Environment, Transportation & Public Safety Standing Committee Meeting Agenda

Date: Wednesday, November 25, 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 8 – Councillor Gary Kaschak

Ward 9 – Councillor Kieran McKenzie (Chairperson)

ORDER OF BUSINESS

Item #	Item Description
1.	**CALL TO ORDER**

READING OF LAND ACKNOWLEDGMENT

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

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

3. ADOPTION OF THE MINUTES

3.1. Adoption of the Environment, Transportation, and Public Safety Standing Committee minutes of its meeting held July 29, 2026 **(SCM 269/2026)**

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

5. COMMUNICATIONS

6. PRESENTATIONS AND DELEGATIONS

7. COMMITTEE MATTERS

7.1. Minutes of the Transit Windsor Working Group of its meeting held September 16, 2026 **(SCM 309/2026)**

7.2. Transit Windsor Working Group 2026 Annual Report **(SCM 327/2026)**

7.3. Environment & Climate Change Advisory Committee 2026 Annual Report **(SCM 331/2026)**

8. ADMINISTRATIVE ITEMS

8.1. Update to CQ 25-2024 and S 86/2025 – Illegal Car Rallies and Excessive Noise from Motor Vehicles – City Wide **(S 115/2026)** *Author: Ian Day, Senior Manager - Transportation*

8.2. Response to CQ 22-2026 and CQ 23-2026 – Storm Response – City Wide **(S 116/2026)** *Author: Robert Barlozzari, Executive Initiatives Coordinator (A)*

8.3. 2026 Vision Zero Action Plan Update – City Wide **(S 125/2026)** *Author: Ian Day, Senior Manager - Transportation*

11. QUESTION PERIOD

12. ADJOURNMENT

Item No. 3.1

Committee Matters: SCM 269/2026

Subject: Adoption of the Environment, Transportation, and Public Safety Standing Committee minutes of its meeting held July 29, 2026

CITY OF WINDSOR MINUTES 07/29/2026

Environment, Transportation & Public Safety Standing Committee Meeting

Date: Wednesday, July 29, 2026
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
James Chacko, Acting Executive Director, Transit Windsor
Ian Day, Senior Manager, Transportation
Brandon Calleja, Senior Manager /Deputy CBO/Permits
Jessica Barlow, Senior Manager /Deputy CBO/Inspections
Rachel Chesterfield, Manager, Performance Measurement & Business Case Development
Matt Paya, Manager, Road Safety
Anna Ciacelli, Deputy City Clerk

1. CALL TO ORDER

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

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

None disclosed.

3. ADOPTION OF THE MINUTES OF THE ETPS STANDING COMMITTEE

3.1. Adoption of the Environment, Transportation, and Public Safety Standing Committee minutes of its meeting held June 24, 2026

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

THAT the Environment, Transportation & Public Safety Standing Committee minutes of its meeting held June 24, 2026 **BE ADOPTED** as presented.
Carried.

Report Number: SCM 219/2026

4. REQUEST FOR DEFERRALS, REFERRALS OR WITHDRAWALS

None requested.

5. COMMUNICATIONS

None presented.

6. PRESENTATIONS AND DELEGATIONS

None presented.

7. COMMITTEE MATTERS

7.1. Minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its Meeting held May 5, 2026

Moved by: Councillor Mark McKenzie
Seconded by: Councillor Frazier Fathers

Decision Number: **ETPS 1133**
THAT the minutes of the Essex-Windsor Solid Waste Authority (EWSWA) Regular Board of its meeting held May 5, 2026 **BE RECEIVED**.
Carried.

Report Number: SCM 229/2026

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

Moved by: Councillor Frazier Fathers
Seconded by: Councillor Gary Kaschak

Decision Number: **ETPS 1134**
THAT the minutes of the Windsor Licensing Commission of its meeting held June 2, 2026 **BE RECEIVED**.
Carried.

Report Number: SCM 197/2026

7.3. Minutes of the Active Transportation Expert Panel of its meeting held June 30, 2026

Moved by: Councillor Gary Kaschak
Seconded by: Councillor Frazier Fathers

Decision Number: **ETPS 1135**
THAT the minutes of the Active Transportation Expert Panel of its meeting held June 30, 2026 **BE RECEIVED**.
Carried.

Report Number: SCM 230/2026

8. ADMINISTRATIVE ITEMS

8.1. Repeal By-law 350-2002 – "A By-law to Appoint Fence Viewers for the City of Windsor" and Pass an Amended By-law – "A By-law to Exempt the City of Windsor from the Line Fences Act and Establish Dispute Resolution Guideline for Boundary Fences" – City Wide

Councillor Kieran McKenzie inquires whether the City could still be drawn into any disputes over property lines despite this by-law being repealed, or if any different types of risk to the city could be introduced. Brandon Calleja, Senior Manager/Deputy Chief Building Official – Permits, appears before the Environment, Transportation and Public Safety Standing Committee regarding the Administrative report dated July 8, 2026, entitled "Repeal By-law 350-2002 – "A By-law to Appoint Fence Viewers for the City of Windsor" and Pass an Amended By-law – "A By-law to Exempt the City of Windsor from the Line Fences Act and Establish Dispute Resolution Guideline for Boundary Fences" – City Wide" and indicates that the city is more at risk of becoming involved in disputes if

the by-law is left as it is currently; repealing the by-law will set up the framework for property owners to resolve civil disputes on their own.

Councillor Kieran McKenzie asks if this framework will make dispute resolution easier for residents. Mr. Calleja confirms this, adding that residents may be more likely to achieve an amicable solution than appointing a fence arbitrator. He states that the new framework is straightforward and takes the city out of the process completely.

Councillor Gary Kaschak seeks confirmation that the new framework will treat property line disputes as a civil matter and put the onus on the residents to reach a solution. Brandon Calleja confirms this and provides a brief overview of the *Line Fences Act*.

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

Decision Number: **ETPS 1136**
THAT Council **REPEAL** By-law Number 350-2002 being “A By-law to Appoint Fence Viewers for the City of Windsor” attached as Appendix “A”; and

THAT Council **PASS** the By-law, XX-2026 “A By-law to Exempt the City of Windsor from the Line Fences Act and Establish Dispute Resolution Guideline for Boundary Fences” attached as Appendix “B”.
Carried.

Report Number: S 85/2026
Clerk’s File: AB2026

11. QUESTION PERIOD

Councillor Kieran McKenzie asks for an update on the Vision Zero initiative. David Simpson, Commissioner, Infrastructure Services & City Engineer, replies that the city is currently building its staffing resources and actively looking at updating the road safety plan. Administration is hoping to bring an updated report to Council before the end of the year.

12. ADJOURNMENT

There being no further business, the Environment, Transportation & Public Safety Standing Committee is adjourned at 4:37 o'clock p.m. The next meeting of the Environment, Transportation & Public Safety Standing Committee will be held September 23, 2026.
Carried.

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

Committee Matters: SCM 309/2026

Subject: Minutes of the Transit Windsor Working Group of its meeting held September 16, 2026

TRANSIT WINDSOR WORKING GROUP

Meeting held Wednesday, September 16, 2026
at 2:30 p.m. in Room 140, 350 City Hall Square West

A meeting of the Transit Windsor Working Group is held this day commencing at 2:30 o'clock p.m. in Room 140, 350 City Hall Square West, there being present the following members:

Bernard Drouillard
Trevor Ramieri
Katie Stokes
Souravdeep Singh

Absent:

Jaykumar Patel (issue with malfunction of the conference phone)
Iain Sutcliffe

Also present are the following resource personnel:

James Chacko, Chair, Executive Director, Transit Windsor
Stephan Habrun, Director, Operations & Planning
Karen Kadour, Committee Coordinator

1. Call to Order

James Chacko, Chair, Executive Director, Transit Windsor calls the meeting to order at 2:30 o'clock p.m. and the Transit Windsor Working Group considers the Agenda being Schedule A, attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Minutes

Moved by Bernie Drouillard, seconded by Trevor Ramieri
That the minutes of the Transit Windsor Working Group of its meeting held March 4, 2026, **BE ADOPTED** as presented.
Carried.

4. Business Items

4.1 Review 2026 Meeting Schedule

It is generally agreed that this meeting will represent the final Transit Windsor Working Group for this year and for this term of the Working Group.

4.2 Transit Terminal Update

Stephan Habrun, Director, Operations & Planning reports that the West End Terminal recently opened along with the East End Terminal that opened on September 8, 2026.

Moved by Trevor Ramieri, seconded by Bernie Drouillard,
That the update provided by Stephan Habrun, Director, Operations and Planning regarding the West and East End Terminals **BE RECEIVED**.
Carried.

4.3 Garage Renovation Update

The Chair advises they broke ground on the garage renovation multi-phased project not long ago. The first phase of work is outside south of the building to allow for the parking lot expansion. They expect completion by the middle of 2028 and will be announcing the official “shovel ceremony” early next week.

Moved by Trevor Remieri, seconded by Bernie Drouillard,
That the Garage Renovation update provided by James Chacko, Chair **BE RECEIVED**.
Carried.

4.4 Fare System Update

The Chair provides the following regarding the fare system update:

- Umo is launching officially on October 5, 2026.
- U-pass users utilized Umo for the summer semester as a soft launch.
- Training has continued for the Transit Windsor staff, i.e. operators, planners, the customer service clerks to provide for all of our riders and future riders as much information as possible.
- The overall feedback has been positive.
- Any existing products (prepaid passes) will continue to be usable until the end of the year.

Trevor Ramieri advises that overall, folks are happy with this system.

In response to a question asked by Trevor Ramieri regarding if exact change will be acceptable on the bus, Stephan Habrun responds that the in 2027, the actual physical fare box will be replaced with a smaller box.

Moved by Katie Stokes, seconded by Trevor Ramieri,
That the update provided by the Chair regarding the fare system, customer implementation, pass transition and payment options **BE RECEIVED.**
Carried.

4.5 Post Secondary Update

The Chair reports that Route 1000 (deals with Holy Names and Massey High Schools) is once again operational for the Fall semester only and will end on December 18, 2026. He adds that other opportunities will be provided to allow the students to get to those schools. He refers to the actuals which are quite low at this time which poses a challenge.

Trevor Ramieri notes he has not received confirmation regarding the Windsor Campus locations for St. Clair College. The Chair states they are reviewing the 16-18 numbers as it relates to the international students as well as the impacts of COVID to acquire a sense as to where they sit today.

Moved by Trevor Ramieri, seconded by Bernie Drouillard,
That the post-secondary update provided by the Chair regarding Route 1000, ridership trends and any service-related matters **BE RECEIVED.**
Carried.

4.6 Round Table

As this is the last meeting for 2026**,** Souravdeep Singh questions what the process is to appoint new members to the 2027 Working Group. The Chair responds once the new term of Council is put in place, they will determine how the working group will be constituted.

Trevor Ramieri advises that riding the bus has received a positive reception for the new students. Some folks have expressed some concern as it relates to accessibility, i.e. screen reading applications.

5. Other Business

The Chair thanks the members for their time and contributions to the Transit Windsor Working Group.

6. Adjournment

There being no further business, the meeting is adjourned at 2:55 o’clock p.m.

Item No. 7.2

Committee Matters: SCM 327/2026

Subject: Transit Windsor Working Group 2026 Annual Report

Transit Windsor Working Group 2026 Annual Report

Transit Windsor remains dedicated to enhancing transit services through the ongoing implementation of the Transit Master Plan while adapting to challenges 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 2026.

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 4, 2026
September 16, 2026

2026 Meeting Summary

- **Key Achievements:** Completion of the East and West End Transit Terminal projects, advancement of the Transit Centre Garage Expansion and Renovation Project, and continued investment in transit infrastructure. Transit service transitioned from Tecumseh Mall to the new East End Transit Terminal in September 2026.
- **New Technology:** Transit Windsor advanced fare system modernization through the implementation of the Umo digital fare system. The Working Group reviewed validator installation, customer communications, staff training, payment options, accessibility considerations, and the continued availability of physical fare cards and cash payments. Umo launched system-wide in October 2026.
- **Ridership Trends:** The Working Group reviewed service performance and ridership trends, including the continued impact of reduced international student enrolment on overall ridership. Members also received updates on operational performance and changing travel patterns.
- **Secondary Transportation - Route 1000:** The Working Group discussed Route 1000 service for secondary school students, including ridership levels, alternative travel options, and opportunities to improve communications and outreach with high school students.

- **Post-Secondary Transportation:** Members discussed post-secondary transportation needs, changing enrolment trends, student fare affordability, existing post-secondary transit arrangements, and opportunities to strengthen communications and engagement with college and university students.
- **Ridership Experience:** The Working Group continued to provide feedback on accessibility and customer experience, including accessible fare technology, customer communications, payment options, and ongoing accessibility improvements at bus stops.
- **Working Group Engagement:** Members continued to provide community and student perspectives on transit services, infrastructure, accessibility, fare modernization, and customer experience. The September 16, 2026, meeting marked the final meeting of the current Working Group term, with appreciation expressed to members for their participation and contributions.

2027 Vision

Looking ahead, 2027 will focus on completing major capital projects, implementing the next phase of IT system upgrades, and continuing efforts to improve accessibility and rider experience. The comprehensive process to update the Transit Windsor Master Plan will begin in 2027.

Committee Matters: SCM 331/2026

Subject: Environment & Climate Change Advisory Committee 2026 Annual Report

CITY OF WINDSOR
Environment & Climate Change Advisory Committee

Annual Report 2026

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.

At the end of 2025, administration initially proposed a list of 6 dates according to the mandate. The proposed list included:

- Thursday, February 5, 2026
- Thursday, April 9, 2026
- Thursday, June 4, 2026
- Thursday, August 13, 2026
- Thursday, October 8, 2026
- Thursday, December 3, 2026

The Environmental and Climate Change Advisory Committee has convened twice this year. Meetings have been held in person at City Hall on the following dates:

- February 19, 2026
- April 16, 2026

Meetings have been cancelled due to the lack of quorum.

Accomplishments

- Advocated for the protection of natural areas including Black Oak Heritage Park and support efforts to advance the Ojibway National Urban Park
- Encouraged collaboration with environmental organizations and community partners
- Advanced public engagement through community events and outreach activities (Climate Cafes, Earth Day Windsor-Essex 2025, Repair Cafes)
- Allocated budget to support various environmental initiatives

Next Steps

- Next steps will be determined following confirmation of the election term and committee mandate

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, Communications Lead; Pelee Island Bird Observatory
- Karen Alexander – City of Windsor, Natural Areas
- Amy Nevills – City of Windsor, Environmental Sustainability & Climate Change
- Nadia Harduar – University of Windsor
- Chris Hart – City of Windsor, Natural Areas (alternate)
- Michelle Moxley-Peltier – City of Windsor, Environmental Sustainability & Climate Change (Acting)
- Sunny Chan – City of Windsor, Environmental Sustainability & Climate Change (student from January 2026-April 2026)

The Bird Team continued to engage municipal, community, conservation, and university partners through quarterly meetings and project-based participation.

