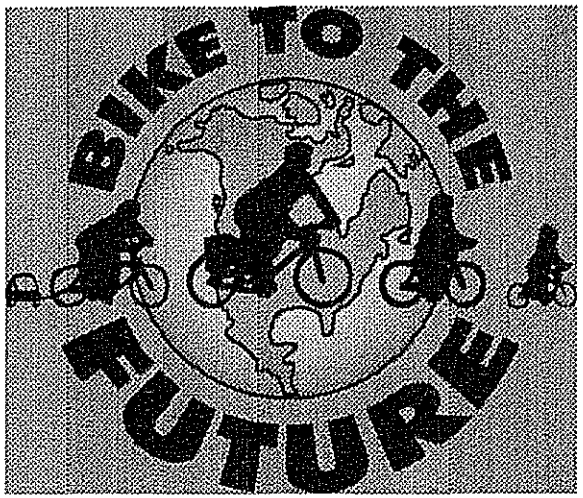



# Bike to the Future

## 2009 Capital Budget Submission

Presented to EPC December 9, 2008

- Bike to the Future is a voluntary, inclusive group of concerned citizens 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 .

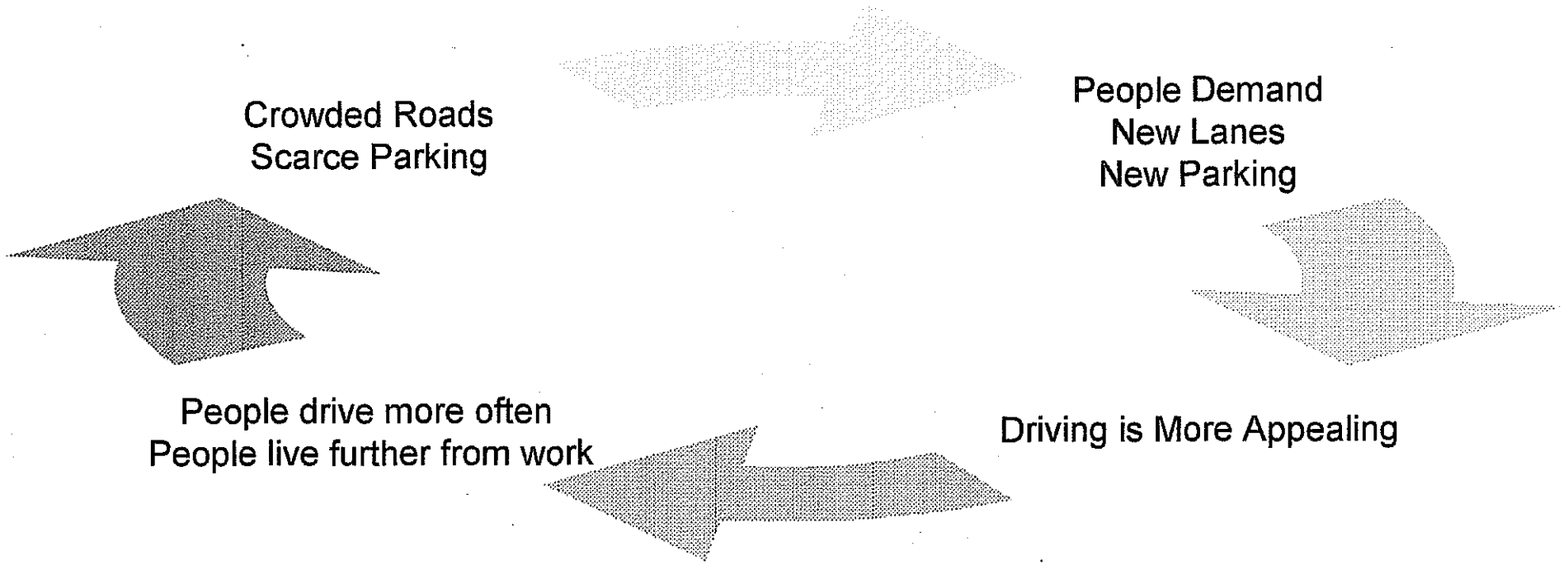
# Progress over the Past Year

- 2008 Active Transportation Action Plan
  - $2.58 million for pathways
  - $600,000 for AT Corridors
    - Bike Boulevards
    - Bike Lanes
  - First Iteration of Active Transportation Network Map
- Disraeli Bicycle/Pedestrian Bridge
- Policy Changes
  - Incorporation of Active Transportation facilities into any reconstruction or rehabilitation required on infrastructure identified as an Active Transportation facility

# Increasing Bicycle Traffic

- Bicycle Counts
  - 25% Increase in Bicycle Traffic Between 2007 and 2008
- Bike to Work Day
  - 2,440 cyclists registered as participants
  - 432 of those participants were first time commuters
  - 64% Increase from 2008 Bicycle Traffic Counts

