bikewinnipeg

MORE PEOPLE BIKING
MORE OFTEN

March 15, 2016

Executive Policy Committee

Re: Preliminary Operating and Capital Budgets),

Dear Councillors,

Bike Winnipeg is pleased to see the increases in funding brought forward in the City of Winnipeg's 2016 Capital budget. For the 45% of Winnipeg residents who want to cycle more often and the 49% who would like to walk more often, the healthy transportation options provided by this increased investment will be a welcome addition. For the 10% who rely on cycling as their main form of transportation, the development of Winnipeg's cycling network is a critical aid to their mobility. We are particularly happy to see planning for pedestrian and bicycle grade separations in the forecast for next year's budget

Yet even with the funding increases introduced this year and over the last few years, the funding for active transportation remains at less than 50% of the annual funding needed to implement the pedestrian and cycling networks envisioned in the Pedestrian and Cycling Strategies passed last year.

While we recognize that the city is in a tight financial situation, we feel strongly that the city must commit itself to full funding of the pedestrian and cycling strategies as a means to reach financial sustainability and begin to reverse the city's infrastructure deficit.

Make Implementation of Pedestrian and Cycling Strategies a Building Canada Fund Priority

Recognizing that the benefits of a healthier populace and more vibrant economy will be shared with the provincial and federal governments, we think that a shared funding commitment to Active Transportation from the provincial and federal governments is in order. We feel that prioritizing implementation of the Pedestrian and Cycling Strategies as a priority for the Build Canada fund would make it easier for the more senior levels of government to share in the funding for active transportation, and strongly encourage the city to take this step.

Planning

Ione of the items we were especially pleased to see in this year's budget was the allocation of funding for a Pedestrian and Bicycle Network planning position. As we have learned over the years, planning for active transportation can be a very sensitive issue, requiring a level of public consultation considerably higher than what is needed for more traditional transportation projects. As funding for road rehabilitation and reconstruction increases, there is also an increased need to ensure that these projects are property including needed additions and improvements to help build our pedestrian and bicycle networks. We hope that this position can be added as soon as possible to help with the expanding workload of the city's AT coordinator.

Infrastructure Priorities

Assiniboine/Forks Connection

This summer, The Forks are planning to add a protected bike lane along Fort Gibralter that will provide a quality bicycle corridor into the Forks from Main Street. This will leave just a small gap between the existing protected bike lanes on Assiniboine Avenue and this new bikeway. We are asking the city to make closure of this gap its number one priority for spending from the Bicycle Corridors line item.

Downtown Protected Bike Lanes

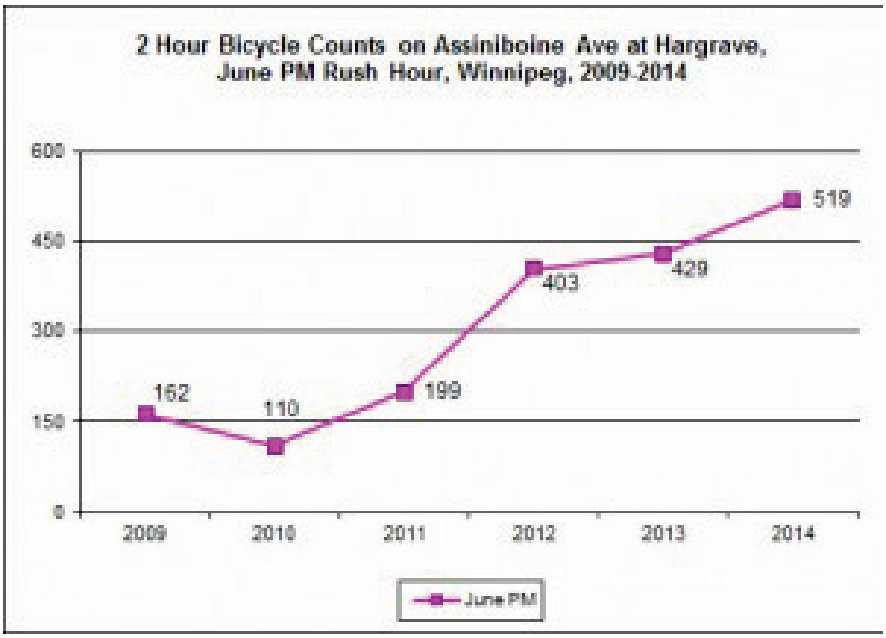
The painting of bike lanes on Winnipeg's downtown streets, which started in 2009, helped start Winnipeg's slow march towards bikeability. And while this has encouraged an increasing number of people to use their bikes to reach their work, shopping, or entertainment destinations downtown, for many people the level of comfort and protection provided by a painted bike lane falls well short of the threshold that would convince them to abandon their car and ride their bikes downtown.



