Winnipeg is Ready for a Significant Investment in Cycling Infrastructure

ONEGREENCITY

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A presentation of One Green City

For the Executive Policy Committee meeting on the 2008 City of Winnipeg Capital Budget

December 10th, 2007



Inside Parking Bike Lane

Copenhagen, Denmark



Winnipeg's First On-Road Bike Lane

Annabella Underpass 2007

photo: Galston

1. Recognize that, with a <u>strong investment</u> in cycling infrastructure, the people of Winnipeg *will* choose the bicycle for transportation

"Seventy percent of Canadians say they would cycle to work if there were a dedicated bikeway that would take them there in less than 30 minutes."

Winnipeggers are no exception...

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"The City of Winnipeg's Civic Environmental Committee 2002 survey found that 74% of citizens polled are willing to reduce their motorized transportation by walking or cycling more."

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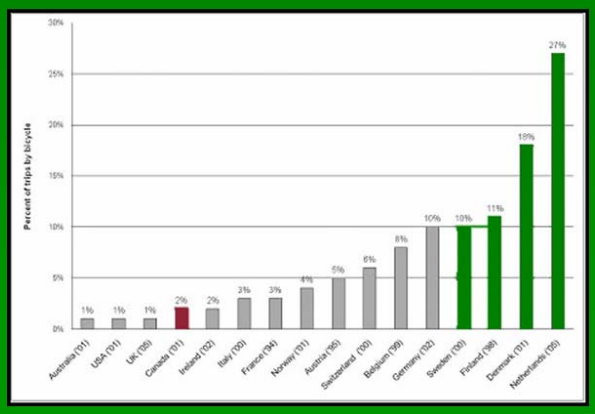
In fact, "30% of Manitobans cycle "most of the time" to at least one destination, which is more than double the national average" (2004 City of Winnipeg AT Study)

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Winter Cycling on a bike lane in Denmark



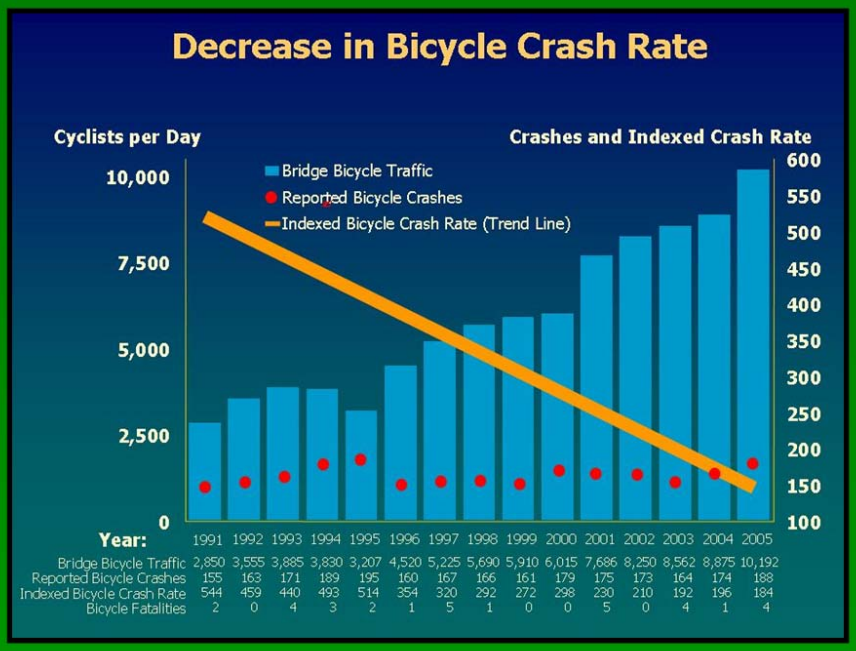
S.P.I.N. Ride 2006

(Downtown Winnipeg)

Organized by Lindsay Gauld - Hundreds of "regular" people cycle to show support for cycling as a mode of transportation

2. Recognize that a strong investment in cycling infrastructure will improve safety

An example from Portland: how more bikeways and more cyclists affects crash statistics . . .



