



**MORE PEOPLE BIKING
MORE OFTEN**

November 29, 2016

Standing Policy Committee on Infrastructure Renewal and Public Works

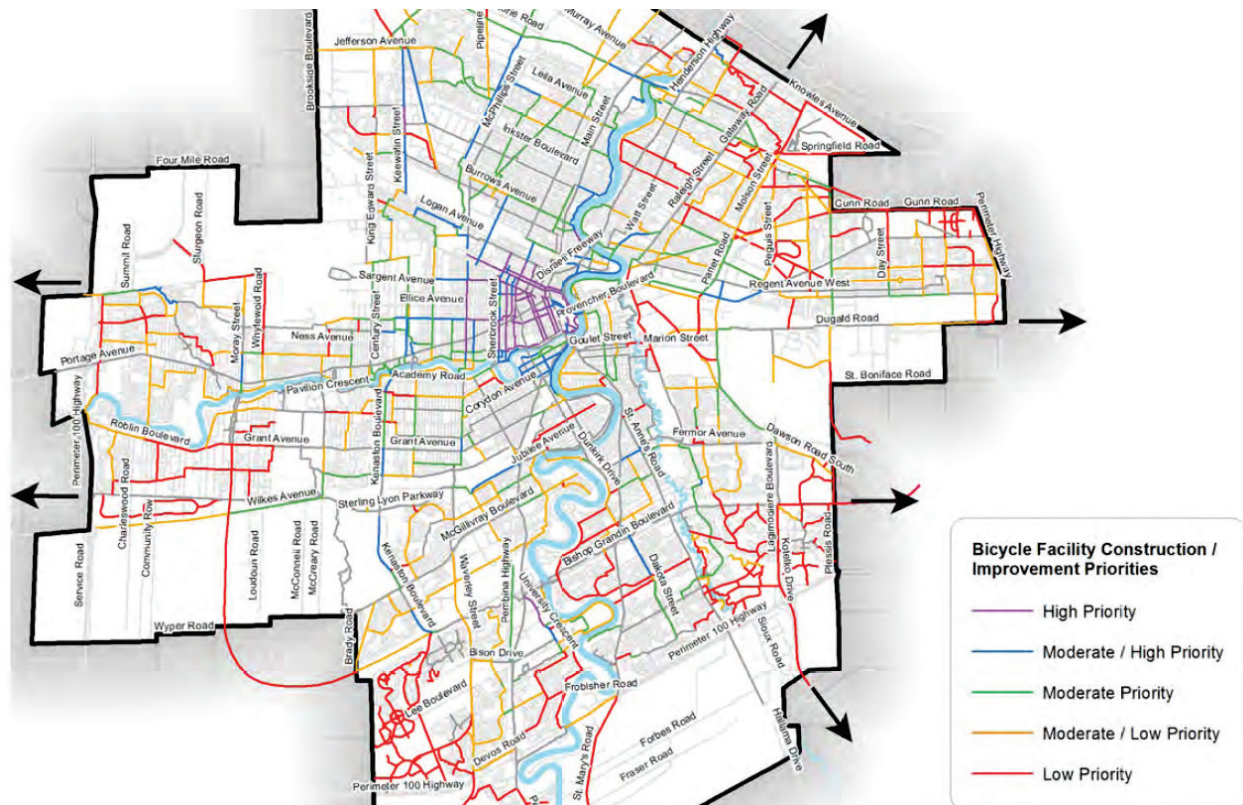
Re: Item # 14 (2017 – 2019 Preliminary Operating and Capital Budgets),
Report Item #6 - Downtown Grid of Adjustable Bike Lanes
Report Item #7 - 2017 Pedestrian and Cycling Program - Action Plan

Dear Councillors,

Bike Winnipeg is pleased to see continued funding for bicycle and pedestrian infrastructure and programming that has been brought forward in the City of Winnipeg's 2017 Capital budget. For the 45% of Winnipeg residents who want to cycle more often and the 49% who would like to walk more often, the healthy transportation options provided by this investment will be a welcome addition. For the 10% who rely on cycling as their main form of transportation, the development of Winnipeg's cycling network is a critical aid to their mobility. We are particularly happy to see planning for pedestrian and bicycle grade separations in the forecast for next year's budget

As we develop our bicycle network, we feel it is critical that implementation focus on the development of a downtown protected bike lane network. The Pedestrian and Cycling Strategies have clearly marked the downtown protected bike lanes as high priority projects, with a recommendation to complete installation of a downtown protected bike lane network as a key short term goal. Specifically, the downtown network should be designed with the following qualities in mind:

- Direct
- Comfortable
- Convenient
- Cohesive
- 400m spacing of the grid



Map 5.4 Bicycle Network Priorities – Pedestrian and Cycling Strategies

There is good reason to recommend implementation of the downtown protected bike lanes network as a short term goal. They will reach into central downtown destinations:

