bikewinnipeg

MORE PEOPLE BIKING
MORE OFTEN

October 21, 2021

Executive Policy Committee

Re: Standing Policy Committee on Infrastructure Renewal and Public Works – October 12, 2021,

Item #7 - Budget Referral for Active Transportation Funding
Item #8 - Including Active Transportation Criteria in the Road Renewal Budget
Item #9 - Updating the Transportation Master Plan to Achieve 50% Mode Shift

Dear Councillors,

Bike Winnipeg fully supports budget motions put forward by Councillors Allard and Cindy Gilroy at today's committee meeting:

- Item #7 - Budget Referral for Active Transportation Funding
- Item #8 - Including Active Transportation Criteria in the Road Renewal Budget
- Item #9 - Updating the Transportation Master Plan to Achieve 50% Mode Shift

If passed and implemented, these actions would greatly accelerate the development of Winnipeg's cycling network. Passage of these motions would acknowledge the urgency of the climate crisis and provide measures to start reducing the 50% of greenhouse gas emissions generated by transportation in Winnipeg by accelerating development of the city's Pedestrian and Cycling networks.

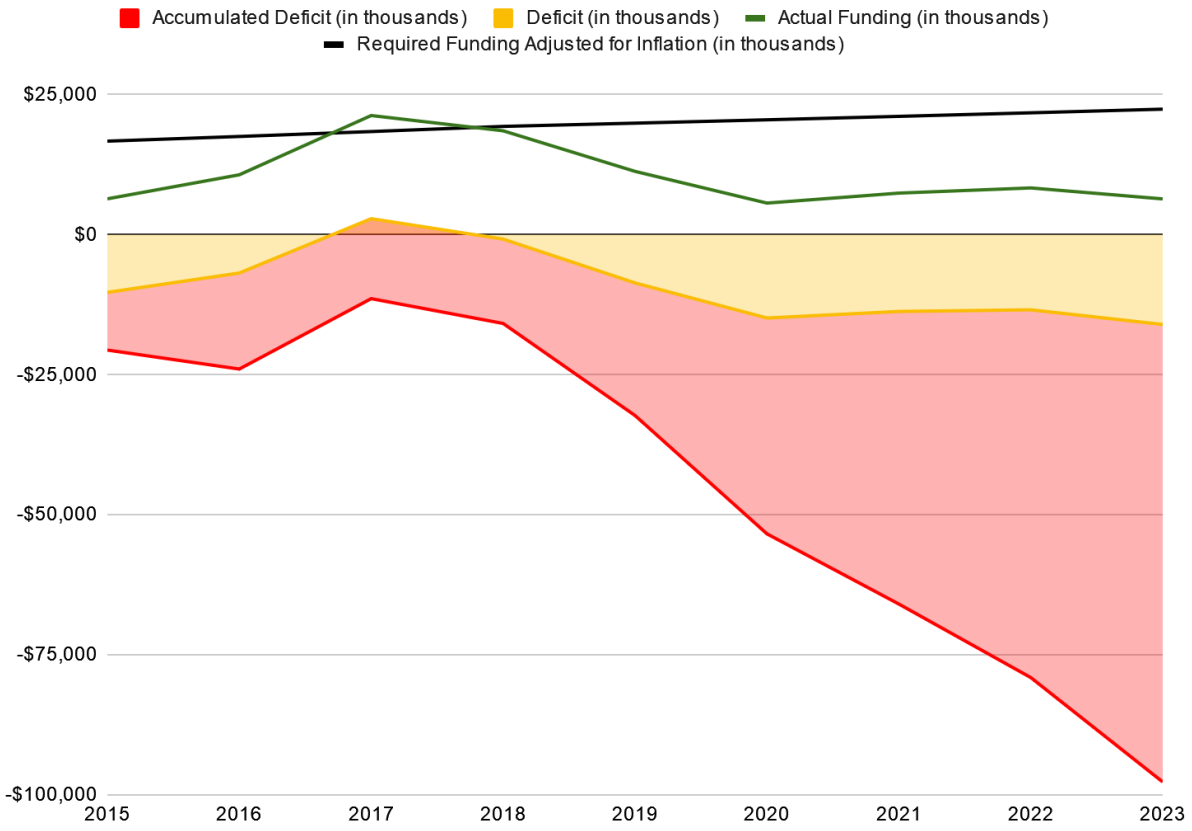
Winnipeg's Climate Action Plan: Planning for Climate Change, Acting for People received unanimous support from Council on September 20, 2018, and was changed this year to increase targets to match national targets, so Councillors are committed to reducing our community greenhouse gas emissions. To be meaningful, that commitment to take action on climate change needs to be matched in the city's annual budgets, but current budget projections fall far short of that commitment.

Adoption of the city's Pedestrian and Cycling Strategies in 2015 was a big step forward for the city.. For the first few years following adoption of the strategies, we saw budgets for walking and cycling increase. Significant new walking and cycling facilities were developed. However, those budgets were subsequently slashed as the city dealt with a freeze in funding from the province.