Meetings

The Bird Team held four regularly occurring meetings in 2026, with a fifth meeting scheduled in December. Meetings included:

- January 14, 2026 – Winter
- March 25, 2026 – Spring
- June 24, 2026 – Summer
- September 16, 2026 – Fall

On top of the regularly occurring meetings, an additional meeting was held on July 16 to apply for the Bird Friendly Small Grants program through Nature Canada.

Meetings supported coordination across Bird Friendly City reporting, World Migratory Bird Day, outreach, window collision prevention, municipal policy, and partnership development and more.

Accomplishments

World Migratory Bird Day & Public Engagement
The Bird Team supported Windsor's 2026 World Migratory Bird Day (WMBD), held May 9 under the theme “Every Bird Counts – Your Observations Matter!”

Key achievements included:

- More than 200 people participating in WMBD activities.
- Five guided birding hikes, with approximately 30 participants.
- 11 bird identification games.
- A full house for the bird talk at Ojibway Nature Centre.

The Team also continued to identify opportunities to improve coordination, promotion, and participation in future WMBD events.

Chimney Swift Outreach
The Bird Team applied for and received a Nature Canada grant to develop outreach materials for homeowners about Chimney Swifts.

The initiative will provide practical information to homeowners about Chimney Swifts and ways they can support this species. The next steps are to develop the outreach kits, finalize materials, and identify opportunities to distribute them through community organizations, events, and other local outreach channels.

Threat Reduction & Bird-Friendly Design
The Team continued work to reduce threats to birds from buildings and windows and to increase awareness of bird-friendly design.

Key activities included:

- ECCAC approved $1,500 in funding for Bird Friendly Windsor outreach materials, including stickers and window-friendly bird kits.
- The Team continued to explore practical window-collision prevention resources that can be made available to homeowners and the wider community.
- The Team continued to support the use of bird-friendly design recommendations in municipal planning and development processes.
- The Team discussed opportunities to build on previous bird-friendly window installations and improve access to bird-friendly window treatments.

Municipal & Planning Collaboration

The Bird Team continued to identify opportunities to strengthen municipal policies and practices that support birds and biodiversity.

A key focus in 2026 was by-law reform to support native plant gardening and biodiversity on private property. A student has been reviewing existing City by-laws and compiling recommendations. The Bird Team will provide input as appropriate and bring recommendations forward to ECCAC when the review is complete.

Wetland protection and natural heritage also remained areas of interest for the Team.

Outreach & Communications

The Team explored ways to increase the reach of Bird Friendly Windsor information by:

- Contributing Bird Friendly Windsor content to partner newsletters.
- Developing seasonal, practical information about issues affecting birds, such as migration, breeding season, and tree trimming.
- Exploring a shared Bird Friendly Windsor information toolkit that could be used at community events and by partner organizations.

The Team also continued discussions around the use of the Bird Friendly Windsor and Bird Friendly City logos in partner communications.

Partnerships & Community Participation

The Team continued to explore opportunities to broaden participation and strengthen partnerships with organizations involved in bird conservation, habitat, education, and community outreach.

Potential partners discussed included Friends of Ojibway Prairie, Essex County Field Naturalists Club, wildlife rehabilitation organizations, ERCA, the Downtown Windsor BIA, and the University of Windsor birding and ornithology community.

Bird Friendly City Reporting
The 2025 Bird Friendly City annual report was submitted to Nature Canada in early 2026, with the Team awaiting confirmation of its status.

The Team also began preparing for the next reporting cycle by identifying accomplishments, outstanding actions, and priorities for continued Bird Friendly City work.

Next Steps

Chimney Swift Homeowner Outreach
Develop and finalize the Nature Canada-funded Chimney Swift homeowner outreach kits and identify partners and events for distribution.

Collision Mitigation
Continue offering practical resources such as window-friendly bird kits and outreach materials, while supporting bird-friendly design recommendations for municipal buildings and new development.

Municipal Policy & Habitat
Continue supporting by-law recommendations related to native plant gardening and biodiversity on private property, and continue monitoring opportunities to strengthen wetland and natural heritage protection.

Community Outreach & Partnerships
Expand Bird Friendly Windsor communications through partner newsletters, seasonal outreach, community events, and shared information materials. Continue inviting relevant organizations and community members to participate in the Bird Team.

Coordinated World Migratory Bird Day Planning
Begin WMBD planning early and continue building coordination among City, community, conservation, and university partners to strengthen participation and outreach.

Bird Friendly City Reporting
Complete the next Bird Friendly City reporting cycle and continue tracking progress on outstanding actions and priorities.

2. Planning & Environment

No meetings were held throughout 2026 for the Planning & Environment subcommittee.

3. Public Education and Engagement

Co-Chairs

- Maria Boada
- Jennifer Roy Asare

Members

- Councillor Kieran McKenzie
- Niharika Bandaru
- Kelsey Williams
- Amy Nevills

Accomplishments

April 1, 2026

Hosted a speed networking event which attracted approximately 35 participants to Windsor Eats. The event held in collaboration with local advocacy organizations, including Windsor of Change, PurposeLink, Activate Windsor Transit Essex and Strongtowns Windsor, was 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 consisted of structured, time-limited conversations that allowed participants to meet multiple people in a short period.

April 22, 2026

During Earth Day, the committee hosted a booth that showcased the work of the committee and its subcommittees while engaging the public on climate issues, including sharing the key environmental priorities they wish the City of Windsor would work on, what their doing to help the environment, and how they wished they would receive information.

May 27, 2026

Hosted a climate café, which was held jointly with Windsor of Change and Purposelink at Windsor Eats and drew approximately 30 participants throughout the evening. Attendees received bingo cards designed to encourage networking. As an incentive, the first five participants to complete their bingo cards were awarded plants that had been propagated by committee members. The back of each card included information about the Advisory Committee and the climate stripes. A station was created to have

individuals connect how their individual choices impact different sectors, such as production of waste, agriculture, school systems etc. At the end a link tree was created.

August 22, 2026

Hosted a mending workshop, held jointly with the DWCC, Windsor of Change, and Purposelink, where individuals were able to bring items to get fixed by local volunteers. At the workshop people of all ages were also taught how to hand sew and use sewing machines, so in the future they would feel empowered to fix their own items. Participants were also provided mending kits to take home, which were kindly donated by Fabricland.

Next Steps

- Continue collaborating with community partners, including Windsor of Change, PurposeLink, Activate Transit Windsor-Essex, and Strong Towns Windsor, to deliver environmental engagement initiatives.
- Continue organizing Climate Cafés, networking events, and other opportunities that foster community connections and climate action.
- Expand circular economy programming by offering additional mending, repair, reuse, and waste reduction workshops.

4. Youth Sub-Committee

No meetings were held throughout 2026 for the Youth subcommittee.

5. Budget Sub-Committee

A report was not submitted from the Budget subcommittee.

THE CITY OF WINDSOR ONTARIO, CANADA

Council Report: S 115/2026

Subject: Update to CQ 25-2024 and S 86/2025 – Illegal Car Rallies and Excessive Noise from Motor Vehicles – City Wide

Reference:

Date to Council: November 25, 2026
Author: Ian Day
Senior Manager Transportation
519-255-6247 x6053
iday@citywindsor.ca
Public Works - Operations
Report Date: 10/30/2026
Clerk's File #: AB2026

To: Mayor and Members of City Council

Recommendation:

I. THAT the update in response to CQ 25-2024 and S 86/2025 – "Illegal Car Rallies and Excessive Noise from Motor Vehicles." **BE RECEIVED** by Council for information; and further,

II. THAT the response to CQ 33-2026 – "Excessive Noise Caused by Modified Mufflers and Altered Vehicles Engines." **BE RECEIVED** by Council for information.

Executive Summary:

N/A

Background:

At the City Council meeting of April 22, 2024, Councillor Kieran McKenzie asked the following question:

CQ 25-2024

"*Asks that given the significant public safety and public nuisance concerns raised in our community related to illegal car rallies and excessive noise from motor vehicles;*

That Administration analyze and report back to Council on all available tools for Council consideration including strengthening by-laws as well as investments in new technologies including camera and sound detection devices and other hardware that can help to address these reckless driving behaviours;
And Further that Administration conduct a review of what other municipalities have implemented to address this concern and undertake this analysis in

collaboration with Windsor Police Service and any other pertinent stakeholder."

CQ 33-2026

"Asks that given growing concerns from residents regarding excessive noise caused by modified mufflers and altered vehicle engines, could Administration please provide a report outlining the options available to the City of Windsor to address and regulate these infractions, including:

Jurisdictional framework, and the legal parameters distinguishing municipal enforcement under Windsor's noise by-law 6716 from provincial enforcement under the Ontario Highway Traffic Act Section 75 regarding mufflers and excessive noise.

Enforcement and interagency options, and opportunities for targeted collaborative enforcement initiatives between City by-law officers and the Windsor Police Services.

Policy and regulation measures, potential amendments to local by-laws, decibel levels, or pilot programs, such as automated noise radar technology, that municipalities have used to curb vehicle noise.

Report S 86/2025 Illegal Car Rallies and Excessive Noise was received by Council on September 8, 2025. Council directed Administration (CR 352/2025 ETPS 1077):

"*To provide an update early in Q1 Of 2026 related to the data presented, including an analysis of the data from the implementation of initiatives in other municipalities, particularly Vaughn, Ontario, with consideration of enacting any administrative penalties that could be emulated if there is an ongoing need to address these issues in our community".*

Discussion:

Illegal car rallies, also known as car meets or stunt driving events, are unauthorized gatherings that involve vehicles engaging in dangerous activities like excessive noise, speeding and stunt driving, often on private property or public roads without permission.

These events can disrupt traffic, cause property damage, and pose a significant risk to participants and pedestrians. Municipalities across Ontario, including Windsor, have experienced a rise in public safety and nuisance concerns related to illegal car rallies, street racing, and excessive vehicle noise. These activities typically occur during evenings and weekends. Residents have expressed frustration over noise disruptions, threats to pedestrian safety, and limited enforcement capacity.

2025 Comparative statistics were not available until the second quarter of 2026 from the Greater Toronto Area.

Windsor Police

In spring 2024, the Windsor Police Service (WPS) became aware of recurring street racing and drifting events in the city's industrial areas. Publicly available social media videos showed clear safety concerns for those attending. WPS resources were immediately assigned to these events, and a comprehensive strategy was implemented with enforcement and suppression as the goals. Although participants were persistent week after week, attempting to relocate and continue their events, WPS were able to successfully focus efforts and halt these events over a short period. Formal call tracking by WPS for service type of "017 Car Rally / Drag Racing" began in June, 2025. For the 2025 year, there were only 37 calls for service for Car Rallies/Drag Racing. The 2026 service call numbers are following the same trend Windsor Police attribute this outcome to early intervention and targeted enforcement in 2024.

As well, WPS regularly receives noise complaints, ranging from loud groups to loud vehicles. Overall noise complaints are down 20% year to date compared to 2024, with 999 calls from January to August 31, 2026, compared to 1,255 calls during the same period in 2024. Traffic-related noise complaints are also down 24%, from 99 calls in 2024 to 67 calls in 20*25.*The Windsor Police Service continues to connect and network with key stakeholders as part of the follow-through to our anti-vehicle noise strategy while prioritizing safety and quality of life issues in our community.

By-law Enforcement

The By-law Enforcement Division also responds to noise complaints through the 311 Customer Care Centre and enforcing *City of Windsor By-law No. 6716, A By-law Respecting the Emission of Sounds.* As part of the by-law, it regulates nuisance noise caused by motor vehicles as defined under *The Highway Traffic Act.* The current by-law prohibits unnecessary noise caused by loud stereos or other electronic devices, loud mufflers, the sounding of horns, engine revving, squealing of tires, banging, clanking or any like sound that is clearly audible at a point of reception. The by-law also regulates when sound may be permitted resulting from the repairing, rebuilding, modifying or testing of a vehicle.

The enforcement of noise caused by motor vehicles can be challenging for by-law enforcement officers due to their limited enforcement powers. By-law enforcement officers do not have the authority to pull over an operator of a vehicle, which makes these types of moving violations very difficult to enforce and obtain evidence. In addition, unlike a police officer, motorists are not required to surrender their identification to a municipal by-law officer.

Because of these limited powers, by-law enforcement officers primarily respond to stationary violations while moving violations are often referred to police services. Although police can enforce the municipal by-law, they will often enforce unnecessary vehicle noise and dangerous driving associated at car rallies under *The Highway Traffic Act* which provides stiffer penalties and fines for operators including demerit points applied to their driving records.

By-law enforcement complaints regarding car rally activities and motor vehicle noise in general are minimal compared to other nuisance noise that is governed under *By-law*

No. 6716. Administration conducted an analysis on the data for the past four (4) years and provides a comparison in Table 1.

Table 1: Historical Annual Noise Complaint Trend

YEAR	TOTAL NOISE COMPLAINTS	MOTOR VEHICLE NUISANCE NOISE	CAR RALLY COMPLAINTS
2023	544	5	0
2024	524	10	0
2025	775	6	1
2026 (to date)	545	4	0

Administration is of the opinion that the City's noise by-law has sufficient language and penalties to address nuisance noise caused by motor vehicles and that it provides the necessary tools for by-law enforcement officers to address stationary noise concerns with an operator. As previously mentioned, because of the limited powers a municipal by-law officer has, and the moving violations that may be associated at car rallies such as dangerous driving, stunt driving, unnecessary engine revving, modified muffler noise and tire squealing, is best handled by police and the more stringent legislation being *The Highway Traffic Act*.

Other Municipalities:

Other municipalities, including York Regional Police and the City of Vaughan, have reported results similar to Windsor's. York Region and the City of Vaughan issued no Administrative Monetary Penalties (AMPs) under their Special Event By-law in 2025 or 2026. During the same period, only seven AMPs were issued under their Noise By-law. York Region has indicated that the issue has largely self-resolved and attributes this outcome to early intervention and enforcement.

Risk Analysis:

There is no risk in receiving this report for information.

Climate Change Risks:

Climate Change Mitigation

N/A

Climate Change Adaptation

N/A

Financial Matters:

There are no financial implications to be considered as a result of the information contained in this report. Fines and charges are levied in accordance with approved fees and charges and call responses are facilitated with existing resources.

Consultations:

Cindy Becker, Financial Planning Administrator – Public Works
Scott Jeffery – Inspector – Executive Office - Windsor Police Services
Nancy Cronsberry – Manager Enforcement Services – City of Vaughn
James Dickson – Constable – Media Relations Office – York Regional Police
Craig Robertson, Manager of Licencing and Enforcement and Deputy Licence Commissioner – Council Services

Conclusion:

In 2024, Windsor Police significantly reduced call rally events within a short period through a comprehensive enforcement and suppression strategy. Windsor, like most other Ontario municipalities, reported that illegal car rallies and the excessive noise associated with drag racing were well managed in 2025 and did not recur in 2026.

