

**Environment, Transportation & Public Safety
Standing Committee Meeting**

Date: Wednesday, January 28, 2026

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
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1.	CALL TO ORDER
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READING OF LAND ACKNOWLEDGMENT

We [] 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
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3.	ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE
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| 3.1 | Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held November 26, 2025 (SCM 383/2025) |
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4.	REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS
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5.	COMMUNICATIONS
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6.	PRESENTATIONS AND DELEGATIONS
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7.	COMMITTEE MATTERS
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| 7.1 | Minutes of the Environment & Climate Change Advisory Committee of its meeting held October 2, 2025 (SCM 359/2025) |
| 7.2 | Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held November 4, 2025 (SCM 379/2025) |
| 7.3 | Report No. 1 of the Environment & Climate Change Advisory Committee meeting held October 2, 2025 (SCM 360/2025) |

- 7.4 Report No. 2 of the Environment & Climate Change Advisory Committee of its meeting held October 2, 2025 **(SCM 361/2025)**
- 7.5 2025 Annual Report of the Active Transportation Expert Panel (ATEP) **(SCM 366/2025)**
- 7.6 2025 Annual Report of the Transit Windsor Working Group **(SCM 396/2025)**
- 7.7 2025 Annual Report of the Environment & Climate Change Advisory Committee **(SCM 398/2025)**

8. ADMINISTRATIVE ITEMS

- 8.1 Ministry of Transportation (MTO) Large Quadricycle Pilot Program - City-wide **(S 3/2026)**
Author: Craig Robertson, Manager of Licensing & Enforcement and Deputy Licence Commissioner
- 8.2 Pilot Bulk Collection Program in Business Improvement Areas – City Wide **(S 1/2026)**
Author: Jim Leether, Senior Manager, Environmental Services
- 8.3 Response to CQ 18-2025 Micromobility in Windsor – City Wide **(S 5/2026)** *Author: Kathy Quenneville, Schools and Sustainable Mobility Coordinator*
- 8.4 Parking By-law 9023 Modification – Various Streets – Ward: 2,3,4,5,6,9,10 **(S 8/2026)**
Author: Wilfred Anim-Odame, Transportation Technologist I

11. QUESTION PERIOD

12. ADJOURNMENT



Committee Matters: SCM 383/2025

Subject: Adoption of the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held November 26, 2025

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, November 26, 2025

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

Location: Council Chambers, 1st Floor, Windsor City Hall

Members Present:

Councillors

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)

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 of Economic Development

David Simpson, Commissioner, Infrastructure Services & City Engineer

Stacey McGuire, Executive Director of Operations & Deputy City Engineer (Acting)

James Chacko, Acting Executive Director, Transit Windsor

Ian Day, Senior Manager, Transportation

Mark Spizzirri, Manager, Performance Measurement & Business Case Development

Sahar Jamshidi, Manager, Road Safety

Kathy Quenneville, Project Coordinator

Awele Italiano, Road Safety Coordinator

Anna Ciacelli, Deputy City Clerk

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1. CALL TO ORDER

The Chairperson calls the meeting of the Environment, Transportation & Public Safety Standing Committee to order at 4:31 o'clock p.m.

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

Councillor Kieran McKenzie welcomes Councillor Frazier Fathers to the Environment, Transportation & Public Safety Standing Committee.

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

Moved by: Councillor Frazier Fathers

Seconded by: Councillor Mark McKenzie

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee meeting held September 24, 2025 **BE ADOPTED** as presented.

Carried.

Report Number: SCM 298/2025

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

5. COMMUNICATIONS

None presented.

6. PRESENTATIONS AND DELEGATIONS

None presented.

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7. COMMITTEE MATTERS

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

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1087**

THAT the minutes of the Transit Windsor Working Group meeting held August 13, 2025 **BE RECEIVED.**

Carried.

Report Number: SCM 294/2025

7.2. Minutes of the Transit Windsor Working Group of its meeting held September 24, 2025

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Frazier Fathers

Decision Number: **ETPS 1088**

THAT the minutes of the Transit Windsor Working Group meeting held September 24, 2025 **BE RECEIVED.**

Carried.

Report Number: SCM 315/2025

7.3. Minutes of the Active Transportation Expert Panel of its meeting held October 8, 2025

Councillor Gary Kaschak comments on the quality of, and valuable feedback received from the Bike Safety Field Trip Survey report attached to the minutes.

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Frazier Fathers

Decision Number: **ETPS 1089**

THAT the minutes of the Active Transportation Expert Panel meeting held October 8, 2025 **BE RECEIVED.**

Carried.

Report Number: SCM 337/2025

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

Councillor Kieran McKenzie comments that the meeting included a letter from the Ontario Minister of the Environment, Conservation, and Parks indicating his disappointment with responses received from the Province's chosen service provider Circular Materials (CMO). Councillor Kieran McKenzie hopes that discussions will remain ongoing and positive changes will be made.

Moved by: Councillor Frazier Fathers

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1090**

THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board meeting held September 10, 2025 **BE RECEIVED**.

Carried.

Report Number: SCM 345/2025

7.5. Minutes of the Windsor Licensing Commission of its meeting held October 29, 2025

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 1091**

THAT the minutes of the Windsor Licensing Commission meeting held October 29, 2025 **BE RECEIVED**.

Carried.

Report Number: SCM 354/2025

7.6. Minutes of the Environment & Climate Change Advisory Committee of its meeting held December 4, 2024

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1092**

THAT the minutes of the Environment & Climate Change Advisory Committee meeting held December 4, 2024 **BE RECEIVED**.

Carried.

Report Number: SCM 367/2025

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8. ADMINISTRATIVE ITEMS

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

Councillor Renaldo Agostino comments that he felt the report was well-done and he appreciates the phased-in approach recommended but would like an update on the proposed bike parking slated for the parking garages downtown. David Simpson, Commissioner, Infrastructure Services & City Engineer, appears before the Environment, Transportation & Public Safety Committee regarding the administrative report dated September 4, 2025 entitled, “Bicycle Parking Policy Implementation and Feasibility Update – City Wide” and indicates that a bike locker system has already been installed in Garage 1, and the monthly utilization of that is being tracked as a pilot project. Mr. Simpson states the recommendation in the report is to install a similar system in Garage 2.

Councillor Agostino is impressed with the structure in Garage 1 but wonders if a gate system is still being considered. Mr. Simpson replies that the option for the gate has been budgeted, but it would be Council’s decision as to whether it would be installed.

Councillor Agostino then asks about downtown events. He asks if event organizers will be asked to pay additional fees for bike parking infrastructure. Mr. Simpson replies that event organizers will be given the opportunity to rent or lease bike parking infrastructure from the city, either the smaller bike lock system or larger portable structures for multiple bike storage units. The event organizers would be responsible for staffing and security of the bike parking areas at their own expense. The lease would provide for transport of the bike storage units to the sites, as well as their return to the city.

Councillor Agostino asks if it will be mandatory for event organizers to do this. Mr. Simpson replies that it is optional.

Councillor Kieran McKenzie asks if there is provision for event organizers to charge a fee to those who wish to lease a bike parking option from the city. Mr. Simpson replies that it would be up to the event organizer should they wish to charge a fee to offset their costs. Kathy Quenneville, Coordinator, Schools and Sustainable Mobility, appears before the Environment, Transportation & Public Safety Committee regarding the administrative report dated September 4, 2025, entitled, “Bicycle Parking Policy Implementation and Feasibility Update – City Wide” to add that the procedure for temporary bike parking for events is a guideline for users, with no specific requirements in this case.

Councillor Kieran McKenzie inquires about the bike parking implementation costs outlined in the report. The report states that \$3.7 million in the approved 10-year capital budget that could be allocated, and he asks to confirm that number. Mr. Simpson replies that this funding source also funds other aspects of Active Transportation, such as cycling infrastructure, and the spending plan recommends not exhausting those funds on bike parking initiatives.

Councillor Kieran McKenzie asks how much of this fund would be dedicated to bike parking. Mr. Simpson replies that approximately one third of the total amount (approximately \$1.26 million) would be allocated to bike parking under the recommendation.

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Councillor Renado Agostino asks if the Bird E-Scooter and E-bike program could play a role in this scenario. He mentions that other cities have relationships with e-vehicle providers to have drop off and designated parking areas at events to encourage use. Mr. Simpson agrees that this could be added to the process.

Councillor Kieran McKenzie asks about opportunities to encourage and incentivize the private sector to make investments in bike parking infrastructure. Mr. Simpson replies that he could look further into this with the Planning Department and provide more information when the report goes to Council.

Moved by: Councillor Renaldo Agostino

Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1093 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 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,
- III. 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: SCM 308/2025, S 114/2025 & AI 24/2025

Clerk's File: ST2025

8.2. Traffic Calming Policy Update 2025 - City Wide

Councillor Gary Kaschak compliments administration on providing a thorough report. He expresses concern regarding the reduction of Councillors' traffic calming budgets, and the length of time it will take to have traffic calming measures approved. Councillor Gary Kaschak asks administration why the policy changes are so drastic. Ian Day, Senior Manager, Transportation, appears before the Environment, Transportation & Public Safety Committee regarding the administrative report dated September 2, 2025, entitled, "Traffic Calming Policy Update 2025 - City Wide" to clarify that Councillors will still have their traffic calming budgets available, but the budgets will be applied with the same intent as the rest of the overall traffic calming policy. Mr. Day states that the new process will be more streamlined and data-driven than in the past.

Councillor Gary Kaschak comments that there is a disconnect between residents and administration on what number of issues warrant review and mentions how many residents have expressed satisfaction with the traffic calming measures installed in their neighbourhoods.

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Councillor Mark McKenzie asks whether a petition from residents would still be required if preliminary data shows that speeding is, in fact, an issue on a particular street. Mr. Day replies that current technology available to measure speeding provides a preliminary screening point and allows for complaints about perceived speeding to be filtered out. If the numbers reach the 51% threshold, further investigation is considered warranted and would proceed to requiring a signed petition from residents.

Councillor Mark McKenzie inquires as to how long the process from complaint to calming measure installation may take. Mr. Day replies that filtering out unwarranted complaints will hopefully reduce the wait time from years to months.

Councillor Mark McKenzie references Ypres Boulevard specifically, stating there is three years' worth of data from speed radar signs that show speeding on that street is a continued problem. He asks why this has not justified mitigation. Mr. Day responds that the current program is unsustainable, with many roads that qualify for speed calming measures in a queue for installation due to funding deficits.

Councillor Mark McKenzie asks if requiring a residents' traffic calming petition could be skipped altogether when city staff knows there is an obvious speeding issue on a street. Mr. Simpson replies that administration feels the input from the residents is vital, and comparative municipalities also require input from residents as well.

Councillor Mark McKenzie inquires about requiring a signed petition from residents to proceed with a traffic calming investigation when the street has less than 10 residents, but speeding is an obvious problem and cites Kildare Road between Seneca and Shepherd Street as an example. He asks what the procedure would be in that instance. Mr. Simpson replies that administration would use their discretion and could by-pass that requirement in such a situation.

Councillor Mark McKenzie asks why speed humps cannot be installed on public transportation routes and asks if Transit Windsor would be open to changing that requirement. James Chacko, Executive Director, Transit Windsor, appears before the Environment, Transportation & Public Safety Committee regarding the administrative report dated September 2, 2025, entitled, "Traffic Calming Policy Update 2025 - City Wide" to state that speed humps do present an issue for buses travelling at a regular rate of speed, and that Transit Windsor has worked with administration to install alternative speed calming measures in areas of concern. Transit Windsor is open to having conversations with administration on this issue.

Councillor Renaldo Agostino mentions the Province has stated that more money will be available to municipalities for traffic calming measures with the elimination of the speed camera program. He asks if administration has received any information regarding this. Mr. Simpson replies that nothing has been formally introduced, but his preliminary understanding is that municipalities would only qualify for such funding if they had Automated Speed Enforcement programs already in place by November 15, 2025, so Windsor would not technically qualify.

Councillor Renaldo Agostino asks if automatic traffic calming measures in school zones only apply to schools in the Greater Essex County District School Board and Windsor-Essex Catholic District

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School Board. Mr. Day replies that private schools are considered business and are not included in school zones.

Councillor Frazier Fathers asks why the 85th percentile is used as the threshold for pre-screening. Mr. Simpson replies that this is a long-established industry standard and is embedded in the Ontario Traffic Manual as the standard of choice. No exceptions to this were seen in administration's study of comparative municipalities.

Councillor Frazier Fathers inquires as to what measure of distance is considered when naming a location a Pedestrian Generator. Mr. Day replies that locations are considered Pedestrian Generators if they are adjacent to or abutting the study area.

Councillor Frazier Fathers asks how the community will be informed of the results of pre-screening, particularly if the results do not meet the 85th percentile threshold. Mr. Day replies that traffic calming requests are lodged through 311 and will receive a notification if their request is closed out, along with an explanation, after the pre-screening process. David Simpson adds that this information could also be included for residents during the community-based checkpoint at the mid-stream phase of the process.

Councillor Gary Kaschak asks to confirm the cost of a speed hump installation. Mr. Day replies that installation of the speed hump, the accompanying signage and the road markings bring the cost per speed hump to approximately \$10,000.

Councillor Gary Kaschak then asks how the changes to the speed calming process will strengthen the Vision Zero initiative going forward. Mr. Simpson replies that the revised protocol is an approach that will stretch the city's resources and budget to tackle the highest priority and risk areas, in line with Vision Zero.

Councillor Frazier Fathers inquires if the new process covers all speed calming measures such as curb extensions and traffic circles, or if it only relates to speed hump installation. Mr. Simpson replies that most speed calming requests from the community ask for speed humps, so a large part of the report's focus is in this area. He adds the intent of the revised policy would cover all options for speed calming, tailored to each street. Mr. Simpson also mentions that installed calming measures will continue to be evaluated for effectiveness after installation.

Councillor Frazier Father asks if this monitoring will consume even more resources, or delay reviews on new requests. Mr. Simpson replies that he majority of the post-installation monitoring will be leveraging automation to a larger degree, which will free up resources.

Councillor Kieran McKenzie asks about the warrant scoring system outlined in the report, as areas without abutting sidewalks will score 'higher' on the speed calming assessment. He worries that areas with sidewalks that require speed calming will be unfairly penalized. Mr. Day replies that this prioritization is in line with Vision Zero, as there is increased danger for pedestrians forced to walk along busy roads with no sidewalks and adds that this is industry standard.

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Councillor Kieran McKenzie then asks about the cap on pedestrian generators in a catchment area, with the opinion that the limit of three on the warrant scoring system is underweighted. He would like the warrant process to take active transportation into account by using traffic calming to encourage more people to walk or bike to their destinations. Mr. Day replies in agreement but points out that giving pedestrian generators alone more weight in the scoring system would make more streets eligible for traffic calming, resulting in more backlogs and increased costs and resources, making the program unsustainable.

Councillor Kieran McKenzie inquires about needing the approval of 51% of residents in an area in order to continue with the speed calming installation. He asks if residents who do not respond to the survey are counted as votes opposed to the project. Awele Italiano, Road Safety Coordinator, appears before the Environment, Transportation & Public Safety Committee regarding the administrative report dated September 2, 2025 entitled, "Traffic Calming Policy Update 2025 - City Wide" and replies that this is correct.

Councillor Kieran McKenzie suggests that this could be changed to only take into account the percentage of residents who respond. Mr. Day states that all reasonable effort is made to engage the community and encourage their input and again reiterates that this method is the industry standard across the province and country.

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Kieran McKenzie

Decision Number: **ETPS 1094**

THAT the report of the Road Safety Coordinator dated September 2, 2025, entitled "Traffic Calming Policy Update 2025-City Wide" **BE RECEIVED** for information; and,

THAT the proposed Traffic Calming Policy **BE FORWARDED** to City Council in January 2026 for further discussion related to various options discussed at the Environment Standing Committee Meeting held on November 26, 2025 including speed humps on transit routes, traffic circles, curb extensions, pedestrian generator, signed petitions with only few residents on the street or majority that don't participate and the number of issues that warrant a review; and,

THAT administration **BE DIRECTED** to send a letter to the province regarding receiving funding for traffic calming in light of the removal of the Speed Camera program, as Windsor was in the process of implementing this program when it was cancelled.

Carried.

Report Number: S 111/2025

Clerk's File: ST/13863

11. QUESTION PERIOD

None presented.

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12. ADJOURNMENT

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 5:42 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held January 28, 2026.
Carried.

Ward 9 – Councillor Kieran McKenzie
(Chairperson)

Deputy City Clerk / Supervisor of Council
Services



Committee Matters: SCM 359/2025

Subject: Minutes of the Environment & Climate Change Advisory Committee of its meeting held October 2, 2025

Environment & Climate Change Advisory Committee (ECCAC)

Meeting held October 2, 2025

A meeting of the Environment & Climate Change Advisory Committee is held this day commencing at 5:30 o'clock p.m. in Room 140, 350 City Hall Square West, there being present the following members:

Councillor Kieran McKenzie, Chair
Councillor Angelo Marignani
Frank Butler
Mike Fisher
Jennifer Nantais
Michael Schneider

Regrets received from:

Maria Boada

Guest in attendance:

Phillippa von Zeigenweidt

Also, present are the following resource personnel:

Brana Cesljarov, Supervisor Environmental Sustainability & Climate Change
Michelle Moxley-Peltier, CEP Product Administrator
Amy Nevills, Environment & Sustainability Coordinator
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 5:36 o'clock p.m. and the Committee 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 Councillor Angelo Marignani, seconded by Frank Butler,

That the minutes of the Environment & Climate Change Advisory Committee of its meeting held July 17, 2025, **BE ADOPTED** as presented.
Carried.

4. Business Items

4.1 Environment & Climate Change Budget Overview

The Chair reports that the current balance of the 2025 Operating Budget is \$4,815.

Members are invited to provide ideas for the use of the operating budget as follows:

- Frank Butler suggests tree planting and to provide handouts at the Open Streets 2026 event.
- Jennifer Nantais proposes bird friendly city initiatives such as principles for outreach opportunities, bird friendly window treatments, and window collisions.
- Bird Friendly City has a logo that Nature Canada loans to them. The Chair requests that a budget for bird friendly initiatives be provided for the next meeting.
- Councillor Angelo Marignani proposes tree planting with a QR code that explains the purpose of the Environment & Climate Change Advisory Committee. He also suggests planting wildflowers in the naturalized parks throughout the city.
- In terms of tree planting, Jennifer Nantais suggests including pollinator planting.

The Chair proposes creating placeholders for tree planting, Open Streets and Earth Day, for Bird Friendly City materials as well as general outreach materials.

Moved by Councillor Angelo Marignani, seconded by Jennifer Nantais,
That the following items be earmarked as placeholders for discussion at the next meeting of ECCAC; to be funded from the 2025 operating budget (\$4,815):

- Tree Planting
 - Open Streets and Earth Day – provide handouts
 - Bird Friendly City initiatives
 - Planting wildflowers in the naturalized parks throughout the city.
- Carried.

4.2 Sub-Committee Governing Document

Brana Cesljarov, Supervisor Environmental Sustainability & Climate Change advises that the governing document has been provided as a tool to assist the various subcommittees.

Moved by Frank Butler, seconded by Councillor Angelo Marignani,
That the Sub-Committee Governing Document **BE RECEIVED** for information.
Carried.

4.3 2023 Community and Corporate GHG Inventory

Michelle Moxley-Peltier, CEP Product Administrator provides an overview of the targets, community emissions, and corporate emissions as follows:

City of Windsor Community Energy Plan – Community Targets

- 40% reduction in per capital energy usage and GHG Emissions by 2041 from 2014 baseline.

Corporate Targets

- 40% reduction in GHG Emissions by 2041 from 2014 baseline.

Windsor City Council at its meeting held July 14, 2025, adopted the following motion CR 289/2025:

Moved by: Councillor Kieran McKenzie

Seconded by: Councillor Fred Francis

Decision Number: CR289/2025 ETPS 1067

That the report from the Environmental Sustainability and Climate Change department dated November 14, 2024, entitled “2023 Community and Corporate GHG Inventory - City Wide” **BE RECEIVED** for information; and,

That the City of Windsor: 2022/2023 Data and Insights Dashboard provided by Enbridge Gas Inc. **BE RECEIVED** for information; and,

That Council **AUTHORIZE** administration to report back on the Community and Corporate GHG Inventory Reports to Council biennially (once every two years) consistent with practices in other municipalities in Ontario; and,

That administration **BE DIRECTED** to forward the report to the Environment and Climate Change Advisory Committee (ECCAC) for review and comment.

Carried.

Councillor Jo-Anne Gignac voting nay.

In response to a question asked by Mike Fisher regarding if the City of Windsor is on the emissions target, Michelle Moxley-Peltier responds that the city is doing well. In terms of the science-based target, she remarks that the city is at that transition point where if we continue where we are will have to accelerate the decline into where it needs to be in 2030.

Michael Schneider suggests that being more energy efficient is one target that should be addressed first and foremost and then gasoline.

The Chair indicates that the role of ECCAC is to advise on environment and climate change, i.e. public transit.

Moved by Michael Schneider, seconded by Michael Fisher,

That in light of the City of Windsor Declaration of Climate Change Emergency, and recognizing the data presented in the Community and Corporate Green House GHG Inventory, including the emissions targets approved by Council, that ECCAC recommends that Council consider stronger investments to improve public transit and active transportation as well as public education surrounding alternative strategies such as carpooling or ride share and that ECCAC also recommends that Council explore ways to increase community adoption of the Windsor Residential Deep Energy Efficiency Retrofit Business Case (R-DEER) Program and similar programs in the market.

Carried.

Michael Schneider expresses concern that 40-foot buses in Windsor are carrying only a few people at a time and suggests smaller buses be utilized at certain times.

The Chair proposes that Transit Windsor be requested to provide a report on the fleet strategy. He alludes to the aging garage and advises that the fleet is larger than the capacity in the garage.

Michael Fisher questions what strategies are on the corporate emissions side as the city is looking to set an example for the community. If the Corporation of the City of Windsor were to see itself as a leader in fighting climate change, he asks what can be done. Michelle Moxley-Peltier responds that the Corporate Climate Action Plan contains 29 actions. The Corporate Energy Management Plan has a target of what can be done in the next four years, i.e. looking at street lighting, LED lighting, enhancing our renewable solar assets, and doing some deep retrofitting to buildings.

Moved by Michael Fisher, seconded by Michael Schneider,

That given the information presented in the Corporate GHG Emissions 2023 Inventory, that the Environment & Climate Change Committee **STRONGLY RECOMMENDS** that Council move forward with initiatives outlined in the Corporate Climate Action Plan and the Corporate Energy Management Plan.

Carried.

4.4 New ECCAC Logo

That the results of the e-mail poll conducted on September 17, 2025 approving the following recommendation **BE CONFIRMED AND RATIFIED** as the required steps have been completed:

Moved by Councillor Angelo Marigani, seconded by Michael Fisher,

1. Confirm colour contrast of the two colours within the logo to be compliant Web Content Accessibility Guidelines (WCAG) 2.2 standards under the Accessibility for Ontarians with

Disabilities Act (AODA). If not, the colours should be adjusted accordingly. The light green will likely need to be adjusted.

2. Provide final design files for Concept #3 in both horizontal and vertical formats, exported in EPS, PNG, and JPG, in colour and black & white.
3. Develop a one-page visual identity guide including the following:
 - Horizontal and vertical logo versions
 - Minimum width specifications
 - Colour palette in CMYK, RGB, PMS, and HEX
 - Logo versions on white and dark backgrounds, with colour contrast meeting Web Content Accessibility Guidelines (WCAG) 2.2 standards under the Accessibility for Ontarians with Disabilities Act (AODA).
4. Specify the font used in the logo and recommended for use alongside it.
5. Provide templates for print and digital communications.
6. Submit the above items and this information memo to the Chief Administrative Officer for approval.

Carried.

5. Subcommittee Reports

5.1 City of Windsor Bird Team Subcommittee

Bird Friendly City Report Card – Submitted Responses

Jennifer Nantais, Chair advises that they recently submitted their report entitled “Bird Friendly City Report Card” to renew their Bird Friendly City Certification with Nature Canada.

Jennifer Nantais advises in 2026, the Subcommittee is interested in using the Bird Friendly City Program to help enhance the city for humans and all living things. The goal is to determine the priorities for 2026 and to work on sections of this report.

Mike Fisher asks if there are ways to celebrate the tufted titmouse. Jennifer Nantais refers to the Bird Friendly City Logo designed by Nature Canada and adds that designing tufted titmouse merchandise would be popular. She remarks she will report back on what other municipalities are doing, i.e. using the Nature Canada framework with a municipal lens.

Brana Cesljarov, Supervisor Environmental Sustainability & Climate Change volunteers to reach out to Communications for guidance in this endeavour. Once there is a final design, it will be brought to the CAO for approval.

Moved by Frank Butler, seconded by Mike Fisher,
That the report of the City of Windsor Bird Team Subcommittee including the Bird City Report Card **BE RECEIVED**.
Carried.

5.2 Planning and Environment Subcommittee

Councillor Angelo Marignani advises that the meeting of the Planning and Environment Subcommittee focused on climate adaptation, the mitigation scoreboard, the EV strategy, and various topics discussed on this day.

Brana Cesljarov reports that an Environmental Perspective Survey has been launched and is available on the City of Windsor's website.

Moved by Jennifer Nantais, seconded by Mike Fisher,
That the report of the Planning and Environment Subcommittee **BE RECEIVED**.
Carried.

5.3 Public Education and Engagement Subcommittee

Maria Boada, Chair (absent) provides the following Report of the Public Engagement Subcommittee as follows:

- Request for Logo to be approved during the meeting so that we are able to include the logo in marketing items for the different events. Request for the purchase of a banner or tablecloth with the approved logo so that it may be used for these events.

