From: Kate Moncaster
Sent: Monday, October 18, 2021 10:59 AM
To: CLK-CityClerks <CityClerks@winnipeg.ca>
Subject: Re: Submission for Oct 20 Executive Policy Committee

Yes, you are correct. My submission is in support of items 7, 8, and 9. Thanks!

On Mon., Oct. 18, 2021, 10:53 a.m. CLK-CityClerks, <CityClerks@winnipeg.ca> wrote:

Good morning Kate,

You referenced Items 19, 20 and 21. I believe these were the item numbers on the Public Works agenda, and they are now being forwarded to Council through Executive Policy Committee. Could you please confirm that the items listed below are the matters you are referring to? Also below is a link to the Executive Policy Committee agenda for October 20.

REPORT OF THE STANDING POLICY COMMITTEE ON INFRASTRUCTURE RENEWAL AND PUBLIC WORKS DATED OCTOBER 12, 2021

7. Budget Referral for Active Transportation Funding

8. Including Active Transportation Criteria in the Road Renewal Budget

9. Updating the Transportation Master Plan to Achieve 50% Mode Shift

http://clkapps.winnipeg.ca/DMIS/permalink.asp?id=A20211020(RM)EPC-1

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CITY CLERK'S DEPARTMENT

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From: Kate Moncaster
Sent: Sunday, October 17, 2021 10:14 PM
To: CLK-CityClerks <CityClerks@winnipeg.ca>
Subject: Submission for Oct 20 Executive Policy Committee

Please submit this in support of agenda items 19, 20, and 21.

I previously submitted this for the Oct 12 Infrastructure Renewal and Public Works meeting. I'm not sure if I need to resubmit it or if it will already be included. In either case, I did some editing and added a few more lines. Thank you.

For the last 10 years, I have lived at most 5km from my workplace. And for 10 years, several of my cycling friends encouraged me to bike to work. I always maintained that as soon as there was a safe and legal way for me to cross the Assiniboine River on a bicycle, ideally on the Osborne Bridge, I would be at the bike store buying my first adult bike. While crossing the Maryland, Osborne, and Midtown bridges by bicycle remains unsafe and terrifying 10 years later, something else happened. The pandemic hit.

I was too uncomfortable to ride the bus in the early days of the pandemic, so I bought a used Dutch bicycle from the Plain Bicycle Project. I immediately fell in love with cycling and shortly after I bought a used mountain bike from the Wrench with extra wide tires so I could keep riding in the winter. (Side note - The coldest temperature I cycled in last winter was -36C with a windchill approaching -50C. People love to dismiss bike infrastructure needs because Winnipeg is a winter city, but those people are forgetting that Winnipeg is full of Winnipeggers)

Since then, I have logged close to 3000 km by bicycle inside Winnipeg. I've used my bike to get groceries, commute to work, visit family and friends, do errands, pick up take-out from restaurants, explore different areas of the city, and to just get some fresh air and exercise. I have ridden almost every protected bike lane and multi use path in the city. Last summer, I biked to a different bakery every weekend. This summer I made a point to bike every Enhanced Cycling Route from end to end. It's been a real rollercoaster - I've been thoroughly impressed by so many paths and infrastructure that I previously didn't know existed. But I've also been utterly shocked at the lack of infrastructure in certain areas, lack of proper connections, and poor infrastructure choices that I have come across in Winnipeg. I've felt lifted up and supported by the City and also completely demoralized and like the City was actively working against me, sometimes both during a single ride.

Riding my bike has done wonders for my mental and physical health. I feel more connected to my community through interactions I would never have if I was in a car. I don't need to fill up my bicycle with fossil fuels. My bicycle doesn't cause much wear and tear on the road. I can pedal as fast as I can and my bicycle will never disrupt

my neighbours' sense of peace and quiet, even if their windows are wide open. I don't require a large chunk of road to park my bicycle on when I do errands or visit family and friends. I spend the money I save on gas and other car related-costs (most of which ends up outside of Winnipeg) on local businesses - like bakeries.

One would think that the City would go all in to encourage everyone to experience all of these benefits - things that benefit not just the individual, but the city itself. Yet - if a fortune teller told me that I would be dead within the next two years, I would assume my cause of death would be riding my bicycle in Winnipeg. I do all the right things. I wear a high vis vest when it is dark and cover my bike in lights. Whenever I go somewhere new, I use the City's Bike Map to choose the "safest" route and then use Google Maps Street View to see what the infrastructure is actually like and to prepare myself for the inevitable scary and confusing sections. I will go out 2km out of my way to use safer infrastructure, even in the dead of winter. However, all it would take to kill or seriously injure me is a driver glancing down at their cell phone for a moment too long while sharing the road with me. Or a driver, who is trying to intimidate me, to pass me a couple inches closer than they intended. Or a speeding driver to suddenly lose control of their vehicle.

Cars and trucks are getting bigger every year and drivers seem to be getting more distracted and aggressive every month. On the other hand, interest in cycling as a means of transportation (as opposed to solely for recreation) is at an all time high. Safe active transportation infrastructure is no longer a "nice" thing for a city to have if their budget allows - it is essential.

I whole heartedly support all three motions, but in particular to allocate 10% of the road renewals budget to new active transportation improvements in the 2022 budget. In fact, the other two resolutions don't make much sense without being backed up by a much larger AT budget than what is currently allocated. We've done enough studies and created enough award-winning AT strategies - we need to start connecting our AT network by building the infrastructure now.

Kathrin Moncaster