

AGENDA
ACTIVE TRANSPORTATION EXPERT PANEL (ATEP)
meeting held Thursday, June 12, 2025
at 3:00 p.m.
Public Works Boardroom, 1266 McDougall

1. Call to Order

READING OF LAND ACKNOWLEDGEMENT

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 Potawatomie. The City of Windsor honours all First Nations, Inuit and Métis peoples and their valuable past and present contributions to this land

2. Declaration of Conflict

3. Adoption of the Minutes

Adoption of the Minutes of the meeting held April 10, 2025 – ***attached.***

4. Business Items

4.1(a) Review of the Active Transportation Expert Panel Mandate
attached.

(b) Update by the ATEP Subcommittee – Discussion regarding initiatives

(c) ATMP Biennial Update Report & proposed Regional Receipt of feedback and comments from the Expert Panel – ***attached.***

4.3 New Business

5. Date of Next Meeting

The next meeting will be held on Tuesday, September 9, 2025 at 3:00 p.m. at 1266 McDougall.

6. Adjournment

ACTIVE TRANSPORTATION EXPERT PANEL

Meeting held April 10, 2025

A meeting of the Active Transportation Expert Panel is held this day commencing at 3:00 o'clock p.m. in the Public Works Boardroom, 1266 McDougall, there being present the following members:

Dr. Paul Henshaw
Teena Ireland
Wayne Lessard
Jocelyn Nikita
James Sommerdyk

Also present are the following resource personnel:

Kathy Quenneville, Chair, and Active Transportation Coordinator
Ian Day, Senior Manager Traffic Operations/Parking
Karen Kadour, Committee Coordinator

1. Call to Order

The Chair calls the meeting to order at 3:01 o'clock p.m. and the Expert Panel considers the Agenda being Schedule A attached hereto, matters which are dealt with as follows:

2. Declaration of Conflict

None disclosed.

3. Adoption of the Minutes

Moved by Jocelyn Nikita, seconded by James Sommerdyk,
That the minutes of the Active Transportation Expert Panel of its meeting held October 28, 2024, **BE ADOPTED** as presented.
Carried.

The Chair welcomes Wayne Lessard as a new member of the Active Transportation Expert Panel.

4. Business Items

4.1 Eleanor McMahon – Share the Road Chair and Founder

Eleanor McMahon – Founder and Board Chair of Share the Road Cycling Coalition is present via Zoom. The highlights and overview of the Presentation entitled “Ontario Bike Summit May 27-29th Share the Road Cycling Coalition”, **attached** as Appendix “A” are as follows:

- Share the Road Cycling Coalition works with and on behalf of 5,000 stakeholders across the province through their network of local experts, provincial and municipal officials, advocates, public health, law enforcement, business and tourism officials.
- Share the Road is building a bicycle-friendly Ontario where everyone feels safe riding a bicycle through advocacy, building capacity and mobilization for change.
- Bicycle Friendly Communities Program
 - Setting standards for what it means to be “Bicycle Friendly”
 - 5 Es – Education, Engineering, Enforcement
 - Encouragement, Evaluation & Planning, and Equity & Accessibility
 - Expert Panel – report offering advice and recommendations for continued progress
 - Launched in 2010
 - Network of 51 communities
- **Ontario Bike Summit – Windsor – Theme – “Bridging Communities, Building Connections”**
- Canada premiere cycling conference attended by thought leaders, politicians, senior city officials, and representatives from the cycling industry
- Expert speakers sharing knowledge and information
- Windsor has been designated by The Coalition Bicycle Friendly Community Program as a Bronze-level community.
- Informative workshop sessions will be held at the Summit.

Moved by Dr. Paul Henshaw, seconded by Jim Sommerdyk,
That the Presentation by Eleanor McMahon– Founder and Board Chair entitled “Ontario Bike Summit May 27-29, 2025, Share the Road Cycling Coalition” **BE RECEIVED.**
Carried.

4.2 Review of 2024 Funded Initiatives

The Chair reports that the 2024 Operating Budget was utilized for the purpose of funding safety training at the Safety Village for over 500 students. Dr Paul Henshaw asks if data can be provided by the teachers regarding the experience of the students who attended the Safety Village training. Jocelyn Nikita questions if information can be provided by the schools regarding if there has been an increase in the use of cycling/scooters following the visit to the Safety Village.

Wayne Lessard asks when the next training session at the Safety Village will be held as he would like to attend the training. The Chair will provide that information to the Expert Panel.

The Chair shows a sample of the bike locks that were purchased through the operating funds. The bike locks will be provided to the Safety Village for distribution to the students that attend the training.

4.3 Funding and Ideas for the utilization of the 2025 Operating Funds, Initiatives Brainstorming

The Chair advises that prior to this meeting, Jim Sommerdyk provided discussion points for future meetings of the Expert Panel which include the following:

- Identify issues and priorities
- Ideas to improve active transportation
- Active transportation can be multi-modal – cannot look at cycling, walking or scooter rentals in isolation.
- Events planning which may include:
 - Earth Day
 - Bike to Work Day
 - Canada Day Parade
 - Open Streets
 - Opening of the Gordie Howe Bridge/National Urban Park
 - Fireworks
- Forum to exchange ideas
- Consider implementing/compiling near real time dashboard of serious traffic injuries and deaths so that the scope of this issue is known to all.

The Chair asks if there is interest in creating a subcommittee to discuss the foregoing initiatives, along with the 2025 Operating Budget.

Moved by Dr. Paul Henshaw, seconded by Jim Sommerdyk,
That the formation of a subcommittee to review various action items relating to active transportation; the utilization of the 2025 Operating Budget and the Bike to Fireworks initiative **BE APPROVED**.
Carried.

Dr. Paul Henshaw and James Sommerdyk volunteer to sit on the subcommittee.

4.4 Future Projects

The Chair advises that a report will be going to Council on April 14, 2025, regarding the “Expansion of Cycling Infrastructure” in the east end corridor. She suggests that the Expert Panel review the report.

Moved by Wayne Lessard, seconded by James Sommerdyk,

That Administration **BE REQUESTED** to provide updates to the Active Transportation Expert Panel on upcoming Agenda items scheduled to go before the Environment and Climate Change Standing Committee and City Council as it relates to reports dealing with active transportation.

Carried.

Wayne Lessard proposes that Bike Windsor Essex be approached to determine if they would be interested in providing bike parking at the Fireworks in 2025. The Chair advises that the city rented the racks from Bike Windsor Essex for the fireworks in 2024. Dr. Paul Henshaw indicates he will contact Bike Windsor Essex regarding the fireworks event.

5. Other Business

None.

6. Date of Next Meeting

The next meeting will be held at 1266 McDougall in the Public Works Boardroom on a date to be determined.

7. Adjournment

There being no further business, the meeting is adjourned at 4:37 o'clock p.m.

Active Transportation Expert Panel

Mandate and Terms of Reference – 2023 -2026

Mandate

- The shift to an Expert Panel will foster a conducive environment for informal idea exchange; facilitate in-depth discussions and will provide an opportunity for collaborative engagement and enable the Expert Panel to collectively develop and refine ideas.
- The Expert Panel will address all modes of active transportation, rather than predominantly focusing on bicycling and walking.
- This inclusive approach will ensure that all perspectives and transportation methods are adequately represented, resulting in a well-rounded and holistic strategy for promoting active transportation.

Composition/Membership

- The composition of the Active Transportation Expert Panel to be made up of both avid cyclers (young and experienced), and families. The aim is to have diverse representation including families, casual users, and young people, rather than solely focusing on commuters.
- The Active Transportation Master Plan implementation should focus on the needs of both groups.
- The Chair of the Active Transportation Expert Panel will be the Active Transportation Coordinator with the Transportation Planner Senior Engineer position and the Executive Director of Operations serving as alternates to the Chair.
- The number of members on the Active Transportation Expert Panel is seven (7).

Additional Information

The Active Transportation Expert Panel will meet two to three times a year.

Council shall appoint the members of the Active Transportation Expert Panel.

The Active Transportation Expert Panel will report to the Environment, Transportation & Public Safety Standing Committee and City Council.

Remuneration

Members will serve in a volunteer capacity with no remuneration.



Council Report: S 71/2025

Subject: Active Transportation Master Plan Biennial Progress Report (2024) - City Wide

Reference:

Date to Council: May 28, 2025
Author: Kathy Quenneville
Coordinator, Schools and Sustainable Mobility
519-255-6100 ext.6287
kquenneville@citywindsor.ca

Public Works - Operations
Report Date: 5/8/2025
Clerk's File #: MB/5331

To: Mayor and Members of City Council

Recommendation:

- I. THAT the report of the Coordinator, Schools and Sustainability Mobility dated May 8, 2025 entitled "Active Transportation Master Plan Biennial Progress Report (2024)-City Wide" **BE RECEIVED** for information.
- II. THAT City Council **DIRECT** Administration to prioritize the completion of the primary regional cycling network presented in this report, as well as to address existing network gaps and needed improvements, and that these **BE FUNDED** from the Bikeways Development project, 7111031, where there is no ability to leverage through other Capital Projects.

