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MORE PEOPLE BIKING
MORE OFTEN

Bike Winnipeg 2022 EPC Budget Submission

December 10, 2021

Executive Policy Committee

Re: Preliminary 2022 Operating and Capital Budget
Standing Policy Committee on Infrastructure Renewal and Public Works – Preliminary 2022 Operating and Capital Budget Recommendations

Dear Councillors,

First off, I want to thank the committee and the city administration for the efforts they put in to maintain the Enhanced Summer Bike Route program over the spring, summer, and fall as the city worked to cope with the continuing fallout from the COVID-19 epidemic. Likewise, we want to thank the city for its ongoing work on the Neighbourhood Greenway Reduced Speed Pilot and continuing work on the Road Safety Strategic Action Plan. We look forward to recommendations from these studies and strategies in the new year.

Proposed Funding for Pedestrian and Cycling Improvements Falls Far Short

With regard to the Preliminary 2022 Operating and Capital Budget, we note that the amount budgeted towards improving the city's Pedestrian and Cycling networks continues to fall far short of the amount needed to meet council approved policy goals from the 2018 Climate Action Plan and the 2015 Pedestrian and Cycling Strategies.

Despite a recommendation in the Climate Action Plan to accelerate development of the pedestrian and cycling networks, the amount budgeted for these improvements in 2022 is less than half the annual amount recommended to meet even the moderate networks recommended within the 2015 Pedestrian and Cycling Strategies. Similarly, instead of accelerating/increasing funding for Active Transportation as

recommended in the 2018 Climate Action Plan, this budget provides barely half the funding that was allocated in 2018.

Worse still, funding for improvements to the walking and cycling networks is forecast to drop dramatically beyond 2022. At this level of funding, we will have no chance of meeting our mode shift and greenhouse gas emissions reductions targets, and will never be able to attain even a modestly connected cycling network.

The Preliminary 2022 Budget grows the city's active transportation deficit beyond $63 million in 2022 and pushes that deficit past $80 million by 2023.