# More Roads Create More Traffic



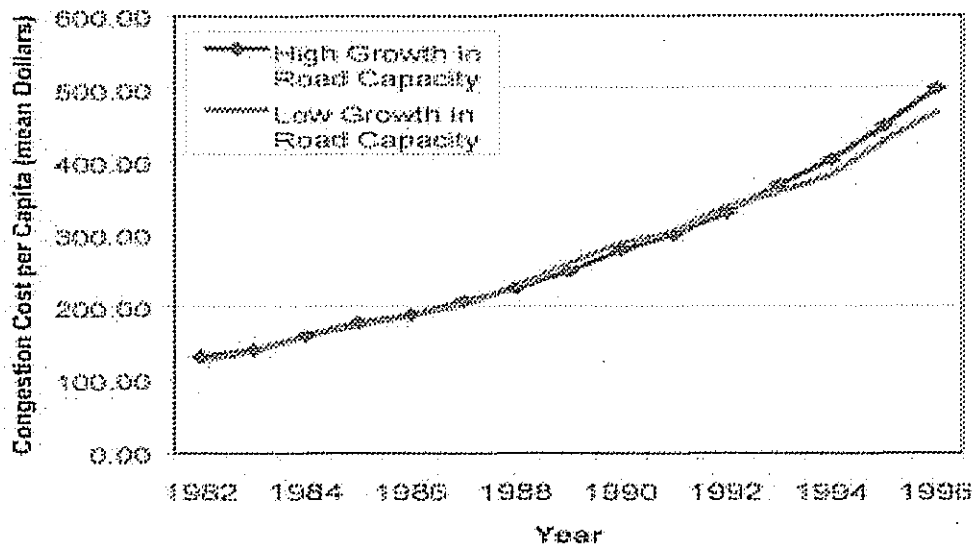

- For every 1% increase in roadway capacity, traffic increases by 0.9% within 4 years

Sources: Graphic - David Alpert, Greater Greater Washington
Statistic - Building Communities With Transportation, Dan Burden 2001

# You can't Build your way out of Congestion

Texas Transportation Institute's report on congestion in major metropolitan areas

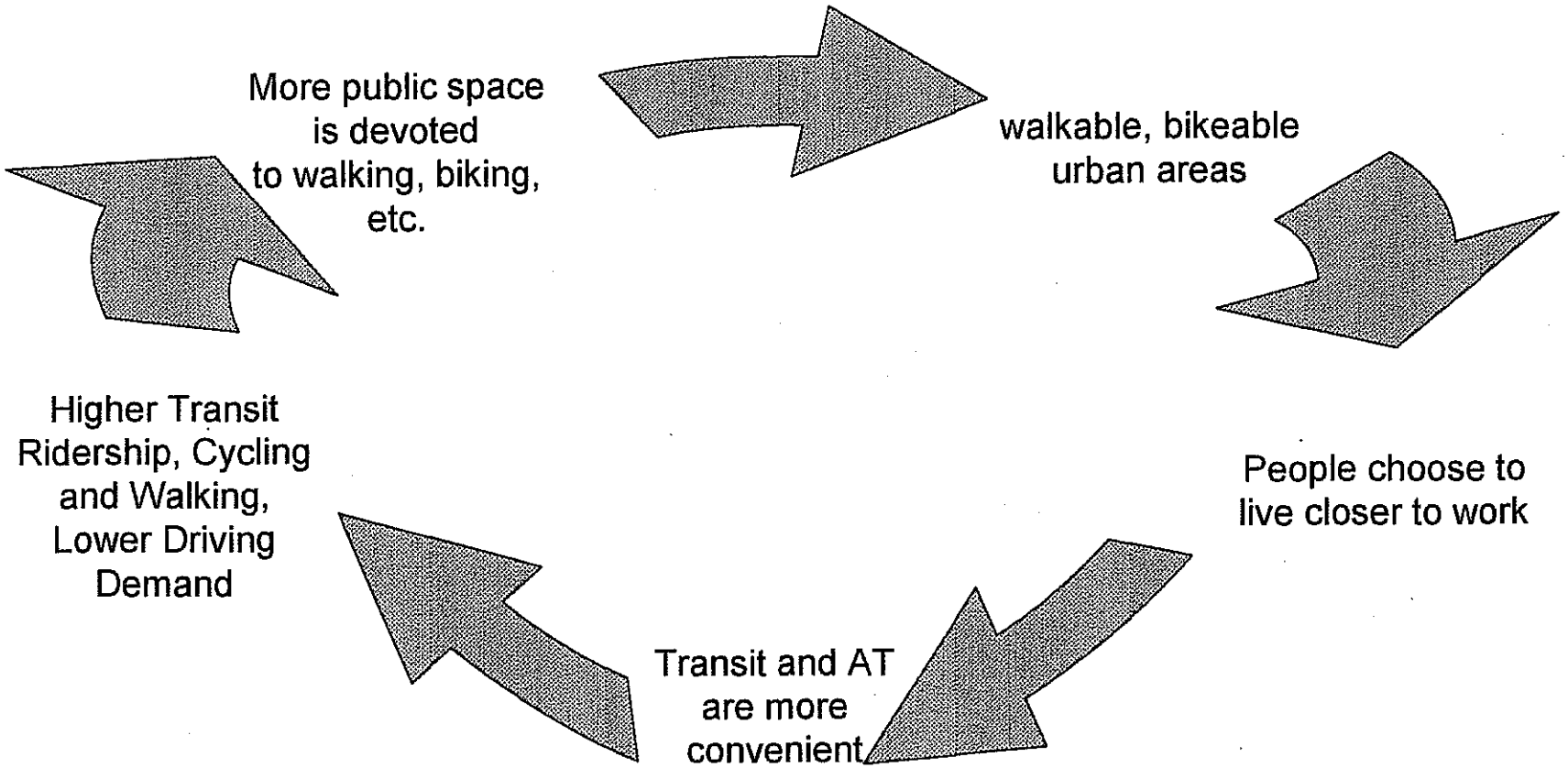
- 15 years of data on road capacity and traffic congestion
- Covers 70 Metropolitan Areas




There was no significant difference in congestion cost per capita between metro areas that invested heavily in roadway expansion and those that did not expand heavily

