installation is not currently prescribed within the Bike Parking Policy.

As short-term bicycle parking demands increase, the need for bike corrals could be re-evaluated through a pilot to ensure infrastructure aligns with evolving mobility patterns and community needs.

Event Bike Parking

Administration has evaluated the feasibility of providing bike parking for City-led and community events (refer to Appendix B). To advance this initiative, Administration could purchase and lease out to event vendors a portable event bike parking facility (customized shipping sea container equipped to park up to 18 bicycles), with the potential to expand capacity through additional units. Another option Administration can consider is to purchase and lease out to event vendors additional event bike valet racks (i.e. one rack is equipped to park up to 8 bicycles).

Event organizers would be required to indemnify the City against loss or damage related to use of the equipment, provide a valid certificate of insurance, as well as provide on-site security staff to manage bicycle parking during the event. All aforenoted costs, including transportation of the bike parking container by the City or its agent would be borne entirely by the event organizers.

Bicycle Parking Standards – Recommended Zoning By-Law Amendments

Windsor's current Zoning By-law 8600 bases bicycle parking requirements for new developments on the number of vehicle parking spaces in a parking area, which often results in insufficient bike parking. A more effective and recommended approach used in other Ontario municipalities is a tiered, demand-based system that sets requirements based on land use and occupancy.

Such alternative best practices of a tiered, demand-based system include:

- Separate standards for short-term and long-term parking, ensuring visible, accessible spaces for visitors and secure, weather-protected spaces for residents and employees.
- Uses specific ratios tailored to occupancy and development types, rather than tied merely to vehicle parking.
- Higher development standards near active transportation and transit corridors.
- The City's Development Manual should be amended to include reference to the Bicycle Parking Policy to ensure consistency in application.

If the zoning by-law is amended to include a tiered, demand-based bicycling parking standard, only new developments will be subject to the new provisions. This is due to the fact that Section 34(9) of the Ontario Planning Act "grandfathers" all legally existing development, therefore the new zoning by-law regulations cannot be applied retroactively to existing developments. The zoning by-law provisions are applied to future developments or expansions and additions where applicable. The amendment of By-Law 8600 is currently on the Planning Department's list of future housekeeping items. Should Council wish to prioritize this amendment, direction may be provided to Planning Department staff through a Council Resolution.

Risk Analysis:

If there is insufficient bike parking to meet the needs of City employees and the public, it may discourage cycling as a viable, sustainable and accessible transportation option. Furthermore, if the Zoning By-law 8600 is not updated to incorporate demand-based bike parking standards, then bike parking provisions within developments may discourage cycling and hinder ongoing efforts toward achieving active transportation targets identified in the 2019 Active Transportation Master Plan.

Climate Change Risks:

Climate Change Mitigation

By increasing the availability of secure and accessible bike parking, more residents may choose cycling over driving. Shifting to more active forms of transportation assists in the reduction of air pollution, traffic congestion and associated greenhouse gas emissions.

Climate Change Adaptation

As climate change presents more global and local threats, active transportation provides an alternative and affordable mode of travel, where other methods of travel may not be available.

Financial Matters:

Table 2 outlines the estimated costs associated with implementing the bicycle parking infrastructure and services described in this report. The estimated total cost to retrofit the remaining 56 City-owned facility locations recommended for **short-term bike parking** installation is **$310,000**. The estimated cost to implement secured **long-term bike parking** retrofits at 36 City-owned facility locations is approximately **$703,100** (excluding provisional items).

Table 2 - Bike Parking Policy Implementation Costs

Bike Parking Type	Item	Cost (Excluding HST)
Short-Term Bike Parking Retrofit	Bike racks (56 at $1,750 ea.), requiring concrete pads at 53 locations ($4,000 ea.), including installation	$ 310,000
Long-Term Bike Parking Retrofit	Bike lockers (30 at $15,100 each) and concrete pads (26 at $8,600 each), Bike racks (6 at $1,750 ea.), requiring concrete pads at 4 locations ($4,000), including installation	$ 703,100
	Provisional: Bluetooth access technology (30 bike lockers at $7,672.33 each)	$ 230,170
	Parking Garage 2 Bike Room - Secure gate with electronic access	$ 10,000
Bike Corrals	Cost per corral, including installation	$ 6,000
	Annual 2025 revenue loss from removal of one metered parking space	$ 5,265
Event Bike Parking Options	Portable event bike parking facility equipment (excludes transportation cost of $650)	$ 6,575
	Portable bike valet rack (cost per rack)	$ 840

Bike lockers at either of the Parking Garages 1 and 2 are available for monthly rental through a rental agreement with City Parking Services and currently generate nominal revenue. A membership fee of $28.00 would be a one-time fee that would provide 24/7 access to the bike parking room. The following bike parking pricing plans would be available: 1 month ($ 22), 4 months ($ 65), 1 year ($135); daily rate ($ 2).

The current fee associated with Parking Garage bike locker rentals is not part of the City's User Fee Schedule or Parking By-Law 9023 Schedule "T". Administration will request an amendment to Parking By-Law 9023 to include bike parking fees through a CAO Report.

As of July 31, approximately $453,000 in uncommitted funding is available for use in the Citywide Bikeway Development Initiatives project 7111031. Approximately $3,703,500 was included and approved in principle in the 2025 approved capital budget 10-year forecast to which $400,000 of the 2026 funding, has been pre-committed as per Report S27/2025 (CR134/2025) for planned active transportation projects. Uncommitted funding in this project will be further evaluated after a grant funding application decision is received under the Canada Public Transit Fund (CPTF) submitted in 2025.

Should Council wish to proceed with any of the options presented in Table 2 of this report, additional funding may be needed to fund the bike parking infrastructure contemplated to be compliant with the City's Bicycle Parking Policy requirements.

Consultations:

Sahar Jamshidi, Manager, Road Safety, Operations
Kathy Roeder, Financial Planning Administrator, Public Works
Mike Dennis, Manager, Strategic Capital Budget Development & Control
Bill Kralovensky, Manager Transportation Operations
James Chacko, Executive Director Parks Recreation and Facilities
Dave Nicholls, Manager Parks Operations and Horticulture
Samantha Magalas, Assistant Manager Recreation Programing
Dante Lapico, Manager Facility Operations
Jim Leether, Senior Manager of Environmental Services
Stuart Diotte, Manager of Waste Collection Contract, Operations
Roberta Harrison, Manager of Maintenance, Public Works
Greg Atkinson, Deputy City Planner
Laura Diotte, Manager, Planning
Adam Szymczak, Planner III
Laura Ash, Project Lead, Parks Development, Parks and Facilities
Larisa Johnstone, Coordinator of Technical Support, Parks and Facilities
Cole Nadalin, Supervisor of Energy Contracts
Michelle Moxley-Peltier, CEP Project Administrator
Mark Nazarewich, Deputy City Solicitor
City of Windsor Active Transportation Expert Panel

Conclusion:

A phased bike parking retrofit approach to City owned facilities, exploration of alternative strategies such as event parking, and zoning by-law updates offer opportunities to strengthen the City's active transportation network by enhancing access to increased bike parking at municipal facilities, events and within future developments.

Planning Act Matters:

N/A

Approvals:

Name	Title
Mark Spizzirri	Manager of Performance Measurement and Business Case Development
Prem Patel	Senior Manager Transportation (A)
Brian Lima	Executive Director, Operations and Deputy City Engineer
David Simpson	Commissioner, Infrastructure Services and City Engineer
Tony Ardovini	On behalf of Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

N/A

Appendices:

Appendix A – City Bicycle Parking Policy
Appendix B – Bike Parking Infrastructure

THE CORPORATION OF THE CITY OF WINDSOR
POLICY

Service Area:	**Office of the Commissioner of Infrastructure Services**	Policy No.:	
Department:	**Public Works Operations**	Approval Date:	**September 9, 2024**
Division:	Transportation Planning	Approved By:	**CR363/2024**
		Effective Date:	**September 9, 2024**
Subject:	**Bicycle Parking Policy**	Procedure Ref.:	- Bicycle Parking Standards and Guidelines - Bicycle Parking at City Facilities and Buildings - Bicycle Parking in the Public Right-of-Way - Temporary Bicycle Parking for Events
Review Date:	**September 2029**	*Pages:*	Replaces: Bicycle Parking on Public Property Policy
Prepared By:	R. Toufeili, Policy Analyst C. Gerardi, Policy Analyst		Date: July 14, 2004

1. POLICY

1.1. This policy governs the implementation of bicycle parking for the Corporation of the City of Windsor.

2. PURPOSE

2.1. The purpose of this policy is to provide Administration and the general public with a framework on how bicycle parking will be implemented in order to support active transportation throughout the City of Windsor.

3. SCOPE

3.1. This policy covers:
- **3.1.1.** bicycle space requirements and standards;
- **3.1.2.** bicycle parking at City facilities and buildings;
- **3.1.3.** bicycle parking in the right-of-way;
- **3.1.4.** temporary bicycle parking for events; and,
- **3.1.5.** bicycle parking to support transit facilities.

3.2. This policy should be utilized in coordination with the City's Active Transportation Master Plan and the Bicycle Parking on Public Property Policy.

4. RESPONSIBILITY

4.1. Council has authority to approve implementation of bicycle parking under this policy and is responsible for approving amendments to this policy.

4.2. Administration is responsible for carrying out this policy as follows:

4.2.1. The City Engineer and the Commissioner of Economic Development and Innovation are corporate leads for all transportation and associated public safety programs and are responsible for initiating amendments to the Bicycle Parking Policy.

4.2.2. The Transportation Planning Senior Engineer is responsible for:

4.2.2.1. Overseeing implementation of this policy,

4.2.2.2. Bringing forward bicycle parking plans before Council for approval,

4.2.2.3. Recommending operating and capital budget expenditures related to bicycle parking, and

4.2.2.4. Recommending amendments to this policy to Council.

5. GOVERNING RULES AND REGULATIONS

5.1. This policy will be implemented in accordance with the following bicycle parking guidelines and procedures:

5.1.1. Bicycle Parking Standards and Guidelines

5.1.2. Bicycle Parking at City Facilities and Buildings

5.1.3. Bicycle Parking in the Public Right-of-Way

5.1.4. Temporary Bicycle Parking for Events

5.2. Where there are existing bicycle parking deficiencies as it relates to this policy, Council may put forward locations to be prioritized and brought to compliance in steps over a period of time.

6. RECORDS, FORMS AND ATTACHMENTS

6.1. Records for this policy shall be prepared and retained in accordance with Records Retention By-Law 21-2013, as amended.

6.2. Attachments:

6.2.1. Attachment 1: Bicycle Parking Standards and Guidelines

6.2.2. Attachment 2: Procedure – Bicycle Parking at City Facilities and Buildings

6.2.3. Attachment 3: Procedure – Bicycle Parking in the Public Right-of-Way

6.2.4. Attachment 4: Procedure – Temporary Bicycle Parking for Events

Bicycle Parking Standards and Guidelines

1.0 Introduction

The Bicycle Parking Policy Guidelines provides information on the expected standards of short-term and long-term bicycle parking spaces. These guidelines are intended to serve developers and City Administration in selecting the appropriate bicycle parking racks for bicycle parking on private property and in the public right-of-way.

1.1 Bicycle Parking Guidelines Goals and Objectives

- Provide increased community connectivity by facilitating bicycle storage for cyclists throughout the city;
- Promoting active transportation by increasing secure bicycle parking;
- Increasing convenience for cyclists as new developments are built;
- Creating a culture shift through increased and secured bicycle parking.

2.0 Definitions

The following definitions are applicable to this policy, and are included in zoning by-law 8600:

Bicycle parking space means an area used for the parking of an operable *bicycle*.

Short-term bicycle parking space means a *bicycle parking space* for the use by visitors of a *building.* These spaces are located within 15 m of, and is visible from, the main entrance of the *building* the *bicycle parking space* is intended to serve.

Long-term bicycle parking space means a *bicycle parking space* for the use by occupants or tenants of a *building.* These are located within a *building* or sheltered *structure* with a secure means of access.

Figure 1 - Short-Term to Long-Term Bicycle Parking
Source: Association of Pedestrian and Bicycle Professionals

A summary of components for short-term and long-term bicycle parking is shown in **Table 1**. Further details are provided in the next sections of the Policy

Table 1 – Summary of Short-Term and Long-Term Bicycle Parking

Component	Short-Term Bicycle Parking	Long-Term Bicycle Parking
Typical length of time	Between a few minutes and a few hours	Several hours, overnight
Typical Locations, Uses	Commercial/Retail, Libraries, Parks, Community Centres, etc.	Residential, Employment & Transit Stations
Typical Users	Visitors	Residents, Employees, Bicycle & Ride Commuters
Accessibility/Availability & Security	Easy access, available to the public. Should be located close to a building entrance for the sake of convenience. Reliant on public exposure and natural surveillance.	Secured access, requires registration and the use of a key device. Actively monitored by CCTV and/or by security staff.
Types of infrastructure	Bicycle Racks (on-street, and on private or public property) Post and Ring Bicycle Racks On-street Bicycle Corrals (sets of bicycle racks installed within a parking lane at an intersection)	Bicycle Lockers – Individual lockers that can store 1 bicycle. Bicycle Cages – Caged & sheltered enclosures, typically attached to offices and/or multi-unit dwellings. Bicycle Rooms – Rooms within buildings specifically for bicycle parking. Secured Parking Areas – A separate building or an extension dedicated to bicycle parking.
Weather Protection	Optional: Can be provided in the form of bicycle shelters or awnings.	Required.

Sources: the Association of Pedestrian and Bicycle Professionals (APBP), City of Toronto, Seattle Department of Transportation (SDOT)

3.0 Short-Term Bicycle Parking

Short-term bicycle parking is primarily meant to be used by the visitors of a building.

3.1 Accessibility

The following accessibility criteria should be used when providing short-term parking spaces:

- Placement on the ground floor of the building location; free of stairs or obstacles to access
- In close proximity to the building entrance; within 15 meters
- Way-finding signage should be provided to help guide cyclists to the space

3.2 Design

The following should be provided as part of the design for a bicycle rack used for short-term bicycle parking:

- Supports the bicycle upright without putting stress on the wheels
- Allows locking of the bicycle frame along with one or two wheels through the use of a U-lock
- Is securely anchored to the ground
- Resists, cutting, bending and deformation

3.2.1 Size

A bicycle parking space parked horizontally should have minimum dimensions of 1.8 meters in length, 0.6 meters of width and 1.9 meters of vertical clearance from the ground. For bicycles parked in a vertical position the required space is 0.6 metres by 1.2 metres with a vertical dimension of 1.9 metres.

3.2.2 Materials

Materials for bicycle racks should be long lasting and strong. The following criteria should apply to the materials used for the bicycle racks:

- Industrial grade materials or galvanized steel should be used
- Wood, materials with the potential to rust should be avoided
- Malleable or materials which are easily bent should be avoided
- The outer surface should be smooth in order to prevent any damages or scratches to the bicycle
- Avoid materials that weaken when welded to prevent broken racks and theft

3.2.3 Installation

Bicycle racks should be secured and installed properly using the options and as detailed in Table 2 below:

Note: It is highly recommend that all racks be on concrete pads.

Table 2 – Anchoring Surfaces and Methods

Surface	Rack Base	Anchoring Methods	Notes
Concrete (sidewalk, pad, poured footing, or non-post-tensioned floor)	Embedded leg	Embed (dig post hole, support rack temporarily, fill hole with concrete, allow to set, remove temporary support)	Suitable for new sidewalk construction. Permanent. Difficult to replace when damaged.
	Surface flange, flat-bar base, or base frame.	Wedge anchor bolt Tamper-proof spike Industrial adhesive	Suitable for new or existing sidewalk. Easy to replace when damaged. Should not be installed over most vaulted sidewalks. Stainless steel flanges recommended to prevent rust stains on concrete.
Concrete post-tensioned floor	Flat-bar base	Industrial adhesive	Post-tensioned concrete floors should not be drilled.
Asphalt	Embedded leg	Provide a concrete footing, proceed as above	Do not anchor directly into asphalt.
	Surface flange		
	Base rail or frame	Landscape nails (6” to 12” long spikes, typically 1/4” to 3/8” in diameter)	Drill pilot hole through asphalt using hammer drill and masonry bit. Drive nails with sledgehammer.
Unpaved	Embedded leg	Provide a concrete footing, proceed as above	Do not anchor directly into ground.
	Surface flange		
	Base rail or frame	Landscape nails	Drive nails with sledgehammer.

Adapted from APBP Bicycle Parking Guidelines

3.2.4 Spacing

When bicycle racks are installed they require adequate space to manoeuver. **Table 3,** adapted from *City of Toronto Guidelines for Design and Management of Bicycle Parking Facilities* and *City of Mississauga Bicycle Parking Zoning By-Law Directions*, outlines the requirements for spacing when selecting the location and design of bicycle parking. Furthermore, **Figures 2 to 5** is shown below on these requirements.

Table 3 – Bicycle Parking Spacing Requirements

Situation	Requirements
Distance between rack and wall/obstacle	- Minimum **0.45 m** if bicycles parked parallel to obstacle; - Minimum **2.5 m** if bicycles parked perpendicular to obstacle and rack has double-sided access; - Minimum **0.6 m** if bicycles parked perpendicular to obstacle and rack has single-sided access (side facing wall would not accommodate bicycles).
Aisle width	- Preferred spacing: **1.8 m** for typical bicycle racks this leaves approximately 4.2 m between racks, however this spacing will differ depending on the design of the rack.
Space between rack ends (linear series of racks placed end to end)	- **0.9m** for maximum parking capacity.
Distance between rack and wall, curb or other obstacle	- Minimum **1.5 m** for racks perpendicular to wall or other obstacle - Minimum **0.7m** for racks parallel to wall, or other obstacle
Distance between individual racks	- Minimum **2.5 m** for racks parallel to wall, or other obstacle or racks (3.5 m preferred in areas with high bicycle parking turnover). - Minimum **1.0 m** for racks perpendicular to wall or other obstacle.
Vertical bicycle racks and clearances	- Horizontal bicycle parking: **1.9 m** minimum clearance - Stacked bicycle parking: minimum **1.2 m** vertical clearance required - Vertically bicycle parking: **1.9 m** minimum height and **1.2 m** minimum length
Special Considerations	- In locations where trailers, cargo bikes and long bikes frequent (ex. grocery stores, parks, schools) the portions of the bicycles racks on the ground should have an additional **0.9m** of in-line clearance.