Funding for Pedestrian and Cycling Improvements have Collapsed Since 2018

Funding for the Pedestrian and Cycling Program has been minimal since 2018.

Projected funding for the city's Pedestrian and Cycling Program (including amounts included within road renewals) for 2022 will be just 38% of the annual amount called for in the Pedestrian and Cycling Strategies, and just 39% of the funding that was allocated in 2017 (without accounting for inflation). At this level of funding, an accumulated deficit of $65 million will accumulate for the Pedestrian and Cycling Strategies by the end of 2022 and beyond.



City of Winnipeg Budget for Pedestrian and Cycling Program (including amounts included within Regional and Local Street Renewals, 2015-2021 actual, 2022-2023 forecast

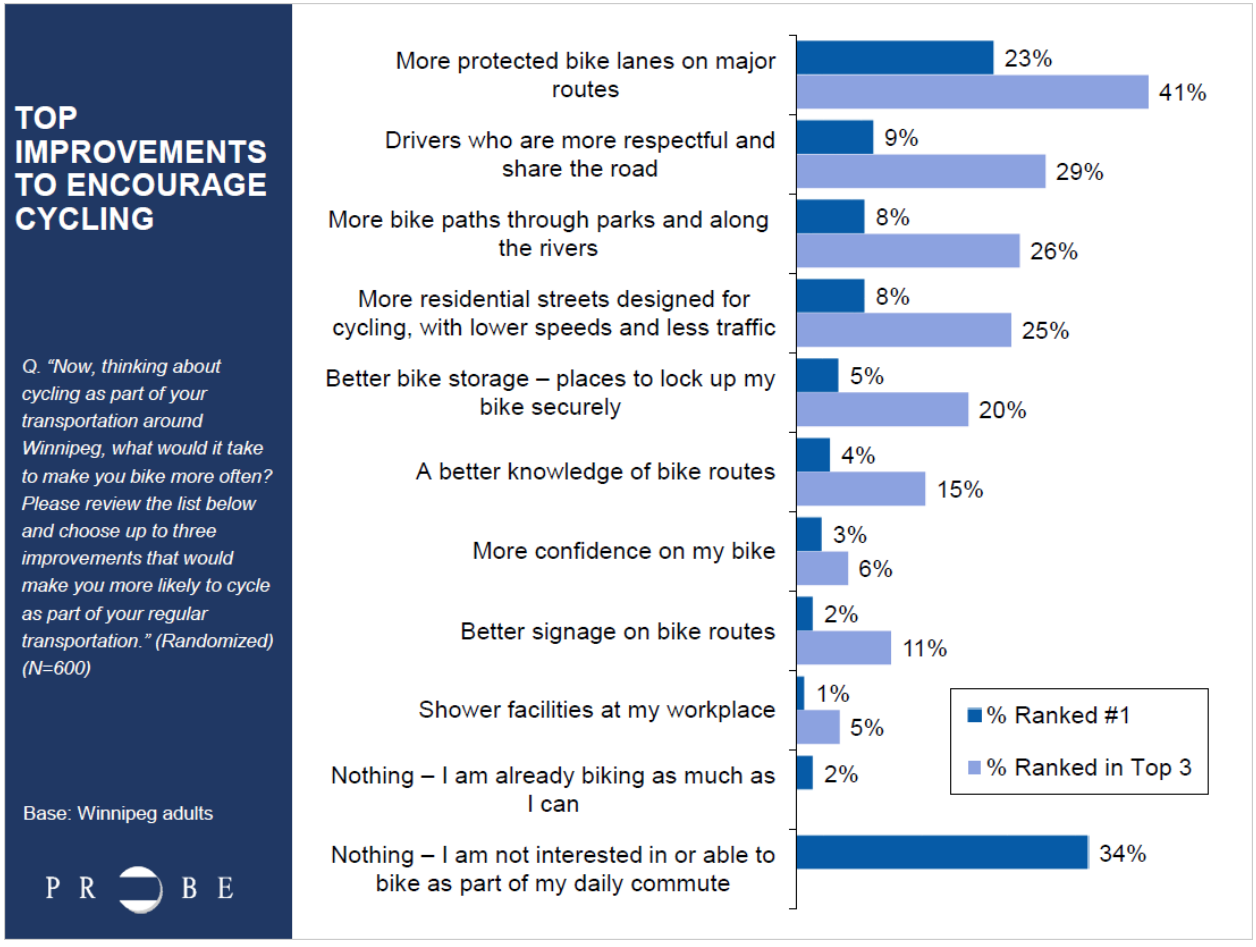
At this level of funding, there is no hope of completing even a bare bones network of walking and cycling facilities in the 20 year horizon anticipated in the city's Pedestrian and Cycling Strategies (passed in 2015). Goals to achieve a significant transportation mode share change by 2030 set out in the city's Climate Action Plan, which recommended an acceleration of funding

for pedestrian and cycling improvements, are also doomed to fail unless funding for the Pedestrian and Cycling program is substantially increased.

