

1 Introduction

The City of Windsor has been actively developing a cycling and multi-use recreation network since 1991 with the adoption of the Bicycle Use Development Study (BUDS). The completion of a comprehensive cycling network is viewed as integral to Windsor's vision for a balanced transportation system.

Windsor's existing 40+ kilometre off-road trail system has become the envy of many North American cities. The challenge for the City over the next 20 years is to integrate this multi-use trail system with an on-road cycling network. As stated in the Windsor Area Long Range Transportation Study (WALTS):

“...emphasis should now be on continuing to implement the [BUDS] through the interconnection of planned on-road primary Bikeways with the established Recreationway trails.”

To address this challenge, the City of Windsor retained the consulting team of Marshall Macklin Monaghan Limited, ESG International, Stantec Consulting and Paradigm Transportation Solutions Limited. Their assignment was to update the

BUDS and focus municipal efforts on developing the on-street facilities. This was to be done by filling in the gaps in the existing recreationway network, and improving connections to, from and between existing cycling facilities.

1.1 Study Purpose

The purpose of the **Bicycle Use Master Plan (BUMP)** is to guide the development of a comprehensive cycling network for Windsor that will make it the pre-eminent city for cycling in North America. As such, the Plan emphasizes integrating, enhancing and expanding Windsor's existing on and off-road cycling network, facilitating the use of bicycles for commuting, leisure and tourism, and providing a genuine transportation alternative to the use of motor vehicles.



Photo: Riverfront Trail – Windsor, Ontario

The BUMP is intended to build on the success of the Bicycle Use Development Study (BUDS) and the existing trail network.

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1.2 Study Approach

The BUMP was developed through the following five phase process:

1. *Assessing the Existing Conditions* - involved identifying and assessing the existing cycling network, resident and cyclist opinions, and corridor opportunities and constraints.
2. *Developing the Cycling Network* - involved establishing a vision and principles for the BUMP, and the identification of candidate cycling routes.
3. *Developing the Cycling Network Plan and Implementation Strategy* - involved evaluating all candidate cycling routes, determining a preferred cycling network and route classifications, as well as developing potential design solutions for challenging areas.
4. *Identifying Proposed Policies, Programs, Liability Issues and Funding Sources* - involved researching and evaluating cycling strategies appropriate for the Windsor context.
5. *Reporting* - involved preparing and adopting the BUMP.






Public consultation activities were recognized as a key element in the BUMP study. Every effort was made to involve stakeholders and members of



Photo: BUMP Public Meeting #2 at Malden Park – Windsor, Ontario

The public was actively involved in the BUMP study through various activities such as public meetings.

the public in the study. Key public consultation activities included:

-  cycling tours on May 2 and 3, 2000;
-  public open houses on May 3, 2000, July 13, 2000 and November 22, 2000;
-  a Bicycle User Survey, conducted in the field, circulated at public events and posted on the BUMP website;
-  a statistically valid Public Attitude Telephone Survey of a random sample of Windsor area residents;
-  a dedicated Webpage that provided updates of the study as it progressed;



- 🚲 opportunities for residents to submit their comments; and
- 🚲 a series of Monthly Newsletters.

1.3 BUMP Organization

The Bicycle Use Master Plan (BUMP) sets forth a vision, network and strategy to further enhance and develop Windsor’s cycling network. It builds on the success of the City’s efforts to date, and is organized as follows: Introduction, Context, Direction, Strategy, Toolbox, Implementation and Recommendations. A Glossary, Bibliography and Appendices are also provided at the end of the report and a separate Technical Appendix documents other aspects of the study process.

The BUMP is not intended to be a static document. As the network is developed and the urban fabric evolves, the routing and priorities identified in this Plan may change. Similarly, as new technologies and design options emerge, they will have to be considered.

The timing and details related to implementing 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 of this Plan should be respected. Residents have clearly

expressed their desire for a comprehensive cycling network that connects neighbourhoods throughout Windsor. Therefore, while on-going monitoring and adjustments will be required, the focus of implementing the BUMP should be on achieving the cycling vision.

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



Photo: Example of on-road bike lanes, St. George Street – Toronto, Ontario

The BUMP study provides direction for establishing on-road cycling connections through the provision of facilities such as bike lanes.