Background:

The City's Active Transportation Master Plan (ATMP) – Walk Wheel Windsor was approved by Council on July 22, 2019 and was inspirationally intended to achieve the following goals:

- Develop a complete **active transportation network** that connects all neighbourhoods; Improve the **safety and accessibility** of vulnerable road users;
- Support effective **land use planning** to build an environment that makes walking, cycling, and transit convenient and enjoyable;
- Ensure that the active transportation network is **equitable and accessible** for all residents; and
- Foster a **culture** for active transportation.

The 2019 ATMP includes 114 strategic actions to achieve the above noted goals which support desired outcomes in the following five themed areas of focus:

- Connecting Communities Places for People
- Innovation and Integration
- Culture Shift
- Quality of Life

As part of the 2019 ATMP, Administration committed to monitoring its ongoing implementation and progress made towards achieving the above noted goals and outcomes. Action 5E-2 specifically calls for staff to communicate its progress on growth of the active transportation network, annual spending on transportation and meeting proposed targets of the 2019 ATMP on a biannual basis. Report S 52/2023 afforded Council with a 2022 update on the progress of the 2019 ATMP.

It is recognized that data may be more challenging to collect for certain measures, and as a result, it is understood that each progress update may not be able to fully provide the status of all 114 actions and 99 trackable success measures accordingly. Based on current resources, this report focuses on metrics derived from accessible information, prioritizing the most actionable items and those that can be consistently measured with available data.

Discussion:

Along with trackable success metrics, this report provides an overview of the top actions taken to support the 2019 ATMP desired outcomes including, but not limited to, the expansion of pedestrian and cycling infrastructure, the introduction of new safety measures and community outreach programs. A full list of 2019 ATMP action items and their status is referenced in Appendix A.

2019 ATMP Implementation Progress

The general measures of success on the overall progress in the implementation of the 2019 ATMP are as shown in Table 1. From this, the primary indicator of successful implementation is increased mode share of walking, cycling and other forms of active transportation and transit use in relation to the total number of trips made by people using all forms of transportation, with a target to reach a 25% combined mode share by 2041.

Table 1 – Overall 2019 ATMP Implementation Measures of Success

Measures of Success		2019	2024	Difference
Walking, cycling and transit mode share (commuting)*		10.1%	7.4%	- 2.7%
Proportion of women and seniors walking, cycling and using transit (%) *	Women	5.9%	3.4%	- 2.5%
	Seniors (65+ who still work)	0.3%	0.3%	0
Transit volumes (# of trips)		8,430,750	9,671,728	+14.7%
Walking and Cycling Funding Levels (% of total Capital budget)		1.9%	0.8%	-1.1%
City staff resources dedicated to Active Transportation (FTE)		0	2	+2
Transportation GHG emissions + (tonnes CO2e per capita)		3.456	2.747+	-20.5%

* Canada census commuting data reported in **2016** (2019) and **2021** (2024)

+ 2024 data was not available at the time of this report - 2.747 tonnes CO2e (**2023**)

To date, the commuting-only (travel to/from work) mode share data collected by Census Canada in 2021 shows that Windsor's active transportation mode split has decreased by 2.7% since the 2016 census. It is recognized that the 2021 census fell when Covid-19-related hybrid work and work-from-home policies were still largely in place. Conversely, the transit portion of the mode share has notably rebounded since COVID-19, with ridership (# of trips) increasing from 2,487,237 trips in 2021 to 9,671,728 in 2024.

The Census data underrepresents the actual amount of active transportation trips being made by Windsor residents, as it excludes non-commuting trips and omits key populations such as non-working individuals, post-secondary students, school-aged children, and seniors. A comprehensive household travel survey would provide a more accurate picture of active transportation use by capturing all trip purposes, modes and demographics that are not fully reflected in Census commuting data.

Despite the overall drop in mode share, absolute transit use has increased beyond pre-COVID levels possibly due to population growth and/or an increase in transit use. To alleviate some system pressures, in September 2024 two new routes (115, 305) were introduced. These routes replaced the Dominion 5 route with a more streamlined primary route and a local route that meanders through neighbourhoods while connecting to other routes for easier transfers.

2019 ATMP Desired Outcome Measures of Success

The following highlights key contributions made over the past five years to advance the implementation of the 2019 ATMP's five themed priorities:

Connecting Communities

This theme targets initiatives to improve the connectivity of Windsor's active transportation network, with a focus on making walking, cycling and transit safe, comfortable and accessible for people of all ages and abilities. Building on existing infrastructure, the City is working to enhance interconnectivity of sidewalk, bicycle, trail networks and access to public transit. These efforts support a more complete and integrated system that links neighbourhoods and key destinations, helping to make active transportation a more practical and appealing option year-round. The specific measures of success regarding the overall progress in Connecting Communities are shown in Table 2.

Since 2019, just over **33 km of bikeways** (i.e. bike lanes, multi-use paths/trails, cycle tracks, local street bikeways) and **27.9 km of sidewalk** for pedestrians have been implemented, which represent approximately 62% and 24% of anticipated ATMP network additions by 2024, respectively. The All Ages and Abilities (AAA) bikeway network grew by 20.1% while access remained strong with over 72% of dwellings and 45% of workplaces located within 400 metres of the bike network. A complete listing of cycling/shared facilities added to the network are shown in Appendix B.

Sidewalk coverage also increased slightly across all road types while accessibility improvements were also notable (increase in accessible bus stops, bus stop shelters, bike detection at traffic signals. Additionally, sidewalk inspections increased by 25.8% reflecting greater attention to pedestrian safety and maintenance.

Key 2023 – 2024 Initiatives:

- **Regional Cycling Network** - Staff have developed a Regional Cycling Network (refer to Appendix C) to refine the implementation phasing of primary cycling facility infrastructure (mostly AAA) identified in the **2019 ATMP** in a manner which is believed to be more realistic, efficient and achievable in ensuring more complete connectivity cycling infrastructure across the City.
- **Improved Bicycle Intersection Crossing Treatments (2024)** - Safety was enhanced with directional paint, cross-rides and bike boxes at key intersections along the new Kildare Road and Victoria Avenue Bikeways.
- **Improved Walking and Cycling Connections to Transit (2024)** - First-and-last mile enhancements included the installation of 57 concrete pads for passenger accessibility, plus others completed in new road construction projects.

Table 2 – Connecting Communities Measures of Success

Measures of Success	2019	2024	Difference
Total length of bicycle network added to network since 2019:			
Multi-use pathways and trail (km)	baseline	18.67	+18.67
Cycle track (km)	baseline	1.22	+1.22
Protected bike lane (km)	baseline	0.45	+0.45
Buffered bike lane (km)	baseline	8.14	+8.14
Conventional bike lane (km)	baseline	2.38	+2.38
Local street bikeway (sharrow) (km)	baseline	2.20	+2.20
Total length of AAA bicycle network (km)	153.95	184.58	+ 20.1%
Proportion of total dwellings within 400 m of the total bicycle network	72.6%	72%	-0.6%
Proportion of total workplaces within 400 m of the total bicycle network	46.55%	45%	11.55%
Proportion of Windsor's land area within 400 metres of the total bicycle network	45.9%	46%	+0.1%
Proportion of Windsor's land area within 400 metres of the AAA bicycle network	56.5%	57%	+0.5%
Total length of sidewalk network (km)	955.97	983.88	+27.9
Proportion of streets with a sidewalk on at least one side:			
Local	56.5%	57.1%	+0.6%
Collector	80.9%	85.7%	+4.8%
Parkway	89.5%	83.9%	-5.6%
Arterial	72.3%	72.4%	+0.1%
Length of completed bicycle network projects (km)	(baseline)	33.1	+33.1
Number of new and enhanced trail and pathway projects added since 2019 (#)	(baseline)	30	+30
Proportion of bus stops that are accessible	55%	67%	+12%
Proportion of bus stops with shelters	18%	19%	+1%
Signals with bicycle detection capability installed at traffic signals (#)	4	30	+26
Secure bike parking at transit stops (#)	0	0	No change
Proportion of sidewalks on both sides of the street within 400 meters of a bus stop	Data not available	Data not available	-
Length of sidewalk inspected (km)	251.34	316.11	+25.8%

Places for People

Active transportation is about creating destinations as much as journeys, emphasizing people-centered planning that prioritizes all road users. Land use and street design at both the neighbourhood and site level play a critical role in making walking, cycling, and transit safe, convenient, and appealing. Windsor aims to support this through Complete Streets policies, pilot projects and by ensuring new developments enhance and connect to the broader active transportation network. The specific measures of success regarding the overall progress in Connecting Communities are shown in Table 3.

