



## CITY OF WINDSOR MINUTES 06/24/2026

Environment, Transportation & Public Safety Standing Committee Meeting

**Date:** Wednesday, June 24, 2026

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

**Location:** Council Chambers, 1<sup>st</sup> 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:**

David Simpson, Commissioner, Infrastructure Services & City Engineer

Lorie Gregg, Executive Director, Financial Planning & Deputy Treasurer

Ian Day, Senior Manager, Transportation

Brandon Calleja, Senior Manager /Deputy CBO/Permits

Craig Robertson, Manager of Licensing & Enforcement and Deputy Licence Commissioner

Rachel Chesterfield, Manager, Performance Measurement & Business Case Development

Bill Kralovensky, Manager, Transport Operations

Anna Ciacelli, Deputy City Clerk

### **1. CALL TO ORDER**

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

### **2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF**

None disclosed.

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### 3. ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE

#### 3.1. Adoption of the Environment, Transportation, and Public Safety Standing Committee minutes of its meeting held May 27, 2026

Moved by: Councillor Renaldo Agostino  
Seconded by: Councillor Frazier Fathers

THAT the minutes of the Environment, Transportation & Public Safety Standing Committee meeting held May 27, 2026 **BE ADOPTED** as presented.  
Carried.

Report Number: SCM 180/2026

### 4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

### 5. COMMUNICATIONS

None presented.

### 6. PRESENTATIONS AND DELEGATIONS

None presented.

### 7. COMMITTEE MATTERS

#### 7.1. Report No 158 of the Windsor Licensing Commission

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

Decision Number: **ETPS 1128**

THAT Report No. 158 of the Windsor Licensing Commission indicating:

That the Windsor Licensing Commission recommends that City Council RECEIVE the report of the Deputy Licence Commissioner *entitled "Response to Increased Age Limits and Reduced Licence Fees for Wheelchair Accessible Taxicab, and a One-Year Extension for all Taxicab Vehicle Replacements"*; and,

That the age limit for wheelchair accessible taxicabs is to remain the same at twelve (12) model years old; and,

That the plate holder licence renewal for wheelchair accessible taxicabs BE REDUCED from \$520.00 to \$25.00 for the 2026 licencing period; and further,

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That City Council APPROVE a one (1) year replacement extension for all taxicabs and wheelchair accessible taxicabs that are due at the 2026 licence renewal period.

**BE APPROVED.**

Carried.

Report Number: SCM 196/2026

### **7.2. Minutes of the Windsor Licensing Commission of its meeting held June 2, 2026**

Moved by: Councillor Gary Kaschak

Seconded by: Councillor Mark McKenzie

Decision Number: **ETPS 1129**

THAT the minutes of the Windsor Licensing Commission meeting held June 2, 2026 **BE RECEIVED.**

Carried.

Report Number: SCM 197/2026

## **8. ADMINISTRATIVE ITEMS**

### **8.1. Repeal By-law 5711 – “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and Pass By-law – “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements” – City Wide**

Councillor Gary Kaschak inquires whether neighbour-to-neighbour conflict is what prompted this by-law change. Brandon Calleja, Senior Manager/Deputy Chief Building Official/Permits appears before the Environment, Transportation & Public Safety Standing Committee regarding the administrative report dated May 13, 2026, entitled “Repeal By-law 5711 – “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and Pass By-law – “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements” – City Wide” and responds that neighbour-to-neighbour conflicts are few and far between. The approach to this new by-law is to streamline the process for property owners requiring permitted right of entry access to neighbouring properties for works or maintenance to be completed while limiting liability to the City.

Councillor Mark McKenzie asks Administration if there is anything that can be done to limit the timeframe in which renovations must be completed and temporary fixtures be removed. Mr. Calleja responds that if the by-law was used for the intended purpose of using the neighbouring property to install temporary fixtures, the by-law does spell out specific time constraints that are reasonable for the type of repair. However, the existing building by-law could address issues related to scaffolding or other fixtures that are installed for an extended period.

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

Decision Number: **ETPS 1130**

THAT Council **REPEAL** By-law Number 5711 being “A By-law to Authorize Entry Upon Adjoining Land for the Purpose of Making Repairs, Alterations or Improvements” and **PASS** By-law XXX being “A By-law to Authorize and Regulate Owner or Occupant Entry onto Adjoining Lands for Repairs, Alterations or Improvements”.

Carried.