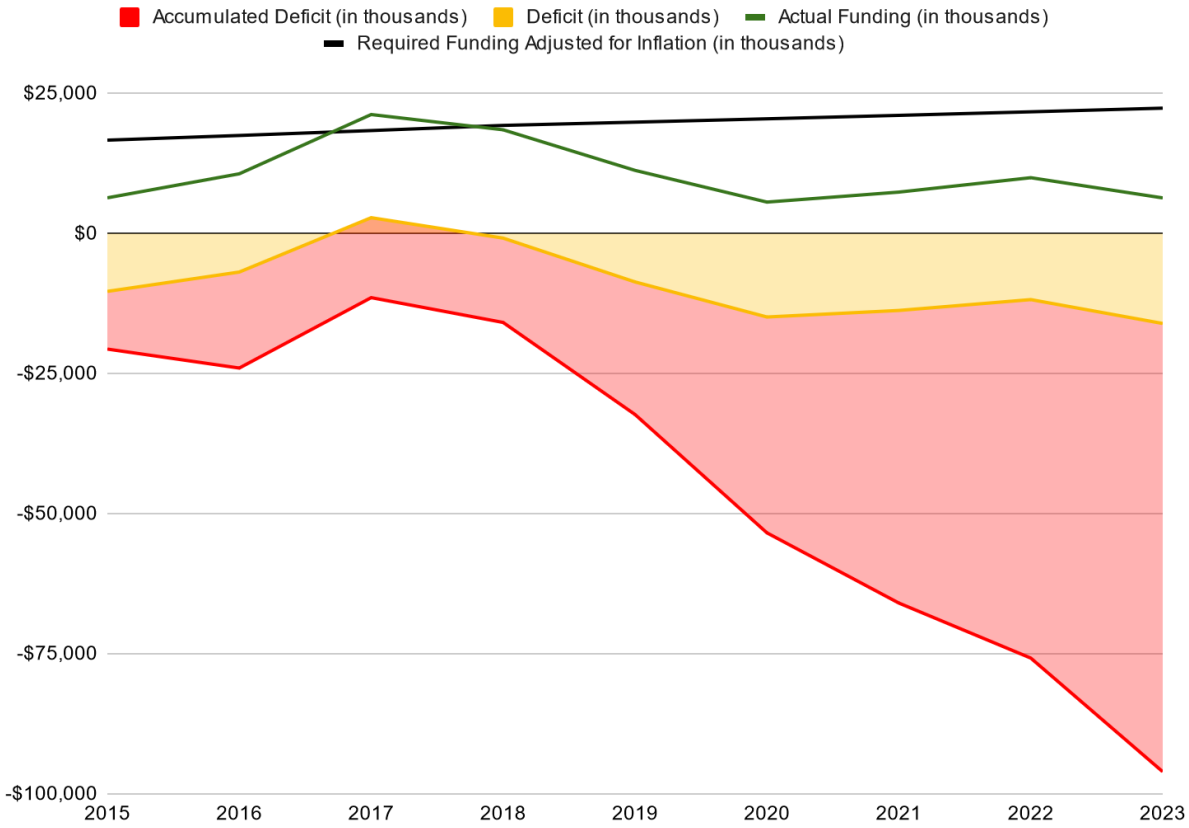


Table 1: Historic funding of the Pedestrian and Cycling Program, 2015-2023 - Funding for walking and cycling continues to fall short of levels recommended in the 20145 Pedestrian and Cycling Strategies.

Certainly, there are some welcome additions to the 2022 budget. We're happy to see the addition of $2.388 million for Active Transportation Infrastructure in the Regional Road Renewals program.

This line item could be useful as a means to ensure that there is funding to extend pedestrian and cycling facilities beyond the bounds of a given project in which similar walking and cycling improvements are

being incorporated (and funded through the regional road renewal project). This should not be considered as a substitute for funding of walking and cycling improvements within planned regional road renewal projects. We need to continue planning and budgeting for improvements to the walking and cycling networks as a routine part of the local and regional road renewals program. Infact, we should be including improvements to walking and cycling as a default position in all of these projects.

A second potentially useful application of the funds would be to allow a minor road rehabilitation project such as a mill and fill operation to include walking and cycling improvements.

We see the addition of the Active Transportation Infrastructure line item as a positive enhancement to the city's road renewals program. However, the funding going into this line item needs to be in addition to the city's ongoing commitment to include walking and cycling improvements where renewal projects overlap the planned network (or make logical connections), and it needs to be more than just a one-off funding supplement.

It is concerning that this is a one-time line item based on a one-off doubling of the Federal Canada Community Building Fund (formerly known as the gas tax) that was meant as a way to ease the financial burdens stemming from the COVID crisis.

All Regional Road Renewals Must Include Pedestrian & Cycling Improvements by Default

We need to make improvements to walking and cycling infrastructure the default condition for all regional roadway renewal projects, not just a special case where the given roadway segment is part of the proposed cycling network. This is our best hope to complete a connected and comfortable cycling network within a meaningful timeframe, and the best hope for us to meet our climate action targets.

- Any decision to exclude walking and cycling improvements should require council approval.
- Walking and cycling improvements should be incorporated into the prioritization, scoping, and budgeting process used by the road renewals program.

Including improvements to the walking and cycling network as a routine part of roadway renewals has many advantages:

- Long term costs are reduced as work to improve walking and cycling facilities can be combined with work on roadway surfaces that are also needed.
- Combining the need to improve walking and cycling facilitates along with needed roadway repairs means roadways do not need to be disrupted multiple times to achieve each individual goal, it all gets done at once.

Support for IRPW Budget Recommendations 2B & 2C

Bike Winnipeg would like to support recommendations 2.B and 2.C of the December 4th meeting of the Standing Policy Committee on Infrastructure and Public Works which call on council to amend the Preliminary 2022 Capital Budget add the following new Capital Budget Recommendations:

B. That the Winnipeg Public Service be directed to include active transportation facilities in all road renewals and rehabilitations that have been included in the 2022 Preliminary Capital Budget and 2023 to 2027 Five-Year Forecast, if facilities in those locations have been identified within the Pedestrian and Cycling Strategies document.

C. That in the event the road project and the active transportation facilities exceed the delegated authorities of the Winnipeg Public Service, the Public Service be directed to report back to the appropriate Committee of Council on their recommendation to construct the facilities as prescribed, with additional spending authorities or recommend an alternate plan to restore the connectivity of the active transportation strategies network.

