City of Winnipeg
Pedestrian and Cycling Strategy



Image courtesy of Manitoba Cycling Association
Bike to work day 2013

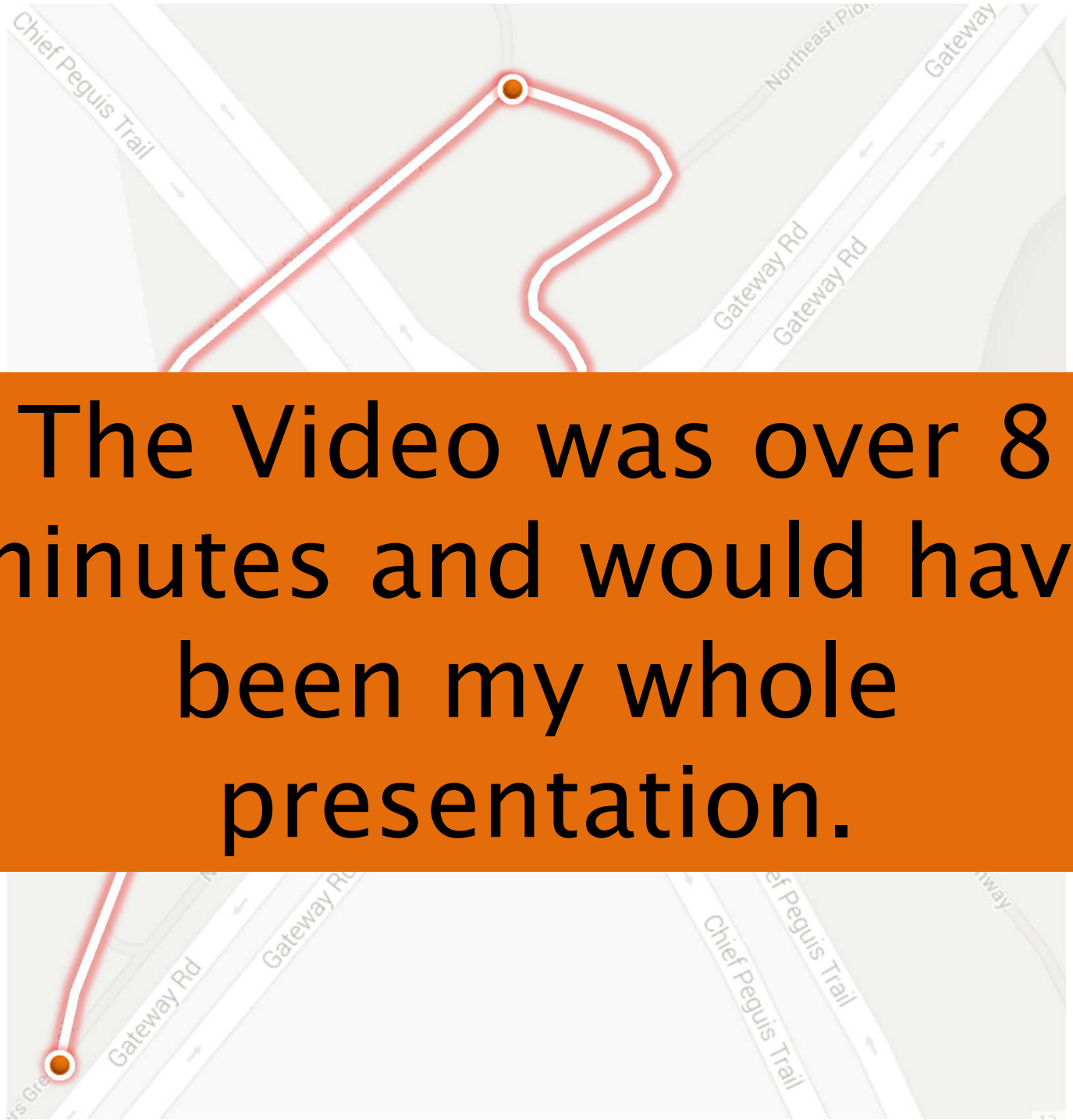
Question:

Have you ever heard of a City that has built their way out of traffic problems?