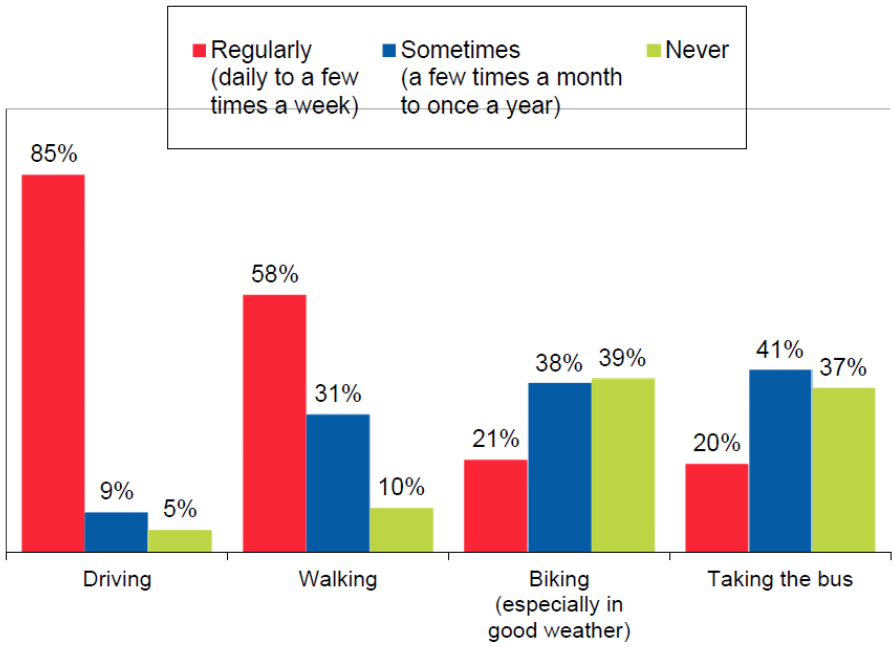
Investments in Walking and Cycling will Drive Latent Demand

Winnipeggers have shown a long standing desire to ride their bikes more often, but a disconnected and incomplete cycling network discourages them.

A 2018 poll conducted for Bike Winnipeg and CAA Manitoba showed that while 21% of respondents cycled on a regular basis (daily to a few times a week) in 2018, fully 45% would cycle on a regular basis if they were provided with a cycling network that was safe, comfortable, and connected! When asked what might encourage them to ride more often, the most common response was; protected bike lanes along major routes.



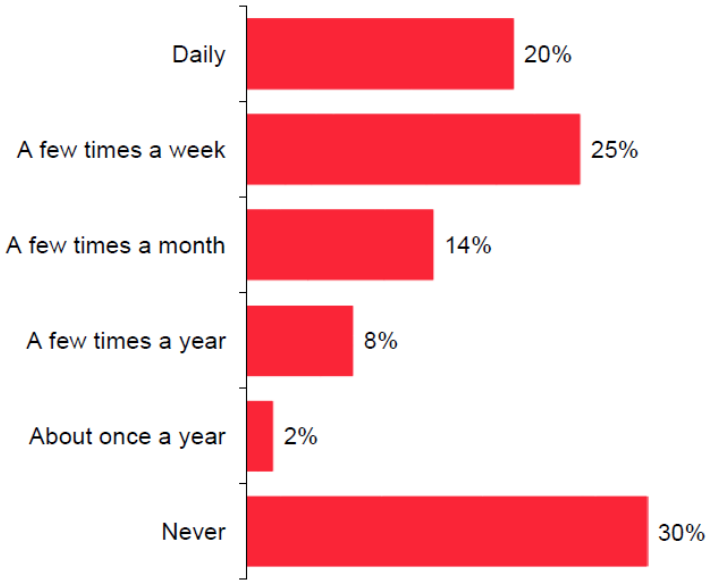
Top Improvements to Encourage Cycling - VIEWS ON CYCLING AND DRIVING IN WINNIPEG, CAA, Bike Winnipeg, June 2018



Prevalence of Transportation Modes - VIEWS ON CYCLING AND DRIVING IN WINNIPEG, CAA, Bike Winnipeg, June 2018