As noted above, we would prefer that all regional road renewal projects include improved walking and cycling facilities by default, we feel that this is an important amendment, and a much needed improvement over current conditions. It's certainly an improvement over current practice, and something that we can build on.

As shown in the attached document, a quick analysis by Bike Winnipeg shows that of 52 regional road renewal projects scheduled along road segments identified as part of the planned cycling network, only 17 (less than ⅓ of identified projects) projects overlapping the cycling network were identified even undefined or acknowledged inadequate cycling facilities such as shared bus bike lanes (as on McPhillips St).

Road Renewal Projects Continue to Overlook Pedestrian and Cycling Network Plan

Plans for roadway renewals on roads included within the current proposed bike network continue to lack any plans for improved walking or cycling facilities. (see Partridge Ave, for example). We feel that this is a failure to match policy to the budget. Excluding needed (and proposed) improvements to the walking and/or cycling network in regional road renewal projects means the city will end up paying more for these improvements than is necessary. Beyond increased costs, residents and users will also be subjected to multiple disruptions in service if roadway renewals and walking and cycling improvements are implemented through separate projects.

Despite direction 1B.x in the 2015 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", this has been a long term failing in city planning.

We recommend a number of changes to allow the city administration to make better use of road renewal opportunities than seems to be in place at present:

- Update the road renewals budgeting procedure to identify road renewal projects with needed walking and cycling improvements far earlier in the planning process.
- Update the Benefit Evaluation Procedure so that improvements to walking and cycling are no longer considered as a mere enhancement to Level of Service and the low level of weighting (7% compared to 31% weighting to maintain level of service) that this categorization contributes to a project's prioritization.
    - Matching the safety requirements of vulnerable road users expected to operate in mixed traffic to best practices should not be considered an enhanced level of service, it should be considered as a requirement to meet the basic level of service.

Include Walking & Cycling Improvements in Primary Transit Network Infrastructure Projects

Another request is that walking and cycling improvements be included as part of the Rapid Transit (Downtown Corridors) Preliminary Design and Primary Transit Network Infrastructure projects, as per the Pedestrian and Cycling Strategies Direction 1B.xii - Continue to provide, where appropriate and where suitable opportunities exist, bicycle infrastructure in conjunction with transit infrastructure such as rapid transit corridors.

Invest in Sustainability

Finally, we are writing today to ask that the City of Winnipeg make three important changes to the city's approach to Climate Action and Winnipeg's new development plan, Our Winnipeg 2045. These changes will set the city up for success in your effort to implement Winnipeg's Climate Action Plan;

• The Office of Sustainability (OOS) should report to the highest level possible within the city to ensure that climate action is a central component in all decisions going forward. We suggest that the Office of Sustainability reports to Michael Jack, the City's Chief Administrative Officer (CAO).

• To be successful in meeting its climate targets, and to reflect the importance of climate action and other matters of environmental stewardship, the Office of Sustainability needs substantially more personnel and budget resources.

• Include a Community Advisory Council coordinator position within the Office of Sustainability.

