





Bike to the Future

2008 Capital Budget Submission

Presented December 10, 2007

 Bike to the Future is a voluntary, inclusive group of concerned cyclists working to make cycling in Winnipeg a safe, enjoyable, accessible and convenient transportation choice year-round.

 We envision a city where cycling is embraced as the preferred mode of transportation, where cycling is integrated into urban design and planning, and where Winnipeg is recognized as a leader in cycling infrastructure and programs .

What Cyclists Want

 Safe Routes

 Convenient and Direct Routes that connect destinations

 Employment Centres

 Education Centres

 Shopping Districts

 Entertainment Districts

 Recreation

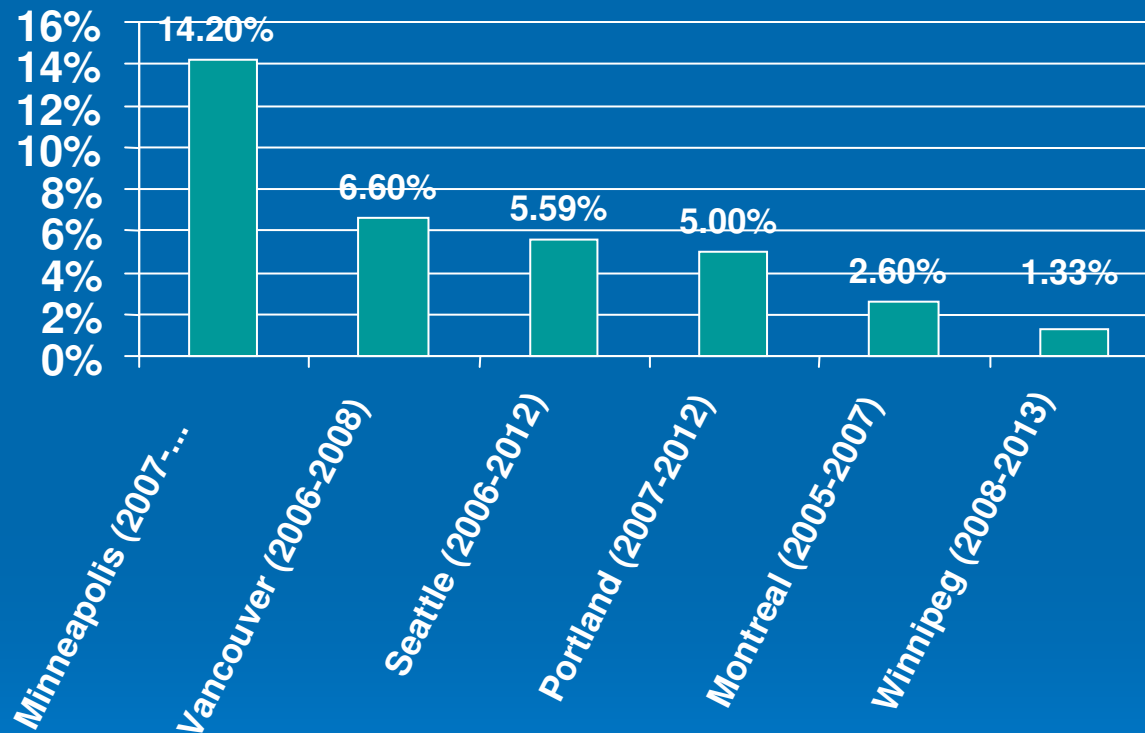
 Residences

 Secure Bicycle Parking (Short Term and Long Term)

Recent Steps to Improve Cycling Infrastructure in Winnipeg

- 🚲 Increased Funding for Recreational Walkways and Bike Paths
- 🚲 Hiring of an Active Transportation Coordinator
- 🚲 Creation of the Active Transportation Advisory Committee
- 🚲 Inclusion of a progressive Bicycle Parking requirement in the new Zoning By-Law
- 🚲 Addition of an Active Transport Corridors line item in the 2008 budget
- 🚲 We still lag behind most other Canadian and American Cities