A needed update to the Winnipeg Zoning Bylaw

INTEGRATION WITH LAND USE



The Video was over 8 minutes and would have been my whole presentation.










Winnipeg 17
Winnipeg, Manitoba
+Steve
Winnipeg 17
Winnipeg 17
Lite Mode
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Report a problem

Even if you lived right here

And you wanted to walk here

You would still take your car



IF I HAD ASKED MY CUSTOMERS WHAT THEY WANTED, THEY WOULD HAVE SAID A FASTER HORSE.

- HENRY FORD.

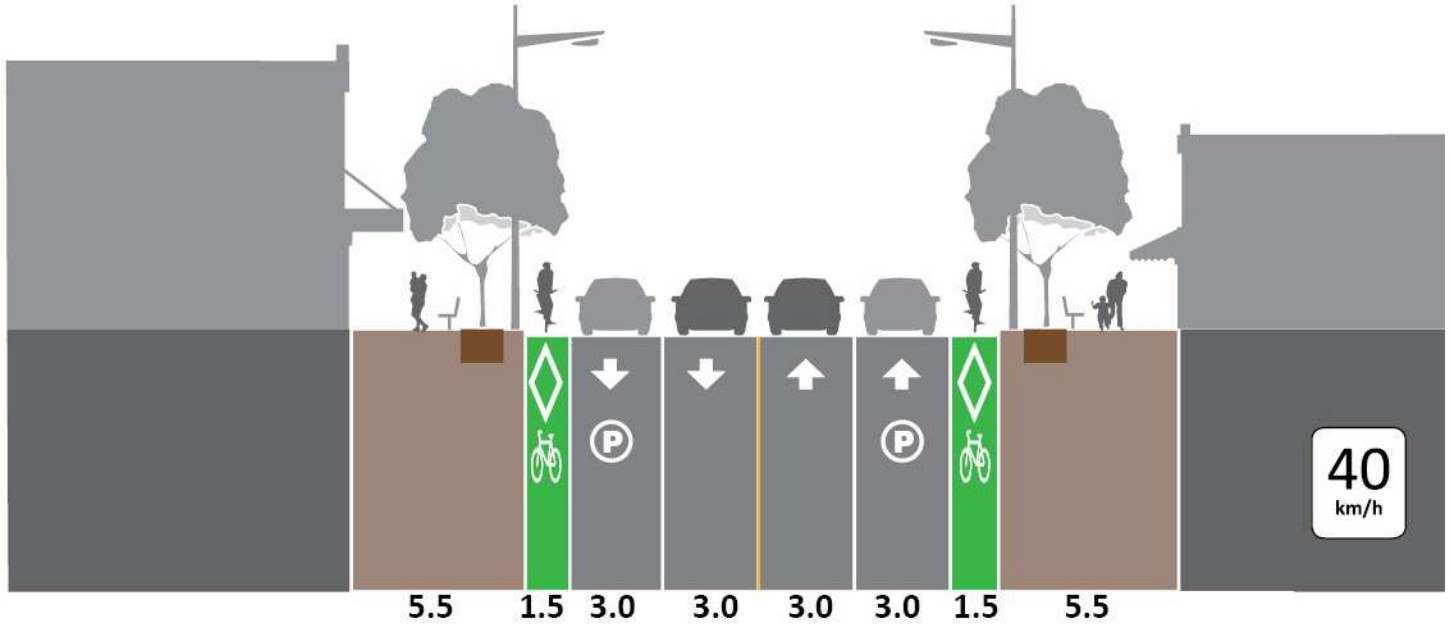


motivation-world.com

