



**MORE PEOPLE BIKING
MORE OFTEN**

May 13, 2021

Key Points on OurWinnipeg 2045 & Complete Communities 2.0

Ensure Measurement, Reporting, and Evaluation of Key Indicators

- The success of this plan, and the many plans that fall under its scope, will depend heavily on the city's ability to measure key indicators identified in these plans. It is imperative that the city allocate adequate funding to gather information required to measure and report on indicators. Prompt and consistent reporting on indicators will allow decision makers such as your selves to evaluate and if necessary modify actions.

Ensure Subsequent Plans Provide Pathways/Plans to Achieve Goals

- Plans that recommend actions to meet key goals or indicators of a plan or strategy need to be transparent by providing an estimated level of progress toward those goals or indicators that would be estimated to take place through implementation of recommended actions.
 - For instance, the Climate Change Strategy, which calls for 20% reduction of greenhouse gas emissions by 2020, should provide estimates of greenhouse gas reductions estimated from the successful implementation of its recommended actions.
 - This provides decision makers with a clear idea of a strategies odds of success, as well as a much better sense of whether or not a given strategy will need to be supplemented with additional actions.

Criteria for Densification

- The quality and connectivity of local pedestrian and cycling networks needs to be included in criteria for growth (section 3).
- The same should apply in criteria for reduced parking requirements (section G1 4.2)

Downtown

- There is good language on improving pedestrian and cycling connections between downtown districts
 - We feel that language to improve cycling connections to the downtown could be strengthened.
 - For walking, it may be enough to improve connections and continuity between downtown districts, but for cycling, you need to ensure connectivity/continuity into/out of the downtown, safe bike parking,
- We're happy to see the call for long term bike storage in section 7.4 of the Downtown section.

Urban Mixed Use Corridors and Regional Mixed Use Corridors

- In general, if the plan is to push intensification in corridors, and to have nearby neighbourhoods access shops and services in the corridors, then corridors need to be multi-modal. Shops, offices, apartments all need to be easily accessible to both people biking in from the nearby neighbourhoods (where distances are short and trips are easily managed/transferred to bike) and to those coming in from other neighbourhoods/centres/nodes, and secure bike storage or bike sharing must be available.
- We feel the plan needs to include goals to ensure that cycling facilities will be prioritized along these corridors to ensure that trips to destination along the corridors are attractive to all modes of transportation, not just private vehicle and transit.
- We would want to see rehabilitation as one of the enabling tools to facilitate redevelopment on Priority Corridors (section 2.2)
- On the establishment of new corridors, we are happy to see language calling for networks of protected bike lanes (section 6.2.c.ii)
 - We suggest altering the working from 'protected bike networks' to 'protected and low stress bike networks' as a more open statement that would provide more flexibility for implementation.

Rapid Transit Corridors

- We're happy to see the call for secondary plans around rapid transit stations.
 - We recommend that planning for pedestrian and bicycle access to the stations be included within the secondary plan.
 - We recommend that while it may be prudent to limit land use decisions to within 800m of rapid transit stations, planning for the cycling network needs to be extended to at least 3,000m (equivalent to a 10 minute ride) to provide realistic opportunities to improve multi-modal connections.
 - Secondary plans around rapid transit stations should plan to eliminate existing barriers within "as the crow flies" walkshed and bikeshed.
 - The City should strive to align the bike network with rapid transit, with improvements that provide a wider bikeshed but also improve general bike network connectivity.

Commercial Areas and Mixed Use Centres

- We need to go beyond the provision of connections to Mixed Use Centres and Urban and Regional Corridors, we need to provide access along corridors , and through Centres, If this is where commerce is expected to prosper, then access along a corridor and not just to a corridor is a necessary part of making walking or cycling convenient options.

Employment Lands

- There are good recommendations on the provision of walk/bike/transit connections; such as section 7.1
 - Facilitate a high standard of transit and active transportation connectivity. Opportunities to enhance this connectivity in existing Employment Lands shall be encouraged;

Mobility

- We would want to see proximity to the cycling network be included in the criteria for reduced parking requirements.
- Bikeshare should also be included in the criteria for reduced parking requirements.
- Local streets should be designed to 30km/hr,
- We're happy to see the recommendation to incorporate minimum pedestrian, bicycle, and transit system connection into the plan approval process + the checklist.(sections 6.1 and 6.1.1)
- Local Streets should be designed to minimize vehicle traffic volumes
- Local Streets should be integrated into the pedestrian and bicycle network, and supplemented with cut-throughs.
- We need to go beyond the provision of connections to Mixed Use Centres and Urban and Regional Corridors, we need to provide access along corridors , and through Centres, If this is where commerce is expected to prosper, then access along a corridor and not just to a corridor is a necessary part of making walking or cycling convenient options. As such, we recommend the following change to section 6.6:
 - 6.6 Ensure that the bicycle network and sidewalk network provide connections to all Mixed Use Centres and Urban and Regional Corridors.
 - To
 - 6.6 Ensure that the bicycle network and sidewalk network provide connections to **and through** all Mixed Use Centres and Urban and Regional Corridors.