ID	Project	2022	2023	2024	2025	2026	2027	Program	Amount budgeted for AT portion 2022	Amount budgeted for AT portion 2023	Year Budgeted	Budgeted AT Facility	Rehabilitation Type	On Proposed Cycling Network in P.C.S.?	In PCS Count	2015 PCS Priority Level	Proposed Design (according to PCS)	Critical Destinations	Proposed design (according to the Budget)	In Budget Count	Potential design	Intersections with cycling network enroute	Ward(s)	Notes
	Downtown Streets	$7,650	$10,070					Accelerated					Reconstruction & Major Rehabilitation											
	Broadway - Osborne to Main													No										
	Portage - Main to Memorial													Yes	1		Multi-Modal Corridor		Nothing	0	Protected Bike Lanes			
	Donald - St. Mary to Gertrude													No										
	Fort NB - Graham to Broadway													Yes	1	High	Protected Bike Lanes		Painted Bike Lan	0				
	Hargrave NB - Portage to Ellice													Yes	1	High	Protected Bike Lanes		Protected Bike La	0				
	Hargrave NB - Broadway to York													Yes	1	High	Protected Bike Lanes		????	0				
	Smith NB - Notre Dame to Midtown Bridge													No										
	Carlton - Portage to Ellice													Yes	1	High	Protected Bike Lanes		Nothing	0				
	Leila Ave - McPhillips to McGregor	$6,200						Accelerated			2022	Protected bike lanes	Reconstruction & Major Rehabilitation	Yes	1	Moderate/High & Moderate/Low	Protected Bike Lanes		Protected Bike La	1				
	Archibald St	$4,650						Accelerated			2021	Reconstruct existing Multi-use Path	Reconstruction & Major Rehabilitation								Protected Bike Lanes			
	Archibald - St. Catherine to Cottonwood													Yes	1	Low	Bike Lanes from Guibault to St. Catherine Off Street pathway - Guibault to Cottonwood		Nothing new - re	1				Guibault connection is awkward. Access across Archibald?
	Archibald - Plinquet to Doucet													Yes	1	Low	Painted Bike Lanes		Nothing	0				
	Watt St. / Munroe Ave / Johnson Ave West	$4,900	$4,000					Accelerated					Reconstruction & Major Rehabilitation											
	Watt St. - Chalmers to Munroe													Yes	1	Moderate/Low	Neighbourhood Greenway - Martin Ave W to Larsen A		Nothing	0	???? Intersection improvements at Larsen and Martin			
	Munroe Ave - Raleigh to Henderson													Intersection			Munroe is proposed as a neighbourhood greenway e		Nothing					
	Johnson Ave W - Levis St to Henderson Hwy													Intersection			Levis St is proposed to have a multi-use pathway		Nothing		Intersection improvements at Levis			Sidewalk on Johnson is grossly inadequate (width)
	Stafford St / Taylor Ave / Corydon Ave.	$7,300	$7,200					Accelerated					Reconstruction & Major Rehabilitation											
	Stafford St. - Corydon to Pembina													Intersection										
	Taylor Ave. - Wilton to Pembina													Intersection										Taylor has no south side sidewalk from Harrow to Pembina
	Corydon EB - Waterloo to Cambridge													No										
	Corydon Ave - Cambridge to Stafford													No										
	Erin St / Wall St. / Sargent Ave	$9,700	$2,430					Accelerated					Reconstruction & Major Rehabilitation											
	Erin St - Notre Dame to Wolever													Intersection			St. Matthews Intersection		Nothing		Richard Ave - Connection to Tech Voc via Clifton?			
	Wall St. - St. Matthews to Notre Dame													Intersection			St. Matthews Intersection		Nothing					
	Sargent Ave - Arlington to Erin													Intersection			Banning Intersection		Nothing					
	Selkirk Ave - Arlington to McPhillips	$3,580						Accelerated					Reconstruction & Major Rehabilitation	No										