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Between 1978 and 1992 the Netherlands doubled its bicycle network and found fatality rates *dropped by one third, while kilometres traveled increased by one third*. (Gardener 1998)

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Rails with Trails
Waterloo



Bishop Grandin Greenway
Southeast Winnipeg

3. Recognize that a strong investment in cycling infrastructure will improve our health

For every hour per day spent driving, there is a 6% increase in the likelihood of obesity. (Marr Consulting, 2005)

In Toronto, air pollution from traffic gives rise to about 440 premature deaths and 1,700 hospitalizations per year, especially affecting the health of the elderly and children. (McKeown, 2007)

Asthma, a 20th century disease that is strongly linked to air pollution in urban areas, costs the Canadian economy over 1 Billion dollars annually. (The Canadian Lung Association)

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Intersection Treatment - City of Vancouver

4. Recognize that a strong investment in cycling infrastructure will improve the economy

Economic leakage from Manitoba due to purchase of gasoline and diesel fuels is estimated at $1.4 billion per year. (Loney, 2007)

Annual ownership and operating costs associated with driving an average minivan were estimated at $10,227.30 in 2005. (Canadian Automobile Association)

A 1997 survey of North American bicycle commuters determined the average cost of bike purchase and annual operating expenses at $714.00. (Moritz)

Cyclists spend over $95 million CAD ($64.6 million USD) annually along the Route verte. (VeloQuebec)

4. Recognize that a strong investment in cycling infrastructure will improve the economy



Three Cyclists on the Cloutier Trail
Southwest Winnipeg

4. Recognize that a strong investment in cycling infrastructure will improve the economy

Extensive bicycle facilities would strongly influencing the public's opinion of Winnipeg. A strong commitment to bicycle infrastructure would strongly affect their decision to stay here, work here, raise a family here and pay taxes here:

> " . . . Winnipeggers are not particularly satisfied with the current active transportation facilities in the city . . . Winnipeggers are also more than twice as likely to think that the city's bicycle facilities are worse (30%) not better (13%) than those of most major Canadian cities. (This) makes many Winnipeggers feel less positive about their city. Indeed, almost 8 out of 10 say that good active transportation facilities would make them feel more positive about their city.." City of Winnipeg AT Study 2004

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Bike Lanes
City of Minneapolis

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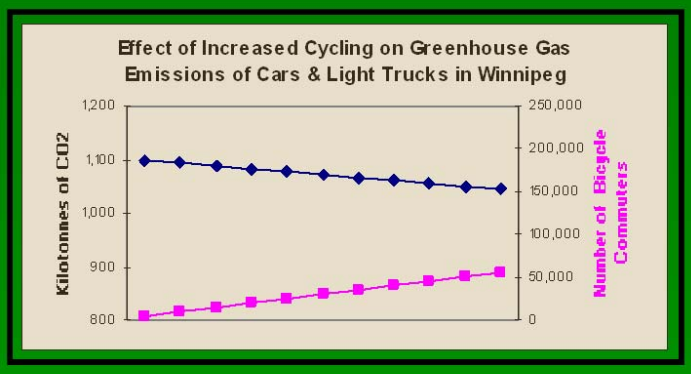
Congestion can be reduced by providing paved shoulders for cyclists at a cost of $50,000 to $100,000 per km or paved pathways at a cost of $250,000 per km rather than by widening a two lane urban arterial road to four car lanes, which costs approximately $1.3 million per km. (Campbell & Wittgens, 2004)

The total cost of obesity to the Manitoba economy is estimated at between $270 million and $305 million per year, equal to 1% of the province's GDP. (Colman, 2000)

Across Canada, the predicted benefit of each 1% increase in the rate of physical activity is $625 million per year.

