bikewinnipeg

MORE PEOPLE BIKING
MORE OFTEN

December 5, 2017

Executive Policy Committee

Re: 2018 Budget Review

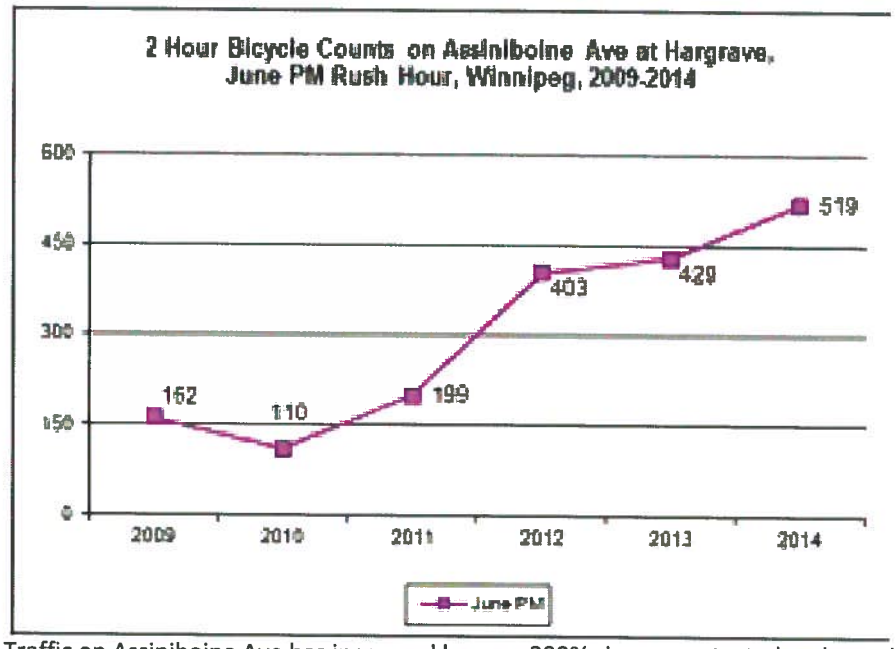
Dear Councillors,

In what we recognize to be an extremely difficult budget due to the provincial government's cancellation of the 50/50 transit subsidy program, we are pleased and thankful to see the City's continued commitment to walking and cycling infrastructure and programming as outlined in City of Winnipeg's 2018 Preliminary 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 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 the city moving forward with construction of protected bile lanes in the Downtown on McDermot & Bannatyne Avenues and on Garry Street, and to see plans for cycling facilities on Princess Street and the Wolseley/Westminster/Balmoral/Granite corridor included in the 2018 budget.

We know that there is tremendous demand for protected cycling infrastructure, particularly in the downtown and in Winnipeg's mature neighbourhoods.

> 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 Assiniboine 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.

