bikewinnipeg

MORE PEOPLE BIKING
MORE OFTEN

May 16, 2023
Executive Policy Committee

Bike Winnipeg Submission - Strategic Priorities Action Plan

First off, we want to recognize the substantial commitment of time, effort, and good will from council and the public service in preparing the Strategic Priorities Action Plan. We are happy to have the opportunity to add our suggestions for the plan, and hope that you will consider them.

There are a number of action items that we are pleased to see in the plan, in particular

1 - Accelerate completion of the downtown secondary plan (CentrePlan)
4 - Expand access to existing facilities and programming for recreation, library, community gathering, and 24/7 safe spaces,especially downtown
7 - Create a new operating and capital funding relationship and model between the provincial and civic governments
10 - Complete the servicing capacity plan for sewer and water
27 - Accelerate completion and implementation of the Pedestrian and Cycling Strategy
28 - Accelerate implementation of the Winnipeg Transit Master Plan
29 - Update Winnipeg's Climate Action Plan, including development of a Climate Resiliency Strategy (mitigation and adaptation)
33 - Increase coordination to address speeding, traffic calming, properly designed streets, and modern road and sidewalk engineering
34 - Initiate replacement of the Arlington Bridge
35. Improve communications, flow of information, relationships, and collaboration between the Public Service and Council.

Where we see room for improvement

There are a few action items that we would like to see better defined .

1 - Accelerate completion of the downtown secondary plan (CentrePlan) taking into consideration

- We need to be including completion of the downtown bike network here, at least the downtown protected bike lane network. This was listed as a potential “quick win” in the city’s Pedestrian and Cycling Strategies, which were approved in 2015.
- Make sure that connections to the University of Winnipeg are central to this plan

27 - Accelerate completion and implementation of the Pedestrian and Cycling Strategy

Let’s move beyond accelerating implementation of the Transit Master Plan and the Pedestrian and Cycling Strategies by setting out specific goals and targets,

    - We need to see decrease vehicle kms traveled
    - decrease GHG emissions from transportation
    - Increase walkability
    - increase bikeability
    - increase transit ridership
    - decrease fatalities and injuries

As the city’s own Governance review states, “Prioritize sustainable transportation as the mobility options of choice”.

Ensuring Equity

The need for better walking and cycling facilities is especially acute in areas of the city identified as “Higher Needs”. Residents of these areas often have less access to private vehicles, and less income that they can (or that they would like to) dedicate to transportation.

For transportation projects, an equity lens that better addresses both the burdens and the benefits generated by transportation projects is needed. Affected communities need to be fully engaged throughout project development, measuring support for or opposition to projects, soliciting weighting for criteria, and identifying and evaluating alternatives early in the process.

Burdens that negatively affect higher needs areas should receive negative weighting in evaluation criteria. Benefits need to go beyond simple spatial measures such as proximity to a higher needs area. Equity weighting should be applied to criteria such as safety, health, access, connectivity, and/or affordability.

Add Dedicated AT Staffing

If we want to accelerate our implementation of the Pedestrian and Cycling Strategies, we need to increase staffing to manage the program. In addition to maintaining a dedicated full-time Pedestrian and Cycling Coordinator position, this should include at least four dedicated full time staff resources in the following positions:

- Bicycle and Pedestrian Design Engineer
- Bicycle and Pedestrian Planner
- Bicycle and Pedestrian Education and Promotion Coordinator (PCS, pg 319)

Develop a Sidewalk Conditions Monitoring Program

We currently have programs in place to monitor conditions of our roadways and pathways and prioritize their repair, but we have no program in place to monitor the condition of our sidewalks, other than from within the roadways monitoring program. A specific program tasked with monitoring sidewalk conditions would allow the city to identify and plan for needed sidewalk repairs outside of roadway rehabilitation.

Update the Benefit Evaluation Procedure

The City's Benefit Evaluation Procedure is used to help prioritize infrastructure spending based on a set of weighted criteria. Currently, improvements to walking and cycling are considered as an enhancement to Level of Service and are given a low level of weighting (7% compared to 31% weighting to maintain level of service) toward 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.

The Benefits Evaluation Procedure needs to be updated so that weighting of needed pedestrian and cycling improvements are weighted the same as updates to maintain level of service.

Bicycle Parking Zoning Requirements

It has become clear that the threat of bicycle theft is a major discouraging factor in people's decision whether or not to move around on their bicycles in place of their cars. One of the best ways to overcome this concern is to ensure that people riding bikes have safe, convenient, secure storage for their bicycles. We urge the city to ensure that the following implementation items are given high priority:

- G1 - Mobility - Update the Winnipeg Zoning By-law and Downtown Zoning By-law to enhance requirements for high quality bicycle parking and end-of-trip facilities where appropriate in new developments City-wide. - currently listed as a medium priority
- G1 - Mobility - Develop bicycle parking guidelines to illustrate bicycle parking and end-of-trip facility designs to further facilitate implementation of high quality bicycle parking facilities. - currently listed as a low priority

It's worth noting that the Pedestrian and Cycling Strategies, passed in 2015, list an update of the Downtown Bylaw and City-Wide Zoning Bylaw to require bicycle parking and end-of-trip facilities as a quick win (Actions 2.A.ii and .iii).