In complement with WPS enforcement, Administration considers the City's noise by-law language and penalties sufficient to address motor vehicle nuisance noise and provide by-law enforcement officers with the tools needed to address stationary noise involving vehicle operators.

Approvals:

Name	Title
Rachel Chesterfield	Manager of Performance Measurement and Business Case Development
Stacey McGuire	Executive, Director of Operations / Deputy City Engineer (A)
David Simpson	Commissioner, Infrastructure Services and City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

N/A

Appendices:

N/A

THE CITY OF WINDSOR ONTARIO, CANADA

Council Report: S 116/2026

Subject: Response to CQ 22-2026 and CQ 23-2026 – Storm Response – City Wide

Reference:

Date to Council: November 25, 2026
Co-Author: Robert Barlozzari
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Office of Commissioner of Infrastructure Services / City Engineer

Co-Author: Ian Wilson
Stormwater and Wastewater Engineer
(519) 255-6257 Ext. 6369
iwilson@citywindsor.ca
Development – Engineering

Report Date: 11/2/2026
Clerk's File #: sW/12983

To: Mayor and Members of City Council

Recommendation:

THAT the responses to CQ 22-2026 and CQ 23-2026 **BE RECEIVED** for information.

Executive Summary:

N/A

Background:

At it's meeting held on Monday, July 13, 2026, the following two Council Questions were asked of Administration:

Councillor Kieran McKenzie asked Council Question 22-2026:

Asks that Administration prepare a comprehensive report regarding the basement flooding events associated with the July 3, 2026 rainfall event, to include, where feasible:

1. Event & System Overview: A summary of the rainfall data, its specific impacts on Windsor's sewer system, and resulting operational lessons learned.

2. Flood Distribution: The total number and precise geographic mapping of reported basement floods across city neighbourhoods.

3. Master Plan Alignment: The implementation status (completed, underway, or planned) of the Sewer and Coastal Flood Protection Master Plans in affected areas, noting whether the system performed according to engineering expectations for its current stage.

4. Property-Level Data: An analysis of affected homes, highlighting repeat backups, common property traits, and participation rates in the Basement Flooding Protection Subsidy Program.

5. Mitigation Performance: An assessment of residential protection measures (e.g., backwater valves and sump pumps), focusing on trends where flooding occurred despite these devices being installed.

6. Near-Term Resiliency Recommendations: Actionable options for capital and operational investments that Council can consider for near-term implementation to improve flood resiliency while long-term Master Plan projects are pending.

Councillor Francis asked Council Question 23-2026:

Asks that Administration provide a full briefing report pertaining to the storm and flooding events of the July 3–4 weekend. Please also include any relevant information from ENWIN Utilities and its cleanup efforts.

Asks that Administration provide a comprehensive update on the data collected from the recent flooding in the East Riverside and Forest Glade areas, specifically detailing the performance and capacity limits of our existing stormwater management ponds, pumping stations, and sewer infrastructure during peak rainfall. Furthermore, I request that Administration use these data to identify immediate localized bottlenecks and report back on a prioritized action plan, including potential accelerated funding and/or infrastructure upgrades, to mitigate future flooding risks and protect residents in the heavily affected neighbourhoods.

Discussion:

July 26 Storm Event – Rainfall and Wind

The July 2026 storm event was comprised of two different types of significant weather events. An Orange Level Thunderstorm Warning was issued for Windsor-Essex during the early evening of Friday, July 3, 2026. That same evening, high winds reaching over 100 kilometres per hour were experienced across the Region. As well, Windsor experienced high rainfall between July 3 and 5, 2026, with the heaviest rainfall occurring on July 5, 2026.

Approximately 8.4 mm of rain fell on July 3, 2026, between 6:00 pm and 7:00 pm, with a daily total of 8.6 mm. Rainfall continued into the following morning, when the same reporting station recorded 4.3 mm over a two-hour period on Saturday, July 4, 2026. The most substantial rainfall occurred on Sunday, July 5 with a morning thunderstorm. Rain returned in the evening that day and was heaviest between 8:00 pm and 10:00 pm. Based on Environment and Climate Change Canada data from the Windsor Airport NAV Canada station (refer to Figure 1 rainfall intensity over time), a total of 85.6 mm of rainfall was recorded on this date.

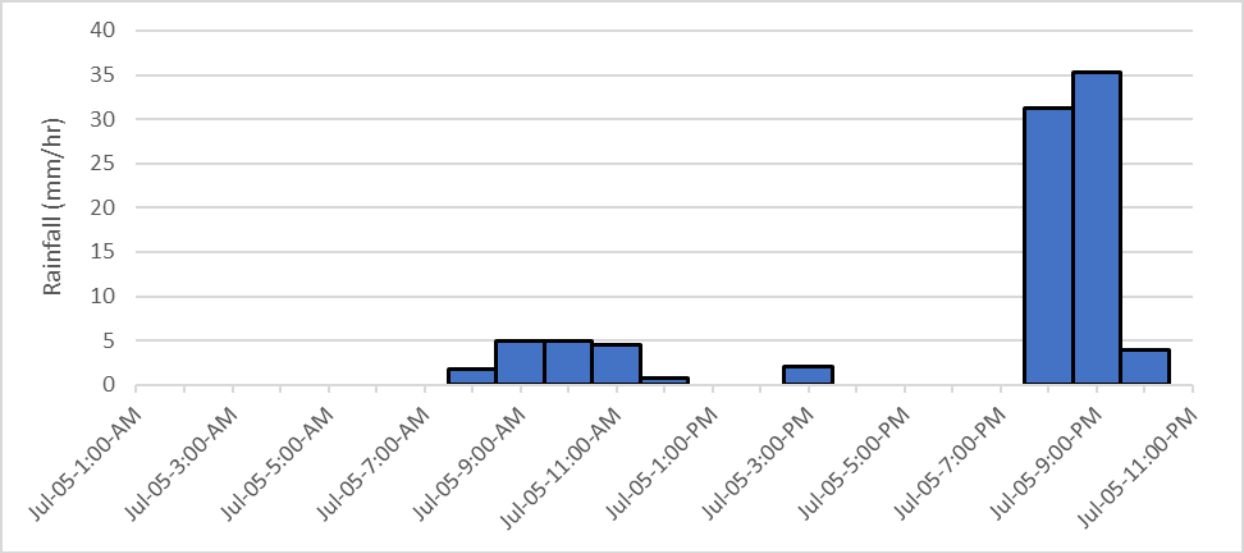


Figure 1: Windsor Airport Recorded Rainfall: July 5, 2026

Of note, the recorded rainfall varied substantially across areas of the City during the July 5 storm event. The highest rainfall volumes were recorded in the centre of the City near Grand Marais Road East and Central Avenue (Ward 5 – up to 106.5 mm), South Windsor area (Ward 1 – 60 to 80 mm), Forest Glade area (Ward 7 – 70 to 90 mm) and Devonshire Heights area (Ward 9 – 80 to 100 mm).

Comparison of the City's rain gauge records with the applicable local intensity-duration-frequency (IDF) statistics indicates that the 24-hour rainfall depths ranged, depending on geographic location, from less than the 2-year rainfall depth to just below the 100-year rainfall depth. Of note, the volume of localized extreme rainfall of 106.5 mm near the Grand Marais Road East and Central Avenue area over a 24-hour period exceeded a 50-year storm event (100.3 mm) but was just less than a 100-year event (109.3 mm) when compared to local rainfall IDF statistics.

Impacts of Storm Event – Power Disruption and Tree/Property Damage

The intensity of the wind associated with the July 3 thunderstorm caused damage to ENWIN's electrical distribution system, downed conductors and had other weather-related infrastructure impacts. These impacts caused multiple feeder interruptions and customer outages. At the peak of the event, approximately 14,850 customers were without power at the same time. Across the July 3 to 5 storm events, approximately 59,000 customer power interruptions were recorded. About 32,000 of these were momentary interruptions of less than one second, caused by protective device operations and automatic restoration activity.

ENWIN began system restoration almost immediately as the first storm reached Windsor. Crews and management staff were mobilized, and restoration operations continued around the clock which reduced the duration customers were without power and extended outages. More than 90% of affected customers were restored within 3.5 hours of the storm's arrival. ENWIN reports that approximately 27,000 customers experienced outages of less than 24 hours, while approximately 300 experienced outages between 24 and 48 hours. The July 5 storm resulted in new outages which affected the final stages of restoration from the July 3 event.

As well, 1,616 reports of citywide storm-related tree damage were reported to 311 in relation to the July storm event. Additional unreported tree debris was also discovered during the storm response. The Forestry Department, working with independent contractors, continued collecting storm tree debris within the municipal right-of-way throughout July and August (completed 1,987 work orders) as part of the overall post storm cleanup.

The storm event also prompted special waste/tree debris collection to be undertaken across the City, which totalled 59 requests for curbside pick-up of flooding related items (furniture, tree debris, etc.). This collection was carried out to complement any other items that were being collected as part of regularly scheduled curbside waste collection.

Impacts of Storm Event – Basement Flooding

The 311 Call Centre recorded 177 reports of residential basement flooding that were seemingly related to the July 3-5 storm event. It is recognized that reporting to the City is voluntary and not all residents who experience basement flooding necessarily contact 311. Accordingly, reported totals should therefore be interpreted as a representation of recorded incidents rather than a complete record of impacted properties.

As shown in Appendix A, reports of basement flooding were most concentrated in Ward 1, Ward 7 and Ward 9 where high rainfall totals were experienced. However, despite the highest recorded rainfall occurring within Ward 5, this area only had 5 reports of residential flooding. One likely reason for the lower number of basement flooding reports in Ward 5 was that the heaviest rain fell in areas that are mainly commercial and industrial, while most residential areas received less rain. Overall, no consistent pattern was identified in the flooding associated with this storm.

The location, intensity and duration of rainfall relative to sewer service areas all influence the potential for basement flooding. While rainfall distribution is relevant to interpreting the event; it does not by itself fully explain the distribution of reported flooding. Many other factors that may influence whether a basement floods including:

- Type of building foundation drain connection, including the receiving sewer system and whether foundation drain is pumped or gravity-fed;
- Existence of cracks in foundation walls, basement floors, private drain connections, etc.;
- Nature of lot grading and driveway slopes (i.e. sloped to direct water toward vs. away from the building);
- Presence and operating condition of backwater valves;
- Whether or not downspouts are direct connected to the sewer or splash on grade
- Location of downspout discharge; and
- Existence of cross-connections between private storm and sanitary drainage systems, or damaged pipes in shared trenches leading to water infiltration.

Administration collects location data from all flooding reports and uses this information to identify patterns and unusual results. These findings may help explain how conditions at individual properties or in particular areas of the City contribute to flooding. Using this information, Administration can also target those properties within repeat-

flooding locations to provide information to the property owners about various City flooding resiliency programs such as the Basement Flooding Protection Subsidy Program and Downspout Disconnection Program.

Stormwater and Wastewater Collection System Performance

Most of the City's stormwater and wastewater infrastructure is designed as a passive system with gravity being the driving force which moves flows through the respective collection systems. Most sewers, outfalls and surface drainage assets (municipal drains, stormwater management ponds, roadway ditch swales, catchbasins, etc.) convey or store water passively and do not actively adjust their operation in response to rainfall. This includes storm, sanitary and combined sewers (over 1,800 km), roadside ditches and municipal drains (nearly 400 km), over 23,000 catch basins, wet stormwater ponds (13) and dry stormwater ponds (26).

Many portions of Windsor's sewer collection system were constructed decades ago and were designed in accordance with the engineering standards and level of service objectives at the time of construction. As a result, portions of the collection system are not explicitly designed to fully convey extreme rainfall events like the magnitude experienced during the July 2026 storm. The observed system response was generally consistent with expectations for a severe rainfall event. During such events, sewer water levels increase and portions of the system may surcharge while continuing to convey flow toward downstream outlets and pumping facilities.

In addition, the operation of other stormwater and wastewater collection infrastructure with electrical or mechanical elements (i.e. pumps and controls) can be adjusted during rainfall events. This includes 9 combined/wastewater pumping stations and 33 stormwater pumping stations, associated sewer forcemains as well as a wet-weather interceptor retention treatment basin. Pumping station operational indicators are continuously monitored to ensure that appropriate process and operational adjustments are made in response to real time system flow conditions.

As per the City's Consolidated Linear Infrastructure Environmental Certificates of Approval for Stormwater (CLI-ECA # 318-S701) and Wastewater (CLI-ECA # 318-W601), regular cyclical preventative maintenance of the linear sewer system includes flushing/cleaning of sewers and catch basins, sewer conditions camera inspection, sewer relining and spot repair, manhole repairs, etc. Routine preventative maintenance is performed on all pumping station equipment and inspection of pumping stations is carried out on a weekly/biweekly basis and during/after storm events.

All pumping stations and stormwater retention ponds were reported operational before and during the July storm event. During and immediately following the storm event, Operations crews analyzed 311 service requests to identify areas of the collection system that required immediate action such as removal of debris in clogged catchbasins, drains and ditches that may have impeded stormwater flow/run-off. Based on available operational, monitoring and rainfall information, Administration's review did not identify performance inconsistent with the expected capacity and operation of the system.

The above noted preventative maintenance and inspections are performed to ensure that necessary equipment is available during normal operations and during emergencies, as well as to extend the useful service life of these same assets. Administration will continue to operate and maintain existing stormwater, sanitary and combined sewer infrastructure in accordance with established maintenance and operational programs. Opportunities for targeted maintenance, localized improvements and operational enhancements identified through this review process will be advanced, as appropriate, through existing programs and available funding sources.

As well, the City supplements reported flooding information with its ongoing trunk sewer flow monitoring program, rain gauge network and City-wide sewer capacity hydraulic model. This information will continue to be used to further calibrate sewer capacity hydraulic modelling and assess collection system performance during wet-weather events. Of note, a project to update and recalibrate the model is planned to start in 2027. As well, this information will assist to further prioritize select infrastructure projects and other future recommended improvements to the collection systems as supported by sewer system capacity hydraulic modelling. Such modelling regularly incorporates recent capital improvements made to the system (i.e. pumping stations, trunk sewer, combined sewer separation, stormwater storage systems, etc.).

Flood Risk Reduction Initiatives and Resiliency

The Sewer and Coastal Flood Protection Master Plan (SMP) applied a system-wide approach to identify existing flood-prone areas for surface, basement, and coastal flooding across the City. From this, the SMP then identified a series of prioritized major infrastructure projects and short-term program solutions as part of a multi-faceted approach to address and reduce the risk of flooding during extreme rainfall or caused by high coastal water levels.

Administration recently provided Council with an annual update (Report C 46/2026) on the implementation of the SMP and its related Disaster Mitigation and Adaptation Fund (DMAF) and the Municipal Housing Infrastructure Program's Health and Safety Water Stream (HSWS) funding programs. Appendix B provides a targeted update on several key prioritized capital infrastructure projects which are currently underway and in-progress.