Table 3 – Places for People Measures of Success

Measures of Success	2019	2024	Difference
Sidewalk coverage within 400 m of all Regional Centres (% of all streets)	25.0%	25.0%	No change
Bicycle network coverage within 400 m of all Regional Centres (% of streets)	19.4%	20.0%	+0.6%
Percentage of signals with bicycle actuators	1.4%	11.0%	9.6%
Number of pilot projects	0	1	+1
Number of alleyway revitalization projects	2	0	-2
Complete Streets (#)	0	0	No change

Since 2019, progress on enhancing access and connectivity around Windsor's Regional Centres has been modest but notable in specific areas such as the percentage of traffic signals equipped with bicycle actuators which rose from 1.4% to 11% and enabling the collection of cycling volume data along some corridors. While no new Complete Streets projects have been completed, construction is currently underway on the first phase of Windsor's first Complete Street designed roadway: University Avenue West.

Key 2023 – 2024 Initiatives:

- **Sandwich South Sustainable Neighbourhood Action Plan (2024)** - This aspirational internal document outlines potential action items to support the development of a sustainable neighbourhood, using a Complete Streets concept, where active transportation facilities and transit are key components. A full report will be presented on May 22nd to the Environment and Climate Change Advisory Committee.
- **Victoria Bikeway Pilot Project (2024)**- The City's first protected bike lane was installed on Victoria Avenue (University Avenue to Wyandotte Street West) where the parking lane is being used to create a physical barrier separating cyclists from vehicular travel lanes.
- **Sandwich Town Streetscaping (2024)** - The Sandwich Street Road reconstruction project integrated the following elements within the right-of-way design: bulbouts for traffic calming; new bike lanes and a multi-use trail; refurbished lighting and street furniture; three new colonial style transit bus shelters; soil cells for new street trees and low planters for vegetation and trees, and several other decorative features.

Innovation and Integration

Initiatives that focus on innovation and integration make active transportation a more convenient and reliable option year-round. By enhancing maintenance practices, adding amenities like bike parking, exploring technologies such as bike share programs, and improving regional connections, Windsor aims to support sustainable travel choices. The specific measures of success regarding the overall progress in Innovation and Integration are shown in Table 4.

Windsor has made considerable strides in bike share access and supportive infrastructure since 2019. An e-scooter micromobility program was launched in 2021 with 400 e-scooters initially, followed by the introduction of 75 e-bicycles in 2022. The City's new 2023 contract with Bird Canada allowed service area expansion to the City boundary - less some mostly unpopulated non-serviced areas - which increased service area coverage from approximately 15% to 76% of City lands, and in turn increasing accessibility.

As of 2024, enhancements to end-of-trip facilities included the addition of 194 bike racks located downtown/within BIAs and 107 bike racks in City Parks. While data on bicycle parking provisions in new developments remains unavailable, three City-owned facilities continue to provide long-term bicycle parking, unchanged since 2019. Nine on-the-spot bike repair "fixit" stations are distributed throughout the city; however, the majority are currently in disrepair due to ongoing vandalism. Transit Windsor's mobile app has seen remarkable growth with total user sessions increasing from 3.47 million to 19.37 million.

Key 2023 – 2024 Initiatives:

- **Micromobility Program (2023)** - The City entered into a new contract with Bird Canada, expanding the service area City-wide, participated in several community active transportation events (i.e. Open Streets, Earth Day, Bike to Work Day), and promoted discounted pricing options to eligible clients.
- **Bike Parking Policy (2024)** - Formal framework was established to guide the expansion and quality of bike parking infrastructure.
- **Enhancement of the City's "Mapp My City" mapping platform (2024)** - "Biking and Trails" map improved to identify bike rack locations at various City facilities.
- **Ford Fireworks Bike Valet (2024)** - Free public bike parking provided to event attendees, courtesy of the City of Windsor Active Transportation Expert Panel.

Table 4 – Innovation and Integration Measures of Success

Measures of Success	2019	2024	Difference
Number of bike share bicycles	0*	75	+75
Proportion of Windsor's workplaces within 400 m of the bike share service area	36%*	95%	+59%
Proportion of Windsor's total population within 400 metres of the bike share service area	30%*	95%	+65%
Proportion of high equity needs neighbourhoods covered by bike share service area	69%*	90%	+21%
Number of bike racks downtown and in BIAs	Unknown	194	-
Percentage of new developments with short-term and long-term bicycle parking and end of trip facilities	Unknown	Unknown	-
Percentage of City owned and operated facilities with bicycle facilities	Unknown	Unknown	-
Number of secure bicycle parking spaces at transit stops	0	0	No change
Total km of pathways cleared (km)	87.6	162.5	+74.9
Total km of sidewalks cleared (km)	45.9	36.8	-9.1
Total km of bike routes cleared (km)	75.4	200.0	+124.6
Total operating budget for year-round maintenance of sidewalks, bicycle routes, trails, and bus stops+	\$916,927	\$1,508,300	+ \$591,373
Number of bicycle repair stations	9	9	No Change
Number of users of the Transit Windsor app	3,470,819	19,373,019	+15,902,200

* Based on 2021 data, no former data available + Winter control needs are weather dependent

Culture Shift

Ongoing special focus to foster a culture where various modes of active transportation are viewed as normal and preferred options. Actions include increasing active school travel, engaging the community, supporting seniors in physical activity and expanding bicycle tourism. Additionally, public education and awareness are helping residents feel safer and more comfortable using active transportation throughout the city. The specific measures of success on the overall progress in Culture Shift are shown in Table 5.

Table 5 – Culture Shift Measures of Success

Measures of Success	2019	2024	Difference
Number of courses offered for adult education and cycling skills training	0	0	No change
Number of school aged students participating in an education and cycling skills training courses	5996	7389*	-
Number of schools within the City of Windsor that have completed Active and Safe School Travel Programs	2	9	+7
Number of public wayfinding displays	Unknown	Unknown	
Funding allocated for promotion and education	\$ 0	\$ 0	No change
Number of annual student bus passes issued	68,496	91,783	+23,287

*Data represents participation in **2020 – 2022 only** (2023 & 2024 data not available).

Active and Safe Travel to School Programs have increased from 2 to 9 since 2019, aided by an Ontario Active School Travel grant with a program administered by the Health Unit from 2020 to 2022, and with students continuing to participate in Windsor's Safety Village cycling education and skills training. Further, various modes of travel reported by over 1,300 students surveyed from two elementary schools in 2024 indicated 38% took the bus to school, 3% rode their bikes, 23% walked to school and 36% utilized car travel. Over 90,000 student bus passes were issued in 2024, a rise of over 30,000 from 2019.

Key 2023 – 2024 Initiatives:

- **Active and Safe School Travel Program (2023/2024)** - Active and Safe School Travel Pilot Program at Talbot Trail Public School to promote active travel and increased use of available school bussing through targeted engagement. The pilot afforded active and safe school travel resources, pre/post surveys to gauge school travel behaviour, Parent Advisory Council meeting, in-class presentations to 200+ Grade 3/4 students and school assembly presentations.
- **Promoting Biking and Walking Tourism – TWEPI** provides self-guided walking tours through districts (and provided by Museum Windsor and Jane's Walks Windsor Essex) will continue to be developed, with the prospect for purchasable excursions.
- **Public Messaging (2024)** – Educational promotion video for Victoria Bikeway.

Quality of Life

This theme focuses on addressing the impacts of the built environment on public health, safety, accessibility and equity through the design and redesign of Windsor's streets and pathways. Key initiatives include promoting the benefits of sustainable transportation, enhancing road safety for all users, prioritizing infrastructure improvements to underserved areas and celebrating active transportation through marketing campaigns/events to encourage walking, cycling and transit use. Refer to Table 6 for the specific measures of success on the overall progress in Quality of Life.

In comparison to 2019, in 2024 Windsor saw mixed trends in quality of life indicators related to active transportation. While collisions involving pedestrians decreased slightly, collisions involving cyclists rose significantly by 35. However; both walking and cycling made up smaller overall proportion of total collisions. Fatal collisions involving people was largely unchanged while hospitalizations from walking and cycling injuries decreased by 10 and 30 respectively. Of note, increased injuries related to scootering suggest the need for stronger safety measures for new micromobility users.

Table 6 – Quality of Life Measures of Success

Measures of Success		2019	2024	Difference
Number of collisions involving people*	walking	92	88	-4
	cycling	61	96	+35
Proportion of all collisions involving people (% of total collisions)*	walking	1.5%	1.2%	-0.3%
	cycling	2.3%	1.3%	-1.0%
Number of all fatal collisions involving people*	walking	3	2	-1
	cycling	0	1	+1
Proportion of all fatal collisions involving people*	walking	0.07%	0.03%	-0.04%
	cycling	0%	0.01%	+0.01%
Number of emergency room visits due to injuries involving people (April 2018 – March 2019 & April 2023 – March 2024)	walking	154	144	-10
	cycling	304	274	-30
	scootering	45	83	+38
	skateboarding	51	24	-27
Number of road safety audits		10	18	+8
Number of audible pedestrian signals		6	37	+31
Percentage of intersections with curb ramps connecting sidewalks and multi-use pathways & trails		100%	100%	No change
Number of pedestrian crossings (PXO, IPS, MPS)		22	45	+23
Number of annual walking, cycling events		unknown	14	-

* Collision data baseline is 2020 + 2019 reflects accumulated 2015-2019 audits

Since 2019, there has been continued City-wide progress in accessibility and safety infrastructure as per increase in audible pedestrian signals and pedestrian crossings. The number of road safety audits completed in a 5-year period increased by 8 audits. Also, community engagement was supported through at least 14 walking and cycling events since 2019, including new infrastructure grand openings.