Past Events

Climate picnic

- Since the last time we met we had the climate picnic on July 18, 2025. We had around 20 people of all ages attend, and they had the opportunity to chat about climate issues. One of the highlights of the climate picnic was the climate themes games the subcommittee members came up with:
 - Climate Jenga: Each of the Jenga pieces had a fact on key points from some of the plans that the City has. Climate obstacle course that had a different learning component at each obstacle stage:

- **Creating Emissions:** Write emission sources on newspaper, crumble them into balls to represent different GHGs, and compete on volume.
 - Identify personal emission sources, learn about the greenhouse effect, and compare gas impacts via Global Warming Potential.
- **Adaptation:** Toss emission balls into cups that represent different adaptation measures.
 - Recognize climate change impacts and real-world adaptation strategies like stormwater upgrades and cooling centers.
- **Mitigation:** Carry emissions while answering trivia of the different City of Windsor Environmental Plans to remove cups, then complete physical challenges to simulate mitigation efforts.
 - Learn key emission sectors (transportation, industry, homes, businesses, waste) and ways that the City is working to reduce its own emissions.
- **Ecosystem Services:** Play modified hopscotch, tossing bean bags and collecting rings that symbolize these services.
 - Discover ecosystem services—medicinal resources, recreation, and mental health benefits—and their role in resilience.
- **Profiting from Environmental Care:** Use collected rings in a final toss to earn points reflecting your team's sustainability achievements.
 - Celebrate the benefits of climate action: public health, economic development, social well-being, and environmental resilience.

UPCOMING EVENTS

Open streets: September 21, 2025, 10am-2pm

- An application has been submitted to host a booth at Open Streets Windsor. The booth will serve as a space to showcase the work of our committee and its subcommittees and engage with the public on climate issues.
- All subcommittee members are welcome to participate. We especially encourage subcommittee chairs to attend and highlight the initiatives their groups are working on. This is a great chance to raise awareness, answer questions, and connect with community members interested in environmental action.
- If you'd like to be involved, please email me (maria-camila1@live.com) to confirm

your interest and availability. Please note I may not answer right away as I will be on vacation.

Climate Café: Speed Networking event: October 15, 2025, 5:30 - 8:00 | Walkerville Brewery

- Co-hosted with Windsor of Change, Windsor-Essex Strong Towns and Active Transit Windsor-Essex
- This event is designed to facilitate networking among individuals and organizations with a shared interest in environmental issues. Modeled after the format of speed dating, the core activity involves structured, time-limited conversations that allow participants to meet multiple people in a short period. The goal is to foster connections, exchange ideas, and encourage collaboration on sustainability-related initiatives.
- In addition to the networking component, local environmental organizations will be present to share information about their work. These groups are encouraged to bring pamphlets, flyers, and other materials that outline their mission, current projects, and opportunities for involvement. This may include volunteer recruitment, event promotion, or social media engagement.
- Mini agenda:
 - 5:30 PM – Registration and Showcase of Organizations
 - Participants check in and receive event materials. Local organizations will have informational resources for attendees to browse and discuss.
 - 6:00 PM – 7:30 PM – Speed Networking
 - Rotate through a series of brief, one-on-one conversations. Each round lasts a few minutes, allowing participants to meet a wide range of individuals with shared environmental interests.
 - 7:30 PM – 8:00 PM – Casual Discussions
 - An open format for continued conversation. Attendees may reconnect with individuals they met earlier or engage more deeply with organizational representatives.

5.4 Youth Subcommittee

No report.

5.5 Budget Subcommittee

Sustainable Neighbourhood Action Plan Overview by Frank Butler, Chair

The subcommittee spent some time considering the various components of the plan, as well as how the document reached Council and the role of ECCAC in this well after-the-fact review of the document.

The consultation exercise & process by the original consultant & the open input from participants showed some progress yet to be realized.

Having the original document (as requested) prior to our work would have been helpful.

The SSSNAP is now a phantom document since the tabling by City Council without asking for questions or direction. Certainly, it is not a working document contrary to how it was described in the Powerpoint presentation to ECCAC.

The revised document received by ECCAC contains several issues, including:

- Equating *sustainable development* with *net zero*, which are not the same.
- Treating a *tabled document* as if it were a *working document*.
- Referring to updates without providing any administrative reports since the mandatory FCM submission in 2024. Going forward, such updates should be a standing requirement at ECCAC meetings.
- Lack of clarity on whether administration has requested the necessary resources (time, staff, and funding) to complete this review task. Given the initiated review by a new consultant of all master plans, a number of questions naturally spring forward:
 - Is the new consultant chosen?
 - If hired, who is the new consultant and what are the timelines for their work? This step likely will take up all of 2025 & major part of 2026. Given the lack of progress on most environmental initiatives, this can be problematic.

The subcommittee notes that some plans are well behind in their original release date. For instance, the Urban Forest Master Plan (UFMP) has not been posted to Let's Talk Windsor though referred to Council in the last quarter. This may delay even further a review of all plans.

THEME #1: NATURAL ENVIRONMENT AND GREEN INFRASTRUCTURE

What Success Looks Like: A naturalized approach to planning, design and infrastructure will enhance community and species resilience in Sandwich South and Windsor. Existing habitats will be protected and enhanced. The design of building sites, movement corridors and open spaces will incorporate space for enhanced planting and biodiversity while managing wildlife movement with existing land uses. Green development policies and guidelines will support the use of natural infrastructure and sustainable materials and solutions to manage stormwater and rain events wherever feasible, creating resiliency with various current and future climate events in Sandwich South. Sandwich South's growth will honour its agricultural heritage, integrating urban design with spaces dedicated to Indigenous heritage, local agriculture, bolstering community food security. Waste produced in Sandwich South, whether it be from construction and

demolition activities or from operational activities, will be tracked and have green performance targets to achieve.

Concerns/Comments

- Enforceability of green development policies in view of provincial legislation: The City needs to either challenge Bill 17, along with AMO, or at least develop green principles or guidelines that it can recommend to developers but not enforce.
- In what ways will SSSNAP honour its agricultural heritage etc., given the increased announcements of industrial projects? E.g. Minth, battery plant
- The City should encourage the hospital to communicate its green performance targets to the public for transparency and to ensure that this is more than lip service.
- How will waste management principles incorporate waste from the hospital?
- Additional biodiversity will attract waterfowl, which will in turn be problematic for the airport. By regulation, no open water structures like storm water retention ponds are allowed near the airport. Canada geese like flat open spaces so areas with planting of trees and native flora will not be interesting for the geese.

THEME #2: GREEN JOBS AND ECONOMY

What Success Looks Like: The evolution of Sandwich South as a sustainable community will support both expanded housing options and the vitality of Windsor's new economy. It will deliver new housing and community infrastructure near existing and future employers. A commitment to green building standards will create opportunities to support and demonstrate local green economy innovators and build knowledge within Windsor's existing development community. Partnerships with local educational institutions, the sustainable construction industry, the Windsor- Essex Acute Care Hospital, Windsor International Airport, and surrounding employers will position the community as a hub for the green economy, showcasing Windsor's innovative advancements in sustainable mobility, energy, healthcare, and construction.

Concerns/Comments

- In what ways can Windsor International Airport be green?
- What discussions are going on today to ensure the new hospital incorporates green standards?
- What is being done to incentivize green housing construction?

THEME #3: CLIMATE LEADERSHIP AND GREEN ENERGY

What Success Looks Like: A coordinated approach to energy, buildings, and infrastructure will enable a climate focused community in Sandwich South and support energy security and climate resilience in Windsor. Proactive planning and

partnership building among the City, landowners, utilities, and other key stakeholders will enable a district-scale approach aimed at drastically reducing energy demand and carbon impacts. The City, in partnership with community members and stakeholders, will champion a shift to low-carbon energy and construction along with efficient, net-zero ready buildings, and pursue innovations in policy and technology in Sandwich South that will enable positive change throughout Windsor.

Concerns/Comments

- Which if any of these principles have been used in the construction of the Minth building already going up on the Airport land?
- How is the new acute care hospital using "green leadership" and how is this being communicated to the public?
- What is the status of the plans for district energy, and how is this green if it's gas powered?
- What is the mechanism by which the city hopes to pursue innovations in policy, given the provincial government legislation that prevents municipalities from mandating green construction?

THEME #4: SUSTAINABLE TRANSPORTATION AND MOBILITY

What Success Looks Like: Sandwich South will be a people-centered neighbourhood with a focus on active mobility (walking, cycling, and rolling) and transit access. Deliberate and consistent design at the neighbourhood and site scales will make transit and active transportation the most attractive means of travel. A seamless integration with Windsor's cycling, pedestrian, and transit systems will facilitate easy connections to, from, and within Sandwich South without the need for automobiles, providing residents with an equitable,

low-cost, and low to no emission form of travel. Transit, pedestrian, and bike connections inside and outside of Sandwich South will be convenient and safe.

Concerns/Comments

- How will active transportation be designed to make it the most attractive means of travel for the thousands of hospital workers and other related staff traveling to and from Sandwich South?
- Why is a parking structure among the first buildings planned for the hospital site, and how can we be assured that this indicates alignment with SSSNAP rather than car-oriented development?
- Will there be safe separated bike lanes linking Windsor's developed neighbourhoods with Sandwich South?
- Are any plans being made to provide staff and/or patient shuttle buses for the new hospital?
- What mode share targets have been established for staff and patient travel to and from the acute care hospital?
- Recent announcements of a parking structure at the hospital is a

departure from previous plans to offer surface parking only. Since parking structures use less land, this raises questions about the often-stated "need" to purchase and develop 60 acres of productive farmland.

THEME #5: COMMUNITY, LAND USE AND DESIGN

What Success Looks Like: Sandwich South will be a community where current and future Windsor residents want to locate and stay in the long term. The mix of land uses, and sustainable connections between them, will enable people of all ages and abilities to meet most of their daily needs within the community. Sandwich South will bolster housing (affordable and attainable) and energy security in Windsor by delivering a full range of housing tenure types and levels of affordability within energy-efficient buildings and landscapes. Increased densities will support housing choice and sustainable design.

Concerns/Comments

- Construction has started in Sandwich South. What are the timelines for this development and how are the SSSNAP objectives and goals being incorporated into the project?

Ideas we particularly like:

- Page 51: Action 4.3. Disconnect the number of required bike parking spaces from the required parking spaces within new development to ensure reductions in vehicular parking do not result in a reduction in bike parking. The subcommittee supports eliminating minimum parking city-wide standards.
- Page 52: Action 4.7. Establish a Sandwich South TOM program that works with local employers and institutions to encourage more sustainable modes of travel. Strategies could include providing corporate transit pass discounts, providing education and training on sustainable travel options, facilitating development of a neighbourhood-focused rideshare program or supporting emergency/off-peak travel. What is being done by the city to provide incentives for employees to take the bus? There was a pass system a couple of years back, but little was done to promote it. As a result, uptake was low.
- Page 64: Action 5.23. Establish incentives for ultra-low energy housing design to reduce energy costs for housing operators, owners or tenants. What is the status of developing such a policy or CIP?

Recommendations on the SSSNAP

- The City needs to either challenge Bill 17, along with AMO, or at least develop green principles or guidelines that it can recommend to developers, even though enforcement will not be possible.
- Green performance targets for the acute care hospital should not be lower than the community or neighbourhood it is in.

- The hospital's green performance targets need to be communicated to the public. The collective impact of the new hospital in the context of the SSSNAP needs to be quantified and incorporated in performance targets. Not doing so diminishes and even negates any positive impacts within Sandwich South.
- How is green leadership defined and what does it look like in practice?
- The City needs to either challenge Bill 17, along with AMO, or at least develop green principles or guidelines that it can recommend to developers, in the knowledge that they are not enforceable.
- Many quotable lines from the Airport Master Plan are open to interpretation. For example: 'The Recommended Land Use Plan: Ensures that land is developed in a manner that is compatible with the adjacent Community;'
-

The Let's Talk Windsor platform is neither current nor user-friendly. A quick assessment and update are needed to make the tool useful.

In the longer term, a more thorough evaluation is needed to determine how this platform is failing residents and what improvements can be implemented.

Momentum by other Canadian Municipalities With Electric Buses

Meanwhile, on other fronts, the subcommittee wants to acknowledge progress made on electrification of bus infrastructure in other Canadian cities, both larger and smaller than Windsor, including the Town of Tecumseh, which recently announced the arrival of its fully electric transit fleet. Yet Windsor has announced no plans for electric buses.

Town of Tecumseh Welcomes Electric Bus Fleet

The Town of Tecumseh is proud to announce the arrival of its fully electric transit fleet, marking a major milestone in the Town's ongoing efforts to build a more sustainable, environmentally responsible future.

Thanks to funding provided in 2023 through the Rural Transit Solutions Fund (RTSF), the Town was able to purchase electric buses that will soon replace its current gas-powered vehicles.

These modern, zero-emission buses will officially begin service on local roads this July.

Frank Butler advises that the Budget Committee will be looking at the Urban Forest Master Plan and its projections. He questions if information can be gleaned from London, Ottawa, and Hamilton as it relates to their budget allotment along with an update of the number of trees planted. The Chair advises that an update was recently provided to City Council with approximately 20% tree coverage in the City of Windsor.

Moved by Councillor Angelo Marignani, seconded by Mike Fisher,

That the report of the Budget Subcommittee **BE RECEIVED**.
Carried.

Frank Butler requests that a representative from the Legal Department be invited to attend a meeting of ECCAC to address the matter relating to Black Oak Park.

6. Confirm and Ratify E-mail Poll

That the following E-mail Poll sent on September 15, 2025, regarding the approval of an upset limit of \$1,000 for the purchase of the following promotional items **BE CONFIRMED AND RATIFIED**:

Moved by Councillor Angelo Marigani, seconded by Mike Fisher,

- Purchase of Tablecloth for an eight (8) foot table
- Purchase of Pop-up banner with the new ECCAC logo

And further, that a discussion be held at the next meeting to discuss any further expenditures.

Carried.

7. New Business

Mike Fisher suggests that a representative from the Parks Department be invited to attend the next meeting of ECCAC primarily to address Black Oaks Park and the issues around access for a variety of users including options to protect that space. He refers to Peche Island and remarks that ECCAC is supportive of doing a comprehensive management plan of the Peche Island natural area.

Moved by Mike Fisher, seconded by Councillor Angelo Marignani,

That the creation of a comprehensive Management Plan **BE SUPPORTED** for the Peche Island natural area, that considers the ecological features, the natural heritage and full protection while working with the community to identify recreational opportunities.

Carried.

8. Date of Next Meeting

The next meeting will be held on November 13, 2025 at 5:30 p.m. in a room to be determined.

9. Adjournment

There being no further business, the meeting is adjourned at 7:34 o'clock p.m.



Committee Matters: SCM 379/2025

Subject: Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held November 4, 2025



Essex-Windsor Solid Waste Authority Regular Board Meeting MINUTES

Meeting Date: Tuesday, November 4, 2025

Time: 4:00 PM

Location: County of Essex Administration Building
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
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
Tom Marentette	Manager of Waste Disposal
Natalie Byczynski	Project Manager
Teresa Policella	Executive Assistant

City of Windsor Staff:

Tony Ardivini	Deputy Treasurer Financial Planning
Jim Leether	Manager of Environmental Services
Stacey McGuire	Acting Executive Director of Operations
Mark Spizzirri	Manager of Performance Management and Business Case Development
Stuart Diotte	Coordinator of Environmental Services

County of Essex Staff:

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

Absent:

Drew Dilkens	City of Windsor (Ex-Officio)
Hilda MacDonald	County of Essex
Kirk Walstedt	County of Essex
Gary Kaschak – Vice Chair	City of Windsor

1. Call to Order

The Chair called the meeting to order at 4:00 PM.

2. 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.

3. Approval of the Minutes

Moved by Rob Shepley

Seconded by Mark McKenzie

That the minutes from the Essex-Windsor Solid Waste Authority Regular Meeting, dated September 10, 2025, be ***approved and adopted***.

87-2025
Carried

4. Business Arising from the Minutes

No items were raised for discussion.

5. Correspondence

- A. October 1, 2025, letter from Todd McCarthy, Minister of the Environment, Conservation and Parks (MECP) Re: Blue Box Collection from Industrial, Commercial and Institutional Sources

The Chair asked if there were any comments regarding the correspondence.

Kieran McKenzie asked for Administration's comments regarding the letter.

The General Manager stated that she was not surprised by the correspondence from the Minister's office. As discussed at the Board meeting on September 10, 2025, regarding the Circular Materials (CM) Service Proposal, there were a significant number of stringent stipulations and service level gaps contained within the proposal. The proposal also lacked any costing or financial information. In discussions with the Board previously, Resource Productivity and Recovery Authority (RPRA) and internally with colleagues around the Province, the stipulations from CM were not going to work. The collective hope was that the Minister's office would require CM to revise the proposed restrictions or set the service, but that did not happen. The General Manager noted that this outcome is disappointing and impractical, particularly in servicing Non-eligible Sources (NESs) through a separate collection.

Kieran McKenzie asked if this framework is permanent or whether the requirements will be revisited and NES will be added to the collection.

The General Manager stated that the Producers have engaged CM as the service provider, but she is not aware of a contract termination date. In the absence of the MECP changing the actual regulation, it's obvious from CM's proposal that they are not changing their direction.

Kieran McKenzie asked if there was a regulatory change, would CM legally have to change its direction?

The General Manager stated that if the regulation were to be amended, the parties would need to make changes to satisfy the requirements of the regulation. However, she is not certain how the actual change would be enforced. RPRA has the ability to levy administrative penalties for non-compliance, which may be the legal recourse available.

Kieran McKenzie asked about the \$171 million savings annually to municipalities as referenced in the Minister's letter.

The General Manager explained the process that previously determined the Producer funding requirement and how the Province is likely calculating the savings to the municipalities of \$171 million.

Kieran McKenzie noted that it would be hard to quantify if the dollar amount does not reflect the reality.

The General Manager agreed that with the additional cost of servicing the NES sector, the savings would certainly be lower than reported and that the cost would be very hard to quantify. Most municipalities do not know the true cost to collect from NES locations prior to Transition to Extended Producer Responsibility. The original cost to collect NES was embedded in the total program cost. When the RFP was issued for collection, NES was included. The Authority used a stop count previously that was equal to approximately 2% of the cost.

Kieran McKenzie commented that the public will ultimately assess if it is a good program. He asked if conversations with either the service provider or the government note the net impact to the landfill for potential waste that is not diverted from the landfill.

The General Manager stated that the Authority will continue to communicate that the absence of a program will result in increased material being delivered to the landfill. This will result in increased costs for the landfill, municipalities, increased risk and administrative burden. There is a cardboard ban at the landfill, which could result in Authority staff rejecting loads. She noted that we are starting to see some municipalities not providing service, and BIAs are lobbying the government. She does not believe this conversation will end soon.

Kieran McKenzie commended Administration, who advocated and went above and beyond, which resulted in a response from Minister McCarthy.

Mr. Morrison also commended Authority Administration. He further asked about the savings the Authority experienced from the Transition of the recycling program to the Producers.

The General Manager referred to the memo that was shared with the Board, which provided supplemental information related to the recycling program costs referenced in the proposed 2026 budget. The information was included to provide supplemental information related to the recycling program costs referenced in the Draft 2026 Operational Plan and Budget. The document was provided to summarize previously approved recycling program budgets and illustrate the financial impacts of the Blue Box Program wind-up.

Kieran McKenzie moved that the correspondence and memo be distributed to the local municipalities.

Moved by Kieran McKenzie
Seconded by Mark McKenzie

That the Board **receive** the correspondence as information.

That the Board **direct** Authority Administration to distribute the correspondence dated October 1, 2025, from Todd McCarthy, Minister of the Environment, Conservation and Parks Re: Blue Box Collection from Industrial, Commercial and Institutional Sources to the Clerk's Department at the City of Windsor, County of Essex and seven (7) County Municipalities as information.

That the Board **direct** Authority Administration to distribute the memo dated November 4, 2025, Re: Recycling Program Transition Financial Information to the Clerk's Department at the City of Windsor, County of Essex and seven (7) County Municipalities as information.

88-2025
Carried

6. Delegations

There were no delegations.

7. Waste Disposal

A. Barn Demolition at Regional Landfill

The Manager of Waste Disposal presented the report recommending the approval to demolish the existing timber structure, located on the Authority's property at 8803 8th Concession Rd., north-east of the Regional Landfill, due to the condition of the structure.

The barn has been used for equipment storage, but due to deterioration, it requires structural repairs, increasing concerns related to safety and liability, and recent break-ins. Administration is recommending that the barn be demolished. A condition assessment of the barn was conducted by GS Engineering Inc. (GSE), and they estimated the cost of the repairs would be approximately \$72,000-\$100,000. GSE concluded that the demolition of the barn would be more economical.

The Authority solicited proposals for the demolition of the barn, and Jones Group Inc. was the lowest bidder at a cost of \$6,000 plus applicable taxes.

Mr. Akpata asked if there was any salvageable wood and what the intended use would be.

The Manager of Waste Disposal stated that there are some beams, and the Authority has asked the contractor to take them down as cautiously as possible. The beams will be moved to the landfill, where they will be stored for future use, if possible. He noted that the barn boards will not be salvageable.

Moved by Jim Morrison
Seconded by Michael Akpata

That the Board **approve** the demolition and removal of the timber barn structure located at 8803 8th Concession Rd.

**89-2025
Carried**

B. Equipment Fire at the Windsor Transfer Station

The Manager of Waste Disposal stated the purpose of the report was to advise the Board of an equipment fire at Windsor Transfer Station No. 1 (TS1) that occurred on October 3, 2025. There were no safety concerns or damage to the transfer station as a result of the fire.

The backhoe is used to clear blockages in the TS1 pits, clean up garbage around the TS1 building to keep a neat and clean facility. Currently, the Authority's insurer is completing its investigation, and the report is expected in the coming weeks. The cause of the fire is not known at this time.

The backhoe was purchased in 2019 and was scheduled to be replaced in 2026. Typically, the Authority would issue a Request for Tender to procure equipment, but due to the immediate need for this unit, the timing of the final determination from the insurer and the lead time for the new equipment, the Authority may need to leverage the procurement group buying discount program allowed under the Procurement Policy, for the direct purchase of a replacement backhoe. The Authority also proposes entering into a Maintenance and Repair Agreement (MARC) with the supplier.

The Draft 2026 Operational Plan and Budget has been amended to include the replacement of the backhoe in 2025, rather than in 2026 as originally scheduled. An estimated replacement cost of \$225,000 has been included in the budget, based on a sourced quotation. This cost will be partially offset by any applicable insurance proceeds, with the net cost of the new unit to be financed from the Equipment Replacement Reserve.

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

Moved by Mark McKenzie
Seconded by Jim Morrison

That the Board **approve** the purchase of a replacement unit should the insurer determine that the existing equipment cannot be repaired.

That the Board **delegate** authority to the General Manager, in consultation with the Authority Chair and Vice-Chair, to proceed with the procurement of the replacement equipment in the absence of a Board meeting, to avoid operational delays.

That the Board **direct** the General Manager to report back to the Board at a future meeting with the outcome of the insurer's assessment, the procurement process, and any related costs.

**90-2025
Carried**

8. Waste Diversion

A. Green Bin Program Launch (Verbal report)

The Manager of Waste Diversion provided an update regarding the first two weeks of the Green Bin Program. During the first two weeks, 351 tonnes of Green Bin material was collected. The Authority's processor, Seaclyff Energy, noted that the material received has been extremely clean, which is a result of residents wanting to participate in the program and using the program properly. Authority staff have been conducting visual audits daily, and results show less than 5% contamination. Residents are being acknowledged for their efforts and participation in the program by receiving "Gold Star" stickers as well as coupons towards Glad compostable bags.

Authority staff have been working on communications and messaging and have been very active on social media to increase participation in the program. There has been an increase in followers on the Recycle Coach app since the start of the program. Based on feedback from residents and collectors, certain materials are currently being considered for removal or addition to the program. Mr. Shepley congratulated Administration on a successful launch of

the program. He asked if the Board would be provided with an update on the usage of the program among the membership. He also noted that he received a call from a resident who was adamant that they would not be billed if not participating in the program.

The Manager of Waste Diversion stated usage is being monitored, and further that when residents opt out of the program, it is noted in the system that the resident was advised that they will not receive a credit on their property taxes, similar to if they chose not to utilize other municipal services.

Mr. Akpata asked, should residents call the Authority due to the RFID tags on the bins to advise that they are away during the winter months and are not placing a bin out for collection.

The Manager of Waste Diversion stated that residents are not required to notify the Authority. She noted residents should not leave anything in their bin while they are away. Regarding the RFID tags, the General Manager noted that the information is only used to tag the bin as an Authority asset and link the bin to the address, no other information is being collected. The collection trucks have GPS, to know if the street was serviced and at what time. The Authority is not tracking if a house has set out a bin for collection.

Kieran McKenzie congratulated Administration and everyone involved in the rollout of the program. He noted that the success of the program is largely due to the robust P&E campaigns. The P&E has generated conversations, whether good or bad, but so many positives. In regards to the material that may or may not be collected, he asked about the process for determining acceptable materials. He further asked Administration to have pumpkins be accepted as part of the program because you can eat them. He believes it would be served better if they were accepted as part of the program.

The General Manager stated that collectors have been instructed not to leave the bins behind because of pumpkins in them. Traditionally, pumpkins were part of outdoor décor, and it was recommended that pumpkins be reused where possible at a municipal event or be disposed of in leaf and yard waste. Tipping fees for yard waste are \$44/tonne, and Seaclyff Energy's fees are \$135/tonne. From a financial standpoint, it would be better if pumpkins were placed in yard waste.

Mr. Morrison commended Administration on the rollout of the program. He asked if Miller drivers are getting out of the truck to pick up the Green Bin if it is not placed out properly.

The Manager of Waste Diversion stated that, during program roll-out, Miller has increased manpower in order to keep them more efficient, but this will not always be the case. More education on proper set-out will be provided to residents. However, in some situations, the driver will need to exit the collection vehicle.

Moved by Rob Shepley
Seconded by Mark McKenzie

That the verbal report be **received** as information.

