

Bike to the Future

2008 Capital Budget Submission

Presented December 10, 2007

- Bike to the Future is a voluntary, inclusive group of concerned cyclists working to make cycling in Winnipeg a safe, enjoyable, accessible and convenient transportation choice year-round.

- We envision a city where cycling is embraced as the preferred mode of transportation, where cycling is integrated into urban design and planning, and where Winnipeg is recognized as a leader in cycling infrastructure and programs .

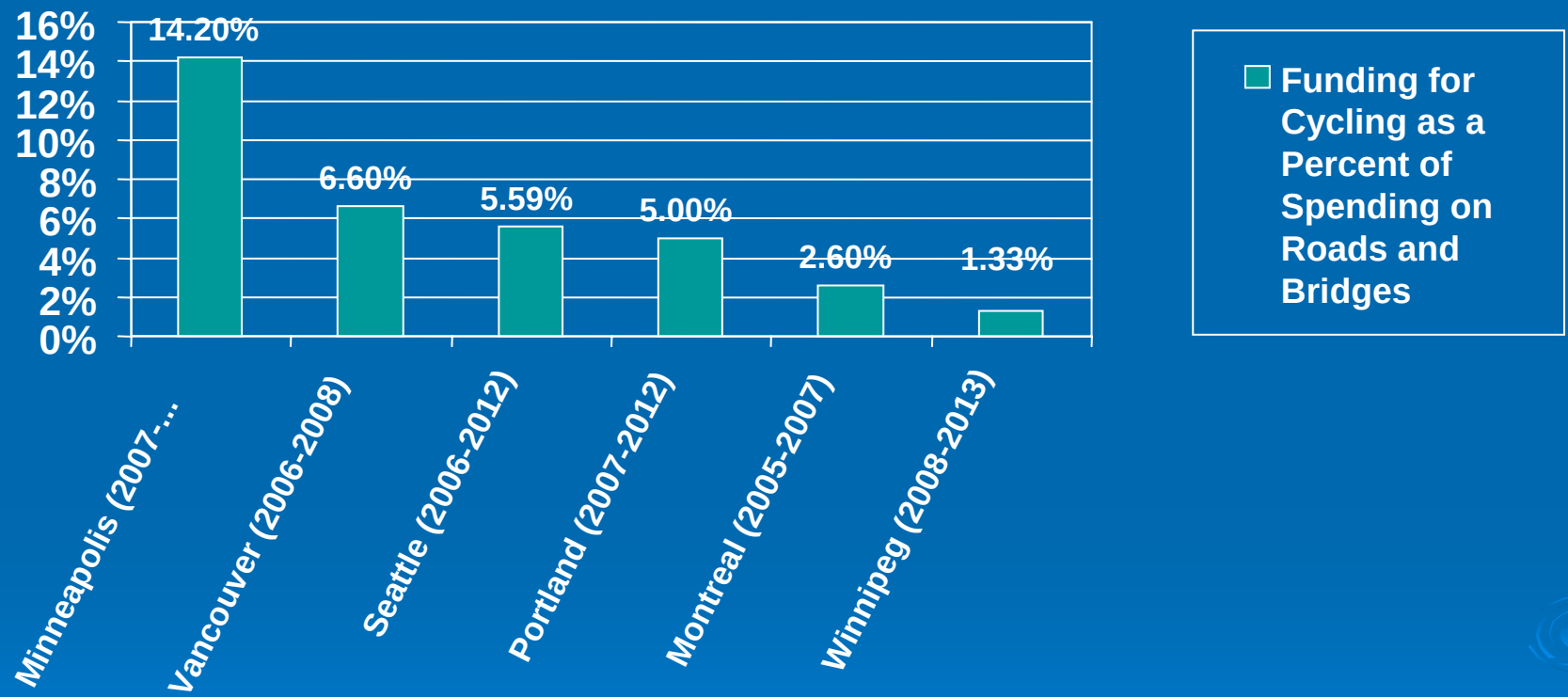
What Cyclists Want

- Safe Routes
- Convenient and Direct Routes that connect destinations
  - Employment Centres
  - Education Centres
  - Shopping Districts
  - Entertainment Districts
  - Recreation
  - Residences
- Secure Bicycle Parking (Short Term and Long Term)

