bikewinnipeg

MORE PEOPLE BIKING
MORE OFTEN

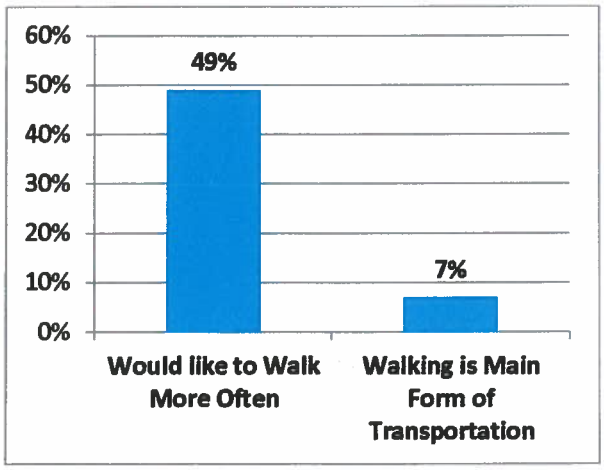
Bike Winnipeg Welcomes Winnipeg's First Ever Pedestrian and Cycling Strategies

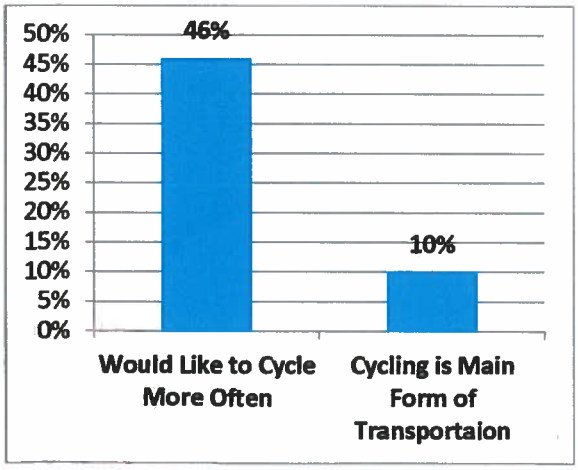
Bike Winnipeg would like to commend the city on the release of its first ever pedestrian and cycling strategies. This is a significant step forward for the city in its efforts to increase sustainability, and bring us closer to the goal of providing equitable transportation options for people choosing to walk, bicycle, or take transit to their destinations. For a very modest investment of less than $500 per person, the City will be able vastly improve its pedestrian and bicycle network, adding hundreds of kilometres of facilities that will provide benefits to citizens throughout the city. This affordability is in stark contrast to the high cost the city faces with the expansion of its roadway network, as shown below:

Project	Estimated Cost
Waverley Underpass	$175 million
Marion Widening	$250 million
Chief Peguis Extension	$400 million
Kenaston Widening	$375 million

The forecast expenditure for any of these programs could pay for the construction of the entire proposed cycling network. The estimated cost of several of these projects would pay for implementation of the entire pedestrian and cycling strategies. At best, the impact of each of these projects is limited to regional traffic. At worst, they will encourage more traffic while shifting congestion problem further into the city.

The Market for Walking and Cycling in Winnipeg





After hearing from more than 3,000 people across Winnipeg, one of the key findings of the public engagement process that accompanied the pedestrian and cycling strategies was that the people of Winnipeg want to walk and bike more often. Fully 49% of those surveyed would like to walk more often, and 46% would like to ride their bikes more often. The pedestrian and cycling strategies provides us with the framework to meet that demand.

Goals for Modal Share

One shortcoming of the strategies that we feel should be addressed is the lack of a short term goal for increased uptake of cycling in Winnipeg. We would like to see the city specify that a goal of the cycling strategy will be an increase in the modal share of cycling from Winnipeg's current rate of 2% of trips to 5% of trips within 5 years. Minneapolis, a city with similar climate to Winnipeg, set that same goal, and will achieve it in 2015.

An Affordable, Achievable Plan

- 5% within 5 years is an achievable goal
    - Following installation of a two way protected bicycle path on Assiniboine Avenue in 2010, the number of cyclists on Assiniboine has increased by over 200%.
- Currently, trips by bike account for about 2% of all trips.
- With shared provincial and federal funding similar to that approved for the 2010 Stimulus package, the City's share of new funding would amount to less than $7 million/year.

Increasing the Number of People Biking Delivers Multiple Benefits

Health Benefits – Increasing the percentage of trips made by bicycle to 5% would mean that:

- 42,344 additional individuals will be encouraged to cycle regularly;
    a. Each additional cyclist will enjoy a 6% reduction in their risk of mortality when compared to non-cyclists.
    b. This increased physical activity will prevent 8.3 deaths/year.

Safety Benefits – Providing dedicated space for cyclists improves safety for all users:

- When protected bike lanes are installed in New York City, injury crashes for all road users (drivers, pedestrians, and cyclists) typically drop by 40% and by more than 50% in some locations. *Wolfson, H., 2011 - Memorandum on Bike Lanes, City of New York, Office of the Mayor, 21 March 2011*
- 1 ½ years after the installation of parking protected bike lanes on 3rd and Broadway in Long Beach, dramatic reductions in collisions were evident:
    a. *50% decrease in the number of bike related accidents*
    b. 50% decrease in the number of vehicle related accidents...from just under 100/year to just under 50/year. *City of Long Beach 2013 - Broadway and Third Street Protected Bikeway Study*

Economic Benefits – More people walking and biking means more jobs and a stronger, more sustainable tax base.

Pedestrian and Cycling Projects Outperform in Job Creation

- Pedestrian and Bicycle project have a proven track record of outperforming roadway projects in terms of economic stimulus/job creation.

Savings for Individual Choosing to Walk or Bike

- Increased reliance on walking and cycling will result in savings of approximately $7 million/year in transportation costs that will flow back into the local economy, creating jobs, and growing the tax base;

Increased sales for Local Businesses

- A New York study found that local businesses saw a 49% increase in sales following installation of protected bike lanes (9th Avenue)
- A study of shopping habits in New York's East Village found that people on bike and foot spend the most per capita per week, $163 and $158, respectively, at local businesses. Car and subway users spend less per capita, $143 and $111, respectively.