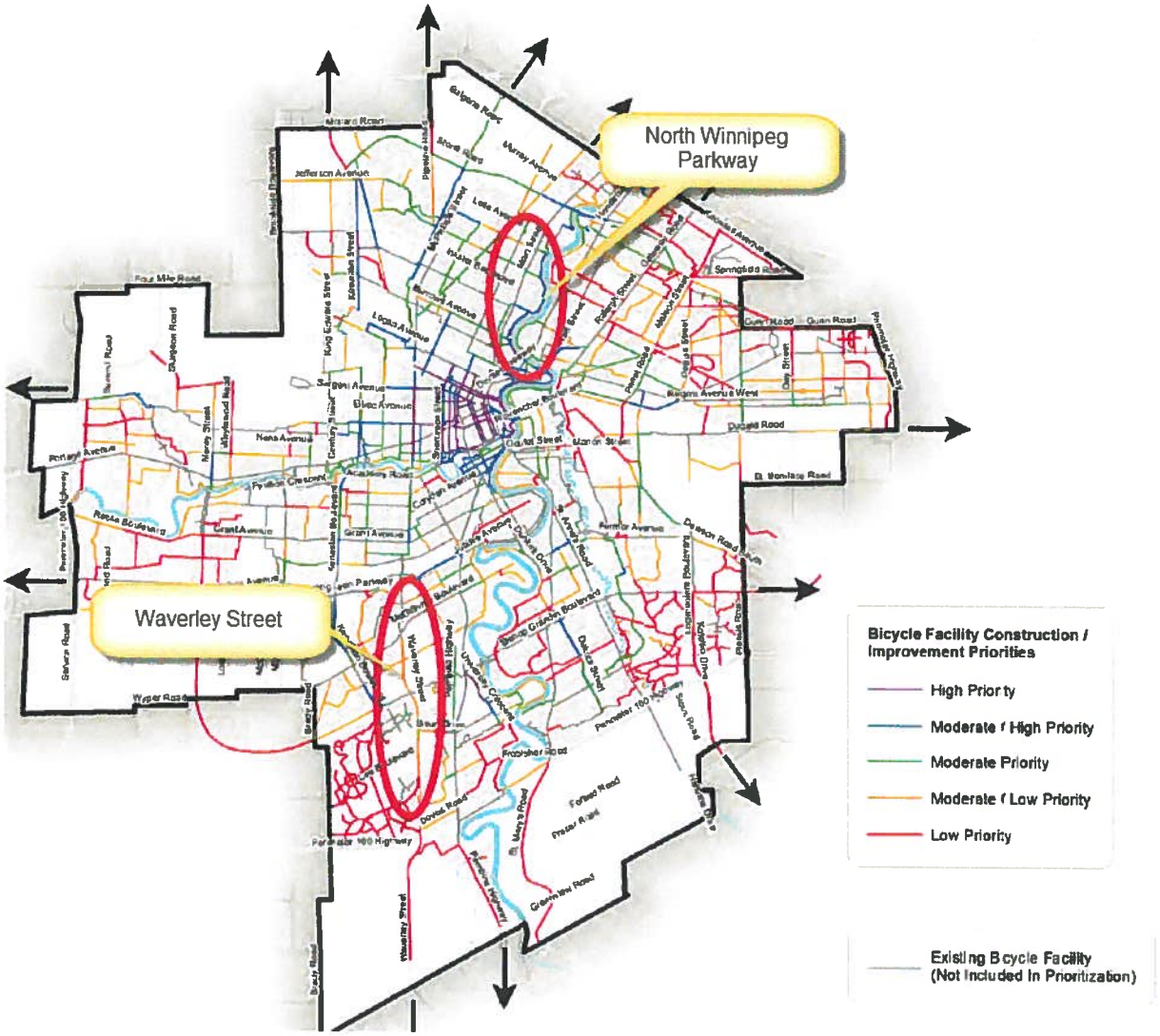


Bicycle Traffic on Assiniboine Ave has increased by over 200% since a protected cycle track was installed in 2010.

Move the North Winnipeg Parkway Study (Rover to Kildonan Park) back to 2019

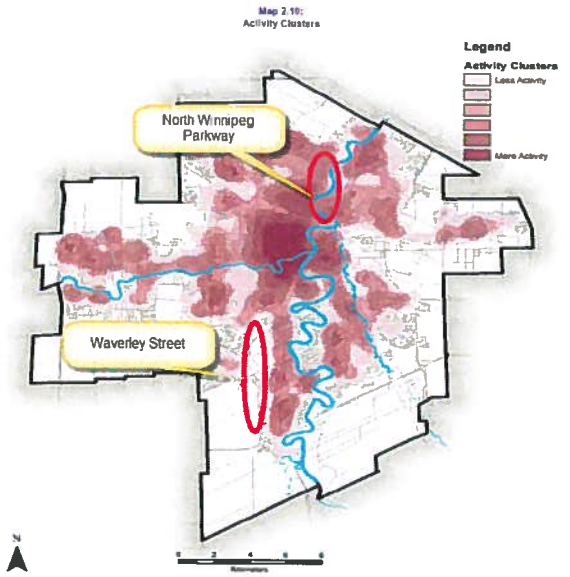
One area where we feel that the 2018 Pedestrian and Cycling Program Action Plan could be improved is with the scheduling of the North Winnipeg Parkway Study. We would like to see the North Winnipeg Parkway Study moved up from 2020 to 2019 in the 2018 Pedestrian and Cycling Program Action Plan, where it was previously scheduled. To balance the budget for 2019, we recommend that the Waverley Street study be pushed back to 2020. As the North Winnipeg Parkway is identified as having a High and Moderate/High Priority compared with the Moderate/Low Priority given to the Waverley Street bikeway, we feel that this move is consistent with the Pedestrian and Cycling Strategies.