Adapted from City of Toronto Guidelines for Design and Management of Bicycle Parking Facilities and Mississauga Bicycle Parking Zoning By-Law Directions

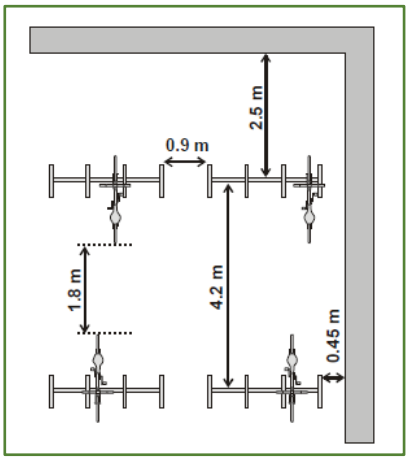


Figure 2 - Spacing for Multi-Bicycle Racks

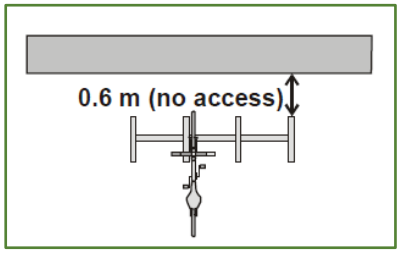


Figure 4 - Spacing for racks with single sided access

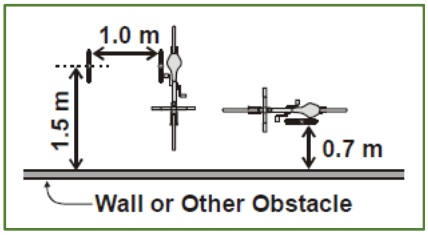


Figure 3 - Spacing required for different orientations

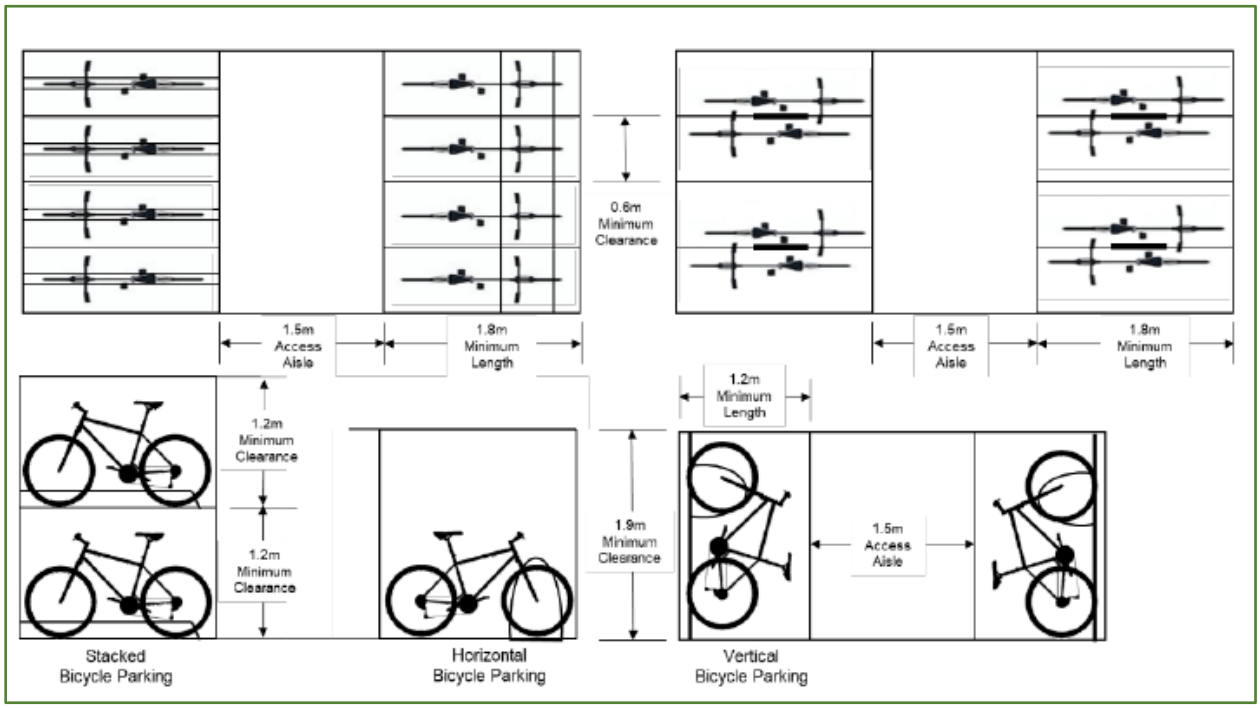


Figure 5 - Vertical clearances for varying bicycle spaces

3.3 Security

Security is required in order to prevent theft, with the following requirements:

- Areas where spaces are placed should be well lit and visible
- Spaces should be anchored and installed as per section 3.2.3 to ensure that they can not be easily damaged or moved
- Locking mechanisms do not need to be provided with or on the rack however the rack should allow for locking of the bicycle frame along with one or two wheels through the use of a U-lock

3.4 Additional Considerations

The following are additional considerations when providing short-term bicycle parking and racks in the city:

- Placing the space in a sheltered area for weather protection
- Long-term bicycle parking measures can apply for short-term use if increased shelter and security is preferred (section 4.0)

3.4.1 The following bicycle racks are preferred based on meeting important performance criteria:

- *Post and Ring*: this is a common style of bicycle rack which is less prone to unintended perpendicular parking.
- *Inverted U*: also called staple or loop bicycle rack, this rack has two points of ground contact and can be installed in series to create a larger parking area.
- *Wheelwell-secure*: this cradles one wheel and contains bicycles wells, however it doesn't not accommodate as many bicycle types as the inverted U and post and ring style racks.

4.0 Long-Term Bicycle Parking

Long-term bicycle parking is primarily meant to be used by the occupants or tenants of a building. This includes building residents and routine users within a workplace. Long-term bicycle parking may also be used by visitors. This parking provides a more secured and sheltered space for cyclists to park their bicycles in comparison to short-term bicycle parking.

Some common examples of long-term bicycle parking include:

- Room within a residential building or workplace;
- Secure enclosures within a parking garage or lot;
- Bicycle lockers in front of a workplace; and,
- Bicycle lockers at a transit center.

4.1 Accessibility

The following accessibility criteria should be used when providing long-term parking spaces:

- Free of any major obstacles to access; ground floor preferred
- Way-finding signage should be provided to help guide cyclists to the space as they may not always be in obvious locations based on limited space availability at the site
- The space should be in good condition and simple to operate
- Should be placed in areas which do not create a blind spot for motor vehicles on the site

4.2 Design

4.2.2 Bicycle Lockers

The following are considerations for bicycle lockers:

	Description
Locking Mechanism	Control Access Systems: - Keys - Electronic Keypad

	- Swipe Cards - Coin Operated - Bluetooth Technologies - Personal Locks
Models	- Secure durable lockers are made of materials which are long lasting and durable. These should withstand regular use and intense weather conditions. Models which are specifically designed for long-term bicycle parking should be used. - Transparent panels can be placed on the lockers if surveillance of locker contents is desired. - Models may be stackable if desired based on available space and demand.
Installation	- Bicycle Lockers should be installed on a level surface. - Sufficient clearance is required for locker doors. - Concrete surfaces are ideal, however surfaces should be selected and matched to the model requirements. Anchor bolts should be used to fix lockers into place. - Bicycle Lockers are best placed away from sidewalks and areas with high pedestrian traffic.

4.2.3 Bicycle Cages

The following are considerations for bicycle cages:

	Description
Locking Mechanism	Control Access Systems: - Key - Swipe Cards or Pass
Models	- Racks are installed within the cage and bicycles are further locked to these racks - Smaller cages are preferred to limit the number of people with access to one cage - Made of tight and strong mesh or perforated metal sheets, with access through a solid door
Installation	- Can be installed in or outside of a building/parking garage - Bicycle racks must be firmly secured to the ground or vertical structures - A single cage of 5.6 m x 5.4 m can accommodate approximately 20 bicycles. A cage of this size occupies the same area as two car parking spaces.

4.2.4 Indoor Bicycle Storage

The following are considerations for indoor bicycle storage spaces through a parking garage or bicycle rooms:

	Description
Locking Mechanism	Controlled Access Systems: - Keys - Electronic Keypad - Swipe Cards - Bluetooth Technologies
Models	- Indoor storage can be provided in a parking garage; typically on the ground floor level to facilitate access for cyclists and to minimize interactions with vehicles in the parking garage. Bicycle cages or lockers can be provided within the garage.

	- A room within a building can be used to provide secure parking spaces; typically on the ground floor or near an elevator to facilitate access. Multiple rooms can be provided.
Installation	- Bicycle racks must be firmly secured within the area - Reserving an area in the bicycle room for self-serve bicycle repair and maintenance will add an additional level of service to the facility; features can include a bicycle stand, basic tools and/or an air pump.

4.3 Security

The following methods may be applied in order to provide secure and controlled access to long-term bicycle parking for users:

- Keyed, smartcard or Bluetooth access to the parking space
- Attendant overseeing the spaces and allowing people to access
- Leased space based on agreement with the property owners or managers
- Coin operated spaces

In addition, long-term bicycle parking spaces are not always placed in high traffic or visibility areas and it is advised that security cameras be placed in order to monitor the spaces.

THE CORPORATION OF THE CITY OF WINDSOR
PROCEDURE

Service Area:	**Office of the Commissioner of Infrastructure Services**	Procedure No.:	
Department:	**Public Works Operations**	Approval Date:	**September 9, 2024**
Division:	Transportation Planning	Approved By:	**CR363/2024**
		Effective Date:	**September 9, 2024**
Subject:	**Bicycle Parking at City Facilities and Buildings**	Policy Ref.:	Bicycle Parking Policy
		Pages:	Replaces:
Prepared By:	R. Toufeili, Policy Analyst C. Gerardi, Policy Analyst		Date:

1. PURPOSE

1.1. This procedure is intended to provide details for implementation of the Bicycle Parking Policy when providing bicycle parking at City facilities and buildings.

2. SCOPE

2.1. This procedure provides details and outlines requirements for providing bicycle parking at City of Windsor facilities and buildings.

3. RESPONSIBILITY

3.1. Responsibility for implementing this procedure is outlined in the Bicycle Parking Policy.

4. PROCEDURE

4.1. Bicycle parking should be provided at all City facilities and buildings including;
- **4.1.1.** Parks and splash pads;
- **4.1.2.** Libraries and art galleries;
- **4.1.3.** Pools (outdoor and indoor);
- **4.1.4.** City Hall and administrative offices;
- **4.1.5.** Community centers;
- **4.1.6.** Arenas and skating rinks;
- **4.1.7.** Transit terminals; and,
- **4.1.8.** Municipal parking lots and garages.

4.2. Short-Term and Long-Term Bicycle Parking

Bicycle parking may be provided for short-term and long-term use based on the facility type. All facilities, other than parks, splash pads and pools, should accommodate long-term bicycle parking. **Table 1** outlines the recommended requirements for short-term and long-term bicycle parking based on the City Facility.

Table 1 – Recommended Bicycle Parking Requirements for City Facilities

City Facility	Short-Term	Long-Term
Parks and Splash Pads	X	
Libraries and Art Galleries	X	X
Pools (Outdoor and Indoor)	X	X
City Hall and Administrative Offices	X	X
Community Centers	X	X
Arenas and Skating Rinks	X	X
Transit Terminals and Stops	X	X
Municipal City Parking Lots and Garages		X

Bicycle parking needs will be assessed according to the intensity and type of use to be serviced. At minimum, bicycle parking spaces should be provided in quantities as outlined in Zoning By-Law 8600. The capacity of the rack or spaces should be consistent with the bike parking needs in the area.
Multiple unit bike racks will be used if required to meet the bike parking needs of the area, subject to the approval of the manager of Urban Design & Community Development, in BIAs, and areas designed Civic Image, Schedule G; of the City's Official Plan only.

Per section 4.0 of the Bicycle Parking Standards and Guidelines, "Long-term bicycle parking is primarily meant to be used by the occupants or tenants of a building. This includes building residents and routine users within a workplace. Long-term bicycle parking may also be used by visitors."

Long term parking space users at these facilities will primarily be targeted to City employees.

Short-term bicycle parking should be provided near active areas such as playgrounds, splash pads, washrooms, organized sports fields or courts. It is also ideal to include temporary bike parking near public event spaces, picnic areas and scenic overlook points.

4.3. End-of-Trip Facilities

End-of-trip facilities are provided in order to provide increased convenience and reinforces the importance of bicycle parking. **Table 2** Outlines the ancillary

facilities which may be implemented at City facilities and buildings and the appropriate locations where they may be provided.

Table 2 – End-of-Trip Facilities for City Facilities and Buildings

End-of-trip Facility	Location
Water Fountains/Access to Drinking Water	- Parks and splash pads - Libraries and art galleries - Pools (outdoor and indoor) - City Hall and administrative offices - Community centers - Arenas and skating rinks
Shower and Change Stations	- Pools (outdoor and indoor) - City Hall and administrative offices - Community centers - Arenas and skating rinks
Washrooms	- Parks and splash pads - Libraries and art galleries - Pools (outdoor and indoor) - City Hall and administrative offices - Community centers - Arenas and skating rinks
Bicycle Repair Stations	- Parks and splash pads - Libraries and art galleries - Pools (outdoor and indoor) - City Hall and administrative offices - Community centers - Arenas and skating rinks
Electric Charging Station	- For consideration on a case-by-case basis.

4.4. Transit Terminals and Stops

4.4.1. Bicycle parking should be provided to support transit facilities. Long-term bicycle parking should be provided at transit terminals including the following locations:

4.4.1.1. Tecumseh Mall Bus Terminal

4.4.1.2. Downtown Bus Terminal

4.4.1.3. The Windsor Aquatic Center

4.5. Parking spaces (short-term and long-term) are to be provided in accordance with the Bicycle Parking Standards and Guidelines.

THE CORPORATION OF THE CITY OF WINDSOR

PROCEDURE

Service Area:	**Office of the Commissioner of Infrastructure Services**	Procedure No.:	
Department:	**Public Works Operations**	Approval Date:	**September 9, 2024**
Division:	Transportation Planning	Approved By:	**CR363/2024**
		Effective Date:	**September 9, 2024**
Subject:	**Bicycle Parking in the Public Right-of-Way**	Policy Ref.:	Bicycle Parking Policy
		Pages:	Replaces:
Prepared By:	R. Toufeili, Policy Analyst C. Gerardi, Policy Analyst		Date:

1. PURPOSE

1.1. This procedure is intended to provide details for implementation of the Bicycle Parking Policy when providing bicycle parking in the public right-of-way.

2. SCOPE

2.1. This procedure provides details and outlines requirements for providing bicycle parking in the public right-of-way. Furthermore, this procedure outlines the process for the implementation of bicycle corrals in the public right-of-way.

3. RESPONSIBILITY

3.1. Responsibility for implementing this procedure is outlined in the Bicycle Parking Policy; and furthermore,

3.2. The Manager of Urban Design and Community Development is responsible for ensuring that the post and ring program is coordinated with the appropriate parties, such as BIAs, and increasing bicycle parking within the right-of-way where streetscaping is implemented.

4. PROCEDURE

4.1. Bicycle parking may be provided within the right-of-way through the general post-ring program or using bike corrals. Increased bicycle parking is encouraged in high pedestrian traffic areas such as in the Business Improvement Areas or near bus stops.

4.2. Bicycle parking may be provided using the Bicycle Corral Program in this procedure. This should be implemented to increase the availability of bicycle parking in the right-of-way where there is limited space in the boulevard and there is sufficient space available on-street.

4.3. Post and Ring Program

Post & ring style bike racks and multiple unit bike racks will be the City Standard on public-right-of-ways and on public property throughout the City of Windsor and will be powder coated steel with raised lettering that reads "City of Windsor". Raised lettering may not be available for multiple unit bike racks, however, consideration should be given to customizing these units in some way. The rack selection should follow the principles outlined in the Bicycle Parking Standards and Guidelines.

4.3.1. The bike rack must be durable and low maintenance. Factors such as metal gauge, welding type and finish are key indicators of durability. The bike rack should be rust resistant, vandalism resistant, and resistant to noticeable wear from normal use. The preferred finish is powder coated steel.

4.3.2. The bike rack must be competitively priced while meeting the security, capacity, appearance and maintenance requirements expressed in the bike parking policy. The cost should be compared on a per bike capacity.

4.3.3. A BIA or other privately funded group may choose to exceed the price limit, if they agree to fund the difference between the city standard and any proposed modifications to the bike rack. Proposed modifications can include changes to lettering, and cap only. As indicated above, a galvanized finish may be considered. The BIA or other privately funded group will be expected to fully fund the additional expenses specific to the BIA such as BIA name, logo and powder coating finish. Any proposed modifications are subject to the approval of the Manager of Urban Design & Community Development and the Executive Director of Operations.

4.3.4. Bicycle parking spaces should be placed following the principles outlined in the Bicycle Parking Standards and Guidelines.

4.3.5. A minimum 6ft pedestrian clearance will need to be maintained.

4.4. Post and Ring Program Warrant Process

In BIAs, the need for Bike Parking is determined by the BIAs themselves. As long as their requests are compliant with City Standards, their requests should be accommodated.

Outside of BIA's the Guidelines to install Bike Parking is as follows.

4.4.1. Parties will be required to apply for encroachment agreements.

4.4.2. Parties will be responsible for purchase, installation and maintenance of the bike rack.

4.4.3. Not to be installed were bike parking on private property could be provided.

4.4.4. Limited to areas were vehicle parking is typically provided by on-street parking.

4.4.5. The program is not meant to provide parking for private residences, residential areas are excluded.

4.4.6. If existing City provided bike parking in the immediate area is unable to accommodate Bike Parking demands.

4.5. Bike Corral Program

Bike Corrals are used as a method to provide bicycle parking in greater quantities in the traditional auto on-street parking lane, along the curb. Corrals can be installed seasonally within an existing automobile parking spot or intersection corner if it does not pose any sight line or transit concerns.

The rack selection should follow the principles outlined in the Bicycle Parking Policy.

4.5.1. The bicycle corral should be located as close as possible to the entrances of high demand locations.

4.5.2. Bicycle corrals may be placed on street corners provided they do not create any safety or operational issues, as street corners provide a number of benefits. Placing corrals on corners will provide greater visibility benefits for pedestrians and improve access for cyclists.

4.5.3. Bicycle corrals should be placed on main streets as opposed to side streets in order to increase visibility and convenience for cyclists to reach their destination.

4.5.4. Bicycle corrals should not be located in areas which will obstruct:

- Bus stops
- Access to fire hydrants
- Turning bus movements
- Locations of manholes and sewer valves
- Parking meters

4.5.5. Bicycle racks should be securely bolted to the ground to avoid theft or vandalism. Principles outlined in the Bicycle Parking Standards and Guidelines should be used to select the appropriate rack types and installation methods.

4.5.6. Racks should be placed in a method which provides a sufficient buffer for the bicycle from the vehicular travel lane. A minimum 5 foot maneuvering zone should be provided on either end of the bicycle in order to provide cyclists with space to orient themselves. Racks can be angled to increase the available space at the ends of the bicycles.

4.5.7. A physical barrier may be placed between the corral and vehicle travel lane.

4.6. Bike Corral Program Warrant Process

Bike Corrals should be considered after it has been determined that private side bike parking and the Post & Ring Program is unable to meet the need for Bike Parking in the area. Due to the need to remove on-street parking, and added cost associated with maintenance and removal, Bike Corrals should be limited to BIAs. Only post & ring style bike racks should be considered outside of BIAs.

THE CORPORATION OF THE CITY OF WINDSOR
PROCEDURE

Service Area:	**Office of the Commissioner of Infrastructure Services**	Procedure No.:	
Department:	**Public Works Operations**	Approval Date:	**September 9, 2024**
Division:	Transportation Planning	Approved By:	**CR363/2024**
		Effective Date:	**September 9, 2024**
Subject:	**Temporary Bicycle Parking for Events**	Policy Ref.:	Bicycle Parking Policy
		Pages:	Replaces:
Prepared By:	R. Toufeili, Policy Analyst C. Gerardi, Policy Analyst		Date:

1. PURPOSE

1.1. This procedure is intended to provide details for implementation of the Bicycle Parking Policy when providing temporary bicycle parking for public events.

2. SCOPE

2.1. This procedure provides details and outlines requirements for providing temporary bicycle parking at special events within Windsor for event organizers to access.

3. RESPONSIBILITY

3.1. Responsibility for implementing this procedure is outlined in the Bicycle Parking Policy.

4. PROCEDURE

4.1. Temporary event bicycle parking may be provided by event organizers for their special events in Windsor. Temporary bicycle racks which are portable and modular are required for event attendees to park their bicycles. A bike parking sign to place in a visible area indicating available bike parking.
4.2. Private event coordinators will be responsible to provide their own staff and/or volunteers to monitor and provide a valet service for event attendees who wish to use the temporary bicycle parking.
4.3. Temporary event bike parking racks shall be placed in a location which does not obstruct any entrances or walkways for pedestrians.
4.4. Temporary event bike parking should be placed in areas of high visibility to promote active transportation, such as near event entrances or admissions tents.
4.5. Bikes shall be kept secure and be monitored by administering staff or volunteers.