More property for roads means less property tax generating property

FINANCIAL SUSTAINABILITY

Typical Complete Street Cross Section



26 Meters – Safe Design, Very Expensive

Complete Street Design



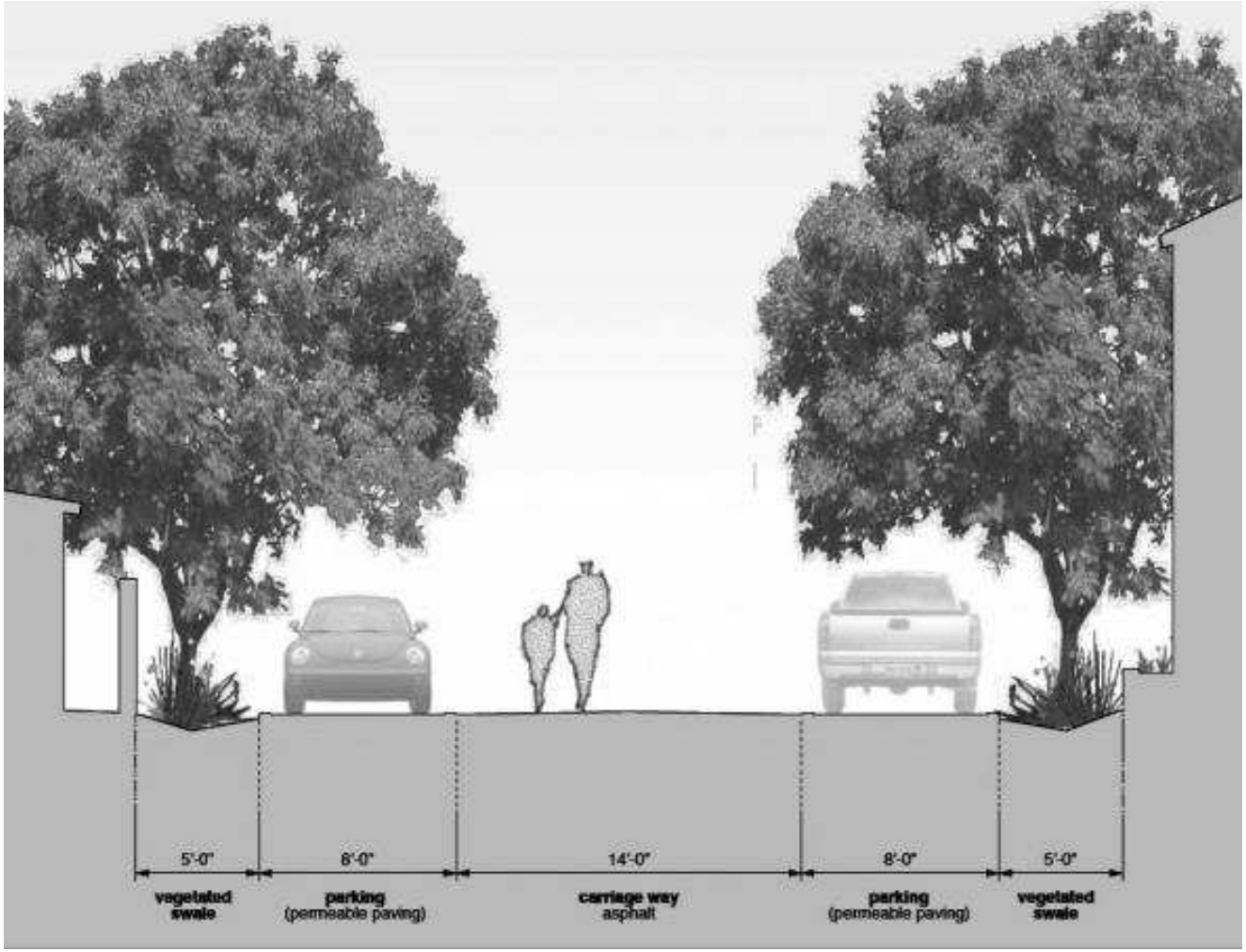
Lane for driving, lane for parking, lane for biking and lane for walking.

For a street like this, it is a huge improvement.

But a better design is available!

Everyone has their own space.

Shared Space Street Cross Section



10 Meters – Safe Design, Inexpensive

People walking where cars are



But some streets need to be wider!



What about residential streets?