Map 5.4:
Bicycle Network Priorities

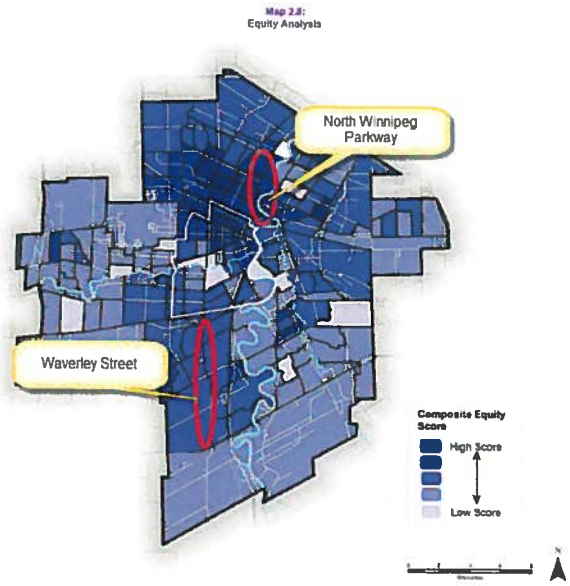


Bicycle Network Priorities Map, pg. 311, City of Winnipeg Pedestrian and Cycling Strategies, 2015

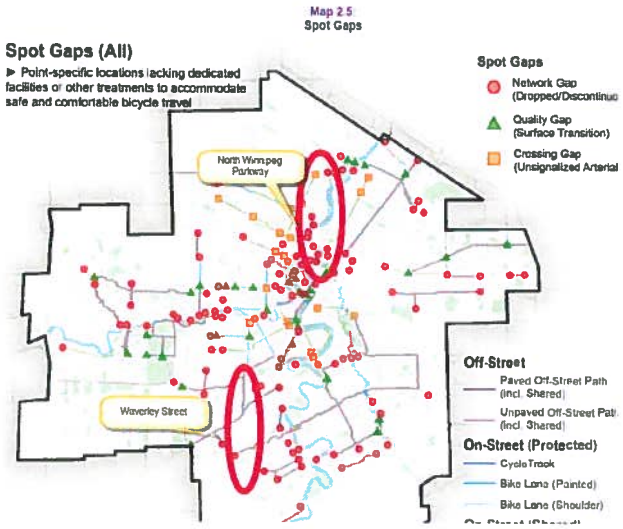
The North Winnipeg Parkway is a crucial link in the city's bike network, connecting people from the Seven Oaks, Luxton, and North Point Douglas neighbourhoods to the Exchange District, The Forks, the Downtown, and with the construction of the McDermot/Bannatyne protected bike lanes, to the Health Sciences Complex. It runs through an area identified as having a high equity value and good potential for walking and cycling.



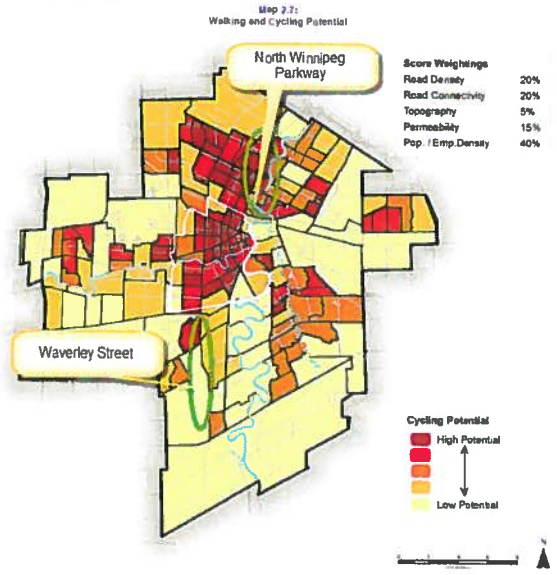
Activity Clusters Map, Pedestrian and Cycling Strategies, 2015, pg.93



Equity Analysis Map, Pedestrian and Cycling Strategies, 2015, pg. 89.