City of Windsor Facility Short-Term Bike Parking

City Facility	Address	# of Bike Racks	Comments	Bike Rack Needed	Concrete Pad Needed
Parks & Splash Pads					
Aboriginal Park	2376 Northway Ave.	0		1	1
AKO Park	4271 Alice St.	1		0	0
Alexander Park	3700 Riverside Dr. E	1		0	0
Alton C Parker Park	450 Brodhead St.	1		0	0
Assumption North Park	2400 Riverside Dr. W	2		0	0
Assumption Park	2730 University Ave. W	0	No amenities	0	0
Avon Court Park	3925 Lennon Crt	1		0	0
Avondale Playlot Park	402 Grand Marais W	1		0	0
Balsamo Park	2240 Dandurand Ave.	0	Small Park with play structure	1	1
Bellewood Park	2600 Youngstown St.	1		0	0
Black Oak Heritage Park	599 Broadway St.	0	No amenities	0	0
Bradley Park	3460 Cross St.	1		0	0
Bridges Bay Park	7390 Riverside Dr. E	0	No amenities	0	0
Bridgeview Park	1899 Grove Ave.	2		0	0
Brock Park	3278 Russell St.	0	Very small park	0	0
Brookview Park	1097 Brookview Cres.	0	Swing set & bench	1	1
Bruce Avenue Park	700 Bruce Ave.	1		0	0
Brumpton Park	8890 Cedarview St.	1		0	0
Bush Park	9475 Esplanade Dr.	1		0	0
Cadillac Street Park	290 Drouillard Rd.	0	No amenities	0	0
Calderwood Park	1859 Calderwood Ave.	0		1	1
Captain John Wilson Park	3950 Ducharme St.	1		0	0
Caron Avenue Park	774 Caron Ave.	0	Fenced Community Garden	0	0
Centennial Park	1530 Riverside Dr. W	0	Add rack near washrooms	2	2
Central Park	3301 Woodland Ave.	2		0	0
Charles Clark Square Park	215 Chatham St. E	1		0	0
Chopin Park	1298 Rossini Blvd.	0		1	1
City Hall Square Park	350 City Hall Square W	7		0	0
Civic Green Park	217 Riverside Dr. E	0	Parkette, no amenities	0	0
Civic Terrace Park	200 Riverside Dr. E	0	Add rack near washrooms	1	1
Clairview Bikeway Park	8101 Clairview Ave.	0	No amenities	0	0
Clay Park	1498 Hall Ave.	0		1	1
Coletta Park	2979 Coletta Crt.	1		0	0
College Avenue Bikeway Park	3690 College Ave.	0	No amenities	0	0

Compton Court Park	600 Compton Crt.	0	No amenities	0	0
Cora Greenwood Park	11824 Little River Blvd.	1		0	0
Crowley Park	3325 College Ave.	1		0	0
Curry Park	1400 Richardie Blvd.	0		1	1
Curry Playlot Park	1074 Curry Ave.	0		1	1
Dawson Park	1003 Dawson Rd.	1		0	0
Derwent Park	7925 Forest Glade Dr.	0	Cricket pitch coming soon	1	1
Devonshire Heights Park	1697 Calderwood Ave.	1		0	0
Devonshire Park	2005 Devonshire Crt.	1		0	0
Dieppe Gardens Park	70 Riverside Dr. W	0	Next to washrooms	1	0
Dynasty Park	605 Dynasty St.	1		0	0
East End Park	569 Adelaide Ave.	0		1	1
East Riverside Park	11736 McNorton St.	0		1	1
East Riverview Park	8788 Riverside Dr. E	0	No amenities	0	0
Elizabeth Kishkon Park	1415 Banwell Rd.	2		0	0
Ernest Atkinson Park	2005 Riverside Dr. W	2		0	0
Esdras Park	1191 Esdras Ave.	1		0	0
Factoria Park	1775 Factoria Rd.	0	Play structure	1	1
Fazio Park	3012 Fazio Dr.	0	Small fenced-in playground	0	0
Festival Plaza Park	340 Riverside Dr. E	0	Add bike rack near washrooms.	1	1
Field Of Dreams Park	1434 Curry Ave.	0		1	1
Firgrove Boulevard Park	9850 Firgrove Dr.	0	No amenities - boulevard	0	0
Flora Park	430 Flora Ave.	1		0	0
Fontainebleau Park	2960 Rivard Ave.	1		0	0
Ford Test Track Park	3001 Seminole St.	0	Rack(s) on concrete near pavilion	1	0
Forest Glade Optimist Park	3265 Forest Glade Dr.	3		0	0
Francois Court Park	895 Francois Crt.	1		0	0
Fred Thomas Park	400 Wyandotte St. E	4		0	0
Ganatchio Park	10554 Riverside Dr. E	0	No amenities	0	0
Ganatchio Trail Park	400 Riverdale Ave.	0	Swing set	1	1
Garry Dugal Park	1247 Drouillard Rd.	1		0	0
Garwood Park	765 Irvine Ave.	1		0	0
Gateway Park	1271 Riverside Dr W	0	No amenities	0	0
George Avenue Park	4085 Wyandotte St. E	0		1	1
Gignac Park	705 Shepherd St. E	1		0	0
Gino and Liz Marcus Park	1200 Drouillard Rd.	1	Community centre	0	0
Girardot Park	2100 Girardot St.	0	No amenities	0	0
Goldenwood Park	4355 Goldenwood Dr.	1		0	0

Goose Bay Park	4386 Riverside Dr. E	0	No amenities	0	0
Grand Marais Drain Trail Park	939 Grand Marais Rd. E	0	No amenities	0	0
Great Western Park	1388 Riverside Dr. E	1		0	0
Grove Park	2297 Grove Ave.	0	Soccer field	1	1
Hall Farms Park	3030 Conservation Dr.	1		0	0
Hawthorne Park	7645 Hawthorne Dr.	0		1	1
Herb Gray Nature Reserve Park	925 Lake Trail Dr.	0	No amenities	0	0
Hiram Walker Parkette	300 Devonshire Rd.	0	No amenities	0	0
Holburn Park	4211 Marlo Cres.	1		0	0
Homesite Park	998 Villaire Ave.	1		0	0
Howard Park	2910 Howard Ave.	0		1	1
Huron Church Greenbelt Park	1015 Huron Church Rd.	0	No amenities	0	0
Jackson Park	125 Tecumseh Rd. E	1		0	0
Jennifer Park	2935 Jennifer Dr.	1		0	0
Kenilworth Park	3466 Whiteside Dr.	1		0	0
Kennedy Square Park	1250 Howard Ave.	0	No amenities	0	0
Kid's Alliance Park	1075 University Ave. E	1		0	0
Kinsmen Chatham Street Park	736 Chatham St. E	1		0	0
Kinsmen Norman Road Park	1730 Olive Rd.	0		1	1
Kiwanis Park	7689 Riverside Dr. E	1		0	0
Kominar Park	4650 Alpenrose Ave.	1		0	0
Labadie Park	1386 Labadie Rd.	0		1	1
Lake Como Park	4500 Southwood Lakes Blvd.	1		0	0
Lake Grande Park	5014 Southwood Lakes Blvd.	0	No amenities	0	0
Lake Laguna Park	5001 Southwood Lakes Blvd.	1		0	0
Lake Trail Park	846 Lake Trail Dr.	0		1	1
Lakeview Park Marina Park	9200 Riverside Dr. E	1		0	0
Langlois Court Park	2730 Parent Ave.	0	No amenities	0	0
Lanspeary Park	1250 Langlois Ave.	0		1	1
Leafield Park	3083 Conservation Dr.	1		0	0
Michael D. Hurst Legacy Park	620 Riverside Dr. W	1		0	0
Lens Avenue Greenbelt Park	758 Lens Ave.	0	No amenities	0	0
Little River Acres Park	8575 Little River Rd.	1		0	0
Little River Boulevard Park	9903 Little River Blvd.	0	No amenities	0	0
Little River Corridor Park	10091 Riverside Dr. E	1	Pump track	0	0
Little River Dragonfly Park	7798 Twin Oaks Dr.	0	No amenities	0	0
Magnolia Park	1703 Magnolia Ave.	0	No amenities	0	0
Malden Park	4200 Malden Rd.	3		0	0

Maple Leaf Park	3974 Maple Leaf Cres.	1		0	0
Marguriet Park	2665 Marguriet St.	1		0	0
Mark Park	3125 Mark Ave.	1		0	0
Martinique Park	536 Martinique Ave.	0	No amenities	0	0
Mary E. Bibb Park	3261 Sandwich St.	0	No amenities	0	0
Matchett Park	3675 Matchett Rd.	0	No amenities	0	0
Matthew Rodzik Park	545 Rodfam Dr.	1		0	0
Maurice Belanger Park	3980 Malden Rd.	0		1	1
Mayfair Park	2539 Chandler Rd.	1		0	0
McHugh Park	9655 McHugh St.	2		0	0
McKee Park	3036 Sandwich St.	1		0	0
Meadowbrook Park	2851 Meadowbrook Lane	0		1	1
Mic Mac Park	3940 Carmichael Rd.	1		0	0
Mill Street Park	3176 Russell St.	3		0	0
Mitchell Park	399 Giles Blvd. W	2		0	0
Morningstar Park	10741 Little River Blvd.	0		1	1
North Merritt Park	953 Merritt Dr.	0		1	1
North Talbot Park	1299 High Noon Dr.	1		0	0
North Tilston Park	1235 Tilston Dr.	0	No amenities	0	0
Oak Elm Park	1250 Elm Ave.	1		0	0
Oakwood Park	2401 Pulford. St.	3		0	0
Ojibway Parkway Trail Park	4900 Ojibway Parkway	0	No amenities	0	0
Ojibway Tom Joy Woods Park	5200 Matchett Rd.	1		0	0
Optimist Memorial Park	1075 Ypres Ave.	8		0	0
Palmetto Park	11518 Palmetto Dr.	0		1	1
Parent Park	2286 Parent Ave.	1		0	0
Parkwood Woodlot Park	3017 Temple Dr.	0	No amenities	0	0
Partington Park	2725 Partington Ave.	0		1	1
Paterson Park	3063 Sandwich St.	0		1	1
Patrick Maguire Park	3782 Holburn St.	1		0	0
Peche Island Landing Park	8734 Riverside Dr. E	0	No amenities	0	0
Pleasant Place Park	254 Pillette Rd.	0	No amenities	0	0
Plymouth Park	3601 Plymouth Dr.	0	No amenities	0	0
Polonia Park	4923 Milloy St.	1		0	0
Pykes Park	5497 Lassaline Ave.	0		1	1
Radisson Bikeway Park	2985 Bruce Ave.	0	No amenities	0	0
Realtor Park	1198 Homedale Blvd.	1		0	0
Reaume Park	4714 Riverside Dr. E	2		0	0
Remington Booster Park	2710 Lillian Ave.	2		0	0
Riverdale Park	1069 Riverdale Ave.	0	No amenities	0	0

Riverside Baseball Park	6755 Wyandotte St. E	2	Decorative	0	0
Riverside Kiwanis Park	9420 Little River Rd.	0		0	0
Robert McDonald Park	3971 Ypres Ave.	0		1	1
Robert Park	2747 Robert Rd.	1		0	0
Roseland Park	870 Morand St.	0		1	1
Roseville Gardens Park	6405 Roseville Garden Dr.	0		1	1
Sandpoint Beach Park	10300 Riverside Dr. E	2		0	0
Sandwich Parkette	3110 Sandwich St.	0	No amenities	0	0
Senator Croll Park	320 Goyeau St.	0	No amenities	0	0
Seneca Park	3515 Wildwood Dr.	1		0	0
Shanfield Shores Park	9640 Riverside Dr. E	0	No amenities	0	0
Shawnee Park	5099 Colburne Dr.	1		0	0
Shinglecreek Park	3699 Shinglecreek Ct	0	No amenities	0	0
Somme Park	4500 Somme Ave.	1		0	0
South Cameron Woodlot Park	1761 Kenora St.	0		1	1
South Merritt Park	1038 Merritt Dr.	0	No amenities	0	0
South Rendezvous Park	11997 Riverside Dr. E	1		0	0
South Tilston Park	1346 Tilston Dr.	0		1	1
Southdale Park	1644 Southdale Dr.	0		1	1
Southwood Lakes Trail Park	4300 Southwood Lakes Blvd.	0	No amenities	0	0
Spring Garden Natural Area Park	2095 Spring Garden Rd.	0	No amenities	0	0
Springhollow Park	2579 Luxury Ave.	0	Small Park with play structure	1	1
St. Paul Grove Park	1020 St. Paul Ave.	1		0	0
St. Paul Pumping Station Park	7730 Riverside Dr. E	0	No amenities	0	0
St. Rose Beach Park	6902 Riverside Dr. E	0	No amenities	0	0
Stillmeadow Park	2940 Stillmeadow Rd.	1		0	0
Stodgell Park	1650 Seneca St.	1		0	0
Stoneybrook Park	1059 North Talbot Rd.	0	No amenities	0	0
Stop 26 Park	10610 Riverside Dr. E	0	No amenities	0	0
Straith Park	1751 Riverside Dr. W	0		1	1
Superior Park	1700 Totten St.	0		1	1
Tallgrass Prairie Heritage Park	1380 Titcombe Rd.	0	No amenities	0	0
Teedie Park	2740 Lauzon Rd.	0	No amenities	0	0
The Dr. Bruce and Kathryn White Memorial Park	3860 Lauzon Rd.	0	No amenities	0	0
Thompson Park	5410 Edgar St.	0		1	1
Thurston Park	2763 Rivard Ave.	1		0	0
Tranby Park	6899 Tranby Ave.	1		0	0
Udine Park	2891 Byng Rd.	0	No amenities	0	0

Unity Park	1204 Central Ave.	0	Small Park with partially fenced in basketball court	0	0
Veterans Memorial Park	1120 Cousineau Rd.	0		1	1
Virginia Park	2197 South Cameron Blvd.	0	No amenities	0	0
Vision Corridor Park	421 Riverside Dr. W.	17		0	0
Walker Homesite Biketrail Park	1723 Seymour Blvd.	0	No amenities	0	0
Walker Homesite Park	1900 Seymour Blvd.	1		0	0
Walkerville Jubilee Park	611 Kildare Rd.	0	No amenities	0	0
Wellington Park	352 Wellington Ave.	0		1	1
Westcott Park	3698 Alice St.	0	Could place rack on pavilion pad	1	0
WFCU Centre Park	8787 McHugh St.	9		0	0
Whelpton Park	2771 Whelpton St.	5		0	0
Wigle Park	397 Erie St. E.	0		1	1
Wildwood Park	3950 Wildwood Dr.	0		1	1
Willistead Park	1899 Niagara St.	2		0	0
Wilson Park	700 McEwan Ave.	1		0	0
Windsor Justice Facility Park	218 Chatham St. E.	0	No amenities	0	0
Wolfe Lake Park	4823 Southwood Lakes Blvd.	0		1	1
				52	49

Libraries, Art Galleries & Museums

Bridgeview	1295 Campbell Ave.	1		0	0
Central Branch	185 Ouellette Ave.	1		0	0
Fontainebleau	3030 Rivard Ave.	1		0	0
Forest Glade Optimist	3211 Forest Glade Dr.	2		0	0
Local History (Sandwich - Brock School)	3312 Sandwich St.	1		0	0
Nikola Budimir	1310 Grand Marais Rd. W.	1		0	0
Riverside	6305 Wyandotte St. E.	2		0	0
Seminole	4285 Seminole St.	1		0	0
W.F. Chisholm	1075 Ypres Blvd.	7	Shared with Optimist Community Centre	0	0
Art Gallery of Windsor - Chimczuk	401 Riverside Dr. W.	8		0	0
Legacy Beacon	780 Riverside Dr. W.	3		0	0
				0	0

Pools (Outdoors)

Central Pool	Central Park	4		0	0
Ernest Atkinson Park	2005 Riverside Dr. W.	2		0	0
Lanspeary Park	1250 Langlois Ave.	0		1	1
MicMac Pool	3940 Carmichael Rd.	2		0	0

Remington Booster Park	2710 Lillian Ave.	2		0	0
Riverside Centennial Pool	6695 Wyandotte St. E.	1		0	0
				1	1
City Hall and Administrative Offices					
350 & 400 City Hall Square	350 & 400 City Hall Sq.	6		0	0
Fire- 65 Elliot St E.	65 Elliott St.	0		1	1
Parks & Rec Admin Dept	2450 McDougall St.	2		0	0
Public Works Administration	1266 McDougall St.	1		0	0
Windsor Justice Facility & Police HQ	200 Chatham St. E.	2		0	0
Solid Waste Transfer Station Admin	3540 North Service Rd.	1		0	0
				1	1
Community Centres & Recreation Complexes					
Adie Knox	1551 Wyandotte St. W.	2		0	0
Aquatic Centre/Adventure Bay (WIATC)	401 Pitt St. W.	8		0	0
Forest Glade Community Centre	3215 Forest Glade Dr.	2		0	0
Glengarry Community Centre	495 Glengarry Ave.	1		0	0
John Atkinson Memorial Centre	4270 Alice St.	1		0	0
Gino & Liz Marcus Community Centre	1168 Drouillard Rd.	1		0	0
Malden Park	4200 Malden Rd.	3	See Malden Park in Parks	0	0
Ojibway Nature Centre	5200 Matchette Rd.	1		0	0
Optimist Community Centre	1075 Ypres Blvd.	7	Shared with library	0	0
Capri Pizzeria Recreation Complex	2555 Pulford St.	3		0	0
WFCU Centre	8787 McHugh St.	8		0	0
				0	0
Transit Terminals					
International Transit Terminal	300 Chatham St. W.	3	post & ring	0	0
Transit Windsor (East Terminal - New)		0		1	1
Transit Windsor (West Terminal - New)		0		1	1
				2	2
Total Bike Racks and Concrete Pads Required:				**56**	**53**

City Facility Long-Term Bike Parking

City Facility	Address	Is Secure Bike Parking Space Available?	Type of Parking Required
Libraries, Art Galleries & Museums			
Bridgeview Library	1295 Campbell Ave.	No	bike lockers
Fontainebleau Library	3030 Rivard Ave.	No	bike lockers
Forest Glade Optimist Library	3211 Forest Glade Dr.	No	bike lockers
Nikola Budimir Library	1310 Grand Marais Rd. W.	No	bike lockers
Riverside Library	6305 Wyandotte St. E.	No	bike lockers
W.F. Chisholm Library	1075 Ypres Blvd.	No	bike lockers
Art Gallery of Windsor - Chimczuk Museum	401 Riverside Dr. W.	No	bike lockers
Pools (Outdoor)			
Central Pool	Central Park	No	bike rack
Ernest Atkinson Park	2005 Riverside Dr. W.	No	bike rack
Lanspeary Park	1250 Langlois Ave.	No	bike rack
MicMac Pool	3940 Carmichael Rd.	No	bike rack
Remington Booster Park	2710 Lillian Ave.	No	bike rack
Riverside Centennial Pool	6695 Wyandotte St. E.	No	bike rack
City Hall and Administrative Offices			
City Hall Campus	350 & 400 City Hall Sq.	350 CHS - secure bike parking behind information desk, 400 CHS - secure parking in garage Level 1, two 4-ring racks (14 bike cap)	N/A
Facility Operations (Angileri)	2437 Howard Ave.	No	bike lockers
Fire- 65 Elliot St E.	65 Elliott St.	No	bike lockers
Parks - East Yard	9578 Little River Rd.	No	bike lockers
Parks - West Yard (Malden)	4255 Matchette Rd.	No	bike lockers
Parks & Rec Admin Dept	2450 McDougall St.	No	bike lockers
Parks & Rec - Central	2461 McDougall St.	No	bike lockers
Public Works - Traffic	1269 Mercer St.	No	bike lockers
Public Works Administration	1266 McDougall St.	No	bike lockers
Solid Waste Transfer Station Admin (environmental)	3540 North Service Rd.	No	bike lockers
Windsor Justice Facility & Police HQ	200 Chatham St. E.	No	N/A
Community Centres & Recreation Complexes			
Adie Knox	1551 Wyandotte St. W.	No	bike lockers
Aquatic Centre - Adventure Bay (WIATC)	401 Pitt St. W.	No	bike lockers
Capri Pizzeria Recreation Complex (South Windsor Arena)	2555 Pulford St.	No	bike lockers
Forest Glade Community Centre	3215 Forest Glade Dr.	No	bike lockers

John Atkinson Memorial Centre	4270 Alice St.	No	bike lockers
Gino & Liz Marcus Community Centre	1168 Drouillard Rd.	No	bike lockers
Ojibway Nature Centre	5200 Matchette Rd	No	N/A
Optimist Community Centre	1075 Ypres Blvd	No	bike lockers
WFCU Centre	8787 McHugh St.	No	N/A

Transit Terminals

International Transit Terminal (WITT)	300 Chatham St W	No	bike lockers
Transit Windsor (East Terminal - New)		Planned	bike lockers
Transit Windsor (West Terminal - New)		Planned	bike lockers

Parking Garages

Garage 1	Chatham St. E. & Goyeau St.	Bike lockers, capacity: 2	N/A
Garage 2 *	Park St. W. & Pelissier St.	Bike lockers, capacity: 2 Bike racks, capacity: 17	N/A

* A bike fix-it station providing tools for repairs and air to fill tires, as well as an electrical outlet for e-bike charging may be added to the Garage 2 bike parking area at an estimated cost of $1,500. These end-of-trip amenities would require ongoing maintenance, and associated repair and replacement costs should be factored into funding considerations. It is also important to note that similar e-charging equipment and fix-it stations installed throughout the city have experienced high rates of vandalism.