Recent Steps to Improve Cycling Infrastructure in Winnipeg

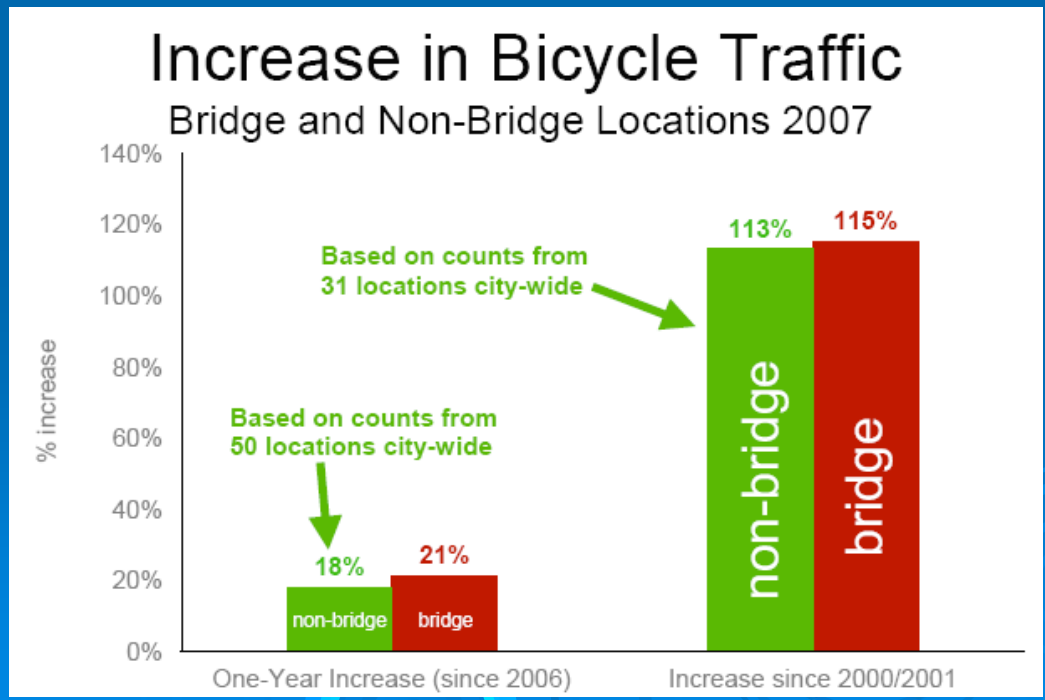
- Increased Funding for Recreational Walkways and Bike Paths
- Hiring of an Active Transportation Coordinator
- Creation of the Active Transportation Advisory Committee
- Inclusion of a progressive Bicycle Parking requirement in the new Zoning By-Law
- Addition of an Active Transport Corridors line item in the 2008 budget
- We still lag behind most other Canadian and American Cities

Cycling Spending in Other Cities



There is a clear relationship between investment and increased cycling levels

- In Toronto, the average increase in cycling two years after installation of a bike lane was found to be 23%
- Portland has had a policy of aggressive expansion of their cycling infrastructure since 1991.



More Cycling = Cheaper Infrastructure

- A standard traffic lane will accommodate 800 vehicles per hour
- A 1.5 meter bicycle lane will accommodate 2000 bikes per hour
- A 2006 study found that the Twin Cities could reduce forecast need for roadway expansion by between 36% and 43% if they reduced the modal split for single occupant vehicles by 20%
- Each trip converted from a motorized vehicle to a bicycle reduces congestion by freeing up space for public transit, delivery vehicles and private cars and trucks
- Cycling in Winnipeg Currently Reduces Greenhouse Gas Emissions by 11 KT/year