Parking protected bike lane on Sherbrook

Fully ***47% of people surveyed as part of the pedestrian and cycling strategy stated that the addition of protected bike lanes on main streets would encourage them to bike more or much more often***. The city's experience with the protected bike lanes on Assiniboine has shown that the pattern of seeing significant increases in the number of cyclists on roads where protected bike lanes are installed will be matched in Winnipeg.

Following the installation of a two-way protected cycle track on Assinniboine Avenue in 2010, regular counts of cycling traffic have shown that the number of cyclists traveling down Assiniboine has increased by more than 200%. Clearly, Winnipeg residents have been encouraged to switch to their bikes where protected bike lanes are provided.



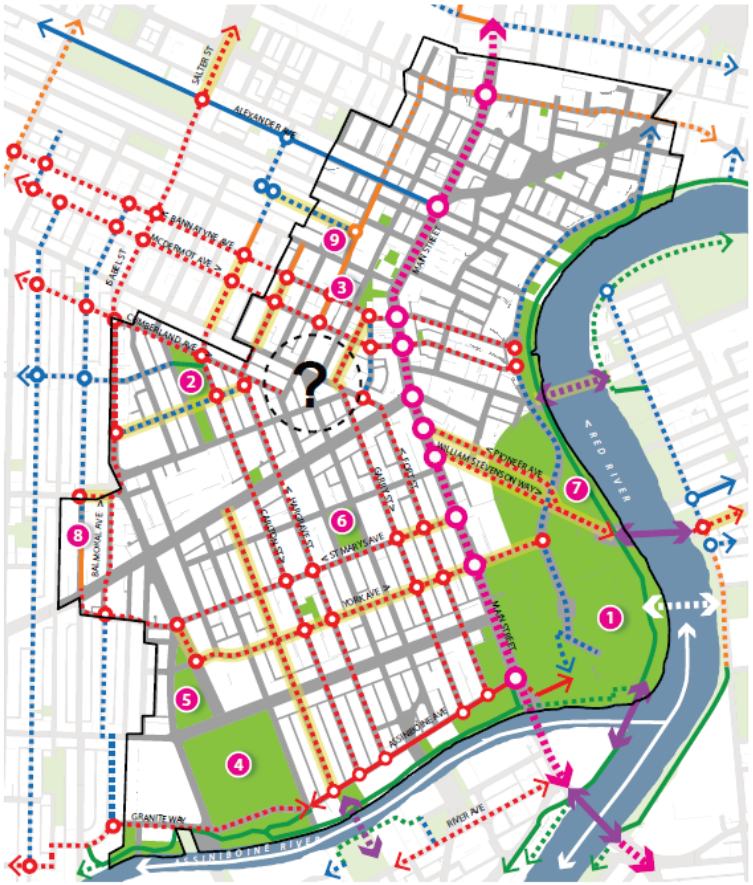
Bicycle Traffic on Assiniboine Ave has increased by over 200% since a protected cycle track was installed in 2010.