Images of Bike Parking Infrastructure

Long-term Bike Parking – Bike Lockers

Garage 1 Bike Parking, Lockers and Rack

Garage 1 elevator bike parking wayfinding

Garage 2 bike parking wayfinding at entrance

Garage 2 bike lockers adjacent to entrance gate

Garage 2 bike racks

Bike fixit station

Bike lockers, London, ON

Bike Corrals

Halifax, NS

Hamilton, ON

Portable Event Bike Parking Facility

Subject: Additional Information to Report S 114/2025 – Bicycle Parking Policy Implementation and Feasibility Update – City Wide

Reference:

Date to Council: November 26, 2025
Author: Kathy Quenneville
Schools and Sustainable Mobility Coordinator
519-255-6247 ext 6287
kquenneville@citywindsor.ca

Public Works - Operations
Report Date: 10/8/2025
Clerk's File #: ST2025

To: Mayor and Members of City Council

Additional Information:

At its September 24, 2025, meeting, the Environment, Transportation and Public Safety Standing (ETPS) Committee adopted the following decision:

Decision Number: ETPS 1085

THAT administration **BE DIRECTED** to provide a prioritized list of recommended projects that could be completed including timelines, and that the information **BE BROUGHT FORWARD** to the next Environment, Transportation and Public Safety Standing Committee for their consideration.

Report S 114/2025 outlined recommended bike parking options for City facilities, as identified in the Bicycle Parking Policy, along with estimated costs for implementing short-term parking, long-term parking, bike corrals, and event bike parking.

3-Year Implementation Option

In response to the ETPS Committee's adopted decision on September 24, 2025, Administration explored phasing the recommended bike parking options (originally listed in Report S 114/2025) over a 3-year implementation period.

A high-level overview of this 3-year plan is presented in Table 1 below and a list of City owned facilities where bike parking is prioritized for implementation within a 3-year period may be found in Appendix A.

Table 1 – Phased Three-Year Bike Parking Implementation Option

Year	Bike Parking Type	# of Parking Facilities	Estimated Cost
2026	Short-term Bicycle Parking	18	$ 95,500
	Long-term Bicycle Parking	18	$ 458,035
	Portable event bike parking facility	1	$ 6,575
	Event bicycle parking racks	1 set of 4 racks	$ 840
	G2 Parking Garage Bike Room	1	$ 10,000
		Subtotal	**$ 570,950**
2027	Short-term Bicycle Parking	13	$ 74,750
	Long-term Bicycle Parking	6	$ 162,612
		Subtotal	**$ 237,362**
2028	Short-term Bicycle Parking	25	$ 139,750
	Long-term Bicycle Parking	12	$ 312,623
		Subtotal	**$ 452,373**
		TOTAL	**$ 1,260,685**

For the purposes of the above, it is assumed that short-term bicycle parking at facilities consists of one bike rack and a concrete pad. Where existing concrete areas are insufficient for the new rack, a concrete pad would be installed.

Long-term bicycle parking for outdoor pools is assumed to consist solely of a bike rack, and for all other facilities are assumed to include a two-unit bike locker set accommodating four bikes in total. The locker cost includes access door Bluetooth-controlled locking mechanism. The first five years of Bluetooth licensing are included in the purchase price of each unit.

Phased Multi-Year Implementation Option

Administration recognizes that there is insufficient funding in the Bikeways Development project 2025 10-year Capital plan to implement this project in the next 3 (three) years. Therefore, Administration is proposing a multi-year (10 year) phased-in approach from 2026 to 2035 for the installation of bike parking infrastructure, as shown in Table 2 below. A full listing of City owned facilities where bike parking would be implemented in the longer-term implementation period scenario is shown in Appendix B. This plan could be accelerated dependent upon grant availability.

A portion of the uncommitted project funding will be initially dedicated to installing long-term bike lockers at five of the highest-priority City facilities. This approach is intended to manage the significant implementation costs while allowing for a data-driven expansion strategy. Transportation proposes using this initial deployment as a pilot program, as follows:

- **Monitoring Period:** Use of these initial bike lockers will be monitored over a five-year period (through 2030) to determine if expansion is warranted.

- **Licensing Costs**: No costs for Bluetooth licensing will be incurred during this initial five-year monitoring period. Licensing costs will only begin after 2030 if the program is expanded, at a rate of $600 per two-unit locker annually.

Table 2 – 10-Year Phased Bike Parking Implementation Option (2026-2035)

Year	Bike Parking Type	Approximate # of Parking Facilities	Approved 2025 10 Year Capital Budget	Proposed Commitment
2026	Short-term	3	$ 400,000	$ 17,250
	Long-term	5		$ 131,062
	Portable event bike parking facility	1	(remaining uncommitted funds in project at time of report)	$ 6,575
	Event bike racks	1 set of 4 racks		$ 840
			$0 available in 10-year plan approved in 2025, 2026 funds are pre-committed	
	G2 Parking Garage Bike Room	1	Ward 2 Funds	$ 10,000
			Subtotal	**$ 165,727**
2027	Short-term	5	$ 100,000	$ 24,750
2028	Short-term	3	$ 100,000	$ 17,250
2029	Short-term	3	$ 100,000	$ 17,250
2030	Short-term	3	$ 100,000	$ 17,250

Table 2 (Cont'd)– 10 Year Phased Bike Parking Implementation Option (2026-2035)

Year	Bike Parking Type	Approximate # of Parking Facilities	Approved 2025 10 Year Capital Budget	Proposed Commitment
2031	Short-term	9	$ 600,000	$ 51,750
	Long-term	6		$ 132,989
			Subtotal	**$ 184,739**
2032	Short-term	5	$ 281,000	$ 28,750
	Long-term	4		$ 99,867
			Subtotal	**$ 128,617**
2033	Short-term	13	$ 670,000	$ 70,750
	Long-term	8		$ 250,979
			Subtotal	**$ 321,729**
2034	Short-term	8	$ 952,500	$ 40,000
	Long-term	10		$ 224,256
			Subtotal	**$ 266,256**
2035	Short-term	4	To be determined	$ 23,000
	Long-term	3		$ 94,000
			Subtotal	**$ 117,000**
			TOTAL	**$ 1,260,685**

Consultations:

Phong Nguy, Senior Manager Parks Operations, Parks, Recreation and Facilities
Dave Nicholls, Manager Parks Operations and Horticulture, Parks, Recreation and Facilities
Wadah Al-Yassiri, Manager Parks Development, Parks, Recreation and Facilities
Dante Lapico, Manager Facility Operations
Laura Ash, Project Lead, Parks Development, Parks, Recreation and Facilities
Larisa Johnstone, Coordinator of Technical Support, Parks, Recreation and Facilities
Cory Elliott, Manager Arenas and WFCU, Parks, Recreation and Facilities
Nada Tremblay, Manager Programming and Community Development
Sahar Jamshidi, Manager, Road Safety Operations, Transportation
Cindy Becker, Financial Planning Administrator, Public Works

Approvals:

Name	Title
Mike Dennis	Strategic Capital Budget Development and Control
Stacey McGuire	Executive Director of Operations and Deputy City Engineer (A)
David Simpson	Commissioner, Infrastructure Services and City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mansour	Chief Administrative Officer

Appendices:

1 Appendix A – Phased Three-Year Bike Parking Implementation Plan
2 Appendix B – Phased Multi-Year Bike Parking Implementation Plan

Appendix A - Phased Three Year Bicycle Parking Implementation Plan

	2027		
	City Facility	Address	Estimated Cost
Short-Term	Centennial Park	1530 Riverside Dr. W	$ 11,500
	Civic Terrace Park	200 Riverside Dr. E	$ 5,750
	Dieppe Gardens Park	70 Riverside Dr. W	$ 1,750
	Ford Test Track Park	3001 Seminole St.	$ 1,750
	George Avenue Park	4085 Wyandotte St. E	$ 5,750
	Meadowbrook Park	2851 Meadowbrook Lane	$ 5,750
	Paterson Park	3063 Sandwich St.	$ 5,750
	Roseville Gardens Park	6405 Roseville Garden Dr.	$ 5,750
	South Cameron Woodlot Park	1761 Kenora St.	$ 5,750
	Southdale Park	1644 Southdale Dr.	$ 5,750
	Superior Park	1700 Totten St.	$ 5,750
	Thompson Park	5410 Edgar St.	$ 5,750
	Veterans Memorial Park	1120 Cousineau Rd.	$ 5,750
	Wigle Park	397 Erie St. E.	$ 5,750
	Wildwood Park	3950 Wildwood Dr.	$ 5,750
	Transit Windsor (East Terminal - New)	7310 Tecumseh Rd. E.	$ 5,750
	Transit Windsor (West Terminal - New)	1427 Prince Rd.	$ 5,750
Long-Term	Parks Administration - East Yard	9578 Little River Rd.	$ 31,372
	Parks & Rec Admin Dept	2450 McDougall St.	$ 31,372
	Parks & Rec Administration - Central	2461 McDougall St.	$ 31,372
	Solid Waste Transfer Station Admin	3540 North Service Rd.	$ 31,372
	Forest Glade Optimist Library	3211 Forest Glade Dr.	$ 31,372
	Nikola Budimir Library	1310 Grand marais Rd. W.	$ 31,372
	W.F. Chisholm Library	1075 Ypres Blvd.	$ 31,372
	Lanspeary Park Pool	1250 Langlois Ave.	$ 5,750
	Remington Booster Park Pool	2710 Lillian Ave.	$ 5,750
	Riverside Centennial Pool	6695 Wyandotte St. E.	$ 1,750
	Adie Knox	1551 Wyandotte St. W.	$ 31,372
	Aquatic Centre - Adventure Bay (WI	401 Pitt St. W.	$ 31,372
	Capri Pizzeria Recreation Complex	2555 Pulford St.	$ 31,372
	Forest Glade Community Centre	3215 Forest Glade Dr.	$ 31,372
	Optimist Community Centre & WF Chisholm Li	1075 Ypres Blvd	$ 31,372
	International Transit Terminal (WITT	300 Chatham St W	$ 22,772
	East Transit Terminal	7310 Tecumseh Rd. E.	$ 22,772
	West Transit Terminal	1427 Prince Rd.	$ 22,772
	Portable event bike parking facility		$ 6,575
	Event bike racks (2 sets of 4 racks - capacity: 64 bikes)		$ 840
	G2 Parking Garage Bike Room		$ 10,000
		YEAR 1 TOTAL	**$ 570,950**

	2028		
	City Facility	Address	Estimated Cost
ort-Term	Calderwood Park	1859 Calderwood Ave.	$ 5,750
	Clay Park	1498 Hall Ave.	$ 5,750
	Curry Park	1400 Richardie Blvd.	$ 5,750
	Curry Playlot Park	1074 Curry Ave.	$ 5,750
	Field Of Dreams Park	1434 Curry Ave.	$ 5,750
	Lanspeary Park	1250 Langlois Ave.	$ 5,750
	Maurice Belanger Park	3980 Malden Rd.	$ 5,750
	Pykes Park	5497 Lassaline Ave.	$ 5,750

Sh	Robert McDonald Park	3971 Ypres Ave.	$	5,750
	Roseland Park	870 Morand St.	$	5,750
	Straith Park	1751 Riverside Dr. W	$	5,750
	Willistead Manor	1899 Niagara St.	$	5,750
	Lanspeary Park Pool	1250 Langlois Ave.	$	5,750
Long-Term	Parks - West Yard (Malden)	4255 Matchette Rd.	$	31,372
	Riverside Library	6305 Wyandotte St. E.	$	31,372
	Art Gallery of Windsor - Chimczuk	401 Riverside Dr. W.	$	31,372
	Ernest Atkinson Park Pool	2005 Riverside Dr. W.	$	5,750
	John Atkinson Memorial Centre	4270 Alice St.	$	31,372
	Gino & Liz Marcus Community Centre	1168 Drouillard Rd.	$	31,372
		YEAR 2 TOTAL	**$**	**237,362**

	2029			
	City Facility	**Address**		**Estimated Cost**
Short-Term	Aboriginal Park	2376 Northway Ave.	$	5,750
	Balsamo Park	2240 Dandurand Ave.	$	5,750
	Brookview Park	1097 Brookview Cres.	$	5,750
	Chopin Park	1298 Rossini Blvd.	$	5,750
	Derwent Park	7925 Forest Glade Dr.	$	5,750
	East End Park	569 Adelaide Ave.	$	5,750
	East Riverside Park	11736 McNorton St.	$	5,750
	Factoria Park	1775 Factoria Rd.	$	5,750
	Festival Plaza Park	340 Riverside Dr. E	$	5,750
	Ganatchio Trail Park	400 Riverdale Ave.	$	1,750
	Grove Park	2297 Grove Ave.	$	5,750
	Hawthorne Park	7645 Hawthorne Dr.	$	5,750
	Howard Park	2910 Howard Ave.	$	5,750
	Kinsmen Norman Road Park	1730 Olive Rd.	$	5,750
	Labadie Park	1386 Labadie Rd.	$	5,750
	Lake Trail Park	846 Lake Trail Dr.	$	5,750
	Morningstar Park	10741 Little River Blvd.	$	5,750
	Palmetto Park	11518 Palmetto Dr.	$	5,750
	Partington Park	2725 Partington Ave.	$	5,750
	South Tilston Park	1346 Tilston Dr.	$	5,750
	Springhollow Park	2579 Luxury Ave.	$	5,750
	Wellington Park	352 Wellington Ave.	$	5,750
	Westcott Park	3698 Alice St.	$	5,750
	Wolfe Lake Park	4823 Southwood Lakes Blvd.	$	5,750
	Fire- 65 Elliot St E.	65 Elliott St.	$	5,750
Long-Term	Bridgeview Library	1295 Campbell Ave.	$	31,372
	Fontainebleau Library	3030 Rivard Ave.	$	31,372
	Central Pool	Central Park	$	1,750
	MicMac Pool	3940 Carmichael Rd.	$	5,750
	City Hall Campus	350 & 400 City Hall Sq.	$	31,372
	Facility Operations (Angileri)	2437 Howard Ave.	$	31,372
	Fire- 65 Elliot St E.	65 Elliott St.	$	31,372
	Public Works - Traffic	1269 Mercer St.	$	31,372
	Public Works Administration	1266 McDougall St.	$	31,372
	Windsor Justice Facility & Police HQ	200 Chatham St. E.	$	31,372
	Ojibway Nature Centre	5200 Matchette Rd	$	31,372
	WFCU Centre	8787 McHugh St.	$	22,772
		YEAR 3 TOTAL	**$**	**452,373**

3-YEAR TOTAL $ 1,260,685

Appendix B - Phased Multi-Year Bicycle Parking Implementation Plan

City Facility	Address	Length of Stay	Parking Type	Estimated Cost
2026				
Transit Windsor (East Terminal - New)	7310 Tecumseh Rd. E.	short-term	bike rack	$ 5,750
Transit Windsor (West Terminal - New)	1427 Prince Rd.	short-term	bike rack	$ 5,750
Civic Terrace Park	200 Riverside Dr. E	short-term	bike rack	$ 5,750
International Transit Terminal (WITT	300 Chatham St W	long-term	bike locker	$ 22,772
East Transit Terminal	7310 Tecumseh Rd. E.	long-term	bike locker	$ 22,772
West Transit Terminal	1427 Prince Rd.	long-term	bike locker	$ 22,772
Aquatic Centre - Adventure Bay (WI	401 Pitt St. W.	long-term	bike locker	$ 31,372
Adie Knox	1551 Wyandotte St. W.	long-term	bike locker	$ 31,372
Portable Event Bike Parking Facility				$ 6,575
Event Bike Racks				$ 840
G2 Parking Garage Bike Room				$ 10,000
2027				
Centennial Park	1530 Riverside Dr. W	short-term	bike rack (2)	$ 11,500
Dieppe Gardens Park	70 Riverside Dr. W	short-term	bike rack	$ 1,750
Wildwood Park	3950 Wildwood Dr.	short-term	bike rack	$ 5,750
Ford Test Track Park	3001 Seminole St.	short-term	bike rack	$ 5,750
2028				
George Avenue Park	4085 Wyandotte St. E	short-term	bike rack	$ 5,750
Meadowbrook Park	2851 Meadowbrook Lane	short-term	bike rack	$ 5,750
Paterson Park	3063 Sandwich St.	short-term	bike rack	$ 5,750
2029				
Roseville Gardens Park	6405 Roseville Garden Dr.	short-term	bike rack	$ 5,750
South Cameron Woodlot Park	1761 Kenora St.	short-term	bike rack	$ 5,750
Southdale Park	1644 Southdale Dr.	short-term	bike rack	$ 5,750
2030				
Superior Park	1700 Totten St.	short-term	bike rack	$ 5,750
Veterans Memorial Park	1120 Cousineau Rd.	short-term	bike rack	$ 5,750
Thompson Park	5410 Edgar St.	short-term	bike rack	$ 5,750
2031				
Wigle Park	397 Erie St. E	short-term	bike rack	$ 5,750
Calderwood Park	1859 Calderwood Ave.	short-term	bike rack	$ 5,750
Clay Park	1498 Hall Ave.	short-term	bike rack	$ 5,750
Curry Park	1400 Richardie Blvd.	short-term	bike rack	$ 5,750
Curry Playlot Park	1074 Curry Ave.	short-term	bike rack	$ 5,750
Field Of Dreams Park	1434 Curry Ave.	short-term	bike rack	$ 5,750
Festival Plaza Park	340 Riverside Dr. E	short-term	bike rack	$ 5,750
Lanspeary Park	1250 Langlois Ave.	short-term	bike rack	$ 5,750
Lanspeary Park Pool - outside enclosure	1250 Langlois Ave.	short-term	bike rack	$ 5,750
Capri Pizzeria Recreation Complex	2555 Pulford St.	long-term	bike locker	$ 31,372
Forest Glade Community Centre	3215 Forest Glade Dr.	long-term	bike locker	$ 31,372
Optimist Community Centre	1075 Ypres Blvd	long-term	bike locker	$ 31,372
W.F. Chisholm Library	1076 Ypres Blvd	long-term	bike locker	$ 31,372
Riverside Centennial Pool	6695 Wyandotte St. E.	long-term	bike rack	$ 1,750
Lanspeary Park Pool - deck area	1250 Langlois Ave.	long-term	bike rack	$ 5,750
2032				
Maurice Belanger Park	3980 Malden Rd.	short-term	bike rack	$ 5,750
Pykes Park	5497 Lassaline Ave.	short-term	bike rack	$ 5,750
Robert McDonald Park	3971 Ypres Ave.	short-term	bike rack	$ 5,750
Roseland Park	870 Morand St.	short-term	bike rack	$ 5,750
Willistead Manor	1899 Niagara St.	short-term	bike rack	$ 5,750
Forest Glade Optimist Library	3211 Forest Glade Dr.	long-term	bike locker	$ 31,372
Remington Booster Park Pool	2710 Lillian Ave.	long-term	bike rack	$ 5,750
Nikola Budimir Library	1310 Grand marais Rd. W.	long-term	bike locker	$ 31,372
Parks Administration - East Yard	9578 Little River Rd.	long-term	bike locker	$ 31,372
2033				
Lake Trail Park	846 Lake Trail Dr.	short-term	bike rack	$ 5,750
Straith Park	1751 Riverside Dr. W	short-term	bike rack	$ 5,750
Chopin Park	1298 Rossini Blvd.	short-term	bike rack	$ 5,750
Balsamo Park	2240 Dandurand Ave.	short-term	bike rack	$ 5,750
Kinsmen Norman Road Park	569 Adelaide Ave.	short-term	bike rack	$ 5,750
Factoria Park	1775 Factoria Rd.	short-term	bike rack	$ 5,750
Wolfe Lake Park	4823 Southwood Lakes Blvd.	short-term	bike rack	$ 5,750
Palmetto Park	11518 Palmetto Dr.	short-term	bike rack	$ 5,750

