

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

Date: Wednesday, April 29, 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 [I] would like to begin by acknowledging that the land on which we gather is the traditional territory of the Three Fires Confederacy of First Nations, which includes the Ojibwa, the Odawa, and the Potawatomi. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land.

2.	DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF
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3.	ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE (<i>previously distributed</i>)
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| 3.1. | Adoption of the Environment, Transportation, and Public Safety Standing Committee minutes of its meeting held March 25, 2026 (SCM 93/2026) |
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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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DELEGATIONS: (5 MINUTES)

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| 8.1. | Response to CQ 18-2025 Micromobility in Windsor – City Wide (S 5/2026) <i>Author: Kathy Quenneville, Schools and Sustainable Mobility Coordinator</i> |
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Clerk's Note: Administration is providing the ***previously distributed*** additional information memo (**AI 3/2026**) *Author: Clare Amicarelli, Schools and Sustainable Mobility Coordinator (Acting)* and the ***attached*** corrected Table 2 found on page 4 of 8 of the Administrative report **AI 3/2026**.

- a) Sue & Tom Omstead, Founders, Share the Road Essex County (via Zoom).

Clerk's Note: The following written submission is ***attached***:

- a) Sue & Tom Omstead, Founders, Share the Road Essex County

7. COMMITTEE MATTERS (previously distributed)

- 7.1. Minutes of the Active Transportation Expert Panel of its meeting held February 18, 2026 **(SCM 85/2026)**
- 7.2. Minutes of the Transit Windsor Working Group of its meeting held March 4, 2026 **(SCM 87/2026)**
- 7.3. Minutes of the Windsor Licensing Committee of its meeting held March 26, 2026 **(SCM 99/2026)**
- 7.4. Minutes of the Environment & Climate Change Advisory Committee of its meeting held February 19, 2026 **(SCM 100/2026)**
- 7.5. Report No. 3 of the Environment & Climate Change Advisory Committee Meeting held February 19, 2026 **(SCM 101/2026)**
- 7.6. Report No. 4 of the Environment & Climate Change Advisory Committee Meeting held February 19, 2026 **(SCM 102/2026)**

8. ADMINISTRATIVE ITEMS (previously distributed)

- 8.2. Exemption for Principal Residence Regulations for Short Term Rentals **(S 36/2026)** *Author: Craig Robertson, Manager of Licensing & Enforcement and Deputy Licence Commissioner*

11. QUESTION PERIOD

12. ADJOURNMENT



Additional Information: AI 3/2026

Table 2: Collision/Injury/Incident Reports from Bird Canada Inc.

Year	Non-Medical Incidents	Medical Incidents	Total Incidents	Total Rides	Number of Safety Incidents per 10,000 Rides
2021	9	1	10	137,291	1.35
2022	6	2	8	102,534	0.76
2023	4	0	4	68,845	0.54
2024	2	0	2	83,113	0.22
2025	10*	1	11	79,451	0.93
Total	31	4	35	471,234	0.75

* Corresponds with the 2025 expansion of "No Ride" zones within the City

April 29, 2026

Dear Members of the Environment, Transportation & Public Safety Standing Committee,

We would like to share our thoughts regarding the need to update the current bylaw governing pedal-assist e-bikes.

We have reviewed the administration report and support its contents. While we understand the recommendation that the report be received for information, we respectfully encourage the Committee to consider also directing Administration to proceed with updating the bylaw at the earliest opportunity.

It is timely to consider aligning Windsor's approach with that of Detroit and several other Canadian jurisdictions that have recently modernized their policies in this area, particularly in light of the anticipated opening of the Gordie Howe International Bridge.

Please find our thoughts below. We hope they are helpful to your deliberations, and we would be pleased to respond to any questions you may have.

Thank you for your time and consideration.

Regards,
Sue and Tom Omstead
Founders, Share the Road – Essex County

Subject: Aligning Multi-Use Pathway Policy with Current Transportation Realities

The principle of “sharing” has long been central to successful transportation policy—particularly in promoting safe and inclusive use of public space. As travel patterns evolve, it is important that our bylaws reflect current realities in a way that is practical, consistent, and broadly understood.

Pedal-assist e-bikes are increasingly used as a legitimate, everyday form of transportation. Since COVID, and with the rising cost of living, more residents have turned to affordable, low-impact mobility options such as e-bikes and e-scooters. This shift has increased demand for the same multi-use pathways traditionally used by pedestrians and conventional cyclists. Increased usage, in turn, strengthens the case for continued investment in active transportation infrastructure.

In response, many Canadian municipalities—including Vancouver, Calgary, Toronto, Montreal, and Halifax—have updated their bylaws to reflect this shift. In most cases, pedal-assist e-bikes are treated similarly to traditional bicycles on multi-use pathways, with clear expectations around speed, yielding, and safe operation.