Wayfinding

We urge the city to include development of Pedestrian and Cycling Wayfinding Guidelines in the actions to accelerate implementation of the Pedestrian and Cycling Strategies in the next 4 years (see Goal 6 Urban Design - Develop Pedestrian and Cycling Wayfinding Guidelines in the Complete Communities 2.0 implementation plan).

7. Create a new operating and capital funding relationship and model between the provincial and civic governments

As part of discussions with the provincial government, the city should be asking for the ability to implement the following charges and or fees:

- impact fees
- commuter charges & congestion fees
- parking space levy's
- platform fees (Uber, Skipp, ...)

The Alternative Municipal Budget provides good background on the rationale and potential for these fess and changes in pages 24-35.

35. Improve communications, flow of information, relationships, and collaboration between the Public Service and Council

- We need to include the public in this list.

New Items

Encouraging the Shift to Sustainable Transportation

We encourage the city to develop a program to actively encourage sustainable modes of transportation.

Having walking and cycling networks that provide comfortable connections to the places we visit throughout our daily lives is crucial in our shift to sustainable modes of transportation like walking, cycling, and transit, but having those networks in place is only part of the solution. To gain the most from our investments in sustainable transportation, we need to actively encourage people to use those networks.

Targeted marketing campaigns, or individualized marketing, provide tailored outreach to educate people about their travel choices. This customized information allows each marketing program to focus on the unique travel needs of an individual neighbourhood, institution, or audience. It's an effective way to bridge the information gap and support a change in travel behaviour — driving less and using alternative travel options more. It's been shown to decrease the number of kilometers being traveled, especially when initiated alongside major transit service and/or infrastructure projects that make it easier to walk, bike, or bus.

For instance, a Portland study showed that areas targeted for individualized marketing after installation of a new rapid transit line saw a near doubling in the shift to transit use compared to a similar area not targeted with individualized travel marketing[1][2]. Households near the rapid transit line that hadn't been reached by Smart Trips, Portland's individualized marketing program, cut car use by 3%. Those contacted by the Smart Trips program reduced car use by 12%[3].

A 2009 Winnipeg based targeted/individualized marketing case study, the WinSmart Community Based Travel Marketing Pilot program, showed that this type of program could be quite successful in Winnipeg. Results from the project showed an 11.7% reduction in drive-alone and an 18.2% reduction in trip-related CO2 emissions. This was supported by a 54.3% relative increase in cycling, 3.4% increase in walking and 8% increase in carpooling. There was also a 5.4% reduction in vehicle kilometers traveled (VKT)[4].

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[1] Brög et al. as reported in TCRP Report 95. "Chapter 16: Pedestrian and Bicycle Facilities." 2009. p. 16-220

[2] Individualized Marketing Programs, Oregon Department of Transportation

[3] City's 'SmartTrips' marketing program shifts focus, BikePortland.org, 2014

[4] Section 7, WinSmart CBTM Project Report: WinSmart Community-Based Travel Marketing Pilot Project, Resource Conservation Manitoba, 2009

Taking on Indicators, Measurement, and Monitoring

As pointed out in the final pages of OurWinnipeg 2045, effective implementation of OurWinnipeg 2045 will involve two further steps:

• Identification and alignment of key indicators to recognize data and trends, identify issues, and measure progress in alignment with established goals, objectives, and priorities
• Development of a Strategic Priorities Action Plan

We should be listing the development of indicators, measurement, and monitoring as a strategic priority for the city. As stated in the city's governance review, "Evidence-informed actions require transparent and accountable decision-making to determine the long-term public interest and the appropriate trade-offs in levels of service, taxation, and budget priorities."

We would very much like to be part of the process developing these indicators and frameworks, and encourage the city to include the public in development of indicators and measurement frameworks.

Prioritize greenhouse gas emissions reduction (GHGs) through the Community Energy Investment Roadmap (CEIR)

Implementing the CEIR presents an extraordinary economic opportunity. By embracing its recommendations, Winnipeg can reach the net zero target by 2050, thereby avoiding approximately $53.7 billion in future carbon and maintenance costs. Additionally, it will save citizens money through reduced household energy expenses while generating $5 billion in revenue from renewable energy production. This investment promises a two-fold return, continually accumulating value beyond 2050, and benefiting our economy, environment, and overall well-being.

Sincerely,

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