



City of Windsor



Bicycle Use Master Plan (BUMP)



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Executive Summary

The **Bicycle Use Master Plan (BUMP)** is a statement of the City of Windsor’s commitment to develop a visible and connected cycling network that is easily accessible, safe and actively used by all types of cyclists.

The City’s commitment to cycling was formally expressed in 1991 with the adoption of the Bicycle Use Development Study (BUDS). The resulting construction of a 40+ kilometre off-road trail system has created an increasing demand for city-wide cycling facilities.

“Residents have clearly expressed their desire for a comprehensive cycling network that connects all neighbourhoods throughout Windsor.”

The expansion of Windsor’s cycling network required a fresh look at the role of the bicycle as a means of transportation, as well as roadway design, promotion and education issues. Through the BUMP process, due consideration was given to recreation and cycling trends, previous municipal initiatives, community and neighbourhood desires, as well as best practices.

As a 20-year guide, this Plan establishes a vision, guiding principles and goals for cycling in Windsor. A cycling network and design guidelines are presented along with specific strategies for improving cycling awareness, the cycling-transit link and end-of-trip facilities.

The recommendations of the BUMP are to:

Cycling Network (Page 25)

1. Complete those sections of the Primary Network identified on **Map 5** as achievable within five years.
2. Complete those sections of the Secondary Network identified on **Map 6** as achievable within five years.
3. Complete those sections of the Primary Network identified on **Map 5** as achievable in the longer term (years 5 through 20).



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

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



4. Complete those sections of the Secondary Network identified on **Map 6** as achievable in the longer term (years 5 through 20).
 5. Establish a full time Cycling Coordinator position in the Traffic Engineering Department. The primary responsibility of this individual is to implement the BUMP.
 6. Add the appropriate criteria to the Strategic Roadway Improvement Program (STRIP) and Roadway Improvement Management System (RIMS) to include Primary Network connections.
 7. Continue to develop other off-road trails through parks that were not identified in the BUMP.
 8. Construct every road as a bicycle friendly roadway.
 9. Commit annual funds to the implementation of the BUMP.
- Cycling Awareness (Page 30)***
10. Develop safe cycling skills in children.
 11. Teach adult cyclists their rights and responsibilities.
 12. Teach motorists how to more effectively share the road with cyclists.
 13. Work with the Ministry of Transportation to develop and implement bicycle safety strategies.
 14. Encourage the “share the road” bumper sticker campaign being conducted by the Windsor Bicycling Committee to continue.
 15. Lead through example by:
 - improving cycling access to City Hall through the provision of additional secure bicycle parking facilities plus shower and change facilities;
 - providing cycling skills programs such as CAN-BIKE through Parks & Recreation programs;
 - creating an incentive program for employees who cycle to work;
 - compensating employees who choose to use their own bicycles for City business, just as it compensates employees who drive their motor vehicles for City business;
 - making CAN-BIKE training courses available to City staff on staff time, to minimize the risk associated with using a bicycle during the workday and to enhance the cycling skills necessary to commute safely by bicycle;



- continue to encourage special events such as Bike-to-Work Week; and
- promoting cycling tourism by continuing to provide route mapping information such as the Trails and Facilities Map both in print and potentially on a website.

Cycling-Transit Link (Page 34)

16. Improve bicycle routes to transit centres.
17. Increase bicycle parking at transit centres.
18. Work with Transit Windsor to expand the provision of bicycle racks mounted to Transit Windsor buses.
19. Promote the use of cycling and transit.

End-of-Trip Facilities (Page 37)

20. Conduct a Bicycle Parking Inventory.
21. Increase the amount and quality of bicycle parking facilities by:
 - proactively installing short and long-term bicycle parking in the public right-of-way;
 - promoting commuter cycling to the University of Windsor, St. Clair College, plus secondary and elementary schools, and assist these institutions in the purchasing and siting of bicycle parking;

- developing partnerships with businesses to sponsor the installation of bicycle parking facilities;
- funding, on an annual basis, a post-and-ring (or similar) bicycle parking program to provide facilities in areas where there is an identified demand;
- adopting the bicycle parking location guidelines described in the BUMP;
- actively encouraging innovative bicycle parking facility designs, such as covered bicycle sheds in existing motor vehicle parking spaces; and
- working with community cycling associations to create permanent relationships for the provision of temporary, long-term bicycle parking at special events.