**91-2025
Carried**

B. Non-Eligible Source Recycling Program Update

The General Manager stated that the purpose of this report is to request formal approval to engage Miller Waste Systems to provide Non-Eligible Source (NES) recycling collection in the County of Essex (County). At its meeting on September 17, 2025, County of Essex Council was provided with information regarding the NES program and endorsed that the Authority negotiate a collection contract with Miller.

The Chair asked if there were any questions.

Mr. Morrison asked how the County is going to repay this, and if the cost is included in the budget.

The General Manager stated that it will be managed in the same manner as Perpetual Care programs. The NES costs will be separated in the budget. Similar to the perpetual care for closed Landfill 2 and Landfill 3, the expenditures are removed from the operating budget into a separate program funded solely by those using the program.

There were no further questions.

Moved by Mark McKenzie
Seconded by Jim Morrison

That the Board **approve** the continuation of a Non-Eligible Source Recycling Program in the County, commencing on January 1, 2026, and that Miller Waste Systems be **awarded** the contract for bi-weekly collection services at a Year One cost not to exceed \$495,000, plus HST, and with the contract duration, along with the full terms and conditions, being finalized prior to execution, and that the Chair and General Manager be **authorized** to execute the final contract.

**92-2025
Carried**

9. Finance & Administration

A. 2026 Operational Plan and Budget Overview

The General Manager presented the comprehensive 2026 Operational Plan and Budget overview report. The report recommends approval of the 2026 expenditure budget estimates as well as the budget estimates related to non-municipal revenue (e.g. Industrial, Commercial and Institutional (IC&I) tip fees, Other Revenue, etc.). The report also recommends approval of a 2.1% increase to the 2025 base amount budgeted to be assessed to Windsor and the 7 County municipalities. This increase equates to \$326,390 and would be comprised of two components. The first component is a \$0 increase in the per-tonne fee assessed on refuse delivered for disposal from the 2025 rate of \$43.00 to the 2026 rate of \$43.00. The other component is an increase in the fixed amount assessed to municipalities based on population. This increase is \$326,390.

Overall, the budget includes tipping fee increases to the non-municipal sectors, which include a \$3 tipping fee increase for the IC&I sector (typically the increase is \$1-\$2) and a \$20 increase to residents who deliver in excess of 100kg of material. This fee has not increased since 2012. As a result of increases to the non-municipal sector, the tipping fees to municipalities will remain the same at \$43/tonne.

The General Manager noted that with the introduction of the Green Bin program, the municipal tonnages are projected to decrease by 10,640 tonnes with a year-over-year decrease of (\$457,520) in the municipal tipping fees at the 2026 rate of \$43.00 per tonne. As a result, the actual overall increase in the municipal assessment for costs not related to the Green Bin Program is (0.84%). The report also recommends that for 2026, the Board approve the Green Bin Program funding model for the City of Windsor and County of Essex at full cost recovery for the Program. This cost equates to \$19,878,000 and would be comprised of two components. The first component is a \$135.00 per-tonne fee assessed on green bin material delivered for processing totalling \$1,807,000. The other component is a fixed cost assessed based on the number of households receiving collection per household totalling \$18,071,000.

Due to the reduction of tonnages from the County municipalities and the City, the only variable cost is the host compensation to the Town of Essex. The fixed costs remain the same.

In 2018, the Authority, City of Windsor and the County of Essex approved reaching a balanced budget by 2027. In order to achieve a balanced budget, increases would be required. Administration is proposing holding off on balancing the budget by another year due to the launch of the Green Bin Program.

She referred to the Appendix regarding potential options for the Board to increase revenue and decrease expenditures.

The General Manager asked if there were any questions.

Mr. Morrison suggested that the tipping fees for residents remain as proposed and no additional fees be considered. He also suggested options for future consideration for collection calendars to reduce costs. He is pleased with the (0.84%) decrease.

The Chair noted the Authority's commitment to the debenture, which has a high interest rate of 6.24%. He inquired whether or not there would be a heavy penalty if the debenture were paid out in full.

The General Manager noted that in or around 2019-2020, when interest rates were favourable, the Authority explored ways for the City and the County to resolve their debt. The result was that paying the debenture in full did not make financial sense due to Sunlife assessing penalties and interest. The General Manager highlighted the Authority's commitment to fund the perpetual care reserve once the debenture reaches maturity. She reminded the Board that the Essex-Windsor Regional Landfill's Environmental Compliance Approval states that the Authority is required to fund its own perpetual care.

Kieran McKenzie commented that, based on the new programs that the Authority is offering the community and the financial pressures of the region, he is pleased with the budget as presented and would move the recommendations.

There were no further questions.

Moved by Kieran McKenzie

Seconded by Jim Morrison

That the Board

1. Approve the 2026 **Expenditure and Revenue budget estimate figures** excluding the municipal Total Waste Management Fee (Tip Fee) and the municipal Fixed Cost Assessment.
2. Maintain the **Total Waste Management Fee** at \$43.00/tonne. This is the fee assessed to municipalities for each tonne of refuse delivered for disposal.
3. Increase the **Fixed Cost Assessment** to Windsor and the 7 County municipalities based on the following chart. Fixed costs are assessed based on population.

	2021 Census Population	2026 Amount	2025 Amount	Difference
WINDSOR	229,660	\$6,042,620	\$5,865,270	\$177,350
AMHERSTBURG	23,524	\$618,940	600,780	\$18,160
ESSEX	21,216	\$558,220	541,830	\$16,390
KINGSVILLE	22,119	\$581,980	564,890	\$17,090
LAKE SHORE	40,410	\$1,063,220	1,032,010	\$31,210
LASALLE	32,721	\$860,930	835,660	\$25,270
LEAMINGTON	29,680	\$780,900	757,980	\$22,920
TECUMSEH	23,300	\$613,050	595,050	\$18,000
TOTAL	422,630	\$11,119,860	\$10,793,470	\$326,390

4. Approve the **Fee Schedule**, as attached to this report, exclusive of the municipal Total Waste Management Fee but inclusive of the per tonne rate increases outlined in the **Fee Schedule** for 2026.
5. Approve the Green Bin Program funding model for the City of Windsor and County of Essex at full cost recovery for the Program.
6. Approve the County of Essex Non-Eligible Source Recycling Program at a full cost recovery for the Program funded solely by the County of Essex Municipalities.
7. That any resultant (deficit)/surplus from 2025 operations be contributed to or funded by the Rate Stabilization Reserve.
8. That any resultant (deficit)/surplus for 2026 be contributed to or funded by the Rate Stabilization Reserve.

**93-2025
Carried**

B. 2026 EWSWA Board Meeting Dates

Moved by Rob Shepley

Seconded by Mark McKenzie

That the Board **approve** the 2026 Essex-Windsor Solid Waste Authority Regular Meeting Schedule.

**94-2025
Carried**

10. New Business

No items were raised for discussion.

11. Other Items

No items were raised for discussion.

12. By-Laws

A. By-Law 16-2025

Moved by Mark McKenzie

Seconded by Jim Morrison

That By-Law 16-2025, being a By-law to **approve** the continuation of a Non-Eligible Source Recycling Program in the County, commencing January 1, 2026, and that Miller Waste Systems be **awarded** the contract for bi-weekly collection services at a Year One cost not to exceed \$495,000, plus HST, and with the contract duration, along with the full terms and conditions, being finalized prior to execution, and that the Chair and General Manager be **authorized** to execute the final contract.

**95-2025
Carried**

B. By-Law 17-2025

Moved by Mark McKenzie

Seconded by Jim Morrison

That By-Law 17-2025, 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 4th day of November, 2025.

**96-2025
Carried**

13. Next Meeting Dates

Tuesday, December 2, 2025

14. Adjournment

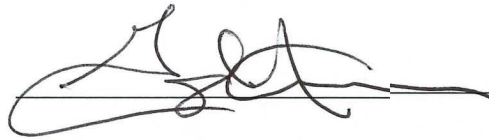
Moved by Michael Akpata

Seconded by Rob Shepley

THAT the Board stand ***adjourned*** at 6:11 PM.

**97-2025
Carried**

All of which is respectfully submitted.



Gary McNamara
Chair



Michelle Bishop
General Manager



Committee Matters: SCM 360/2025

Subject: Report No. 1 of the Environment & Climate Change Advisory Committee meeting held October 2, 2025

**REPORT No. 1
OF THE
ENVIRONMENT & CLIMATE CHANGE ADVISORY COMMITTEE
(ECCAC)**

Meeting held October 2, 2025

Present: Councillor Kieran McKenzie, Chair
Councillor Angelo Marignani
Frank Butler
Mike Fisher
Jennifer Nantais
Michael Schneider

Your Committee submits the following recommendation:

Moved by Michael Schneider, seconded by Mike Fisher,

That in light of the City of Windsor Declaration of Climate Change Emergency and recognizing the data presented in the Community and Corporate Green House GHG Inventory, including the emissions targets approved by Council;
That ECCAC recommends that Council consider stronger investments to improve public transit and active transportation as well as public education surrounding alternative strategies such as carpooling or ride share; and further,
That ECCAC also recommends that Council explore ways to increase community adoption of the Windsor Residential Deep Energy Efficiency Retrofit Business Case (R-DEER} Program and similar programs in the market.
Carried.

NOTIFICATION:		
<i>Name</i>	<i>Address</i>	<i>E-mail</i>
ECCAC members		on-file



Committee Matters: SCM 361/2025

**Subject: Report No. 2 of the Environment & Climate Change Advisory Committee
of its meeting held October 2, 2025**

**REPORT No. 2
OF THE
ENVIRONMENT & CLIMATE CHANGE ADVISORY COMMITTEE
(ECCAC)**

Meeting held October 2, 2025

Present: Councillor Kieran McKenzie, Chair
Councillor Angelo Marignani
Frank Butler
Mike Fisher
Jennifer Nantais
Michael Schneider

Your Committee submits the following recommendation:

Moved by Mike Fisher, seconded by Michael Schneider,

That given the information presented in the Corporate GHG Emissions 2023 Inventory;
That the Environment & Climate Change Advisory Committee **STRONGLY RECOMMENDS** that Council move forward with initiatives outlined in the Corporate Climate Action Plan and the Corporate Energy Management Plan.
Carried.

NOTIFICATION:		
<i>Name</i>	<i>Address</i>	<i>E-mail</i>
ECCAC members		on-file



Committee Matters: SCM 366/2025

Subject: 2025 Annual Report of the Active Transportation Expert Panel (ATEP)

Active Transportation Expert Panel (ATEP)

2025 Annual Report

The Active Transportation Expert Panel (ATEP) serves as an advisory body to the Environment, Transportation & Public Safety Standing Committee and City Council. Its mandate is to foster collaborative engagement, provide infrastructure-related recommendations, and promote all modes of active transportation across Windsor.

In 2025, the Panel convened in April, June, and October in 2025, to advance its strategic goals, support community initiatives, and review progress on the Active Transportation Master Plan (ATMP).

Community Engagement & Education

In 2024, ATEP supported cycling safety education through field trips to the Safety Village taken in Spring of this year, benefiting students from seven elementary schools. The program included hands-on learning, helmet fitting, and road safety instruction. Positive feedback from participating schools highlighted the value of the experience. The Expert Panel contributed another \$2,000 in 2025.

The Panel also contributed \$1,000 to Unifor Local 444's Bike for Kids Program, which refurbished and distributed over 100 bicycles to underprivileged children, new Canadians, and victims of house fires. Since 2002, the program has been supported by community donations and volunteer efforts.

ATEP also supported Bike Windsor Essex's Winter Wheels Program with a \$1,000 donation. This initiative promotes year-round cycling for new Canadians and vulnerable populations. Bike Windsor Essex also provided free bike lights and conducted school programs teaching students essential cycling skills.

Budget Allocation Summary

ATEP's 2025 operating budget of \$4,300 was allocated as follows:

- \$2,000 for Safety Village cycling education,
- \$1,000 for the Bike for Kids Program,
- \$1,000 for the Winter Wheels Program, and
- \$300 for bike locks for schools participating in Safety Village trips.

Infrastructure & Policy Updates

The Panel had the opportunity to review the City's new Bike Parking Policy, as well as the Active Transportation Master Plan Biennial Update Report, which in

addition to providing highlights of master plan accomplishments in the last two years, also included a proposed Regional Cycling Network to accelerate implementation of a connected Citywide network. The Panel also discussed the Expansion of Cycling Infrastructure report to council.

ATEP members also attended the Riverside Alternate Bikeway Open House on October 6th, to provide their feedback on an upcoming project that will provide a key east-west bikeway connection in the Riverside area corridor.

Strategic Planning & Subcommittee

A subcommittee was formed to explore event planning, budget utilization, and infrastructure priorities.

Share the Road Cycling Coalition & Ontario Bike Summit

At the April meeting, Eleanor McMahon, Chair of Share the Road Cycling Coalition, presented highlights of Share the Road initiatives, including its Bicycle Friendly Community program, emphasizing Windsor's Bronze level designation, how it is primed to achieve silver status, as well as an overview of the upcoming Ontario Bike Summit that was held in Windsor from May 27th to May .

The Ontario Bike Summit, Canada's largest cycling and active transportation conference hosted delegates from across Canada and the U.S., and included municipal and government representatives, cycling advocates, consultants, and vendors, and featured workshops, expert speakers, and networking opportunities. Two ATEP members were afforded the opportunity to attend the conference through Tourism Windsor Essex Pelee Island sponsorship.

Looking Ahead to 2026

ATEP will continue to monitor the implementation of the Bike Parking Policy, support the expansion of the Regional Cycling Network, evaluate funding opportunities for community-based cycling programs, and promote active transportation through education, infrastructure, and events.



Committee Matters: SCM 396/2025

Subject: 2025 Annual Report of the Transit Windsor Working Group



Transit Windsor Working Group 2025 Annual Report

Transit Windsor remains dedicated to enhancing transit services through the ongoing implementation of the Transit Master Plan while adapting to challenges in order to provide safe and reliable transportation for the community and surrounding municipalities. 2025 was a transformative year for Transit Windsor, marked by significant infrastructure investments, service improvements, and strategic planning to modernize the transit network. This report highlights the notable accomplishments achieved in 2025.

Working Group Mandate

The Transit Windsor Working Group provides advice on policies, service improvements, and fare strategies, acting in an advisory role to City Council and Transit administration.

Working Group Meetings

March 26, 2025

May 27, 2025

August 13, 2025

September 24, 2025

November 19, 2025 (Cancelled due to lack of quorum.)

2025 Meeting Summary

Discussions centered around:

- **Key Achievements:** Breaking ground on new East and West End terminals, advancing garage renovation plans, and deploying new buses equipped with modern amenities. The launch of the 2025 Service Plan introduced 20,000 additional service hours with improved route frequencies to optimize resources.
- **Elimination of the Tunnel Bus and School Extras.**
- **Ridership Trends:** Despite a 13–15% overall decline in ridership—primarily due to reduced international student enrollment—adult and youth ridership showed encouraging growth.
- **New Technology:** Transit Windsor initiated steps toward fare system modernization.
- **Ridership Experience:** Developed a comprehensive operator training program to enhance customer service and safety. On-going implementation of accessibility improvements at bus stops.

2026 Vision

Looking ahead, 2026 will focus on completing major capital projects, implementing digital fare systems, and continuing efforts to improve accessibility and rider experience.



Committee Matters: SCM 398/2025

Subject: 2025 Annual Report of the Environment & Climate Change Advisory Committee



Environment and Climate Change Advisory Committee

The Environment and Climate Change Advisory Committee (ECACC) mandate is to receive referrals from City Administration to address specific environmental and climate change concerns from the City of Windsor. In addition, the ECCAC is proactive and will advise on environmental and climate change matters identified through its own initiative and will provide community education and outreach on environmental and climate change issues.

The Environmental and Climate Change Advisory Committee has convened 3 times this year, with one additional meeting before year end, but the date has not been confirmed yet. Meetings have been held in a hybrid format, either in person at City Hall or virtually on the following dates:

- May 22, 2025
- July 17, 2025
- October 10, 2025

Accomplishments

- Finalized ECCAC logo and branding to strengthen visibility at events and advertisements
- Reviewed and provided feedback on the Sandwich South Sustainable Neighbourhood Action Plan (SSSNAP)
- Participated in Earth Day and confirmed involvement for 2026
- Advanced public engagement through community events and approved funding for outreach activities
- Identified high level budget priorities for various environmental initiatives

Next Steps

- Allocating budget and allowing specific funding proposals towards various events and initiatives amongst the subcommittees
- Final confirmation of the ECCAC logo with accessibility and visual standards incorporated, will be submitted to the CAO for approval
- Continue supporting initiatives that advance environmental sustainability and climate action in Windsor
- Strengthen community engagement and collaboration amongst ECCAC and its subcommittees

- Monitor and provide input on city plans and projects

Sub-Committees

The requirements were that these sub-committees were to meet at least 4 times a year and have at least one member from the ECCAC committee be on the sub-committee. Sub-committees were open to having as many members as they would like and could include members outside of ECCAC. Each sub-committee is chaired by a member of ECCAC.

These 5 sub-committees include:

1. Bird Subcommittee
2. Planning and Environment Subcommittee
3. Public Education and Engagement Subcommittee
4. Youth Subcommittee
5. Budget Subcommittee

Subcommittee Accomplishments and Next Steps

1. Bird Team

Chair

- Jennifer Nantais (Carolinian Canada)

Members

- Suzanne Friemann – Nature Canada Liaison; PIBO; Communications Lead
- Karen Alexander – City of Windsor, Natural Areas
- Chris Hart – City of Windsor, Natural Areas; alternate
- Michelle Moxley-Peltier – City of Windsor, Environmental Sustainability & Climate Change (Acting)
- Humna Khan – City of Windsor, Environmental Sustainability & Climate Change (January–April 2025)
- Amy Nevills – City of Windsor, Environmental Sustainability & Climate Change (May–December 2025)
- Nadia Harduar – University of Windsor

Team engagement broadened through student involvement, informal participation at meetings, and plans to open the team to a limited number of external volunteers in the future.

Meetings

The Bird Team held five meetings in 2025, ensuring steady coordination across projects. Meetings included:

- February 21, 2025 – Winter
- March 26, 2025 – Spring
- June 25, 2025 – Summer
- July 15, 2025 – Reporting
- August 12, 2025 – Reporting Follow-Up

The next scheduled meeting is January 14, 2026.

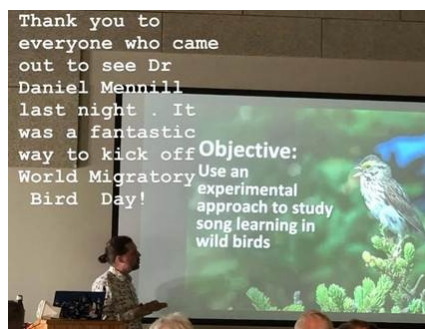
Accomplishments

World Migratory Bird Day & Public Engagement

As a critical Nature Canada Bird Friendly City deliverable, World Migratory Bird Day (WMBD) drew participation and increased awareness in support of Windsor's Bird Friendly City status. Key achievements included:

- Dan Mennill public talks (May 9 in Windsor; May 10 on Pelee Island) with ~50 cumulative attendees.
- Open House at Ojibway Nature Centre, featuring guided walks and booths, attracting ~200 visitors.
- Event successfully registered with the Bird Day Mapper.

The team also contributed to city-wide outreach throughout the year, including sustainability fairs, library displays supported by PIBO, and summer nature pop-up programs at Ojibway.



Native Planting & Habitat Initiatives

A major accomplishment was the establishment of a new native plant garden at the University of Windsor with support from Birds Canada. Garden preparation occurred over the summer, with planting scheduled for September 17–18 and species selection and sourcing guided by University of Windsor Indigenous faculty. The initiative linked

with a new upper-year community-engaged biology course focused on native species and restoration.

Threat Reduction & Bird-Friendly Design

The Team supported several improvements related to reducing human-caused threats to birds:

- The team congratulated the City on implementing bird-friendly windows in the Streetcar Beacon Project.
- Ojibway Nature Centre continued progress on bird-friendly windows.
- Connection meetings were held with Green Shield to advise bird-friendly retrofits.
- The team advocated for the City increasingly incorporates bird-friendly design recommendations during planning application reviews.
- September talk by Brendon Samuels from Bird Friendly London/FLAP organized by the Essex County Field Naturalists club and Windsor Bird Team.



Cat Impacts

Windsor remains without a cat-roaming bylaw or public education campaign. Conversations with the Humane Society have begun, but no formal progress was made in 2025. The team is developing a plan for targeted outreach in 2026 (pamphlets, veterinary partnerships, further conversations with the WECHS).

Light Pollution & Pesticides

- No new light pollution strategy was established, though digital billboard concerns were noted in past council reports.
- The City has no policy restricting non-essential pesticide use. Ojibway continues to apply pesticides sparingly for necessary invasive species management.

Municipal & Planning Collaboration

The Bird Team continued to work closely with multiple City departments. Major developments included:

- Engagement with Ontario Nature regarding Windsor's lack of wetland protection language in the Official Plan. City staff are now drafting updates.
- Progress on the Little River Corridor Plan and upcoming Peche Island Management Plan.
- Ongoing stewardship at Black Oak Heritage Park and the Ojibway Prairie Complex.
- Review of updated Key Biodiversity Area (KBA) data for the Ojibway Prairie Complex, Lower Detroit River, and nearby conservation areas.

Citizen Science & Education

PIBO and community partners continued to facilitate citizen science programs including Christmas Bird Count, Swift Night Out, and Marsh Monitoring. PIBO also encouraged local participation in Global Bird Rescue. Educational efforts included:

- Ojibway school programs reaching diverse communities.
- Presentations to groups such as Life After 50.
- Expanded online resources from the University of Windsor and PIBO.
- Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services (IPBES) birding walk on Nov. 5 with PIBO and the Essex County Field Naturalists.



IPBES birding guide with guides from Windsor Bird team, ECCAC, Carolinian Canada, Essex County Field Naturalists

Next Steps

1. Cat Impact Education (Priority)

Prepare cat-impact outreach materials for approval and distribution to partners and at outreach events

2. Collision Mitigation

Use data from 2024-2025 collision monitoring to rank municipal buildings for retrofit priority and assist with developing long term recommendations for new builds

3. Indigenous Engagement

Strengthen outreach efforts to Indigenous Nations and youth groups, building on early contacts made in 2025

4. Coordinated World Migratory Bird Day Planning and Branding

Develop a consistent Bird Friendly City identity and start World Migratory Bird Day (WMBD) planning in the fall and link activities to Earth Day wherever possible

5. Habitat and Policy Progress

Continue supporting wetland policy updates, promoting native planting in development applications and review opportunities for stewardship priorities.

2. Planning & Environment

A report was not submitted by this committee, so this summary has been prepared based on Administration's knowledge and awareness of their accomplishments and next steps. Some details or activities may not be fully captured.

Chair

- Councillor Angelo Marignani

Accomplishments

During a Planning and Environment Subcommittee meeting, the topic of understanding public perspectives on environmental issues was raised. In response, Administration launched an Environmental Perspectives Survey that ran from September 17 – October 31, gathering 291 responses.

Next Steps

Both the City and the Planning and Environment Subcommittee will use the results from the Environmental Perspectives Survey to inform environmental initiatives and actions moving forward. The Planning and Environment Subcommittee is hoping to solidify a larger member group to support more environmental initiatives in the future.

3. Public Education and Engagement

A report was not submitted by this committee, so this summary has been prepared based on Administration's knowledge and awareness of their accomplishments and next steps. Some details or activities may not be fully captured.

Chair

- Maria Boada

Members

- Councillor Kieran McKenzie
- Jen Roy-Asare
- Niharika Bandaru
- Kelsey Williams
- Amy Nevills

Accomplishments

- Green and Seen Photography Contest and Fundraiser
 - Submitting photos to showcase the natural beauty of a location in Windsor Essex with the selected winner being showcased on Windsor of Change's Sustainability Guide and the fall issue of Art Create Learn Magazine
- Events
 - Open Streets held on September 21 from 10am-2pm
 - Climate Cafes
 - June 18 from 6:30-8:30 at Rock Bottom Bar and Grill
 - July 18 from 6:30-8:30 at Optimist Park
 - October 15 from 5:30-8:30 at Walkerville Brewery
- Climate Fresk Workshop held on October 28 from 6:30-9:30

Next Steps

- Continue hosting events that promote environmental awareness and create networking opportunities across Windsor and Essex County.
- Maintain momentum in public engagement and environmental education initiatives.

4. Youth Sub-Committee

This subcommittee did not have a chair until the May 22 ECCAC meeting. No report was submitted, and no accomplishments or next steps have been identified at this time.

Chair

- Sandra Janzen

5. Budget Sub-Committee

A report was not submitted by this committee, so this summary has been prepared based on Administration's knowledge and awareness of their accomplishments and next steps. Some details or activities may not be fully captured.

Chair

- Frank Butler

Members

- Derek Coranado
- Phillipa von Ziegenweidt
- Mike Fisher

Accomplishments

- The Budget Subcommittee regularly meets to review and provide input on financial considerations related to environmental initiatives
- The committee also monitors gaps and opportunities in sustainability planning and brings forward recommendations to ensure resources are aligned with climate action goals.
- Sandwich South Sustainable Neighbourhood Action Plan review and comments
- Research and review on electric busses across other municipalities in Ontario

Next Steps

- Advocate for consistent, recurring ECCAC meetings as outlined in the committee mandate to ensure continuity and progress.
- Continue delivering research insights and highlighting gaps and opportunities to advance environmental sustainability initiatives.
- Continue to advise on any budget related matters



Council Report: S 3/2026

Subject: Ministry of Transportation (MTO) Large Quadricycle Pilot Program - City-wide

Reference:

Date to Council: January 28, 2026

Author: Craig Robertson

Manager of Licensing & Enforcement and Deputy License Commissioner

519-255-6100 ext. 6869

crobertson@citywindsor.ca

Policy, Gaming, Licensing & By-Law Enforcement

Report Date: 1/8/2026

Clerk's File #: ACLB/15090

To: Mayor and Members of City Council

Recommendation:

- I. **THAT** City Council **APPROVE** the opting-in to the Ontario Ministry of Transportation's Large Quadricycle Pilot Program (the "Pilot Program") in accordance with the terms of *Ontario Regulation 411/22* under the *Highway Traffic Act* until April 2032; and,
- II. **THAT** City Council **APPROVE** that Large Quadricycles be licensed as Pedicabs under current regulations prescribed under the City of Windsor's Public Vehicle Licensing By-law No. 137-2007, as amended, provided that such licences:
 - a) include the endorsement of alcohol sales and consumption in accordance with the rules and standards by the Alcohol and Gaming Commission of Ontario under the *Liquor Licence and Control Act, 2019*; and
 - b) require proof of liquor liability insurance in the amount of at least \$3,000,000, noting the City as additional insured, to be in a form satisfactory to the City; and,
- III. **THAT** Administration **BE DIRECTED** to take all steps as may required to carry out as a member of the Pilot Program, including providing the Ministry of Transportation (the "Ministry") with confirmation that the City has opted-in and submitting annual reporting to the Ministry by March 1 of each year during the Pilot Program.