Regionally, policy alignment is also becoming increasingly important. With the opening of the Gordie Howe International Bridge, active transportation networks in Windsor and Detroit will be directly connected. Detroit is moving toward permitting pedal-assist e-bikes on its greenway system, and consistent rules across jurisdictions will help reduce confusion, support tourism, and improve overall user experience.

At present, Windsor's bylaw has not fully kept pace with these developments. This creates uncertainty for users and risks positioning the city out of step with both other jurisdictions and broader transportation trends.

There is an opportunity to address this through a clear, balanced framework that emphasizes safe behaviour while allowing appropriate access.

Suggested Guidelines for Pedal-Assist E-Bike Use*:

- 1. Access:** Permit pedal-assist e-bikes on multi-use pathways and trails unless specifically restricted by posted signage (e.g., environmentally sensitive areas). Eligible e-bikes should be pedal-assist only; throttle-powered and gas-powered bikes would remain prohibited.
- 2. Speed:** Establish a maximum operating speed of 20 km/h, or the posted speed limit where lower.
- 3. E-scooters:** Permit e-scooters on multi-use pathways under the same behavioural and safety expectations.
- 4. Right of Way:** Maintain pedestrian priority at all times. Cyclists and e-bike users must pass with caution and courtesy.

*note Ontario regulation for e-bikes already provides the following restrictions: a minimum age of 16; helmets required for all e-bike users, regardless of age; functioning bell or warning device; appropriate lighting for night use; maximum 500 watts power output; and maximum 32 kph operating speed.

These measures would allow pedal-assist e-bikes to function as a natural extension of traditional cycling, while maintaining safety, clarity, and accessibility for all users.

Pedal-assist E-Bike Rider

Gordie Howe International Bridge | Windsor

Gordie Howe International Bridge

Opening in spring 2026, the **Gordie Howe International Bridge** will redefine how people move between Windsor Essex and Detroit. As the newest international crossing between Canada and the U.S., the bridge will welcome vehicular traffic, cyclists and pedestrians, creating a seamless, modern gateway that strengthens cross-border travel, trade and tourism.

For cyclists and walkers, the bridge is a game changer. A dedicated multi-use path will connect local cycling routes on both sides of the border, making it the first bridge ever to connect directly with the Trans Canada Trail and Great Lakes Waterfront Trail, unlocking new cross-border adventures and making Windsor Essex a true hub for international cycle tourism. The best part?

Access to the multi-use path is **FREE!** Whether you're riding, strolling or simply taking in the views, the Gordie Howe International Bridge offers a bold new way to experience the region—one that quite literally brings two countries closer together.

For full details head to visitwindsoressex.com/bike.

About the Bridge:

- 2.5km long cable stay bridge**
- 6 lanes of vehicular traffic**
- Toll-free multi-use path for pedestrians and cyclists**

Documentation

You need at least one of the below to cross by vehicle, bike or foot.

Canadian Citizens:

- Valid passport
- NEXUS card or FAST card
- Children 15 and under need a birth certificate or passport

American Citizens:

- Valid passport
- Passport card
- NEXUS card or FAST card
- Enhanced driver's licenses (MI, MN, NY, VT and WA residents)
- Children 16 and under need a birth certificate, U.S. citizen identification card or passport

Foreign Citizens/Landed Immigrants:

- Valid passport, and in many cases a U.S. visa

For border wait times and real time documentation information head to crossingmadeeasy.com.

FAQs

ABOUT THE MULTI-USE PATH

- Free for all walkers, runners and cyclists
- Separate customs plaza from vehicular traffic
- The path is 2.5km/1.5 miles in length with a 5% grade
- Total length of travel on the path including customs plazas is 3km or 1.8 miles one-way
- Anticipate a 20 minute crossing by bike or 45 minutes by foot. Border processing times are not included in these estimates and may add to the total length of time.
- Total distance trailhead to trailhead is 7.1km/4.9 miles
- When using the multi-use path, users must travel the entire span of the bridge and clear customs before returning

Q: If I take my car, what does the bridge connect me to?

A: In Canada, the bridge will connect you to Ontario Highway 401 East, Ojibway Parkway and E.C. Row Expressway.

In the U.S., the bridge will connect you to Interstate 75, Fisher Service Drive and Fort Street.

Q: If I cross by bike or foot, what does the bridge connect me to?

A: In Canada, the path connects you to the Malden Park Trailhead via the Broadway St. Multi-Use Path, Windsor Riverfront Trail, LaSalle Parkway Trail, Trans Canada Trail and Great Lakes Waterfront Trail.

In the U.S., the path connects you to the Clark Park Trailhead, Joe Louis Greenway, Detroit Riverwalk, Iron Belle Trail and Great Lakes Way.

Aligning Windsor's approach with current practice across Canada—and with emerging cross-border connections—would support a more consistent, inclusive, and forward-looking active transportation network.