22. Work with private businesses to promote bicycle commuting.
23. Create bonus provisions in Windsor's planning policies to encourage developers to provide showers, change space and bicycle parking above the minimum requirements.



In order to effectively implement the BUMP, it is recommended:

Implementation Strategy (Page 77)

24. That Council adopt the BUMP, thereby committing the City of Windsor to the implementation of its recommendations.
25. That the City of Windsor commit annual funding to:
 - initiate the cycling awareness, cycling-transit and end-of-trip recommendations as identified in Chapter 4; and
 - construct the cycling network generally in keeping with the phasing illustrated on Maps 5 and 6.
26. That the City, during road resurfacing or rehabilitation projects, consider the BUMP recommendations prior to proceeding.

Administrative Structure (Page 78)

27. That the City of Windsor establish the position of Cycling Coordinator in the Traffic Engineering Department to oversee cycling related issues and to coordinate implementation of the BUMP.
28. That the Windsor Bicycling Committee continue in its current role, and assist staff in confirming priorities for implementation of the BUMP.

29. That the City adopt a cycling network implementation process similar to that outlined in Figure 6.1.

Funding (Page 82)

30. That the Traffic Engineering Department and the Cycling Coordinator prioritize individual bikeway projects on an annual basis. The results of this exercise should be documented in a report to Council outlining the progress in implementing the BUMP, and the plan for both network development and programming for the upcoming year.
31. That staff review the costing of each route at the appropriate time through a more detailed planning and design exercise in keeping with the process identified in Figure 6.1.
32. That the City commit, as a minimum, annual funding in the order of \$200,000 for BUMP management and cycling awareness initiatives. This would include the annual salary of the Cycling Coordinator, seasonal contract staff, network promotion, special event costs, and partial costs associated with the preparation of safety and education materials.
33. That the responsibility for pavement surface maintenance for on-road cycling network facilities be assigned to the City's Road



Operations Division of the Public Works Department.

34. That the responsibility for off-road bikeway facilities outside the road rights-of-way be assigned to the City's Parks and Recreation Department and include surface maintenance and snow/debris removal.
35. That maintenance of on-road and off-road bikeway pavement markings and signage be the responsibility of the Traffic Engineering Department.
36. That the City of Windsor budget \$10,000 a year for the next 20 years to develop and implement a bicycle parking program.
37. That the responsibility for developing and managing this program be assigned to the City's new Cycling Coordinator.
38. That the City investigate costs and suppliers for post-and-ring stands.
39. That the City commit annual funding to implement BUMP over 20 years.
40. That the City investigate public and private sector funding programs to assist in implementing the BUMP.

Monitoring (Page 90)

41. That the City, through the Traffic Engineering Department, establish a cycling data collection program.
42. That Transportation Engineering, through the Bicycle Coordinator, report annually to Council and the Windsor Bicycling Committee on the BUMP implementation progress and priorities for the upcoming year.

To implement these recommendations, an implementation strategy is provided at the conclusion of the report. This strategy brings together the short and long term actions required to achieve the cycling vision with the administrative structure, funding mechanisms and monitoring elements necessary for success.

It should be noted that the BUMP is not intended to be a static document. The timing and details related to implementation of the BUMP, particularly the location of recommended routes and bikeway types, can and should evolve through community consultation and detailed technical studies as appropriate. At the same time, however, the extensive community effort that established the overall direction for this Plan must be respected. Therefore, specific changes to routing alignments, facility types, awareness initiatives and implementation priorities should be evaluated in the context of such a decision's impact upon the community's desire to achieve the cycling vision.



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