Hawthorne Park	7645 Hawthorne Dr.	short-term	bike rack	$	5,750
Howard Park	2910 Howard Ave.	short-term	bike rack	$	5,750
Wellington Park	1730 Olive Rd.	short-term	bike rack	$	5,750
East Riverside Park	11736 McNorton St.	short-term	bike rack	$	5,750
Ganatchio Trail Park	400 Riverdale Ave.	short-term	bike rack	$	1,750
Parks & Rec Admin Dept	2450 McDougall St.	long-term	bike locker	$	31,372
Parks & Rec Administration - Central	2461 McDougall St.	long-term	bike locker	$	31,372
John Atkinson Memorial Centre	4270 Alice St.	long-term	bike locker	$	31,372
Gino & Liz Marcus Community Centre	1168 Drouillard Rd.	long-term	bike locker	$	31,372
Parks - West Yard (Malden)	4255 Matchette Rd.	long-term	bike locker	$	31,372
Riverside Library	6305 Wyandotte St. E.	long-term	bike locker	$	31,372
Windsor Justice Facility & Police HQ	200 Chatham St. E.	long-term	bike locker	$	31,372
Ojibway Nature Centre	5200 Matchette Rd	long-term	bike locker	$	31,372
2034					
Labadie Park	1386 Labadie Rd.	short-term	bike rack	$	5,750
Grove Park	2297 Grove Ave.	short-term	bike rack	$	5,750
East End Park	3980 Malden Rd.	short-term	bike rack	$	5,750
Westcott Park	3698 Alice St.	short-term	bike rack	$	1,750
Partington Park	2725 Partington Ave.	short-term	bike rack	$	5,750
South Tilston Park	1346 Tilston Dr.	short-term	bike rack	$	5,750
Springhollow Park	2579 Luxury Ave.	short-term	bike rack	$	5,750
Morningstar Park	10741 Little River Blvd.	short-term	bike rack	$	5,750
Art Gallery of Windsor - Chimczuk	401 Riverside Dr. W.	long-term	bike locker	$	31,372
Ernest Atkinson Park Pool	2005 Riverside Dr. W.	long-term	bike rack	$	5,750
Solid Waste Transfer Station Admin	3540 North Service Rd.	long-term	bike locker	$	31,372
WFCU Centre	8787 McHugh St.	long-term	bike locker	$	22,772
Central Pool	Central Park	long-term	bike rack	$	1,750
MicMac Pool	3940 Carmichael Rd.	long-term	bike rack	$	5,750
Facility Operations (Angileri)	2437 Howard Ave.	long-term	bike locker	$	31,372
Windsor Fire Headquarters	65 Elliott St.	long-term	bike locker	$	31,372
Public Works - Traffic	1269 Mercer St.	long-term	bike locker	$	31,372
Public Works Administration	1266 McDougall St.	long-term	bike locker	$	31,372
2035					
Brookview Park	1097 Brookview Cres.	short-term	bike rack	$	5,750
Derwent Park	7925 Forest Glade Dr.	short-term	bike rack	$	5,750
Aboriginal Park	2376 Northway Ave.	short-term	bike rack	$	5,750
Fire- 65 Elliot St E.	65 Elliott St.	short-term	bike rack	$	5,750
Bridgeview Library	1295 Campbell Ave.	long-term	bike locker	$	31,372
Fontainebleau Library	3030 Rivard Ave.	long-term	bike locker	$	31,372
City Hall	350 & 400 City Hall Square	long-term	bike locker	$	31,372
			TOTAL	**$**	**1,260,685**

THE CITY OF WINDSOR ONTARIO, CANADA

Council Report: S 111/2025

Subject: Traffic Calming Policy Update 2025 - City Wide

Reference:

Date to Council: November 26, 2025
Author: Awele Italiano
Road Safety Coordinator
519-255-6100 ext. 6351
aitaliano@citywindsor.ca

Public Works - Operations
Report Date: 9/2/2025
Clerk's File #: ST/13863

To: Mayor and Members of City Council

Recommendation:

I. THAT the current traffic calming policy (Traffic Calming Policy, 2022) **BE RESCINDED**; and,

II. THAT the new updated 2025 Traffic Calming Policy attached as Appendix A to this report **BE APPROVED.**

Executive Summary:

N/A

Background:

At the City Council Meeting on September 6, 2022, the following direction was given through CR374/2022 ETPS 907:

> *"That administration be requested to report back to a future meeting of Council to provide a review of the Speed Hump Policy and options to approve the same."*

In addition, at the City Council Meeting on November 25, 2024, the following direction was given through CR491/2024 ETPS 1032:

> *"That administration be directed to include information related to rumble strips in the upcoming report related to traffic calming."*

This report responds to Council Resolution CR374/2022 and CR491/2024.

The first City of Windsor Traffic Calming Policy was adopted in 2005. Subsequent policy revisions in 2015, 2021, and 2022 were based on reviews of the best practices and guidelines from other municipalities. As a result of the last two policy revisions adopted by Council, the current Traffic Calming Policy (May 9, 2022) included the creation of the following six supporting procedures:

1. Expedited Temporary Traffic Calming Procedure
2. Arterial Roadway Traffic Calming Procedure
3. Bikeways Traffic Calming Procedure
4. New Neighbourhood Traffic Calming Procedure
5. Permanent Traffic Calming Procedure
6. Local Roadway Speed Hump Procedure

Discussion:

To provide a clear understanding of the demand for traffic calming measures, Administration reviewed the history of the traffic calming process. From 2015 to 2019, Transportation received an average of approximately 90 requests a year for Traffic Calming evaluation. From 2021 to 2025, the average had increased to 374 requests per year, attributed mainly to the 2022 Local Roadway Speed Hump Procedure. As of July 14, 2025, 854 traffic calming service requests have been received, of which included 284 service requests for speed humps.

Prior to the current administrative review of the City's existing Traffic Calming Policy, 132 streets were eligible for speed humps. However, only 12 of these streets successfully met all the necessary criteria and received speed hump installations with resident and Council support. Accordingly, 33 speed humps have been installed to date on 12 streets across the City. Using historical subsequent warrant evaluation trends as previously noted, Administration further estimates that 73 new speed humps could be installed across the City under the current Policy.

Due to the ongoing increase and accumulation of service requests, Administration recognized the need for a new approach. Administration has completed a comprehensive review of the policy and all procedures and has specifically combined all procedures into one clear guidance document. In addition, an updated Policy has also been prepared and is based on a data-driven approach to ensure that all decisions are made consistently and without opinion or bias.

Administration's comprehensive review included a benchmark of comparative municipal traffic calming programs, including but not limited to Hamilton, Oakville, Guelph, Vaughan, Markham, Chatham, Burlington, and London. As is proposed within the updated Policy, all comparator municipalities also utilize data driven approaches that involve speed and volume analysis being the industry standard. Administration also plans to utilize innovative cloud-base data provision technology, coupled with its portable traffic data collectors and Traffic Engineering Software (TES) to evaluate all outstanding and future traffic calming service requests. The updated Policy and guidance document further aligns with the recommendations detailed in the 2018 Canadian Guide to Traffic Calming – Transportation Association of Canada (TAC) / Canadian Institute of Transportation Engineers (CITE).

Guided by the updated Policy framework, only 4 streets out of the 284 services requests would pass pre-screening criteria. Furthermore, if all 4 streets pass subsequent warrant evaluation requirements, Administration estimates that up to 25 new speed humps would meet the criteria for installation, versus 73 speed humps required under the existing policy.

Updates to the Traffic Calming Policy

The updated Traffic Calming Policy and the new Traffic Calming Program guidance document (refer to Appendix A) includes the following guiding principles applied to all service requests:

- Upon receipt of a traffic calming service request, an initial pre-screening includes speed and volume analysis to determine if a minimum 10 km/h (85th percentile) speed threshold has been met;
- If speed and volume criteria are met, a minimum of 10 signatures supporting traffic calming measure implementation is also required from separate households with direct frontage on the street of concern;
- Administration would then conduct a traffic calming warrant review and determine the appropriate phased-in interim or permanent measure(s) for potential implementation;
- Public engagement then begins with the circulation of a survey detailing the proposed traffic calming measure(s), requiring a minimum of 51% support from impacted property owner/occupant(s) needed to then seek Council's approval of the proposed traffic calming measure(s) implementation;
- Once the service request is approved by Council, administration then proceeds with its installation; and
- A follow up review is conducted 12 months following installation of traffic calming measure(s) to examine the impact and their effectiveness before committing funding to permanent treatments if applicable.

Other Policy updates include the following:

- School Zones located on local and collector roads now automatically qualify for traffic calming implementation;
- Eliminated the requirement to facilitate Public Information Centre (PIC) meetings;
- For Council's consideration, the proposed traffic calming measure(s) first requires 51% support from impacted property owners/occupants prior to approval; and
- As per CR491/2024, rumble strips were added as a potential traffic calming measure.

As part of the updated Policy, the following six pre-existing procedures are proposed to be consolidated into one supporting guidance document:

1. Expedited Temporary Traffic Calming Procedure
2. Arterial Roadway Traffic Calming Procedure
3. Bikeways Traffic Calming Procedure
4. New Neighbourhood Traffic Calming Procedure
5. Permanent Traffic Calming Procedure
6. Local Roadway Speed Hump Procedure

Vision Zero Action Plan

The City's Vision Zero Action Plan, endorsed by council under CR10/2024 at its meeting on January 15, 2024, is further strengthened by the updated Traffic Calming Policy. The measures introduced through this Policy are expected to contribute meaningfully to addressing driver behaviour, which remains a central strategic priority within the Plan.

Vision Zero is a strategic approach to aspire to reduce traffic fatalities and life-altering injuries, while increasing safe, healthy and equitable mobility for all road network users. Implementation of the City's Vision Zero Action Plan is a bold pledge to improve safety across the city, using a data-driven and targeted approach, focusing on the locations where improvements are most needed.

Risk Analysis:

The existing predominant resident-driven speed hump installation process lacks a robust data driven evaluation process which risks misallocation of funding resources to projects that may not warrant such traffic calming measures.

Resulting from all applicable existing traffic calming procedures, 66% of the speed humps and all other traffic calming measures installed from 2022 to date did not meet warrant criteria but instead were installed driven by resident requests allowable within the procedures. As a result, approximately $577,350 was spent on unwarranted installations during that period—diverting funds away from streets that may meet warrant criteria for traffic calming measures.

Climate Change Risks

Climate Change Mitigation:

While traffic calming is primarily a safety measure, its impact on climate change mitigation lies in its ability to influence travel behavior and vehicle efficiency. Updating Windsor's Traffic Calming Policy and incorporating Vision Zero principles into road design can promote safer, more walkable, and bike-friendly streets, encouraging a modal shift toward active transportation and reducing reliance on motor vehicles.

However, some physical traffic calming devices, such as speed humps, may lead to increased emissions and fuel consumption due to frequent acceleration and deceleration, especially in high-traffic areas. Poorly designed or overly restrictive measures could also divert traffic to other routes, increasing congestion and emissions elsewhere.

Climate Change Adaptation:

Updating Windsor's Traffic Calming Policy and incorporating Vision Zero into road design can positively support climate change adaptation by improving community resilience to extreme weather events. These measures enhance pedestrian and cyclist safety and serve to reduce vehicular speeds. However; if traffic calming devices are not designed with climate adaptation in mind, they may unintentionally increase risks. For example, speed humps or narrowed lanes without proper drainage can worsen flooding, and rerouted traffic may strain infrastructure in other areas. Additionally, these interventions could conflict with emergency response routes or snow clearing operations if not carefully coordinated

Financial Matters:

Should the updated Traffic Calming Policy not be approved, Administration estimates that a total of up to approximately $1,508,400 in funding from the Traffic Calming Initiatives project (#7069022) would be required to install potentially up to 73 speed humps and implement other traffic calming measures in response to service requests received to date, in accordance with the existing policy.

In contrast, Administration estimates that approximately $620,100 in project funding would be required to install potentially up to 25 speed humps and implement other traffic calming measures in accordance with the updated Traffic Calming Policy.

Additionally, the updated Policy and supporting Traffic Calming Program would now propose reallocating the $300,000 in total project funding for Council members to expedite temporary traffic calming measures (approved in principle for 2026 and 2027), and directing it instead toward funding only those traffic calming measures that are deemed warranted based on the updated Policy.

The table below details comparative estimated costs and budget implications associated with traffic calming implementation as guided by both the existing and updated traffic calming policies.

	Existing Traffic Calming Policy	**Updated Traffic Calming Policy**
Implementation of Speed Humps	$730,000	$250,000
Implementation of other Traffic Calming Measures	$778,400	$370,100
Total	**$1,508,400**	**$620,100**
10-Year Traffic Calming Initiatives Project Budget **(approved in principle - 2025 to 2034)**	**$7,950,552**	

Consultations:

Sahar Jamshidi, Manager of Road Safety
Prem Patel, Manager of Transportation Planning and Design
Kathy Quenneville, Schools and Sustainable Mobility Coordinator
Jason Scott, Manager of Transit Planning
Michelle Moxleypeltier, CEP Project Administrator – Economic Development and Climate Change
Cindy Becker, Financial Planning Administrator – Public Works
Michael Dennis, Manager, Strategic Capital Budget Development and Control
Mark Spizzirri, Manager, Performance Measurement and Business Case Development
Jeff Jongsman, Senior Technologist, Transportation Planning & Design City of London
Jeff Hagan, Manager of Transportation, City of Chatham
Eric Bentzen-Bilkvist, Traffic Technologist City of Burlington
Dragana Crkvenjas, Traffic Technologist City of Oakville
Jamal Durrani, Project Manager, Community of Road Safety, City of Hamilton

Conclusion:

The existing traffic calming policy and procedures may result in unwarranted speed hump installations and unnecessary associated infrastructure costs. Implementation of the updated Traffic Calming Policy and supporting guidance document provides for a data-driven approach leading to the implementation of appropriate and targeted traffic calming measures and maximizes the utilization of available budgetary resources.

Planning Act Matters:

N/A

Approvals:

Name	Title
Mark Spizzirri	Manager of Performance Measurement and Business Case Development
Prem Patel	Senior Manager, Transportation (A)
Brian Lima	Executive Director, Operations / Deputy City Engineer
David Simpson	Commissioner, Infrastructure Services and City Engineer
Tony Ardovini	On behalf of Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

N/A

Appendices:

Appendix A – Traffic Calming Policy

THE CORPORATION OF THE CITY OF WINDSOR
POLICY

Service Area:	**Office of the City Engineer**	Policy No.:	
Department:	**Transportation**	Approval Date:	
Division:	Infrastructure Services	Approved By:	
		Effective Date:	**On approval**
Subject:	**Traffic Calming Policy**	Procedure Ref.:	- Traffic Calming Program
Review Date:		*Pages:*	Replaces: Traffic Calming Policy
Prepared By:	A. Italiano, Road Safety Coordinator	2	Date: May 9, 2022

1. POLICY

1.1. This policy governs the implementation of traffic calming for the Corporation of the City of Windsor.

2. PURPOSE

2.1. The purpose of this policy is to provide Administration and the general public with a simple and transparent framework to assess, design and implement traffic calming measures on primarily residential streets to reduce and maintain appropriate traffic speeds and volumes.

3. SCOPE

3.1. This policy covers all traffic calming related service requests for existing and new streets maintained by the city
3.2. This policy should be utilized in coordination with the City's Active Transportation Master Plan and School Neighbourhood Policy, where applicable.
3.3. This policy will be utilized for local and collector streets. Arterial streets will only use passive measures listed in the Traffic Calming Program.

4. RESPONSIBILITY

4.1 Council has authority to approve implementation and funding for traffic calming plans that are developed under this policy, and is responsible for approving amendments to this policy.
4.2 Administration is responsible for carrying out this policy as follows:
- **4.2.1** The City Engineer or their designate are corporate leads for all transportation and associated public safety programs and are responsible for initiating amendments to the Traffic Calming Program.
- **4.2.2** The Senior Manager of Transportation is responsible for:
  - **4.2.2.1** Overseeing implementation of this policy,
  - **4.2.2.2** Bringing forward traffic calming plans before Council for approval,
  - **4.2.2.3** Recommending operating and capital budget expenditures related to traffic calming, and

4.2.2.4 Recommending amendments to this policy to Council.

4.2.3 The Manager of the 311 Call Centre has overall responsibility for receiving public poll responses, and for reporting these responses to the Senior Manager of Transportation.

5. GOVERNING RULES AND REGULATIONS

5.1 This policy will be implemented in accordance with Attachment 1.

6. RECORDS, FORMS AND ATTACHMENTS

6.1. Records for this policy shall be prepared and retained in accordance with Records Retention By-Law 21-2013, as amended.

6.2. Attachments:

6.2.1. Attachment 1: Traffic Calming Program

THE CITY OF WINDSOR
ONTARIO, CANADA

TRAFFIC CALMING PROGRAM

Transportation Division
Public Works
Office of Commissioner of Infrastructure Services

Acknowledgments

The source of some of the reference material contained in this manual was retrieved from the following:

- Canadian Guide to Traffic Calming (Second Edition) – Transportation Association of Canada (TAC)
- Ontario Traffic Manual Book 15 – Pedestrian Crossing Treatments
- City of London, ON, Canada
- City of Chatham Kent, ON, Canada
- City of Hamilton, ON, Canada
- City of Guelph, ON, Canada
- City of Oakville, ON, Canada
- City of Burlington, ON, Canada
- City of Vaughan, ON, Canada
- City of Markham, ON, Canada

Table of Contents

INTRODUCTION

BACKGROUND

Under the Ontario Municipal Act, the City of Windsor (City) is required to build and maintain a safe and efficient road system for all road users such as cars, cyclists, pedestrians (including those with accessibility needs), transit, emergency vehicles, and snow removal equipment. When residents do not feel safe while driving a vehicle, riding a bike, or walking on the street, they forward their safety concerns to the City. In these cases, traffic calming measures may be required to mitigate those safety concerns.