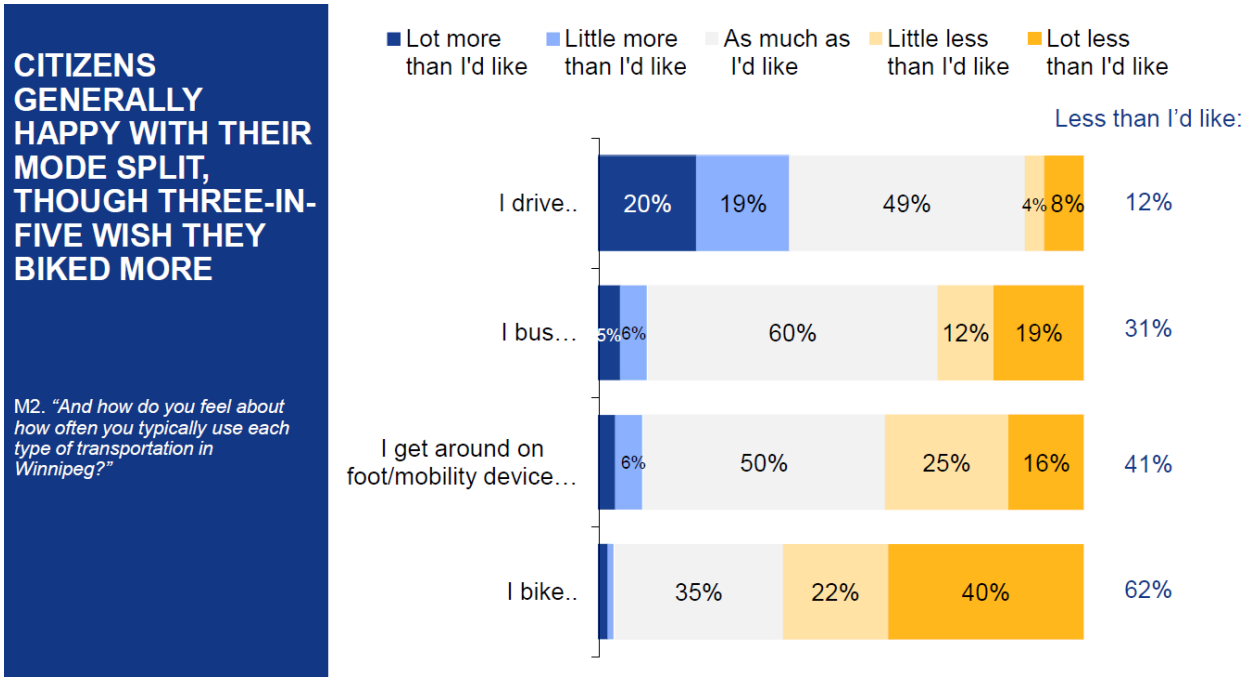
POTENTIAL OF CYCLING FREQUENCY

Q3. "Suppose the circumstances were positive for cycling – you felt safe cycling, there were better bike paths and the weather was good. If that were the case, how often do you think you might cycle to work, school or to run errands?" (N=600)



Potential of Cycling Frequency - VIEWS ON CYCLING AND DRIVING IN WINNIPEG, CAA, Bike Winnipeg, June 2018

Polling undertaken by Probe Research in October 2020 for the 2050 Transportation Master Plan shows Winnipeggers have a strong desire to bike more often than they do now. 62% of poll respondents stated that they would like to bike more often than they do now. 40% stated they would like to bike much more often than they do now.



Satisfaction with current mode split, TRANSPORTATION MASTER PLAN STUDY REPORT, City of Winnipeg, 2020.

That poll also shows that many Winnipeggers (39%) currently driver more often than they would like to.

The current level of funding for pedestrian and cycling improvements in Winnipeg falls far short of what is needed to provide people with the comfortable, connected, convenient networks needed to encourage people to get out of their cars and onto their bikes.

In stark contrast to the budget for walking and biking, the budget for Regional and Local Street Renewals has seen substantial growth since 2015. In 2021, funding for road renewals grew by more than $21 million over funding provided in 2020. A further $10 million increase to $162 million/year is projected to be added to street renewals budget line in 2022. 2% of the 2.33% property tax increase projected for 2022 is dedicated to additional funding for street renewals.

Make Inclusion of Walking and Cycling Improvements Default, not the Exception in Street Renewal Projects

While cuts to the annual Pedestrian and Cycling Program budget have constituted a large part of the city's AT deficit, failure to include improved walking and cycling facilities as part of local and regional road renewal projects has contributed to the lack of progress.

The Pedestrian and Cycling Strategies anticipated that a significant portion of the funding needed to complete the city's Pedestrian and Cycling networks would be contributed through the road renewals budget.

Improvements to pedestrian and cycling facilities are increasingly **not** included in road renewal projects, even if they are part of the planned walk/bike networks or would provide obvious connectivity improvements. The criteria required for inclusion of walk/bike improvements in a road renewals project have grown more and more strenuous since 2019.

Including improvements to pedestrian and cycling facilities as part or new or renewal road projects provides a number of benefits:

- It is significantly cheaper to add pedestrian and cycling improvements as part of a road renewal project than as a stand alone project;
- Including pedestrian and cycling improvements as part of planned street renewals creates far less disruption than providing road renewals and walk/bike facilities in separate projects.