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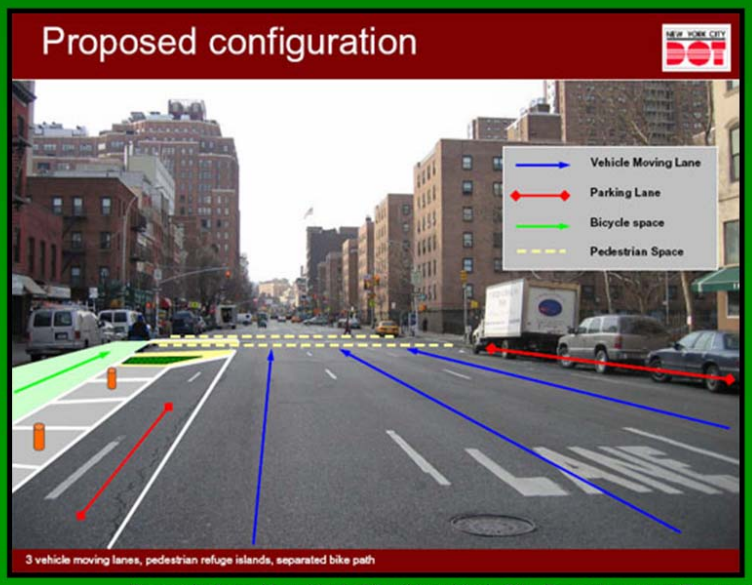




Prologica Research 2007

5. Recognize that a strong investment in cycling infrastructure will improve our environment

The City of Winnipeg and its residents have reached a point of readiness for the development of better cycling facilities. The pressing need to rebuild the city's transportation infrastructure means that this is a critical opportunity for implementing a change in approach . . .



Example from New York City (New York City Department of Transportation)

Signs of Change:

- Increased cycling levels throughout the city;

- Increased attention to cycling and trails issues in the media;

- Successful cycling-friendly motions carried by civic committees including City Council, the Executive Policy Committee, the Standing Policy Committee on Downtown Development, the Standing Policy Committee on Infrastructure Renewal and Public Works, the Standing Policy Committee on Planning, Property and Development, the Zoning By-law Advisory Committee, local community committees;

- Appointment of an Active Transportation Coordinator and Advisory Committee;

- The formation of a city-wide bicycle advocacy group (Bike to the Future), with 288 members and growing;

Signs of Change:

- The appointment of a cycling advocate to the Mayor's Environmental Advisory Committee

- Free bicycle repair shops opening in the inner-city, at the University of Manitoba, at C.M.U. and in the North End

- University of Winnipeg plans for a downtown bicycle station

- The Downtown BIZ transportation committee taking an advocacy position on alternative modes of transportation such as cycling

- Record gasoline price increases

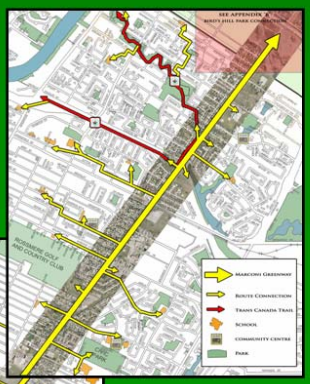
- The high profile of environmental and climate change issues.

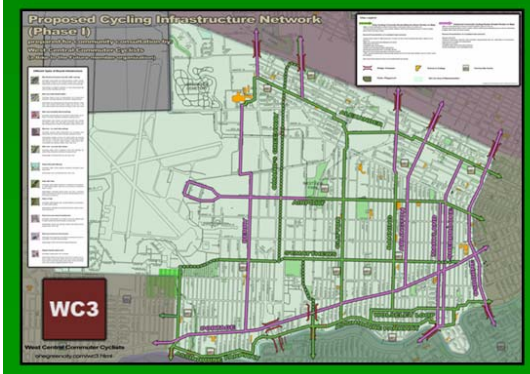
- The formation of neighbourhood cycling stewardship groups who are working with Public Works to make infrastructure suggestions that make sense, while building community consensus;

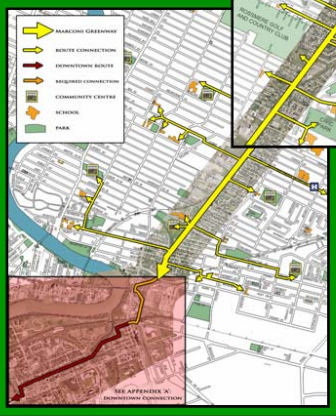
Examples of Community Stewardship maps (2007) . . . . .