Executive Summary:

N/A

Background:

In April 2022, the Province of Ontario introduced a ten (10) year pilot program for the operation of large quadricycles where municipalities allow, under O.Reg. 411/22: Pilot Project - Large Quadricycles made under the *Highway Traffic Act, RSO 1990, c. H.8.* (HTA), attached as Appendix "A".

As of July 1, 2025, alcohol may be permitted to be sold to, served to, and consumed by large quadricycle passengers. A licence issued by the Alcohol and Gaming Commission of Ontario (AGCO) is required of the large quadricycle operator. Regulations for alcohol sales and consumption was made through an amendment to O.Reg. 746/21: Licensing under the Liquor Licence and Control Act, 2019.

"Large quadricycles" are bicycles seating twelve (12) or more people with one person having control of steering, braking, etc. Some have electric assist. Large quadricycles have a variety of potential uses such as in charitable events and parades. The most common use is when they are operated as a tour vehicle for groups to travel between pubs or other destinations. Such businesses target tourists, corporate social events and parties; they typically operate on a fixed route and fixed schedule with each group.

The Ministry of Transportation (MTO) stipulates under their pilot program that large quadricycles are allowed to operate only if the local municipality passes a bylaw to permit their use. Municipalities must also inform the Ministry of Transportation that they are participating in the program, provide information to the ministry annually, and report collisions involving injury or property damage to the police.

There is currently one (1) large quadricycle business operating within the municipality. The Ministry of Transportation reached out to Administration earlier this summer, introducing the Pilot Program and the requirement to develop a by-law and obtain Council endorsement to allow for the continuing and legal operation of large quadricycles in the municipality.

The Large Quadricycle Pilot Project made under the Highway Traffic Act, formalizes the definition of a large quadricycle. It gives municipalities the opportunity to allow large quadricycles and to restrict their use in ways unique to each jurisdiction. Administration advises that for municipal licensing purposes, large quadricycles fall within the definition of a pedicab under the City's current Public Vehicle Licensing By-law and provides a suitable framework in tandem with the regulations set out by the Province under the HTA.

Discussion:

Traditional pedicabs were commonly identified as rickshaw style operations, however, over the years, business trends have evolved and alternative muscular powered transportation options like large quadricycles have been introduced.

There are a several rules and regulations under provincial legislation and under existing municipal licensing by-laws and processes to govern the oversight of large quadricycles in our municipality.

Provincial Regulations

O.Reg. 411/22: Pilot Project - Large Quadricycles under the *Highway Traffic Act* provides that a large quadricycle must:

- Have a maximum operating speed of 16km/hr on a level surface.
- Have a single seat from which the vehicle is steered and controlled.
- Have a minimum of 12 seating positions, at least one of which is reserved for a licenced driver and not equipped with pedals.
- Display a slow-moving vehicle sign on the rear of the large quadricycle.
- Meet safety equipment requirements including being equipped with a steering wheel, service brakes, parking and/or emergency brakes, rear-view mirror, horn or bell, good-quality tires, head lights, taillights, turn signals, brake lights and reflectors.

O.Reg. 411/22: Pilot Project – Large Quadricycles under the *Highway Traffic Act* further stipulates that when operating a large quadricycle:

- The driver must operate the quadricycle in accordance with the rules under the *Highway Traffic Act*.
- The driver must have a valid Ontario driver's licence (Class G or higher).
- Number of passengers must be less than or equal to the number of seating positions available.
- Passengers of all ages are allowed as long as their feet can reach the pedals and hands reach the shelf; otherwise, they must sit on the back bench.
- Passengers under 18 must wear bicycle helmets.
- Large quadricycles must not operate on roads with speed limits exceeding 80km/h.

In addition, O.Reg. 746/21: Licensing under the *Liquor Licence and Control Act*, 2019 was amended to govern the sale and consumption of alcohol on large quadricycles under the following rules:

- Operators must obtain an alcohol sales licence from the Alcohol and Gaming Commission of Ontario (AGCO).
- Alcohol may only be consumed by passengers, not the designated driver.
- The driver (or "chauffeur") must have a valid G-class or higher driver's licence.
- All passengers must be seated while being served and consuming alcohol.
- At least two staff members must be present: the chauffeur and an attendant who serves the alcohol and supervises consumption.
- Alcohol must be served in cans, plastic bottles, or other non-glass containers.

- Alcohol can only be sold prior to departure and consumed by passengers along the quadricycle's predetermined route.

The driver of a large quadricycle, regardless of whether it is driven by human or muscular power, is subject to the same impaired driving laws as other vehicle operators. The federal penalties for impaired driving under the Criminal Code of Canada still apply to quadricycle operators and chauffeurs.

The above regulations provide latitude for municipalities to further restrict how and where these vehicles can be operated, including but not limited to restricting use to roads with lower speed limits or only specific roads.

Municipal Regulations

Should the Council of a municipality decide to opt-in the provincial pilot program, a by-law that regulates operations must be developed or be already in place. The City of Windsor already has a licensing by-law in which governs several different public vehicle classifications. Administration proposes that large quadricycles are licensed as "Pedicabs" under the current municipal legislation.

Schedule 3 – Livery Vehicles to City of Windsor By-law No. 137-2007 - Public Vehicle Licensing, attached as Appendix "B", provides regulations for Pedicab Class vehicles and drivers. The City's by-law provides suitable regulations to licence large quadricycles and mandates operational standards without developing additional or new by-laws. Owners and drivers of a large quadricycle business would be required to obtain and maintain a valid municipal business licence.

Under By-law No. 137-2007 as amended, Pedicabs are defined as:

"Pedicab" means a vehicle driven exclusively by human power, either on foot or in conjunction with a pedal-driven mechanical device, which seats no more than the manufacturer's recommended seating specifications.

Under the by-law, there is a limitation on the number of Pedicabs permitted to operate in the City to ten (10) units/vehicles. The City currently does not have any licensed Pedicabs, however, Administration is aware of a large quadricycle business that has already been operating which would require municipal licensing should Council opt-in the provincial pilot program.

In addition to the road restrictions under the MTO pilot program, large quadricycles licensed by the municipality (as Pedicabs) would be prohibited to operate on the following local streets in the Downtown Windsor Business Improvement Area (DWBIA):

- Wyandotte Street.
- University Avenue.
- Riverside Drive.
- Goyeau Street at the Windsor/Detroit tunnel entrance.

Pedicab vehicle owners are required to apply for a Livery Plate Holder Licence, and each vehicle must be equipped with a unique identification plate issued by the City. Under the by-law, applicants are also required to:

- Submit proof of vehicle mechanical fitness from a licensed Ontario mechanic.
- Submit proof of liability insurance coverage not less than \$3 million for personal injury or property damage.
- Submit a market study including impacts on existing “vehicle for hire” services.
- File a rate/fee schedule.

Pedicab Operators are required to obtain an annual Livery Driver Licence with the City and are subject to the following requirements:

- Submit an annual Driver’s Abstract issued by the Province of Ontario.
- Submit an annual Vulnerable Sector Police Record Check (VSC).
- Must have a valid Class G (or higher) Ontario driver’s licence.
- Must be a minimum of 18 years of age.
- Must not be under the influence of alcohol or drugs during operation.

Pedicabs, including large quadricycles typically operate on a seasonal basis (May to October) however, the annual licence will allow for year-round operations if weather permits.

Prior to a licence being issued. All applications are subject to an approval hearing before the Windsor Licensing Commission and cannot operate until such approval is granted.

Once a licence has been issued, the licensee is required to comply with a set of standards under the by-law. Operators are required to be of good character and operate with honesty and integrity. Licensees are also required to comply with all municipal, provincial and federal regulations, without doing so, could result with a hearing before the Windsor Licensing Commission for a possible suspension, revocation, or placement of specific conditions on their business licence.

As previously mentioned in this report, Administration is aware of a large quadricycle business that has been operating within the municipality. Operation has been solely conducted in the Walkerville BIA within a designated route while touring hospitality establishments in the area. The business has been operating since 2023, and Administration can confirm that only one (1) noise complaint has been submitted which was corrected and remedied by the operator immediately. Windsor Police has also been consulted and there are no concerns on their end at this time.

Administration can confirm that the business has been operating within the provincial guidelines set out by the MTO and has recently applied for an alcohol sales and consumption licence through the AGCO. Administration has held discussions with the operator, and they are willing to comply with all municipal regulations should Council

opt-in the MTO's pilot program and endorse the recommended municipal licensing requirements.

Strategic Alignment with Downtown Revitalization and Windsor Works

The Large Quadricycle Pilot Program directly supports Windsor's broader economic development objectives, as outlined in both the Strengthen the Core Downtown Windsor Revitalization Plan and the Windsor Works Economic Development Strategy. By enabling innovative, group-based transportation experiences in the downtown core, this initiative complements ongoing efforts to activate public spaces, increase foot traffic, and foster a vibrant, welcoming environment for residents and visitors. The program leverages Windsor's unique geographic location and existing infrastructure, aligning with the Windsor Works L.I.F.T. pillars—Location, Infrastructure, Future Economy, and Talent—while advancing the Strengthen the Core action items such as Vibrant District, Place-Making, and Healthy Spaces.

Direct Benefits for Business, Tourism, Branding, Innovation, and Quality of Life

Opting into the Large Quadricycle Pilot Program creates new opportunities for local entrepreneurs and hospitality businesses, supporting economic diversification beyond traditional sectors. Licensed quadricycle operations may attract tourists and residents seeking unique group experiences, such as pub tours and event transportation, thereby increasing patronage of downtown establishments and enhancing the city's reputation as a destination for experiential tourism. The inclusion of alcohol service, under strict regulatory controls, further amplifies Windsor's appeal for social and leisure tourism, supporting local business growth and job creation.

From a branding and innovation perspective, the adoption of large quadricycles signals Windsor's commitment to modern, sustainable urban mobility and climate-friendly solutions. These zero-emission vehicles reduce congestion and pollution, contributing to a healthier urban environment and improved quality of life. The program also supports Windsor's efforts to attract and retain talent by offering new experiential opportunities and fostering a dynamic, creative downtown atmosphere.

Risk Analysis:

There is minimal risk to the Corporation should Council decide to opt-in to the MTO's pilot initiative. There are several municipalities who have already endorsed the program and under consultation, have noted positive results and experiences within their business improvement areas.

Should Windsor City Council decide to opt-in to the pilot program, Administration is confident that the regulations under the *Highway Traffic Act* and current municipal licensing processes and bylaws are sufficient to meet thresholds to ensure public health and safety, provide protection to consumers and to prevent public nuisances.

There is a moderate reputational risk should Council not opt-in to the provincial pilot program as it could be seen that the municipality does not support tourism and new local innovated business ideas that could increase activity within our business improvement areas across the municipality.

Climate Change Risks

Climate Change Mitigation:

Pedicabs can minimize climate risks by replacing fuel-powered cars, which directly lowers greenhouse emissions and air pollution from transportation. They achieve this by being zero-emission vehicles that reduce the number of cars on the road, alleviate traffic congestion, and decrease noise pollution, all contributing to a healthier and more sustainable urban environment. By even replacing a fraction of short, motorized vehicle trips with pedicab rides, the overall carbon footprint of transportation can be significantly reduced.

Climate Change Adaptation:

N/A

Financial Matters:

There are no negative financial impacts to the Corporation by opting-in the Ministry of Transportation's pilot program for large quadricycles.

Should Council opt-in the provincial pilot program, operators and drivers associated with a large quadricycle business would be required to apply for an annual municipal licence and pay the applicable fees. The current licence fees for Pedicabs under By-law No. 137-2007, as amended are as follows:

- Livery Plate Holder (muscular) - \$70.00
- Livery Driver - \$110.00
- Photo Card - \$15.00

It ought to be known that the above licence fees are current as of the authoring of this report and are subject to change as a result of future annual budget deliberations.

Consultations:

Ministry of Transportation (MTO)
Alcohol and Gaming Commission of Ontario (AGCO)
City of Toronto – Department of Municipal Licensing Standards
City of Ottawa – By-law & Regulatory Services
Niagara-on-the-Lake – Niagara Region Business Licensing
Inspector Robert Wilson – Windsor Police Service
Kate Tracey – Senior Legal Counsel
Ian Day – Senior Manager of Transportation
Sahar Jamshidi, Manager of Road Safety
Katherinne Quenneville - Schools and Sustainable Mobility Coordinator

Matthew Johnson – Executive Director of Economic Development
Cristina Melnik – Senior Economic Development Officer
Rosa Maria Scalia – Financial Planning Administrator

Conclusion:

Should City Council decide to opt-in the Ministry of Transportation's pilot program for large quadricycles, it seems feasible to regulate and licence operations under the City's current public vehicle licensing by-law as noted in this report.

There are a number of municipalities that have already or are in the process of seeking their municipal Council's endorsement to opt-in the provincial program. Municipalities that have received approval from their Council have encouraged continuity of large quadricycles in their municipalities until at least the end of the pilot program.

The provincial pilot project under the *Highway Traffic Act* has a ten (10) year timeframe, ending in 2032. For the remainder of this pilot period, it is recommended that the large quadricycle pilot be implemented in the City of Windsor.

Administration will report back at the end of the ten (10) year pilot or sooner as requested by Council, about the impacts of large quadricycles on city streets and any recommended regulatory changes, based on consultation with relevant stakeholders, including emergency services, business improvement associations, the public, and in concurrence with any changes to related provincial regulations as they emerge.

Planning Act Matters:

N/A

Approvals:

Name	Title
Craig Robertson	Manager of Licensing & Enforcement and Deputy Licence Commissioner
Steve Vlachodimos	City Clerk & Licence Commissioner
Andrew Daher	Commissioner of Corporate Services
David Soave	Manager, Strategic Capital Budget Development & Control
Janice Guthrie	Commissioner of Finance & City Treasurer
Ray Mensour	Chief Administrative Officer

Appendices:

- 1 O.Reg. 411/22: Pilot Project - Large Quadricycles
- 2 Schedule 3 to City of Windsor By-law No. 137-2007

ONTARIO REGULATION 411/22

made under the

HIGHWAY TRAFFIC ACT

Made: April 21, 2022

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PILOT PROJECT - LARGE QUADRICYCLES

Definitions

1. In this Regulation,

“electric assist large quadricycle” means a large quadricycle that has an electric motor that is incapable of propelling the vehicle at a speed of 17 km/h or greater on a level surface; (“grand quadricycle à assistance électrique”)

“large quadricycle” means a vehicle that has four wheels, is fitted at all times with pedals that are operable to propel the vehicle and is designed to be driven by one large quadricycle chauffeur and ridden by 11 or more persons and includes non-assist large quadricycles and electric-assist large quadricycles; (“grand quadricycle”)

“large quadricycle chauffeur” means a person who drives a large quadricycle and who occupies the seat containing,

- (a) a steering wheel or handle bar used for steering,
- (b) controls for service brakes, parking or emergency brakes and acceleration,
- (c) controls for headlights, taillights, turn signal lights and vehicular hazard warning signal lamps,
- (d) a horn or bell, and
- (e) any other features that enable the person to control and steer the vehicle; (“chauffeur d’un grand quadricycle”)

“large quadricycle passenger” means every person that operates or rides a large quadricycle other than a large quadricycle chauffeur; (“passager d’un grand quadricycle”)

“non-assist large quadricycle” means a large quadricycle that is propelled solely by muscular power. (“grand quadricycle non assisté”)

Pilot project

2. (1) A pilot project to evaluate the use of large quadricycles on highways is established.

(2) The pilot project applies only in respect of large quadricycles that,

- (a) have a minimum of 12 seats, at least one of which is not equipped with pedals;
- (b) do not have any structure that fully encloses the occupant area;
- (c) have a weight not exceeding 1150 kilograms;
- (d) have a width not exceeding 2.3 metres;
- (e) have a length not exceeding 5.7 metres;
- (f) have a height not exceeding 2.9 metres; and
- (g) have a single seat from which the vehicle is steered and controlled.

Exemptions

3. A person is exempt from the following provisions of the Act in respect of a large quadricycle that is included in the pilot project established under section 2:

- 1. Part II (Permits).
- 2. Part VI (Equipment) other than sections 62, 64, 69, 75, 76, 78, 78.1, 79.2, 82, 84, 84.2, 84.3 and 104.
- 3. Section 132.
- 4. Section 174.

Prohibitions

4. (1) No person shall drive, operate or permit the operation of a large quadricycle on a highway unless the person is permitted to do so by and in accordance with this Regulation and, where the highway is under the jurisdiction of a municipality, by and in accordance with any applicable municipal by-laws.

(2) No large quadricycle chauffeur shall permit a large quadricycle passenger to operate or ride a large quadricycle on a highway unless the large quadricycle passenger occupies a seating position and remains seated at all times while the large quadricycle is in motion.

(3) No large quadricycle chauffeur shall permit a large quadricycle passenger to operate or ride a large quadricycle on a highway unless the large quadricycle passenger, while occupying a seating position equipped with pedals and sitting astride, is able to,

- (a) reach and rest their hands on the shelf or table area; and
- (b) place their feet on the pedals for that seating position.

(4) No large quadricycle chauffeur shall permit a large quadricycle passenger to ride on a large quadricycle on a highway unless the large quadricycle passenger, while occupying a seating position on a bench located at the rear of the vehicle, or a seating position located above the wheel hub that is not equipped with pedals, is able to,

- (a) reach and rest his or her hands on the shelf area; and
- (b) place his or her feet on the footrest or other area designed for resting feet.

Where large quadricycles permitted

5. (1) Subject to subsection (2), a person may operate a large quadricycle on a roadway or on the shoulder of a highway.

(2) A large quadricycle shall not be operated on,

- (a) those parts of the controlled-access highways described in Schedule 1 to Regulation 627 of the Revised Regulations of Ontario, 1990 (Use of Controlled-Access Highways by Pedestrians) made under the Act;
- (b) those parts of the controlled-access highways described in Schedule 1 to Regulation 630 of the Revised Regulations of Ontario, 1990 (Vehicles on Controlled-Access Highways) made under the Act;
- (c) any highway to which access by bicycles is prohibited under any Act, regulation or municipal by-law; or
- (d) any highway to which access by large quadricycles is prohibited under any Act, regulation or municipal by-law.

Permitted use

6. A person who holds a valid Class A, B, C, D, E, F or G driver's licence may drive a large quadricycle as a large quadricycle chauffeur on a highway for which the maximum prescribed rate of speed is 80 km/h or less.

Restrictions on use

7. (1) The following restrictions apply to the operation of a large quadricycle under this Regulation:

- 1. The large quadricycle shall be driven in the right-hand lane, when available for traffic, or as close as possible to the right-hand curb or edge of the roadway.
- 2. The large quadricycle shall not be driven while carrying more occupants than the number of seating positions in the large quadricycle, or more than twenty occupants, whichever is less.
- 3. The large quadricycle shall not be driven while towing another vehicle or device.
- 4. The large quadricycle shall not be driven during a licencing examination.
- 5. The large quadricycle shall not be driven unless a slow-moving vehicle sign is attached to the rear of the large quadricycle.
- 6. The large quadricycle shall not be driven while carrying any combustible fuel on or in the large quadricycle.

(2) Paragraph 1 of subsection (1) does not apply while a large quadricycle is preparing for a left turn at an intersection or into a private road or driveway.

Helmets

8. (1) For the purposes of section 104 of the Act and Regulation 610 of the Revised Regulations of Ontario, 1990 (Safety Helmets), a large quadricycle is deemed to be a bicycle.

(2) Subsection (1) applies to all persons driving or riding a large quadricycle.

Specifications

9. (1) No person shall drive or permit the operation of a large quadricycle on a highway unless the large quadricycle has,

- (a) a steering wheel or a handle bar for steering;
- (b) service brakes;
- (c) parking or emergency brakes;
- (d) pedals to provide propulsion power;
- (e) four tires that,
 - (i) meet the requirements of Regulation 625 of the Revised Regulations of Ontario, 1990 (Tire Standards and Specifications), made under the Act, and
 - (ii) are in contact with the highway;
- (f) a rear-view mirror;
- (g) a horn or bell;
- (h) turn signal lights;
- (i) headlights;
- (j) taillights;
- (k) brake lights;
- (l) vehicular hazard warning signal lamps; and
- (m) reflectors.

Lamps

10. For the purposes of section 62 of the Act, a non-assist large quadricycle is deemed to be a motor vehicle.

Preventative maintenance

11. Every owner of a large quadricycle who drives, operates or permits the operation of the large quadricycle on a highway shall ensure that the large quadricycle is in good working order.

Carrying licences and surrender on demand

12. For the purposes of section 33 of the Act,

- (a) a large quadricycle chauffeur is deemed to be the driver of a large quadricycle; and
- (b) a non-assist large quadricycle is deemed to be a motor vehicle.

Reports

13. (1) Upon a municipality passing a by-law permitting the use of large quadricycles, the municipality shall give notice of the by-law to the Minister of Transportation.

(2) No later than March 1 in each year, municipalities which have passed a by-law permitting the use of large quadricycles shall each submit a report to the Minister in respect of the use of large quadricycles in the municipality during the previous calendar year.

(3) The report shall be in writing and shall address any aspect of the use of large quadricycles that has been specified by the Minister.

Evaluations

14. (1) The Minister shall conduct and complete an evaluation of the use of large quadricycles on highways under this Regulation on or before the fifth anniversary of the day this Regulation is filed.

(2) The Minister shall conduct and complete a final evaluation of the use of large quadricycles on highways under this Regulation on or before the tenth anniversary of the day this Regulation is filed.

Revocation

15. This Regulation is revoked.

Commencement

16. (1) Except as otherwise provided in this section, this Regulation comes into force on the day it is filed.

(2) Section 15 comes into force 10 years after the day this Regulation is filed.

Français

SCHEDULE 3

Livery Vehicles

1. Application of this Schedule

1.1 This schedule governs the licensing of the following vehicles:

(a) **DELETED BY BY-LAW 130-2011, dated July 4, 2011**

(b) Class B - Limousine;

(c) Class C - Executive;

(d) Class D - Van;

(e) Class E - Pedicab; and,

(f) Class F - Horse Drawn Carriage.

1.2 The responsibilities and restrictions set out in this Schedule apply to the following licensees:

(a) Livery Drivers

(b) Livery Plate Holders

2. Limitations on the Number of Livery Plates

2.1 The following limit on the number of licences shall be established and reviewed by the Licensing Commission from time to time:

(a) Class B - Limousine	25 units
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(Amended by By-law 130-2011, dated July 4, 2011)

(b) Class C - Executive	15 units
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(c) Class D - Van	30 units
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(d) Class E - Pedicab	10 units
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(e) Class F – Horse Drawn Carriage	12 units
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3. General Terms

3.1 Livery vehicles shall only operate by pre-arranged contract or payment from a point within the City to a point either within or outside the City, at a predetermined rate in accordance with a rate schedule filed with the Licence Commissioner, and shall not include operation on a fare system similar to a taxicab either through a meter or zone system, and livery vehicle operators shall be prohibited from cruising for fares or "standing" for fares unless awaiting the completion of a pre-arranged engagement.

3.2 No person licensed under this By-law to carry on business as a livery vehicle owner or livery vehicle driver shall:

(a) operate or permit to be operated, a livery vehicle which does not have a current and valid livery plate affixed to it in a manner approved by the Licence Commissioner;

(b) accept or solicit passengers without a pre-arranged contract for hire, nor accept or solicit passengers by knowingly misleading or deceiving such persons as to the location or distance from any part of the City to any public place or private residence, or demand or receive rates and charges other than those authorized by this schedule;

(c) use a livery vehicle for the separate conveyance of parcels, letters, documents, goods, chattels, or groceries;

- (d) permit a livery vehicle to be operated as a taxicab as defined under this By-law; or,
- (e) engage in any class of livery vehicle operation for which a licence has not been granted.

4. Application for Licence Governed by this Schedule

4.1 Applicants for livery plate holder licenses in the first instance shall provide to the Licence Commissioner for consideration by the Licensing Commission:

- (a) type and number of vehicles to be operated;
- (b) details of the nature of the operation;
- (c) market studies or other information to justify the need for the service within the current marketplace, including details of any specific contracts for the service;
- (d) an assessment of the impact of the proposed service on existing "for hire" transportation services in the municipality; and,
- (e) rate structure proposed for the service for comparison with existing, competing services.