Source: An Analysis of the Relationship Between Highway Expansion and Congestion in Metropolitan Areas; *November 1998*, Surface Transportation Policy Project

# Rethink Transportation Priorities



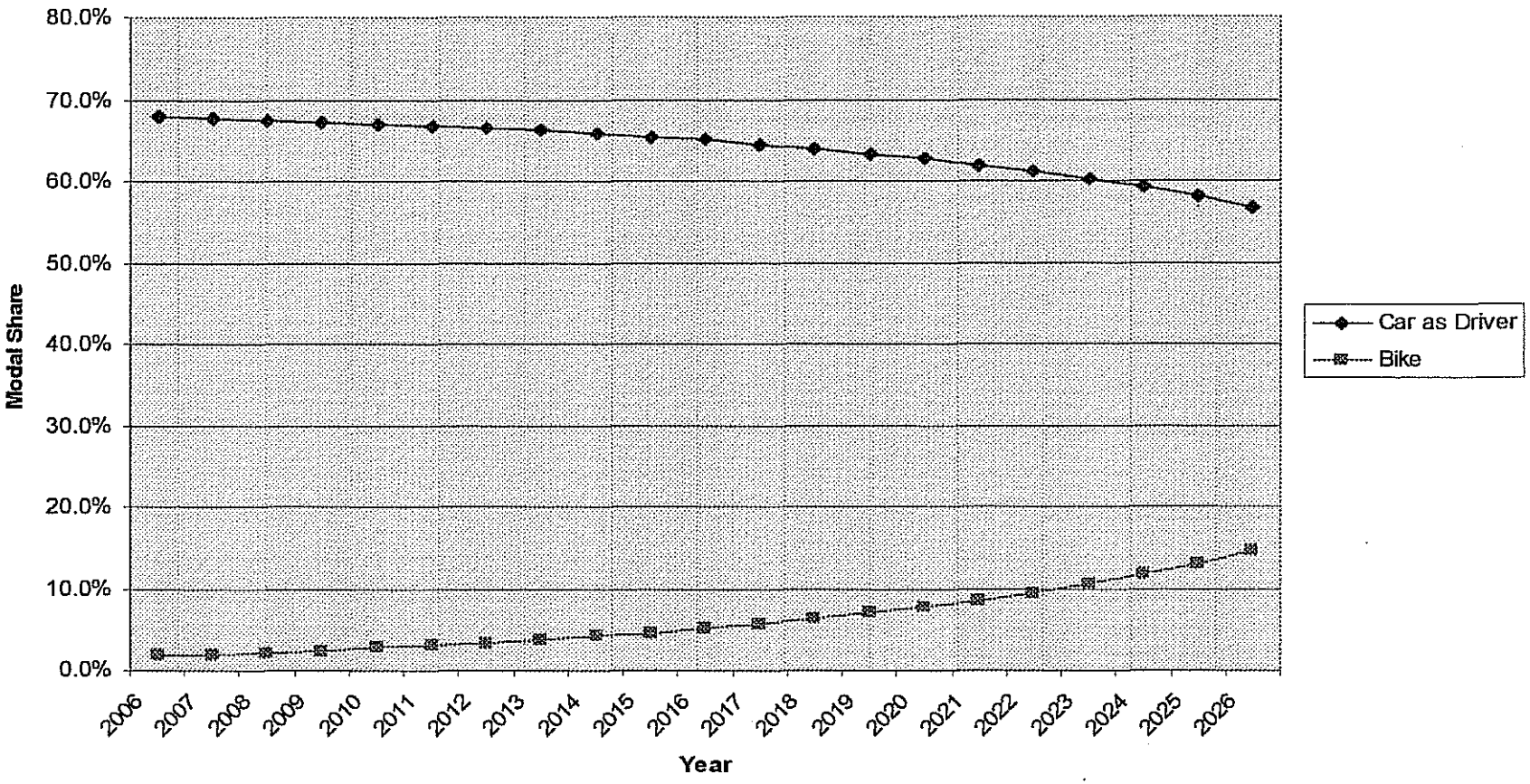

More than 60 percent of metro Portland's residents rated their transportation system good or excellent, compared to only 35 percent of Americans

Source: Graphic - David Alpert, Greater Greater Washington; Statistics - Portland's Green Dividend (Joe Cortright , 2007)