Key 2023 – 2024 Initiatives:

- **Vision Zero Policy (2024)** - Road safety strategy policy implemented aiming to reduce and ideally eliminate all traffic fatalities and serious injuries by striving to implement systemic changes in road design, and speed control.
- **Vision Zero Actions (2024)** - Addition of red-light cameras at 10 intersections.
- **Traffic Engineering Software (2024)** - Acquired to assist in keeping signal and stop warrants up to date, while enabling faster, more effective analysis of collision trends for improved road safety.
- **Pedestrian Crossing Times Reviewed with Accessibility Input (2023).**
Comprehensive review of pedestrian crossing times conducted with the participation of WAAC and Vision Loss Members. Various walking speeds were evaluated and suitable signal crossing times were applied to various widths of street intersection crossings.
- **Social Policy and Planning and Windsor Essex Local Immigration Partnership (WE LIP) (2024)** - Initiatives included working with a Youth Advisory Committee to identify priorities related to affordable transportation; connecting with employment and settlement organization to ensure newcomers have access to affordable transportation, and promoted Bird Canada Community Pricing Program to clients.
- **Association of Pedestrian Bicycle Professionals Mobile Tour (2024)** –
Administration hosted a Windsor e-bike tour for delegates of a conference held in Detroit, with support from ATMP authors Urban Systems, Bird Canada, and Tourism Windsor Essex Pelee Island. The tour showcased West End bikeways, the new Gordie Howe International Bridge multi-use path, Hon. Herb Gray Parkway trails and historic Sandwich Town to participants from across the U.S.

Risk Analysis:

There are no risks associated with this informational biennial ATMP progress report.

Climate Change Risks:

Climate Change Mitigation

By improving its active transportation network and by encouraging the use of sustainable modes of transport, the City of Windsor would be taking steps toward reaching its sustainability and greenhouse gas reduction goals and targets. The Community Energy Plan estimates that for every two percent mode shift to active transportation results in emissions reductions of about 8,000 tonnes CO₂, or about one percent of the total transportation emissions in 2041.

Climate Change Adaptation

As climate change presents more global and local threats, active transportation provides an alternative mode of travel, where other methods of travel may not be available or accessible.

Financial Matters:

Administration continues to seek out all opportunities to make additional funds available to achieve the funding levels contemplated by the 2019 ATMP, notwithstanding the significant competing demands on annual City municipal budgets. In the years 2020 through 2024, \$5,773,570 in City capital funding was budgeted for walking and cycling facilities completed under Public Works and an additional \$9,892,920 in Investing in Canada Infrastructure Program (ICIP) Grant funding was approved and allocated for walking and cycling facilities.

Over this same period 2020-2024, \$6,211,237 of funding has been afforded for maintenance of various active transportation facilities across the city. Maintenance activities included transit bus shelter maintenance and snow removal, sidewalk maintenance/repair, sidewalk and multi-use pathway/trail winter control, hand salting of wheel-chair ramps within the BIA. In addition to this cost, maintenance repainting of bike lane lines and cycling/pedestrian crossing pavement markings is carried out.

Two new dedicated staff have been added to the Transportation division since the approval of the 2019 ATMP. Specifically, an Active Transportation Coordinator and Active Transportation Engineer were approved under the 2020 and 2022 operating budgets respectively.

Administration will continue to explore opportunities to fund work identified in the ATMP with existing and future capital project budgets, however, Administration may need to utilize the Bikeway Development project, 7111031, to fund these initiatives where no capital funding is available. There is presently approximately \$1.4M in uncommitted funds previously approved available in the Bikeway Development Project 7111031 and \$2,903,500 in uncommitted approved in principle bikeway development funding within the 2025 10-year plan that can be used to fund ongoing work to build out the primary regional cycling network.

Consultations:

Cindy Becker, Financial Planning Administrator – Public Works
Roberta Harrison, Coordinator Maintenance
James Chacko, Executive Director Parks Recreation and Facilities
Dave Nicholls, Manager Parks Operations and Horticulture
Michelle Staaedegaard, Manager Culture and Event
Jason Scott, Manager, Transit Planning
Fahd Mikhael, Manager Design, Engineering
Neil Robertson, City Planner
Natasha Gabbana, Manager of Asset Planning
Michael Dennis, Manager of Strategic Capital Budget Development and Control
Matthew Johnson, Executive Director, Economic Development
Stephen Lynn, Manager, Social Policy and Planning
Michelle Moxley-Peltier, CEP Project Administrator
Rory Sturdy, Supervisor By-Law Enforcement
Lionel Kerneman, Tourism Windsor Essex Pelee Island
Kevin Morse, Windsor Essex County Health Unit

Gina Bulcke, Windsor Regional Hospital
City of Windsor Active Transportation Expert Panel
Allan Botham, Director of Infrastructure and Planning, County of Essex
Phil Bartnik, Director of Public Works / Engineering Services, Town of Tecumseh
Jonathon Osborne, Director of Public Works, Town of LaSalle

Conclusion:

By building on the achievements outlined in this report and advancing ongoing strategic actions from the ATMP—most notably by prioritizing the implementation of a Regional Cycling Network—the City can continue to strive towards its active transportation mode share target and enhance the provision of safe, accessible, comfortable and convenient sustainable transportation options to City residents and businesses.

Approvals:

Name	Title
Mark Spizzirri	Manager of Performance Measurement and Business Case Development
Ian Day	Senior Manager Transportation
Brian Lima	Executive Director, Operations and Deputy City Engineer
David Simpson	Commissioner, Infrastructure Services and City Engineer
Janice Guthrie	Commissioner, Finance and City Treasurer
Ray Mansour	Chief Administrative Officer

Notifications:

N/A

Appendices:

Appendix A - ATMP Implementation Action Items
Appendix B – New Walk Wheel Windsor Active Transportation Facilities 2023 to 2024
Appendix C – Regional Priority Cycling Network

Possible ATEP-funded Initiatives

	Initiative	Pros	Cons	Cost	Follows Mandate
1	Sponsor ATEP members to attend provincial conferences (e.g. OCA, OBS)	*enables members to be in a better position to comment on cycling infrastructure	*indirect benefit to citizens	*potentially whole budget (maybe reserve for new members)	Yes
2	Provide bike parking at fireworks, etc.	*encourages biking (decreases traffic)	*need volunteers *must advertise in advance	*\$500 if run by BWE *\$10 each for rack rental	No
3	Support Downtown Windsor Community Collaborative	*free bikes for vulnerable population *youth bikes (20" wheel) require parts, salvage parts for kid's bikes	*small population served	*potentially whole budget (was \$5000 for 35 bikes last time) *could also buy locks for these bikes.	No
4	Survey - where are bikes in conflict with pedestrians?	*considers walkers as well as bikers	*how to conduct? (SurveyMonkey, spread through social media)	*potentially low	Yes
5	Safety Village transportation for schools	*promotes safe riding among youth *incremental cost (can decide # schools) *can buy locks, etc. to give away	*need to select schools	*\$500/school	No
6	Videos: How motorists, pedestrians and cyclists should use active transport infrastructure	*potentially reduces conflicts between users	*must relate to infrastructure (can be specific to intersection)		Yes

The rightmost column tries to relate each initiative to our mandate, which is to advise Council about infrastructure related to active transport.

Question: should we ask council to clarify or change our mandate?

