bikewinnipeg

MORE PEOPLE BIKING
MORE OFTEN

March 18, 2020

Executive Policy Committee

Re:2020-2023 Multi-Year Budget

Dear Councillors,

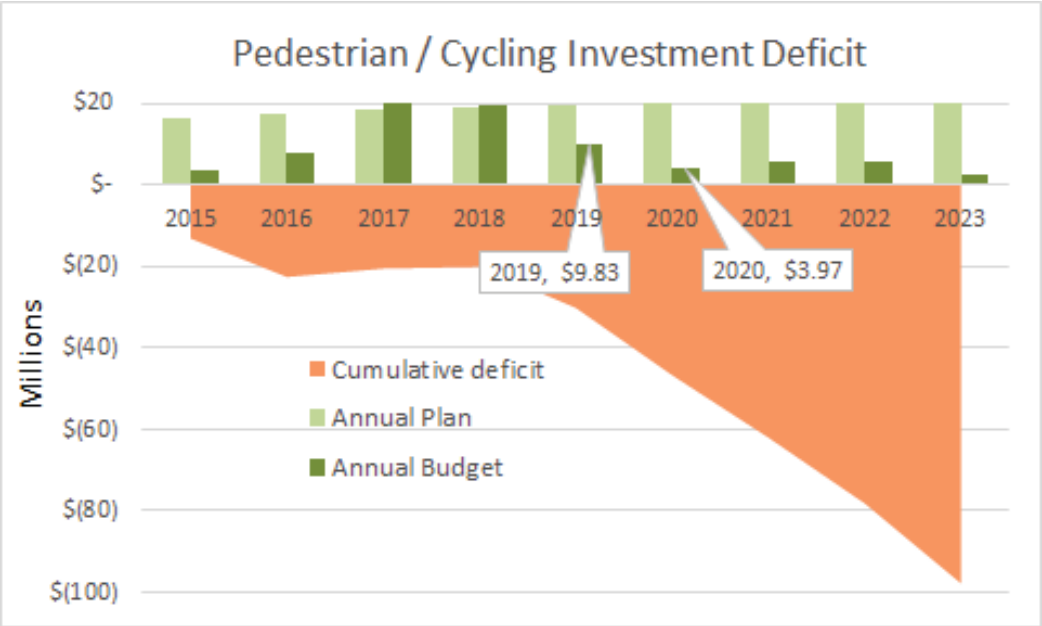
On September 20, 2018, *Winnipeg's Climate Action Plan: Planning for Climate Change, Acting for People* received unanimous support from Council and was approved for implementation. That plan calls for:

- 20 percent reduction in greenhouse gas emissions by 2030 relative to 2011 levels.
    - 17 percent reduction in greenhouse gas emissions from transportation
- 80 percent reduction in greenhouse gas emissions by 2050 relative to 2011 levels.

Short term actions included within the Winnipeg Climate Action Plan include:

- Establish a dedicated Climate Action Reserve Fund (CARF) to support implementation of this Action Plan.
- Create an annual capital program for departmental sustainability and climate initiatives. Applications should be accepted by all departments.
- Accelerate the implementation of the Pedestrian and Cycling Strategies (i.e., through increased funding, staffing levels).

Your budget needs to reflect this, yet many of the proposals that have been put forward in this budget process take us further away from those already modest goals. In fact, funding levels for the Pedestrian and Cycling Program and for the mandated incorporation of pedestrian and cycling facilities in road reconstruction and rehabilitation projects will leave an accumulated shortfall of more than $97 million dollars by the final year of this budget.



While it may take bold action, we fully expect council to review the proposed budget through the climate lens it recently adopted and act appropriately to ensure that the budget that comes forward through this review process takes us closer, not further from those goals.

Of particular concern to Bike Winnipeg are the proposed cuts to the Pedestrian and Cycling Program beyond 2020, which would come sharp on the heels of significant cuts to this program in the 2019 budget. If we want to meet the goals set out in Our Winnipeg, in the Pedestrian and Cycling Strategies, and in our Climate Action Plan, we need to be restoring and actually increasing our Pedestrian and Cycling Program budget, not cutting it.

Only 45% of Rehabilitation/Reconstruction Projects that Overlap the Bicycle Network include Cycling Improvements

Furthermore, we need to be ensuring that Pedestrian and Cycling projects are prioritized and included within the Local and Regional Street Renewals Program, and that rehabilitation projects to our regional streets move forward only if they include improvements to walking and cycling facilities. This is not happening now, as only 14/31 (45%) of reconstruction/rehabilitation projects that overlap the proposed bicycle network include improvements to cycling facilities. That drops to a mere 14/43 (33%) if multi-modal corridors are included.