Updating criteria for inclusion of walking and cycling improvements within the road renewals budget could provide a major and much needed boost to the city's Pedestrian and Cycling Program. We believe that:

- By default, all street renewal projects should evaluate and incorporate opportunities to include improvements to the walking and cycling networks;
- Criteria for prioritization of road renewal projects should classify improvements to walking and cycling as needed to maintain level of service rather than as an enhanced level of service.

Targets Matter

With transportation accounting for over 50% of Winnipeg's community greenhouse gas emissions, the recommendation in the climate action plan to reduce the share of trips made by single occupant vehicles to 50% of all personal trips made by 2030 should act as a goal to drive budget decisions toward choices that favour spending on sustainable transportation above those that favour the status quo. Those targets should require planners and city administrators to justify budgets for roadway construction and renewals and show how each planned project will help reduce our emissions rather than increase emissions by inducing increased traffic.

2030 Targets are a Starting Point, Not an End Point

The 2030 target will need to be followed up with more stringent targets, and we would encourage the city council to consider a more stringent target for 2030.

Sincerely,

Mark Cohoe
Executive Director
Bike Winnipeg

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Mission

- We are an inclusive group of people and organizations working to make cycling in Winnipeg a safe, enjoyable, accessible and convenient transportation choice year round.

Vision

- We envision a city where every road is safe for cycling, all bike paths are connected, and riding a bike is commonplace and always fun.

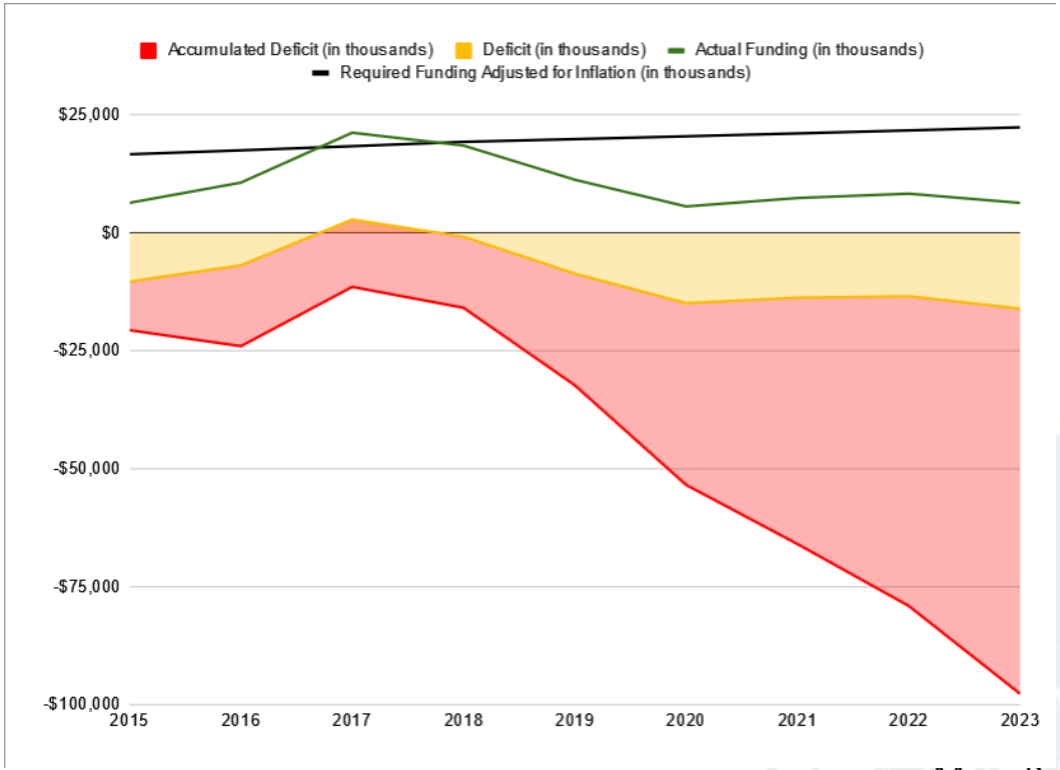
Budget Motions

Bike Winnipeg supports budget motions put forward by Councillors Allard and Cindy Gilroy at today's committee meeting:

- Item #19 - Budget Referral for Active Transportation Funding
- Item #20 - Including Active Transportation Criteria in the Road Renewal Budget
- Item #21 - Updating the Transportation Master Plan to Achieve 50% Mode Shift.

Pedestrian and Cycling Strategies Grossly Underfunded

- Funding for the Pedestrian and Cycling Program has been minimal since 2018.
- At this level of funding, an accumulated deficit of $65 million will accumulate for the Pedestrian and Cycling Strategies by the end of 2022 and beyond.