# Potential for Increased Cycling Rates in Winnipeg

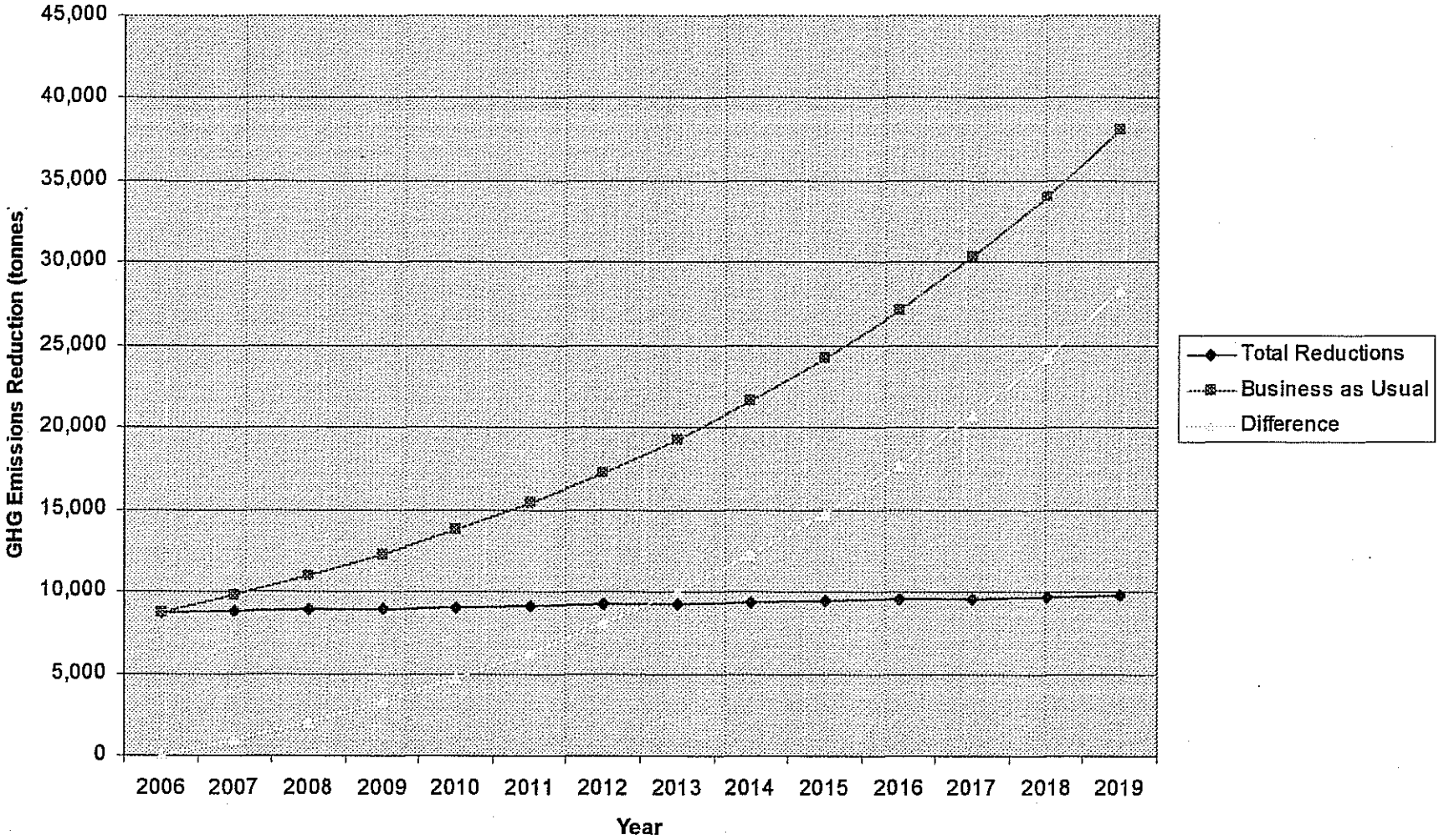
- 30% of Manitobans cycle "most of the time" to at least one destination
- 65% of Manitobans would like to use bicycles more as a mode of transportation
  - Source City of Winnipeg Active Transportation Study, 2004
- 90% of Manitobans support governments investing more money in active transportation
  - Source: Manitoba Medical Association 2007
- 25% Increase in Bicycle Traffic Between 2007 and 2008
  - Source: 2008 Bike to the Future Bicycle Counts

