

3 Direction

Based on the previous cycling and trail related studies completed by and for the City of Windsor and the input received through the BUMP study process, a clear direction for cycling within Windsor emerged. This direction is encapsulated into a vision, principles and goals.

Windsor’s cycling vision is a visible and connected cycling network that is easily accessible, safe and actively used by all types of cyclists.

3.1 Cycling Vision

Windsor’s cycling vision clearly expresses what the City is attempting to achieve with cycling, and provides the foundation for all municipal decisions to implement this cycling master plan.

Cycling within Windsor is recognized as playing an important role in achieving a balanced transportation system. In this regard, the specific cycling vision for Windsor as articulated in the Official Plan and expanded through the BUMP study is:

Cycling Vision A visible and connected cycling network that is easily accessible, safe and actively used by all types of cyclists.

3.2 Cycling Principles

Principles will guide the implementation of the BUMP by providing the qualitative framework for evaluating different routes, designs and awareness opportunities.

Based on the existing studies, knowledge of the consulting team and the public input received during the BUMP study, the Windsor specific cycling principles used to guide the development of this Plan are as follows:

Cycling Routes

- Visible* The cycling network should be a visible component of the transportation system.
- Connected* All cycling routes should be connected to form an overall cycling network.
- Easily Accessible* Cycling routes should be easily accessible from all neighbourhoods within Windsor.
- Destinations* Cycling routes should provide access to major destinations within Windsor.



“The cycling network should be a visible component of the transportation system.”



Photo: Participants on one of the BUMP cycling tours along the Riverfront Trail – Windsor, Ontario

Attractive and Scenic Areas

Cycling routes should take advantage of attractive and scenic areas, views and vistas.

Diverse Experience

The cycling network should provide a diverse on and off-road cycling experience.

Flexible R.O.W

Cycling routes should take advantage of rights-of-way capable of accommodating cycling facilities.

New R.O.W.

New rights-of-way should accommodate cyclists.

Integration with other modes

The cycling network should be integrated with other modes of transportation, particularly public transit.

Cycling Network Design

Variety of Types

The cycling network should consist of a variety of on and off-road facilities.

Neighbourhood Character

Cycling facilities should complement the character of neighbourhoods.

Safe

The cycling network should be designed to maximize the safety of all users.

Wayfinding

Wayfinding to and along the cycling network should be readily visible and clear.



All Abilities & Interests The cycling network should appeal to all cycling abilities and interests.

Supportive Services & Facilities Cycling supportive services and facilities, such as bicycle racks, should be available along cycling routes and at major destinations.

Cycling Awareness

Promotion & Education The City should actively promote and educate the public on the benefits of cycling as a viable mode of transportation.

Traffic Regulations Cyclists should be made aware that they are legally obligated to obey traffic regulations.

Respect for Cyclists Motorists should be made aware that a bicycle is defined as a vehicle under the *Highway Traffic Act*, and that cyclists have a legal right to be on the road.

Signage Clear and concise signage should be used by the City to promote the cycling network.

3.3 Cycling Goals

Goals reflect the long-range purpose of this Plan and provide a measure to evaluate the success of its implementation.

In keeping with Windsor’s cycling vision and principles, the following goals have been developed for the BUMP:

5 Minute Radius To have cycling facilities available within a five minute radius of all neighbourhoods.

Double Cycling Modal Share To double the number of cycling trips, and increase the cycling modal split to 4% within 10 years.



Photo: BUMP cycling tour wrap-up at City Hall – Windsor, Ontario

“The City should actively promote and educate the public on the benefits of cycling as a viable mode of transportation.”