Le Corbusier
Tower in a Park(ing lot)

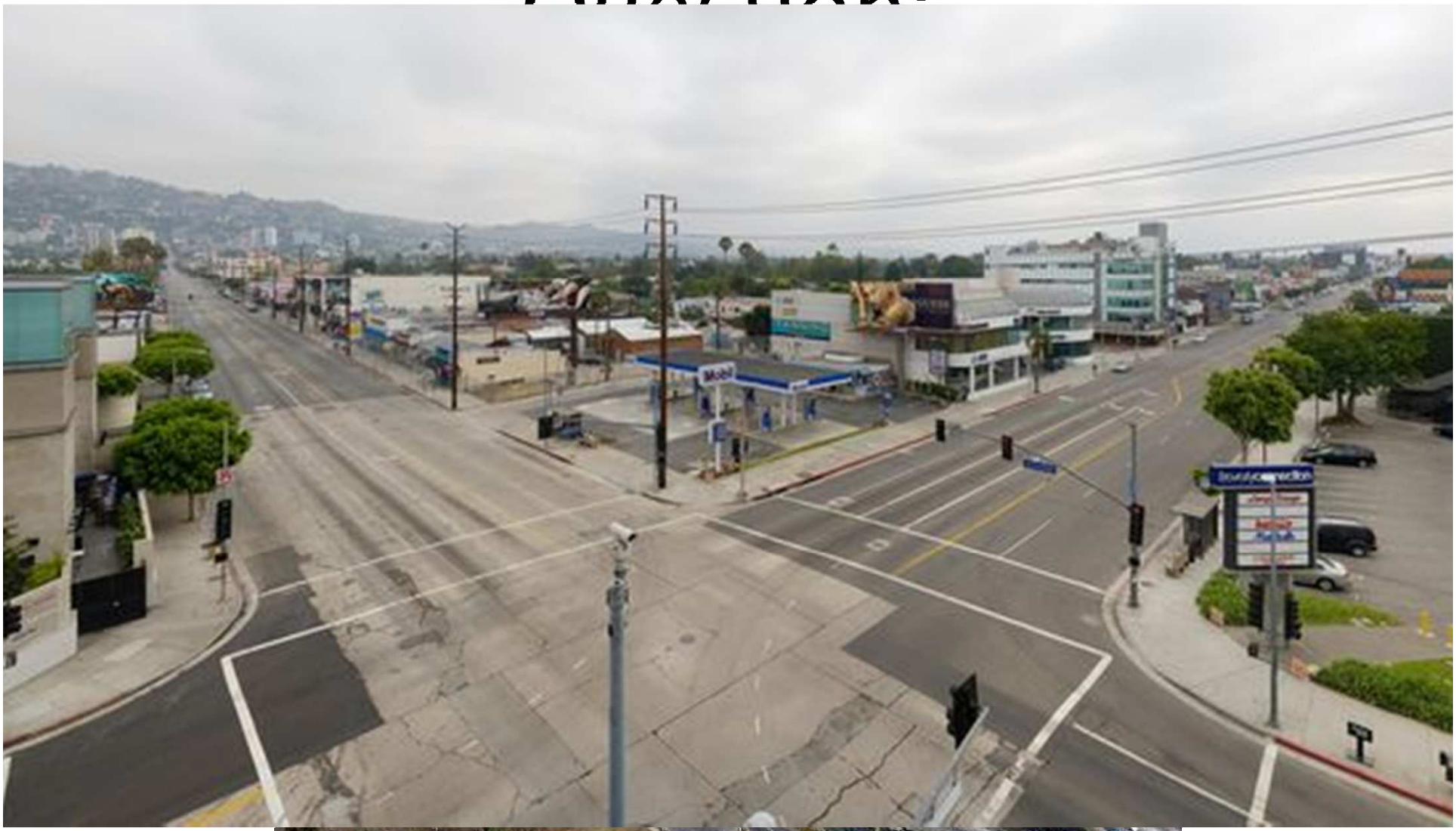


Hardly Comparable





Question:





It’s time to choose

Streets for Everyone



Financially productive
Narrow and adaptable

Streets for Cars



Financially insolvent
Automobile the only viable choice