



Bike to the Future

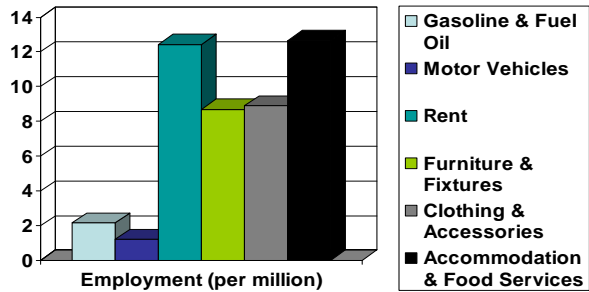
City of Winnipeg 2010 Capital Budget
December 1st, 2009

City of Winnipeg – 2010 Capital Budget



Thank You!

- \$20 Million Stimulus
 - Benefits
 - Health, Environmental, Social, Economic



Source: Manitoba Economic Multipliers (2004); Manitoba Bureau of Statistics

City of Winnipeg – 2010 Capital Budget

Commend councillors on significant nod towards active transportation
100km+ of AT
Pleasant Surprise, Shows vision
Benefits all Citizens
Benefits Health, Environmental Social (Equality)
Economic Benefits
Gasoline & Fuel Oil – 2.150
Motor Vehicles – 1.200
Rent – 12.430
Furniture & Fixtures – 8.700
Clothing & Accessories – 8.900
Accommodation & Food Services – 12.650



What happens after 2010?

- Still Lots to Do
- Priorities that could not be completed by March 2011
 - Pembina
 - Connections to the North End
 - U of M Connections
- For Budget Years 2011- 2015
 - \$2 million/year for AT Corridors in 2011
 - Rising to \$4 million/year in 2015

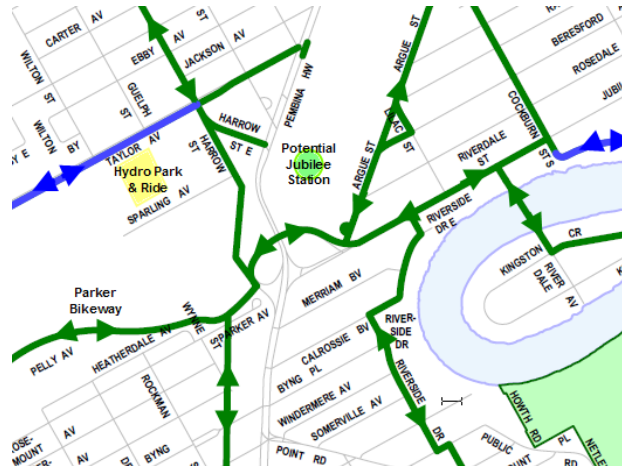
City of Winnipeg – 2010 Capital Budget

March 31, 2011 deadline for project completion meant many AT priorities could not be considered

Multi use paths cost \$400K/km, Bike Boulevards run \$200-\$250k/km



Jubilee Overpass



City of Winnipeg – 2010 Capital Budget

We need an AT connection on the West Side

- Connecting Harrow to Phase II Southwest Rapid Transit, Jubilee Station
- Connecting Parker Development to Harrow
- Harrow Connects to Osborne Village, Wellington Crescent, Wolseley, Health Sciences Centre



Jubilee Overpass

- Pembina/Jubilee is a Major Hub
 - Harrow
 - Jubilee
 - Pembina
- We need a West Side AT Pathway
 - Mirror plans for East Side of Pembina
 - Do not close doors

City of Winnipeg – 2010 Capital Budget

BRT Overpass will lie between Jubilee Overpass and Pembina Underpass
Harrow – Osborne Village, Wolseley, Health Sciences Centre
Jubilee – Elm Park Bridge, Churchill Park,
Pembina – McGilivray, U of M, Bishop Grandin Greenway

Without this connection, cyclists/pedestrians will be forced to cross Pembina twice to cross Jubilee and the tracks

If we can build a tunnel on the east side to make room for a third NB travel lane, we can build a tunnel on the west side to accommodate pedestrians and cyclists.



Rapid Transit – Where is Phase II?

- Pembina Connection is Critical
 - U of M
 - McGillivray
 - Bishop Grandin Greenway

City of Winnipeg – 2010 Capital Budget

Pembina Highway remains a top priority for cyclists

Multiuse path along the Letellier line in Phase II of the Southwest Rapid Transit Corridor is a significant part of the solution



Encouragement

- Community-Based Travel Marketing Project
 - Pilot Project was part of WinSmart
 - 18.2% reduction in trip-related CO2 emissions
 - 54% increase in cycling mode share
 - Full Scale Project has been Proposed by Resource Conservation Manitoba
 - \$350,000 to reach 11,000 households

City of Winnipeg – 2010 Capital Budget

Community Based Travel Marketing works with individual households in a neighbourhood to support travel behaviour change using an Individualized Social Marketing

18.2% reduction in trip related CO2 emissions

54% increase in cycling mode share – pent up demand, people just need a bit of direction and a friendly push

When Portland, Oregon, implemented North America's first large-scale application of individualized social marketing in 2004, in conjunction with the opening of a new light rail line, a follow-up survey determined a growth in transit trips of 24% in the control area where there was no intervention, but a growth of 44%, or nearly twice as much, in the individualized marketing project area.

We think travel marketing should be part of all capital projects