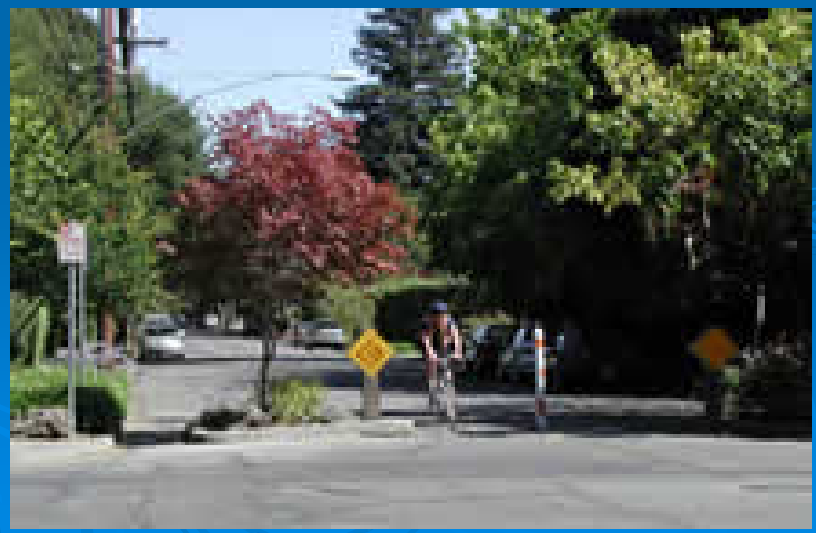
Potential for Increased Cycling Rates in Winnipeg

- 30% of Manitobans cycle “most of the time” to at least one destination
- 30% of Manitobans cycle “sometimes” as a mode of transportation
- 65% of Manitobans would like to use bicycles more as a mode of transportation
  - Source City of Winnipeg Active Transportation Study, 2004
- 90% of Manitobans support governments investing more money in active transportation
  - Source: Manitoba Medical Association 2007

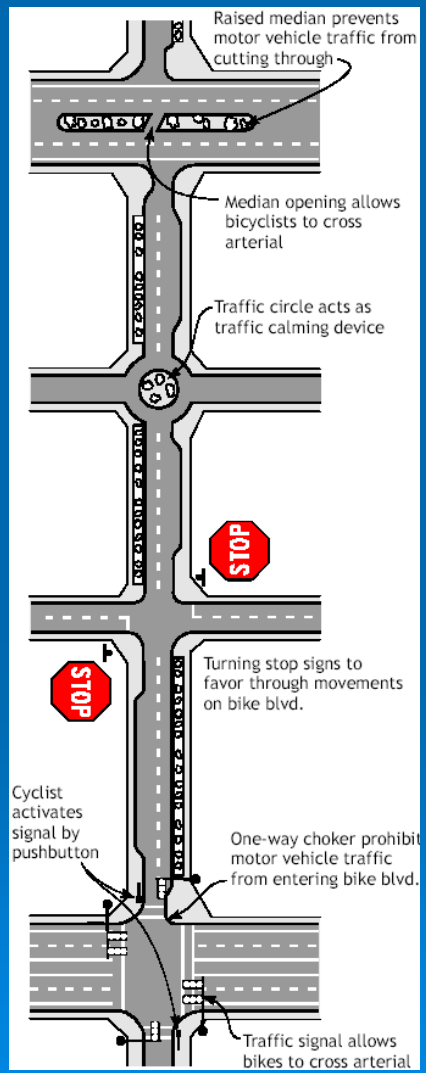
Bicycle Boulevards

- Low-traffic neighbourhood streets that have been optimized for bicycling
- Welcoming to kids, families and novice cyclists, and attractive for all kinds of cyclists
- They provide direct, attractive routes for bikes
- They enhance neighbourhood liveability and traffic safety





Implementing Bike Boulevards



- Traffic calming to slow cars down
- Diverters to discourage through traffic (Bicycles travel through)
- Turned Stop Signs to Minimize stops for Bicycles
- Traffic lights and curb extensions to help cyclists cross busy streets
- Central to the Cycling Networks in Vancouver, Montreal and Portland

Recommendations

- Set a goal of doubling the modal split for cycling from 3% to 6% by 2013
- Increase Funding for Cycling in 2008 to $5,395,000 (3% of the budget for Roads and Bridges)
- A Substantial Part of this increase should go into on-road infrastructure
- Increase Staffing to Plan, Design and Market New Cycling Infrastructure
- Additional spending amounts to just $6.65 per capita