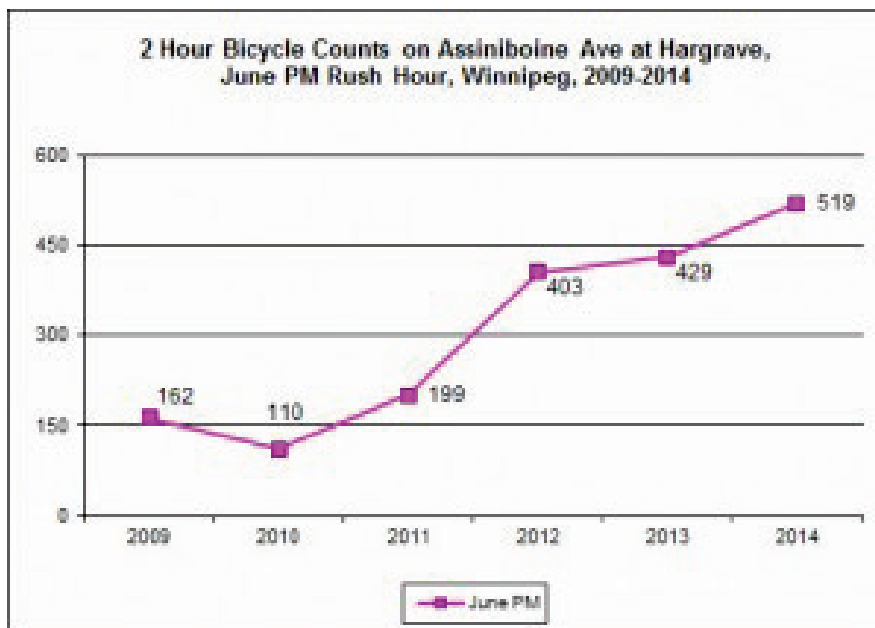
- Health Sciences Complex
- University of Winnipeg
- The Forks
- Old Market Square
- Red River College Princess Campus
- Millennium Library

In addition to serving downtown destinations, the downtown protected bike lane also plays a critical role in connecting the various spokes/spines radiating from the downtown hub. With a downtown protected bike lane network in place, investments in projects that develop the spine network connect not only the destinations along that spine, but also into all of the other spines connected into the downtown protected bike lane network.

We know that there is tremendous demand for protected cycling infrastructure, particularly in the downtown and in Winnipeg's mature neighbourhoods.

Fully **47% of people surveyed as part of the pedestrian and cycling strategy stated that the addition of protected bike lanes on main streets would encourage them to bike more or much more often.** The city's experience with the protected bike lanes on Assiniboine has shown that the pattern of seeing significant increases in the number of cyclists on roads where protected bike lanes are installed will be matched in Winnipeg.

Following the installation of a two-way protected cycle track on Assiniboine Avenue in 2010, regular counts of cycling traffic have shown that the number of cyclists traveling down Assiniboine has increased by more than 200%. Clearly, Winnipeg residents have been encouraged to switch to their bikes where protected bike lanes are provided.



Bicycle Traffic on Assiniboine Ave has increased by over 200% since a protected cycle track was installed in 2010.