Given the importance of Winnipeg's downtown as an employment, education, service and shopping destination, the downtown protected bike lanes need to be planned as the highest priority in the city's cycling networks implementation plan.

- **Highlights**
  - Build a new protected bike lane on York Avenue
  - Upgrade from painted bike lanes to protected bike lanes on
    - Fort Street & Garry Street
    - Hargrave Street & Carlton Street
    - Bannatyne Avenue & McDermot Avenue
    - Cumberland
    - St. Mary Avenue
  - Compliments the existing protected lanes on Assiniboine

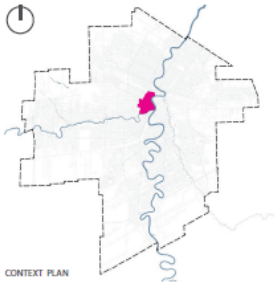
DOWNTOWN PROTECTED BIKE LANES

WINNIPEG, MANITOBA



downtown winnipeg protected bike lanes
OVERALL CONCEPT PLAN

0 **450** METERS



MAJOR DESTINATIONS

1. THE FORKS
2. CENTRAL PARK
3. OLD MARKET SQUARE
4. MANITOBA LEGISLATURE
5. MEMORIAL PARK
6. MILLENIUM LIBRARY
7. CANADIAN MUSEUM FOR HUMAN RIGHTS
8. UNIVERSITY OF WINNIPEG
9. RED RIVER COLLEGE PRINCESS CAMPUS

LEGEND

EXISTING	PROPOSED	
		MAIN STREET PROTECTED BICYCLE LANES
		PROTECTED BICYCLE LANES
		NEIGHBOURHOOD GREENWAY
		PAINTED BICYCLE LANES
		OFF-STREET PATHWAY
		ACTIVE TRANSPORTATION BRIDGE
		WINTER ONLY
		CHANGE IN FACILITY TYPE OR NETWORK ADDITION

69,000 PEOPLE COME DOWNTOWN TO WORK EACH DAY

24,000 STUDENTS COME DOWNTOWN TO LEARN EVERY YEAR

16,000 PEOPLE LIVE DOWNTOWN

60% ↑ CYCLING CITY WIDE (SINCE 2009)

6,200 COMMUTE DOWNTOWN BY BICYCLE (2012)

1,812 HOUSING UNITS BUILT BETWEEN 2005 AND 2013, WITH 1719 MORE PLANNED

21% OF TRIPS IN THE DOWNTOWN ARE MADE BY WALKING/CYCLING VS. 11% AVERAGED THROUGHOUT THE REST OF THE CITY

>6/10 TRIPS MADE DOWNTOWN ARE MADE BY FOOT!

WINNIPEG HAS THE MOST CENTRAL BUSINESS DISTRICT PARKING OF CANADIAN CITIES!

3,757 METERED ON-STREET PARKING SPOTS DOWNTOWN

35,526 OFF-STREET SPACES OF WHICH 2/3RDS ARE PUBLIC

SOURCES
1. http://downtownwinnipegtrends.com/wp-content/uploads/2014/06/DBIZ_Trends_2014.pdf
2. http://downtownwinnipegtrends.com/why-downtown/

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University of Winnipeg Connectivity

Connecting the University of Winnipeg's downtown campus to the developing protected bike network in the downtown and along St. Mathews and the Sherbrook Maryland Corridor is also a priority for Bike Winnipeg and our members and supporters. We are pleased to see that the city is looking into a signalized crossing of Maryland at St. Mathews as part of the planned rehabilitation of Maryland, but we hope to see that commitment extend all the way to the University over the next few years.