Likewise, our bridge rehabilitation projects need to be scoped and budgeted to include planned improvements to walking and cycling facilities. For instance, scope and budget for the Lagimodiere Twin Bridges Rehabilitation project needs to include a grade separated walk/bike crossing of Lagimodiere south of the CPR Keewatin line in the vicinity of Ravelston/Callsbeck. This is part of the proposed cycling network, and provides connections between Transcona and areas north and south of Concordia on the west side of Lagimodiere.

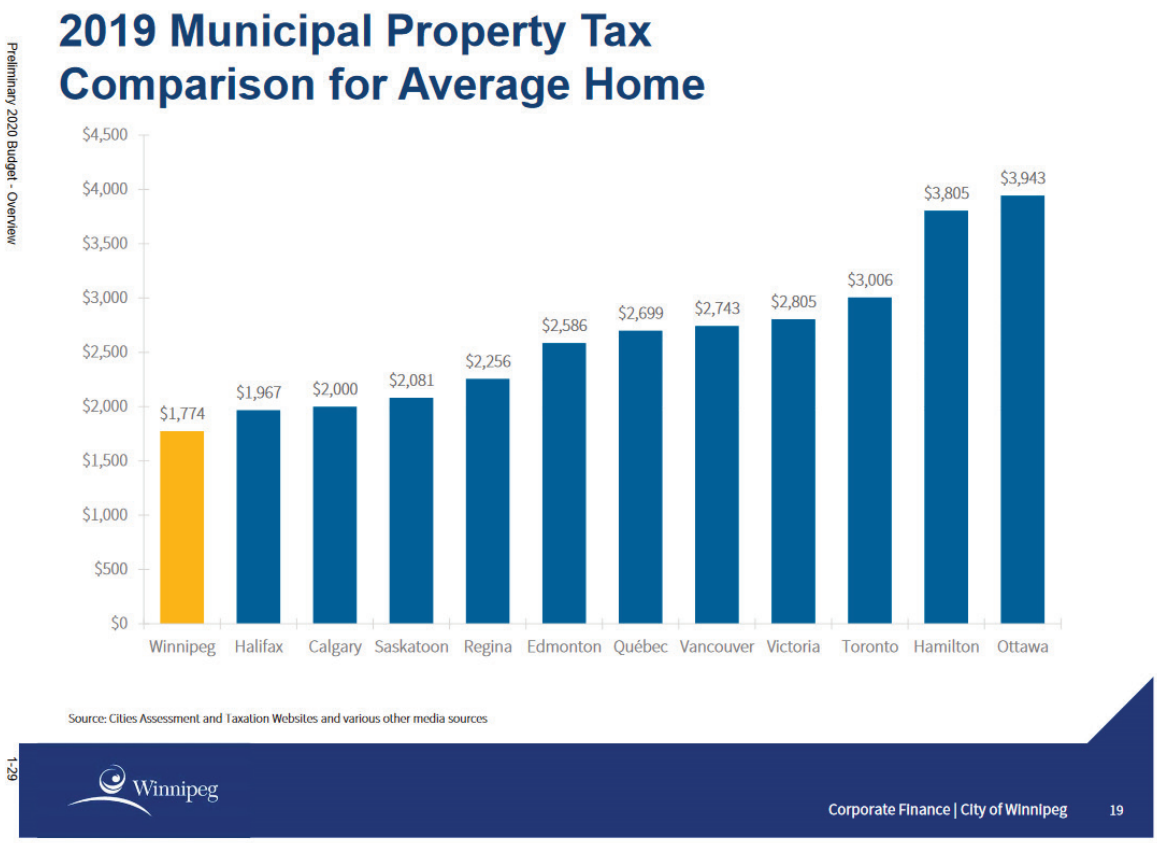
Finally, we are very concerned that a number of critical walk/bike projects have not been prioritized for funding:

- Arlington Bridge Replacement
- Osborne Village to Downtown Walk/Bike Bridge and Connections
- Keewatin Underpass Pathway
- Ruby/Banning Neighourhood Greenway
- Enfield/St. Jean Baptiste Neighbourhood Greenway
- Downtown Protected Bike Lanes
- Etc.