Every year, the City receives multiple safety concerns related to speed, traffic volumes, and/or cut through traffic in residential areas. The City staff responds by reviewing the safety concern to determine if neighbourhood traffic calming measures are warranted to help alleviate the existing issues.

This document defines what traffic calming is and clarifies what traffic calming is not. This document also outlines how the traffic calming service requests should be initiated, reviewed, and implemented based on the experience gained by the City of Windsor and the other nearby municipalities. The goal of introducing traffic calming is to:

- Create safe streets that promote walking, cycling and transit use,
- Improve the quality of life in residential neighbourhoods,
- Positively change the public's behaviour,
- Support the Vision Zero Policy

VISION ZERO

Vision Zero is a philosophy that encourages changes in the way roads work to ensure all fatalities and life-altering injuries caused by auto collisions are eliminated. Its main goal is to make the road network safer, healthier, and equitable for all users, regardless of one's mode of travel, level of mobility, and other factors. The Vision Zero approach is as follows:

- Traffic deaths are preventable
- Humans make mistakes
- We must prevent fatal and severe injuries
- Road safety requires a systems approach
- Saving lives is not expensive

Traffic calming measures may assist in addressing driver behaviour which is one of the main strategic priorities outlined in the Vision Zero Policy.

Introducing traffic calming measures near schools should improve safety for all road users and thus respond to Vision Zero principles. By addressing some of the safety concerns that parents and caregivers have with respect to students walking/cycling to school, safety routes to and from school can be created, encouraging a more active lifestyle for students. Traffic calming measures in School Zones are not subject to the traffic calming process identified in this document. The City can install traffic calming measures in School Zones without the petition and survey requirements identified in this document.

TRAFFIC CALMING PURPOSE & GOALS

According to the Canadian Guide to Neighbourhood Traffic Calming, prepared by the Institute of Transportation Engineers (ITE) and the Canadian Guide to Traffic Calming – Transportation Association of Canada (TAC) February 2018:
"The purpose of traffic calming is to restore streets to their intended function."

Traffic calming is intended to improve the enjoyment and pedestrian friendliness of the neighbourhood under review by reducing traffic speed and volume on a group of streets within a specific geographical area and by implementing proven methods to reduce identified problems. This Traffic Calming Program provides a framework that will enable City administration to determine proper and effective courses of action when dealing with concerns relating to traffic volume, excessive speed, and pedestrian, cyclist, and vehicular safety.

The main goals of the Traffic Calming Program guidance document are to:

- Educate residents about traffic calming so they can make more informed decisions and understand the rationale behind the City's decision-making process
- Provide a procedure that City officials and the public are confident is an effective and fair tool in evaluating traffic speeding and/or volume issues
- Provide a standard format that is efficient in addressing all different types of traffic safety concerns
- Encourage public participation in the traffic calming process

This program will also provide the guideline, procedure and criteria for the initiation, review, and implementation of traffic calming measures within existing and new residential neighbourhoods. The procedures will ensure safety concerns related to speeding and excessive volume are handled in a fair, transparent and efficient manner.

WHAT IS NOT TRAFFIC CALMING

<u>Unwarranted All-Way Stop Signs</u>

- Results in higher speeds between stop signs
- Results in poor compliance with stop signs due to driver frustration
- Results in more frequent rear-end collisions caused by low percentage of motorists who perform a complete stop
- Requires frequent police enforcement as some motorists' compliance is low, which creates a pressure on enforcement resources and is ineffective in the long term

- Increases potential risk to pedestrians especially children and seniors crossing the intersection, since not all motorists approaching an intersection will stop
- Inconsistent application of all way stops can create confusion, unexpected maneuvers and collisions

All-way stop signs should not be used as a tool to calm traffic. The City of Windsor currently uses an all-way stop warrant checklist which considers the numbers of pedestrians and vehicles sharing an intersection, the collision history and visibility of the intersection. When these criteria are evaluated, risks are minimized, and new safety concerns are not created.

'Children at Play' Sign

- 'Children at Play' signs can give parents a false sense of security since motorists often disregard these signs
- Children playing in the streets, while common place, is not condoned and is prohibited in the Highway Traffic Act and the City of Windsor's Traffic By-law
- Since children live on nearly every residential block, 'Children at Play' signs would need to be placed on every roadway
- Residential blocks with no signs might imply that no children live there, so it is acceptable to exceed the speed limit.

ADVANTAGES & DISADVANTAGES OF TRAFFIC CALMING

Advantages

- Reduced vehicle speeds
- Reduced traffic volumes
- Reduced number of cut through vehicles
- Improved neighborhood safety, especially for pedestrians and cyclists
- Reduced conflicts between roadway users
- Increase compliance with regulatory signs

Disadvantages

- May make it more difficult to get into and out of a neighbourhood every day
- Increase in emergency vehicle response time, although all traffic calming
- plans are reviewed by emergency services
- May result in expensive solutions (time and resources) to develop, implement, and maintain
- May shift or divert traffic onto other neighbouring streets
- Increased maintenance time and costs
- Adds sign pollution to residential areas

PEDESTRIANS & TRAFFIC CALMING

The principal purpose to reducing the speed of traffic in residential areas is to protect all vulnerable road users, such as pedestrians. Copied below is an excerpt from the Ontario Traffic Manual Book 15 - Pedestrian Crossing Treatments:

Pedestrians' Rights and Responsibilities
Notwithstanding the distinction between controlled and uncontrolled crossings, the rights and responsibilities for pedestrians are recognized in the Highway Traffic Act:

1. In the absence of statutory provisions or bylaw, a pedestrian is not confined to a street crossing or intersection and is entitled to cross at any point, although greater care may then be required of him or her in crossing. However, pedestrians crossing the highway must look to ensure the crossing can be made safely or possibly be held responsible for any ensuing collision.

2. Pedestrians must exercise due care even when they are lawfully within a crossing and have right-of-way. It is not an absolute right and they must still exercise care to avoid a collision with a vehicle.

3. If there is a crosswalk at a signalized intersection, pedestrians have to walk within the crosswalk

The above excerpt is stating whenever a pedestrian crosses a road, they have a duty of care to themselves to cross when it is safe. It is important to remember under the Highway Traffic Act motor vehicles are only required to stop or yield to pedestrians at a controlled crossing such as traffic signals or pedestrian signals. At all uncontrolled crossings pedestrians must wait for a safe gap in traffic sufficient for them to cross
before entering the road.

When an area is studied for traffic calming, pedestrian crossing points are primary focus points where slowing traffic is particularly important. The installation of traffic calming measures such as speed cushions, raised crosswalks, raised intersections, or curb extensions do not change the rules of the Highway Traffic Act: however, pedestrians must still cross the road responsibly.



TYPES OF TRAFFIC CALMING

Traffic calming for the purpose of this program is broken into two categories:

- Passive Traffic Calming
- Physical Traffic Calming

PASSIVE TRAFFIC CALMING

Passive traffic calming are treatments that do not modify the geometry of the road such as education, targeted speed enforcement, radar speed feedback signs, pavement markings, on-street parking, and signage. They are simple modifications that are intended to increase driver awareness to speeding behaviour, visually reduce effective lane widths for a motorist and, in most circumstances, re-allocate some of the road space to cyclists and on-street parking

Passive treatments are implemented on a proactive and reactive basis and are typically applied uniformly over the entire road section, unlike physical treatments which are best described as spot treatments. The modifications associated with passive calming treatments are typically well received by the public. City staff will provide the public with advance notification, including a plan of the proposed modifications prior to implementation.

PHYSICAL TRAFFIC CALMING

Physical traffic calming are intrusive treatments that modify the shape and/or form of the roadway forcing drivers to slow down. They can be broken down into three categories: vertical deflections, horizontal deflections and physical obstructions.

Vertical traffic calming provides an obstruction that vehicles can travel over. The change in pavement height (and sometimes pavement materials) can cause discomfort to the occupants of vehicles that are exceeding the design speed of the traffic calming measure.

Horizontal traffic calming work by preventing vehicles from traveling in a straight line at excessive speeds by using measures such as raised islands and curb extensions.

Physical obstructions involve a full or partial closure of the road.

Examples of passive and physical traffic calming are listed in **Table 1** below**.** The list provided in Table 1 is not exhaustive. City staff retain the discretion to pilot traffic calming measures not included herein,

subject to the approval of the City Engineer. More details related to passive and physical traffic calming are found in the **Types of Traffic Calming Measures** section of this document**.**

Table 1 - Applicability of Traffic Calming Measures based on Road Classification and Route

Traffic Calming Measure	Road Classifications			Transit Route
	Local	Class II Collector	Class I Collector	
Passive Measures				
Education	Yes	Yes	Yes	Yes
Road Watch Program	Yes	Yes	Yes	Yes
Targeted Enforcement	Yes	Yes	Yes	Yes
Radar Speed Feedback Signs	Yes	Yes	Yes	Yes
Vehicle Activated Warning Signs	Yes	Yes	Yes	Yes
Pavement Markings	Yes	Yes	Yes	Yes
On-Road Sign Pavement Markings	Yes	Yes	Yes	Yes
On-Street Parking	Yes	Yes	Yes	Yes
Road Diet	Yes	Yes	Yes	Yes
Physical Vertical Traffic Calming				
Speed Hump	Yes	No	No	No
Textured Crosswalk	Yes	Yes	Yes	Yes
Raised Crosswalk	Yes	Yes	Yes	Yes
Raised Intersection	Yes	Yes	Yes	Maybe
Transverse Rumble Strips	Maybe	Maybe	Maybe	No
Physical Horizontal Traffic Calming				
Curb Radius Reduction	Yes	Yes	Yes	No
Lane Narrowing	Yes	Yes	Yes	No
Flexible Posts/Edge Bollard	Yes	Yes	Yes	Maybe
Traffic Calming Curb	Yes	Yes	Yes	Yes
Raised Median Island	Yes	Yes	Yes	Yes
Sidewalk/Curb Extension	Yes	Yes	Yes	Yes
Traffic Circle/Roundabout	No	Yes	Yes	Yes
Right-in/Right-out Island	Yes	Yes	Yes	No
Chicanes	Yes	No	No	No
Physical Obstruction				
Directional (Half) Closure	Yes	No	No	No
Full Closure[1]	Yes	No	No	No
Diagonal Diverter	Yes	No	No	No
Raised Median Through Intersection	Yes	Yes	Yes	No
Turn Prohibition Sign[2]	Yes	Yes	No	No
Through Prohibition Sign[2]	Yes	Yes	No	No
Traffic Calming Neighbourhood Sign[2]	Yes	Yes	Yes	Yes

Note 1: The City's ATMP recommends the City strive to ensure that traffic calming does not encourage dead end streets to preserve connectivity for pedestrians.

Note 2: Only used in conjunction with physical measures.

TEMPORARY TRAFFIC CALMING

Temporary traffic calming measures are safety measures that can be implemented and removed rapidly with minimum civil work. The former Expedited Temporary Traffic Calming Procedure allowed for the implementation of temporary traffic calming measures without the full traffic calming warrant review. The Traffic Calming Program now only permits the implementation of temporary traffic calming measures if deemed warranted following a review.

STREETS THAT QUALIFY FOR TRAFFIC CALMING

Traffic calming will be considered for local, collector and arterial roads.

Local and Collector Streets:

A primary function of local streets is to provide access to adjacent properties. These streets are not intended for use as through routes or as corridors to move traffic within the overall road network. For collector streets, access to adjacent properties is balanced by a need to collect and distribute traffic travelling into and out of an area or neighbourhood. As with local streets, collector streets are generally not intended to be through routes or to move significant amounts of traffic from one part of the road network to another.

On local and collector streets, traffic calming is intended to achieve one or more of the following objectives: reduce vehicular speeds, discourage cut through, minimize conflicts between street users and improve the neighbourhood environment.

Arterial Roads:

Traffic calming for arterial roads requires a different approach than for local and collector streets. The primary purpose of traffic calming on these roads is to reduce excessive vehicle speeds, alleviate conflicts between road users, and eliminate inappropriate driver behaviour. Measures that restrict or divert traffic or introduce significant vertical deflections into the street are inconsistent with the typical role and function of the arterial roads and should not be implemented.

Speed management is a more significant challenge on arterial roads, especially through rural settlements where the main roadway through the town serves a dual role. Outside the town, the roadway provides high-speed travel over long distances. Within the built-up area, the same roadway may transition to accommodate local access, pedestrians of all ages and abilities, on street parking, bicycles, and the many other features unique to the character of a community. The type of road user also varies more in the rural area, ranging from commuter traffic, heavy vehicles (agricultural equipment and trucks) and other users to local motorists, pedestrians and cyclists. The adjacent road environment – wide-open spaces, long periods of uninterrupted traffic flow, roads designed for higher operating speeds – is not always conducive to encouraging driver behaviour compatible with an urban setting upon arrival at the town limits.

BIKEWAYS TRAFFIC CALMING

Administration will review the City's cycling network on an on-going basis to identify streets that may be classified as a local street bikeway to develop the All Ages and Abilities (AAA) network recommended in the Active Transportation Master Plan (ATMP).

Local street bikeways are streets with low traffic speeds and volumes that have been optimized for cyclists and those driving vehicles to share the roadway for travel through treatments such as traffic calming and traffic reduction by means of signage and pavement markings, as well as intersection crossing treatments, to allow through movements for cyclists while discouraging similar through trips by non-local motorized traffic (Ontario Traffic Manual (OTM) Book 18 - Cycling Facilities).

Administration may consider implementing permanent traffic calming on streets that are local street bikeways according to the OTM Book 18 selection guidelines. OTM Book 18 mentions that the appropriate motor vehicle speed and average daily vehicle traffic for a local street bikeway should be 40km/h or less, and less than 3,000 average daily vehicle traffic. Administration will assess the streets that are identified as a local street bikeway using the following methods:

- If the 85th percentile speed is found to be 50km/h or more, then traffic calming measures should be considered to lower the speed to reach the appropriate motor vehicle speed limit for a local street bikeway,
- If the average daily traffic is found to be 3,000 or more, then traffic calming measures should be considered to reduce the traffic volumes to reach the appropriate traffic volumes for a local street bikeway.

Local street bikeway projects will not require a petition or warrant review to implement traffic calming measures if they are ATMP-identified bikeway development projects.

Other measures may also be considered at critical locations where local bikeways intersect with major roads or other bikeways to minimize conflicts between motor vehicles and cyclists or pedestrians. Examples of crossing treatments include median islands, pedestrian corridors, signals and sensors. Administration will continue to explore new traffic calming measures and may test different measures as pilot projects to determine if they are suitable for temporary or permanent installation.

Applicable policies, guidelines and master plans should be considered during the review, including the City's Active Transportation Master Plan, School Neighbourhood Policy, the Canadian Guide to Traffic Calming – TAC and the Ontario Traffic Manual Book 18 - Cycling Facilities. The construction of traffic calming measures shall meet the requirements on the City of Windsor Development Manual and any relevant City of Windsor Engineering Standard Drawings.

Other affected agencies, such as Transit Windsor, Emergency Services, the Windsor Accessibility Advisory Committee (WAAC), the Active Transportation Expert Panel, the local School Board Transportation service provider, any affected Business Improvement Areas (BIA) and the Windsor-Essex County Health Unit (WECHU) may be invited to provide comments and feedback.

Projects will be proposed based on the prioritization criteria provided in the Active Transportation Master Plan. The number of projects proposed in any given year will depend on associated implementation cost and available budget. The length of time a project has been waiting for implementation funding will not

influence whether it is constructed in the coming season. Practical considerations may affect the selection of projects, some of which include the availability of funds restricted to specific activities or areas, and the potential to coordinate with other projects and the availability of alternate funding sources. Administration will present a report to Council for approval to fund and implement the Traffic Calming Plan. Other methods for presenting the results to Council may include an annual presentation as a part of the capital budgeting process.

Administration will notify the public when a Traffic Calming Plan is to be presented to Council for approval. Notification may be provided by any of the following means:

- A notice provided to adjacent households and commercial properties; or
- A notice posted at the location of the concern; or
- Information posted on the City's website, local newspaper or other media.

Opportunities to include traffic calming measures on residential streets with designated bikeways should be considered prior to road reconstruction projects.

The City's Active Transportation Master Plan encourages pedestrian connectivity for pedestrians and cyclists when considering dead-end streets as a traffic calming measure.

NEW NEIGHBOURHOOD TRAFFIC CALMING

Traffic Calming will be considered in all new neighbourhoods and placed based on the road classification in the City's Official Plan for the area. The designation of those streets will dictate the type of traffic calming devices that are to be implemented. Developers will be required to include engineering design plans for approved traffic calming devices in plans of subdivisions and new development. Traffic calming measures such as traffic circles, roundabouts, chicanes, sidewalk/curb extensions, lane narrowing, raised median islands, and raised median through intersections, are considered for new neighbourhoods.

The design and proposed location of traffic calming measures are required to be included in the application for a plan of subdivision or new development. Each measure location shall include the following elements:

- Traffic calming measures should meet the design criteria and all required signage and markings according to the latest version of the Canadian Guide to Traffic Calming – TAC,
- Traffic calming devices must permit and allow for the potential enhancement of safe movements by all non-motorized modes of travel,
- The design should consider requirements outlined in the City's Active Transportation Master Plan and School Neighbourhood Policy.

Proposed design drawings will be circulated to other City departments for review.


PROCEDURE GUIDELINES

The following guidelines should be taken into consideration when investigating, selecting and implementing techniques suitable for local conditions. Applying them will maximize the effectiveness of the traffic calming process, and will help to build community acceptance and support for the proposed solution:

- **Identifying and agreeing upon the actual conditions**. It is not uncommon that the perceived nature of a traffic problem is substantially different from the real situation. In some cases, the difference is so great that a solution intended to eliminate the perceived problem might create a real problem that didn't exist before. For example, residents often mention "traffic volume" and "speeding" as concerns on their streets, but in some cases, the data shows there is no issue, or the problem is the opposite of the one stated. If the real problem is speeding, a measure which significantly reduces the traffic volume on a street might inadvertently encourage speeding if fewer cars remain on the street to slow traffic. It is therefore important to identify the real conditions. This will aid in selecting the appropriate measure and/or helping to prioritize the preferred technique(s), if it is determined that there is a situation that needs to be addressed.
- **Quantifying the problem**. Some problems are more significant than others. Some are all-day problems, whereas others occur only at certain times of the day, or only in one direction. To select appropriate traffic calming measures, it is important to quantify the extent of the problem. This usually means gathering data, which can include obtaining or conducting traffic and vehicle classification counts, speed studies, licence plate traces, parking surveys, and collision statistics. Quantifying also aids the residents in understanding the nature and magnitude of the real problem.
- **Considering the source of the problem**. Congestion on the arterial road system is the most common reason why motorists shortcut through a neighbourhood. If there is a cut through problem, opportunities to improve the operational efficiency of the network through low-cost measures such as traffic signal retiming, turn prohibitions and parking restrictions, may be considered before developing a traffic calming program directly on the residential street. Care should be exercised to avoid creating a speed management issue on the arterial road because of the operational changes.
- **Considering enforcement and education first**. Enforcement and education techniques require no physical changes, are potentially less expensive and are usually faster to implement. While education and enforcement programs tend to be local and specific in nature and therefore not well documented, examples of some education programs are described in the National Highway Traffic Safety Administration's report titled *"Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices"*. Consideration should be given to enforcement and/or education programs, either stand-alone, or as a first step as part of an integrated solution. While police enforcement is not a viable long-term approach, some limited initial manned enforcement with occasional follow-up visits may be enough to manage the situation.