Bikes parked outside the U of W

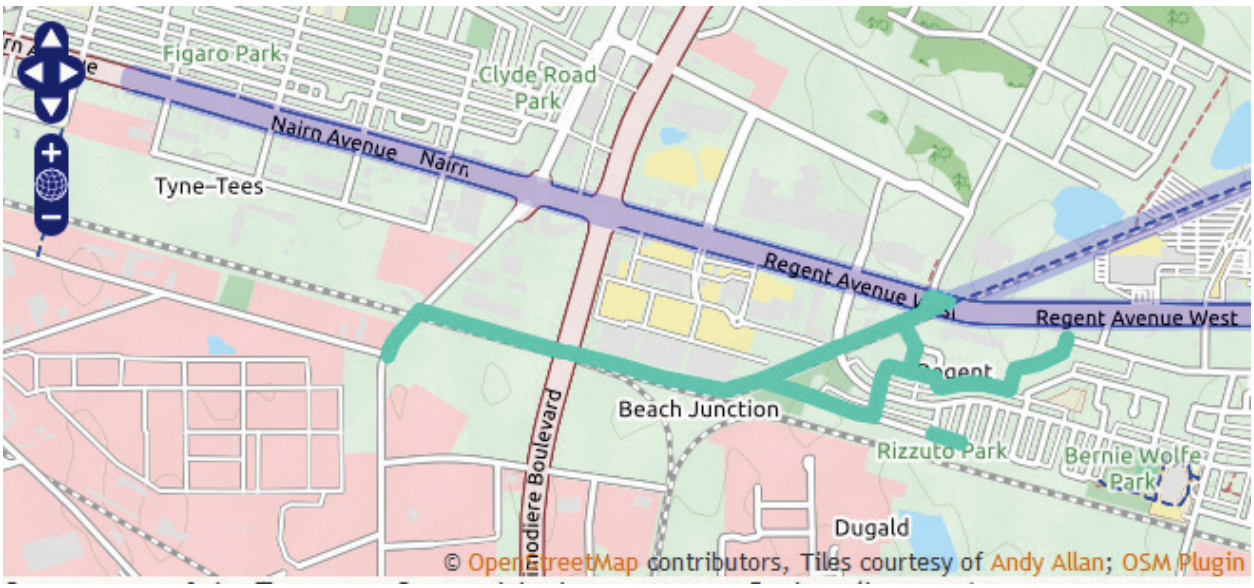
- **Highlights**
  - Creates a connection to Spence Street & St. Mary Avenue
  - Creates a connection to Qu'Appelle via Ellice, Spence and Isabel
    - Links to the Hargrave Carlton Bike Lanes
  - Creates a Connection between St. Mathews and the U of W Campus



Components of the U of W Connectivity Improvements Project (in green)

Connecting Transcona to the Rest of the City

Bike Winnipeg supports the motion passed by the East Kildonan-Transcona Community Committee on February 23rd, 2016 requesting the completion of the Transcona Trail from its current terminus at Regent Avenue next to the CEMR/CNR Pine Falls Rail Line across Regent Avenue and under Lagimodiere along the CNR Reddit Rail Corridor.



Current connections to Transcona for people on bikes are woefully inadequate. A person biking to Transcona must ride through the intersection of Regent and Lagimodirere, one of the city's worst ranking intersections in terms of collisions. Similarly, a person riding south on the Transcona Trail will come to an abrupt end of the trail at Regent Avenue with no safe way to reach the rest of the city or the important shopping and employment centres along Regent.

We would very much like to see funding for a pathway between the intersection of Panet @ Mission leading under Lagimodiere next to the rail right of way, turning north to connect with the Transcona Trail at Regent.

Pathways will mainly utilize unused City of Winnipeg right of ways, rail and hydro right of ways, park space, but some rights of way may need to be attained through property acquisition.