Include Walk/Bike Improvements in Road Renewals

Including improvements to pedestrian and cycling facilities as part or new or renewal road projects provides a number of benefits:

- It is significantly cheaper to add pedestrian and cycling improvements as part of a road renewal project than as a stand alone project;
- Including pedestrian and cycling improvements as part of planned street renewals creates far less disruption than providing road renewals and walk/bike facilities in separate projects.

Update Criteria for Inclusion of Walk/Bike Improvements in Renewals

Updating criteria for inclusion of walking and cycling improvements within the road renewals budget could provide a major and much needed boost to the city's Pedestrian and Cycling Program. We believe that:

- By default, all street renewal projects should evaluate and incorporate opportunities to include improvements to the walking and cycling networks;
- Criteria for prioritization of road renewal projects should classify improvements to walking and cycling as needed to maintain level of service rather than as an enhanced level of service.

Missed Opportunities

Direction 1B – Expand & Enhance the Bicycle Network

Action x – 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.

Recent/Planned Road Rehabilitations that will NOT Include Walk/Bike Improvements

- St Matthews Ave
- Roblin Blvd
- Watt ST
- Hargrave St
- Carlton St
- Saskatchewan Ave
- …

Latent Demand for Cycling

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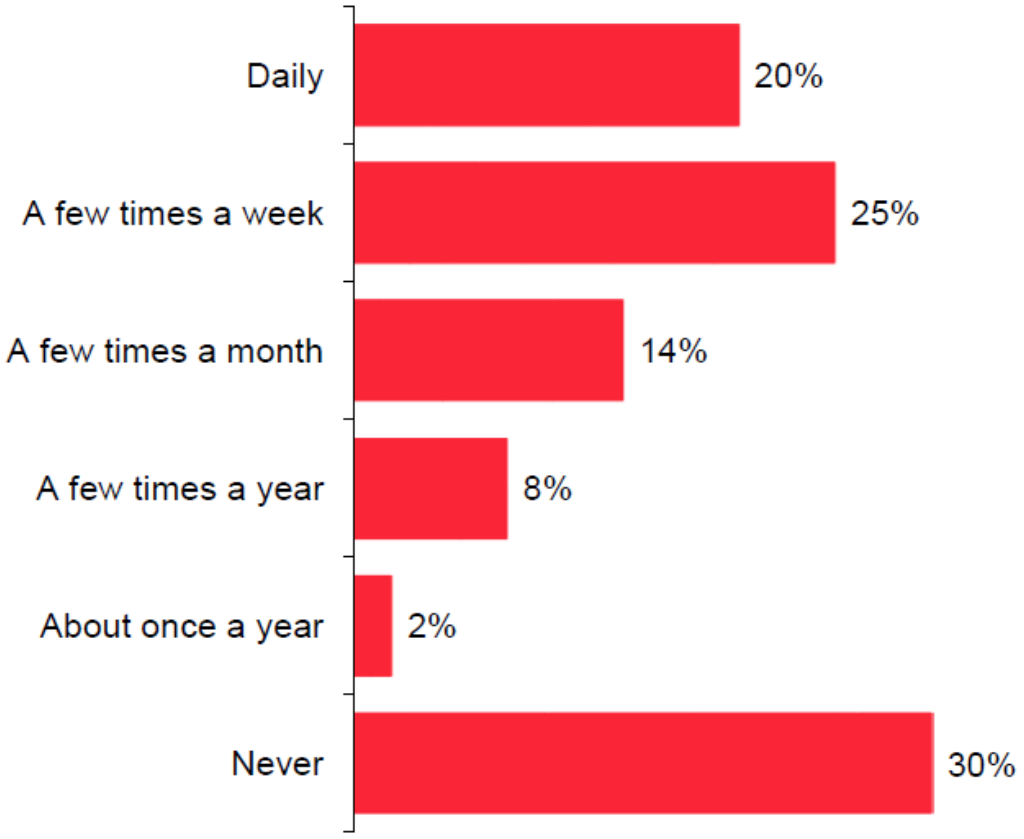
POTENTIAL OF CYCLING FREQUENCY

Q3. "Suppose the circumstances were positive for cycling – you felt safe cycling, there were better bike paths and the weather was good. If that were the case, how often do you think you might cycle to work, school or to run errands?" (N=600)



Core-area residents (33% vs. 13% in the northwest).