4.2 In addition to the requirements in 4.1, as may be applicable, no livery vehicle plate and associated livery plate holder licence shall be issued under this By-law until the following requirements have been met:

- (a) If the Applicant;
 - (i) is an individual, the applicant shall attend at the office of the Licence Commissioner in person and complete a written application for such licence as prescribed by the Licence Commissioner and provide proof that the applicant is not less than eighteen (18) years of age;
 - (ii) if a corporation, the applicant shall file copies of the articles of incorporation as well as any articles of amendment or articles of amalgamation, together with an annual return which contains a list of all shareholders of the corporation; or,
 - (iii) if a partnership, the applicant shall provide the names and addresses of each member of the partnership as well as the name under which the partnership intends to carry on the business provided that if one or more of the partners is a corporation, the requirements of (ii), above, shall also be fulfilled in respect of the corporate partner or partners;
- (b) The applicant shall file with the Licence Commissioner evidence of ownership of such livery vehicle and proof that the livery vehicle to be licensed under this By-law has a valid vehicle permit issued under the *Highway Traffic Act* and is either registered in the name of the applicant or leased to the applicant;
- (c) the applicant shall file with the Licence Commissioner evidence of insurance coverage for the livery vehicle to be licensed under this By-law in the form and amount provided in this Schedule;
- (d) the applicant shall file with the Licence Commissioner the vehicle identification number of the vehicle for which the livery vehicle plate holder licence is applied and to which the applicant shall affix the livery plate;

- (e) the applicant shall file with the Licence Commissioner a safety standards certificate issued within 30 days of the date of the applicant's application; and,
 - (f) the applicant shall pay the fees prescribed by this By-law.
- 4.3 In addition to the requirements in 4.1 and 4.2, as may be applicable, applicants for a Class E – Pedicab vehicle plate and associated livery plate holder licence shall submit a document, completed by a mechanic duly licensed to practice in the Province of Ontario, showing mechanical fitness of the vehicle which is satisfactory to the Licence Commissioner.
(Added by By-law 164-2013, dated October 21, 2013)
- 4.4 All applicants for a livery vehicle licence shall comply with the requirement in the *Sandwich, Windsor & Amherstburg Railway Act* that Council grant express written consent to allow them to provide transportation of passengers for hire in the City by obtaining such written consent from the Licensing Commission, to which Council has delegated its powers under the *Sandwich, Windsor & Amherstburg Railway Act*.
- 4.5 Every licence certificate issued to a livery vehicle owner shall clearly identify:
- (a) the specific vehicle in respect of which the licence was issued; and,
 - (b) the class of livery vehicle licence in respect of which the licence was issued.
- 4.6 Every applicant for a livery driver licence shall:
- (a) attend at the office of the Licence Commissioner and complete a written application for such licence;
 - (b) have a basic working knowledge of the English language;
 - (c) be at least 18 years of age;
 - (d) have a current valid Class G driver's licence issued by the Province of Ontario pursuant to the *Highway Traffic Act*;
 - (e) supply proof of:
 - (i) Canadian Citizenship;
 - (ii) Permanent Resident Status; or,
 - (iii) a Work Permit to work as a Driver issued by the Government of Canada;
 - (f) provide:
 - (i) a current passport-sized colour photograph of the applicant;
 - (ii) the original search results of a Vulnerable Sector Criminal Record Check, enhanced screening for those employed in positions working with vulnerable persons, from each jurisdiction in Canada in which the applicant has been resident during the prior 365 days that is satisfactory in form and content to the Licence Commissioner. In the case of a renewal, the criminal record check must be dated no more than one (1) year prior to the date of the application for a licence renewal. For new applications, the criminal record check must be dated no more than thirty (30) days prior to the application for a licence; **(Amended by By-law 127-2011, dated June 20, 2011)**
 - (iii) a Statement of Driving Record issued by the Ontario Ministry of Transportation Safety and Regulations division no more than thirty (30) days prior to the date of the application

and which is deemed acceptable by the Licence Commissioner; and,

(g) pay all fees required under this By-law.

- 4.7 Every person licensed as a livery driver under this By-law shall be required to obtain a new photo licence every two (2) years, or sooner if there is a significant change in appearance, as may be required by the Licence Commissioner.

5. Transfer of Licence

- 5.1 No livery driver licence, livery plate holder licence or livery plate shall be transferable.
- 5.2 No livery plate holder licence shall be transferable from one class of livery vehicle to another.
- 5.3 The Licence Commissioner may, upon receiving satisfactory evidence of the death of a livery plate holder, transfer such licence(s) into the name of the estate of the deceased owner, and shall transfer such licence or licences where it is determined that the personal representative of the deceased owner is qualified under this schedule.
- 5.4 Where a licence(s) had been transferred to the estate of a deceased livery plate holder, the personal representative(s) of the deceased livery plate holder shall be deemed to be the owner(s) of the livery vehicle for the purposes of this schedule.
- 5.5 No licence governed by this Schedule shall be sold, rented, or leased.

6. Expiry of Licence

- 6.1 Licenses issued under the provisions of this Schedule shall expire and revert to the City if not renewed by August 31st of each year, and the Licensing Commission shall be empowered to dispose of such licence in accordance with the provisions of this Schedule.
- 6.2 Where the Licence issued under the provisions of this Schedule has expired and been revoked, the Licence Commissioner shall forthwith notify, in writing by registered mail, the licensee of the revocation of the licence.

7. Responsibilities - Livery Plate Holder

- 7.1 Every livery plate holder shall:
- (a) ensure that any person operating the livery vehicle upon which the livery plate is affixed holds a current livery driver's licence;
 - (b) maintain a record of the names and livery driver licence numbers of all livery drivers operating the livery vehicle upon which the livery plate is affixed including the dates and times during which each livery driver provided livery service; and
 - (c) immediately produce the record maintained pursuant to 7.1(b) upon request by the Licence Commissioner.

8. Responsibilities - Livery Vehicle Drivers

- 8.1 When operating a livery vehicle, every livery driver licensed under this By-law shall:
- (a) carry his or her licence with him or her and maintain it;
 - (b) produce for inspection his or her licence when requested to do so by anyone charged with enforcement of this By-law;
 - (c) punctually keep all appointments and engagements;

- (d) take care of all property delivered or entrusted to and accepted by him or her;
 - (e) immediately before commencing and after ceasing to operate a Livery Vehicle, examine it for mechanical defects or interior or exterior damage and report any defects or damage to the livery plate holder;
 - (f) be civil and courteous, refrain from using profanity and offer to assist any passenger when it is evident that the passenger is a person with a disability, elderly or otherwise in need of assistance;
 - (g) report immediately to the Licence Commissioner when he or she is charged with or convicted of an offence under the *Criminal Code*, R.S.C. 1985, c. C-46, the *Controlled Drugs and Substances Act*, S.C. 1996 c.19, or the *Highway Traffic Act*;
 - (h) report immediately to the Licence Commissioner if his or her driver's licence issued under the *Highway Traffic Act* is cancelled, suspended or revoked, and immediately surrender his or livery vehicle driver licence to the Licence Commissioner; and
 - (i) immediately upon the termination of any hiring or engagement, carefully search his/her livery vehicle for any property lost or left therein, and all property or money left in his/her vehicle shall be forthwith delivered over to the person owning the same, or to the police if the owner cannot be readily discerned.
- 8.2 Every livery driver shall ensure that adequate trip records are kept and these records shall include the following:
- (a) client identification;
 - (b) driver identification;
 - (c) rate charged;
 - (d) date and time of service;
 - (e) type of service rendered; and,
 - (f) pickup points and destination points.
- 8.3 Trip records are to be prepared immediately upon the conclusion of every trip, and all trip records must be maintained by the licensed livery vehicle owner for a period of twelve (12) consecutive months.
- 8.4 No livery driver shall:
- (a) operate a livery vehicle without having a valid livery driver licence or without the livery plate issued for the vehicle affixed to the livery vehicle;
 - (b) carry or permit to be carried in any livery vehicle, more occupants than the manufacturer's stated seating capacity for such livery vehicle;
 - (c) solicit or permit the solicitation of any person to become a passenger in a livery vehicle;
 - (d) Induce any person to order conveyance service by knowingly misleading or deceiving such person as to the location or distance from any part of the City to any other location, nor shall a livery driver allow any person to employ the livery vehicle by any false representation;
 - (e) be under the influence of any intoxicant or take, consume or have in his or her possession any intoxicant while operating a livery vehicle;
 - (f) contravene or permit the contravention of the City's Smoking By-law;
 - (g) operate a livery vehicle if the livery driver knows such livery vehicle would not comply with requirements of a safety standards certificate;
 - (h) operate a livery vehicle whose owner does not have a livery plate and associated livery plate holder licence; or,

- (i) operate a livery vehicle for which there is no current insurance under the *Compulsory Automobile Insurance Act*, R.S.O. 1990, and c. C. 25. or other applicable legislation.

9. Insurance

- 9.1 Every applicant for a livery vehicle plate holder licence shall file with the Licence Commissioner either a copy of the insurance policy or a certificate of insurance in respect of the livery vehicle which insurance shall meet the following requirements:
 - (a) issuance by an insurer duly authorized to issue insurance within the Province of Ontario;
 - (b) for each livery vehicle, liability coverage is in the amount of not less than THREE MILLION DOLLARS (\$3,000,000.00) for personal injury or property damage arising out of any one accident or occurrence;
 - (c) it shall not be cancelled by the insurer until after fifteen (15) days written notice of such cancellation is given to the Licence Commissioner; and,
 - (d) the owner of the livery vehicle shall be named as the insured and all insured livery vehicles shall be listed and described.
- 9.2 Where notice of cancellation of the insurance policy or the certificate of liability insurance is given to the Licence Commissioner by the insurer, the livery plate holder licence shall be deemed to be revoked upon the same date the insurance policy or certificate of liability insurance is cancelled, unless the livery vehicle plate holder licensee presents the Licence Commissioner with new proof of insurance as required under this schedule.

10. Livery Vehicles

- 10.1 No livery vehicle shall display advertising bearing the words "taxicab", "taxi", or "cab"; nor be equipped with a roof sign or fare meter, nor be dispatched by a two-way radio.
- 10.2 Every licensee under this schedule shall keep both the exterior and interior of the licensed vehicle clean, fit, proper and in good repair, and whenever the driver or owner of the licensed vehicle receives notice signed by the Licence Commissioner stating that such vehicle is not in a fit or proper condition for use and setting forth briefly the items complained of, such driver or owner shall, within the time set forth in such notice, put the same in a fit and proper condition.
- 10.3 Every livery plate holder shall submit the livery vehicle for examination by a certified mechanic duly licensed by the Province of Ontario and provide a safety standards certificate to the Licence Commissioner
 - (a) upon renewal of the livery plate holder licence, which safety standards certificate shall be dated no more than thirty (30) days prior to the renewal date; and,
 - (b) at any other time as the Licence Commissioner may require.
- 10.4 Every livery vehicle shall be inspected by the Licence Commissioner prior to being licenced, and thereafter from time to time as the Licence Commissioner may require, and no livery plate holder or livery driver shall refuse or neglect to submit such livery vehicle for inspection when required, or prevent or hinder the Licence Commissioner from inspecting and/or testing the livery vehicle or from entering any garage or other

building for such purpose.

- 10.5 During any inspection, every livery plate holder or livery driver shall, upon the request of the Licence Commissioner or any other person charged with the enforcement of this By-law, produce all relevant licenses, permits, invoices, vouchers, appointment books, trip records or like documents and any of these documents may be removed for photocopying provided that the livery plate holder or livery driver is given a receipt and the documents are returned within forty-eight (48) hours.
- 10.6 When the Licence Commissioner believes that a livery vehicle or its equipment is mechanically defective, the Licence Commissioner or designate shall personally serve written notice on the livery plate holder or livery driver requiring such livery plate holder or livery driver to submit the livery vehicle for examination by a certified mechanic duly licensed by the Province of Ontario and the owner shall have twenty-four (24) hours from the time of service of the notice to obtain the required inspection and to provide the Licence Commissioner with a valid certificate of mechanical fitness, and the vehicle may not be operated as a livery vehicle until such time.
- 10.7 Whenever any livery vehicle is involved in any accident which affects the safe operation of a livery vehicle, whether within or outside the limits of the City, the livery plate holder or livery driver of such vehicle shall immediately submit a written report of such accident to the Licence Commissioner.
- 10.8 All Class B, and C livery vehicles shall not exceed twelve (12) model years in age. **(Amended by By-law 130-2011, dated July 4, 2011)**
- 10.9 No Class D livery vehicle shall be more than ten (10) model years in age.
- 10.10 For the purpose of this By-law, the age of a Class D livery vehicle shall be determined from August 31st of the model year of said vehicle.
- 10.11 A livery vehicle plate holder may apply for a vehicle replacement upon filing the following with the Licence Commissioner:
 - (a) application for a vehicle replacement in the prescribed form;
 - (b) evidence of insurance coverage as required herein;
 - (c) safety standards certificate;
 - (d) copy of ownership of the proposed replacement vehicle; and,
 - (e) fees as prescribed in Schedule 2 of this by-law.
- 10.12 Where a vehicle replacement application is submitted to the Licensing Commission, the Licensing Commission may in its sole discretion approve or deny the vehicle replacement application.
- 10.13 Where the Licensing Commission does not approve the vehicle replacement, the applicant shall be permitted to withdraw the application.
- 10.14 Every livery plate holder shall be permitted to maintain a substitute vehicle at all times, provided that the substitute vehicle is of the same class as the vehicle for which it will be substituted, and provided that the reasons for the substitution shall be communicated to the Licensing and Enforcement Department by facsimile transmission or by electronic mail not later than the next business day following the substitution.
- 10.15 Every livery plate holder licensed under this By-law shall be required to notify the Licence Commissioner, in writing, of the particulars of any livery vehicle which has been taken out of service and the date thereof, within fourteen (14) days of such event.

- 10.16 In the event that the Licence Commissioner requires a sign, card or other notice be displayed in a livery vehicle, the Licence Commissioner shall send the sign, card or other notice by regular mail to the licensees under this Schedule at the addresses noted on file and the livery plate owner and the livery vehicle driver shall be responsible to ensure that same is displayed as required.

11. Rates and Charges

- 11.1 Every livery vehicle excluding pedicabs shall charge at least \$50 per hour or parts thereof.
- 11.2 Every livery vehicle of a van type shall charge a 15% premium on livery fares that are based on destinations within the City and are not less than the fare for a ten (10) kilometre taxicab ride.
- 11.3 Every owner of a livery vehicle shall file with the Licence Commissioner a schedule of rates to be charged for the conveyance of passengers in the Windsor area for every livery vehicle owned by them.
- 11.4 A copy of the applicable schedule of rates filed in accordance with 11.3 shall at all times be kept by the livery vehicle plate owner and/or the livery vehicle driver in such vehicle to be shown to the hirer on demand, and no person licensed under this by-law shall use or publish any other schedule of rates or tariff than that described in 11.3.
- 11.5 A schedule of rates filed with the Licence Commissioner by an owner of a livery vehicle may only be amended:
- (a) upon the provision of thirty (30) days' notice of the owner's intention to amend such rate schedule to the Licence Commissioner; or,
 - (b) on consent of the Licensing Commission.
- 11.6 No person licensed under this Schedule shall publish or use a tariff, or demand or receive rates or charges, other than those filed with the Licence Commissioner and such rates or charges shall be maintained in the vehicle and made available for inspection on request.

12. Pedicab Restrictions

- 12.1 Pedicabs are prohibited from operating on the following streets in the Downtown Business Improvement Area:
- (a) Wyandotte Street;
 - (b) University Avenue;
 - (c) Riverside Drive; and,
 - (d) Goyeau at the tunnel entrance.



Council Report: S 1/2026

Subject: Pilot Bulk Collection Program in Business Improvement Areas – City Wide

Reference:

Date to Council: January 28, 2026
Author: Jim Leether
Senior Manager, Environmental Services
(519) 974-2277 x3123
jleether@citywindsor.ca

Public Works - Operations
Report Date: 1/5/2026
Clerk's File #: SW2026

To: Mayor and Members of City Council

Recommendation:

- I. That Council **DIRECT** Administration to include all Business Improvement Areas (BIAs) with the permanent Residential Bulk Collection program moving forward.

Executive Summary:

N/A

Background:

Council directed Administration in CR 310/2024 ETPS 1013 to implement and report back findings regarding expanding the existing Residential Bulk Collection Program to include all the City of Windsor's Business Improvement Areas (BIAs).

The inclusion of bulk collection service to the BIAs was implemented in early 2025 and has continued to date.

Discussion:

Through the 2025 pilot program, the inclusion of the BIAs in Environmental Service's Residential Bulk Collection program has had neither a strong positive impact nor any negative impact. The BIAs have accessed the program periodically, particularly during collection that occurs in milder weather months (roughly one to two pickups per collection period from a BIA). In addition, the BIA has an avenue to address illegal dumping around their businesses through this relationship.

When a BIA participates, its location is already included in the Residential Bulk Collection program, so no special routing is required and the impact on daily operations

is minimal. The overall number of participants in the Bulk Collection program has not noticeably increased as part of this pilot program.

Administration could not reliably determine actual participation rates by the BIA's; however, the number of participants has had negligible cost impact. For this reason, Administration recommends the 2025 pilot program be discontinued and the existing Residential Bulk Collection program be permanently extended to BIAs moving forward at the same rate (currently \$12.50 per bulk item set out).

Risk Analysis:

Not providing the BIAs an opportunity to participate could increase illegal dumping in these areas, which is a direct cost to the City, and create difficulties for area businesses to remove bulky items.

Bulky items dumped illegally in places like alleyways or in parks may break down over time releasing chemical dyes and other pollutants into catch basins and waterways.

Climate Change Risks:

Climate Change Mitigation

As the Residential Bulk Collection program currently exists there is no climate change impact from this specific addition of services, the BIA collections occur in areas the program operates in already and there are not additional truck trips taking place that would result in additional fuel consumption or emissions.

Climate Change Adaptation:

There are not climate change adaptation risks resulting from the implementation of the recommendations of this report.

Financial Matters:

There is no additional impact financially to continue including the BIAs in the bulk collection program. The program continues to operate well within budgeted parameters and the addition or subtraction of one to two stops per week will not have any adverse effects on the overall program. The fee per pickup is \$12.50 as set out in the user fee schedule. Collection in the BIAs generates approximately \$25 per week in additional revenue for the City, annualized this equates to approximately \$1,300.

The 2025 expense budget for the bulk collection program is \$56,387 and will not require additional funding.

Consultations:

Cindy Becker, Financial Planning Administrator, Public Works Environmental
Downtown Windsor Business Improvement Association (DWBIA)
Michelle Moxleypeltier, CEP Project Administrator, Ec. Dev. and Climate Change
311/211

Conclusion:

The overall impact of including the BIAs has been minimal and the current level of participation is projected to remain similar moving forward. Administration supports the permanent inclusion of the BIAs in the Residential Bulk Collection program moving forward and discontinuing the pilot project.

Approvals:

Name	Title
Tony Ardovini	Executive Director, Financial Planning and Deputy Treasurer
Stacey McGuire	Executive Director, Operations (A) and Deputy City Engineer
David Simpson	Commissioner, Infrastructure Services and City Engineer
Lorie Gregg	On behalf of Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

N/A

Appendices:

N/A



Subject: Response to CQ 18-2025 Micromobility in Windsor – City Wide

Reference:

Date to Council: January 28, 2026
Author: Kathy Quenneville
Schools and Sustainable Mobility Coordinator
519-255-6247 ext. 6287
kquenneville@citywindsor.ca

Public Works - Operations
Report Date: 1/8/2026
Clerk's File #: SW2026

To: Mayor and Members of City Council

Recommendation:

- I. THAT the report in response to CQ 18-2025 – “Micromobility in Windsor” **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

At the City Council meeting of September 8, 2025, Councillor Renaldo Agostino asked the following question:

CQ 18-2025

“Asks that due to the growing concern regarding the operation of electric motorcycles, scooters, and similar vehicles that are not licensed by municipalities or the province, with these vehicles increasingly being operated at high speeds on city streets, sidewalks, and trails, creating safety hazards for pedestrians, cyclists, and other road users and increasing the risk to public safety; Administration be directed to prepare a report outlining:

- 1. The current regulatory framework governing electric motorcycles, scooters, crotch rockets, and similar vehicles at the municipal and provincial levels;*
- 2. The enforcement tools presently available to municipalities, and any limitations that exist;*

3. *Best practices or approaches from comparable Ontario municipalities in addressing these vehicles;*
4. *Recommendations for advocacy to the Province of Ontario, including potential legislative or regulatory changes, to ensure municipalities are equipped to regulate and enforce the safe use of such vehicles;*
5. *Short-term options available locally to mitigate risks to residents while broader regulatory options are researched. What can we do?"*

This report is in response to CQ 18-2025.

Micromobility

Micromobility is an umbrella term for small, lightweight, low-speed, personal transport vehicles, typically used for short trips. As shown in Appendix A, examples of micromobility include traditional items like human powered bicycles, roller blades and skateboards, as well as power-assisted devices such as e-bikes, e-scooters, cargo bikes/trikes and low-speed vehicles. These devices are used for a variety of purposes and can be privately owned, shared, rented, or commercially operated for deliveries.

For additional clarity, assistive mobility devices such as manual and powered wheelchairs/scooters (operating speeds up to 14 km/h) are not categorized as micromobility devices. When operating assistive mobility devices, persons are considered pedestrians.

Regulatory Framework

An overview of the legislated and operating requirements for common micromobility devices is shown in Appendix A. The *Highway Traffic Act* (HTA) governs the operations, licensing and maintenance of all vehicles operating on public roads including several forms of micromobility vehicle types, such as bicycles, power-assisted / motor assisted bicycles (operating speeds up to 32 km/h), low speed mopeds and provides regulation for various micromobility pilot programs. The HTA works together with the Canada Motor Vehicle Safety Act (CMVSA) and the Ontario Highway Traffic Act (HTA) for various types of motorized vehicles, including a low-speed vehicle, (three/four wheeled), regular speed moped, limited speed motorcycle/higher speed e-bike and a motor tricycle, and specifies requirements for each. In such cases, the CMVSA ensures safety standards are met for any motorized vehicle types operating faster than 32 km/h, while the HTA governs how they are operated on a public road.

In response to this emerging micromobility use trend and to advance options for sustainable multi-modal transportation, some municipalities across Ontario have introduced new by-laws, updated existing by-laws and opted to participate in provincial pilot legislative programs that permit the use of select types of micromobility.

The operation of e-bikes (power assisted traditional or scooter style bicycle) is currently legislated by O. Reg. 369/09 under the HTA. In 2021 under Bill 197, the *Safer Roads and Communities Act* (SRCA) established regulation-making powers under the HTA, to put forward new definitions to allow e-bikes to be categorized into distinct classes based on factors such as maximum weight, speed and motor power with each class having prescribed operator age, licensing and vehicle safety standards (e.g. battery certifications). On November 19, 2024, the SRCA received Royal Assent. The provisions related to e-bikes were not proclaimed into force and do not come into force until the day named by proclamation of the Lieutenant Governor. As such, Ontario's e-bike laws remain unchanged as the Ministry of Transportation of Ontario (MTO) continues to develop a proposed framework for redefining e-bikes.

In addition, MTO is currently piloting five (5) different types of standalone micromobility vehicle programs and regulatory frameworks:

- Electric kick-scooters (O. Reg. 389/19),
- Cargo e-bikes (O. Reg. 141/21),
- Golf carts (O. Reg. 407/21), and
- Low-speed vehicles – four wheeled (O. Reg. 215/17),
- Large quadricycles (O. Reg. 411/22).

Municipalities are required to pass enabling by-laws to participate in these pilot programs and locally regulate these types of micromobility vehicles, including where and how their operation is permitted. Similar to several other municipalities, the City has opted into O. Reg. 389/19: Pilot Project – Electric Kick-Scooters through an amendment to Traffic By-law #9148, allowing both shared and personal e-scooter use. Appendix B identifies key differences between shared (third party ride share) e-scooters and personal (individually, privately owned) e-scooters. The City's participation in the e-scooter pilot program led to the establishment of shared e-scooter (and e-bike) services in 2021 using Bird Canada. As part of this initiative, the City participates in an MTO-led provincial working group with other municipalities in the program to discuss pilot program operational and ride-share issues. This pilot program will conclude in 2029.

Administration is currently working toward participation in the MTO large quadricycle pilot program by including this vehicle type under the definition of pedicab within the City's existing municipal licensing regulations (refer to Report S3/2026). This pilot program will conclude in 2032.

To date, the City has not opted into the MTO pilot programs for cargo e-bikes, golf carts or low speed vehicles; therefore, these vehicles are currently not allowed to operate in the public right-of-way, or in parks or other multi-use pathways and trails in Windsor.

These above noted pilot programs aim to assess the adequacy of their associated regulations to safely integrate these vehicle types on public roads and/or other operating areas as allowed through municipal by-law, while promoting potential economic benefits. These programs allowed municipalities to opt-in and establish local micromobility policy to facilitate active transportation, reduce carbon footprints and support tourism.

The MTO is currently proposing to consolidate all of these pilot programs under one regulation to streamline processes, align pilot program expiry dates (currently ranging from 2026–2032), standardize reporting and reduce duplication. The overarching aim is to promote micromobility adoption while maintaining road safety and responding to municipal and stakeholder feedback.

Other new or emerging types of micromobility (i.e. electric unicycle, electric one-wheel, electric skateboard, electric hoverboard, electric transporter (Segway)), although classified as motor vehicles, are currently prohibited on public roadways by the HTA in all Ontario municipalities as they do not meet the provincial equipment safety standards for on-road use.

Discussion:

Windsor Micromobility Regulations and Enforcement

In addition to the HTA, the use of some but not all types of micromobility in Windsor (and associated enforcement of the same) is regulated by the City's Traffic By-Law #9148. Micromobility devices fall under the definition of "vehicle", which *"includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or a street car."*

Traffic By-law #9148 was amended in May 2020 to regulate bicycles, e-bikes and e-scooters in the following ways:

- Prohibiting use on EC Row Expressway and Dougall Parkway,
- Prohibiting sidewalk riding (except for bicycles with wheel size less than 60 cm),
- Restricting operation of e-scooters on high-speed roads (greater than 50 km/h),
- Restricting e-bike operation on multi-use and pedestrian use only pathways/trails,
- Restricting the carrying of articles which would prevent rider from keeping both hands on the handlebars,
- Requiring single-file riding, and
- Mandating safe parking to minimize obstruction to pedestrian or vehicular traffic.

The By-Law also outlines requirements for the use of the following devices:

- Skateboards – shall not be ridden on roadways and sidewalks in area lying between Erie Street, the Detroit River, Pelissier Street and Goyeau Street, as well as on Expressways, Class I and II arterials, and Class I collector streets, and
- Roller blades – shall not be used on roadways where sidewalks exist.