Spot Gaps Map, pg. 79, City of Winnipeg Pedestrian and Cycling Strategies, 2015



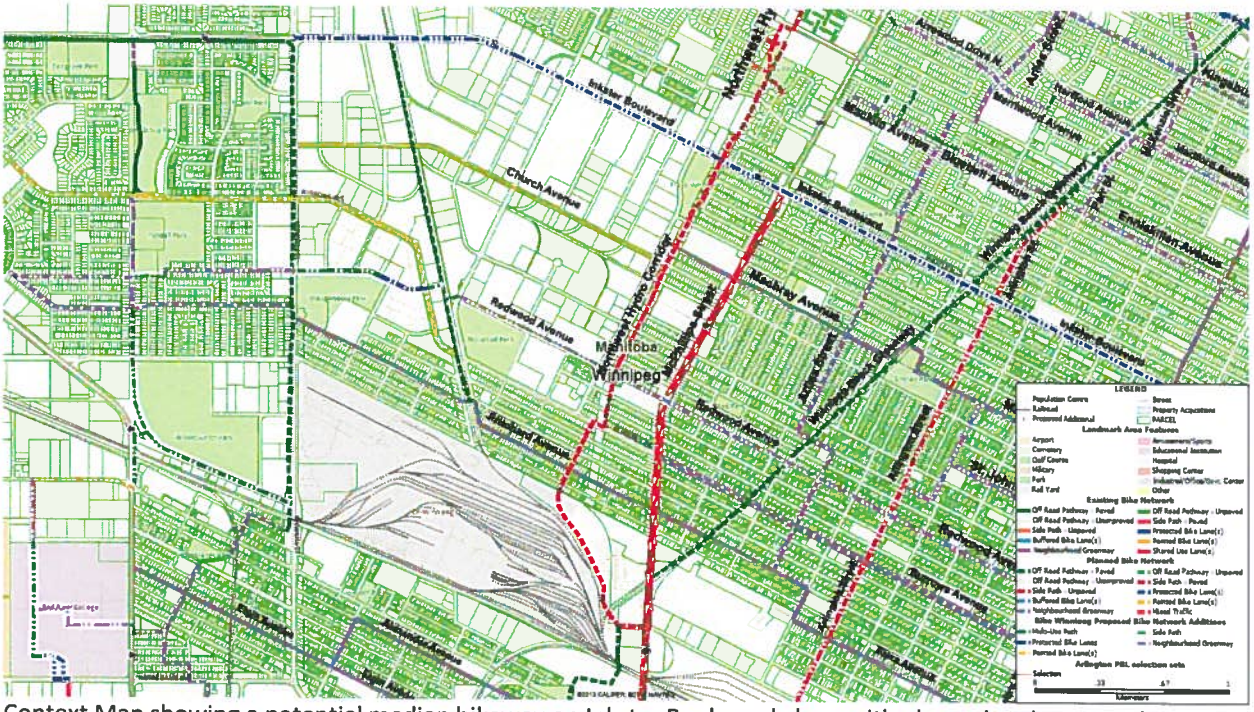
Walking and Cycling Potential Map, pg. 85, City of Winnipeg Pedestrian and Cycling Strategies, 2015

Unfortunately, as can be seen in the map shown above, there are many gaps in quality and connectivity along the North Winnipeg Parkway that need to be removed. Moving the North Winnipeg Parkway Study forward to 2019 will help close those gaps as soon as possible so that the people in the Seven Oaks, Luxton, and North Point Douglas neighbourhoods can more easily bike to their destinations.

Regional Street Renewal Projects where Bike Network Facilities Need to be Considered

In keeping with Direction 1B – Action Item x of the Pedestrian and Cycling Strategies, which calls on the city to "Ensure that bicycle requirements be addressed in all new and renewal road projects that are part of the bicycle network or where the road provides connectivity or support to the bicycle network", we would like to highlight a number of upcoming projects and point out opportunities to improve the bike network as part of those projects.