	Pembina Hwy - McGillivray to Chevrier	$8,600						Accelerated	$850	$850	2022, 2023	Protected Bike Lanes	Reconstruction & Major Rehabilitation	Yes	1	Not Prioritized	Buffered Bike Lanes - Modified to fully protected bike		Buffered Bike La	1	Protected Bike Lanes			
	Keewatin St NB - Inkster to Adsum	$1,800						Accelerated					Reconstruction & Major Rehabilitation	No - NB										When was southbound done? There is just a sidewalk on the west/sb side of Keewatin
	Pioneer Ave - Westbrook to Main	$1,700						Accelerated					Reconstruction & Major Rehabilitation	Yes	1	Moderate/High	Painted Bike Lanes		Nothing	0				
	William Stephenson Way - Main to Westbrook	$820						Accelerated					Reconstruction & Major Rehabilitation	Yes	1	Moderate/High	Painted Bike Lanes		Nothing	0				
	Stradbrook Ave - Wellington Cr to Osborne	$800						Accelerated			2023	Protected bike lane	Reconstruction & Major Rehabilitation	Yes	1	Moderate/High	Buffered Bicycle Lanes		Protected Bike La	1				Osborne Village to Downtown Walk/Bike Bridge plus Connections
	Sturgeon Rd - Ness Ave to Hallonquist	$1,900						Accelerated					Reconstruction & Major Rehabilitation	Yes	1	Moderate/Low	Neighbourhood Greenway - Booth to Caron		Nothing	0	Bike Path from Booth to Hallinquist on west side of S Protected bike lanes on Sturgeon			Booth is a farily critical connection between Bruce/Lodge Rd and Sturgeon Creek Greenway
	Colony St/St Mary Ave	$2,700						Accelerated					Reconstruction & Major Rehabilitation											
	Colony St - Portage to St Mary													Yes	1	High	Protected Bike Lane - Memorial to Balmoral Buffered Bike Lane - Balmoral to Portage			1				
	St Mary Ave - Memorial to Portage								$500		2022	Protected Bike Lanes		Yes	1	High	Protected Bike Lane - Memorial to Balmoral Buffered Bike Lane - Balmoral to Portage		Protected Bike La	1				
	Nairn Ave - Stadacona to Watt	$5,400						Accelerated					Reconstruction & Major Rehabilitation	Intersection in 2015 Plan Primary Network in 2021 Draft			Stadacona intersection Narin East from Watt		Nothing					
	William Ave - Arlington St to McPhillips St	$3,300						Accelerated					Reconstruction & Major Rehabilitation	Intersection			Arlington Intersection		Nothing		Protected Intersection			
	Jubilee Ave - Osborne to Pembina	$4,900	$4,000					Accelerated		$825	2021-2023	reconstruct existing multi-use path and construct new path on Cockburn from	Reconstruction & Major Rehabilitation	Partial	1	Not Prioritized	Off-road pathway - Pembina offramp to Cockburn		Buffered Bike La	1				
	Mountain Ave - Arlington to McPhillips	$4,500	$5,000					Accelerated					Reconstruction & Major Rehabilitation	Intersection			Arlies intersection		Nothing		Protected bike lanes			
	McGregor St - seven Oaks to McAdam		$2,250					Accelerated					Reconstruction & Major Rehabilitation	Intersection					Nothing		Enniskillen intersection median			
	McGregor St - Church to Mountain		$2,450					Accelerated					Reconstruction & Major Rehabilitation	No										
		$80,400	**$37,400**																					
	Portage Ave EB - St Charles to David							Non-Accelerated					Reconstruction & Major Rehabilitation	Yes		Not Prioritized	Multi-Modal Corridor		Nothing	0				St. Charles is connection to PTH101 crossing of Assiniboine River Unicity shopping centre is on north side of Portage St. Charles - Isbister is North/South route
	Redwood Av - Main St to Salter St.	$2,850						Non-Accelerated					Reconstruction & Major Rehabilitation	Intersection			Charles St Intersection		Nothing					