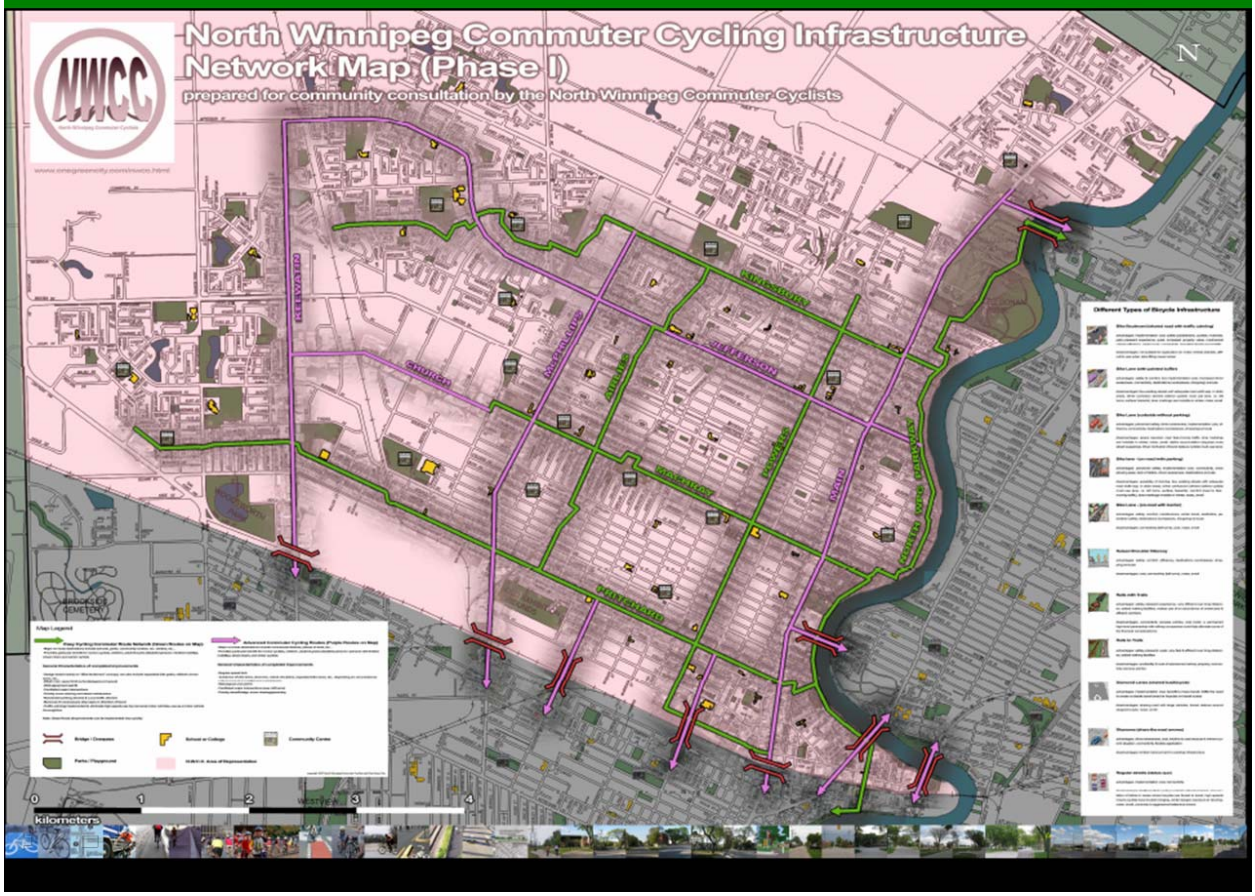








One Example: North Winnipeg . . . .



Written Letters of Support for NWCC's map have been received from:

St. John's Residents Association
Luxton Residents Association
William Whyte Residents Association
Burrows Central Resource Centre
Burrows Residents Association
Indian & Métis Friendship Centre
Sage House
Sage House: Biindigen Project
Seven Oaks Residents
Seven Oaks Historical Society of Winnipeg
St. John's Anglican Cathedral
The Winnipeg Trails Association
Ralph Brown Community Centre



Community Consultation has been initiated with:

Selkirk Avenue and Main Street business associations
Ndinawe
North End Community Renewal Corporation
Provincial MLAs Gord Mackintosh and Doug Martindale
North West Winnipeg Community Centres
The Shaughnessy Heights Residents Advisory Committee
Point Douglas Residents Association