Implementation of the SMP priority infrastructure projects will continue through approved capital projects, annual budget allocations and external funding programs. Immediate Priority Projects, Short-Term Solutions and other approved initiatives will continue to be advanced in accordance with Council-approved priorities and available funding.

The SMP also identified a series of short-term flood risk reduction solutions including advancing numerous initiatives to improve system performance, reducing wastewater system inflow and infiltration, providing public education about the sewer systems and flood protection. As shown in Appendix C, several initiatives have been completed while several other programs are ongoing and/or planned for future implementation.

Of note, through the Basement Flooding Protection Subsidy Program (BFP), the City provides financial assistance for eligible property-level measures intended to reduce basement-flooding risk. Uptake of the BFP program has experienced significant participation throughout the City with over 9,000 applications received as of August 6, 2026 (refer to Appendix A for spatial distribution of applications received by Ward).

An application alone does not confirm approval, completion, type or condition of installed measure; however, the volume of applications indicates meaningful residential participation in property-level flood protection. Administration cannot reliably determine from existing records whether sump pumps or other property level measures were present, operational or properly maintained at each affected property during the event. Accordingly, the available information does not support a conclusion regarding device failure rates or comparative performance effectiveness during this storm. That said, of the 165 properties that reported basement flooding resulting from the July storm event, 30 completed at least one improvement under the BFP program.

As a result of the spatial variation of the reported flooding across multiple neighbourhoods, Administration continues to investigate conditions at selected sites. Administration will continue to promote and support participation in the Basement Flooding Protection Subsidy Program and other property-level flood mitigation measures intended to reduce residential flood risk.

Risk Analysis:

As this is an informational report to Council, there are no significant or critical risks associated with the recommendations in this report. The report outlines a variety of ongoing mitigation measures which seek to address potential contributing factors to basement flooding and provides an update on flooding resiliency initiatives, programs and projects.

Climate Change Risks:

Climate Change Mitigation

N/A

Climate Change Adaptation

The localized rainfall and flooding patterns reinforce the need to incorporate changing rainfall intensity, system interactions and neighbourhood-specific vulnerability into infrastructure planning. Adaptation measures include maintaining existing assets, advancing approved sewer and stormwater projects within the SMP, and prioritizing future investments using verified risk and performance data.

Financial Matters:

The City incurred costs to manage and respond to the July 2026 storm event. During July 2026, following the storm event, approximately 28 tonnes of curbside storm related garbage was collected by City waste management forces, while an additional 328 tonnes of curbside tree debris and yard waste were collected by the City's contractor, Miller Waste. Including garbage disposal and yard ward processing, a combined cost of approximately $17,000 was incurred and expended under the Environmental Services operating budget for internal staff costs and waste disposal tipping fees.

Removal and disposal of tree related debris within the City's municipal road right-of-way was undertaken by Parks, Recreation and Facilities, including the Forestry Division. Forestry incurred approximately $319,000 in costs associated with storm-related tree debris removal and cleanup activities over the month of July 2026, including contracted services and internal resources. These expenditures were funded through the Parks, Recreation and Facilities operating budget and are expected to contribute to a projected year-end budget variance within the Forestry program.

Consultations:

Carter Day, Supervisor GIS
Amy Olsen, Supervisor, Right of Way
Allison Charko, Project Manager
Monika Grant, Senior Manager Contracts, Field Service Maintenance
Roberta Harrison, Manager, Maintenance
Jim Leether, Senior Manager, Environmental Services
Ed Valdez, Manager Process Engineering and Maintenance
Peter Jurgeneit, Director Hydro Distribution, ENWIN Utilities Ltd.
Cindy Becker, Financial Planning Administrator, Infrastructure Services
Yemi Adeyeye, City Forester/Manager Forestry
Jamie Scott, Executive Director, Parks, Recreation, Facilities

Conclusion:

The July 3–5, 2026 storm produced damaging winds and highly variable intense rainfall which resulted in multiple reports of basement flooding, downed trees and short-lived power interruptions.

To improve resiliency to such intense storm events and manage associated impacts, Administration continues to deliver immediate-priority major infrastructure projects and short-term flood risk reduction solutions as identified in the SMP. Several major projects have been completed or are nearing completion, while other approved works remain underway. Complementary measures include the Basement Flooding Protection Subsidy Program, initiatives to reduce sanitary sewer inflow and infiltration, and downspout disconnection programs. Together, these investments support flood risk reduction while longer-term SMP recommendations await implementation.

Administration will continue to investigate all flooding reports, maintain operability of existing infrastructure, advance approved SMP capital infrastructure projects, support eligible property-level protection measures and pursue future funding opportunities for projects.

Planning Act Matters:

N/A

Approvals:

Name	Title
Rachel Chesterfield	Manager, Performance Measurement and Business Case Performance
Colleen Middaugh	Executive Director, Engineering and Deputy City Engineer (A)
Stacey McGuire	Executive Director, Operations and Deputy City Engineer (A)
Sumant Patel	Executive Director, Pollution Control
David Simpson	Commissioner, Infrastructure Services and City Engineer
Michael Chantler	Commissioner, Community Services
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mensour	Chief Administrative Officer

Notifications:

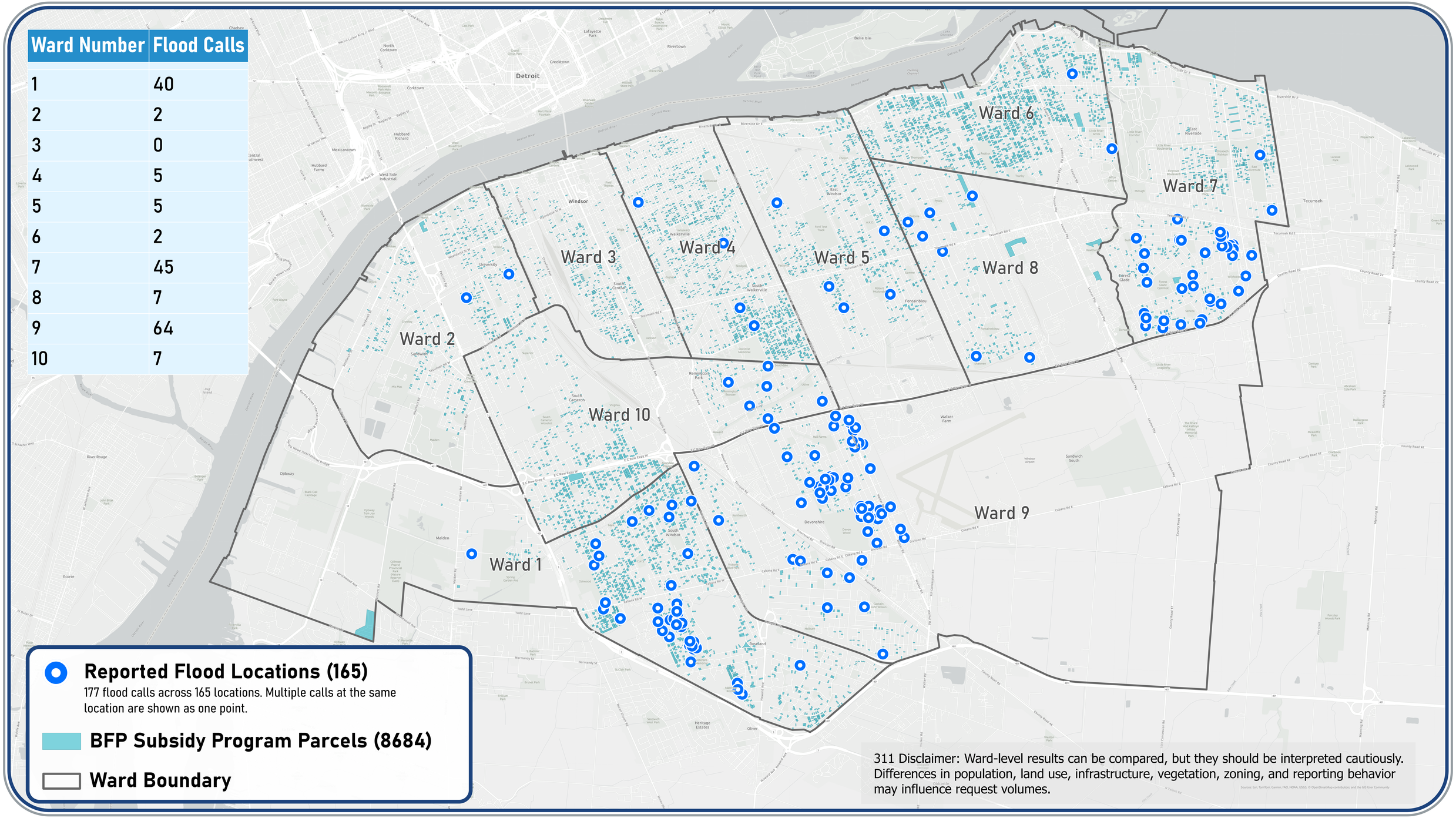
Name	Address	Email
Jim Brown, Chief Operation Officer – Hydro, ENWIN Utilities		

Appendices:

Appendix A: Reported Basement Flood Events and BFP Subsidy Applications by Ward
Appendix B: SMP Priority Capital Project Implementation Progress
Appendix C: Short-term Flood Risk Reduction Solutions Progress

Reported Basement Flood Events (July 3-10, 2026)

Ward Number	Flood Calls
1	40
2	2
3	0
4	5
5	5
6	2
7	45
8	7
9	64
10	7



Reported Flood Locations (165)
177 flood calls across 165 locations. Multiple calls at the same location are shown as one point.

BFP Subsidy Program Parcels (8684)

Ward Boundary

311 Disclaimer: Ward-level results can be compared, but they should be interpreted cautiously. Differences in population, land use, infrastructure, vegetation, zoning, and reporting behavior may influence request volumes.

THE CITY OF WINDSOR ONTARIO, CANADA

GEOMATICS ENGINEERING DEPARTMENT CITY OF WINDSOR

Created by Engineering - Geomatics

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November 2026

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Response to CQ 22-2026 and 23-2026 – Appendix B

Appendix B: Select Priority Capital Project Implementation Progress		
Project Name	**Project Description**	**2026 Progress January to October**
Riverside Drive Vista and Barrier Landform, Phase 2A (Ford Blvd to St Rose Ave)	Road, sewer, and watermain reconstruction. Includes storm sewer relief storage, sanitary sewer storage, and extension of coastal flood protection barrier landform.	Utility relocation is underway. General contractor prequalification completed. Construction in 2027.
East Marsh Pumping Station Improvements – DMAF-1	Upgrade of the existing pumping station. The upgrades include new pumps with redundancy, new backup power generator and new inlet trunk sewer.	Major construction has been completed. Commissioning is ongoing and site works will occur through the end of 2026.
St. Paul Pumping Station Expansion – DMAF-1	Expand the existing stormwater pumping station to nearly double the existing capacity.	The multi-year construction project progressed throughout the year. Substantial completion scheduled for Winter 2027.
Prince Rd. Storm Relief System Outlet to Detroit River	Current phase: supporting combined sewer separation with installation of a new storm trunk sewer, dewatering pumps, water quality treatment unit and outlet to McKee Creek. Future phase (2031+): Tecumseh Road West/Felix Ave intersection improvements.	Major construction has been completed. Commissioning is ongoing.
St. Rose Pumping Station	Construction of a new stormwater pumping station, with backup generator. The new station will replace a gravity outlet.	The multi-year construction project ongoing. Substantial completion scheduled for late 2026. Coordination with Riverside Vista Phase 2A project for sewer tie-in.
Brumpton Park Stormwater Storage – DMAF-1	Construction of a stormwater dry pond storage facility in Brumpton Park to reduce surface flooding in the area.	Substantially completed.
West Windsor Retention Treatment Basin (RTB) – DMAF-4	New infrastructure includes interceptor sewer, pumping station, RTB and outfall sewer. This project is anticipated to reduce the risk of sewer surcharge basement flooding for nearly one-third (1/3) of the City.	Engineering design and property acquisition ongoing. 30% design completed.

Response to CQ 22-2026 and 23-2026 – Appendix B

Appendix B: Select Priority Capital Project Implementation Progress		
Project Name	**Project Description**	**2026 Progress January to October**
Belleperche Storm Trunk Sewer – DMAF-1 Phase 1: St. Paul PS through Kiwanis Park to Clairview. Phase 2A: Clairview Corridor (Ganatchio Trail), Belleperche to Wyandotte.	Construction of approximately 2km of storm trunk sewer along Belleperche Place, Clairview Avenue, and Kiwanis Park to St. Paul Pumping Station. Works include full rehabilitation, including sanitary sewers, watermain, pavement, multiuse trail, and park lands.	Coordination with St. Paul Pumping Station Expansion project for sewer tie-in. Phase 1 tender anticipated in early 2027.
Pontiac Pumping Station Upgrades – DMAF-1	Construction of new pumping station adjacent to existing pumping station to provide enhanced capacity for a controlled by-pass of the incoming sewers to the Little River Pollution Control Plant under extreme wet-weather conditions.	Project tendered. Construction to start late 2026.
Cedarview – Watson Avenue to Brumpton Park – HSWS	Storm sewer upgrades on Cedarview from Watson to Brumpton Park enhancing the system with an improved connection to the recently completed stormwater storage at the Park. Works include new large diameter storm sewers, full road reconstruction, and new watermain.	Engineering design ongoing. 60% design completed. Construction to start 2027.
East Marsh Drainage Redirection Project – HSWS	Capacity upgrades to the storm sewer network on Florence Ave – Wyandotte to Riverside; Menard St. – Florence to Elinor; Clover St. – Clairview to Wyandotte; Clairview Ave – Florence to Adelaide; Elinor St – Clairview to Wyandotte; John M St – Clairview to Menard. Upsized storm sewers, full road reconstruction and new watermain.	Engineering design ongoing. 60% design completed. Construction to start Spring 2027.

Response to CQ 22-2026 and 23-2026 – Appendix B

Appendix B: Select Priority Capital Project Implementation Progress		
Project Name	**Project Description**	**2026 Progress January to October**
Dawson Drain Rehabilitation and Enhancements	Stormwater conveyance and storage capacity upgrades to increase the hydraulic capacity of the Dawson Drain including excavation and grading to deepen, widen and realign the existing channel. Installation of new culverts.	Engineering design completed. Construction tendered. Construction to start early 2027.
Little River Dyke Flood Protection System Reinstatement	Raise and remove obstructions, where required, along the Little River Drain flood protection dyke system between Riverside Drive and McHugh Street.	Substantially completed.