	University Cr - Pembina Highway to Chancellor Matheson	$5,900						Non-Accelerated	$1,200		2021, 2022	- protected bike lanes	Reconstruction & Major Rehabilitation	Yes	1	High & Moderate/High	Protected Bike Lanes		Protected Bike La	1				
	Grant Ave EB - Lanark to 1863 Grant / Grant WB - Montrose to 1863 Grant	$3,400	$2,800					Non-Accelerated					Reconstruction & Major Rehabilitation											
	Grant Ave EB - Lanark to 1863 Grant													Yes	1	Not Prioritized	Multi-Modal Corridor		Nothing	0				
	Grant WB - Montrose to 1863 Grant													Yes	1	Not Prioritized	Multi-Modal Corridor		Nothing	0				
	River Av - Osborne St to Wellington Cr / Wellington Cr - River Ave to Sherbrook	$1,400						Non-Accelerated					Reconstruction & Major Rehabilitation											
	River Av - Osborne St to Wellington Cr										2023	- protected bike lanes		Yes	1	High	Buffered Bicycle Lane		to be determined	1				
	Wellington Cr - River Ave to Sherbrook										2023	- protected bike lanes		Yes	1	High	Buffered Bicycle Lane		to be determined	1				
	Salter St - Inkster to Jefferson	$500	$5,100					Non-Accelerated					Reconstruction & Major Rehabilitation	No										Enniskillen Intersection
	Logan Ave - Disraeli to Main	$200	$2,100					Non-Accelerated					Reconstruction & Major Rehabilitation	No										
	Selkirk Ave - Main to Salter	$550	$5,500					Non-Accelerated					Reconstruction & Major Rehabilitation	No										
	Dakota St - St Mary's to Bishop Grandin	$300	$1,900					Non-Accelerated			2023	To be determined	Reconstruction & Major Rehabilitation	Yes	1	Moderate/High	Multi-User Pathway Painted Bike Lane		TBD	1	Raise pathway through yelids			
	Des Meurons St - Goulet to Marion / Goulet WB - Youville to Braemar	$200	$2,300					Non-Accelerated					Reconstruction & Major Rehabilitation											
	Des Meurons St - Goulet to Marion													No										
	Goulet WB - Youville to Braemar													Yes	1	Moderate/Low	Multi-Modal Corridor St.Jean Baptiste Intersection		Possibly includec	1				
	Lagimodiere Blvd NB - Fermor to Cottonwood	$250	$2,250					Non-Accelerated			2023	To be determined	Reconstruction & Major Rehabilitation	Yes	1	Moderate	Multi-Use Pathway		TBD	1				
	Sargent Ave - Edmonton to Furby / Edmonton St - Cumberland to Ellice	$200	$2,850					Non-Accelerated					Reconstruction & Major Rehabilitation											
	Sargent Ave - Edmonton to Furby													Yes	1	High	Neighbourhood Greenway		Nothing	0				
	Edmonton St - Cumberland to Ellice													No					Nothing		Protected Bike Lane			
	McPhillips St SB - Machray to Mountain	$100	$1,100					Non-Accelerated					Reconstruction & Major Rehabilitation	Yes	1	Moderate/High	Shared Bus/Bike Lane		Nothing New	1	This is not an adequate facility			
	Empress St - St. Matthews to Saskatchewan (Preliminary Design)		$400					Non-Accelerated				Preliminary Design	Reconstruction & Major Rehabilitation	Yes	1	Moderate	Multi-Use Pathway		????	1				
	Inkster Blvd - Sheppard St to Main St *		$1,300	$5,850	$6,350			Non-Accelerated					Reconstruction & Major Rehabilitation	No							Median bike lane			
	Bishop Grandin Blvd - St. Anne's Rd to River Rd *		$850	$3,950	$4,050			Non-Accelerated						Intersection Improvements										
	Grant Av EB - Stafford St to Rockwood St							Non-Accelerated						Yes	1	Not prioritized	Corridor study in 2015 plan Primary Network Corridor study in 2021 draft			0				
	Grant Av WB - Stafford St to Harrow St *		$150	$1,450				Non-Accelerated						Yes	1	Not prioritized	Corridor study in 2015 plan Primary Network Corridor study in 2021 draft			0				
	Downtown Streets		$1,600	$8,100	$8,250	$8,600		Non-Accelerated																