The Windsor Police Service (WPS) Traffic Enforcement Unit (TEU) is the full-time unit dedicated to traffic enforcement and whose priorities are to respond to serious accidents, patrol intersections that experience high collision rates, address speeding, and other moving violations, and implement RIDE programs. Enforcement of micromobility violations is limited and typically only occurs in response to dispatched incidents involving these types of devices, through active complaints or proactively when policing resources are available. WPS also regularly launches targeted awareness campaigns through corporate communications, followed by enforcement blitzes, such as a recent campaign against illegal car rallies, which may similarly be used to reinforce micromobility legislation.

Windsor By-Law Enforcement ensures compliance with City By-laws through a complaint-driven process. By-Law Officers do not issue infraction notices for moving violations under the HTA, as the responsibility lies with WPS. Although moving violations would primarily be enforced by WPS, By-law Enforcement could assist in investigating complaints under the Traffic By-Law #9148 where there is factual evidence, such as photographic or video footage, to support the infractions.

In addition, Bird Canada has integrated technology for the e-scooter/e-bike share program that includes geofencing, which restricts riding to specific areas, as well as speed governors, which limit device operating speeds. Bird also maintains a graduated system of disciplinary measures for poor rider behaviour of its devices, which includes first a warning, then a \$20 fine, followed by a suspension and inability to use their devices again.

Micromobility Enforcement Limitations and Challenges

Municipalities across Ontario face challenges in enforcing the safe use of micromobility devices, as they must balance enforcing the HTA, local bylaws, infrastructure limitations and public safety concerns while adapting to rapidly evolving vehicle types and pilot regulations. Various enforcement challenges and limitations are outlined below:

- **Enforcement Capacity** – Lack of resources/personnel to regularly monitor/enforce.
- **Enforcement Difficulties** - Enforcing rules like speed limits, no-sidewalk riding, and proper parking is challenging because most micromobility vehicles lack registration or license plates. Many riders ignore rules, leading to public complaints about reckless behavior.

- **Public confusion** – Varying levels of regulatory compliance related to wide variety of available micromobility device types including personal devices and those illegally modified.
- **Operational Space** - Challenges with definition of space and concerns over conflicts with other active transportation facility users. Also, gaps in the existing cycling infrastructure force less assertive riders to share roads with cars or illegally use sidewalks, increasing user collision risk.
- **Safety Concerns and Accident Risks** - E-scooters and e-bikes can travel at speeds up to 24 km/h and 32 km/h, respectively, and when combined with quiet operation and lack of helmet use, can pose risks to riders, pedestrians, and other road users. Accident rates and injuries have significantly increased over the last several years locally, across Ontario and Canada, with head injuries being a significant concern.
- **Regulatory Gaps and Inconsistencies** - In many instances, the HTA and the City's existing traffic by-law do not provide sufficiently clear regulations to inform micromobility users of the rules or to effectively guide enforcement. Various micromobility device regulatory approaches by other comparative municipalities are noted in Appendix C.
- **Accessibility Issues** - Improperly parked e-scooters often block sidewalks and pathways, creating hazards and barriers for people with disabilities, seniors, and those using wheelchairs or strollers.
- **Liability and Insurance Issues** - Determining fault and ensuring adequate insurance coverage in the event of an accident remains a complex legal issue.

Micromobility Opportunities

In the absence of a clear timeline for the province of Ontario to review or update the definitions of micromobility devices, the City may take the following short-term actions to close the gap in addressing the challenges of an ever-growing number of micromobility device types.

- *Education and Enforcement Campaigns:* WPS can conduct targeted safety enforcement campaigns in collaboration with City Administration's road safety education initiatives focused on micromobility. These campaigns should aim to both educate the public and enforce traffic laws and by-laws related to these vehicles, addressing proper use and discouraging dangerous behaviors such as speeding, running red lights, riding on sidewalks, and failing to wear a helmet.

Once proposed provincial regulations are finalized, it is anticipated that they will be accompanied with recommended set fines and administrative monetary penalties, established to provide a level of general deterrence and to more fully enable Police and By-Law Officers to conduct future enforcement when deemed necessary.

- *Traffic By-law Updates:* To address emerging safety and regulatory challenges posed by micromobility devices, the City could consider targeted by-law updates to ensure it accurately reflects which micromobility devices are permitted and prohibited, including specific provisions for regulating e-bikes on multi-use paths, where they are currently prohibited. Administration plans to undertake a review of the by-law and report back to Council with recommendations for amendment at a future meeting.
- *Micromobility Advocacy:* Continued administration participation on MTO-led micromobility working groups to identify regulatory gaps, lessen micromobility implementation challenges/limitations and help shape future micromobility legislative policy.

Risk Analysis:

Failure to address the enforcement of micromobility regulations could create public safety, accessibility, and legal risk issues, while undermining efforts to integrate these devices as a sustainable transportation option.

The micromobility opportunities identified in this report are anticipated to be actionable using existing resources. Should additional resources be required for enforcement (i.e. Windsor Police Services) to increase the current level of service to target micromobility, a corresponding budget increase would be required.

Climate Change Risks:

Climate Change Mitigation

Increasing the safe and lawful use of micromobility modes of transportation, such as e-bikes and e-scooters can help the city reduce its community greenhouse gas emissions by replacing short car trips with low carbon alternatives.

Climate Change Adaptation

Promoting micromobility use may lessen the impacts of urban heat island effects and health risks associated with extreme weather events

Financial Matters:

There are currently no financial impacts expected as a result of this information report. Any future funding requirements, if necessary, will be brought forward as part of the annual budget process.

Consultations:

Craig Robertson, Manager - Licensing and Enforcement/Deputy Licence Commissioner
Robert Wilson, Inspector, Patrol Support, Windsor Police Service
Katerina Downard, Senior Policy Analyst, Environmental Policy Office, MTO
Mark Nazarewich, Deputy City Solicitor, Legal and Real Estate
Michelle Moxley-Peltier, Community Energy Plan Administrator
City of Windsor Active Transportation Expert Panel
Cindy Becker, Financial Planning Administrator – Public Works Transportation
Ian Day, Senior Manager Transportation.

Conclusion:

Micromobility has seen rapid growth across municipalities; however, several regulatory gaps exist which are requiring municipalities to establish how and where micromobility devices may be used. Gaps in regulatory frameworks, technological evolution and pending regulatory changes have created challenges in ensuring clarity and consistency for users and enforcement. Micromobility centric updates to the City's Traffic By-law; expanded micromobility education and enforcement campaigns; and ongoing administrative regulatory policy advocacy will assist in lessening such challenges.

Planning Act Matters:

N/A

Approvals:

Name	Title
Tony Ardochini	Executive Director, Financial Planning and Deputy Treasurer
Stacey McGuire	Executive Director, Operations / Deputy City Engineer(A)
David Simpson	Commissioner, Infrastructure Services and City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mansour	Chief Administrative Officer





Notifications:

N/A












Appendices:

Appendix A – Legislative/Operating Requirements of Micromobility Devices
Appendix B – Ride-share and Personal Use E-Scooter Comparison
Appendix C – Municipal Micromobility Approaches and Enforcement Methods








Appendix A - Common Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
E-Bikes  Power-assisted bicycle (e-bike)  Motor-assisted bicycle  Limited speed moped  Limited speed motorcycle	<p>Motorized bicycles that can look like conventional bicycles, scooters or limited-speed motorcycles.</p> <ul style="list-style-type: none"> Driver Age: 16+ yrs Helmet Requirement: 16+ yrs Licence Requirement: No Maximum Vehicle Weight: 120 kg Maximum Speed: 32 km/h Maximum Motor Power: 500 watts <p>Other Requirements: Riders must wear an approved bicycle or motorcycle helmet, follow the same rules of the road as cyclists, two independent braking systems, min wheel size requirements.</p> <p>NOTE:</p> <ul style="list-style-type: none"> It is illegal to modify an e-bike's motor to make it more powerful or to increase the speed. 	<p>HTA - O. Reg. 369/09 / SRCA</p> <p>The definition of e-bikes are being reviewed by the Ministry of Transportation with the intention to further refine.</p> <p>Windsor Traffic By-Law #9148 Prohibits the operation of e-bikes on pathways shared by pedestrians and bicycles or on pedestrian trails.</p>	✓	✓	X	X	X



Appendix A - Common Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
Electric Kick Scooters  Electric kick-scooter	<p>E-scooters have battery-powered motors with a platform for your feet and are steered with waist-high handlebars.</p> <ul style="list-style-type: none"> Driver Age: 16+ yrs Licence Requirement: No Helmet Requirement: under 18 yrs Maximum Vehicle Weight: 45 kg Maximum Speed: 24 km/h Maximum Motor Power: 500 watts May only operate on roads with speed limits of 50 km/h or less. <p>Other requirements: No baskets, pedals or seat allowed, must have two wheels and brakes, horn or bell, one white light on front, one red light on rear and reflective material on sides, maximum wheel diameter (431mm).</p>	<p>HTA O.Reg. 389/19 Pilot Project – Electric Kick-Scooters & Windsor Traffic By-Law #9148</p> <p>The City has opted into the pilot program and therefore, ride share and personal e-scooters meeting the listed operating parameters, may legally operate.</p> <p>E-scooter not meeting pilot project requirements are illegal and subject to fines.</p> <p>By-Law 75-2022 Allows use on Riverfront Trail only from the Ambassador Bridge to Hiram Walkers.</p>	 Where speed limit is 50 km/h or less	 Where speed limit is 50 km/h or less			
E-Cargo Bikes  Cargo/e cargo bike/tricycle	<p>Electric powered bikes with a platform or box to carry larger items like packages and boxes for deliveries.</p>	<p>HTA O.Reg. 141/21 Pilot Project – Cargo Power Assisted Bicycles.</p> <p>The City has NOT opted into this pilot program (no associated by-law) therefore their operation Windsor is illegal and subject to fines.</p>					
















Appendix A - Common Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
Higher Speed Electric Scooters and Motorcycles Limited Speed Motorcycle  Throttle, electric motor-scooter  (electric or gas-powered)	A motorcycle licence is required to drive motor scooters and limited-speed motorcycles. <ul style="list-style-type: none"> • Driver Age: 16+ yrs • Licence and Insurance Requirement: Yes • Maximum Vehicle Weight: 55 kg (scooter) to no limit (motorcycle) • Vehicle operating speeds > 32 km • Maximum Speed: 50 km/h to 70 km/h with motor assistance • Maximum Motor Power: no limitations • Must wear approved helmet 	HTA, CMVSA , classified as motorcycles Parks By-Law 131-2019	✓	X	X	X	X
Other Power Assisted Devices  *Electric skateboard  *Electric kick-scooter with a seat  *Electric unicycle  *Electric one-wheel or hoverboard  Segway	No vehicle or operating parameters outlined. These devices are not regulated and only permitted on private property.	Prohibited under HTA Parks By-Law 131-2019	X	X	X	X	X


Appendix A - Common Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
Low Speed Vehicle  Low-speed vehicle (LSV) (e mini-car)	A low-speed vehicle is an electric, four-wheeled vehicle that is smaller and lighter than a regular car. Low-speed vehicles have a maximum speed of 40 kilometres per hour. They are often used by those experiencing accessibility issues and can only be operated on roads with speed limit of 50 km/h or less. These vehicles must comply with pilot program vehicle and operating requirements.	HTA O.Reg 215/17 Pilot Project – Low Speed Vehicles (four-wheeled), CMVSA The City has NOT opted into this pilot program (no associated by-law), therefore their operation in Windsor is illegal and subject to fines Parks By-Law 131-2019	X	X	X	X	X
Large Quadricycle 	Bikes that can seat 12 or more people and are often used for tourism. They can be non-electric or electric assisted. These vehicles must comply with pilot program vehicle and operating requirements.	HTA - O. Reg. 411/22 Pilot Project – Large Quadricycles The City is working toward participation in the pilot program by including this vehicle type under the definition of pedicab in the Vehicle Licensing Regulations. Parks By-Law 131-2019	✓	X	X	X	X

Appendix A - Common Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
Other Human Powered Devices  Kick-scooter  Skateboard  In-line skates/ roller blades	Helmet Requirement: <ul style="list-style-type: none"> Mandatory for <u>anyone</u> riding a scooter, skateboard, or using in-line/roller skates on a roadway. Helmets must meet regulatory standards and be properly fastened. Exemption: Individuals whose religious beliefs prevent helmet use. Failure to comply can lead to arrest without a warrant. 	HTA - Bill 129, Highway Traffic Amendment Act, Windsor Traffic By-Law #9148 Police Authority: Officers can require identification (name, address) from violators. Parents/guardians of individuals under 16 are liable if they allow user violations. Parks By-Law 131-2019	 Limited to Class II collector roads and local roads, only where there is no sidewalk	 Limited to Class II collector roads and local roads, only where there is no sidewalk			
Other Low Speed Vehicles  *Electric enclosed three-wheeler  *Electric enclosed 4-wheeler not meeting LSV standards	Vehicle and operating parameters do not meet HTA O.Reg. 215/17 standards.	Not allowed under HTA Parks By-Law 131-2019					

Appendix A - Common Micromobility Devices

Vehicle/Device Category	Description/Operating Parameters	Regulatory Governance	Where They Can Operate in Windsor				
			Road	Bike Lane (On Street)	Multi-Use Path (In boulevard)	Parks & Off-Road Trails	Sidewalk
Golf Carts 	Designed mainly for use on golf courses or roadways where access and use of other vehicles are restricted. Golf carts must comply with pilot program vehicle and operating requirements, including a maximum operating speed of 32 km/h.	HTA O.Reg. 407/21 Pilot Project – Golf Cars The City has NOT opted into this pilot program (no associated by-law), therefore their operation in the public right-of-way in Windsor is illegal and subject to fines. Parks By-Law 131-2019	X	X	X	X	X

Source of some vehicle images: City of Toronto and City of Vaughan

APPENDIX B – Ride-share and Personal Use E-Scooter Comparison

Feature	Ride-Share E-scooters (Bird Canada in Windsor)	Personal E-scooters
Ownership	Owned and operated by a third-party company (e.g., Bird, Lime), rented for a fee.	Privately purchased and owned by an individual.
Control Features	Integrated technology includes geofencing (restricts riding/parking to specific areas) and speed governors (enforces local speed limits, typically 20-24 km/h).	Lack these control features. Can sometimes be modified to exceed speed and power limitations, which is illegal under the pilot program rules.
Maintenance	Company is responsible for charging, maintenance, and redistribution.	Owner is responsible for all charging, storage, and maintenance.
Usage Patterns	Often used for "first and last mile" connectivity or short trips, frequently combined with public transport.	Typically used more frequently, for longer trips, and may replace a higher proportion of car trips than shared ones.
Insurance	Operators are often required to have insurance as part of the municipal permit process.	Personal vehicle insurance typically does not cover e-scooter accidents; liability falls on the rider, who may need to rely on their homeowner's insurance.

Appendix C – Comparison of Ontario Municipality Micromobility Approaches and Enforcement Methods

MUNICIPALITY	OPTED IN TO PROVINCIAL E-SCOOTER PILOT?	APPROACH TO MICROMOBILITY	PERMITTED LOCATIONS	ENFORCEMENT METHODS
WINDSOR	Yes	Participation in e-scooter pilot program. Bird E-Scooter and E-Bike Share Program City of Windsor . Some Traffic By-Law requirements related to operation of e-scooters, skateboards, inline skates (roller blades) and e-bikes	E-scooters: Roads (speed limit \leq 50 km/h), bicycle lanes, cycle tracks, in-boulevard and most park multi-use paths.	Windsor Police Services through incident response, active complaints or proactively if resources are available.
RICHMOND HILL	Yes	Micromobility strategy to address e-bikes and e-scooters. Micromobility - City of Richmond Hill	Roads (speed limit \leq 50 km/h), bicycle lanes, cycle tracks, in-boulevard multi-use paths. Not in parks/trails initially.	Joint effort by City By-law officers and York Regional Police, with an initial emphasis on public education and awareness.
VAUGHAN	Yes	Participation in e-scooter pilot program. Also outlining devices not allowed: segways, e-hoverboards, golf carts, e-unicycles, mini bikes, pocket bikes, etc. New Shared Micromobility Pilot (e-bikes and e-scooters) City of Vaughan	Roads (speed limit \leq 50 km/h), bike lanes, cycle tracks, in-boulevard multi-use paths. Not on sidewalks, trails, or parks.	Reported to Service Vaughan or York Regional Police non-emergency line. By-law officers patrol public spaces. Education is key.
GUELPH	Yes	Participation in e-scooter pilot program – information provided on website: E-scooter pilot program - City of Guelph	E-scooters are allowed on city roadways and designated multi-use paths, but they are not permitted on sidewalks, trails, parks, or other city-owned property.	E-scooters: City bylaw officers are taking the lead on e-scooter enforcement, while the Guelph Police Service is also involved. E-bike enforcement falls under the authority of the Guelph Police Service and city bylaw officers.

Appendix C – Comparison of Ontario Municipality Micromobility Approaches and Enforcement Methods

			E-bikes are permitted on most roads and multi-use paths.	
OAKVILLE	No	Addressing through its Transportation Master Plan Transportation Master Plan - Appendix O: E-Scooter Strategy	E-scooters are not permitted on public right-of-way. E-bikes allowed where conventional bikes are.	E-scooter enforcement by Halton Regional Police and Oakville Municipal Enforcement is limited due to non-participation in the provincial pilot.
MARKHAM	Yes	Developing a micromobility strategy with its Transportation Master Plan Mobility For All: The Markham Transportation Master Plan Your Voice Markham	Generally allowed where bicycles are.	Relies on a shared system that may have rules on where users can park devices. Specific enforcement methods not detailed in information search.
BURLINGTON	Yes	Addressing through its Integrated Mobility Plan in achieving mode share targets, including the following action items: by-law updates to accommodate devices, development of guidelines for marshalling, storing, parking and/or charging devices at strategic locations. City of Burlington - Integrated Mobility Plan	Shared e-scooters are limited to Centennial Trail. Personal e-scooters are not permitted.	The public can report improperly parked e-scooters by contacting shared service provider directly. General feedback or complaints can also be directed to the City. Halton Regional Police Service is also involved in enforcement efforts and can issue fines under the Highway Traffic Act for violations of the rules.
KITCHENER	Yes	Participation in e-scooter pilot program – information provided on website: Electric bike/scooter program renews and expands in 2025 - City of Kitchener	Unknown	Through a combination of technology, collaboration with its sole operator (Neuron Mobility), and enforcement by the Waterloo Regional Police Service and city/regional officials.

Appendix C – Comparison of Ontario Municipality Micromobility Approaches and Enforcement Methods

NOTE: All of the above municipalities have NOT opted into the provincial Cargo e-bike Pilot Program or the Low Speed Vehicle Pilot Program.



**Subject: Parking By-law 9023 Modification – Various Streets – Wards:
2,3,4,5,6,9,10**

Reference:

Date to Council: January 28, 2026
Author: Wilfred Anim-Odame
Transportation Technologist I
519-255-6380 ext. 6043
wodame@citywindsor.ca

Public Works - Operations
Report Date: 1/9/2026
Clerk's File #: AB/14970

To: Mayor and Members of City Council

Recommendation:

- I. That Parking By-law 9023 **BE AMENDED** as listed and attached in Appendix "A" of this report; and further,
- II. That the City Solicitor **BE DIRECTED** to prepare the necessary documents to amend the by-law.

Background:

This request is made pursuant to the authority granted by Delegation of Authority – Amendments to Parking By-law. The amendments listed in Appendix "A" of this report are a result of:

- Resident Requests,
- Matching Field Conditions,
- Wording Discrepancies, and
- Changes made due to successful notification and petitions.

Discussion:

Parking By-law modifications are proposed below for Partington Ave, Josephine Ave, McEwan Ave, Bloomfield Rd, Giles Blvd W, Pine St, Howard Ave, Elsmere Ave, College Ave, Windsor Ave, Highland Ave, Ellrose Ave, Melinda St, Fraser Ave, Gladstone Ave, Elm Ave, Louis Ave, Bruce Ave, Crawford Ave, King St, Langlois Ave, Memorial Dr, Monmouth Rd, Lincoln Rd, Giles Blvd E, Vimy Ave, Windermere Rd, Albert Rd, Matthew Brady Blvd, South Cameron Blvd, Lawrence Rd, Caroline St, Henry Ford Centre Dr, Karl Pl, Assumption St, Ellis St E and Niagara St.

Petitions (Josephine Ave and Matthew Brady Blvd) – Parking changes

A petition was circulated by requesters to the residents in the specific areas on Josephine Avenue and Matthew Brady Blvd (Appendices B and C) to determine resident acceptance of proposed parking changes on those streets.

On Josephine Ave, the proposed change is removing the “alternate side no parking” on both sides from College Ave to 122m south of Grove Ave and replacing it with “no parking” on the east side as illustrated on the map in Appendix B. On Matthew Brady Blvd, the proposed change is a “no parking” restriction on the west side from a point 35m south of Cedarview St to a point 182m south of Cedarview St and “no parking” restriction on the east side from Cedarview St to Wyandotte St E as illustrated on the map in Appendix C.

The signatures were completed on the petition form with each signature being witnessed by the requester circulating the petition. Property owners, including the requester, cannot witness their own signature. A successful petition (requiring at least 60% support from residents in this area) has been received and verified by the City. The results of the signed petition sheets are shown in Tables 1 and 2 respectively.

Table 1: Josephine Ave Petition Results

Criteria	Required	Actual			Result
Level of Support	60% of households or commercial properties must indicate their support for the proposed parking change	Yes/Signed	75% (71 households)	75% (71/95 in support of the proposed parking change)	Successful
		No Signature	25% (24 households)		

Table 2: Matthew Brady Blvd Petition Results

Criteria	Required	Actual			Result
Level of Support	60% of households or commercial properties must indicate their support for the proposed parking change	Yes/Signed	81% (17 households)	81% (17/21 in support of the proposed parking change)	Successful
		No Signature	19% (4 households)		

No Parking Restriction Notification (Melinda St)

Notification letters were sent to abutting properties on Melinda St to notify residents about implementing a “no parking” restriction to be consistent with the existing Parking By-Law 9023 (refer to Appendix D). Residents were asked to advise Administration of any opposition to the intended change. A majority opposition by affected residents (60%) is required for the City to deem a notification **not** successful. In this case, the notification was deemed successful as no oppositions were received.

No Parking - Items 1-9

The proposed addition and deletion of “no parking” restrictions are the result of any of the following:

- matching field conditions,
- successful petitions (See Appendices B and C),
- successful notification (See appendix D) and;
- correcting wording from Melinda Ave to Melinda St.

Alternate Side No Parking - Items 10-14

Proposed parking amendments are required for the deletion of “alternate side no parking”, to reflect current field conditions as well as to reflect the successful petition on Josephine Avenue for changes to parking restrictions (see Appendix B).

No Stopping or Parking – Item 15

The proposed amendment for the addition of “no stopping or parking” to align with existing field conditions.

Personal Accessible Parking - Items 16-110

The proposed amendments for Personal Accessible Parking include the addition and deletion of accessible parking spaces, both as requested by applicants and as a result of changes made following the successful petition on Josephine Avenue (see Appendix B).

Risk Analysis:

The proposed amendments will update Parking By-law 9023, Schedule “C” No Parking, Schedule “D” Alternate Side No Parking, Schedule “F” No Stopping or Parking and Schedule “P” Personal Accessible Parking. If the amendments to By-law 9023 are not implemented, By-law 9023 will remain enforceable; however, the sections contained within By-law 9023 may not accurately reflect field conditions.

The process followed for petitions and notifications aim to mitigate the risk of opposition from property owners directly affected by changes to parking restrictions. The property owners ought reasonably to be aware of the proposed changes, have been engaged in the process and the results demonstrate an acceptable level of support. Should Council not approve the By-law 9023 changes, affected property owners will be notified accordingly.

Although the petition process was followed for Mathew Brady Blvd. and Josephine Ave, there are risks associated with the removal of parking in the petitioned area. Elimination of parking could have a spillover effect of parking to surrounding streets. Vehicles displaced from the restricted area may seek parking on nearby roadways, potentially increasing congestion, reducing available parking for existing residents, and creating new operational or safety challenges.

Climate Change Risks:

Climate Change Mitigation

N/A

Climate Change Adaptation

N/A

Financial Matters:

All costs associated with signage changes resulting from approval of this report will be absorbed in the regular sign maintenance operating budget in the Transportation Division of Public Works Operations. There are sufficient funds allotted in the annual operating budget to fund the cost of sign manufacture, installation, and maintenance.

Consultations:

Cindy Becker – Financial Planning Administrator
Jennifer Crosby, Inspector, Patrol Support Unit, Windsor Police
Bill Kralovensky, Manager, Transportation Operations
Aaron Farough, Senior Legal Counsel
Elara Mehrlou, Supervisor, Corridor Maintenance (A)

Conclusion:

Theses parking by-law modifications are consistent with existing by-law regulations.