Response to CQ 22-2026 and 23-2026 – Appendix C

Appendix C: Short-term Flood Risk Reduction Solutions Progress			
Project Name	**Status**	**Solution Description**	**Progress and Next Steps**
Seal Sanitary Maintenance Hole Covers	Phases 1–3 completed. Phase 4 in planning.	City-wide installation of rain catchers beneath sanitary maintenance hole covers to reduce rainwater entering the sanitary sewer system.	Approximately 2,100 seals installed. Next step: Install an additional 2,000 seals through Phase 4.
Mandatory Downspout Disconnection	Phase 1 completed. Phase 2 in planning.	Targeted mandatory downspout disconnection in flood-prone areas identified through historical flooding records and modelled risk.	Phase 1 completed. Next step: Expand implementation to areas selected for Phase 2.
Downspout Disconnection Program	Ongoing.	Voluntary downspout disconnection provided by the City at no charge to eligible property owners, subject to a safety and feasibility assessment.	Over 4,400 properties completed disconnections. Next steps: Continue delivering the program to eligible property owners.
Home Flood Protection Program (HFPP)	Pilot completed.	Pilot program providing subsidized home flood risk assessments, customized reports and recommendations to help residents reduce flood risk.	Pilot completed. Administration has retained the program framework, materials and findings for potential future use.
Design and Development Manual Updates	Stormwater management – Completed. Sanitary – In progress.	Update design guidelines and manuals to reflect current practices and technologies, with a focus on flood risk reduction.	Windsor/Essex Region Stormwater Manual was updated in 2024 and adopted by Council. Next step: Develop Sanitary Design Manual to replace the provisions of the current Development Manual.
Construction Standard Updates	Updates completed; ongoing review.	Update standard construction details and drawings to incorporate flood mitigation practices.	City construction standards updated to incorporate practices that reduce inflow and infiltration in new construction. Next step: Monitor evolving practices and update standards as required.
Enhancing Residential Subsidy Programs	Completed.	Increase subsidy amounts under existing residential support programs.	Subsidy increased for the BFP, private drain connection and private culvert programs.

THE CITY OF WINDSOR ONTARIO, CANADA

Council Report: S 125/2026

Subject: 2026 Vision Zero Action Plan Update – City Wide

Reference:

Date to Council: November 25, 2026
Author: Ian Day
Senior Manager, Transportation Services
519-255-6247 x6053
iday@citywindsor.ca

Public Works - Operations
Report Date: 11/3/2026
Clerk's File #: ST/13714

To: Mayor and Members of City Council

Recommendation:

I. That the report S 125/2026 - 2026 Vision Zero Action Plan Update Report **BE RECEIVED** for information; and further;

II. THAT Council **APPROVE** the prioritized Vision Zero initiatives proposed by Administration for implementation in 2027-2029, as outlined in this report, including the Vision Zero initiative capital implementation plan at an estimated cost of $300,000; and further,

III. THAT Council **APPROVE** the installation and maintenance of ten (10) additional red light camera systems across the City's road network; and further,

IV. THAT Council **DIRECT** the City Treasurer to include, as a contractual expenditure, an amount of $693,245 (excluding applicable taxes) along with offsetting revenue in the same amount, as part of the 2027 Operating Budget development process; and further,

V. That the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to amend the agreement with TraffiPax LLC to provide work and services related to the installation and maintenance of ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the City Treasurer; and further,

VI. That the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to amend the agreement with The City of Toronto to utilize the resources of the Joint Processing Centre for ten (10) additional red light camera systems, satisfactory in

form to the City Solicitor, in technical content to the City Engineer and in financial content to the City Treasurer; and further,

VII. That the Chief Administrative Officer and City Clerk **BE AUTHORIZED** to sign any agreement or document required to effect ten (10) additional red light camera systems, satisfactory in form to the City Solicitor, in technical content to the City Engineer and in financial content to the City Treasurer; and further,

VIII. THAT Council **DIRECT** the City Treasurer to include expenditures of $300,000 as part of the 2027 10-year capital plan with funding to be provided from the Traffic and Road Safety Improvement Reserve Fund (Fund 236); and further

IX. THAT Council **APPROVE** the removal of Initiatives 7, 27, 29, 30, 31, 36, 38 from the Vision Zero Action Plan.

Executive Summary:

This 2026 update on Windsor's Vision Zero Action Plan (VZAP), approved in January 2024, reports on progress across the original 42 VZAP initiatives as well as other existing road safety initiatives to date. The update also includes a historical trending overview of historical collisions resulting in injuries or fatalities, including the 2020-2024 time period.

The City's existing road safety initiatives have focused on Enforcement and Emergency Response, Education and Outreach, and various Road Safety Programs and Policies. These existing road safety initiatives precede and serve to complement the strategic priorities envisioned under the VZAP. Notable achievements include, but are not limited, to:

- Addition of 44 Community Safety Zones across the City (2025-2026).
- 21 Pedestrian Crosswalks (PXO) installed City-wide since 2024.
- 3 Intersection Pedestrian Signal Systems (IPS) installed City wide (2024-2026).
- 57 speedhumps installed City wide since 2023.
- 2 new roundabouts constructed as part of Banwell Road Corridor Improvements.
- 32 intersection safety upgrades, including AODA audible pushbuttons, completed since 2022 (61 total intersections now upgraded to AODAs standards).
- 9 Armadillo speed monitors purchased and deployed (2025 – 2026).
- 81 Radar Feedback signs purchased and deployed (2023-2026).
- 180 Centerline Bollards/In-Road Flexible Speed Signs and 125 Edge Bollards seasonally deployed (April to November) on an annual basis since 2023.
- 10 new red light camera (RLCs) installed in 2022 and 10 additional RLCs installed in 2025, all at high collision risk intersections.
- Update to the Traffic Calming Policy (2026) to allow for a data driven process and administrative decisions regarding speedhump installations.

Since approval of the VZAP, the City has established a dedicated Road Safety team in 2025, including the hiring of a Vision Zero Technician. Administration has implemented several of the VZAP initiatives (13) to date which has resulted in:

- Development of a centralized Traffic Engineering Software database and an internal GIS system which provides a stronger foundation for identifying hotspots and prioritizing road safety investments.
- School-frontage speed limits reduced to 40 km/h at primary entrances serving 62 Public and Catholic schools.
- Optimization of yellow and red traffic signal interval lengths at all intersections.
- Light (LIDAR) and thermal (FLIR) detection systems were piloted at specific signalized intersections in 2025 and 2026 to provide real-time adaptive traffic signal control by detecting the presence of vehicles, cyclists and pedestrians at intersections.
- Roundabout installations (Banwell Road corridor).
- Road Diet – Four lane to Three lane road conversions (University Avenue West)
- Expanded transit network coverage/service hours/accessible bus terminals.
- Faster access to provincial collision reports.

Over the 2027-2029 period, Administration seeks Council's approval to focus on continued implementation of the VZAP initiatives already underway (as noted above), commencement of four other new VZAP initiatives and ongoing implementation of existing road safety initiatives. Planned work includes:

- Speed reductions near schools and safer crossings. Pilot flashing 40 km/h signs at five schools in 2027 and reduce speed limits at secondary school entrances.
- Expansion of RLC program from 20 to 30 cameras.
- Upgrade detection at 22 intersections with 10 LiDAR and 12 thermal systems.
- Construction of 2 new roundabouts, 18 PXOs, 1 new IPS, 50+ speed humps, etc.
- 21 intersection safety upgrades (including AODA audible pushbuttons).
- Install reflective traffic signal backboards.
- Add stop bar and crosswalk markings at 50 unsignalized intersections.
- Provide ladder crosswalks at 6 signalized intersections.
- Procurement and deployment of 6 portable speed data units.
- Establish a fatal-collision response team, continue education and undertake further signal-timing reviews.

The three-year prioritized implementation plan requires $300,000 of dedicated funding (Traffic and Road Safety Improvement Reserve Fund) to initiate various new VZAP initiatives noted in the report. As well, a preliminary review of the VZAP has shown that seven (7) of the 42 original initiatives require modification or should be considered for removal as they are no longer warranted, redundant or have been revoked through recent legislation changes that have occurred since VZAP adoption.

Funding for many of the initiatives are within capital projects approved through the 10-year capital plan. In addition, and as previously approved by City Council, a dedicated reserve for Traffic and Road Safety Improvement Reserve, Fund 236 has been created.

The creation of this fund has mitigated the requirement for tax levy funding of Traffic programs and further allowed for continued focus on projects and initiatives that support VZAP.

In terms of collision trending resulting in injuries or fatalities, approximately 5,267 collisions were recorded in 2024 with two-thirds occurring at intersections. This finding reinforces the need to continue prioritization of intersections for safety reviews and signal system enhancements. In 2024, population-adjusted injury and fatality rates fell to 2.89 per 1,000 people and 3.36 per 100,000 people, respectively. Despite representing approximately 3% of all collisions, pedestrians and cyclists accounted for about 40% of fatal and major injury collisions reinforcing the need to continue prioritizing safety measures for these vulnerable road users.

Background:

The Vision Zero Action Plan (VZAP) was approved for implementation by Council on January 15, 2024 (CR 10/2024 ETPS 974, report S 33/2026). The VZAP was developed using collision analysis, stakeholder consultation, engineering best practices, safe system approach principles and international Vision Zero experience with the long-term objective to reduce, and possibly eliminate, fatal and major injury collisions on Windsor roadways. It emphasizes the need for sustained, multi-faceted approach to reduce collision contributing factors and seeks continuous improvement in the City's approach to road safety.

As noted in Report S 33/2023, VZAP strategic priorities were developed based on a review of trends and patterns in fatal and major injury collisions and are categorized into four themes of Driver Behaviours, Vulnerable Road Users, High Collision Injury Locations and Road Safety Data System Process Improvements. Building on these themes, a set of 42 recommended VZAP initiatives were identified along with their associated proposed short term (0-5 years), medium term (6-10 years) and long term (11-15 years) implementation timelines are summarized in Appendix 1.

As part of CR 10/2024 ETPS 974, Administration was directed to report back to Council annually with details of progress toward the VZAP goals as well as bring select VZAP initiatives forward for implementation funding consideration in future budgets. Following the adoption of the VZAP in 2024, short, medium and long term VZAP road safety outcomes will be monitored against defined performance indicators every 5 years (2029, 2034, 2039). As well, Administration was directed to carry out reviews of the VZAP at specified intervals in order to assess potential changes to the strategy.

To support VZAP implementation, the establishment of a dedicated Road Safety team was created through organizational restructuring of the Transportation portfolio within Public Works – Operations business unit of the Infrastructure Services Department which was approved by Council as part of the 2025 Budget, B3/2025 (Budget Issue Details 2025-004) on January 27, 2025. As part of this restructuring, a dedicated Vision Zero Technician position was approved and subsequently hired as of December 15, 2025, using initial VZAP program funding.

This report serves to provide the first annual update on the progress of the VZAP, including a road safety overview of collision trends (2020-2024) resulting in injuries and fatalities within the City's road transportation network.

Discussion:

Existing Road Safety Initiatives

Several existing road safety initiatives currently employed precede and serve to complement the strategic priorities envisioned under the VZAP as follows:

- *Enforcement and Emergency Response* -
  - Traditional Enforcement, High Visibility Enforcement, Selective Traffic Enforcement Program, Road Watch (WPS),
  - Report Impaired Driving Program (MADD Windsor Essex, WPS),
  - Collision Emergency Response (WPS, WFRS, WRH, Essex Windsor EMS)

- *Education and Outreach* -
  - Children's Road Safety Programs (Safety Village, Bike Windsor Essex)
  - Prevent Alcohol and Risk-related Trauma in Youth (WRH)
  - Open Streets Windsor (City Transportation)
  - Active Transportation Expert Panel
  - Windsor Accessibility Advisory Committee

- *Road Safety Programs and Policies* -
  - Traffic Calming Policy, Community Safety Zone Policy, School Neighborhood Policy, Radar Program (City Transportation)
  - Audible / Accessible Pedestrian Signal Program, Pedestrian Crossover Program, Red Light Cameras, Intersection Improvements Program, Bikeways Development, Pedestrian Generator Sidewalk Program, Pedestrian Safety Improvement Program, Pavement Marking Maintenance Program, School Crossing Guard Program (City Transportation/Engineering).

Other Highlights of Existing Road Safety Initiatives

Of note, several other recent notable highlights include the following:

- Update to the Traffic Calming Policy to allow for a data driven process and administrative decisions regarding speedhump installations (Report S 111/2025, CR 11/2026 ETPS 1094). 57 speedhumps installed city wide since 2023.
- 21 Pedestrian Crosswalks (PXO) installed City-wide since 2024.
- 3 Intersection Pedestrian Signal Systems (IPS) installed 2024-2026 City wide.
- 2 new roundabouts constructed as part of Banwell Road Corridor Improvements
- 44 Community Safety Zones added City Wide 2025-2026.

- 32 intersection safety upgrades, including AODA audible pushbuttons, completed since 2022 (61 total intersections now upgraded to AODAs standards).
- 9 Armadillo speed monitors purchased and deployed 2025 – 2026.
- 81 Radar Feedback signs purchased and deployed 2023-2026.
- 180 Centerline Bollards/In-Road Flexible Speed Signs and 125 Edge Bollards seasonally deployed (April to November) on an annual basis since 2023.
- Introduction of 10 red light cameras (RLCs) at high collision risk City intersections in January 2022 as per Council direction (CR 259/2020). Report C 19/2024 and AI 10/2024 reviewed the effectiveness of the initial 10 pilot intersections and reported an overall 38% reduction in angle collisions since the RLCs were installed. Initial data showed that RLC have been effective at reducing the total number of injuries by 20.5%.
- Expansion of RLC program as per Council direction (CR 264/2024 ETPS 1012 CR 76/2024) to install 10 additional RLCs across the City, with installation and activation initiated on September 22, 2025.

New Vision Zero Action Plan Initiatives

Since approval of the VZAP, Transportation Road Safety staff have advanced a number of foundational initiatives identified for implementation during the early phases of the plan. As noted in Report S 33/2023, it is recognized that certain VZAP initiatives cannot not be started until other critical path initiatives are first completed, while other initiatives could be implemented as stand-alone single step undertakings.

High level status of various completed or in-progress VZAP initiatives are provided as follows:

#3 - Obtain Collision Data through Provincial ARIS System

Collision data acquisition from the Authorized Requester Information Service (ARIS) system commenced June 23, 2022. As a result, Administration has much quicker access to collision data (ARIS service standard for availability of collision reports is within four weeks of date of collision) and the ARIS system captures representative City-wide collision data submitted by all police forces (i.e. WPS, OPP, etc.).

#4 – Continue to Implement the Transit Master Plan

Expansion of network coverage (i.e. Twin Oaks Business Park); Town council in Tecumseh requested cost estimates for a partnership with Transit Windsor to extend local and regional coverage into Tecumseh) and service hours (20,000 hours added); Completed construction of fully accessible East and West Transit Terminals in 2026.

#5 – Review Yellow and All-Red Intervals for Traffic Signals

Yellow and all-red signal interval lengths were reviewed at all intersections against Ontario Traffic Manual (OTM) guidelines and adjusted (increased) where possible to help counter the potential occurrence of collisions.

#10 - Conduct Road Safety Audits of Identified High Injury Corridors

Report S113/2025 and CR424/2025 ETPS 1084 approved corridor studies to be undertaken by Administration to improve traffic flow and arterial road safety on Wyandotte Street East, Howard Avenue, Tecumseh Road East and Walker Road. These studies were initiated in 2026 and when complete will include recommendations on safety improvement or geometric changes required at intersections.