Report Number: S 51/2026  
Clerk’s File: AB2026

### 8.2. Response to CQ 16-2025 – Pedestrian Countdown Timers – City Wide

Councillor Gary Kaschak inquires about the cost of installation and if that cost can be mitigated by bulk installation. David Simpson, Commissioner, Infrastructure Services & City Engineer appears before the Environment, Transportation & Public Safety Standing Committee regarding the administrative report dated April 9, 2026, entitled “Response to CQ 16-2025 – Pedestrian Countdown Timers – City Wide” and responds that whether it is 1 intersection or 50, there is a trigger for a full upgrade to AODA Standards which contributes to the cost magnitude.

Councillor Gary Kaschak asks if the MTO has indicated whether or not they would like to see more Pedestrian Crossings in Ontario or if it is a recommendation or guideline for municipalities to increase the number of PXOs. Mr. Simpson responds that there have been expressed concerns from the MTO regarding PCTs as indicated in the report. The direction suggests that there have been identified safety concerns and that municipalities have been removing recently installed crossings. We think that we can achieve the same intended outcome by pursuing the audible countdown timer systems with less safety concern.

Ian Day, Senior Manager, Transportation adds that Toronto was one of the first municipalities to install these pedestrian crossings. The first few years noted significant improvements, then statistics were reviewed and it was noted that drivers were starting to use the countdown signals as a timer to run through intersections. In speaking with the ministry, this was the biggest concern identified. Audible countdowns at intersections would alleviate driver distraction, however it would then trigger a full AODA, which would double the price for the processing system. Visual countdown timers do not have the ability to be adjusted based on traffic volume during peak periods. It is a better choice to move forward with the single cost audible system.

Councillor Gary Kaschak inquires about eliminating some of the excessive lights at the 295 signalized intersections and potentially installing roundabouts. Mr. Day responds that there are some intersections scheduled for signal removal such as Chatham and Aylmer, and in the downtown at the old YMCA building. He adds that many of the existing intersections don’t have enough property for more than installing signals.

Councillor Renaldo Agostino inquires about whether there is any technology in place currently where there is no countdown timer, but indicate to pedestrians to walk or stop. Mr. Day responds that there are a few older systems that have the capability to count down audibly. The audible countdown without distraction to the driver benefits the pedestrian, which is most important.

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Moved by: Councillor Frazier Fathers  
Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1131**

I. THAT the report of the Senior Manager, Transportation dated April 9, 2026, entitled "Response to CQ 16-2025 – Pedestrian Countdown Timers – City Wide" **BE RECEIVED** for information.  
Carried.

Report Number: S 37/2026  
Clerk's File: ST2026

### **8.3. Response to CQ 2-2026 - Feasibility of Parking Revenue Sharing with Business Improvement Areas - City Wide**

Councillor Mark McKenzie inquires if BIAs were to receive 10% of revenue from parking meters, what would the annual amount represent. Rachel Chesterfield, Manager Performance Measurement and Business Case Development appears before the Environment, Transportation & Public Safety Standing Committee regarding the administrative report dated June 2, 2026, entitled "Response to CQ 2-2026 - Feasibility of Parking Revenue Sharing with Business Improvement Areas - City Wide" and responds that based on the current BIA revenue, the 10% would equate to \$205,882 annually.

Councillor Mark McKenzie inquires whether there are any concerns with developing a pilot framework rather than a permanent program. Mr. Simpson indicates that the committee could provide that direction.

Councillor Mark McKenzie asks if the City of Hamilton has responded to any correspondence related to how their program works. Bill Kralovensky, Manager Transportation Operations appears before the Environment, Transportation & Public Safety Standing Committee regarding the administrative report dated June 2, 2026, entitled "Response to CQ 2-2026 - Feasibility of Parking Revenue Sharing with Business Improvement Areas - City Wide" indicates that they have not reached out yet.

Councillor Mark McKenzie inquires whether other BIAs, that do not currently have metered parking, would be able to implement it in order to take advantage of the revenue. Mr. Simpson responds that the program can be evolved to identify opportunities for more metered spots and what that potential revenue would look like. Then, outreach to the BIAs to identify if there is an appetite for the implementation of metered parking.

Councillor Mark McKenzie asks if meters would need to be put in or if app only zone parking would work. Mr. Kralovensky responds that any new identified areas would use app only payments to save infrastructure disruptions and cost of installation.

Councillor Mark McKenzie requests an explanation as to what the parking reserve funds are used for. Mr. Kralovensky responds that the reserve funds are used for garage beautification and upgraded software, staff wages and other parking department expenses.

Councillor Mark McKenzie asks if Administration would be more comfortable excluding parking garages, monthly and annual permit parking to make it easier for staff. Mr. Kralovensky responds that if that is Council's direction, that's how they would proceed.