# Bike Modal Share with Sustained Growth

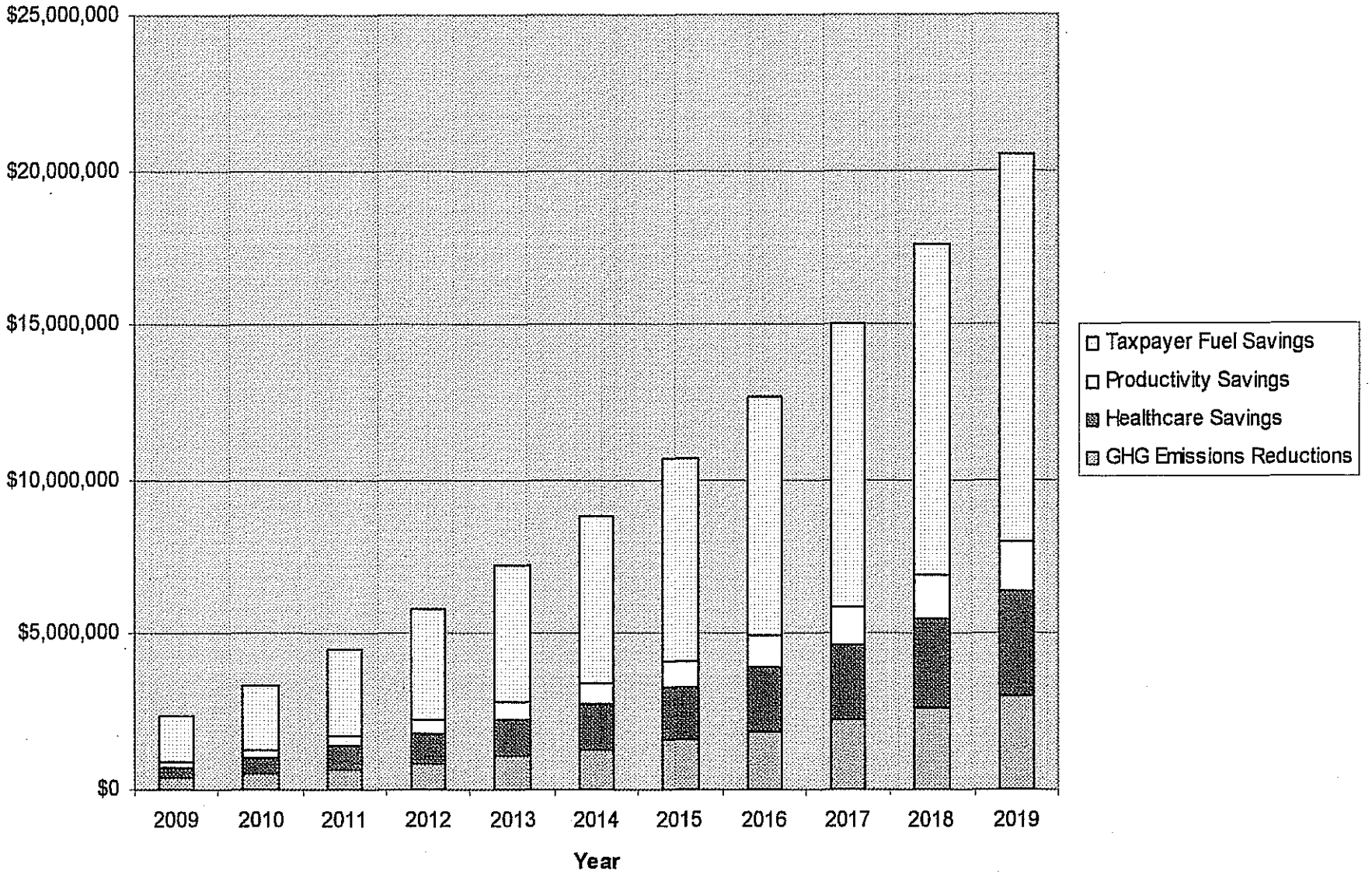



2009 – 2.4%
2014 – 4.1%
2019 – 7.0%

# Potential GHG Reductions



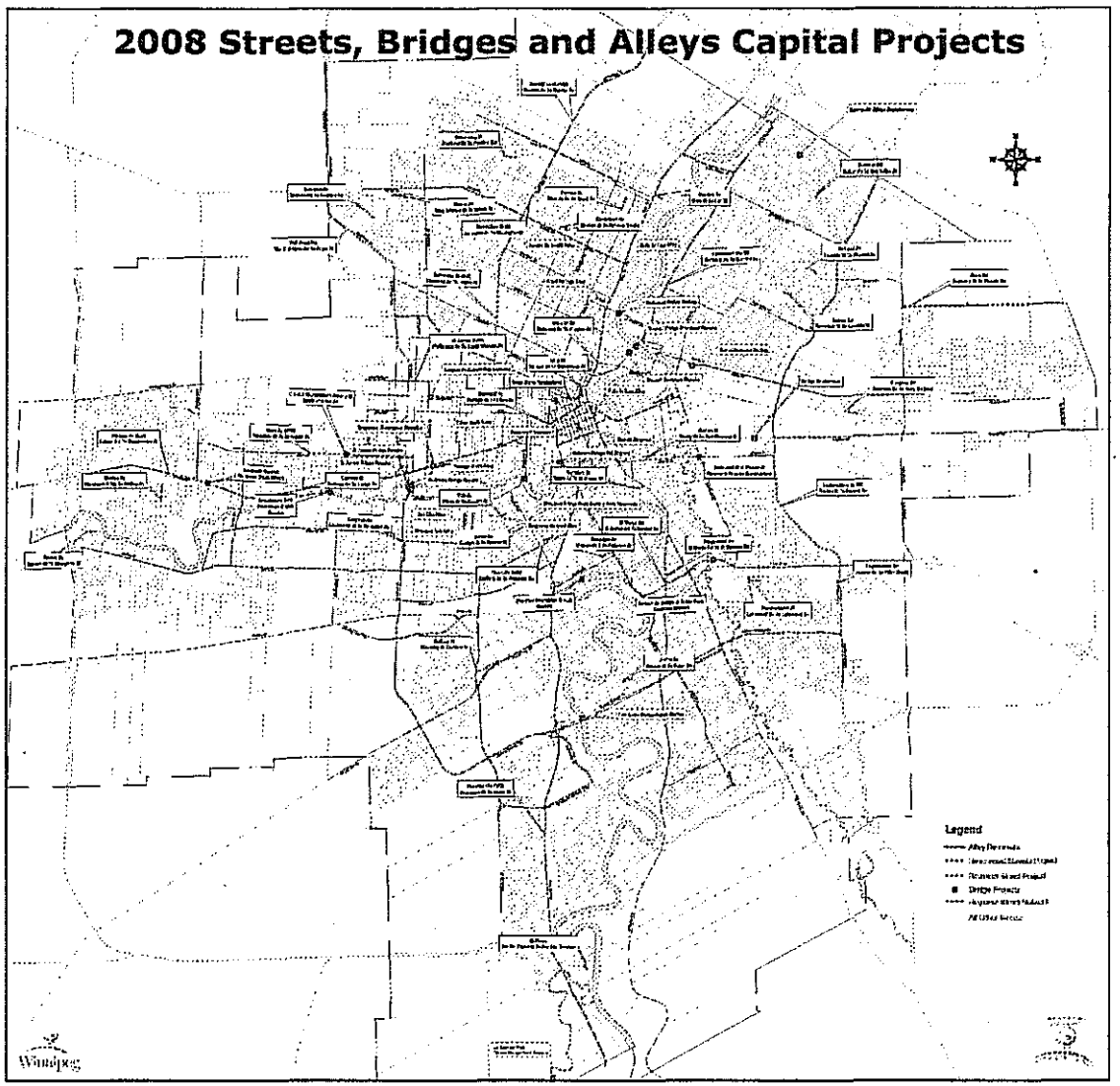
# Financial Benefits of Incresed Bike Modal Share