#16 - Implement Speed Limit Reductions - Neighbourhoods

As of September 2026, posted speeds on all roadways having primary entrances to all Public and Catholic elementary and secondary schools (62) were reduced by 10 km/hr (now 40 km/hr) and further complemented with the addition of school zone signs and Windsor Police Services speed enforcement. A similar exercise is planned in 2027 to reduce speeds on all roadways having secondary entrances to all Public and Catholic schools.

#20 – Carry out Education Campaigns

First outreach campaign instituted during Open Streets 2026 with the introduction of a Micromobility campaign which was expanded to social media and a Major SAFE (Streets Are For Everyone) poster campaign with all primary schools began in September 2026. The Transportation Website is in process of reconstruction. Transportation staff collaborates with Windsor Police Services for joint Safety Education program in school systems.

#26 - Develop Safety Performance Functions

Pilot programs using Light Detection and Ranging (LIDAR) and Forward-Looking Infrared (FLIR) sensor technologies were piloted at specific signalized intersections in 2025 and 2026. These light and thermal system analytics provide real-time adaptive traffic signal control by detecting the presence of vehicles, cyclists and pedestrians at intersections in order to reduce collision potential and improve safety for all road users (safer crossings, shorter wait times, fewer red lights, etc.). Further, the LIDAR system also provides the ability to analyze near misses and red light running.

#28 – Install Transverse Rumble Strips at Select Locations

Pilot programs were completed in June 2023 and June 2024 on Grand Marais Road East at Pillette Road and Grand Boulevard east of Pillette Road. Following these pilots, Council directed administration (CR491/2024 ETPS 1032) to include rumble strips in the upcoming report related to traffic calming. CR11/2026 approved the Traffic Calming Policy Update 2025, including the use of transverse rumble strips in approved locations for traffic calming that have a history or pattern indicating stop sign non-compliance.

#33 - Provide Ladder Crosswalk Markings at Signalized Intersections

Pilot installation of high-visibility ladder crosswalk was carried out at the Parent Avenue Roundabout in 2026. Such crosswalk designs serve to emphasize the potential need to yield to pedestrians by oncoming drivers that are approaching the intersection.

#34 - Implement Fully Protected Intersections

Fully protected intersections were implemented at Hawthorne Drive, Forest Glade Drive, Cantelon Drive and Essex Way (as part of the Lauzon Parkway reconstruction project completed in 2025) and at Crawford Avenue (as part of the University Avenue reconstruction project completed in 2026). Such designs are employed to reduce potential vehicle and cyclist/pedestrian conflicts by providing greater physical separation nearing intersection approaches.

#38 – Adopt a "Roundabouts First" Policy or Best Practice for New Intersections and Major Roadway Projects

Banwell Road/Wildwood Drive/Mulberry Drive intersection was converted to a roundabout in 2023. While not deemed a traffic calming feature, roundabouts are effective at reducing the severity of intersection collisions since they virtually eliminate right angle and turning collisions which are types of collisions that have high injury potential. Such designs are considered for application where feasible pending availability of sufficient right-of-way space, favorable alignment of roads approaching the roundabout, acceptable road grades, visibility/sightline distances and traffic volume thresholds (Transportation Association of Canada: Single Lane roundabout < 1100 vehicles/hr; Double Lane roundabout - between 1,100 and 1,900 vehicles/hr).

#40 - Implement a Road Diet Program

Road diet (four-lane to three-lane conversions) were recently completed on Eugenie Street (from Howard Avenue to Ouellette Avenue) in 2023 and on University Avenue (from Campbell Avenue to Salter Avenue) in 2026. Further, in 2026, angled parking was implemented in place of underutilized travelled lanes on portions of Chatham Street East and Pitt Street. Road diet candidates continue to be considered on a case-by-case basis pending several criterion factors including but not limited to road traffic volume/capacity/classification, parking requirements, surrounding land uses, etc.

#41 – Develop a Comprehensive GIS-based Collision Information System

All collision (vehicular, cyclist, pedestrian) and speed data has now been imported into a centralized database using Traffic Engineering Software (TES) which allows more efficient analysis of collision data to identify collision "hot spots" and City-wide trends of significance. An internal GIS system is available to selected users only at this time.

Proposed Modifications to Vision Zero Action Plan Initiatives

A preliminary review of the VZAP has shown that some of the initiatives require modification or should be considered for removal as they are no longer warranted, redundant or have been revoked through recent legislation changes that have occurred since VZAP adoption. Administration is asking Council to modify or remove the following initiatives from the VZAP:

- **#1 – Develop and Implement a Complete Streets Policy -** Administration recommends the adoption of a Complete Streets guideline rather than a policy in order to afford more flexible and appropriate applications to particular street / road types and environments. Complete street core principles and design elements are already being applied where possible (i.e. University Avenue reconstruction project).
- **#7 – Increased Winter Roadway Maintenance –** Review of current policies and warming seasons reaffirmed that adequate winter control provisions are in-place; hence, this initiative is no longer required and can be removed.
- **#27 - Implementation of Automated Speed Enforcement.** - Legislative changes from the Provincial government in October of 2025 mandated the removal of automated speed enforcement cameras from municipalities. Council directed the City to send letters to the Minister of Transportation recommending reinstatement of the program, but ultimately the legislation remains in place which has eliminated the ability to proceed with this initiative. Instead, the City will continue to advance other evidence based measures including speed humps, enhanced pavement markings and high visibility signage in school and community safety zones and purchase additional Armadillo speed monitors.
- **#29 – Implement a Parking Ticket Forgiveness Program to Target Impaired Driving.** The VZAP identified realistic implementation barriers to this initiative as it is very impractical to determine whether a ticketed person was intoxicated at the time of illegal parking. This issue remains unresolved and the initiative should be removed.
- **#30 - Provide Free Transit Services for Alcohol-Orientated Special Events.** There is currently no dedicated City budget funding (in whole or in part) available to support this initiative; hence, this initiative should be removed.
- **#31 – Support the Development of a "Safe Ride Home" Service.** In most other jurisdictions, these programs are run by not-for-profit organizations and not

by municipal governments directly. This initiative should be removed and simply become integrated as part of the Public Education element of the VZAP.

- **#36 – Installation of Pedestrian Countdown timers.** Report S 37/2026 resolved this issue where implementation was not recommended (refer to CR318/2026 ETPS 1131). The City's current approach of integrating audible countdown timers through Accessible Pedestrian Signal based intersection upgrades support accessibility objectives while managing cost, safety and compliance considerations.
- **#38 - Adopt a "Roundabouts First" Policy or Best Practice for New Intersections and Major Roadway Projects.** Administration recommends that this initiative be integrated as a best practice within Initiative #24 – Review Design Standards and Development Manual for Vision Zero Opportunities. The potential consideration of roundabout applications are currently undertaken during Engineering design of new intersections and major roadway projects and employed where deemed feasible.

Overview of Road Safety Collision Analysis

Collisions, Injuries and Fatalities

An analysis of Windsor's historical collision data from 2020–2024 was conducted to identify trends in collisions resulting in injuries and fatalities, while also noting other longer term data trends (refer to 2019 Road Safety Report (S 136/2021) and 2017 Road Safety Report (S 70/2018)).

The key findings are as follows:

- Total number of collisions between 2020 and 2024 were lower than the 2015-2019 period. It should be noted that collision data from 2020 and 2021 may be influenced (understated) by altered travel patterns resulting from the COVID-19 pandemic (i.e. lockdowns, social distancing, travel restrictions, etc.). However; the total annual number of collisions in 2023 and 2024 returned to and exceeded pre-COVID totals respectively, reaching 5,267 collisions in 2024 primarily driven by a substantial rise in property damage only collisions. Refer to Appendix 2 -Table 1.

- The number of non-fatal injury collisions decreased during 2020 and 2021 (COVID-19) and the 2023 and 2024 counts were reported to be the lowest number of collisions in the past 18 years while fatal injury collisions marginally increased in 2023 and 2024. This indicates that although overall collision frequency has increased, a larger proportion of incidents are resulting in property damage rather than reported injuries. Refer to Appendix 2 -Table 1.

- Fatal collisions during the 2020-2024 period have generally ranged from four (4) to ten (10) fatalities annually and were slightly higher than the 2015-2019 period which ranged from three (3) to seven (7) fatalities annually. Similarly, Major Injury collisions ranged from 19 to 49 major injuries annually compared to between 27 to 36 major injuries during 2015-2019. Accordingly, the severity of major injury collisions remains a concern. Refer to Appendix 2 -Table 1.

- Collisions involving pedestrians or cyclists accounted for approximately 40% of all fatality and major injury collisions in 2024, despite only representing approximately 3% of the total number of collisions. This demonstrates that pedestrians and cyclists face a disproportionately higher risk of sustaining serious injuries or fatalities, reinforcing the need to continue prioritizing safety measures for vulnerable road users. Refer to Appendix 2 –Table 3.

As population growth may also influence the interpretation of collision data, rates for collision injuries and fatalities relative to the City's population are shown in Figure 4. After 2019, injury rates declined steadily, reaching 2.89 persons injured per 1,000 residents in 2024, the lowest rate observed during the study period. This decline indicates a substantial improvement in population-adjusted injury outcomes. It suggests that the risk of an individual Windsor resident being injured in a collision has decreased in recent years, despite an increase in the overall collision frequency.

There is a potential impact of the population inaccuracies on the most recent per capita based rates as population was only based on estimates in years 2022 to 2024 following the last completed census in 2021. While injury rates per capita have declined substantially, fatality rates have remained steady reaching 3.42 fatalities per 100,000 population in 2024 suggesting that although fewer people are being injured overall, the most severe collisions continue to result in a disproportionate number of fatalities.

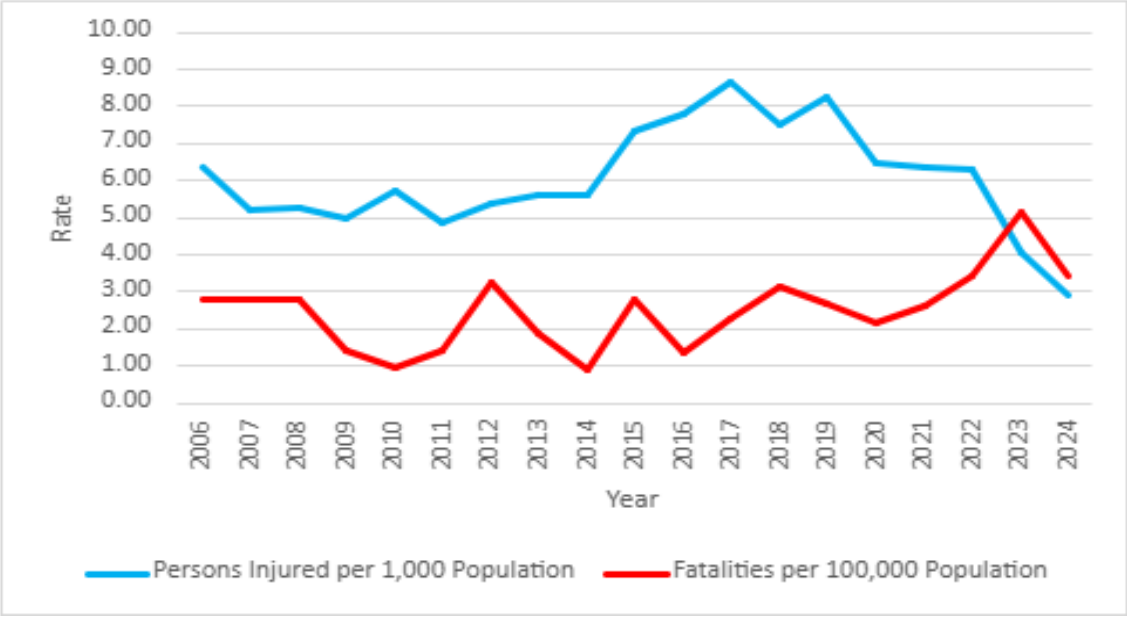


Figure 1 — City Injury and Fatality Rate Relative to Population

Further, to provide a broader context for the collision data findings for Windsor, comparisons were made in Table 5 between Windsor data and provincial averages for parameters supplied in the 2020–2024 analysis. While the City five-year average between 2020 and 2024 of 3.36 for persons killed (per 100,000 people) is higher than in 2019 (2.45), the five-year average of 5.15 for persons injured (per 1,000 people) over the same period is lower than in 2019. City pedestrian, cyclist and motorcycle fatalities and major injuries over 2020 and 2024 have all increased since 2019 and trend somewhat higher than the corresponding provincial averages over the same time period. Refer to Appendix 2 – Table 2 and 3.

Table 1: Comparison of Fatalities and Injuries – Windsor vs. Ontario (2020-2024)

Category	Measure	Windsor	Ontario
All Road Users	Persons killed per 100,000 people	3.36 [1]	3.86 [2]
	Persons injured per 1,000 people	5.15 [1]	2.30 [2]
Vulnerable Road Users (% of all fatalities and major injuries)	Pedestrian fatalities and major injuries	27%	23%
	Cyclist fatalities and major injuries [3]	14%	7%
	Motorcyclist fatalities and major injuries [4]	21%	15%
Driver Condition [5] **(% of all drivers in collisions)**	Inattentive	12.8%	9.2%
	Alcohol-related [6]	1.1%	1.4%

Notes:

1. *Windsor's rates of 3.36 Persons killed per 100,000 people and 5.15 Persons injured per 1,000 people use number of persons counts. City of Windsor population was based on City estimates (2020, 2022, 2023), Stats Canada Census (2021), and Ontario Ministry of Finance (2024).*
2. *Ontario values are quoted from the MTO documents: 2023 and 2024 Preliminary reports, and 2020, 2021, and 2022 Full reports.*
3. *"Cyclist" includes bicycle passengers. This category includes conventional bicycles and e-bikes.*
4. *"Motorcyclist" includes motorcycle passengers. This category includes motorcycles.*
5. *Ontario values are quoted from 2022 Ontario road safety annual report, Windsor values are from 2022 data.*
6. *Alcohol-related driver conditions include "had been drinking," "ability impaired – alcohol" and "ability impaired – alcohol over 0.08."*

High Collision and Injury Locations

The historical collision data analysis from 2020–2024 identified specific high collision and injury locations across the City-wide transportation road network (i.e. intersections, segments (mid-block), expressways). 134 intersection fatalities/major injuries and 78 segment (mid-block) fatalities/major injuries occurred between 2020 and 2024 compared to 102 intersection fatalities/major injuries and 85 segment (mid-block) major injuries between 2015-2019. Between 2020-2024, approximately 63% of all City-wide collisions occur at intersections while the remainder of collisions occur within road mid-block segments. Refer to Appendix 2 - Tables 4 and 5. Tables 4 and 5 are used to trigger intersection safety reviews or increase the priority of an intersection for signal system upgrades.