People Want Protected Bike Lanes

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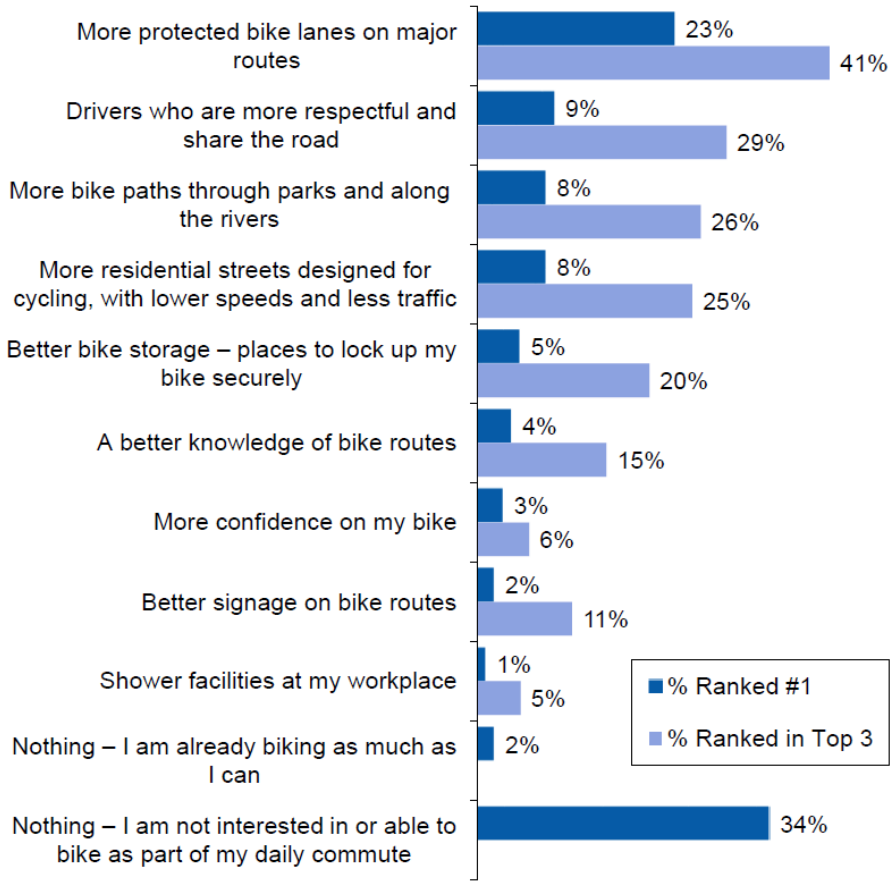
TOP IMPROVEMENTS TO ENCOURAGE CYCLING

Q. "Now, thinking about cycling as part of your transportation around Winnipeg, what would it take to make you bike more often? Please review the list below and choose up to three improvements that would make you more likely to cycle as part of your regular transportation." (Randomized) (N=600)

Base: Winnipeg adults

PROBE



More People Biking More Often

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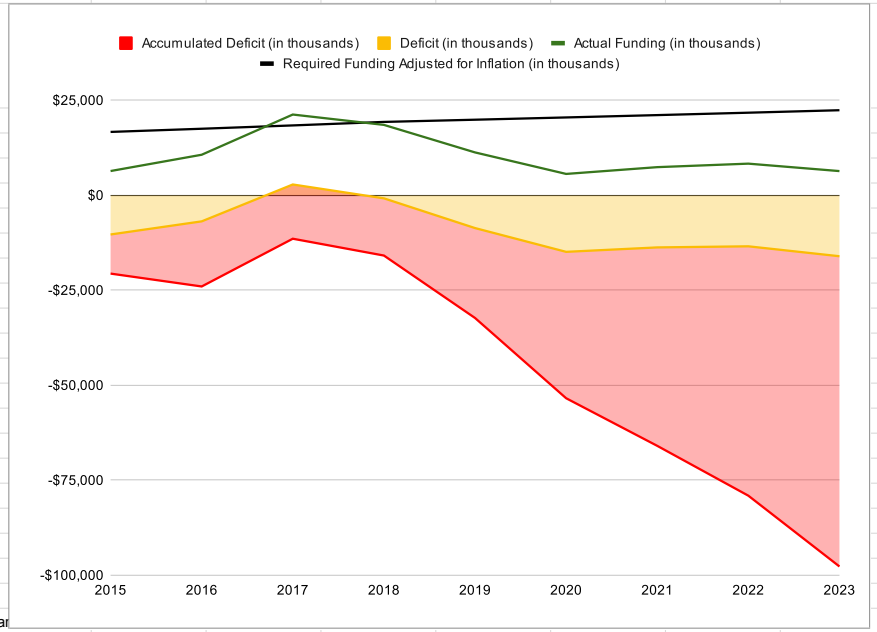
Thank You!