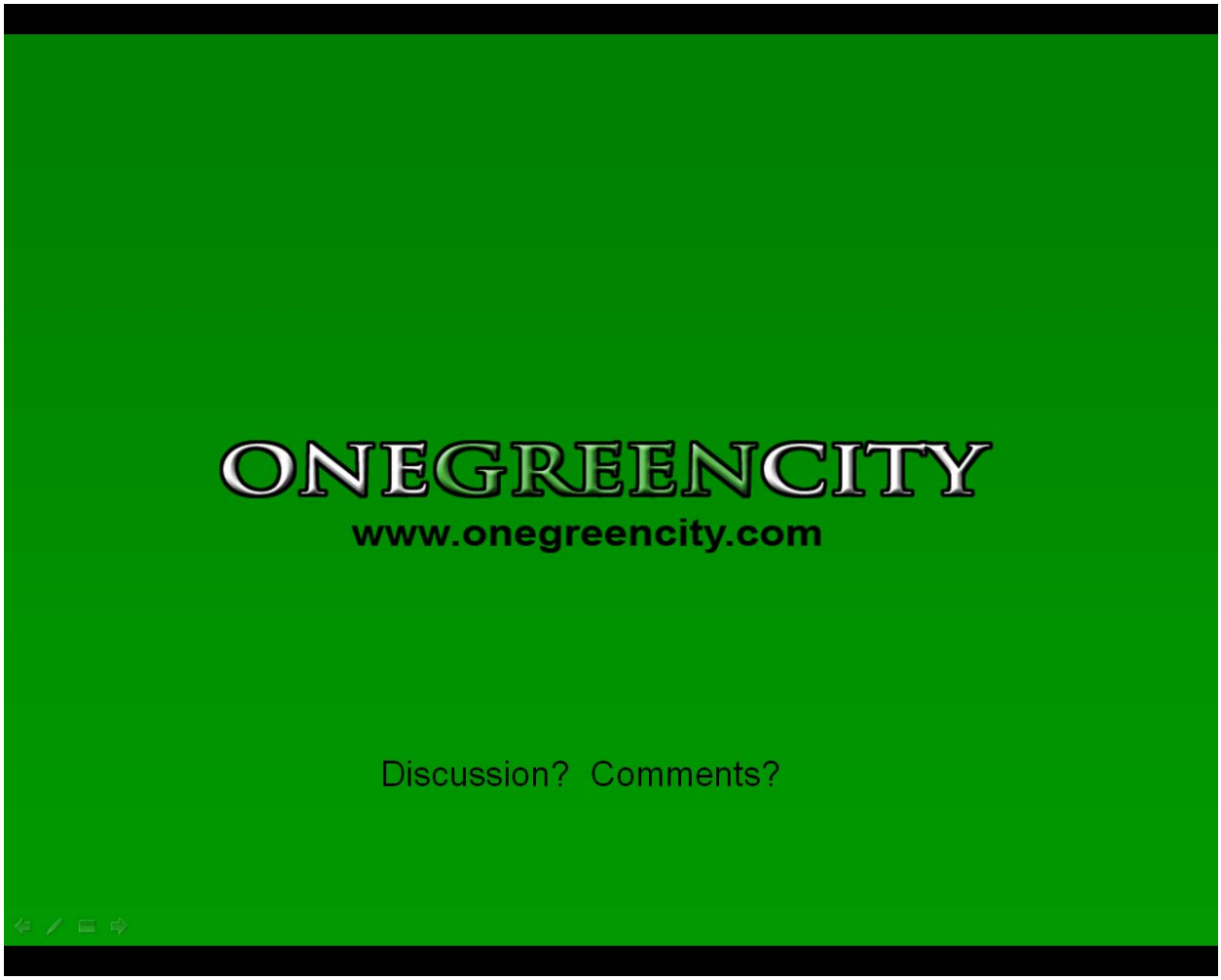
2 Important Signs that the Province of Manitoba will come through with major funding for active transportation:

A 2 Billion dollar Provincial commitment towards renewing infrastructure in Manitoba

An unprecedented Provincial commitment to fighting climate change in Manitoba




Let’s make it happen.


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Discussion? Comments?