Proposed 2027 – 2029 Vision Zero Implementation Strategy

As per CR 10/2024 ETPS 974, Council directed Administration to include a new capital VZAP project in the 10-year capital plan. Administration proposes a three-year strategy (2027–2029) for Council consideration for implementation of the following initiatives:

- ***#4 – Continue to Implement the Transit Master Plan*** – Ongoing operator safety measures such as vehicle operator training and periodic driver's abstract reviews will continue to be promoted. Windsor Transit is continuing their program of High-visibility bus stop signage: Bright yellow, two-sided reflective signs introduced to improve stop identification, operator recognition and visibility in low-light conditions.

- ***#5 – Review Yellow and All-Red Intervals for Traffic Signals -*** All signal lengths are planned to be re-evaluated (in 2028 to 2029) against OTM guidelines and adjusted (increased) where possible to help counter the potential occurrence of collisions.

- **#6 - Install Retroreflective Backboards for Traffic Signals -** This item can be completed for all traffic signals within the three-year window and has been costed in the financial section.

- **#12 – Establish a Fatal Collision Response Team –** This item can be completed within the three-year window at no additional program cost.

- **#20 – Carry out Education Campaigns -** Continued implementation can be absorbed in existing programs.

- ***#16 - Implement Speed Limit Reductions - Neighbourhoods -*** Five (5) school zones will pilot 40 km/hr flashing amber light signage (10 systems total) in 2027 with funding coming from OPS-001-18 School Neighborhood Policy. Further, posted speeds on all roadways having secondary entrances to all Public and Catholic schools (62) to be reduced by 10 km/hr (now 40 km/hr).

- **#26** - **Develop Safety Performance Functions -** Ongoing installation of FLIR Thermal detection or LIDAR detection systems at prioritized smaller, lower traffic volume and larger, higher traffic (arterial-collector) intersections respectively, during upcoming planned traffic signal/intersection upgrades. City-wide LIDAR and FLIR system installations are proposed at prioritized signalized intersections over 2027 to 2029. Of the 22 intersections to be reconstructed, 10 will be completed with LIDAR and 12 with FLIR at a marginally higher cost than conventional detection systems.

- **#32 – Provide Stop Bars and Crosswalk Markings at Unsignalized Intersections -** Markings planned for 50 unsignalized intersections as prioritized from collision data.

- **#33 – Provide Ladder Crosswalk Markings at Signalized Intersections -** Markings planned for 6 signalized intersections (4 lane, 4 leg) as prioritized from collision data.

- **#24 – Review Design Standards and Development Manual for Vision Zero Opportunities -** Initiative #38 (roundabouts "first" best practice was proposed to be integrated within this initiative. Two (2) roundabouts are currently in the design phase for the Sixth Concession Road reconstruction between Provincial Road and Holburn Street that will occur in 2027 to 2028. Roundabouts will be considered for any other engineering intersection and major roadways projects where feasible.

During the same three-year period, the above initiatives will continue to be complemented by the ongoing implementation of other existing road safety initiatives including, but not limited to, the following:

- Continued installation of speed humps (50 speed humps forecast in 2027).
- Continued installation of PXOs (18 PXOs forecast in 2027-2028, in combination with grant funding).
- Planned installation of one new IPS in 2027.
- 21 intersection safety upgrades, including AODA audible pushbuttons, planned from 2027 to 2029.
- Procurement of six (6) additional portable Armadillo speed data units (in lieu of cancelled automated speed enforcement).
- Expansion of RLC program from 20 to 30 cameras to extend coverage from 6% to 10% of all City-wide signalized intersections (296). New camera locations will be selected through careful analysis of current historical collision data, consultation with Windsor Police Services and consideration of the vendor's installation limitations. This will require modifications to existing agreements with the City of Toronto for additional usage of the joint Processing Center and with the RLC vendor approved by the City of Toronto (TraffiPax LLC) for the installation and maintenance.

Additionally, collision data summaries will be posted to the Open Data Portal to allow review and analysis by researchers, stakeholder groups, and the general public.

Risk Analysis:

Collisions pose public health and safety risks and may lead to claims and reputational harm. This report helps identify and assess these risks within the limits of the supplied data. Gaps in initiative evidence and performance definitions hinder reliable assessment of delivery and progress toward targets.

Delivery risks include potential delays, limited capacity and unfunded priorities. Their extent requires confirmation through initiative and resource records. Proposed mitigations include a verified status register, clear dependencies and accountability, costed priorities informed by public engagement and survey results, and annual reporting on implementation and performance.

The RLC program also carries the risk that revenue may not offset the costs. With ongoing implementation, it is expected that the number of RLC infractions will declines with changes in motorist driving behaviour (i.e. red light stop compliance) at given RLC locations. In such cases, RLC at certain locations may then be appropriately relocated to other new intersection locations of concern within the City.

Climate Change Risks:

Climate Change Mitigation

N/A

Climate Change Adaptation:

N/A

Financial Matters:

Impact from the Addition of 10 Red Light Camera

As part of the continuing efforts to address traffic safety, Administration is proposing the addition of ten (10) red light cameras (RLCs). The primary operating cost associated with the proposed expansion relates to camera rental. Based on the current contractual rate of approximately $189.93 per camera per day, the annual cost to operate ten (10) additional cameras is estimated at $693,245 (excluding applicable taxes). Administration anticipates that revenues generated through additional expansion of the program will be sufficient to offset these costs while continuing to provide a contribution to the Traffic and Road Safety Improvement Reserve.

Consistent with the current program funding approach, total revenue received from the RLC program is first used to offset existing traffic planning/safety related operating costs mitigating the need for tax levy support. The remaining net revenue is then divided with 50% being allocated to the Traffic and Road Safety Improvement Reserve, Fund 236, which was established by Council to be used as a direct funding source in support of enhanced traffic calming initiatives. There are currently two (2) positions, at an annual cost of $268,145 currently recovered from this reserve. The estimated 2026 cost recovered from the reserve is $174,000. Based on current projections, the program is estimated to contribute approximately $860,000 to Fund 236 in 2026. This estimate is based on the operation of 20 RLCs. With this transfer, the estimated year end balance of Fund 236 would be approximately $746,000 (which is net of the two positions).

After recovery of the direct costs noted above, any further revenue would be allocated in a similar manner being 50% retained in operations and 50% being allocated to the reserve. No additional staffing costs would be required to expand the program, as it can continue to be administered using existing staff resources. The level of revenue to be received cannot be accurately estimated as it will be determined based upon location of the cameras and driver behaviour.

Should City Council approve the additional 10 cameras, the annual cost of $693,245 (excluding applicable taxes) will be included in the 2027 operating budget as a pre-approved contractual expenditure. An estimated offsetting revenue to full recover this cost will also be included in the budget as revenue generated by the program. Any additional revenue will be recognized in year with annualized adjustments being made as part of the 2028 operating budget process.

Three-year Capital Costs for Vision Zero Initiative Implementation, 2027 to 2029:

The estimated capital costs associated with Administration's proposed three-year Vision Zero Action Plan (VZAP) implementation strategy for 2027 through 2029 are outlined in Table 2.

Table 2: Three-year Capital Costs for Vision Zero Initiative Implementation

Initiative Description	Cost $ (excluding HST)
Reflective intersection signal backboards at 295 signalized intersections	110,000
Painted Stop Bars and Crosswalks at top 50 unsignalized intersections	53,000
Ladder crosswalks at six (4 lane 4 leg) signalized intersections	108,000
6 Armadillo speed data units	29,000
TOTAL COST (3 YEAR)	**$ 300,000**

The three-year capital costs identified above can be funded from the Traffic and Road Safety Improvement Reserve Fund 236 and if approved by City Council will be included in the proposed 2027 Capital Budget.

In addition to the capital costs for Vision Zero implementation identified above, Administration also recommends the ongoing procurement and City-wide implementation of LiDAR detection and FLIR detection systems for signalized intersections to expand intelligent transportation and traffic monitoring technologies at select roadway signalized intersections within each City Ward, which will further support the VZAP. The estimated cost to procure and expand the detection systems will be funded from approved capital funding in the Traffic Signal Upgrade and Replacements project OPS-008-20 (in addition to funding already allocated for AODA audible pushbuttons) and the Advanced Traffic Management System project OPS-010-07. Available funding as at September 30, 2026 in each of the above noted capital projects is $2,990,530 and $1,486,562 respectively. Annual funding allotments are sufficient and approved annually during capital budget deliberations. Costs for detection system expansion will be incorporated into existing spending plans and commitments for the related Traffic Signal / ATMS projects.

Ongoing implementation of other road safety initiatives are included in the ongoing 10-year capital planning. These additional projects include the Traffic Calming Initiatives project OPS-021-07 (funds speed hump installations), School Neighbourhood Policy project OPS-001-08 (speed limit reductions in school zones) and the Pedestrian Crossover project OPS-001-19. The Traffic and Road Safety Improvement Reserve Fund 236 can provide additional funding for these capital programs annually as net red light camera revenue is realized each year.

Historical Vison Zero Budget Approvals:
Council Resolution CR 10/2024 (ETPS 974) established an initial VZAP budget of $78,405 to fund the initial purchase of software and the hiring of a student required to input data. Total expenses and the status of approved funding to date are outlined in Table 3. The remaining balance in the project will be spent on additional analytical modules for the Traffic Engineering Software (TES) and an additional co-op student in 2027.

Table 3 - Vision Zero Action Plan Capital Expenses

Expense Description	Spent to Date
Co-op Student	13,265
Traffic Engineering Software (TES)	30,782
Internal Staff Recoveries	758
Total Expenditures to Date	**$ 44,805**
Funding Remaining	**$ 33,600**

Consultations:

Cindy Becker, Financial Planning Administrator – Public Works Operations
James Chacko, Executive Director, Transit Windsor
Monika Grant, Senior Manager Contracts, Field Services and Maintenance
Frank Garardo, Planner III, Policies & Special Studies
Michael Gu, Road Safety Coordinator
Ahmed AlAsi, Vision Zero Technician
Colleen Middaugh, Executive Director, Engineering / Deputy City Engineer (A)
Matt Paya, Manager, Road Safety
Scott Jeffery, Inspector – Executive Office – Windsor Police Services
Roberta Harrison, Coordinator Maintenance
Jason Scott, Manager, Transit Planning
Mike Dennis, Manager, Capital Planning and Reserves

Conclusion:

As approved in 2024, the VZAP provides the framework for implementing 42 initiatives. Administration has developed a three-year work plan and seeks to proceed with this report's recommendations, subject to available funding from the Traffic and Road Safety Improvement Reserve Fund 236.

Planning Act Matters:
N/A

Approvals:

Name	Title
Rachel Chesterfield	Manager of Performance Measurement and Business Case Development
Stacey McGuire	Executive, Director of Operations / Deputy City Engineer (A)
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 1 – 2024 Vision Zero Action Plan Initiatives and Supplemental Vision Zero Implementation Plan
Appendix 2 – Collision, Injury and Fatality Data Analysis

Number	Recommended Initiative	Responsibility	Timeframe		
			Short 0-5 years	Medium 5-10 years	Long 10-15 years
1	Develop and Implement a Complete Streets Policy	*Development:* Transportation Planning	X		
		Implementation: Engineering Operations Planning	X	X	X
2	Construct Roadway Capital Projects (for certain corridors)	Engineering		X	X
3	Obtain Collision Data through Provincial ARIS System	Transportation Planning	X		
4	Continue to Implement the Transit Master Plan	Transit	X	X	X
5	Review Yellow and All-Red Intervals for Traffic Signals	Traffic Operations	X		
6	Install Retroreflective Backboards for Traffic Signals	Traffic Operations	X	X	
7	Increase Winter Roadway Maintenance	Operations	X		
8	Driver Simulation Training for Commercial Motor Vehicle Operators	Human Resources	X		
9	Commercial Motor Vehicle Driver Evaluation by Independent Party	Human Resources	X		
10	Conduct Road Safety Audits of Identified High Injury Corridors	Transportation Planning	X		
11	Carry out a Value Engineering & Road Safety Review of Existing Approved Preliminary Designs for Roadway Projects	Engineering	X	X	
12	Establish a Fatal Collision Response Team	Traffic Operations WPS Engineering Risk Management Coroner's Office	X		
13	Explore Data-Sharing Arrangements Between Agencies	Transportation Planning	X		
14	Carry out a Resident Survey	Transportation Planning	X		
15	Implement Target Speed Requirements for New Construction and Major Roadway Projects	Engineering Operations	X		
16	Implement Speed Limit Reductions – Neighbourhoods	Traffic Operations	X		
17	Implement Speed Limit Reductions – Major Streets	Traffic Operations	X		
18	Implement Speed Limit Reductions and Increased Fines – Construction Zones	Traffic Operations Operations	X		
19	Reduce Progression Speed for Traffic Signal Coordination	Traffic Operations	X		
20	Carry out Education Campaigns	Transportation Planning	X	X	X
21	Adjust Project Prioritization Criteria in the Active Transportation Master Plan to Place a Greater Emphasis on Safety and Collisions	Asset Planning Engineering Operations	X		
22	Include Collision History as a Factor in Prioritizing Capital Projects	Asset Planning Engineering	X		
23	Review Official Plan and Zoning By-laws for Vision Zero Opportunities	Planning	X	X	
24	Review Design Standards and Development Manual for Vision Zero Opportunities	Engineering	X	X	

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Number	Recommended Initiative	Responsibility	Timeframe		
			Short 0-5 years	Medium 5-10 years	Long 10-15 years
25	Require Transportation Impact Studies for New Developments to Include a Full Multimodal Review	Transportation Planning Planning	X		
26	Develop Safety Performance Functions	Transportation Planning	X		
27	Implement Automated Speed Enforcement	Traffic Operations	X		
28	Install Transverse Rumble Strips at Select Locations	Transportation Planning	X		
29	Implement a Parking Ticket Forgiveness Program to Target Impaired Driving	Parking Enforcement	Pilot		
30	Provide Free (or Cost-Included) Transit Service for Alcohol-Oriented Special Events	Transit Windsor Special Event Resource Team	X		
31	Support the Development of a “Safe Ride Home” Service	Transportation Planning	X		
32	Provide Stop Bars and Crosswalk Markings at Unsignalized Intersections	Traffic Operations	Pilot		
33	Provide Ladder Crosswalk Markings at Signalized Intersections	Traffic Operations	Pilot		
34	Implement Fully Protected Intersections	Traffic Operations Operations Engineering		X	
35	Implement Leading Pedestrian Intervals	Traffic Operations	Pilot		
36	Install Pedestrian Countdown Signals	Traffic Operations	Pilot		
37	Implement Hardened Centrelines at Intersections with High Speed Left Turns	Traffic Operations Operations Engineering	X	X	
38	Adopt a “Roundabouts First” Policy or Best Practice for New Intersections and Major Roadway Projects	Engineering Transportation Planning	X		
39	Adopt a “No Right Turn Channels” Policy or Best Practice for New Intersections and Major Roadway Projects	Engineering Transportation Planning	X		
40	Implement a Road Diet Program	Engineering Transportation Planning	X	X	
41	Develop a Comprehensive GIS-based Collision Information System	Geomatics Asset Planning	X		
42	Develop Safety-Related Vehicle Design Criteria for Future City Vehicle Fleet Purchases	Fleet Review Committee	X		

The overall goal of the Vision Zero Action Plan is the elimination of fatal and major injury collisions on streets under the jurisdiction of the City of Windsor within 15 years of adoption of the Vision Zero Action Plan. For each strategic priority, interim goals are identified in Table 3 and impact goals are identified in Table 4.