Appendix A - Active Transportation Master Plan Action Items

Identified as Quick Wins

Timeframes: Short (1-5 yrs), Medium (5-10 yrs), Long (10-20 yrs)

		Method of Implementation			Responsibility		
Action	Timeframe	Capital	O&M	Policy & Programming	Primary	Secondary	Status/Program
Action 1A.1: Improve process for implementing sidewalks for new developments based on Official Plan requirements.	Short			X	Planning	Engineering	Ongoing. Sidewalk requirements will continue to be implemented during the development application process. The City of Windsor Official Plan policies speak to the the requirements for side walks in new developments: <i>PEDESTRIAN NETWORK 7.2.3.2</i>
Action 1A.2: Use sidewalk capital funding to identify and eliminate gaps in the sidewalk network on major roads.	Ongoing	X	X		Operations	Operations	No funding was provided for this action item.
Action 1A.3: Revamp the sidewalk infill program and budget to provide sidewalks on local roads in areas around schools, seniors centres, hospitals, and other key destinations.	Ongoing	X	X		Engineering	Operations	Two new sidewalks have been constructed through the Pedestrian Safety Improvements Program, and are on track to construct a third sidewalk in 2025 (pending Council approval). Looking ahead, Administration has identified three additional locations requiring a sidewalk which will be presented to Council for approval as budget allows.
Action 1A.4: Continue the City’s Inspection and Maintenance Program to upgrade or replace existing sidewalks	Ongoing		X		Operations	Operations	Sidewalk inspection and maintenance is ongoing.
Action 1A.5: Implement new or improved sidewalks in conjunction with other projects, plans, or developments.	Ongoing	X	X	X	Engineering, Operations	Transportation Planning, Planning	The Engineering and Public Works Operations teams continue to look for opportunities to implement new or improve sidewalks where feasible.
Action 1A.6: Add, preserve and enhance walkways and connections through neighbourhoods.	Ongoing	X	X		Operations	Engineering, Parks, Planning, and Recreation, Planning	Current funding covers rehabilitation only and not installing new sidewalks
Action 1B.1: Develop a city-wide network of bicycle facilities that is comfortable for people of all ages and abilities.	Ongoing	X	X		Transportation Planning	Engineering, Operations	Administration continue to look for opportunities to advance this initiative where funding is available.
Action 1B.2: Develop a minimum grid downtown all ages and abilities bicycle network	Medium	X	X		Transportation Planning	Engineering, Operations	No update.
Action 1B.3: Develop a Regional Spine network to provide high quality connections to downtown or from each area of the city	Medium	X	X		Transportation Planning	Engineering, Operations	A priority regional cycling network is being recommended with this 5 Year Progress Report.
Action 1B.4: Develop a spot improvement program to address gaps in the existing cycling network.	Medium	X	X	X	Transportation Planning	Engineering, Operations	Incomplete. Administration maintains a list of existing network gaps and will look for opportunities to address when funding is available.
Action 1B.5: Update the City’s Development Manual, and continue to follow current bicycle facility design guidelines and best practices.	Short	X			Engineering	Transportation Planning, Traffic Operations	The Engineering team continues to follow current bicycle facility design guidelines and best practices.
Action 1B.6: Incorporate bicycle facilities as part of all new Environmental Assessments, infrastructure projects, as well as in conjunction with other projects, plans, and developments.	Ongoing	X	X		Transportation Planning, Engineering, Operations	Planning	The Engineering team is committed to improving our transportation network for cyclists. We continue to ensure consideration for bicycle facilities in all new environmental assessments and project designs where feasible. This approach ensures that opportunities for integrating safe and convenient cycling infrastructure are identified and evaluated from the earliest stages of project development.

Action 1C.1: Integrate the off-street pathway network with sidewalks and on-street bicycle routes for recreational and utilitarian forms of active transportation.	Ongoing	X	X		Parks	Operations, Transportation Planning	Ongoing
Action 1C.2: Develop a hierarchy of off-street pathways and trails.	Short			X	Parks	Transportation Planning	Ongoing
Action 1C.3: Develop new pathways through parks to improve active transportation connections	Ongoing	X	X		Parks	Transportation Planning	Administration continues to look for opportunities to advance this initiative where funding is available.
Action 1C.4: Develop a dedicated funding program for the Parks Department to improve, maintain and develop new pathways and trails.	Short	X	X	X	Parks	Parks	Administration continues to look for opportunities to advance this initiative where funding is available.
Action 1C.5: Investigate opportunities within existing utility, railway, alleyways and surplus road rights-of-way to develop new pathways	Ongoing	X	X		Parks	Transportation, Planning, Engineering	Administration continues to look for opportunities to advance this initiative where funding is available.
Action 1C.6: Integrate active transportation connections into parks consistent with the Parks Master Plan	Ongoing	X	X		Parks	Transportation	Administration continues to look for opportunities to advance this initiative where funding is available.
Action 1C.7: Add, preserve, and enhance cycling connections through neighbourhoods.	Ongoing	X	X		Transportation, Operations	Parks, Planning	Administration continues to look for opportunities to advance this initiative where funding is available.
Action 1D.1: Improve walking and cycling connections to transit service consistent with the concurrent Transit Windsor service review.	Ongoing	X	X		Transit Windsor	Operations, Planning, Transportation	Ongoing with the implementation of the 2023-2025 City council approved Service Plans and future master plan implementation
Action 1D.2: Prioritize amenities at bus stops such as benches, shelters, and customer information.	Ongoing	X	X		Transit Windsor, Engineering	Transit Windsor, Engineering	Ongoing with ICIP funding, 2 new shelter locations installed in 2024, possibly another 10 in 2025 or 2026
Action 1D.3: Install secure bicycle parking at high activity bus stops and transit exchanges	Ongoing	X	X		Transit Windsor	Transportation, Operations	With the recent approval of the Bike Parking Policy, Administration will look for opportunities to advance this initiative.
Action 1D.4: Continue to provide bike racks on all buses throughout the year.	Ongoing		X	X	Transit Windsor	Transit Windsor	Ongoing. No changes.
Action 1D.5: Continue to work towards a fully accessible transit system, making improvements to bus stops to ensure that they are accessible year-round.	Ongoing	X	X		Transit Windsor	Operations	Ongoing with ICIP funding, 57 new concrete pads installed in 2024 for passenger accessibility, plus any done in conjunction with new road construction projects. Another 90 locations proposed for 2025 or 2026.
Action 1D.6: Prioritize the installation of sidewalks and crossings along designated bus routes.	Ongoing			X	Transit Windsor	Operations, Traffic, Transportation Planning	Administration continues to look for opportunities to prioritize the installation of sidewalks and pedestrian crossings along transit routes.
Action 1D.7: Ensure the design of bicycle facilities considers the location of, and access to, bus stops.	Ongoing			X	Transportation Planning	Transit Windsor	Ongoing. This is considered in bike facility design.
Action 1D.8: Undertake a campaign to encourage all residents to consider transit as a viable, convenient, and comfortable means of transportation.	Short	X		X	Transit Windsor	Environmental Sustainability & Climate Change	No updates.
Action 1E.1: Improve existing grade separated crossings over major roads, interchanges, free flow ramps, watercourses, and rail.	Ongoing	X	X		Operations, Engineering	Operations, Engineering	Administration continues to look for opportunities to advance this initiative.
Action 1E.2: Develop new pedestrian and cycling grade separated crossings over watercourses, rail, and major roads.	Medium	X	X		Operations, Engineering	Transportation Planning, Parks	Administration continues to look for opportunities to advance this initiative.
Action 1E.3: Improve walking and cycling connections to grade separated crossings.	Medium-Long	X	X		Operations, Engineering	Transportation Planning, Parks	Administration continues to look for opportunities to advance this initiative.

Action 1E.4: Identify additional pedestrian crossing locations where warranted, and provide a continuation to the active transportation network, in areas of high pedestrian activity or with a high concentration of vulnerable road users.	Short-Medium	X	X		Transportation	Operations, Traffic, Engineering	Pedestrian crossover requests are received via resident 311 service requests, which are reviewed in the order that they are received. It is determined if the requested location is a candidate and recommended for a PXO, and appropriate type of PXO is determined. PXO locations may also be requested internally by administration to incorporate into a capital project if warranted and feasible.
Action 1E.5: Continue to regularly review pedestrian crossings to ensure they are well maintained, marked and painted to enhance visibility.	Ongoing		X		Traffic	Traffic	Pedestrian Crossing under regular maintenance program, only signalized intersections are painted annually.
Action 1E.6: Improve crossing treatments at locations where multi-use pathways intersect with a roadway in accordance with current best practices.	Ongoing	X	X		Transportation Planning, Operations, Traffic, Engineering	Transportation Planning, Operations, Traffic, Engineering	Incomplete
Action 1E.7: Provide improvements to bicycle crossing treatments where bicycle facilities intersect with major streets at signalized intersections, including cross-rides, bike boxes, and/or directional paint.	Ongoing	X	X		Transportation Planning, Operations, Traffic, Engineering	Transportation Planning, Operations, Traffic, Engineering	Ongoing. New project with directional paint and conflict markings through intersection: Victoria/Pelissier and Kildare Bikeways. The City will continue to include improvements where warranted.
Action 1E.8: Install bicycle detection at traffic signals on bicycle routes.	Ongoing	X	X		Operations	Operations	The City currently has vehicle detection in place at some intersections, which are sensitive enough to also detect bicycles.
Action 2A.1: Develop and adopt a Complete Streets policy and design guidelines	Short			X	Transportation Planning, Planning, Asset Planning, Engineering, Environmental Sustainability & Climate Change	Transit Windsor	Complete Streets Policy Developed 2021/03/30
Action 2A.2: Follow Complete Street principles in all new development and road projects	Ongoing	X	X	X	Engineering, Transportation Planning, Operations City	Planning	The Engineering team continues to ensure consideration for the implementation of Complete Street principles during <u>environmental assessments where feasible.</u>
Action 2B.1: Pilot vehicle-free rights-of-way opportunities	Ongoing	X				Operations	Ongoing. The City hosts an annual Open Streets event and other events in BIAs which include vehicle-free areas on City streets.
Action 2B.2: Trial pilot projects for testing out proposed improvements	Ongoing				Transportation Planning, Operations	Transportation Planning, Operations	Protected bike lane pilot on Victoria Ave. and Pelissier St.
Action 2B.3: Encourage urban vibrancy by exploring opportunities to temporarily utilize or repurpose vacant or underused City-owned space	Ongoing			X	Legal, Parks	Legal, Parks	Ongoing
Action 2B.4: Develop an Alleyways Revitalization Program to activate certain alleyways and improve pedestrian and cycling connections in the downtown through public art and tactical urbanism.	Short			X	Asset Planning, Operations, Parks, Transportation Planning & Culture	Asset Planning, Operations, Parks, Transportation Planning & Recreation & Culture	No update
Action 2C.1: Install public amenities including benches, street trees, lighting, drinking fountains, washrooms, and recycling bins, in the public right-of-way.	Ongoing	X	X		Operations, Parks, Engineering, Environmental Planning	Operations, Parks, Engineering, Environmental	Administration continues to look for opportunities to advance this initiative.
Action 2C.2: Work with Business Improvement Associations to improve the streetscape and public realm that recognizes the unique local identity consistent with district theming of each business area	Ongoing	X	X			Operations, Engineering	Administration continues to look for opportunities to advance this initiative, e.g. Sandwich Town streetscaping in coordination with the BIA.
Action 2C.3: Provide landscaping and public art in the right of-way.	Ongoing	X	X		Engineering	Engineering, Recreation & Culture, Planning	Administration continues to look for opportunities to advance this initiative.

