Winnipeg

CITY OF WINNIPEG POLICY NO. XXX-XXX

POLICY TITLE *Pedestrian and Cycling Strategies*	**ADOPTED BY** *City Council*	**EFFECTIVE DATE** *XXXXXXXX*
ORIGIN / AUTHORITY *Standing Policy Committee on Infrastructure Renewal and Public Works*	**CITY POLICY NO**	**MOST RECENT CONSOLIDATION** *XXX-XXX*

1. Purpose:

The Council approved Transportation Master Plan specifically directs the City of Winnipeg to develop Pedestrian and Cycling Strategies. The Pedestrian and Cycling Strategies are to enable changes in infrastructure and support programs that will encourage Winnipeggers to walk and cycle more – whether for work, pleasure, or day to day personal travels for shopping, visiting friends and family, or running errands. The Pedestrian and Cycling Strategies will provide direction for civic investments in infrastructure and support programs over the short, medium, and long-term in order to make walking and cycling safe, convenient, attractive, and accessible transportation options.

2. Definitions:

a) Active Transportation (in relation to this project): Human powered modes of transportation such as walking and cycling. The Pedestrian and Cycling Strategies present the needs for both modes jointly but address the distinctly different needs of pedestrians and cyclists.

3. Pedestrian and Cycling Policy

A key underlying goal of the Transportation Master Plan is to expand the range of travel options that are available to residents, workers and visitors, and to ensure that people are not dependent on one single mode of transportation. Encouraging walking and cycling creates countless community benefits. Providing greater access and options for walking, cycling and transit will lead to improved health, increased personal mobility, more livable and socially active communities, and reduced impacts on the environment and our climate. Included in this plan are a series of short, medium and long term strategies which are defined through the following six Strategic Directions as outlined in more detail in Appendix 1.

3.1 **Improve Connectivity**

- 3.1.1 Expand the Bicycle Network (16 specific actions)
- 3.1.2 Expand and Enhance the Sidewalk Network (7 specific actions)
- 3.1.3 Address Barriers (2 specific actions)

3.2 Improve Convenience

- 3.2.1 Provide Bicycle Parking and End-of-Trip Facilities (13 specific actions)
- 3.2.2 Increase and Improve Multi-Modal Connections (7 specific actions)

3.3 Improve Safety and Accessibility

- 3.3.1 Provide Accessible Infrastructure (8 specific actions)
- 3.3.2 Improve Pedestrian and Cycling Safety (4 specific actions)
- 3.3.3 Provide Pedestrian and Cyclist Crossing Treatments (6 specific actions)
- 3.3.4 Provide Well Lit and Visible Pedestrian and Cyclists Facilities (3 specific actions)
- 3.3.5 Develop Safe Routes to School (1 specific action)

3.4 Improve Maintenance

- 3.4.1 Maintain the Sidewalk Network (7 specific actions)
- 3.4.2 Maintain the Bicycle Network (6 specific actions)

3.5 Improve Vibrancy

- 3.5.1 Enhance Streetscapes and the Public Realm (3 specific actions)
- 3.5.2 Enhance Land Development and Site Design (14 specific actions)

3.6 Increase Awareness

- 3.6.1 Enhance Way-finding, Signage and Trip Planning (4 specific actions)
- 3.6.2 Improve Education and Awareness (15 specific actions)
- 3.6.3 Increase Marketing and Communication (4 specific actions)

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4 Responsibilities

4.1 Active Transportation Coordinator:

4.1.1 The position is responsible for the overall implementation of the Pedestrian and Cycling Strategies in addition to the positions current duties.

4.2 Pedestrian and Bicycling Planner

4.2.1 Responsible for the planning, implementation and coordination of specific projects and/or programs. This position is critical for the planning and coordination of the increased infrastructure required to complete both the pedestrian and cycling networks and the programs required to increase safety, convenience and public awareness recommended by the Pedestrian and Cycling Strategies.

5 Appendices (if required)

Appendix 1 – Pedestrian and Cycling Strategies – Full Report



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Appendix 2 – PRA Telephone Survey



PRA Telephone
Survey