

Bike Winnipeg: Transportation 2050 - Downtown Secure Bike Parking

Many Winnipeggers have a bike sitting in their garage at home which they would like to ride downtown for an event, an appointment, or simply an outing, but they don't want to leave their bike locked on the street at their destination; they worry their bike will be stolen.

Fear of bike theft is the second most mentioned reason for Winnipeggers choosing not to ride their bike downtown. (Concern with road safety is the first.)

Bike Winnipeg has formed a working group to reduce the impact of bike theft in Winnipeg.

The working group focusses on three initiatives:

- Bike registration
- Secure bike parking
- Educating cyclists about locking their bikes at home and in town.

Bike Winnipeg is:

- Using various media to encourage cyclists to lock their bikes properly with a lock that can't be cut with a bolt cutter.
- Collaborating with the City to encourage cyclists to register their bikes with Garage 529 as a means of improving recovery of stolen bicycles.
- Talking to downtown building owners about establishing street-level secure bike parking for occasional visitors.

Bike Winnipeg research shows there is demand for secure bike parking for occasional visitors to downtown, and that **secure bike parking is the most important next step in establishing infrastructure to support Winnipeggers to visit downtown by bike.** It will be a game-changer that will significantly increase Winnipeggers' willingness to use their bikes to visit downtown.

Bike Winnipeg is working to establish a pilot project to learn how and when Winnipeggers will use such a facility.

We are meeting with private building owners, the Biz and funding agencies to develop a pilot project as soon as possible, preferably this summer. **Participation of the City in this initiative starting this summer will be key to its success.**

Bike Winnipeg is encouraged by the recommendations in the 2024 Pedestrian and Cycling Strategies plan. We offer recommendations on the bike parking recommendations in the report:

- Policy 7.4 encourages secure long-term bike parking infrastructure downtown at destinations that include major transit stations, public buildings, parks and open spaces, entertainment venues, residential buildings, and major employment, shopping, and dining destinations.

Goal 5 - Provide bicycle parking and end-of-trip facilities to reduce barriers to active transportation.

- Policy 5.2 calls for an update to the Winnipeg Zoning By-law and the Downtown Zoning Bylaw “to enhance requirements for high-quality bicycle parking and end-of-trip facilities where appropriate in new developments city-wide.”

- Policy 5.3 calls for the development of bicycle parking guidelines “to illustrate bicycle parking and end-of-trip facility designs to further facilitate the implementation of high quality bicycle parking facilities.”

- Policy 5.4 calls for the continued expansion of partnerships with Business Improvement Zones (BIZs) and individual businesses “to implement short-term bicycle parking in the public right-of-way.”

- Bike Winnipeg recommends that the City encourage businesses to offer indoor short-term bicycle parking for their visitors and clients

- Policy 5.5 calls for the development of “a program to support businesses in existing developments to retrofit existing buildings to provide long-term, secure bicycle parking.”

- Bike Winnipeg recommends building owners include indoor short-term parking in addition to secure long-term parking.

- 3.1.3 Strategic direction: Provide bicycle parking and end-of-trip infrastructure

- Bike Winnipeg notes that end of trip infrastructure does more than “improve convenience”; secure parking is an essential trip requirement for many users.

- 3.2.4 providing safe and secure parking at key locations throughout the city is a significant means of facilitating cycling...

Short-term bicycle parking typically consists of bicycle racks distributed in the public right-of-way in commercial areas and at key destinations throughout the city. Short-term bicycle parking can take a variety of forms, such as a Post-and-Ring Rack or Inverted ‘U’ Rack.

Bicycle racks are generally oriented to residents and visitors, who may stop in the area for

shopping or other personal business and should be located as close to destinations as possible in convenient locations and highly visible for users. It is desirable to provide a limited number of covered bicycle racks to provide protection from the elements.

- Bike Winnipeg notes that some on-street parking is poorly designed and located. We have a number of recommendations for the location and style of short-term exterior bicycle parking to maximize security and convenience.

- EXHIBIT 3.6: ACTIONS FOR IMPROVING CONVENIENCE:

2.1 Providing bicycle facilities at City sites would require identifying the type and quantity of bicycle parking and end-of-trip facilities required for various transit and municipal buildings and the expected demand for spaces. This can include the provision of short-term facilities at locations and buildings that see a lot of visitor activity, as well as the consideration for longer-term bicycle storage (such as bicycle rooms and changing facilities) where there are high concentrations of employees

- Bike Winnipeg recommends that street-level indoor short term bike parking space in City-owned buildings be open to downtown visitors in general, as well as to visitors to the government building.

2.2 The City should build upon current regulations by updating both the Citywide Zoning Bylaw and Downtown Zoning Bylaw to specify requirements for both short and long-term bicycle parking and end-of-trip facilities based on the number of employees and floor area of various land uses, and should also include flexible parking standards, with reduced motor vehicle parking requirements for employment sites that construct end-of-trip facilities.

- Bike Winnipeg recommends that street-level indoor short term parking requirements be related to the planned visitor traffic of a building.

2.3 Continue to partner with BIZs, businesses, and other partners to implement short-term bicycle parking, and where possible maintenance stations, in the right-of-way.

- Bike Winnipeg recommends that the City prioritize collaboration on the establishment of quality indoor, street-level, short-term bike parking, and engage Bike Winnipeg as a stakeholder

2.5 Encourage all event coordinators to provide adequate temporary bicycle parking to serve corporate-sponsored and large community events.

- Bike Winnipeg notes that some venues cut corners event bike parking, which results in inadequate security / convenience, and therefore low up-take (like this year's White Out celebrations).
- Bike Winnipeg operates the Bike Valet on a fee for service basis; we would gladly do many more events, and/or collaborate with venues to set up quality event bike parking of their own.

2.6 Facilitate development of a publicly available full-serve bicycle parking station or long-term secure bike parking in an area of high cycling activity. If successful, plan to implement other similar facilities at key locations in the city

- Bike Winnipeg requests that the city work with us right now to develop a pilot downtown indoor secure bike parking project as the first step in this important initiative.