Action 2C.4: Encourage the use of patios within the public right-of-way.	Ongoing		X	X	City		No update
Action 2C.5: Work with Business Improvement Associations and other partners to activate public spaces.	Ongoing		X	X	Parks	Parks	Administration continues to look for opportunities to advance this initiative.
Action 2C.6: Provide accessible detours for people walking, cycling, and using transit during construction and maintenance.	Ongoing		X	X	Traffic, Operations, Engineering, Transit Windsor	Traffic, Operations, Engineering, Transit Windsor	The Engineering team continues to ensure safe accessibility for pedestrians walking, cycling and using transit during construction projects.
Action 2D.1: Ensure future population and employment areas are integrated with the existing and planned active transportation and transit network.	Ongoing		X	X	Planning	Transportation Planning & Transit Windsor	Ongoing. Schedule D - Land Use Plan of the City of Windsor Official Plan identifies future residential and employment lands and transportation networks.
Action 2D.2: Encourage new neighbourhoods to be designed with a mix of land uses to ensure destinations such as community centres, grocery stores, parks and schools are within walking distance.	Ongoing			X	Planning	Planning	Ongoing. Official Plan Amendment 159 was adopted in 2022 to implement mixed use corridors, mixed use nodes, and mixed use centres to promote a mix of land uses within existing built up areas throughout the City.
Action 2D.3: Implement design guidelines that encourage storefronts to face onto sidewalks in regional centres and develop similar guidelines for multi-family residential developments, to encourage parking lots that avoid large expanses in front.	Ongoing			X	Planning	Planning	Ongoing. Intensification/Design Guidelines were adopted with OPA 159 to provide design standards for new developments, including pedestrian connectivity and commercial storefronts to be located adjacent to sidewalks with rear parking areas along corridors.
Action 2D.4: Continue to support higher density, mixed use infill development in regional centres that promote and encourage active transportation.	Ongoing			X	Planning	Planning	Ongoing. OPA 159 implemented high-density mixed use centres in growth areas/regional centres.
Action 2E.1: Provide lighting along sidewalks, bicycle routes, transit stops and pathways where appropriate.	Ongoing	X	X		Engineering, Parks	Engineering, Parks	Administration continues to look for opportunities to advance this initiative.
Action 2E.2: Follow the standards of CPTED (Crime Prevention Through Environmental Design) as appropriate.	Ongoing	X	X		Police, Engineering, Parks	Police, Engineering, Parks	Incomplete
Action 2E.3: Address personal safety concerns on existing underpasses and other limited access routes with lighting improvements and/or design enhancements.	Ongoing	X	X		Engineering, Parks	Operations	Ongoing
Action 3A.1: Pursue a partnership with private operators to provide a public bike sharing program and consider the feasibility of an electric scooter sharing program.	Short			X	Transportation		Bird micromobility sharing program 2021-2022 Pilot & current contract 2023 - 2028 (incl. 2 optional years)
Action 3A.2: Continue to promote the Transit App to live track buses, and to see wait and travel times for each bus. In addition, continue to promote the use of the online prediction portal, the call or text the bus stop feature, and real time display signs for route and schedule information.	Ongoing		X		Transit Windsor	Transit Windsor	Ongoing no changes, social media posts are frequently made
Action 3A.3: Work with partners to ensure sustainable trip planning information is widely accessible through an integrated transportation data system and innovative mobile applications.	Medium			X	Engineering	Transit Windsor	Incomplete
Action 3A.4: Conduct a New Mobility study to ensure the City considers the impact of changing technologies and different users on the active transportation network.	Medium				Transportation Planning & Traffic	Transportation Planning & Traffic	Incomplete
Action 3B.1: Develop and implement bike parking policy.	Short	X	X	X	Transportation Planning	Transportation Planning, Engineering, Planning, Facilities	Bike Parking Policy approved by Council Sept.9, 2024
Action 3B.2: Conduct a Bicycle Parking Study to review and update requirements for short-term and long-term bicycle parking and end-of-trip facilities for new developments.	Short			X	Transportation Planning	Planning	A study has not been completed, however needs are identified based on the new Bike Parking Policy.

Action 3B.3: Ensure bicycle parking and end-of-trip facilities are provided at all City of Windsor owned and operated facilities.	Ongoing	X	X		Facilities	Facilities	Facilities are continuing to implement the Bike Parking Policy, which includes to maintain and replace bike parking infrastructure at our facilities.
Action 3B.4: Develop and implement an on-street bicycle corral program(pending bike parking policy).	Ongoing	X	X	X	Traffic, Transportation Planning	Operations, Engineering	Bike Parking Policy approved by Council Sept.9, 2024
Action 3B.5: Work with event coordinators and partners to provide temporary bicycle parking at community events.	Ongoing		X	X	Parks/Recreation	Parks/Recreation	Some efforts have been made. Needs improvement.
Action 3B.6: Implement bicycle repair and maintenance stations at key locations throughout the City of Windsor.	Ongoing		X		Parks/Recreation/Facilities	Parks/Recreation/Facilities	Under review. Existing Bike Fixit stations located throughout the City have been significantly vandalized and needed replacement and/or repair has become cost-prohibitive.
Action 3B.7: Maintain and update a digital inventory of public bicycle parking locations as part of the “Mapp My City App” and promote use of the application.	Ongoing		X	X	Engineering	Engineering	Bike parking locations are identified on the Mapp My City Biking and Trails Map
Action 3C.1: Review and update current minimum maintenance standards and ice/snow removal requirements for active transportation infrastructure including sidewalks, bicycle lanes, pathways, and transit stops	Short		X	X	Operations, Parks	Operations, Parks	The City does not currently follow minimum maintenance standards and this item also contravenes the Snow and Ice Removal By-Law # 8544.
Action 3C.2: Design bicycle routes to facilitate drainage and snow removal and pursue alternate snow storage.	Ongoing			X	Operations, Engineering	Operations, Engineering	No update
Action 3C.3: Increase enforcement of snow clearing bylaws for sidewalks.	Ongoing			X	By-law Enforcement	By-law Enforcement	By-law Enforcement responds to citizen complaints throughout the City. The enforcement of By-law 8544 has been ongoing each year and call volumes may vary based on the number of snow fall events year to year. We also assess entire City blocks and BIA's as needed
Action 3D.1: Improve active transportation connections to Detroit, including the Gordie Howe International Bridge (GHIB) and a pilot program for an active transportation ferry.	Medium	X		X	Transportation Planning	Transit Windsor	Construction of new cycling facilities connecting to the new GHIB: Sandwich St. bike lanes and multi-use path, MatchettRd. multi-use path (Malden Park GHIB MUP trailhead to Broadway St.) . To be completed in 2025: Broadway St. multi-use path (Matchett Rd. to Ojibway Parkway)
Action 3D.2: Work closely with neighbouring communities and jurisdictions to ensure active transportation connections.	Ongoing			X	Transportation Planning, Planning	Transportation Planning, Planning	Currently on CWATS Committee
Action 3E.1: Conduct a Downtown Parking Strategy and a City-Wide Parking Strategy to study the removal of parking space requirements within the Central Business District and other Business Improvement Areas and other locations throughout the City.	Short			X	Planning, Transportation Planning, Traffic, Parking	Transit Windsor	A request to perform a study was declined due to cost.
Action 3E.2: Establish a Transportation Demand Management (TDM) program to work with local businesses to encourage employees to use sustainable modes of transportation	Ongoing			X	Environmental Sustainability & Climate Change	Transit Windsor	Transit Windsor has offered a corporate value program for a number of years, with several local employers signed on, however participation in the program has been low.
Action 3E.3: Lead by example to encourage and incentivize City employees to walk, cycle, or take transit to work.	Short - Medium			X	Environmental Sustainability & Climate Change	Transportation Planning, Transit Windsor	EMP action A8.8 - Continue to provide incentives to City staff to leave their cars at home such as discounted bus passes and end-of-use facilities.- Has been completed by Corporate Wellness with the June Bike to Work Program. EMP action A8.3 - Promote the Transit Windsor corporate pass.- Ongoing with Transit Windsor taking the lead on the program