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Councillor Renaldo Agostino asks what an ideal pilot duration would be. Mr. Simpson responds that a minimum of 1 year is recommended, but if the direction is for longer, that would be amenable.

Councillor Kieran McKenzie inquires about the availability of funds to be deployed at the discretion of Administration and equity of distribution of the revenue across the city. Mr. Kralovensky responds that the structure of distribution would need to be determined and adds that much of this revenue goes towards future parking development.

Councillor Kieran McKenzie inquires whether annual funding provided to the BIAs would be given on a conditional basis so that it can only be used for certain expenditures. Lorie Gregg, Executive Director Financial Planning/Deputy City Treasurer appears before the Environment, Transportation & Public Safety Standing Committee regarding the administrative report dated June 2, 2026, entitled "Response to CQ 2-2026 - Feasibility of Parking Revenue Sharing with Business Improvement Areas - City Wide" and indicates that Hamilton's program suggested that there is a total dollar amount cap of \$250,000 across 11 BIAs. A formula or cap can be determined with regards to distribution of those funds. Mr. Simpson adds that Administration is contemplating opportunities at this point, potential revenue, and expansion of the app into the other BIA areas. After obtaining that information from the pilot they can report back to council with the costs and provide a proposed structure over cost sharing for Council's endorsement at that time.

Councillor Frazier Fathers inquires whether there has been any conversation with non BIAs at this point, given the timing and the election cycle with potential for change on the Boards and Council. Mr. Simpson responds that it would be a voluntary outreach to the BIAs to seek participation. There is opportunity to consider expanding it beyond the existing 5 BIA areas.

Councillor Renaldo Agostino inquires whether there is a way for BIAs to opt out of participation in this pilot. Mr. Simpson responds that the discussion can be taken offline for more consideration.

Councillor Gary Kaschak inquires about the BIA levy costs. Ms. Gregg responds that this program would be unlikely to impact the calculation of the members' levy and that it would be compiled on an annual basis.

Moved by: Councillor Mark McKenzie

Seconded by: Councillor Renaldo Agostino

Decision Number: **ETPS 1132**

- I. THAT the report of the Manager, Transportation Operations and Manager, Performance Measurement and Business Case dated June 2, 2026, entitled "Response to CQ 2-2026 - Feasibility of Parking Revenue Sharing with Business Improvement Areas - City Wide" **BE RECEIVED** for information.
- II. THAT Administration **BE DIRECTED** to develop a framework for a 2-year parking revenue reinvestment pilot project that would allocate 10% of net revenue generated from on-street parking meters and municipal surface parking lots within participating Business Improvement Areas to the BIA's, and that parking garages, monthly parking permits and annual parking permits be excluded from this pilot; and,

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- III. THAT Administration **BE DIRECTED** to consult with participating BIAs as part of developing the pilot framework, and that the report include the financial impact on the off-street parking revenue eligibility criteria, governance and reporting requirements, eligible uses of the funding, implementation options and high level revenue estimates for BIAs that do not currently have paid parking should they choose to implement it in the future; and,
- IV. THAT Administration **BE DIRECTED** to identify appropriate eligible uses of the funding such as beautification, streetscape improvements, marketing events, accessibility and other public realm initiatives; and,
- V. THAT this information **BE BROUGHT FORWARD** to a future meeting of the Environment, Transportation and Public Safety Standing Committee for consideration.

Carried.

Report Number: S 58/2026  
Clerk's File: MI/14538

## 11. QUESTION PERIOD

Councillor Kieran McKenzie inquires about Vision Zero reporting timelines and when a Vision Zero update will be coming forward to the committee. Mr. Simpson indicates that they are currently recruiting for a Vision Zero Coordinator and have recently retained a Manager of Road Safety and anticipate a report would come forward possibly in Q4 of 2026.

Councillor Kieran McKenzie inquires about the increasing incidents that have occurred recently regarding crossing busy streets and public safety. Administration indicates that a full data analysis is not yet completed, when it is it will be in the report. Mr. Day adds that they are working on the Road Safety report for Q4 which would come before a vision zero report. Mr. Day adds that most of the recent tragic incidents have come from crossing mid intersection not at the crossing points. Administration does try to encourage people to use the public crossing points which are the safer option.

Councillor Kieran McKenzie inquires about the distance between the crossings and whether that may be a contributing factor. Mr. Day indicates that the City uses OTM standards for crossing points criteria. Grant funding will also assist with completing some pedestrian crossings sooner than scheduled.

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### 12. ADJOURNMENT

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 5:22 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held July 29, 2026.

Carried.

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Ward 9 – Councillor Kieran McKenzie  
(Chairperson)

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Deputy City Clerk / Supervisor of Council  
Services