Approvals:

Name	Title
Tony Ardovini	Executive Director, Financial Planning and Deputy Treasurer
Adrian Busa	Manager, Transportation Maintenance
Ian Day	Senior Manager, Transportation
Stacey McGuire	Executive Director, Operations / Deputy City Engineer (A)
Wira Vendrasco	City Solicitor
David Simpson	Commissioner, Infrastructure Services and City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

N/A

Appendices:

Appendix A – Parking Bylaw 9023 Amendment

Appendix B – Josephine Avenue Petition Letter with Map and Signed Petition Sheets

Appendix C – Matthew Brady Blvd Petition Letter with Map and Signed Petition Sheets

Appendix D – Melinda Notification Letter and Sketch

APPENDIX A - Parking Bylaw 9023 Amendment

ITEM	REGULATION	STREET	SIDE	FROM	TO	ADDITIONAL RESTRICTIONS	REASON
WARD 2							
1	Schedule "C" No Parking ADD	Josephine Ave	East	College Ave	A Point 122 Metres South of Grove Ave		Successful Petition 956 Josephine Ave
WARD 3							
2	Schedule "C" No Parking ADD	Windsor Ave	West	Shepherd St E	A point 73m south of Shepherd St E		Matching Field Condition
WARD 6							
3	Schedule "C" No Parking ADD	Matthew Brady Blvd	West	A point 35m south of Cedarview St	A point 182m south of Cedarview St		Successful Petition 440 Matthew Brady Blvd
4	Schedule "C" No Parking ADD	Matthew Brady Blvd	East	Cedarview St	Wyandotte St E		Successful Petition 440 Matthew Brady Blvd
WARD 9							
5	Schedule "C" No Parking DELETE	Melinda St	Both	Turner Rd	A point 46m east of Turner Rd		Matching field conditions
6	Schedule "C" No Parking ADD	Melinda St	South	Turner Rd	A point 46m east of Turner Rd		Matching field conditions
7	Schedule "C" No Parking DELETE	Melinda Ave	North	Woodward Boulevard	To and including the cul-de-sac		Correcting wording
8	Schedule "C" No Parking ADD	Melinda St	North	Woodward Boulevard	To and including the cul-de-sac		Correcting wording
WARD 10							
9	Schedule "C" No Parking ADD	South Cameron Blvd	Both	A point 20m south of Northwood St	Dougall Ave		Matching Field Condition

ITEM	REGULATION	STREET	SIDE	FROM	TO	MONTHS	ADDITIONAL RESTRICTIONS	REASON
WARD 2								
10	Schedule "D" Alternate Side No Parking DELETE	Josephine Ave	East	College Ave	Grove Ave	January, February, March, May, July, September, November, December		Successful Petition 956 Josephine Ave
11	Schedule "D" Alternate Side No Parking DELETE	Josephine Ave	West	College Ave	Grove Ave	April, June, August, October		Successful Petition 956 Josephine Ave
12	Schedule "D" Alternate Side No Parking DELETE	Josephine Ave	East	Grove Ave	A Point 122 Metres South of Grove Ave	April, June, August, October		Successful Petition 956 Josephine Ave
13	Schedule "D" Alternate Side No Parking DELETE	Josephine Ave	West	Grove Ave	A Point 122 Metres South of Grove Ave	January, February, March, May, July, September, November, December		Successful Petition 956 Josephine Ave
14	Schedule "D" Alternate Side No Parking DELETE	Gladstone Ave	West	Seneca St	Tecumseh Rd E	January, February, March, May, July, September, November, December		Matching Field Condition

ITEM	REGULATION	STREET	SIDE	FROM	TO	ADDITIONAL RESTRICTIONS	REASON
WARD 10							
15	Schedule "F" No Stopping or Parking ADD	South Cameron Blvd	Both	Totten St	A point 20m south of Northwood St		Matching Field Condition

ITEM	REGULATION	STREET	SIDE	FROM	TO	MONTHS	ADDITIONAL RESTRICTIONS	REASON
WARD 2								
16	Schedule "P" Personal Accessible Parking DELETE	College Ave	North	A point 46m west of Felix Ave	A point 52m west of Felix Ave			No Longer Required Applicant at 3238 College Ave
17	Schedule "P" Personal Accessible Parking DELETE	Josephine Ave	East	A point 111.5m south of Grove Ave	A point 117.5m south of Grove Ave	April, June, August, October	Effective 9 a.m. on the first day of each month	No Longer Required Applicant at 1163 Josephine Ave
18	Schedule "P" Personal Accessible Parking DELETE	Josephine Ave	West	A point 102.5m south of Grove Ave	A point 108.5m east of Grove Ave			No Longer Required Applicant at 1163 Josephine Ave
19	Schedule "P" Personal Accessible Parking DELETE	Josephine Ave	East	A point 129m south of Grove Ave	A point 135m south of Grove Ave	April, June, August, October	Effective 9 a.m. on the first day of each month	Changes made due to successful Petition 956 Josephine Ave
20	Schedule "P" Personal Accessible Parking DELETE	Josephine Ave	West	A point 127m south of Grove Ave	A point 133m south of Grove Ave	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	Changes made due to successful Petition 956 Josephine Ave
21	Schedule "P" Personal Accessible Parking DELETE	Josephine Ave	East	A point 206m north of Grove Ave	A point 212m north of Grove Ave	April, June, August, October	Effective 9 a.m. on the first day of each month	Changes made due to successful Petition 956 Josephine Ave
22	Schedule "P" Personal Accessible Parking DELETE	Josephine Ave	East	A point 207m north of Grove Ave	A point 213m north of Grove Ave	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	Changes made due to successful Petition 956 Josephine Ave
23	Schedule "P" Personal Accessible Parking DELETE	Josephine Ave	East	From a point 138m north of Grove Ave	To a point 144m north of Grove Ave			Changes made due to successful Petition 956 Josephine Ave
24	Schedule "P" Personal Accessible Parking	Josephine Ave	West	From a point 142m north of Grove Ave	To a point 148m north of Grove Ave			Changes made due to successful

	DELETE							Petition 956 Josephine Ave
25	Schedule "P" Personal Accessible Parking DELETE	Josephine Ave	East	From a point 245m south of College Ave	To a point 251m south of College Ave			Changes made due to successful Petition 956 Josephine Ave
26	Schedule "P" Personal Accessible Parking DELETE	Josephine Ave	West	From a point 237.5m south of College Ave	To a point 243.5m south of College Ave			Changes made due to successful Petition 956 Josephine Ave
27	Schedule "P" Personal Accessible Parking ADD	Josephine Ave	West	A point 127m south of Grove Ave	A point 133m south of Grove Ave			Changes made due to successful Petition 956 Josephine Ave
28	Schedule "P" Personal Accessible Parking ADD	Josephine Ave	West	A point 207m north of Grove Ave	A point 213m north of Grove Ave			Changes made due to successful Petition 956 Josephine Ave
29	Schedule "P" Personal Accessible Parking ADD	Josephine Ave	West	A point 142m north of Grove Ave	A point 148m north of Grove Ave			Changes made due to successful Petition 956 Josephine Ave
30	Schedule "P" Personal Accessible Parking ADD	Josephine Ave	West	A point 237.5m south of College Ave	A point 243.5m south of College Ave			Changes made due to successful Petition 956 Josephine Ave
31	Schedule "P" Personal Accessible Parking DELETE	King St	East	From a point 66m north of Watkins St	To a point 71m north of Watkins St	April, June, August, October	Effective 9 a.m. on the first day of each month	No Longer Required Applicant was at 3577 King St
32	Schedule "P" Personal Accessible Parking DELETE	King St	West	From a point 57m north of Watkins St	To a point 63m north of Watkins St	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	No Longer Required Applicant was at 3577 King St
33	Schedule "P" Personal Accessible Parking DELETE	Partington Ave	Both	A point 82m north of Pelletier St	A point 88m north of Pelletier St			No Longer Required Applicant at 1261

								Partington Ave
34	Schedule "P" Personal Accessible Parking ADD	McEwan Ave	West	A point 70.6m south of Laing St	A point 76.6m south of Laing St	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	Successful Applicant at 955 McEwan Ave
35	Schedule "P" Personal Accessible Parking ADD	McEwan Ave	East	A point 74.3m south of Laing St	A point 80.3m south of Laing St	April, June, August, October	Effective 9 a.m. on the first day of each month	Successful Applicant at 955 McEwan Ave
36	Schedule "P" Personal Accessible Parking DELETE	Bloomfield Rd	Both	A Point 21 Metres South Of Watkins St	A Point 27 Metres South Of Watkins St			No Response from Applicant at 3615 Bloomfield Rd
WARD 3								
37	Schedule "P" Personal Accessible Parking ADD	Bruce Ave	East	A point 52m south of Elliott St W	A point 58m south of Elliott St W	January, February, March, May, July, September, November, December	Effective 9 A.M. on the first day of each month	Successful Applicant at 831 Bruce Ave
38	Schedule "P" Personal Accessible Parking ADD	Bruce Ave	West	A point 54m south of Elliott St W	A point 60m south of Elliott St W	April, June, August, October	Effective 9 A.M. on the first day of each month	Successful Applicant at 831 Bruce Ave
39	Schedule "P" Personal Accessible Parking DELETE	Bruce Ave	Both	A point 80m south of Caroline St	A point 86m south of Caroline St			No Longer Required Applicant at 947 Bruce Ave
40	Schedule "P" Personal Accessible Parking DELETE	Caroline St	North	A point 36m west of Dougall Avenue	A point 42m west of Dougall Avenue	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	No Longer Required Applicant was at 335 Caroline St
41	Schedule "P" Personal Accessible Parking DELETE	Caroline St	South	A point 31m west of Dougall Avenue	A point 37m west of Dougall Avenue	April, June, August, October	Effective 9 a.m. on the first day of each month	No Longer Required Applicant was at 335 Caroline St
42	Schedule "P" Personal Accessible Parking ADD	Elm Ave	East	A point 120.3m south of University Ave W	A point 126.3m south of University Ave W	April, June, August, October	Effective 9 A.M. on the first day of each month	Successful Applicant at 374 Elm Ave
43	Schedule "P" Personal Accessible Parking ADD	Elm Ave	West	A point 119m south of University Ave W	A point 125m south of University Ave W	January, February, March, May, July, September,	Effective 9 A.M. on the first day of each month	Successful Applicant at 374 Elm Ave

						November, December		
44	Schedule "P" Personal Accessible Parking DELETE	Elm Ave	Both	From a point 13m south of the alley next south of Elliot St W	To a point 20m south thereof	April, June, August, October	No Parking – East Side- Effective 9AM on the first day of each month	No Longer Required Applicant at 842 Elm Ave
45	Schedule "P" Personal Accessible Parking DELETE	Elm Ave	Both	From a point 32m south of the railway tracks next south of Elliot St W	To a point 39m south thereof	January, February, March, May, July, September, November, December	No Parking– West Side - Effective 9AM on the first day of each month	No Longer Required Applicant at 842 Elm Ave
46	Schedule "P" Personal Accessible Parking DELETE	Elm Ave	East	From a point 37m south of Erie St E	To a point 43m south of Erie St E			No Longer Required Applicant was at 1015 Elm Ave
47	Schedule "P" Personal Accessible Parking DELETE	Elm Ave	West	From a point 39m south of Erie St E	To a point 45m south of Erie St E			No Longer Required Applicant was at 1015 Elm Ave
48	Schedule "P" Personal Accessible Parking ADD	Highland Ave	East	A point 66m south of Hanna St E	A point 72m south of Hanna St E	April, June, August, October	Effective 9 A.M. on the first day of each month	Successful Applicant at 1632 Highland Ave
49	Schedule "P" Personal Accessible Parking ADD	Highland Ave	West	A point 67m south of Hanna St E	A point 73m south of Hanna St E	January, February, March, May, July, September, November, December	Effective 9 A.M. on the first day of each month	Successful Applicant at 1632 Highland Ave
50	Schedule "P" Personal Accessible Parking DELETE	Karl Pl	North	From a point 36m east of Bruce Avenue	From a point 42m east of Bruce Avenue	January, February, March, May, July, September, November, December		Matching field conditions
51	Schedule "P" Personal Accessible Parking DELETE	Karl Pl	South	A point 46m east of Bruce Avenue	A point 52m east of Bruce Avenue	April, June, August, October	Effective 9 a.m. on the first day of each month	Matching field conditions
52	Schedule "P" Personal Accessible Parking ADD	Windsor Ave	East	A point 136m north of Erie St E	A point 142m north of Erie St E			Successful Applicant at 931 Windsor Ave
53	Schedule "P" Personal Accessible Parking DELETE	Giles Blvd W	North	A point 24m east of Dougall Ave	A point 36m east of Dougall Ave			No Longer Required Applicant at 274-103 Giles Blvd W

54	Schedule "P" Personal Accessible Parking ADD	Giles Blvd W	North	A point 30m east of Dougall Ave	A point 36m east of Dougall Ave			Matching Field Condition
55	Schedule "P" Personal Accessible Parking ADD	Giles Blvd W	North	A point 24m east of Dougall Ave	A point 30m east of Dougall Ave			Successful Applicant at 274-404 Giles Blvd W
56	Schedule "P" Personal Accessible Parking ADD	Pine St	North	A point 43.3m east of Dougall Ave	A point 49.3m east of Dougall Ave	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	Successful Applicant at 240 Pine St
57	Schedule "P" Personal Accessible Parking ADD	Pine St	South	A point 52m east of Dougall Ave	A point 58m east of Dougall Ave	April, June, August, October	Effective 9 a.m. on the first day of each month	Successful Applicant at 240 Pine St
58	Schedule "P" Personal Accessible Parking ADD	Howard Ave	West	A point 35.5m north of Niagara St	A point 41.5m north of Niagara St	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	Successful Applicant at 885 Howard Ave
59	Schedule "P" Personal Accessible Parking ADD	Howard Ave	East	A point 27m north of Niagara St	A point 33m north of Niagara St	April, June, August, October	Effective 9 a.m. on the first day of each month	Successful Applicant at 885 Howard Ave
60	Schedule "P" Personal Accessible Parking ADD	Caroline St	North	A point 14.3m west of Church St	A point 20.3m west of Church St	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	Successful Applicant at 410 Caroline St
61	Schedule "P" Personal Accessible Parking ADD	Caroline St	South	A point 13m west of Church St	A point 19m west of Church St	April, June, August, October	Effective 9 a.m. on the first day of each month	Successful Applicant at 410 Caroline St
62	Schedule "P" Personal Accessible Parking DELETE	Windsor Ave	West	A point of 96m south of Shepherd St E	A point 100m south of Shepherd St E			Matching Field Condition
63	Schedule "P" Personal Accessible Parking ADD	Windsor Ave	West	A point 73m south of Shepherd St E	A point 79m south of Shepherd St E			Matching Field Condition
WARD 4								
64	Schedule "P" Personal Accessible Parking	Niagara St	North	A point 11m east of Hall Avenue	A point 17m east of Hall Avenue	January, February, March, May, July,	Effective 9 a.m. on the first day of each month	Matching field conditions

	DELETE					September, November, December		
65	Schedule "P" Personal Accessible Parking DELETE	Niagara St	South	A point 17m east of Hall Avenue	To a point 23m east of Hall Avenue	April, June, August, October	Effective 9 a.m. on the first day of each month	Matching field conditions
66	Schedule "P" Personal Accessible Parking DELETE	Fraser Ave	West	From a point 44m south of Irvine Avenue	To a point 50m south of Irvine Avenue			Matching Field Conditions
67	Schedule "P" Personal Accessible Parking DELETE	Elsmere Avenue	East	A point 84m north of Erie St E	A point 90m north of Erie St E	April, June, August, October	Effective 9 a.m. on the first day of each month	No Longer Required Applicant at 947 Elsmere Ave
68	Schedule "P" Personal Accessible Parking DELETE	Elsmere Avenue	West	A point 84m north of Erie St E	A point 90m north of Erie St E	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	No Longer Required Applicant at 947 Elsmere Ave
69	Schedule "P" Personal Accessible Parking DELETE	Elsmere Avenue	West	A point 86m south of Erie St E	A point 92m south of Erie St E			No Longer Required Applicant at 1052 Elsmere Ave
70	Schedule "P" Personal Accessible Parking ADD	Elsmere Avenue	West	A point 86m south of Erie St E	A point 92m south of Erie St E			Successful Applicant at 1052 Elsmere Ave
71	Schedule "P" Personal Accessible Parking ADD	Elsmere Ave	West	A point 104m south of Erie St E	A point 110m south of Erie St E			Successful Applicant at 1059 Elsmere Ave
72	Schedule "P" Personal Accessible Parking DELETE	Lincoln Rd	East	A point 160m south of Ottawa St	A point 166m south of Ottawa St	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	No Longer Required Applicant was at 1387 Lincoln Rd
73	Schedule "P" Personal Accessible Parking DELETE	Lincoln Rd	West	A point 160m south of Ottawa St	A point 166m south of Ottawa St	April, June, August, October	Effective 9 a.m. on the first day of each month	No Longer Required Applicant was at 1387 Lincoln Rd
74	Schedule "P" Personal Accessible Parking DELETE	Louis Ave	West	To a point 66m south of Irvine Ave	A point 72m south of Irvine Ave			Matching field conditions

75	Schedule "P" Personal Accessible Parking DELETE	Gladstone Avenue	Both	A point 85 Metres South Of Riverside Dr E	A point 91 Metres South of Riverside Dr E			No Longer Required Applicant at 246 Gladstone Ave
76	Schedule "P" Personal Accessible Parking DELETE	Gladstone Avenue	East	A point 22m north of Niagara St	A point 28m north of Niagara St	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	No Longer Required Applicant at 886 Gladstone Ave
77	Schedule "P" Personal Accessible Parking DELETE	Gladstone Avenue	West	A point 22m north of Niagara St	A point 28m north of Niagara St	April, June, August, October	Effective 9 a.m. on the first day of each month	No Longer Required Applicant at 886 Gladstone Ave
78	Schedule "P" Personal Accessible Parking DELETE	Gladstone Avenue	East	From a point 52m south of Tecumseh Rd E	From a point 58m south of Tecumseh Rd E	April, June, August, October		No Longer Required Applicant at 2128 Gladstone Ave
79	Schedule "P" Personal Accessible Parking DELETE	Gladstone Avenue	East	From a point 52m south of Tecumseh Rd E	From a point 58m south of Tecumseh Rd E	April, June, August, October	Effective 9 a.m. on the first day of each month	No Longer Required Applicant at 2128 Gladstone Ave
80	Schedule "P" Personal Accessible Parking DELETE	Gladstone Avenue	West	From a point 68m south of Tecumseh Rd E	To a point 74m south of Tecumseh Rd E	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	No Longer Required Applicant at 2128 Gladstone Ave
81	Schedule "P" Personal Accessible Parking DELETE	Langlois Ave	Both	A point 95m north of Hanna St E	A point 101m north of Hanna St E			Matching Field Condition
82	Schedule "P" Personal Accessible Parking DELETE	Memorial Dr	South	A point 3m west of Marentette Ave	A point 9m west of Marentette Ave			Matching Field Condition
83	Schedule "P" Personal Accessible Parking DELETE	Memorial Dr	East	From a point 19m East of Marentette Ave east curb extension	To a point 25m east thereof			Correcting Wording
84	Schedule "P" Personal Accessible Parking ADD	Memorial Dr	South	A point 19m east of Marentette Ave	A point 25m east of Marentette Ave			Correcting Wording
85	Schedule "P"	Memorial Dr	East	A point 9m west of	A point 15m west			Correcting Wording

	Personal Accessible Parking DELETE			Marentette Ave	of Marentette Ave			
86	Schedule "P" Personal Accessible Parking ADD	Memorial Dr	South	A point 9m west of Marentette Ave	A point 15m west of Marentette Ave			Correcting Wording
87	Schedule "P" Personal Accessible Parking DELETE	Monmouth Rd	West	A point 105m north of Ottawa St	A point 111m north of Ottawa St			No Longer Required Applicant at 1263 Monmouth Rd
88	Schedule "P" Personal Accessible Parking ADD	Vimy Ave	North	A point 13.6m east of Lincoln Rd	A point 19.6 east of Lincoln Rd	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	Successful Applicant at 2296 Lincoln Rd
89	Schedule "P" Personal Accessible Parking ADD	Vimy Ave	South	A point 15m east of Lincoln Rd	A point 21m east of Lincoln Rd	April, June, August, October	Effective 9 a.m. on the first day of each month	Successful Applicant at 2296 Lincoln Rd
90	Schedule "P" Personal Accessible Parking ADD	Giles Blvd E	North	A point 24.2m east of Louis Ave	A point 30.2m east of Louis Ave			Successful Applicant at 740 Giles Blvd E
91	Schedule "P" Personal Accessible Parking DELETE	Windermere Rd	East	From a point 46m south of Niagara St E	To a point 52m south of Niagara St E			No Longer Required Applicant at 925 Windermere Rd
92	Schedule "P" Personal Accessible Parking DELETE	Windermere Rd	West	From a point 45m south of Niagara St W	To a point 51m south of Niagara St W			No Longer Required Applicant at 925 Windermere Rd
93	Schedule "P" Personal Accessible Parking DELETE	Windermere Rd	West	A point 179 metres south of Ottawa Street	A point 185 metres south of Ottawa Street			Matching Field Condition
94	Schedule "P" Personal Accessible Parking DELETE	Windermere Rd	West	A point 57.5m north of Ontario	A point 63.5m north of Ontario	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	Matching Field Condition
95	Schedule "P" Personal Accessible Parking DELETE	Windermere Rd	West	A point 57.5 metres North of Ontario	A point 63.5 metres North of Ontario	January, February, March, May, July, September,	Effective 9 a.m. on the first day of each month	Matching Field Condition

						November, December		
96	Schedule "P" Personal Accessible Parking DELETE	Windermere Rd	East	A point 57.5 metres North of Ontario	A point 63.5 metres North of Ontario	April, June, August, October	Effective 9 a.m. on the first day of each month	Matching Field Condition
97	Schedule "P" Personal Accessible Parking ADD	Windermere Rd	West	A point 15.7m north of Shepherd St E	A point 21.7m north of Shepherd St E			Matching Field Condition
WARD 5								
98	Schedule "P" Personal Accessible Parking DELETE	Albert Rd	West	A point 25m north of Ontario St	A point 31m north of Ontario St			No Longer Required Applicant at 1185 Albert Rd
99	Schedule "P" Personal Accessible Parking DELETE	Albert Rd	East	From a point 125m south of Metcalf St	To a point 131m south of Metcalf St			No Response from Applicant at 1414 Albert Rd
100	Schedule "P" Personal Accessible Parking DELETE	Albert Rd	West	From a point 127m south of Metcalf St	To a point 133m south of Metcalf St			No Response from Applicant at 1414 Albert Rd
101	Schedule "P" Personal Accessible Parking ADD	Ellrose Ave	East	A point 92m south of Wyandotte St E	A point 98m south of Wyandotte St E	All the time	No Parking on the West Side from Wyandotte St E to Ontario St	Successful Applicant at 832 Ellrose Ave
102	Schedule "P" Personal Accessible Parking DELETE	Henry Ford Centre Dr	East	A point 92m south of Franklin Ave	A point 98m south of Franklin Ave	April, June, August, October	Effective 9 a.m. on the first day of each month	Matching field conditions
103	Schedule "P" Personal Accessible Parking DELETE	Henry Ford Centre Dr	West	A point 90m south of Franklin Ave	A point 96m south of Franklin Ave	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	Matching field conditions
FWARD 6								
104	Schedule "P" Personal Accessible Parking DELETE	Lawrence Rd	Both	A point 57 Metres South Of Wyandotte St E	A point 63 Metres South Of Wyandotte St E			Matching Field Conditions
105	Schedule "P" Personal Accessible Parking DELETE	Lawrence Rd	East	A point 47 metres north of Ontario Street	A point 41 metres north of Ontario Street	January, February, March, May, July, September, November, December	Effective 9 a.m. on the first day of each month	Matching Field Conditions

106	Schedule "P" Personal Accessible Parking DELETE	Lawrence Rd	West	A point 37 metres north of Ontario Street	A point 43 metres north of Ontario Street	April, June, August, October	Effective 9 a.m. on the first day of each month	Matching Field Conditions
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May 14, 2025

Debra Rafael
956 Josephine Ave
Windsor, Ontario
N9B2L5

RE: ON-STREET PARKING MODIFICATIONS ON JOSEPHINE AVE

Please find enclosed a petition we have prepared to determine neighbourhood acceptance of removing the "Alternate side Parking" on both sides of Josephine Avenue from College Ave to South 122 metres of Grove Ave and replacing it with "No Parking" on the east side of Josephine Avenue as illustrated on the attached sketch.

Please circulate this petition to the residents in this area. The signatures must be completed on the attached petition forms and each signature must be witnessed by the person circulating the petitions. A property owner cannot witness his or her own signature. All signatures on the petition must be written, printing not acceptable.

Should you be successful in obtaining 60% of the signatures requested on this petition, please return it to this Department accordingly. Please note that petitions must be returned within a 4 month period of the first signature being obtained. A sufficiently signed petition does not guarantee the proposed changes, however it does ensure that a report will be sent to Council for their consideration.

Properties including multiple dwellings are allocated a single vote for the petition process. A successful vote can be achieved either by:

- Signature from the Manager or Owner
- OR
- 60% support from the individual units

Please note if you are successful in the petition process additional notification of by-law/signage changes will not be sent to residents. The petition process is your notification.

Yours truly,

Bill Kralovensky
Manager, Transportation Operation
JW



**PETITION - JOSEPHINE AVE
REMOVE ALTERNATIVE SIDE PARKING AND REPLACE WITH NO PARKING EAST SIDE**

#	Street	Print Name	Signature	Date	Witness Signature	Date
1	██████████	Daniel Koranteng	<i>[Signature]</i>	May 25, 2025	Debra Rafael	May 25, 25
2	██████████					
	██████████					
	██████████	JESSICA LEWINSKY	<i>[Signature]</i>	May 25, 2025	Debra Rafael	May 25, 2025
	██████████	James Fowler	<i>[Signature]</i>	May 26-25	Debra Rafael	May 26, 2025
	██████████	Jim Pashnik	<i>[Signature]</i>	MAY 25 21	Debra Rafael	May 25 '25
	██████████	Niraa Salanike	<i>[Signature]</i>	May 25,	Debra Rafael	May 25 '25
	██████████	RENÉE WARNER	<i>[Signature]</i>	MAY 25 2025	May 26/25 Debra Rafael	May 26 '25
	██████████	Audrey Lacasse	<i>[Signature]</i>	May 26/25	Debra Rafael	May 26 '25
	██████████	Melissa Newton	<i>[Signature]</i>	May 26/25	Debra Rafael	May 26 '25
	██████████					
	██████████					

Current Regulations:

ALTERNATIVE SIDE PARKING - WEST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF JANUARY, FEBRUARY, MARCH, MAY, JULY, SEPTEMBER, NOVEMBER, DECEMBER

ALTERNATIVE SIDE PARKING - EAST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF APRIL, JUNE, AUGUST, OCTOBER

Proposed Regulations:

REMOVE - "ALTERNATE SIDE PARKING" - BOTH SIDES OF JOSEPHINE AVE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE



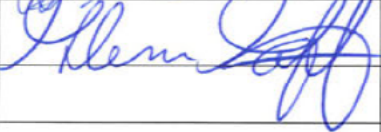





ADD - "NO PARKING" - JOSEPHINE AVE - EAST SIDE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

(Sketch provided)

PLEASE NOTE:

ONE SIGNATURE REQUIRED PER HOUSEHOLD AND/OR BUSINESS.
THIS PETITION IS BEING CIRCULATED TO DETERMINE NEIGHBOURHOOD ACCEPTANCE.