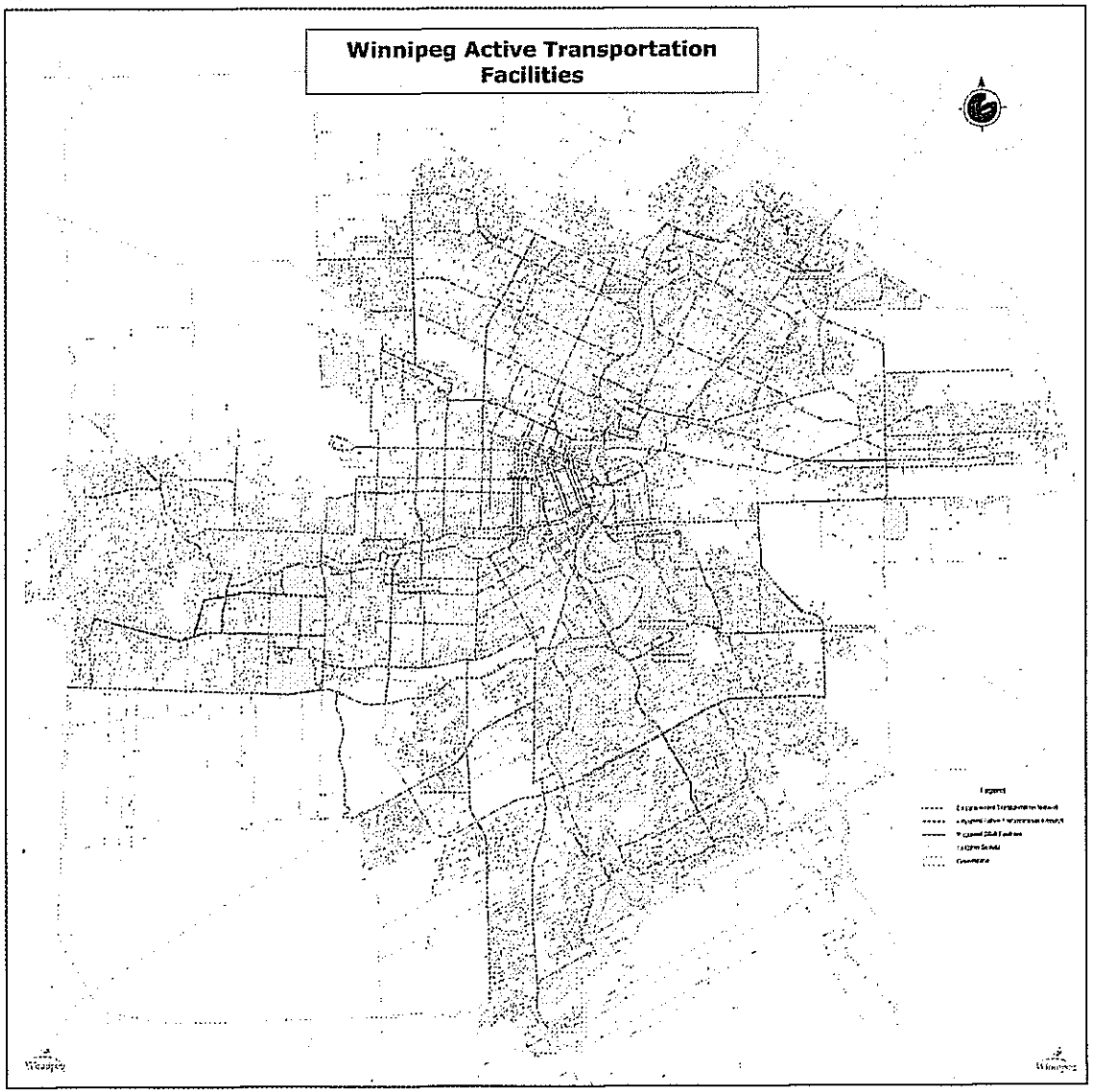
# Building the AT Network

- Incorporating AT in all New Construction and Rehabilitation Projects
  - Shows that all modes of transport are being treated equitably
  - Prevents a repeat of past neglect of AT
  - Addresses the needs of an existing network
  - Adds to the AT network in a fragmented manner