Action 3E.4: Continue to review parking rates in the downtown and other Business Improvement Areas to encourage walking, cycling, and transit usage.	Ongoing			X	Traffic, Parking	Transit Windsor	Incomplete
Action 4A.1: Continue to ensure the City is informed of research and evaluation of the benefits of active transportation infrastructure.	Short			X	Windsor Essex County Health Unit (WECHU)	WECHU	Worked with City of Windsor Active Transportation Coordinator on the AT Expert Panel committee, provided resources (i.e., built environment AT toolkit, events/promotional ideas around AT); provided any resources or stats as requested
Action 4A.2: Support partners wanting to develop Bicycle Friendly Business Districts and seek bike friendly business designation.	Ongoing			X	TWEPI	TWEPI	This initiative for new bike-friendly certified businesses is ongoing, with outreach for renewals occurring every 3 years. The provincial-based organization, Ontario By Bike, takes the lead on this by partnering with us and providing market-ready, cycle-friendly workshops for businesses.
Action 4B.1: Actively support the Active and Safe Routes to School program to encourage and spread awareness of the benefits of walking, cycling and busing to school.	Ongoing			X	WECHU, School Transportation Services (BusKids)	School Boards, Transportation Planning, Environmental Sustainability & Climate Change	Assisted and hosted a couple walkability and bikeability assessments for James Dunn and Dr. David Suzuki elementary schools.
Action 4B.2: Provide bicycle and public transit education and skills training for students in elementary and secondary schools.	Ongoing			X	School Boards & Safety Village	Transportation Planning, Transit Windsor	This will occur in 2025 with the elimination of the secondary school extras, school outreach proposed
Action 4B.3: Develop an educational campaign on the benefits of active school travel and the health and safety risks of driving children to school.	Short			X	School Boards & Safety Village	Environmental Sustainability & Climate Change, Transportation Planning, Parking Enforcement	Transportation Planning has been working with local school boards beginning in 2023, to provide education and support to promote active school travel and is in process of developing a standardized program.
Action 4B.4: Support the Seniors Advisory Committee, and encourage targeted community outreach programs for older adults to be active in their community.	Ongoing			X	Seniors Advisory Committee	Transportation Planning	Incomplete
Action 4B.5: Support the provision of adult education and cycling skills training.	Ongoing		X	X	Parks & Recreation	Windsor Bicycling Committee	Currently there are no adult cycling skills courses provided by the City
Action 4B.6: Work with children, youth, and people with physical disabilities to understand their key issues with active transportation.	Ongoing			X	School Boards, Safety Village, Windsor Accessibility Adv Committee	School Boards, Safety Village, Windsor Accessibility Adv Committee	Transportation Planning working with elementary school-aged children to promote active school travel.
Action 4B.7: Encourage students in Windsor to use public transit.	Short			X	Transit Windsor		This will occur in 2025 with the elimination of the secondary school extras, school outreach proposed.
Action 4C.1: Support the expansion of a bicycle and walking tourism initiative, such as walking and cycling tours.	Ongoing			X	TWEPI	Transit Windsor	Itineraries for self-guided cycling tours will be generated for 2026. Existing self-guided walking tours through districts (and provided by Museum Windsor and Jane's Walks Windsor Essex) will continue to be developed, with the prospect for purchasable excursions.
Action 4C.2: Encourage initiatives and events to integrate active transportation between Windsor and Detroit.	Ongoing			X	TWEPI	Transit Windsor	With the advent of the new Gordie Howe International Bridge and dedicated bike lanes, the plans are for building itineraries and routes on both sides of the border with the opportunity for connection via the Two-Nation Destination.
Action 4D.1: Enhance and expand pedestrian wayfinding information in the downtown and other major destinations throughout the city.	Short	X	X		Traffic Operations	Transportation Planning	Incomplete

Action 4D.2: Continue to provide cycling and pedestrian mapping and applications.	Ongoing			X	Transportation Planning, Engineering, Parks & Rec, Communications	Transportation Planning, Engineering, Parks & Rec, Communications	Mapp My City Bikes & Trails - provides cycling network information and the My School Neighbourhood mapping provides sidewalk and crossing guard locations for school areas. There is currently no application.
Action 4D.3: Work with partners to integrate information and resources that promote sustainable transportation and transportation demand management.	Ongoing			X	Transportation Planning, Transit Windsor, Environmental Sustainability & Climate Change	Transportation Planning, Transit Windsor, Environmental Sustainability & Climate Change	No updates
Action 4E.1: Ensure dedicated and stable annual funding is allocated to education, awareness and encouragement, including road safety.	Ongoing		X	X	Transportation Planning, Communications	WECHU, Safety Village	Incomplete
Action 4E.2: Develop videos and other tools to educate all road users on active transportation infrastructure and how to share the road.	Ongoing			X	Transportation Planning, Communications	Windsor Police	Some videos have been made. Opportunities improvement.
Action 4E.3: Develop a positive messaging campaign to portray active transportation as a normal, everyday mode of transportation.	Ongoing			X	Transportation Planning, Communications, Environmental Sustainability & Climate Change	Transit Windsor	Incomplete
Action 4E.4: Continue to work towards meeting and exceeding the greenhouse gas (GHG) emissions and energy reductions targets in the transportation sector.	Ongoing			X	Environmental Sustainability & Climate Change	Environmental Sustainability & Climate Change	Annual monitoring, tracking, and reporting of GHG emissions, education campaigns focusing on anti-idling ongoing, supporting initiatives focusing on modal shift and EV adoption through Corporate Initiatives and Fleet projects (i.e. purchasing of EV vehicles and installation of EV charging stations)
Action 5A.1: Support Committees of Council representing vulnerable and under-represented groups to identify their unique needs.	Ongoing			X	Transportation Planning	Transportation Planning	Members of Windsor Accessible Advisory Committee and Active Transportation Expert Panel.
Action 5A.2: Continue to be informed by work from researchers and initiatives that are studying the relationship between health and active living.	Ongoing			X	WECHU	Social Policy & Planning	Continued to communicate with City Active Transportation Coordinator on any future or potential initiatives that could be addressed, along with current research on AT issues and what is currently going on regionally and provincially around the built environment and active transportation.
Action 5A.3: Demonstrate the impacts of vehicle emissions on local air quality and highlight the positive impacts of active transportation on air quality in reducing overall vehicle emissions and improving public health.	Ongoing			X	Environmental Sustainability & Climate Change	Transportation Planning	No update
Action 5B.1: Continue to provide a road safety report and monitor pedestrian and cycling safety trends.	Ongoing			X	Transportation Planning	Transportation Planning	Incomplete
Action 5B.2: Continue to monitor hot spot collision locations and identify safety mitigation measures.	Ongoing			X	Transportation Planning	Engineering, Police, Public Works, Traffic	Top collision intersections reviewed with Windsor Police Services on a regular basis. RLC implemented where applicable, Radar feedback signs and guidelines painted at <u>some intersections</u> .
Action 5B.3: Continue to implement the traffic calming and school neighbourhood policy.	Ongoing	X	X	X	Transportation Planning	Engineering, Public Works, Traffic	Ongoing