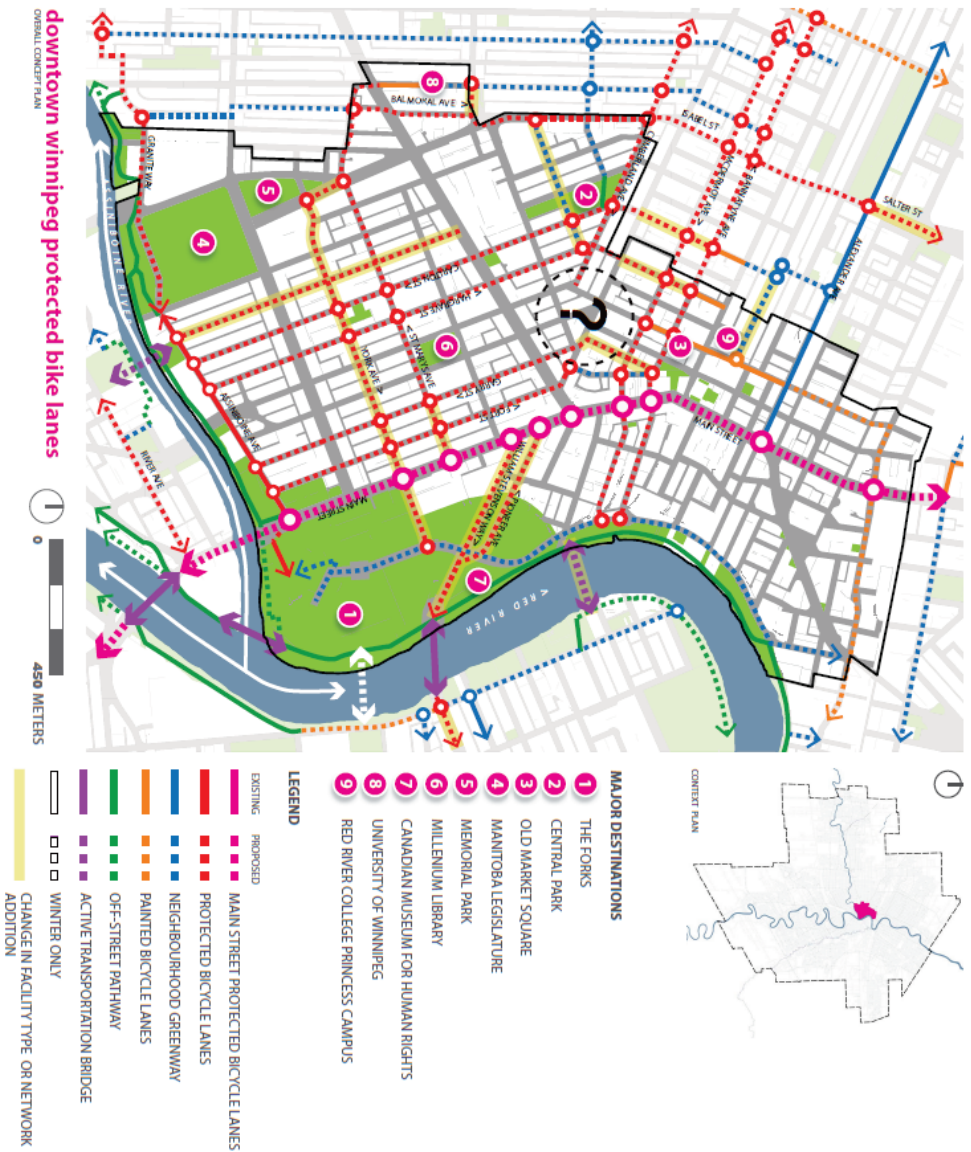
Given the importance of Winnipeg's downtown as an employment, education, service and shopping destination, the downtown protected bike lanes need to be planned as the highest priority in the city's cycling networks implementation plan.

- **Highlights**

- Build a new protected bike lane on York Avenue
- Upgrade from painted bike lanes to protected bike lanes on
 - Fort Street & Garry Street
 - Hargrave Street & Carlton Street
 - Bannatyne Avenue & McDermot Avenue
 - Cumberland
 - St. Mary Avenue
- Compliments the existing protected lanes on Assiniboine

DOWNTOWN PROTECTED BIKE LANES

WINNIPEG, MANITOBA



69,000

PEOPLE COME DOWNTOWN TO WORK EACH DAY

24,000

STUDENTS COME DOWNTOWN TO LEARN EVERY YEAR

16,000

PEOPLE LIVE DOWNTOWN

60% ↑

CYCLING CITY WIDE (SINCE 2009)

6,200

COMMUTE DOWNTOWN BY BICYCLE (2012)

1,812

HOUSING UNITS BUILT BETWEEN 2005 AND 2013, WITH 1719 MORE PLANNED

21%

OF TRIPS IN THE DOWNTOWN ARE MADE BY WALKING/CYCLING VS. 11% AVERAGED THROUGHOUT THE REST OF THE CITY

>6/10

TRIPS MADE DOWNTOWN ARE MADE BY FOOT

WINNIPEG HAS THE MOST CENTRAL BUSINESS DISTRICT PARKING OF CANADIAN CITIES!

3,757

METERED ON-STREET PARKING SPOTS DOWNTOWN

35,526

OFF-STREET SPACES OF WHICH 2/3RDS ARE PUBLIC

SOURCES

1. http://downtownwinnipeg.ca/wp-content/uploads/2014/06/CBCL_Thrid_2014.pdf
2. http://downtownwinnipeg.ca/wp-content/uploads/2014/06/CBCL_Thrid_2014.pdf

Adjustable Protected Bike Lanes Provide an Affordable Short Term Solution

While we understand the motivation to plan the protected bike lanes around planned road rehabilitations, we feel that the installation of adjustable protected bike lanes provides an affordable short term facility that can remain in place until wider scale roadwork allows for a permanent facility to be built at a significantly lower price than if built as an independent project.

Protected bike lanes can be built with minimal cost by using moveable items such as planters and bollards to provide separation. An added benefit is that designs can be changed over time to refine their operation as experience of the bikeway develops.

Sincerely

Mark Cohoe,
Executive Director
Bike Winnipeg
www.bikewinnipeg.ca
204-894-6540