**PETITION - JOSEPHINE AVE
REMOVE ALTERNATIVE SIDE PARKING AND REPLACE WITH NO PARKING EAST SIDE**

#	Street	Print Name	Signature	Date	Witness Signature	Date
■	■■■■■					
■	■■■■■					
■	■■■■■	KARAN SHAM		05/26	Debra Rafael	May 26 '25
■	■■■■■	Curtis Byrne		05/25	Debra Rafael	May 25 '25
■	■■■■■	Glenn Goff		05/26/2025	Debra Rafael	May 26 '25
■	■■■■■					
■	■■■■■	Helen Klasson		MAY 24, 2025	Debra Rafael	May 24, 2025
■	■■■■■	Garry Gabriel		MAY 24/25	Debra Rafael	May 24 '25
■	■■■■■	Phurab Viga Mayday		26th May 2025	Debra Rafael	
■	■■■■■	KARM PATEL		25 MAY 2025	Debra Rafael	May 25 '25
■	■■■■■	Melanie Keresztes		May 26, 25	Debra Rafael	May 26 '25
■	■■■■■	Debra Rafael LN	D. Rafael LN	May 26, 25	Debra Rafael	May 26 '25
■	■■■■■					

Current Regulations:

ALTERNATIVE SIDE PARKING - WEST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF JANUARY, FEBRUARY, MARCH, MAY, JULY, SEPTEMBER, NOVEMBER, DECEMBER

ALTERNATIVE SIDE PARKING - EAST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF APRIL, JUNE, AUGUST, OCTOBER

Proposed Regulations:

REMOVE - "ALTERNATE SIDE PARKING" - BOTH SIDES OF JOSEPHINE AVE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

ADD - "NO PARKING" - JOSEPHINE AVE - EAST SIDE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

(Sketch provided)

PLEASE NOTE:

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**PETITION - JOSEPHINE AVE
REMOVE ALTERNATIVE SIDE PARKING AND REPLACE WITH NO PARKING EAST SIDE**

#	Street	Print Name	Signature	Date	Witness Signature	Date
■	■■■■■	Sharon Leonard	Sharon Leonard	May 25	Debra Raphael	May 25 '25
■	■■■■■					
■	■■■■■					
■	■■■■■	Todd Banfill	Todd Banfill	May 26	Debra Raphael	May 26 '25
■	■■■■■	Jan Lander	Jan Lander	May 25/25	Debra Raphael	May 25 '25
■	■■■■■	DONNA HIGGINS	Donna Higgins	May 24/25	Debra Raphael	May 24 '25
■	■■■■■	Zainab	Zainab	26-5-	Debra Raphael	May 26 '25
■	■■■■■	DIANE LOCKBURN	Diane Lockburn	May 25/25	Debra Raphael	May 25 '25
■	■■■■■					
■	■■■■■	Debra	Debra	May 26/25	Debra Raphael	May 26 '25
■	■■■■■	CHRIS DESENDING	Chris	May 24/25	Debra Raphael	May 24 '25
■	■■■■■	MONICA MOSES	M. Moses	May 26/25	Debra Raphael	May 26 '25

Current Regulations:

ALTERNATIVE SIDE PARKING - WEST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF JANUARY, FEBRUARY, MARCH, MAY, JULY, SEPTEMBER, NOVEMBER, DECEMBER

ALTERNATIVE SIDE PARKING - EAST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF APRIL, JUNE, AUGUST, OCTOBER

Proposed Regulations:

REMOVE - "ALTERNATE SIDE PARKING" - BOTH SIDES OF JOSEPHINE AVE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE



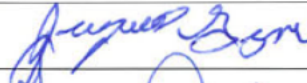





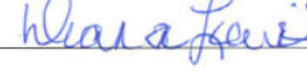
ADD - "NO PARKING" - JOSEPHINE AVE - EAST SIDE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

(Sketch provided)

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PETITION - JOSEPHINE AVE
REMOVE ALTERNATIVE SIDE PARKING AND REPLACE WITH NO PARKING EAST SIDE

#	Street	Print Name	Signature	Date	Witness Signature	Date
■	■■■■■	Sdange alimasi		may 26-2025	Deba Raphael	may 26 '25
■	■■■■■	WAYNE MCCORMICK		26 MAY 2025	Deba Raphael	may 26 '25
■	■■■■■					
■	■■■■■	JACQUES GAGNE		MAY 26/25	Deba Raphael	may 26 '25
■	■■■■■	GARY JARVIS		MAY 24/25	Deba Raphael	may 24 '25
■	■■■■■	Dhiren Patel		May 26/25	Deba Raphael	may 26 '25
■	■■■■■	Coy Calhoun		5/25/25	Deba Raphael	may 25 '25
■	■■■■■	PAVAN M		25/5/25	Deba Raphael	may 25 '25
■	■■■■■					
■	■■■■■	Chris Green		May 25, 25	Deba Raphael	may 25 '25
■	■■■■■					
■	■■■■■	DIANA LEWIS		may 24/25	Deba Raphael	may 24 '25

Current Regulations:

ALTERNATIVE SIDE PARKING - WEST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF JANUARY, FEBRUARY, MARCH, MAY, JULY, SEPTEMBER, NOVEMBER, DECEMBER

ALTERNATIVE SIDE PARKING - EAST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF APRIL, JUNE, AUGUST, OCTOBER

Proposed Regulations:

REMOVE - "ALTERNATE SIDE PARKING" - BOTH SIDES OF JOSEPHINE AVE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE


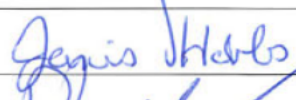
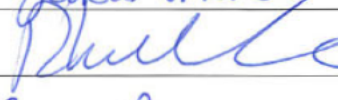


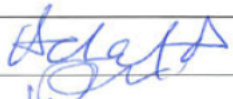


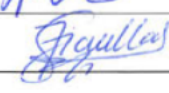
ADD - "NO PARKING" - JOSEPHINE AVE - EAST SIDE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

(Sketch provided)

PLEASE NOTE:

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**PETITION - JOSEPHINE AVE
REMOVE ALTERNATIVE SIDE PARKING AND REPLACE WITH NO PARKING EAST SIDE**

#	Street	Print Name	Signature	Date	Witness Signature	Date
█	█	LINDA MACKENZIE		MAY 25/25	Debra Raphael	MAY 25/25
█	█	JANIS HOBBS		MAY 24/25	Debra Raphael	MAY 24/25
█	█	Roger Labelle		MAY 24/25	Debra Raphael	MAY 24/25
█	█	EMERY LEGALY		MAY 30, 25	Debra Raphael	MAY 30 '25
█	█					
█	█	Mamun Souken	Mamun	MAY 25/25	Debra Raphael	MAY 25/25
█	█	Jason Warren		05/25/25	Debra Raphael	MAY 25 '25
█	█					
█	█	Adalgisa Pagnaro		05-25-25	Debra Raphael	MAY 25 '25
█	█	Muelina Khattar		MAY 24/25	Debra Raphael	MAY 24 '25
█	█	KEN PILLON		05/26/25	Debra Raphael	MAY 26 '25
█	█	Zia		MAY 24, 2025	Debra Raphael	MAY 24 '25

Current Regulations:

ALTERNATIVE SIDE PARKING - WEST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF JANUARY, FEBRUARY, MARCH, MAY, JULY, SEPTEMBER, NOVEMBER, DECEMBER

ALTERNATIVE SIDE PARKING - EAST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF APRIL, JUNE, AUGUST, OCTOBER

Proposed Regulations:

REMOVE - "ALTERNATE SIDE PARKING" - BOTH SIDES OF JOSEPHINE AVE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

ADD - "NO PARKING" - JOSEPHINE AVE - EAST SIDE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

(Sketch provided)

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**PETITION - JOSEPHINE AVE
REMOVE ALTERNATIVE SIDE PARKING AND REPLACE WITH NO PARKING EAST SIDE**

#	Street	Print Name	Signature	Date	Witness Signature	Date
1001	JOSEPHINE AVE	Lurtis Antonucci	<i>Lurtis</i>	24/05/25	Debra Rafael	May 24 '25
1002	JOSEPHINE AVE		↓ ↓	↓ ↓ ↓	Debra Rafael	May 24 '25
1003	JOSEPHINE AVE	THOMAS VANLATHRECHEN	<i>[Signature]</i>	25/05/25	Debra Rafael	May 25 '25
1004	JOSEPHINE AVE	S. PEARSON	<i>S. Pearson</i>	24/05/25	Debra Rafael	May 24 '25
1005	JOSEPHINE AVE	M. Swann Mike Swann	<i>M. Swann</i>	May 24/25	Debra Rafael	May 24 '25
1006	JOSEPHINE AVE	M RUPERT	<i>Mj Rupert</i>	MAY 25/25	Debra Rafael	May 25 '25
1007	JOSEPHINE AVE	LORVIS BENETEAU	<i>Lon Benet</i>	MAY 24 2025	Debra Rafael	May 24 '25
1008	JOSEPHINE AVE	Edith Knight	<i>Edith Knight</i>	M j p 25	Debra Rafael	May 25 '25
1009	JOSEPHINE AVE	VICTORIA SEABULL	<i>[Signature]</i>	May 25 2025	Debra Rafael	May 25 '25
1010	JOSEPHINE AVE					
1011	JOSEPHINE AVE					

Current Regulations:

ALTERNATIVE SIDE PARKING - WEST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF JANUARY, FEBRUARY, MARCH, MAY, JULY, SEPTEMBER, NOVEMBER, DECEMBER

ALTERNATIVE SIDE PARKING - EAST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF APRIL, JUNE, AUGUST, OCTOBER

Proposed Regulations:

REMOVE - "ALTERNATE SIDE PARKING" - BOTH SIDES OF JOSEPHINE AVE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

ADD - "NO PARKING" - JOSEPHINE AVE - EAST SIDE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

(Sketch provided)

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ONE SIGNATURE REQUIRED PER HOUSEHOLD AND/OR BUSINESS.
THIS PETITION IS BEING CIRCULATED TO DETERMINE NEIGHBOURHOOD ACCEPTANCE.

Tiffany Taylor *Tiffanymayh* May 26 '25

D. Rafael May 26 '25

**PETITION - JOSEPHINE AVE
REMOVE ALTERNATIVE SIDE PARKING AND REPLACE WITH NO PARKING EAST SIDE**

#	Street	Print Name	Signature	Date	Witness Signature	Date
█	█	CAROLE MASTER	<i>C Master</i>	05/25/25	Reba Raphael	May 25 '25
█	█	Paige Carnehan	<i>Paige Carnehan</i>	05/24/25	Reba Raphael	May 24 '25
█	█	Timothy Burch	<i>TIMOTHY BURCH</i>	05-24-25	Reba Raphael	May 24 '25
█	█	JO PURDY	<i>J Purdy</i>	05-26-25	Reba Raphael	May 26 '25
█	█	TEESA UPENDRA	<i>Upendra N</i>	05/24/25	Reba Raphael	May 24 '25
█	█					
█	█	Narveet Sidhu	<i>N Sidhu</i>	05/24/25	Reba Raphael	May 24 '25
█	█					
█	█	Nancy CARLE	<i>N M. Carle</i>	05/26/25	Reba Raphael	May 26 '25
█	█					
█	█	LOREN MURRAY	<i>L Murray</i>	05/24/25	Reba Raphael	May 24 '25
█	█	Melissa Tilley	<i>Melissa Tilley</i>	05/24/25	Reba Raphael	May 24 '25

Current Regulations:

ALTERNATIVE SIDE PARKING - WEST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF JANUARY, FEBRUARY, MARCH, MAY, JULY, SEPTEMBER, NOVEMBER, DECEMBER

ALTERNATIVE SIDE PARKING - EAST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF APRIL, JUNE, AUGUST, OCTOBER

Proposed Regulations:

REMOVE - "ALTERNATE SIDE PARKING" - BOTH SIDES OF JOSEPHINE AVE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

ADD - "NO PARKING" - JOSEPHINE AVE - EAST SIDE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

(Sketch provided)

PLEASE NOTE:

ONE SIGNATURE REQUIRED PER HOUSEHOLD AND/OR BUSINESS.
THIS PETITION IS BEING CIRCULATED TO DETERMINE NEIGHBOURHOOD ACCEPTANCE.

**PETITION - JOSEPHINE AVE
REMOVE ALTERNATIVE SIDE PARKING AND REPLACE WITH NO PARKING EAST SIDE**

#	Street	Print Name	Signature	Date	Witness Signature	Date
		Joanne Verschraegen	J. Verschraegen	May 24/25	Debra Kapriel	May 24/25
		Tyler Noel	[Signature]	May 25/25	Debra Kapriel	May 25/25
		Samuel Cochran	S.C.	May 25/2025	Debra Kapriel	May 25/25
1172		Edward Manni	[Signature]	May 26/25	Debra Kapriel	May 26/25
		DAVE OLSZAK	Dave Olszak	May 26/25	Debra Kapriel	May 26/25
		LILLIAN P. [unclear]	[Signature]	5/24/25	Debra Kapriel	May 24/25
		Jamie Jordan	[Signature]	5/24/25	Debra Kapriel	May 24/25
		Tara Brown	Tara Brown	5/24/25	Debra Kapriel	May 24/25
		JAMIE JORDAN	[Signature]	5/24/25	Debra Kapriel	May 24/25
		BEVERLY SMITH	Beverly Smith	5/24/25	Debra Kapriel	May 24/25

Current Regulations:

ALTERNATIVE SIDE PARKING - WEST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF JANUARY, FEBRUARY, MARCH, MAY, JULY, SEPTEMBER, NOVEMBER, DECEMBER

ALTERNATIVE SIDE PARKING - EAST SIDE OF JOSEPHINE AVE (COLLEGE TO SOUTH 122 METRES OF GROVE AVE) - NO PARKING THE MONTH OF APRIL, JUNE, AUGUST, OCTOBER

Proposed Regulations:

REMOVE - "ALTERNATE SIDE PARKING" - BOTH SIDES OF JOSEPHINE AVE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

ADD - "NO PARKING" - JOSEPHINE AVE - EAST SIDE FROM COLLEGE TO SOUTH 122 METRES OF GROVE AVE

(Sketch provided)

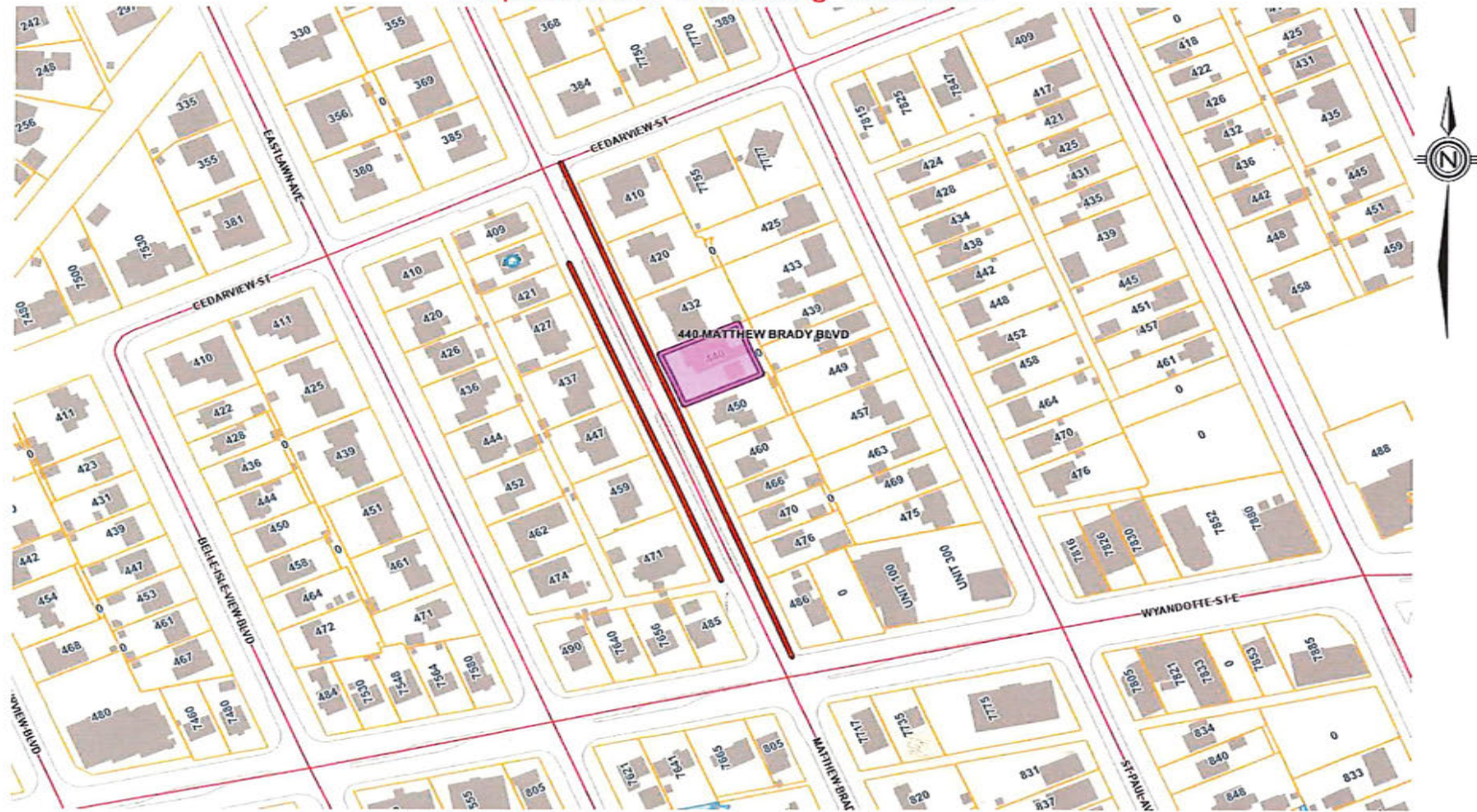
PLEASE NOTE:

ONE SIGNATURE REQUIRED PER HOUSEHOLD AND/OR BUSINESS.
THIS PETITION IS BEING CIRCULATED TO DETERMINE NEIGHBOURHOOD ACCEPTANCE.

NO PARKING ON MATTHEW BRADY BLVD

West Side: Within the limits of Boulevard
East Side: From Cedarview St to Wyandotte St E

Proposed New "No Parking" restriction





PUBLIC WORKS OPERATIONS – TRANSPORTATION

September 23, 2025

Marjorie Mouat
440 Matthew Brady Blvd
Windsor ON N8S 3J6

RE: ON-STREET PARKING MODIFICATIONS ON MATTHEW BRADY BLVD

Please find enclosed a petition prepared to determine neighbourhood acceptance of "No Parking" restriction on West Side of Matthew Brady Blvd from a point of 35m South of Cedarview St to a point of 182m South of Cedarview St (within the limits of Boulevard) and "No Parking" restriction on East Side of Matthew Brady Blvd from Cedarview St to Wyandotte St E as illustrated on the attached sketch.

Please circulate this petition to the residents of listed below. The signatures must be completed on the attached petition forms, and each signature must be witnessed by the person circulating the petition. A property owner cannot witness his or her own signature. All signatures on the petition must be written, printing not acceptable.

Should you be successful in obtaining 60% of the signatures requested on this petition, please return it to this Department accordingly. Please note that petitions must be returned within a four-month period of the first signature being obtained. A sufficiently signed petition does not guarantee the proposed changes; however, it does ensure that a report will be sent to Council for their consideration.

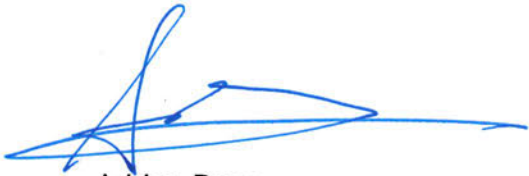
Properties including multiple dwellings are allocated a single vote for the petition process. A successful vote can be achieved either by:

- Signature from the Manager or Owner
OR
- 60% support from the individual units

Please note if you are successful in the petition process additional notification of by-law/signage changes will not be sent to residents. The petition process is your notification.

If you have any questions and/or concerns, please do not hesitate to contact Ajay Kumar, Transportation Technologist I at 519-255-6380, ext. 6830 at your convenience.

Yours truly,



Adrian Busa
Manager of Transportation Maintenance

Attachment
c.c. Transportation Technologist I
PETITIONMATTHEWBADYBLVD
AK

**PETITION - NO PARKING ON MATTHEW BRADY BLVD
WEST SIDE WITHIN THE LIMITS OF BOULEVARD
EAST SIDE FROM CEDARVIEW ST TO WYANDOTTE ST E**

#	Street	Print Name	Signature	Date	Witness Signature	Date
█	█					
█	█	Saeon Hymitch	[Signature]	9/24/25	May Mount	9-24-25
█	█	Paul Kirby	Dave Kirby	9/26/25	[Signature]	9/26/25
█	█	Mount Michael	[Signature]	9/24/25	Marion Mount	9-24-25
█	█	Judith Sinanga-chimona	[Signature]	9/25/25	Marjorie Mount	9-25-25
█	█	Al Brady	Al Brady	9/24/25	Marjorie Mount	9-24-25
█	█	Deborah Stasso	DMS2110	9/25/25	Marjorie Mount	9-25-25
█	█	Michelle Landry	[Signature]	9/24/25	Marjorie Mount	9-24-25
█	█	Harvey Kessler	[Signature]	9/25/25	Marjorie Mount	9-26-25
█	█	Tenant				
█	█	AMLETWIN	Amlet	9/24/25	May Mount	9/24/25

Current Regulations:

UNLIMITED PARKING ON BOTH SIDES

Proposed Regulations:

(Sketch Provided)

NO PARKING RESTRICTION ON WEST SIDE OF MATTHEW BRADY BLVD FROM A POINT 35M SOUTH OF CEDARVIEW ST TO A POINT OF 182M SOUTH OF CEDARVIEW ST (WITHIN THE LIMITS OF BOULEVARD) AND NO PARKING RESTRICTION ON EAST SIDE OF MATTHEW BRADY BLVD FROM CEDARVIEW ST TO WYANDOTTE ST E

PLEASE NOTE:

ONE SIGNATURE REQUIRED PER HOUSEHOLD AND/OR BUSINESS.
THIS PETITION IS BEING CIRCULATED TO DETERMINE NEIGHBOURHOOD ACCEPTANCE.

**PETITION - NO PARKING ON MATTHEW BRADY BLVD
WEST SIDE WITHIN THE LIMITS OF BOULEVARD
EAST SIDE FROM CEDARVIEW ST TO WYANDOTTE ST E**

#	Street	Print Name	Signature	Date	Witness Signature	Date
█	█					
█	█	Rose Turner	<i>R Turner</i>	Sept 24/25	May Munnat	9/24/25
█	█	Tenant				
█	█	Roddy Greenwood	<i>R Greenwood</i>	Sept 24/25	R. Linder	9/24/25
█	█	Kern Keen	<i>K Keen</i>	Sept 24/25	May Munnat	9/24/25
█	█	Kareem Fullerton	<i>K Fullerton</i>	Sept 24/25	May Munnat	9/24/25
█	█	Lisa Codina	<i>L Codina</i>	Sept. 24/25	May Munnat	9/24/25
█	█	Jenny Gloor	<i>J Gloor</i>	Sept 26/25	May Munnat	9/26/25
█	█	ENNY GLOOR	<i>E Gloor</i>	Sept 26/25	May Munnat	9/26/25
█	█	Geoff Hartley	<i>G Hartley</i>	Sept 28/25	May Munnat	9/28/25

Current Regulations:

Proposed Regulations:
(Sketch Provided)

UNLIMITED PARKING ON BOTH SIDES

NO PARKING RESTRICTION ON WEST SIDE OF MATTHEW BRADY BLVD FROM A POINT 35M SOUTH OF CEDARVIEW ST TO A POINT OF 182M SOUTH OF CEDARVIEW ST (WITHIN THE LIMITS OF BOULEVARD) AND NO PARKING RESTRICTION ON EAST SIDE OF MATTHEW BRADY BLVD FROM CEDARVIEW ST TO WYANDOTTE ST E

PLEASE NOTE:

ONE SIGNATURE REQUIRED PER HOUSEHOLD AND/OR BUSINESS.

THIS PETITION IS BEING CIRCULATED TO DETERMINE NEIGHBOURHOOD ACCEPTANCE.

August 27, 2025

RE: PARKING CHANGES ON MELINDA ST

Dear Homeowner / Resident:

Administration has become aware that the signed parking restrictions on Melinda Street from Woodward Boulevard to the cul-de sac are not consistent with existing Parking By-law 9023.

The pavement width is insufficient to allow for parking on both sides of Melinda Street while maintaining sufficient width for two-way traffic, safe and efficient access by emergency vehicles as well as Public Works Operations for refuse collection and snow removal.

Therefore, Administration is implementing No Parking signs to be installed as illustrated in the attached sketch.

If you have any questions and/or concerns, please do not hesitate to contact Wilfred Anim-Odame, Transportation Technologist I, at (519) 255-6380 ext 6043.

Signage should be in place contingent to co-operative weather and standard utility locates lead-times.

Yours truly,



Adrian Busa
Manager of Transportation Maintenance

Attachment
c.c. Transportation Technologist I
RESIDENTLETTERL

MELINDA ST

— Implementing “No Parking”