- **Applying traffic calming measures on an area-wide basis, not on a localized, site by site basis**. In considering measures to resolve a speeding, cut through and/or other driver behaviour problem in one location, any potential effects on adjacent streets must be considered. These effects might include traffic diverted to other streets, motorists who speed up after passing a traffic calming measure, or changes in turning movements that increase delay at another intersection. If these local area effects are not considered in advance, a traffic calming solution might simply create or exacerbate problems elsewhere in the community.
- **Avoiding restricting access and egress**. Generally, residents, transit operators, emergency service providers and other members of the community will be more supportive of traffic calming measures that do not unduly restrict access into and out of their area. Diverters, barriers and closures can limit entry for people who live or work on a street, and often there are as many residents opposed to these types of measures as those in support. Measures which restrict access might also divert traffic to other streets, creating or exacerbating problems elsewhere in the neighbourhood.
- **Using self-enforcing measures**. Generally, measures that maintain a 24-hour presence and do not require police enforcement to be effective, are preferable. For example, consider using speed humps instead of speed limits, semi barriers (i.e., egress only) and diverters instead of turn prohibition signs, and traffic circles or roundabouts instead of all-way stop signs to minimize the need for police enforcement. Measures that can be circumvented, such as turn prohibitions or partial closures, are best used at intersections with major streets, where visibility and the presence of other traffic may discourage motorists from disobeying or ignoring these measures. The effectiveness of all physical traffic calming measures can generally be enhanced through quality landscaping of the measure, where appropriate. Usually, horizontal and vertical presence of a landscaped measure increases drivers' awareness of their immediate environment, which can result in increased safety, assuming visibility is not impaired.
- **Not impeding non-motorized modes**. The purpose of traffic calming is to reduce the negative effects of motor vehicles while improving conditions for other travel modes. Consequently, traffic calming measures should be designed to permit cyclists and pedestrians to safely and efficiently travel along and crossroads. Techniques to accommodate non-motorized modes should include elements such as gaps in barriers for bicycles or median refuges for pedestrians crossing streets.
- **Considering all services**. Input shall be obtained early in the process from all service providers, including Transit, Police, Fire, ambulance and other emergency services, as well as garbage collection, snow plowing and street cleaning. These collaborators should be actively involved in the planning and design of the traffic calming plan. Doing so will help to minimize delays and impacts to these critical public services and will address a common concern often raised by persons objecting to traffic calming measures.
- **Monitoring and follow-up**. It is important to report back to the community and decision-making bodies about the degree of success of implemented traffic calming measures. This helps to justify expenditures and enhances the credibility of traffic calming efforts. It may also be useful to implement measures on a temporary trial basis for one year to monitor their effect, and to prepare contingency plans in case the measure does not produce desired results or receives adverse community reaction. Removal of ineffective or outdated measures should also be considered. Therefore, depending on the measure or plan being evaluated and the problem being addressed, there is a need to collect comparable traffic volume, speed and collision data before and after implementation.

TRAFFIC CALMING PROCEDURE

A traffic calming project is initiated when a resident, business or group submits a concern specifically related to vehicle speeds and/or volumes. Requests are submitted by contacting 311.

There are five stages of a traffic calming project:

Stage 1: Project Initiation

Stage 2: Project Development

Stage 3: Project Approval

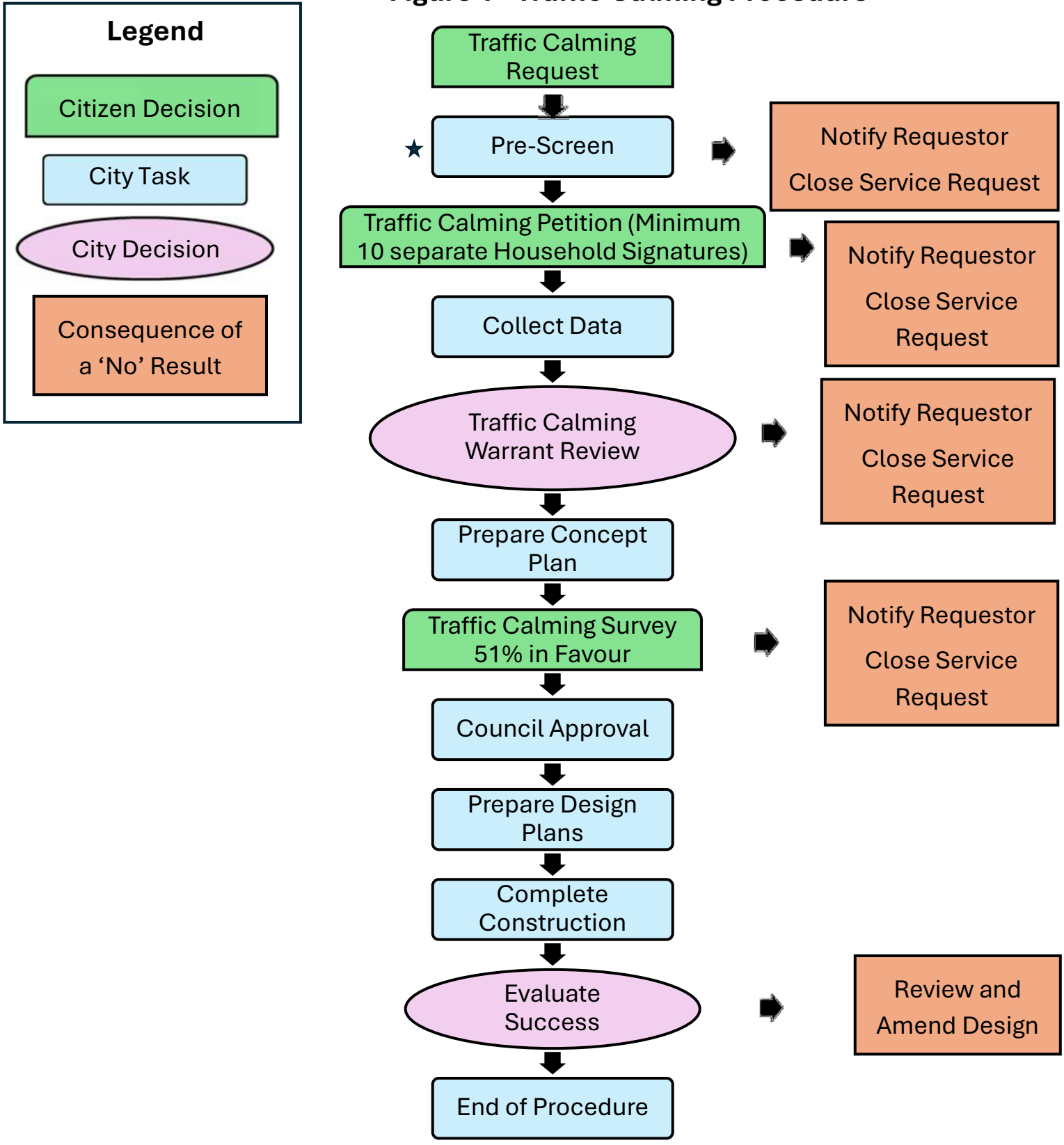
Stage 4: Project Implementation

Stage 5: Project Evaluation

A traffic calming project ends when the traffic calming project implemented is a success.

The following traffic calming procedure will be used when a traffic calming service request is received as shown in **Figure 1**.

Figure 1 - Traffic Calming Procedure



★ Arterial roads that pass the pre-screening will not require a petition or warrant review to implement passive measures.

STAGE 1: PROJECT INITIATION

PRE-SCREENING

Upon receiving the request, Administration will conduct a pre-screening using cloud base data. During the pre-screening the street is evaluated for eligibility and must meet all the following criteria, otherwise the review process ends:

- Local, Collector, or Arterial road in the City's Official Plan
- Longer than 300 metres
- Has not been evaluated for traffic calming in the last 3 years
- Speed Limit of 50km/h or lower (only applies to local and collectors)
- Residential property that are fronting the street
- Average daily traffic volume is estimated to be more than 500 vehicles per day
- A minimum 85th percentile speed of 10km/h over the speed limit

Administration will pre-screen the location of concern within the stop control to stop control limits.

For locations not meeting the above initial screening, City staff may assess passive measures to address traffic concerns.

Arterial roads that pass the pre-screening will not require a petition or warrant review to implement passive measures. Evaluation and implementation of passive measures for arterial roads will be based on engineering judgement.

It should be noted that School Zones are exempt from the traffic calming process identified in this document and automatically qualify for traffic calming. Where schools have a speed limit of 40 km/h, traffic calming plans may be prepared and residents of the street will be notified of the implementation plan.

TRAFFIC CALMING PETITION

To move forward with the evaluation, a petition with a minimum of 10 signatures with names and addresses from separate households with direct frontage on the street of concern must be submitted to the City of Windsor within 30 days of the petition being sent. The petition must include the location, the nature of the problem, the time of day which the problems are most significant, as well as any suspected contributing factors. The name, address, and contact information are required from the petition organizer, so that City staff can follow up on the request.

A successful traffic calming petition confirms that there is some neighbourhood support for the initiative. If a petition is not successful, the traffic calming process ends.

The City’s traffic calming program is intended to address long-term speeding issues. Therefore, traffic calming is not implemented where there is ongoing development and changing traffic patterns. Residents should only contact the City to request initiation of the evaluation process if traffic concerns persist once traffic patterns have had the opportunity to stabilize.

DATA COLLECTION

Once the traffic calming petition is successful, the data collection commences. The collection of data is to evaluate whether there is traffic problems present within the location of concern. The data collection may include any of the following:

- Vehicle volume count to determine average daily vehicle volume
- Speed study to determine existing speed data
- Collision data within the last 3 years
- Study to quantify cut through traffic, if necessary
- Routes for trucks, transit, and emergency services
- Existing roadway conditions (e.g. pavement condition, signing, marking)
- Presence of sidewalks on one or both sides of the road
- Presence of special pedestrian generators such as school, playground, community centre, senior homes, libraries, retail etc. abutting the street of concern
- History of traffic operations for the area within the last 5 years

TRAFFIC CALMING WARRANT REVIEW

Once the data collection is complete, City staff conducts a traffic calming warrant review the points criteria identified in **Table 2.** The speed study uses the 85th percentile speed data. Vehicle volume count uses the measured average daily traffic (ADT) counts.

Table 2: Traffic Calming Warrant Review

Traffic Calming Warrant Review				
Location:			**Date Reviewed:**	
Roadway Type:		☐ **Collector Road**	☐ **Local Road**	
Traffic Data				
	Feature	**Range**	**Criteria**	**Score**
1a	Speed	0 to 35	5 points for every 2 km/h that the 85th percentile speed is greater than 10 km/h over the speed limit.	
1b	High Speed	0 to 5	5 points if minimum of 5% of daily traffic exceeds speed limit by 15-20 km/h.	
2	Volume	0 to 20	Local Roads: 5 points for every 1,500 ADT Collector Roads: 5 points for every 2,000 ADT	
3	Short-Cutting Traffic	0 to 15	5 points if there is a presence of 25% or more short-cutting traffic. Additional 5 points for every 10% increment above 25%.	
4	*Collisions	0 to 10	1 point for every reducible collision/year over a 3 year period and 5 points for every collision involving a vulnerable road user within a 3 year period.	
Road Characteristics				
	Feature	**Range**	**Criteria**	**Score**
5	Sidewalks	0 to 10	10 points for no sidewalks with evidence of pedestrian activity, 5 points if the road does not have a continuous sidewalk on at least one side	
6	Pedestrian Generators	0 to 15	5 points for each nearby pedestrian generator such as a school, playground, community centre, libraries, retail centres, etc.	
Total				
Local Road = minimum 35 points				
Collector Road = minimum 52 points				
Does the location meet the minimum requirements?				

* A vulnerable road user is an individual who is at a higher risk of injury or death in a collision with a motor vehicle. This includes pedestrians, cyclists, and individuals with mobility devices.

The collision data used for the criteria should be limited to those collision types which may have been prevented by traffic calming treatments. Excluding the collisions which may not have been prevented ensures that the project does not receive a higher priority for an outlying safety issue beyond the scope of traffic calming. High collision rate areas should be given broader consideration and reviewed outside of

the Traffic Calming Program. In addition to collisions with vulnerable road users, engineering judgement must be used to identify collisions which may be reduced based on suitable traffic calming measures. Both mid- block and intersection collisions may be considered if they meet the above criteria. To ensure that longer streets do not receive a higher priority versus a shorter street because of the higher likely number of collisions due to length, a collision rate is utilized. The collision rate is expressed as the number of collisions per kilometre of roadway.

A project should score at least 35 points in the warrant evaluation if they are local road and 52 points if they are a collector road. Prioritization will be based on points from the warrant evaluation. Additional factors may include other project schedules, available funding and other considerations.

Should a location fail to meet these requirements, residents will be notified in writing and the investigation for traffic calming measures will discontinue. However, City staff may continue to address the concerns of the residents by means of possible passive measures.

STAGE 2: PROJECT DEVELOPMENT

TRAFFIC CALMING CONCEPT PLAN

When reviewing a street, Administration will typically define a study area from stop control to stop control. Some elements of professional judgment will be required in finalizing the limits. If cut through traffic is confirmed as an issue, the study area should consider potential alternative routes cut through traffic would take if measures were implemented.

Cut through traffic may be confirmed by estimating the number of trips made by residential and other types of units along the road. If the measured traffic volume is greater than the estimated volume, cut through traffic may be assumed.

The data collected combined with site visits, historical information, future maintenance and construction plans will be taken into consideration to determine potential traffic calming measures.

The appropriate traffic calming measures will be determined based on **Table 1. Table 1** provides general recommendations for traffic calming measures according to road classification and transit route. The traffic calming plan could include different types of traffic calming measure(s).

Applicable policies, guidelines and master plans should be considered during the review, including the City's Active Transportation Master Plan, School Neighbourhood Policy and the Canadian Guide to Traffic Calming – TAC. Any traffic calming construction work shall meet the requirements on the City of Windsor Development Manual and any relevant City of Windsor Engineering Standard Drawings.

The proposed traffic calming plan should include:

- Description of all aspects of the project
- Description of the problem including results of data collection
- Proposed design layout with signage
- Description/photos of proposed treatment with cost estimate.

STAGE 3: PROJECT APPROVAL

TRAFFIC CALMING SURVEY

Once the concept design is complete the City will mail a letter to all dwelling units and commercial properties within the study area to disclose the final details of the proposed Traffic Calming Plan and request participation in a telephone survey using the City's 311 system (or other means appropriate) to identify community acceptance. A minimum of 51% approval rate is required to indicate support for the Traffic Calming Plan. If the threshold is met, the Traffic Calming Plan will be deemed to have been approved by the community in the study area. If this threshold is not met, the project ends and a notification of failure to meet the community support levels will be sent to the residents on the mailing list. However, City staff may continue to address the concerns of the residents by means of possible passive measures.

Approved Traffic Calming Plans will be prioritized using the points score outlined above, with consideration to implementation cost. Projects will be proposed in priority sequence for approval to proceed with implementation. The number of projects proposed in any given year will depend on associated implementation cost and available budget. The length of time a project has been waiting for implementation funding will not influence whether it is constructed in the coming season. Practical considerations may affect the selection of projects, some of which include the availability of funds restricted to specific activities or areas, the potential to coordinate with other projects and the availability of alternate funding sources. Although a project may be appropriate for traffic calming, it may take several years before it proceeds to implementation. The City's traffic calming website provides details about traffic calming projects and status.

COUNCIL APPROVAL

Administration will present a report to the Environment, Transportation and Public Safety Standing Committee containing the Traffic Calming Plan and the results of the prioritization process (including details of costs and public support) for consideration and recommendation to Council about implementation and funding the Traffic Calming Plan. Additional methods for presenting the results of the process to the Council include an annual presentation as a part of the capital budgeting process. Other methods may be developed as necessary. Council makes the decisions about funding for the implementation of the traffic calming measures.

STAGE 4: PROJECT IMPLEMENTATION

Administration will create detailed engineering drawings, if necessary, prior to installation. Once the detailed drawings are prepared, the capital cost estimates should be updated and refined for budgeting purposes.

The City will mail a letter to all dwelling units and commercial properties within the study area to disclose the anticipated construction start date.

Administration may decide it is beneficial to phase in the traffic calming plan using temporary or removable traffic calming measures such as flexible bollards. This will allow time to examine the impact of the measures and their effectiveness before committing funding to permanent treatments.

STAGE 5: PROJECT EVALUATION

EVALUATION & MONITORING

Outcome reviews will be undertaken 12 months following installation of traffic calming measures to evaluate effectiveness. The scope of outcome reviews will be dependent on the objectives of the project, and will generally include the collection of speed, volume, and collision data for comparison against pre-installation data.

- Due to the types of roads for which traffic calming will be implemented, it is highly unlikely that any significant collision trends will be present over an analysis period of 12 months. Additional time may be required to evaluate collision data after the traffic calming measures are implemented.
- The outcome review will in most cases not include a diverted traffic analysis. These may be considered if comparable data was collected prior to installation and this was a key objective for the installation.

Success with traffic calming will be a reduction in vehicle speed, volume, and/or collisions. Depending on the outcome achieved, Administration may choose to evaluate the site through the warrant/prioritization process to see if it still has a need for traffic calming and how it compares to other potential sites. If Administration decides that the traffic calming measures have not been effective, they may recommend additional traffic calming measures. Prior to implementing the additional traffic calming measures, a report will be delivered to Council reviewing the performance of existing traffic calming measures.

TYPES OF TRAFFIC CALMING MEASURES

PASSIVE MEASURES

Passive traffic calming measures do not require construction of physical modifications to the roadway. Passive traffic calming often results in lower cost and prevents constructing a more-permanent change to the roadway. Physical (vertical and horizontal) traffic calming measures will be considered by the City when either the passive measures have not alleviated the neighbourhood concerns or the City determines the need for their installation. Below is a list of passive measures.

EDUCATION

Activities that change people's perceptions and help alter driver behaviour are most preferred. Meetings and workshops with neighbours and the City can help implement and direct traffic calming applications. Most traffic problems are a result of human behaviour. Through outreach programs, slow down lawn signage, brochures, bumper stickers related to obeying the speed limit, neighbourhood watch programs, and the City's Active and Safe Routes to School program, residents can play a big part in spreading the information.

Advantages:

- Flexible in the duration of meetings, workshops, etc.
- Inexpensive compared to other alternatives

Disadvantages:

- Difficult to measure the effectiveness
- May take time to be effective
- Potential challenge in generating citizen participation

ROAD WATCH PROGRAM

Road Watch is a community-driven program that gives residents and visitors the opportunity to report dangerous and aggressive drivers to the Windsor Police Service (WPS). WPS operates the Road Watch Program, and the road watch citizen report forms are available at the City of Windsor Police Stations, or they can be obtained online at www.windsorpolice.ca.

Advantages:

- Inexpensive compared to other alternatives

Disadvantages:

- Difficult to measure the effectiveness
- May take time to be effective
- Potential challenge in generating citizen participation

TARGETED SPEED LIMIT ENFORCEMENT

Targeted speed limit enforcement purpose is to make drivers more aware of their speed within a residential area. This measure typically only provides a temporary benefit, since speed limit enforcement is not available on a regular, on-going basis.

The Windsor Police work with the Transportation Department of the City in addressing speeding issues within residential areas.