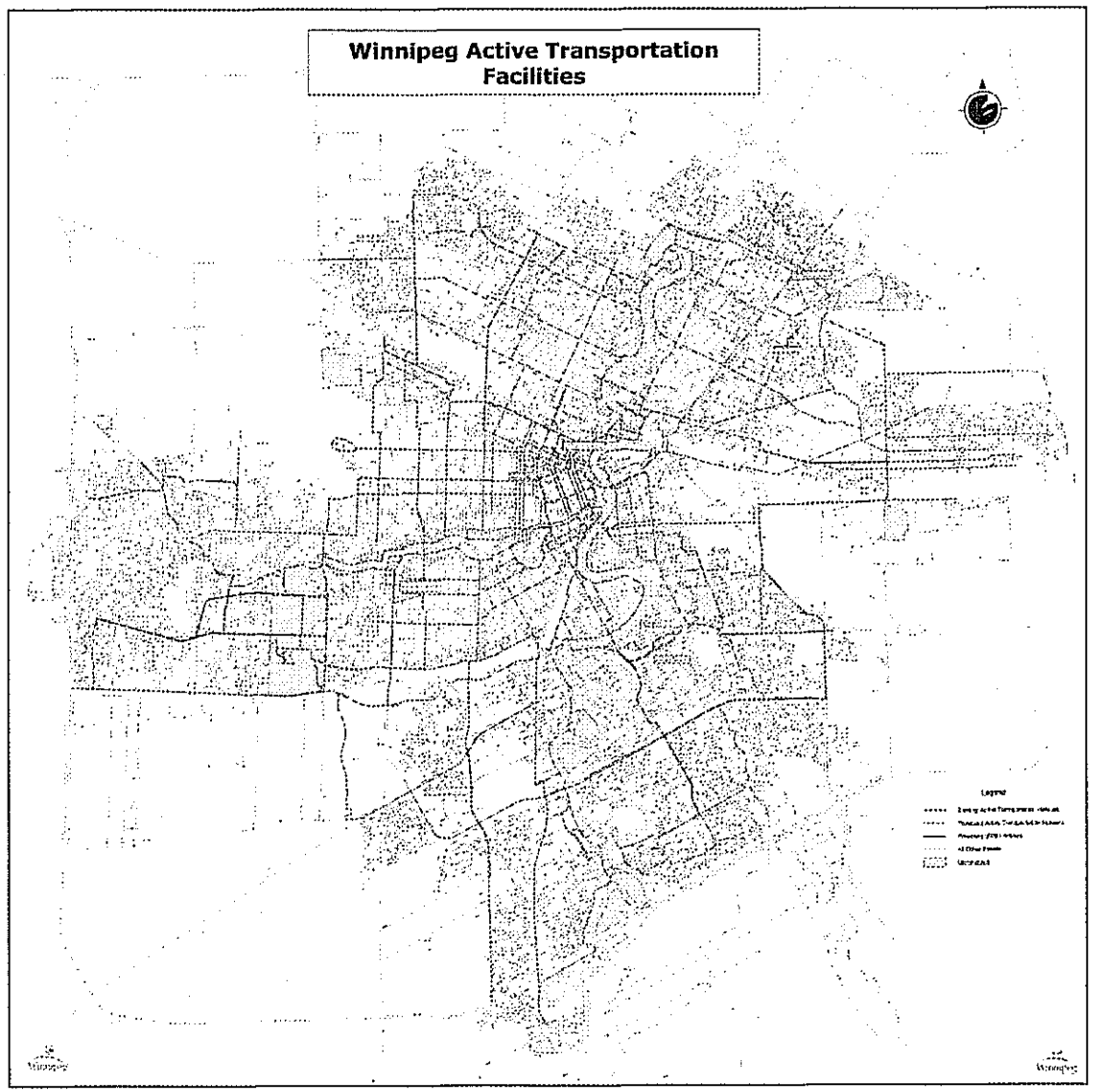
# 2008 Streets Projects



# 2008 Street Projects on AT Map



# 2008 Street Projects on AT Map



# Why Including AT in Renewals is not Enough

- Existing roadway network has been designed to meet the needs of motorized traffic
- Maintenance and Expansion are the main issues
- AT network is much less developed
- Connectivity is what's most needed for AT
- Improvements for cycling often have more to do with existing geometry of roadway than with the actual condition of roadway

# Making a Commitment to Cycling

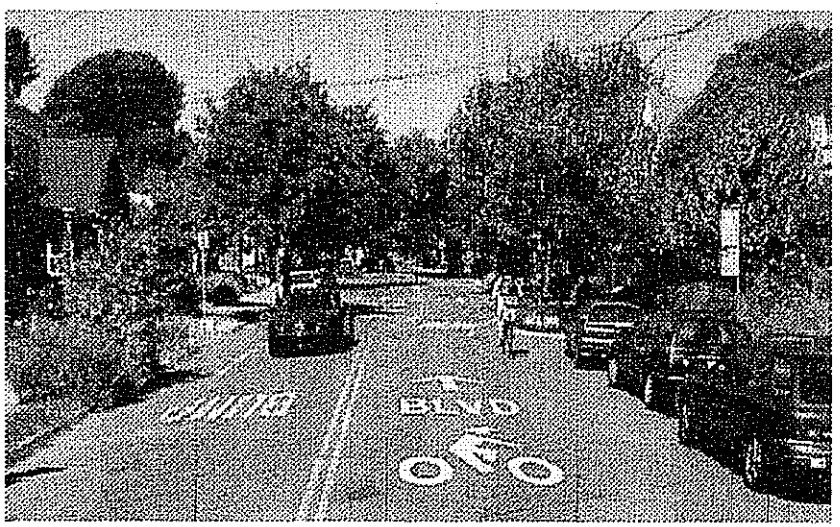
- $80 Million Over 10 years
  - $2 Million/Year Recreational Pathways
  - $6 Million/Year AT Corridors
    - $2 Million/Year Bikeways
    - $4 Million/Year Grade Separations

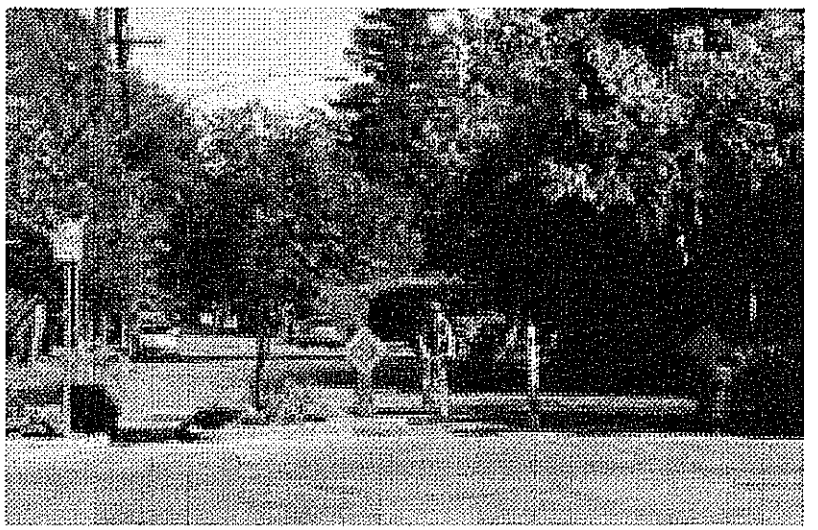
# Increased Capacity

- Quality Facilities
- 50 km of new bike paths
- 100 to 150km of new bikeways
- 3-6 Bike/Pedestrian Grade Separations
- Increase Bicycle Modal Share From 2.2% to 7.0%