Inkster (Fife to Milner) – 2019 – Northwest Hydro Corridor Greenway Crossing

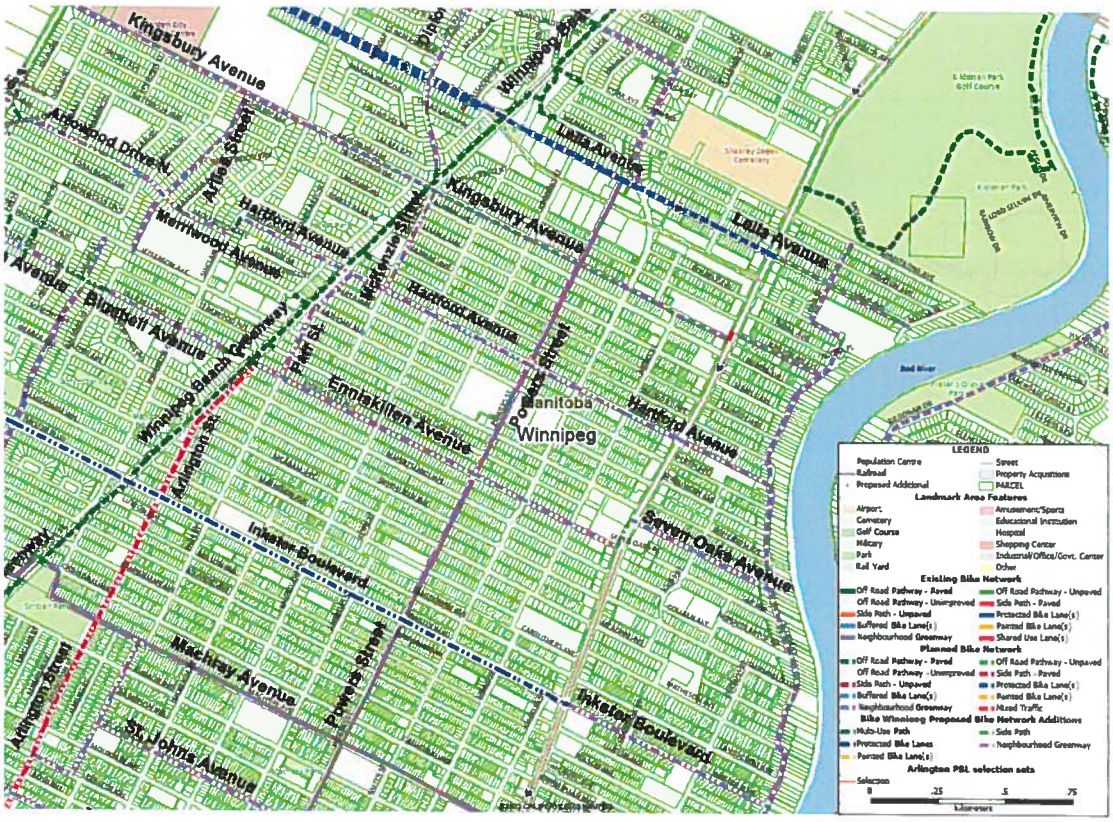


Context Map showing a potential median bikeway on Inkster Boulevard along with planned and proposed neighbourhood greenways and extension of the Arlington protected bike lanes to Inkster Boulevard.

With its wide median and access across the north end into the Northwest corner of the city, a median bikeway along Inkster Boulevard would add significant value and connectivity to the city's bike network. We are hoping that this possibility will be considered as part of the rehabilitation plans that are scheduled for 2019 between Fife and Milner).

- 2018 work on Northwest Hydro Corridor Greenway should be built out to Inkster in 2018 (2019 at the latest). This intersection should be included as part of the Inkster rehabilitation.
- We also feel that a median bikeway should be considered along Inkster. The wide median on Inkster presents an excellent opportunity, and would provide additional connectivity in a part of the city identified as having a high potential for walking and biking.
    - Additional connectivity

Main Street NB – McAdam to Kildonan Park Golf Course – 2019



Context map showing a grid of planned and potential east/west neighbourhood greenways in the North End and their Main Street crossings.

As a mature neighbourhood with a grid network of streets, the North End has been identified as an area with a high potential for transport by bicycle. The grid network of the neighbourhood lends itself well to neighbourhood greenways, and to encourage more people to bike, we'd like to see the city develop a network of neighbourhood greenways based around a 400m network mesh width in the North End. In the absence of any plans to provide protected bike lanes aloing Main Street (which we would like to see), at the very least work scheduled for Main Street between McAdam Avenue and Kildonan Golf Course presents an opportunity to improve crossing treatments at Main Street for this network, and we would hope that planning for this project takes into account the need to provide safe crossings for this neighbourhood greenway network.

- Look at crossings that provide connections to the North Winnipeg Parkway, particularly at:
  - Enniskillen
  - Hartford
  - Smithfield
  - Kingsbury
- This provides as additional reason to move North Winnipeg Parkway Study forward to 2019

Colony – Portage to Ellice – 2019

- Look into a connection between Spence and Qu'Appelle as a way to connect the McDermot/Bannatyne protected bike lanes to the U of W Campus
- The McDermot/Bannatyne study completed last year included planning for protected bike lanes on Hargrave and Carlton (at least to Graham Avenue), which the planned Qu'Appelle bikeway would connect to.

York – Osborne to Memorial – 2019

- Look into protected bike lanes as part of the downtown protected bike lanes network.

Make the Case for Funding of Walking and Cycling Infrastructure through the Provincial Carbon Tax

The $25 price per tonne of CO_{2E} proposed by the Manitoba Government as part of its Climate Action Plan represents a significant source of revenue that could be prioritized to sustainable transportation infrastructure, including walking and cycling infrastructure. Given that the province has noted its desire to maximize co-benefits when prioritizing spending from this revenue pool, we think that the Mayor and Council should be making development of the city's walking and cycling networks one of its priority funding requests from any provincial funding agreement related to provincial carbon tax revenue.

Sincerely,



Mark Cohoe,
Executive Director
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