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Supplemental Vision Zero Implementation Plan

The supplemental Vision Zero Implementation Plan is to illustrate the current plan for the implementation of each of the 42 recommended Initiatives. Some initiatives cannot be started until the completion of previous initiatives. Other initiatives perhaps could be started with the previous steps mentioned, the outcome would be less effective. The supplemental plan is intended to illustrate the most efficient way to implement the 42 initiatives.

Some of the initiatives could very well fall into multiple process trains, some of the initiatives will fall under policy driven and single step processes at later time. The goal is to illustrate the starting point of the initiatives.

Table 1: Supplemental Vision Zero Implementation Plan

Category	Initiatives
Data Collection and Analysis Driven	(1) #3 Obtain Collision Data through Provincial ARIS System (1) #41 Develop a Comprehensive GIS-based Collision Information System (2) #21 Adjust Project Prioritization Criteria in the Active Transportation Master Plan to Place a Greater Emphasis on Safety and Collisions (2) #26 Develop Safety Performance Functions (2) #10 Conduct Road Safety Audits of Identified High Injury Corridors (3) #16 Implement Speed Limit Reductions – Neighbourhoods (3) #17 Implement Speed Limit Reductions – Major Streets (3) #22 Include Collision History as a Factor in Prioritizing Capital Projects (3) #27 Implement Automated Speed Enforcement (3) #32 Provide Stop Bars and Crosswalk Markings at Unsignalized Intersections (3) #33 Provide Ladder Crosswalk Markings at Signalized Intersections (3) #34 Implement Fully Protected Intersections (3) #35 Implement Leading Pedestrian Intervals (3) #36 Install Pedestrian Countdown Signals (3) #37 Implement Hardened Centrelines at Intersections with High Speed Left Turns (3) #40 Implement a Road Diet Program

Category	Initiatives
Complete Streets Policy Driven	(1) #1a Develop and Implement a Complete Streets Policy (Develop) (2) #1b Develop and Implement a Complete Streets Policy (Implement) (3) #15 Implement Target Speed Requirements for New Construction and Major Roadway Projects (3) #23 Review Official Plan and Zoning By-laws for Vision Zero Opportunities (3) #25 Require Transportation Impact Studies for New Developments to Include a Full Multimodal Review (2) #24 Review Design Standards and Development Manual for Vision Zero Opportunities (3) #11 Carry out a Value Engineering & Road Safety Review of Existing Approved Preliminary Designs for Roadway Projects
Single Step	(1) #2 Construct Roadway Capital Projects (for certain corridors) (1) #4 Continue to Implement the Transit Master Plan (1) #5 Review Yellow and All-Red Intervals for Traffic Signals (1) #6 Install Retroreflective Backboards for Traffic Signals (1) #7 Increase Winter Roadway Maintenance (1) #8 Driver Simulation Training for Commercial Motor Vehicle Operators (1) #9 Commercial Motor Vehicle Driver Evaluation by Independent Party (1) #12 Establish a Fatal Collision Response Team (1) #13 Explore Data-Sharing Arrangements Between Agencies (1) #14 Carry out a Resident Survey (1) #18 Implement Speed Limit Reductions and Increased Fines – Construction Zones (1) #19 Reduce Progression Speed for Traffic Signal Coordination (1) #20 Carry out Education Campaigns (1) #28 Install Transverse Rumble Strips at Select Locations (1) #29 Implement a Parking Ticket Forgiveness Program to Target Impaired Driving (1) #30 Provide Free (or Cost-Included) Transit Service for Alcohol-Oriented Special Events (1) #31 Support the Development of a “Safe Ride Home” Service (1) #38 Adopt a “Roundabouts First” Policy or Best Practice for New Intersections and Major Roadway Projects (1) #39 Adopt a “No Right Turn Channels” Policy or Best Practice for New Intersections and Major Roadway Projects (1) #42 Develop Safety-Related Vehicle Design Criteria for Future City Vehicle Fleet Purchases & Leases

Appendix 2 – Collision, Injury and Fatality Data Analysis

Collisions, Injuries and Fatalities

City-wide totals for historical collisions, injuries and fatalities are summarized in Tables 1, 2 and 3. The long-term trend in city-wide collisions shows a cyclical pattern with three distinct phases. Following relatively high collision volumes between 2006 and 2008 (approximately 4,200-4,500 collisions annually), total collisions declined significantly during the 2009-2013 period, reaching a low of approximately 3,600 collisions.

From 2014 through 2019, collision activity steadily increased, returning to pre-2009 levels and peaking at over 4,500 collisions. A sharp reduction occurred in 2020 and 2021, likely reflecting pandemic-related changes in travel demand and traffic volumes. Since 2022, collisions have rebounded, with totals increasing year-over-year and reaching the highest level in the dataset in 2024 (5,267 collisions).

Table 1: Number of Collisions by Year - City-wide

Year	Fatality	Non-Fatal Injury - Major	Non-Fatal Injury- Minor and Minimal	Property Damage Only	Total
2006	7	23	991	3,349	4370
2007	4	27	841	3,653	4525
2008	7	17	833	3,382	4239
2009	3	19	791	2,783	3596
2010	2	16	949	2,941	3908
2011	3	13	811	2,821	3648
2012	7	27	865	2,747	3646
2013	4	34	900	2,893	3831
2014	2	32	881	3,006	3921
2015	6	33	1,146	3,107	4292
2016	3	36	1,238	2,961	4238
2017	5	32	1,390	3,060	4487
2018	7	27	1,388	3,109	4531
2019	6	31	1,331	3,168	4536
2020	4	19	1,116	1,839	2978
2021	5	26	1,108	1,908	3047
2022	8	41	1,144	2,522	3715
2023	10	49	712	3,769	4540
2024	8	42	523	4,694	5267

**The data presented are preliminary and subject to verification, revision, and refinement as more information becomes available.*
** Values represent the total number of collisions.*

Table 2 presents non-fatal injuries and fatalities from 2006 to 2024 in relation to the City's population, expressed as persons injured per 1,000 population and fatalities per 100,000 population, to account for population growth when interpreting collision trends. Injury rates peaked at 8.64 per 1,000 in 2017, then declined to 2.89 per 1,000 by 2024, in line with the reduction in non-fatal injury collisions noted above.

However, fatalities on average have increased slightly over 2020-2024 compared to previous 2015-2019 period. For 2020–2024, the five-year averages are 5.15 injuries per 1,000 population and 3.36 fatalities per 100,000 population, reinforcing the Vision Zero focus on preventing the most severe outcomes.

Table 2: Injury and Fatality Rates Relative to City Population

Year	Population	Non-Fatal Injuries	Persons Injured per 1,000 population	Fatalities	Fatalities per 100,000 population
2006	216473	1382	6.38	6	2.77
2007	215357	1128	5.24	6	2.79
2008	214240	1123	5.24	6	2.80
2009	213124	1066	5.00	3	1.41
2010	212007	1209	5.70	2	0.94
2011	210891	1022	4.85	3	1.42
2012	214024	1149	5.37	7	3.27
2013	214895	1202	5.59	4	1.86
2014	215819	1210	5.61	2	0.93
2015	216768	1590	7.34	6	2.77
2016	217195	1695	7.80	3	1.38
2017	218645	1890	8.64	5	2.29
2018	223491	1678	7.51	7	3.13
2019	224533	1854	8.26	6	2.67
2020	230900	1493	6.47	5	2.17
2021	229660	1459	6.35	6	2.61
2022	231900	1466	6.32	8	3.45
2023	234219	950	4.06	12	5.12
2024	262839	760	2.89	9	3.42
5-year average (2020-2024)	**-**	**1225.6**	**5.15**	**8**	**3.36**

**The data presented are preliminary and subject to verification, revision, and refinement as more information becomes available.*

*** Table values show the number of people injured, not the number of collisions.*

****Windsor's rates of 3.36 Persons killed per 100,000 people and 5.15 Persons injured per 1,000 people use number of persons counts and a projected City of Windsor population of 230900 (2020 - Estimate - City of Windsor), 229660 (2021 - Census - Stats Canada), 231900 (2022 - Estimate – City of Windsor – Altus), 234219 (2023 - Estimate- City of Windsor – Altus), and 262839 (2024, Estimate - Ontario Ministry of Finance).*

Table 3 summarizes fatal and major injuries from 2006 to 2024 by involved person category (pedestrians, cyclists, motorcyclists, and motor vehicle drivers and passengers) to show who is most affected by the most serious collisions. Annual totals ranged from 16 to 39 through 2019, then rose to a peak of 68 in 2023 before easing to 54 in 2024. Over 2020–2024, the five-year average was 46.8 fatal and major injuries per year.

Pedestrians, cyclists and motorcyclists together accounted for approximately 62% of that average (27.35%, 14.10% and 20.94% respectively), with motor vehicle drivers and passengers making up the remaining 37.61%. This highlights the disproportionate risk to vulnerable road users and supports continued Vision Zero investment in safer crossings, speed management and protected cycling infrastructure.

Table 3: Fatal and Major Injury by Involved Person Category

Year	Pedestrian	Cyclist	Motorcyclist	Motor Vehicle Driver and Passenger	Total
2006	7	4	3	15	29
2007	9	3	2	19	33
2008	7	0	2	14	23
2009	10	3	1	8	22
2010	5	2	2	9	18
2011	3	0	4	9	16
2012	7	4	7	16	34
2013	10	4	7	17	38
2014	7	5	1	21	34
2015	10	5	9	15	39
2016	9	4	7	19	39
2017	7	2	6	22	37
2018	10	2	5	17	34
2019	2	4	3	28	37
2020	7	6	4	9	26
2021	13	3	5	13	34
2022	19	5	13	15	52
2023	14	8	15	31	68
2024	11	11	12	20	54
5-year average (2020-2024)	**12.8 (27.35%)**	**6.6 (14.10%)**	**9.8 (20.94%)**	**17.6 (37.61%)**	**46.8**

***The data presented are preliminary and subject to verification, revision, and refinement as more information becomes available.*

High Collision, Injury and Major Facility Locations

For the 2020-2024 period, 134 fatal and major injury collisions occurred at intersections, while 78 fatal and major injury collisions occurred on midblock segments (i.e. non-intersections). The collision data is preliminary and may be updated following further validation and quality assurance processes.

Top fifteen locations with one or more fatal and/or major injury collisions at intersections were priority ranked as listed in Table 4. Top fifteen locations with one or more fatal and/or major injury collisions on road segments (mid-block) were priority ranked listed in Table 5. Where locations tied in the number of fatal and major injuries, ranking was further differentiated using a secondary criterion (number of total collisions) at each location in order to provide a broader representation of locations with potential elevated safety concerns.

The identified locations will help inform future road safety studies, project prioritization, and the implementation of engineering, education, and enforcement measures to support the City's goal of reducing fatal and serious injury collisions.

Table 4: Top-15 Intersections with Fatal and/or Major Injury – 2020 to 2024

RANK	Location Description	Intersection Control	Fatal and/or Major Injury	Total Collisions
1	Lauzon Pkwy @ Tecumseh Rd E	Signalized	3	164
2	Tecumseh Rd E @ Howard Ave	Signalized	3	151
3	Tecumseh Rd E @ Drouillard Rd	Signalized	3	73
4	Wyandotte St W/E @ Ouellette Ave	Signalized	2	85
5	Lauzon Pkwy @ Forest Glade Dr	Signalized	2	72
6	Huron Church Rd @ Industrial Dr	Signalized	2	72
7	Wyandotte St E @ Lauzon Rd	Signalized	2	71
8	Wyandotte St E @ Pillette Rd	Signalized	2	69
9	Sandwich @ Riverside Dr / University Ave W / Rosedale Ave	Unsignalized	2	28
10	Tecumseh Rd E @ Kildare Rd	Signalized	2	24
11	Wyandotte St E @ Marentette Ave	Unsignalized	2	22
12	Seminole St @ George Ave	Signalized	2	19
13	Milloy St @ Drouillard Rd	Signalized	2	19
14	Chatham St E @ Goyeau St	Signalized	2	13
15	Howard Ave @ E C ROW E/B Off Ramp	Signalized/Yield	1	109

***Locations are ranked primarily by the number of fatal and major injury collisions. Where ties occur, total collision frequency is used as a secondary criterion, followed by the number of fatal collisions as a tertiary criterion (i.e. rank 5 and 6, 12 and 13)*

Table 5: Top-15 Road Segments with Fatal and/or Major Injury – 2020 to 2024

RANK	Street	From	To	Road Class	Fatal and/or Major Injury	Total Collisions
1	TECUMSEH RD W	MUNICIPAL LANE	SOUTH PACIFIC AVE	Class 2 Arterial	2	41
2	E C ROW EXPY E/B	HOWARD AVE	DOUGALL AVE	Expressway	2	16
3	E C ROW EXPY W/B	LAUZON PKY	BANWELL RD	Expressway	2	14
4	E C ROW EXPY W/B	CENTRAL AVE	JEFFERSON BLVD	Expressway	1	30
5	HOWARD AVE	GRAND MARAIS RD E	CHARLES ST	Class 2 Arterial	1	28
6	HURON CHURCH RD	NORTHWOOD ST	MALDEN RD	Class 1 Arterial	1	28
7	OUELLETTE AVE	EUGENIE ST E	TECUMSEH RD E	Class 2 Arterial	1	24
8	E C ROW EXPY W/B	WALKER RD	CENTRAL AVE	Expressway	1	22
9	SOUTH SERVICE RD E	LAUZON PKY	JEFFERSON BLVD	Class1 Collector	1	19
10	WYANDOTTE ST E	AYLMER AVE	GLENGARRY AVE	Class 2 Arterial	1	15
11	E C ROW EXPY W/B	JEFFERSON BLVD	LAUZON PKY	Expressway	1	14
12	DOMINION BLVD	OJIBWAY ST	ARCADIA ST	Class 1 Collector	1	13
13	WYANDOTTE ST E	PARENT AVE	MARENTETTE AVE	Class 2 Arterial	1	13
14	WYANDOTTE ST E	GEORGE AVE	STERLING CRES	Class 2 Arterial	1	12
15	E C ROW EXPY E/B	CENTRAL AVE	WALKER RD	Expressway	1	12

***Locations are ranked primarily by the number of fatal and major injury collisions. Where ties occur, total collision frequency is used as a secondary criterion, followed by the number of fatal collisions as a tertiary criterion (i.e. rank 5 and 6, 12 and 13, 14 and 15)*