green ACTION centre

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Executive Policy Committee
May 13, 2015

Re: Pedestrian and Cycling Strategies

We are pleased to see the City moving forward with adoption of the Pedestrian and Cycling Strategies, which will provide a framework for planning, designing and implementing walking and cycling infrastructure. It presents a tremendous opportunity for Winnipeg to shift from an auto-centric approach in transportation planning to one that is inclusive of all modes, ages and abilities.

In fact, we would like to see much stronger language in the Strategies to go beyond the stated goal of maximizing transportation options to one that specifically prioritizes walking, cycling and transit use over driving alone in a car. It is time that Winnipeg takes the next step to recognize there is a hierarchy of users in planning transportation systems – it is time to put pedestrians at the top of the hierarchy followed by cyclists, transit users, commercial vehicles/trucks, multi-occupant vehicles, and at the bottom, single occupant vehicles. We need to invert the transportation hierarchy in Winnipeg, which for decades has placed the single occupant vehicle as the top priority.

Why adopt the Pedestrian and Bicycle Strategies:

1. They are based on *equity* and *opportunity* for walking and cycling across the city. **Fair plus best bang for buck**.

2. There was more public consultation and public engagement for these Strategies than major road work projects. **Enough talk – ready for action**.

3. They provide the critical guidance on where Winnipeg is at now, where we want to go and ways to get there. **Blueprint with flexibility**.

4. They reflect what Winnipeggers want – walking and cycling infrastructure that makes them feel ***safe*** **and** ***comfortable***. **8 to 80 yrs old: All ages and abilities**.

5. Winnipeggers are ready to embrace walking and cycling (integrated with transit). While organizers expected perhaps 15% of fans would bus, bike or walk to the new stadium – in fact, 39% did so for the first regular home game. **Winnipeggers want to walk and bike**

6. Every resident across Winnipeg will benefit from this $330 million compared with a single road or bridge project that benefits motorists in one area of the city. **Benefit-cost ratio = solid investment**.

7. Businesses can benefit – the experience in other cities, such as Calgary, is that business increases or stays neutral when a bike lane goes in. **Bikes are good for business**.

8. Tourism benefits – visitors today want to be able to get around easily downtown and to major destinations on foot or by bike. **Tourists on foot / bike bring dollars**.

Submitted by Beth McKechnie

9. Millennials (those born after 1980) are driving less and want to live in walkable / bikeable cities. **Attract and keep young people in Winnipeg.**

10. The Strategies support Active and Safe Routes to School, which will help more children walk and bike safely in their neighbourhood. **Children deserve safe routes to school.**

We recognize this is the first iteration of the Pedestrian and Cycling Strategies, and we eagerly anticipate its adoption and implementation, and doing what we can to help ensure its success.

Re: Corporate Waste Reduction Strategy

We are also pleased to see waste reduction on the City's agenda consistent with *A Sustainable Winnipeg* and with the Province's zero waste goals, beginning with 50% reduction by 2020.

Green Action Centre is a non-profit, non-governmental hub for greener living based in Winnipeg and serving Manitoba. We are a registered charity, governed by an elected community board. We promote greener living through environmental education and encourage practical green solutions for households, workplaces, schools and communities.

Submitted by:
Beth McKechnie
On behalf of Green Action Centre

Why Adopt the Winnipeg Pedestrian and Bicycle Strategies

green ACTION centre

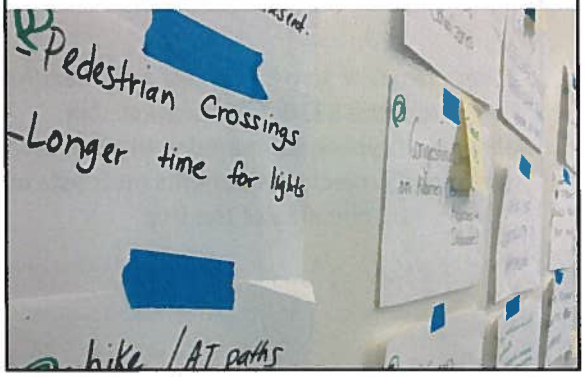
The Pedestrian and Bicycle Strategies are based on an analysis of *equity* and *opportunity* for walking and cycling across the city.

Fair plus best bang for buck



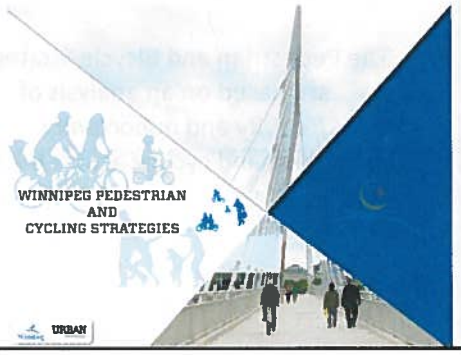
There was more public consultation and engagement for the Pedestrian and Cycling Strategies than most major road projects.

Enough talk / ready for action



The Pedestrian and Bicycle Strategies provide *critical guidance* on where Winnipeg is now, where we want to go, and ways to get there.

Blueprint with flexibility



The Pedestrian and Bicycle Strategies reflect what Winnipeggers want – walking and cycling infrastructure that makes them feel ***safe*** and ***comfortable***.

Safe and comfortable: all ages & abilities



Winnipeggers are ready to embrace walking and cycling (integrated with transit).

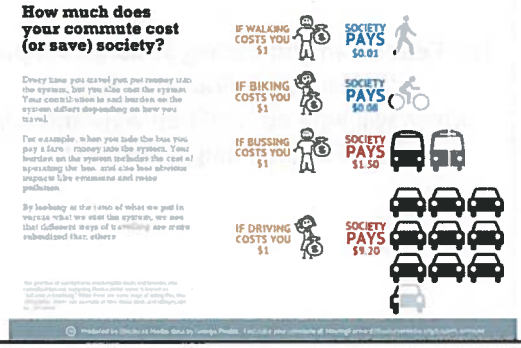
Planners expected 15% of fans to arrive at the new stadium by bus, bike or on foot – instead, **39% walked, biked or bussed** to the first regular home game.

Winnipeggers want to walk and bike



Every resident across Winnipeg *will benefit* from the $330 million invested in walking and cycling compared with a single road or bridge project that benefits motorists in one area of the city.

Benefit-cost ratio = best investment



Businesses can benefit – experience in other cities, such as Calgary, is that business increases or stays neutral when bike lane goes in.

Bikes are good for business



Tourism will benefit – visitors today want to be able to get around easily and safely downtown and to major destinations on foot or by bike.

Tourists on foot / bike bring dollars



Millennials (those born after 1980) are driving less and want to live in walkable / bikeable cities and neighbourhoods.

Attract / keep young people in Winnipeg



The Pedestrian and Cycling Strategies support *Active and Safe Routes to School*, which will help our children walk and bike safely in their neighbourhood.

Children deserve safe routes to school