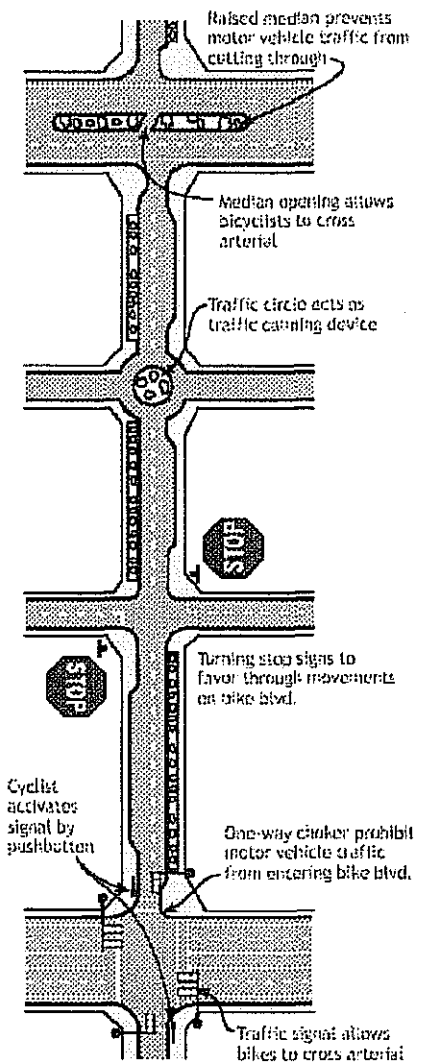
# Bicycle Boulevards

- 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



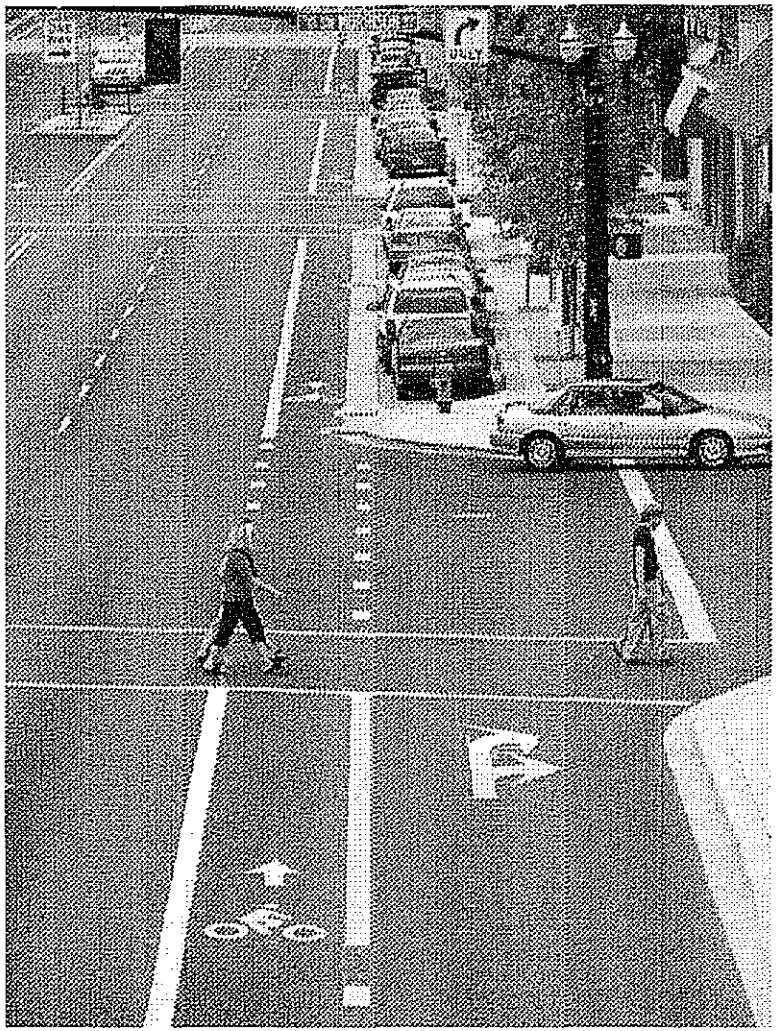


# Implementing Bike Boulevards




- 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

# Bike Lanes



- Following installation of a bike lane on Fell Street in San Francisco, the number of cyclists rose 32%, and percentage of cyclists riding on the sidewalk dropped from 50% to 10%
- In Toronto, the average increase in cycling two years after installation of a bike lane was found to be 23%

Sources: FELL STREET BIKE LANE (SCOTT TO BAKER) AND TOW-AWAY ZONE PROPOSAL (City of San Francisco, 2004)
Shifting Gears: City of Toronto Bike Plan (June 2001); City of Toronto

# Grade Separations