- **Highlights**
  - Connects the southern alignment of the Eastern Rapid Transit Corridor (due to reach Mission & Panet by 2021) to:
    - The South end of the Transcona Trail
    - The Pandora Bicycle Path via Pandora West
  - Includes a grade separated crossing of Lagimodiere using the CNR Redditt overpass
  - Makes use of the planned traffic signal at Peguis and Regent to provide a safe crossing of Regent
  - Adds more than 3km of new pathways
  - Adds more than 0.5 km of neighbourhood greenways
  - Improves access to shopping at Crossroads Station and Rougeau Plaza
  - Provides a low stress alternative to Regent Avenue

Completing the North Winnipeg Parkway

Another priority would be to see the connection under the Harry Lazarenko Bridge along the North Winnipeg Parkway completed. It's our understanding that this project will be included in the 2016 AT Action plan, and we are looking forward to the elimination of what has been a particularly burdensome barrier for residents of North Winnipeg.

Provencher Boulevard Protected Bike Lanes

Bike Winnipeg is in full support of the motion passed by the Riel Community Committee meeting on March 7, 2016 requesting the Winnipeg Public Service to conduct a functional study for the installation of protected bike lanes on Provencher Boulevard as part of the 2017 AT Action Plan.

This is an important connection for the proposed bike network, as well as an important community mixed use corridor that needs to be accessible by bike. In addition to the addition of protected bike lanes on Provencher, narrowing the median on Provencher to make space for protected bike lanes and wider boulevards along Provencher could allow for expanded patio space and additional landscaping features to improve the pedestrian experience along Provencher Boulevard.

Benefits from this project could include:

- An improved transition between Esplanade Riel and Provnecher
- Parking Protected Bike Lanes to Provencher between Tache and Des Meurons
- Widened boulevard space along Provencher increasing space for patios and landscaping
- Retains a tree lined median along Provencher
- Retains most parking along Provencher



Provencher Protected Bike Lanes Project (in green)

Winter Maintenance

While the 2011 Transportation Master Plan calls for "AT networks to be planned, designed, implemented and maintained to address year-round access", implementation of this policy has been inconsistent. Bike Winnipeg calls for the following policies to be adopted to ensure that Winnipeg's snow clearing policy is aligned with the direction set out in the city's Transportation Master Plan.

- All AT routes should be moved up to priority #1 or priority #2 routes. Bike boulevards may be exceptions if they are not currently on snow routes. (See below for their treatment.)
- Where bike lanes are present, roadways should have priority #1 street clearing, and they should be cleared curb to curb, down to the pavement.
- Where bike lanes are next to parking, effort should be made to clear the boulevard so that car doors can be opened. (If car doors cannot be opened, cars will encroach on the bike lanes.) It was noted that Grosvenor Ave was a good example of where this had been done in previous years.
- Bike Boulevards: Where it is not a priority #1 or #2 roadway, we would want to see more frequent checking of the roads so that ruts could be removed and more frequent sanding. This may mean these roads are cleared outside of a city-wide clearing.
- Snow should be removed from shy lanes on bridges within 48 hours of cessation of the snow event. A benefit of this is that all users of the bridge will be safer, as snow removal protects against the ramp effect. We would also like to see the shy lanes cleared of debris on a regular basis in summer as accumulation is a problem. Bridges that were specified as highest priority were: Osborne, St. Vital, Chief Peguis, Slaw Rebchuck, Mayland/Sherbrook, Norwood, Charleswood, Fort Garry, and Louise (sidewalks) Bridges.
- There should be extra funding to conduct snow clearing of bike paths on an ad hoc basis as required between snow events in the case of ice build-up, particularly ice ridges. Ice buildup occurs on bike paths as a result of freeze/thaw events that pool melt water on the paths. Regular inspections can be used to determine when such measures are necessary.

Community Based Travel Marketing

Bike Winnipeg would like to see the city move forward on its commitments to transportation demand management made in the 2011 Transportation Master Plan. Research has shown that when coupled with individualized marketing programs such as the community based travel marketing pilot program undertaken as part of the WinSmart project, shifts to sustainable modes of transportation have been far higher than would otherwise have been realized (for instance, a Portland study showed that areas targeted for individualized marketing after installation of a new rapid transit line saw four times the reduction in driving trips compared to areas that were not targeted by individualized travel marketing).

Sincerely

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