More People Biking More Often

Summary of Walking and Cycling Investments in 2020-2023 Adopted Budgets														
		2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
All Pedestrian & Cycling Projects														
Pedestrian and Cycling Program														
	New Regional Sic	$250	$1,000	$50	$150	$0	$0	$0	$0	$0	$0	$0	$0	$0
	New Non-Region	$150	$300	$650	$335	$400	$200	$200	$220	$300	$348	$148	$550	$0
	Bicycle Corridors	$1,000	$1,500	$2,750	$2,800	$874	$1,925	$1,192	$1,710	$1,205	$150	$250	$1,100	$1,200
	Bicycle Parking P	$0	$0	$0	$60	$100	$42	$30	$63	$30	$30	$30	$30	$0
	Recreational Wal	$1,000	$1,300	$1,000	$1,650	$1,400	$1,180	$310	$80	$20	$820	$920	$0	$300
	Public Education,	$0	$0	$150	$155	$200	$175	$160	$160	$185	$185	$185	$185	$0
	Other	$0	$0	$100	$250	$50	$100	$35	$0	$150	$120	$150	$456	$1,399
	Less transfer fror	$0	$0	$0	$0	-$324	-$128	$0	-$283					
		$2,400	$4,100	$4,700	$5,400	$2,700	$3,494	$1,927	$1,950	$1,890	$1,653	$1,683	$2,321	$2,899
Pedestrian and Cycling Grade Separations				$1,000	$0	$0	$0	$0	$0	$0				
Planning, Property and Development														
	Riverbank Green	$600	$443	$225	$0	$205	$0	$0	$0	$0				
Total New Pedestrian and Cycling		**$3,000**	**$4,543**	**$4,925**	**$5,400**	**$2,905**	**$3,494**	**$1,927**	**$1,950**	**$1,890**	**$1,653**	**$1,683**	**$2,321**	**$2,899**
Renewals														
AT included withing Local and Regional Road Renewals														
	Local Streets	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	Various AT Includ	$1,255	$4,000	$14,200	$11,000	$6,250	$0	$2,950	$3,250	$1,950				
Local Streets														
	Sidewalk Renewa	$800	$800	$800	$800	$800	$800	$800	$800	$800	$800	$800	$800	$800
	Recreational Wal	$500	$500	$500	$500	$500	$500	$900	$1,500	$900	$600	$600	$600	$600
Regional Streets Renewals														
	Regional Sidewal	$500	$500	$500	$500	$500	$500	$500	$500	$500	$500	$500	$500	$500
	Detectable Warn	$100	$100	$100	$100	$100	$100	$100	$100	$100	$100	$100	$100	$100
	Paving of Granula	$250	$250	$250	$250	$250	$250	$250	$250	$250	$250	$250	$250	$250
Total Renewals		**$3,405**	**$6,150**	**$16,350**	**$13,150**	**$8,400**	**$2,150**	**$5,500**	**$6,400**	**$4,500**	**$2,250**	**$2,250**	**$2,250**	**$2,250**
Total New & Renewals		**$6,405**	**$10,693**	**$21,275**	**$18,550**	**$11,305**	**$5,644**	**$7,427**	**$8,350**	**$6,390**	**$3,903**	**$3,933**	**$4,571**	**$5,149**

Total Cost	$334,000,000						
Plan Horizon (in years)	20						
Annual Spending (in 2015 dollars)	$16,700,000						
Budget Year	Construction Inflation Rate (Volume 3, Appendix 1, pg. 3-1)	Required Funding Adjusted for Inflation (in thousands)	Actual Funding (in thousands)	Deficit (in thousands)	Accumulated Deficit (in thousands)	Percent of Forecast Requirement	
2015	5.00%	$16,700	$6,405	$ (10,295.00)	$ (10,295.00)	38%	
2016	5.00%	$17,535	$10,693	$ (6,842.00)	$ (17,137.00)	61%	
2017	5.00%	$18,412	$21,275	$ 2,863.25	$ (14,273.75)	116%	
2018	3.00%	$19,332	$18,550	$ (782.34)	$ (15,056.09)	96%	
2019	3.00%	$19,912	$11,305	$ (8,607.31)	$ (23,663.40)	57%	
2020	3.00%	$20,510	$5,644	$ (14,865.68)	$ (38,529.07)	28%	
2021	3.00%	$21,125	$7,427	$ (13,697.97)	$ (52,227.04)	35%	
2022	3.00%	$21,759	$8,350	$ (13,408.72)	$ (65,635.76)	38%	
2023	3.00%	$22,411	$6,390	$ (16,021.48)	$ (81,657.23)	29%	
2024	3.00%	$23,084				0%	
2025	3.00%	$23,776				0%	
2026	3.00%	$24,490				0%	
2027	3.00%	$25,224				0%	
2028	3.00%	$25,981				0%	
2029	3.00%	$26,760				0%	
2030	3.00%	$27,563				0%	
2031	3.00%	$28,390				0%	
2032	3.00%	$29,242				0%	
2033	3.00%	$30,119				0%	
2034	3.00%	$31,023				0%	
2035	3.00%	$31,953				0%	Year
2036	3.00%	$32,912				0%	
2037	3.00%	$33,899				0%	
2038	3.00%	$34,916				0%	



Road Renewals Budget Trend

Budget Year	Local and Regional Road Renewals Budget
2015	$103,292
2016	$105,161
2017	$105,180
2018	$116,000
2019	$86,436
2020	$130,322
2021	$152,168
2022	$162,295
2023	$136,880
2024	$120,974
2025	$144,484
2026	$147,313