Recommendations

We feel that the restrictive tax increase of 2.33% does not reflect the needs of the city, nor does it reflect the city's ability to generate revenue. We urge the city to:

- Eliminate the proposed cut to the Business Tax
- Raise property taxes beyond the proposed 2.33%, which acts as a de facto tax freeze given the dedicated nature of the proposed tax increase. Implement with a property tax credit to reduce impact on lower value homes.
- End the practice of dedicating 1% property tax increases to the Local Streets Renewal Reserve and the Regional Street Renewals Reserve in 2020 and 2022 respectively, as outlined in the 2013 and 2014 budgets that created these reserves.
- Ensure that all Reconstruction and Rehabilitation projects in the Regional Road Street Renewals program incorporate planned improvements to walking and cycling facilities.
- Ensure that all Waterway Crossing and Grade Separation projects incorporate planned improvements to walking and cycling facilities.
- Pass a residential streets speed of 30km to improve conditions on residential streets.



We would also like to see the city consider charging a commuter fare on exurban commuter traffic. As pointed out in a recent report from the Centre for Policy Alternatives (The High Cost of Free Riding and How We Fix It), more than 25,000 people currently drive into the city for work on a daily basis yet pay no city property taxes. A commuter fee would have the potential to keep more of those people in the city by removing what is currently a free resource, encourage others onto transit, and generate needed revenue for the city.

Be bold. Let's ensure that the 2020-2023 Multi-Year Budget sets the agenda to build a city that we can all be proud to call home.

Sincerely,

Mark Cohoe,
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Bike Winnipeg
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Project	Program	Rehabilitation Type	On Proposed Bike Network	Cycling Strategy Priority	Proposed Design (accoridng to PCS)	Improvements Proposed in Budget
Downtown Streets	Accelerated	Reconstruction & Major Rehabilitation				
Portage - Main to Memorial			Yes		Multi-Modal Corridor	Nothing
Fort NB - Graham to Broadway			Yes	HIgh	Protected Bike Lanes	Painted Bike Lane (existing)
Hargrave NB - Portage to Ellice			Yes	HIgh	Protected Bike Lanes	Protected Bike Lanes
Hargrave NB - Broadway to York			Yes	High	Protected Bike Lanes	Protected Bike Lanes
Carlton - Portage to Ellice			Yes	High	Protected Bike Lanes	Nothing
Maryland St - Fawcett Ave to Maryland Bridge	Accelerated	Reconstruction & Major Rehabilitation	Yes	HIgh & Moderate High	Protected Bike Lanes	2019 Budget? - Raised Bike Lane - 2020 Ped & Cycling Strategy
Leila Ave - McPhillips to McGregor	Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate/ High & Moderate/ Low	Protected Bike Lanes	Protected Bike Lanes
Day St/Pandora Ave	Accelerated	Reconstruction & Major Rehabilitation				
Day St - Pandora to Regent			Yes	Moderate	Neighbourhood Greenway	Nothing
Pandora Ave E - Day to Wayoata			Yes	Moderate	Multi-use Pathway	Multi-use Pathway
Dunkirk Dr - Fermor to St. Mary's Rd	Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate/ Low	Off Street Pathway	To be determined
Roblin Blvd - Dieppe to PTH101	Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate/ Low	Painted Bike Lane - Dieppe to Stakc St Off Road Pathway - Stack St to PTH 101	Nothing
Archibald St	Accelerated	Reconstruction & Major Rehabilitation				Reconstruct existing Multi-use Path
Archibald - St. Catherine to Cottonwood			Yes	Low	Bike Lanes from Guibault to St. Catherine Off Street pathway - Guibault to Cottonwood	Nothing new - reconstruction of existing multi-use pathway
Archibald - Plinquet to Doucet			Yes	Low	Painted Bike Lanes	Nothing
Watt St. / Munroe Ave / Johnson Ave West	Accelerated	Reconstruction & Major Rehabilitation				
Watt St. - Chalmers to Munroe			Yes	Moderate/ Low	Neighbourhood Greenway - Martin Ave W to Larsen Ave	Nothing
Salter St. - Cathedral to Slaw Rebchuk Bridge	Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate/ High	Sutherland to Slaw Rebchuk Bridge - Bike Lane Painted Machray Intersection	Nothing
Portage Ave EB - Woodlawn to Century Overpass	Accelerated	Reconstruction & Major Rehabilitation	Yes		Multi-Modal Corridor	Nothing
Portage Ave WB - Moorgate to St James St		Reconstruction & Major Rehabilitation	Yes		Multi-Modal Corridor	Nothing
Pembina Hwy - Des Trappistes St to Cucharme Ave	Accelerated	Reconstruction & Major Rehabilitation	Yes	Low	Buffered Bike Lanes	Nothing