Action 5B.4: Fund the mitigation measures identified stemming from of the Road Safety Report.	Ongoing	X	X	X	Transportation Planning, Engineering, Public Works, Traffic	Transportation Planning, Engineering, Public Works, Traffic	No Project yet identified by Council.
Action 5B.5: Adopt a formal Vision Zero policy.	Short			X	Transportation Planning, Engineering, PW, Traffic, WPS.	Transportation Planning, Engineering, PW, Traffic, WPS, WFRS, WECHU	Vision Zero Policy adopted in February 2024
Action 5C.1: Continue to follow AODA standards.	Ongoing	X	X	X	Engineering, Parks, PW, Traffic, Transit	Windsor Accessibility Committee	The City continues to follow current AODA standards for all new pedestrian facilities.
Action 5C.2: Where appropriate, continue to consult with the Accessibility and Diversity Officer on transportation projects.	Ongoing			X	Engineering, Parks, PW, Traffic, Transportation Planning	Engineering, Parks, PW, Traffic, Transportation Planning	Various departments continue to coordinate with the Accessibility and Diversity Officer where appropriate on transportation projects.
Action 5C.3: Continue to consult with City of Windsor Accessibility Advisory Committee and incorporate best practices into engineering design standards.	Ongoing	X	X	X	PW, Engineering, Facilities, Parks	Windsor Accessibility Committee	Ongoing consultation with Windsor Accessibility Advisory Committee (WAAC)
Action 5C.4: Continue to review and install audible pedestrian signals	Ongoing	X	X		Traffic	PW	Administration continues to look for opportunities to advance this initiative.
Action 5C.5: As per current best practice, continue to monitor, review, and adjust as necessary, crossing times at intersections to ensure adequate time is provided for all pedestrians.	Ongoing		X	X	Traffic	Traffic	Comprehensive review of our pedestrian crossing times in the summer/fall of 2023. With the participation of WAAC and Vision Loss Members various walking speed were evaluated and suitable times were calculated.
Action 5C.6: Reduce pedestrian crossing distances by providing narrower roads and lanes and considering curb extensions or median islands where feasible.	Short-Medium	X	X		Transportation Planning, Engineering, PW	Transit	Will be implemented wherever feasible.
Action 5D.1: Continue to conduct targeted communication and engagement with vulnerable and under-represented groups to identify unique needs.	Ongoing			X	Social Policy and Planning, Communications	Social Policy and Planning, Communications	2024 initiatives: 1.WE LIP asked transportation related questions to International Students in their survey and focus groups, published in the WE LIP report. 2. Social Policy & Planning promoted Canada's Community Pricing Program to clients. 3. With launch of Integrated Employment Services, Social Policy and Planning connected with employment and settlement organizations to share information about the APP, ensuring newcomers could still access affordable transportation despite cuts to Employment Ontario and Ontario Works benefits.
Action 5D.2: When evaluating pedestrian programs, prioritize infrastructure improvements to those neighbourhoods with a high equity need.	Short-Medium	X	X	X	Engineering, PW	Engineering, PW	The Engineering team continues to look for opportunities to advance initiatives to those neighbourhoods with a high equity need.
Action 5D.3: Continue to work with immigrant and refugee organizations in Windsor such as the Windsor Essex Local Immigration Partnership (WE LIP) to promote cycling, walking and transit as safe, comfortable, and inexpensive transportation options.	Ongoing			X	Social Policy and Planning	Windsor Essex Local Immigration Partnership	Ongoing initiatives: Workforce Windsor Essex Job Map, available to all jobseekers, shows bike routes and transit routes to employment to ensure opportunities for active and public transportation are clear. Also supports Council Member Jane's Walks, to promote walking through the community for place-based education and advocacy. WE LIP 2024 initiatives: 1. Added Bike Windsor Essex to the council, presenting their organization and services, helping increase awareness of local supports. 2. Workforce Windsor Essex worked with a Youth Advisory Committee to identify priorities related to affordable transportation.

Action 5E.1: Use the Walk Wheel Windsor brand as a recognizable visual identity and expand information on the website.	Ongoing		X	X	Communications	Transportation Planning	Updates to website planned for 2025
Action 5E.2: Report biennially on growth in active transportation network, annual spending on active transportation, and meeting (or exceeding) targets outlined in the Community Energy Plan.	Ongoing			X	Environmental Sustainability & Climate Change	Transportation Planning	Transportation Planning presented biennial report S 52/2023 Active Transportation Master Plan Update, to the Environmental, Transportation and Public Safety standing committee on October 25, 2023 and to Council on November 27, 2024
Action 5E.3: Find opportunities to celebrate the installation of walking and cycling facilities.	Ongoing		X	X	Transportation Planning & Communications	Transportation Planning & Communications	Ongoing, but opportunities for improvement.
Action 5E.4: Continue to support sustainable transportation events and festivals	Ongoing			X	Parks, Recreation & Culture	Active Transportation Expert Panel, Transit Windsor, City of Windsor Workplace Wellness Committee (WWWC)	The City hosts an annual Open Streets event, supports several vehicle-free events in BIAs and the Earth Day Event at Malden Park. The AT Expert Panel has sponsored Bike to Work Day, a Fireworks Bike Valet and funded 2025 cycling education field trips to the Safety Village. The WWWW supports the promotion of active transportation through initiatives promoting active breaks through lunches (Walking Wednesdays), celebrating June Bike Month and Workplace Physical Activity outlines City active transportation resources and environmental supports related active living
Action 5E.5: Continue to work towards recognition under the Bike Friendly Community program through Share the Road	Ongoing			X	Transportation Planning	Transportation Planning	Ongoing

Appendix B - Additions to Windsor's Cycling Network 2020 - 2024

Year	Facility Type	Street/Park	From	To	Length (km)
2020	Bike Lanes	Riverside Dr E	Solidarity Towers	Lauzon Rd	1.20
	Bike Lanes	Pulford /California	Norfolk St	Northway Ave	0.45
	Bike Lanes	Memorial Dr	Vimy Ave	Marentette Ave	0.25
	Sharrows	College Ave	Wellington Ave	Crawford Ave	0.25
	Multi-Use Pathway	CN Rail Underpass	Dougall Ave	South Cameron Blvd	0.38
	Multi-Use Pathway	Ojibway Pkwy - Path Realignment	Ateast Weaver Rd trailhead		0.08
	Multi-Use Pathway	Tranby Ave	Parkview Ave	Isabelle Pl	0.30
	Multi-Use Pathway	Rhodes/Deziel Drive Ph 1	Kautex	Pillette Rd	2.10
	Multi-Use Pathway	Banwell Rd Phase 1	Tecumseh Rd E	Palmetto St	0.37
	Muti-Use Trail	Bridgeview Park	N/A	N/A	0.42
	Muti-Use Trail	Langlois Park	N/A	N/A	0.66
	Muti-Use Trail	Tranby Park	N/A	N/A	1.15
	Muti-Use Trail	Alexander Park	Playground	Viewing Area	0.05
	TOTAL				7.66
2021	Buffered Bike Lanes	Cabana Road Phase 3	Dominion Blvd/Mount Royal Dr	Dougall Ave	1.30
	Multi-Use Pathway	Little River			0.74
	Multi-Use Pathway	Rhodes Drive Phase 2	Pillette Rd	Jefferson Blvd	2.10
	Multi-Use Pathway	Florence Ave	Beverly Glen St	Little River Blvd	0.52
	Multi-Use Pathway	Matchette Road Phase 1	EC Row Expressway	Chappell Ave	1.00
	Multi-Use Pathway	EC Row Avenue East	Bliss Rd	Turner Rd	0.40
	Multi-Use Pathway	Addition to EC Row Ave Trail	Walker Rd	Riberdy Rd	
	Multi-Use Pathway	Walker Road	EC Row Collector North	EC Row Collector South	
	Muti-Use Trail	Central Park			1.60
	Muti-Use Trail	Southdale Park			0.35
	Muti-Use Trail	Riverside Baseball Park			0.70
	Muti-Use Trail	George Avenue Park			0.72
	Muti-Use Trail	Alton C Parker Park			0.29
	TOTAL				9.72
2022	Bike Lanes	North Talbot Rd	E of Howard Ave	E of Southwood Lakes	0.28
	Bike Lanes	Ducharme St	Cancun St	Helsinki Court	0.20
	Cycle Tracks	Hawthorne Dr	Roseville Park	Lauzon Pkwy	1.22
	Multi-Use Pathway	Hawthorne Dr	Lauzon Pkwy	Lauzon Rd	0.53
	Muti-Use Trail	Wilson Park	Addie Knox parking lot	Spalsh pad and playground	0.15
	Muti-Use Trail	Willistead Park	Niagara St	Existing multi-use trails	0.04
	Muti-Use Trail	Stodgell	new multi-use trail		0.68
	Muti-Use Trail	Roseville Gardens Park	new multi-use trail sections added		0.16
	Muti-Use Trail	Little River Boulevard Park	Morningstar Ave	Katella Ave	0.06
TOTAL				3.31	
2023	Multi-Use Pathway	Matchett Rd	EC Row Expressway	Broadway St	0.70
	Multi-Use Pathway	Banwell Rd Phase 2	Palmetto St	Mulberry Dr	0.46
	TOTAL				1.16
2024	Local Street Bikeway	Victoria-Pelissier Bikeway	Erie St	Shepherd St E	1.20
	Local Street Bikeway	Kildare Bikeway	Ottawa St	Shepherd St E	0.37
			Seneca St	Tecumseh Rd E	0.38
	Protected Bike Lanes	Victoria Ave	University Ave	Wyandotte St W	0.45
	Buffered Bike Lanes	Victoria-Pelissier Bikeway	Wyandotte St W	Erie St	1.20
	Buffered Bike Lanes	Kildare Bikeway	Shepherd St E	Seneca St	0.51
	Buffered Bike Lanes	Dougall Ave	Ouellette Ave	Eugenie St W	0.69
	Buffered Bike Lanes	Cabana Road Phase 4	Mt. Carmel Dr	Hwy. 3	2.80
	Buffered Bike Lanes	Sixth Concession	Provincial Rd	Cabana Rd	0.54
	Buffered Bike Lanes	Dominion Blvd	Northwood St	Ojibway St	1.10
	Multi-Use Pathway	Provincial Rd	6th Concession	Legacy Park Dr	1.97
TOTAL				11.21	
2020 - 2024 TOTAL				33.062	

APPENDIX C - REGIONAL CYCLING NETWORK MAP