ID	Project	2022	2023	2024	2025	2026	2027	Program	Amount budgeted for AT portion 2022	Amount budgeted for AT portion 2023	Year Budgeted	Budgeted AT Facility	Rehabilitation Type	On Proposed Cycling Network in P.C.S.?	In PCS Count	2015 PCS Priority Level	Proposed Design (according to PCS)	Critical Destinations	Proposed design (according to the Budget)	In Budget Count	Potential design	Intersections with cycling network enroute	Ward(s)	Notes
	Carlton St																							
	Notre Dame Av to Ellice Av													Yes	1	High	Protected bike lanes		Nothing	0				
	Portage Av to St. Mary Av													Yes	1	High	Protected bike lanes		Nothing	0				
	York Av to Broadway													Yes	1	High	Protected bike lanes		Nothing	0				
	Edmonton St - Broadway to Portage Av													No							Protected bike lanes			
	Hargrave St																							
	Notre Dame Av to Ellice Av													Yes	1	High	Protected bike lanes		Nothing	0				
	St. Mary Av to Graham Av													Yes	1	High	Protected bike lanes		Nothing	0				
	Kennedy S																							
	Cumberland Av to Ellice Av													No										
	Portage Av to Broadway													No										
	St. Mary Av - Edmonton St to Memorial Blvd													Yes	1		Protected bike lanes		Protected bike la	1				
	York Av - Memorial Blvd to Edmonton St													No										
	McGregor St - Church Av to McAdam Av							Non-Accelerated						No										
	McGregor St - Seven Oaks Av to Leila Av							Non-Accelerated						No										
	Partridge Av - McGregor St to Main St *		$400	$8,700	$9,000			Non-Accelerated						No, but Leila is	1	Not Prioritized	Protected bike lanes on Leila (or both Leila and Patridge)			0				
	Taylor Av EB - Renfrew St to Borebank St							Non-Accelerated						Yes	1	Medium/Low	Off road pathway			0				
	Taylor Av WB - Borebank St to Centennial St *		$350	$3,300				Non-Accelerated						Yes	1	Medium/Low	Off road pathway			0				
	Dugald Rd - Plessis Rd to 390 m east of Ravenhurst							Non-Accelerated						Yes	1	Medium/Low	Off road path			0				
	Plessis Rd - #984 Plessis to Fermor Av *		$1,050	$5,550	$9,300			Non-Accelerated						Yes	1									
	St. Vital Bridge Renewal Roadworks			$5,700				Non-Accelerated						Yes	1	Not Prioritized			AT is being consi	1				
	Wellington Av - Empress St to Berry St							Non-Accelerated						Yes	1	?	Corridor Study							
	Sargent Av - Empress St to Erin St							Non-Accelerated						No										
	Ellice Av - Erin St to Empress St			$600	$3,200	$3,300		Non-Accelerated						No										
	Wilkes Av - Harstone Rd to PTH 100			$250	$2,700			Non-Accelerated						Yes	1	Medium/Low	Off street pathway, spine network							
	St. Anne's Rd - St. Mary's Rd to Fermor Av			$500	$4,800			Non-Accelerated						Yes	1	Not Prioritized	Corridor Study							
	St. Mary's Rd - Fermor Av to Dakota St				$450	$3,900		Non-Accelerated						Yes	1	Not Prioriotized	Corridor Study in 2015 plan Corridor Study - Primary Network in 2021 Draft							
	Pembina Hwy SB - La Salle River to Perrault Av				$700	$5,650		Non-Accelerated						Yes	1	Low	Off Road Pathway							
	Corydon Av - Shaftesbury Blvd to Kenaston Blvd				$450	$4,250		Non-Accelerated						Yes	1	Low	Painted bicycle lane							
	Portage Av WB - Sturgeon Rd to Cavalier Dr							Non-Accelerated						Yes	1	Not Prioritized	Corridor Study in 2015 plan Corridor Study - Primary Network in 2021 Draft							
	Portage Av EB - David St to Westwood Dr							Non-Accelerated						Yes	1	Not Prioritized	Corridor Study in 2015 plan Corridor Study - Primary Network in 2021 Draft							
	Portage Av EB - Banting Dr to Sturgeon Creek				$600	$5,400		Non-Accelerated						Yes	1	Not Prioritized	Corridor Study in 2015 plan Corridor Study - Primary Network in 2021 Draft							
	Dufferin Av - Powers St to McGregor St							Non-Accelerated						No										
	McGregor St - Dufferin Av to Selkirk Av				$700	$6,250		Non-Accelerated						No										
	Lagimodiere Blvd/Concordia Ave Bridge Renewal Roadworks					$4,450		Non-Accelerated						Yes	1	Not Prioritized	Grade Separated Crossing		Nothing in budge	0				
	2027 Engineering					$4,500		Non-Accelerated																
	Regional Sidewalk & Curb Renewals	$500	$500	$500	$500	$500	$500	Non-Accelerated																
	Regional Paving of Granular Shoulders	$132	$250	$250	$250	$250	$250	Non-Accelerated																
	Detectable Warning Surface Tiles - Regional Streets	$100	$100	$100	$100	$100	$100	Non-Accelerated																
	Downtown Streets - Sidewalk, Curb, and Street Renewals	$700	$1,100	$800				Non-Accelerated																
	Downtown Streets - Portage Place Revitalization Project		$400	$700	$1,500	$1,500	$1,500	Non-Accelerated																
	Kenaston Blvd - Ness to Taylor	$100	$100	$100	$100	$100	$100	Non-Accelerated																
	Regional Street Renewals - Annual Program - Various locations to be identified	$700	$388	$417	$538	$6	$45,788	Non-Accelerated																
	Active Transportation Infrastructure	$2,388						Non-Accelerated																
	New Pavement Management System	$300	$100	$100	$100	$100	$100	Non-Accelerated																
		$20,770	**$34,938**	**$46,917**	**$53,638**	**$48,856**	**$48,338**		**$2,550**	**$1,675**					**52**	**Included 13 Corridor Studies**				**17**				