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Pembina Hwy - McGillivray to Chevrier	Accelerated	Reconstruction & Major Rehabilitation	Yes	Not Prioritized	Buffered Bike Lanes - Modified to fully protected bike lanes by motion	Buffered Bike Lanes
Pioneer Ave - Westbrook to Main	Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate/ High	Painted Bike Lanes	Nothing
William Stephenson Way - Main to Westbrook	Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate/ High	Painted Bike Lanes	Nothing
Stradbrook Ave - Wellington Cr to Osborne	Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate/ High	Buffered Bicycle Lanes	Nothing
Sturgeon Rd - Ness Ave to Hallonquist	Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate/ Low	Neighbourhood Greenway - Booth to Caron	Nothing
Colony St/St Mary Ave	Accelerated	Reconstruction & Major Rehabilitation				
St Mary Ave - Memorial to Portage			Yes	HIgh	Protected Bike Lane - Memorial to Balmoral Buffered Bike Lane - Balmoral to Portage	Protected Bike Lanes
Jubilee Ave - Osborne to Pembina	Accelerated	Reconstruction & Major Rehabilitation	Partial	Not Prioritized	Off-road pathway - Pembina offramp to Cockburn	Buffered Bike Lanes
Portage Ave WB - David to St Charles	Accelerated	Mill & Fill/Overlay Preservation Works	Yes	Not Prioritized	Multi-Modal Corridor	Nothing
Keewatin St - Selkirk to Logan Ave	Accelerated	Mill & Fill/Overlay Preservation Works	Yes	Moderate/ High	Multi-use Path	Multi-use Path
Regent Ave W - Plessis to Rougeau	Accelerated	Mill & Fill/Overlay Preservation Works	Yes	Not Prioritized	Multi-Modal Corridor	Nothing
Henderson Hwy SB - McLeod to Leighton	Non-Accelerated	Reconstruction & Major Rehabilitation	Yes	Not Prioritized	Multi-Modal Corridor	Nothing
Henderson Hwy - N of Gilmore to City Limit (Preliminary Design)	Non-Accelerated	Reconstruction & Major Rehabilitation	Yes	Not Prioritized	Multi-Modal Corridor	Nothing
Portage Ave EB - St Charles to David	Non-Accelerated	Reconstruction & Major Rehabilitation	Yes	Not Prioritized	Multi-Modal Corridor	Nothing
University Cr - Pembina Highway to Chancellor Matheson	Non-Accelerated	Reconstruction & Major Rehabilitation	Yes	High & Moderate/ High	Protected Bike Lanes	Protected Bike Lanes
Grant Ave EB - Lanark to 1863 Grant / Grant WB - Montrose to 1863 Grant	Non-Accelerated	Reconstruction & Major Rehabilitation				

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Grant Ave EB - Lanark to 1863 Grant			Yes	Not Prioritized	Multi-Modal Corridor	Nothing
Grant WB - Montrose to 1863 Grant			Yes	Not Prioritized	Multi-Modal Corridor	Nothing
River Av - Osborne St to Wellington Cr / Wellington Cr - River Ave to Sherbrook	Non-Accelerated	Reconstruction & Major Rehabilitation				
River Av - Osborne St to Wellington Cr			Yes	High	Buffered Bicycle Lane	Nothing
Wellington Cr - River Ave to Sherbrook			Yes	High	Buffered Bicycle Lane	Nothing
St Anne's Rd - St Mary's to Fermor	Non-Accelerated	Reconstruction & Major Rehabilitation	Yes	Not Prioritized	Multi-Modal Corridor	Nothing
Dakota St - St Mary's to Bishop Grandin	Non-Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate/ High	Multi-User Pathway Painted Bike Lane	TBD
Des Meurons St - Goulet to Marion / Goulet WB - Youville to Braemar	Non-Accelerated	Reconstruction & Major Rehabilitation				
Goulet WB - Youville to Braemar			Yes	Moderate/ Low	Multi-Modal Corridor St.Jean Baptiste Intersection	Nothing
Lagimodiere Blvd NB - Fermor to Cottonwood	Non-Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate	Multi-Use Pathway	TBD
Sargent Ave - Edmonton to Furby / Edmonton St - Cumberland to Ellice	Non-Accelerated	Reconstruction & Major Rehabilitation				
Sargent Ave - Edmonton to Furby			Yes	HIgh	Neighbourhood Greenway	Nothing
McPhillips St SB - Machray to Mountain	Non-Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate/ High	Shared Bus/Bike Lane	Nothing
Empress St - St. Matthews to Saskatchewan (Preliminary Design)	Non-Accelerated	Reconstruction & Major Rehabilitation	Yes	Moderate	Multi-Use Pathway	Preliminary design
					12 - Multi-modal Corridor	