Advantages:

- Does not require time for design
- Does not slow emergency vehicles
- Effective in reducing speeds in a short timeframe
- Automated speed studies can determine best enforcement times

Disadvantages:

- Effectiveness may be temporary
- Expensive to maintain a continued program of enforcement
- Fines lower than enforcement cost
- Time and resources constrained

RADAR SPEED FEEDBACK SIGNS

www.townofsananselmo.org

Post or pole-mounted radar speed feedback signs provide immediate feedback alerting the driver of their speed. Ideally this will encourage drivers to obey the speed limit. Additional enforcement or physical measures are encouraged to reinforce the treatment.

Advantages:

- Inexpensive
- Does not require time for design
- Does not slow emergency vehicles
- Effective in reducing speeds in a short timeframe

Disadvantages:

- Requires power source
- Only effective for one direction of travel
- Long-term effectiveness is uncertain
- Subject to vandalism

VEHICLE ACTIVATED WARNING SIGNS

unipartdorman.com

Solar powered electronic signs equipped with radar speed detectors alert drivers of hazards ahead when activated by speeds surpassing a programmed threshold.

The advantages and disadvantages are the same as the radar speed feedback signs.

PAVEMENT MARKINGS

alertdriving.co.nz

ctre.iastate.edu

Pavement markings, such as traverse bars or chevrons, may be used to provide drivers more notice about their speed. These are only appropriate in certain areas, such as rural locations or transition zones where drivers are being reminded of a change in roadway character.

Advantages:

- Inexpensive
- Quick implementation
- No increase in noise
- No impact to emergency vehicles, snow plowing, street sweeping, and police
- No adverse effect on vehicle operations

Disadvantages:

- Requires regular maintenance
- May be less effective during winter months due to snow/ice cover

ON-ROAD SIGN PAVEMENT MARKINGS

google.com/maps (Queen St. S., Hamilton, Ontario)

google.com/maps (S. Sterling Ave., Tampa, Florida)

Sign pavement markings may be used to provide on-road messages, such as “MAX 50 km/h”, “Stop Ahead”, “School Ahead”, or “SLOW”. The advantages and disadvantages are the same as the pavement markings.

ON-STREET PARKING

google.com/maps (McKay Ave, Windsor, ON)

On-street parking may help to lower speeds along streets by narrowing the travel lanes and encouraging drivers to be more alert for vehicles or other drivers entering or exiting vehicles.

Advantages:

- Inexpensive
- Vehicle speed and traffic volume reduction
- Reduced traffic noise
- Provides a buffer between traffic and pedestrians on the sidewalk

Disadvantages:

- May reduce visibility for pedestrians crossing the roadway
- May reduce visibility for motorists exiting their driveway to enter the roadway
- May obstruct street sweeping and snow removal operations
- Could increase rear-end or sideswipe collisions

ROAD DIET

Roadsbridges.com

Reconfiguration of a roadway to allocate reclaimed road width for other uses, such as turning lanes, bike lanes, pedestrian refuge islands or parking.

Advantages:

- Low cost
- Vehicle speed reduction

Disadvantages:

- Additional pavement markings require regular maintenance

PHYSICAL VERTICAL TRAFFIC CALMING

Vertical traffic calming measures provide an obstruction that vehicles can travel over. The change in pavement height (and sometimes pavement materials) can cause discomfort to the occupants of vehicles that are exceeding the design speed of the traffic calming measure. It should be noted that most vertical traffic calming measures are not preferred along roadways that are emergency vehicle routes or transit routes. To reduce the chances of potential liability issues, vertical traffic calming measures should be signed and marked in accordance with reference material provided by the Institute of Transportation Engineers (ITE) and the Transportation Association of Canada (TAC) as provided within the Canadian Guide to Traffic Calming - Second Edition, published in February 2018.

Vertical traffic calming measures typically perform better when they are installed in a series, as opposed to a single isolated measure. The deceleration and acceleration of a vehicle, while negotiating a series of vertical traffic calming measures, is dependent on the number and spacing of the installations. The implementation of vertical traffic calming measures can result in some traffic diverting onto parallel streets. This essentially moves the cut through traffic problem to another location instead of solving it. Consideration should be placed on the concept of improving the overall neighbourhood. Below is a list of vertical traffic calming measures.

SPEED HUMP

Kildare Road South of Onieda Court, Windsor, ON

Victoria Avenue South of Park Street, Windsor On

Speed humps provide a vertical, tactile alert to drivers, encouraging lower speeds. Speed humps are typically 80mm in height and 4m in length.

Advantages:

- Low Cost
- Effective in reducing vehicle speed

Disadvantages:

- Increases response time for emergency vehicles
- Negative impact on transit buses
- Increases noise and air pollution in neighbourhood

Note: The City of Windsor does not recommend fully painting speed humps with a solid colour. Fully painting a speed hump with a solid colour could potentially create a safety hazard by reducing traction, especially when wet, causing wheels to slip. This hazardous condition can potentially lead to accidents, especially for motorcyclists and cyclists.

If required due to sign visibility, speed hump visibility or other factors, speed hump warning signs may be considered for placement in advance of the speed hump.

TEXTURED CROSSWALK

www.fhwa.dot.gov

Berkley, CA

Brick pavers or other materials are used to help distinguish the pedestrian crosswalk from the roadway. This feature may also help to remind drivers to remain alert to the presence of pedestrians and other non-motorized traffic.

RAISED CROSSWALK

www.fhwa.dot.gov

Alexandria, Virginia

Raised crosswalks serve as a visual and tactile alert to drivers of the presence of pedestrians and other non-motorized traffic.

Advantages:

- Provides a more visible pedestrian crossing
- Quicker response time for emergency vehicles than speed humps
- Effective in reducing vehicle speed, but not as well as speed humps
- Addition of brick or textured materials can improve aesthetics

Disadvantages:

- More expensive than speed humps
- Increases response time for emergency vehicles
- Increases noise and air pollution in Neighbourhood
- May be damaged by snow plows

RAISED INTERSECTION

www.fhwa.dot.gov

google.com/maps (Riverside Dr at Riverdale Ave, Windsor, ON)

Raised intersections provide visual and tactile encouragement for drivers to lower their speed, particularly on their approach to the intersection where non-motorized traffic especially may be present.

Advantages:

- Provides a more visible pedestrian crossing
- Provides traffic calming along two roads
- Quicker response time for emergency vehicles than speed humps
- Effective in reducing vehicle speed, but not as well as speed humps
- Addition of brick or textured materials can improve aesthetics

Disadvantages:

- Very expensive compared to speed humps and speed tables
- Increases response time for emergency vehicles
- Increases noise and air pollution in the surrounding neighbourhood
- Could create drainage impacts
- May be damaged by snow plows

PERMANENT & TEMPORARY TRANSVERSE RUMBLE STRIPS

Ctre.iastate.edu

Grand Marais Rd, Windsor, ON (2024)

Transverse rumble strips are raised bars, grooves, or buttons closely spaced at regular intervals on the roadway that create both noise and vibration in a moving vehicle. They are used to alert the driver of an upcoming traffic control.

Advantages:

- Require little to no maintenance
- No effect on resident access, on-street parking, street sweeping and police enforcement

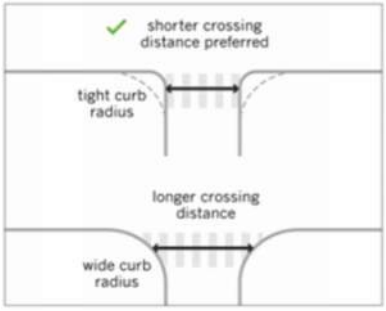
Disadvantages:

- Negative effect on snow plowing operations
- Increased noise level in immediate vicinity
- May detract from appearance of street

PHYSICAL HORIZONTAL TRAFFIC CALMING

Horizontal traffic calming measures incorporate raised islands and curb extensions to prevent vehicles from traveling in a straight line at excessive speeds. Vehicles either slow down while maneuvering around the horizontal obstacle, or slow down due to the physical perception of a narrower roadway. To reduce the chances of potential liability issues, horizontal traffic calming measures should be signed and marked in accordance with reference material provided by the Institute of Transportation Engineers (ITE) and the neighbourhood Traffic Calming (TAC). The implementation of horizontal traffic calming measures can result in some traffic diverting onto parallel streets. This essentially moves the problem instead of solving the problem. Consideration should be placed on the concept of improving the neighbourhood (not just improving the street). Below is a list of horizontal traffic calming measures.

CURB RADIUS REDUCTION



www.mto.gov.on.ca

Reductions in curb radii force drivers to manoeuvre turns at lower speeds, encouraging lower speeds on the approaches to the intersection.

Advantages:

- Shortens pedestrian crossing time
- Forces vehicles on approach to come to a full stop

Disadvantages

- Large axle vehicles are unable to negotiate the turn without driving over the sidewalk, which puts pedestrian safety at risk

LANE NARROWING

www.fhwa.dot.gov

Narrow lanes tend to encourage lower speeds as drivers feel slightly constricted. This may be achieved through physical alterations as well as the addition of on-street parking, bike lanes, pavement markings, movable planters or traffic calming curbs.

Advantages:

- Up to a 10km/h speed reduction in 85th percentile speed
- If lanes are physically narrowed and space is not allocated to other modes, then there would be a reduced crossing distance for pedestrians
- Quick implementation if using pavement markings and no physical change
- Less impact on traffic noise, fuel consumption, and emissions compared to speed humps
- No effect on emergency vehicles, resident access, snow plowing, street sweeping, and police enforcement

Disadvantages

- Cyclist may feel squeezed closer to vehicles if no bicycle lanes are provided.
- Pavement markings require regular maintenance
- Pavement markings may be less effective in the winter months due to snow/ice cover
- Reduced separation between oncoming vehicles

FLEXIBLE POSTS/EDGE BOLLARD

Calderwood Ave near Bliss Ave, Windsor, ON

Totten St, Windsor, ON

Flexible posts can be used to give drivers the perception of lane narrowing and create a sense of constriction. Flexible posts anchored to the pavement to create or extend centre medians, bulb-outs or chicanes.

Advantages:

- Up to 5km/h speed reduction in 85th percentile speed
- If lanes are physically narrowed and space is not allocated to other modes, then there would be a reduced crossing distance for pedestrians
- Quick implementation if using pavement markings and no physical change
- Less impact on traffic noise, fuel consumption, and emissions compared to speed humps
- No effect on emergency vehicles, resident access, snow plowing, street sweeping, and police enforcement due to its removal during the winter season and its ability to bend and regain its ability to stand back up

Disadvantages

- Cyclist may feel squeezed closer to vehicles if no bicycle lanes are provided
- Pavement markings require regular maintenance
- Pavement markings may be less effective in the winter months due to snow/ice cover
- Reduced separation between oncoming vehicles

TRAFFIC CALMING CURB

facebook.com/MunicipalityofLeamington

(Talbot St. W. at Queens Ave.),

South National St, Windsor, ON

Precast concrete curb used to create curb extensions, traffic circle centre islands, chicanes or protected bicycle lanes.

Advantages:

- Quick implementation
- If lanes are physically narrowed and space is not allocated to other modes, then there would be a reduced crossing distance for pedestrians
- Minimal effect on emergency vehicles, resident access, street sweeping, and police enforcement

Disadvantages

- May effect snow plow, depending on the location if placed during the winter season

RAISED MEDIAN ISLAND

www.fhwa.dot.gov

google.com/maps (Rossini Blvd at Wyandotte St, Windsor, ON)

Raised median islands may be used to provide a physical refuge area for pedestrians and other non-motorized traffic. They may also be used to help narrow travel ways. These features help to encourage lower driver speeds.

Advantages:

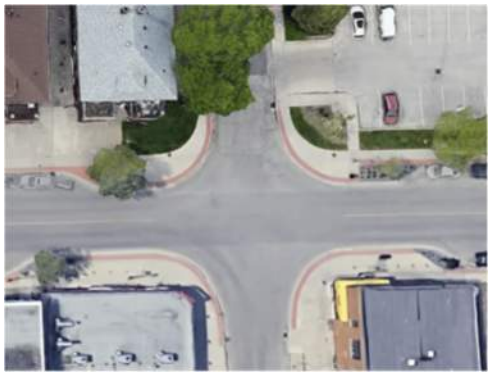
- If designed well, can have a positive aesthetic value
- Opportunity for landscaping and improved aesthetics

Disadvantages:

- Effectiveness is limited by the absence of vertical deflection
- May interrupt driveway access to adjacent properties
- Increased cost for maintenance of landscaping if this measure involves landscaping

SIDEWALK/CURB EXTENSION

Contextsensitivesolutions.org



google.com/maps (Erie St at Langlois Ave, Windsor, ON)

Curb extensions reduce the distance pedestrians and other non-motorized traffic must travel when crossing the street. They may also be used to narrow travel ways, or reduce curb radii, slowing driver speeds.

Advantages:

- Encourages a safer pedestrian environment by providing a shorter crossing distance and
- increased visibility
- Very effective in front of elementary schools in addressing pick-up, drop off parking
- issues
- Prevents parking too close to intersections, keeping sight lines open
- Opportunity for landscaping and improved aesthetics

Disadvantages:

- Effectiveness is limited by the absence of vertical deflection and if traffic volumes are low
- Difficult for right-turning emergency vehicles
- Increased cost for maintenance of landscaping if this measure involves landscaping
- May require bicyclists to briefly merge with vehicular traffic

TRAFFIC CIRCLE/ROUNDABOUT

google.com/maps (35th & Raleigh St., Denver, CO

google.com/maps (Sandwich St., Windsor, ON)

google.com/maps (Banwell Rd at Mulberry Dr)

google.com/maps (Erie St at Parent Ave, Windsor, ON)

Traffic circles and roundabouts require drivers to slow their approach and yield to traffic while transitioning through the intersection. May be designed to be traversable for larger vehicles and emergency response vehicles.

Advantages:

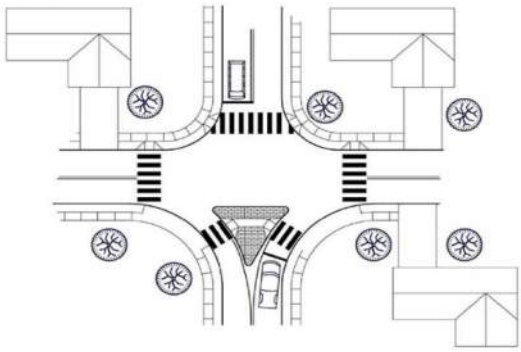
- Effective in reducing vehicle speed
- Improved traffic flow
- Can reduce severity of motor vehicle collisions
- Reduction in left-turn collisions
- Opportunity for landscaping and improved aesthetics
- Reduction in noise and air pollution compared to signalized and stop controlled intersections

Disadvantages:

- Difficult for left-turning emergency vehicles
- Possible need for right-of-way, depending on size of raised island
- Increased cost/labor for maintenance of landscaping if this measure involves landscaping

RIGHT-IN/RIGHT-OUT ISLAND

www.fhwa.dot.gov



www.fhwa.dot.gov

Right in/right out islands are raised triangular islands located on an intersection approach to limit the side street to right turn in and out movements. They restrict vehicle flow to help eliminate left turn movements into and out of driveways, reducing the potential for conflicts.

The advantages and disadvantages are the same as the directional closure. In addition, there may be increased safety risk for pedestrians as drivers may be focused on turning their heads to view oncoming traffic and not pay attention to pedestrians on their right side trying to cross.

CHICANES

en.wiktionary.org/wiki/chicane

www.fhwa.dot.gov

Chicanes are bump-outs on opposite sides of the road that require drivers to slow down to zigzag through the roadway configuration.

Advantages:

- Discourages high speeds by forcing horizontal deflection
- Easily negotiable by emergency vehicles
- Opportunity for landscaping and improved aesthetics

Disadvantages:

- Must be designed carefully to discourage drivers from deviating out of the appropriate lane
- Curb realignment and landscaping can be expensive, especially if there are drainage issues
- Increased cost/labor for maintenance of landscaping if this measure involves landscaping

PHYSICAL OBSTRUCTION

Physical obstructions are the most severe traffic calming tool and are only used when it is determined a vertical or a horizontal measure won't address the identified problem. The primary purpose of physical obstructions is to eliminate cut through traffic by prohibiting specific vehicle movements. It is important to note that physical obstructions are intended to deter motor vehicle traffic only and not to obstruct bicycle or pedestrian traffic. These types of measures are typically implemented at intersections, but may also be applied at some mid-block locations. Obstructions range from those that have a relatively minor impact on vehicular access to those that severely restrict access such as a road closure. It is important to remember once the vehicle restricted movement is in place area residents must live with it every day. Below is a list of obstructive traffic calming measures.

DIRECTIONAL (HALF) CLOSURE

www.stocktongov.com

Charleston, South Carolina

Partially restricts the flow of vehicles along the street. This measure is strictly for volume control and has little impact on driver speeds.

Advantages

- Traffic volume reduction up to 60%
- There may also be a reduction in travel speeds around the intersection
- Eliminates right angle collisions

Disadvantages

- Restricts resident access to the neighbourhood; and
- May divert significant volume of traffic to parallel streets that do not have traffic calming measures

FULL CLOSURE

www.victoria.ca

Los Angeles, CA

A full closure or cul-de-sac eliminates through traffic for motor vehicles at one end of a road, serving as a volume control measure.

Advantages

- Eliminates all cut through traffic
- Eliminates right angle collisions
- Reduced traffic noise

Disadvantages

- Restricts resident access to the neighbourhood
- May divert significant volume of traffic to parallel streets that do not have traffic calming measures
- May restrict emergency vehicle access

DIAGONAL DIVERTER

www.sanantonio.gov

Halifax, NS

Diagonal diverters allow some traffic to flow through the intersection in restricted ways to discourage (not necessarily eliminate) through traffic.

- Traffic volume reduction between 20% and 70%
- Eliminates right angle collisions

Disadvantages

- Restricts resident access to the neighbourhood; and
- May divert significant volume of traffic to parallel streets that do not have traffic calming measures

RAISED MEDIAN THROUGH INTERSECTION

www.pedbikesafe.org

Little Rock, AR

Raised medians through an intersection prohibits cross traffic in one direction. This helps reduce or eliminate through traffic in one direction. Small gaps may be included to allow bicycle and other non-motorized traffic to pass through.

The advantages and disadvantages are the same as the directional closure.

TURN PROHIBITION SIGN

www.fhwa.dot.gov

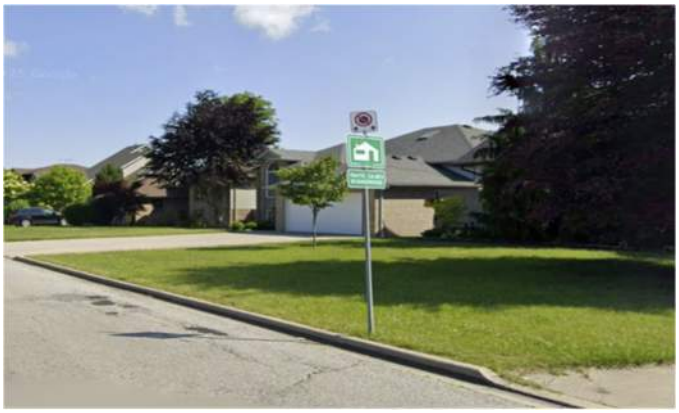
Turn prohibitions should serve a similar purpose as directional closures or diagonal diverters. The advantages and disadvantages are the same as the directional closure.

THROUGH PROHIBITION SIGN

www.fhwa.dot.gov

Through traffic prohibitions should serve a similar purpose as full closures, diagonal diverters, or raised medians through intersections. The advantages and disadvantages are the same as the full closure.

TRAFFIC CALMING NEIGHBOURHOOD SIGN



Dandurand Avenue, Windsor, ON

www.citywindsor.ca

Traffic Calmed Neighbourhood signs help to alert drivers of the presence of traffic calming measures. Ideally this will provide additional encouragement for drivers to lower speeds and increase alertness to the presence of non-motorized traffic. Only used in conjunction with physical traffic calming measures.