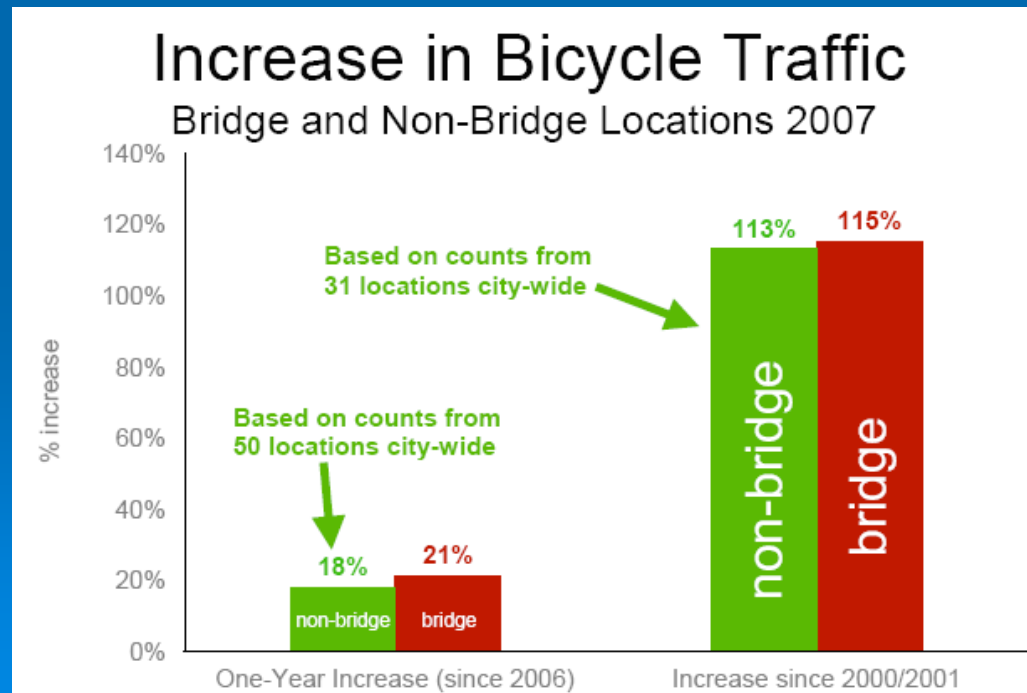
Cycling Spending in Other Cities



■ Funding for Cycling as a Percent of Spending on Roads and Bridges

There is a clear relationship between investment and increased cycling levels

- 🚲 In Toronto, the average increase in cycling two years after installation of a bike lane was found to be 23%
- 🚲 Portland has had a policy of aggressive expansion of their cycling infrastructure since 1991.



More Cycling = Cheaper Infrastructure

- 🚲 A standard traffic lane will accommodate 800 vehicles per hour
- 🚲 A 1.5 meter bicycle lane will accommodate 2000 bikes per hour
- 🚲 A 2006 study found that the Twin Cities could reduce forecast need for roadway expansion by between 36% and 43% if they reduced the modal split for single occupant vehicles by 20%
- 🚲 Each trip converted from a motorized vehicle to a bicycle reduces congestion by freeing up space for public transit, delivery vehicles and private cars and trucks
- 🚲 Cycling in Winnipeg Currently Reduces Greenhouse Gas Emissions by 11 KT/year

Potential for Increased Cycling Rates in Winnipeg

- 🚲 30% of Manitobans cycle “most of the time” to at least one destination
- 🚲 30% of Manitobans cycle “sometimes” as a mode of transportation
- 🚲 65% of Manitobans would like to use bicycles more as a mode of transportation

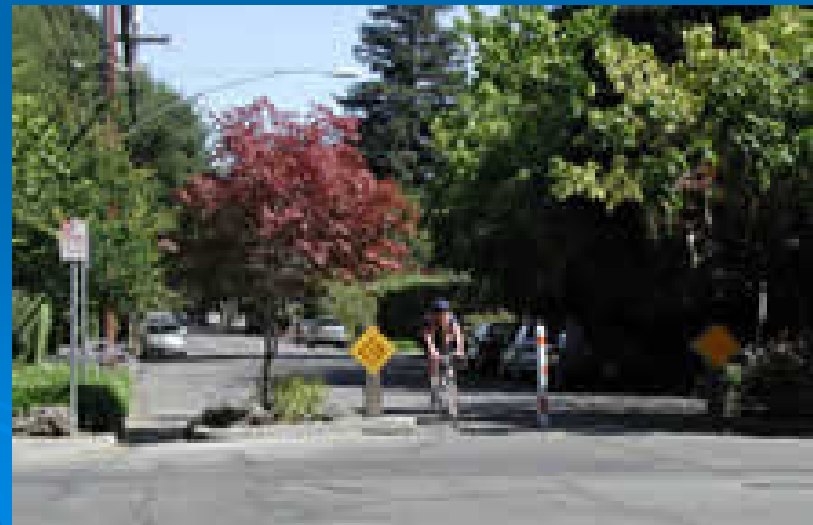
🚲 Source City of Winnipeg Active Transportation Study, 2004

- 🚲 90% of Manitobans support governments investing more money in active transportation

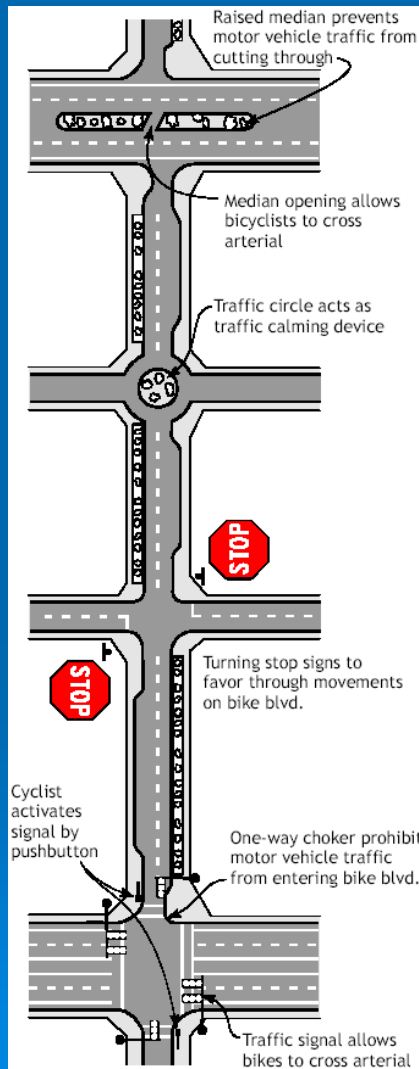
🚲 Source: Manitoba Medical Association 2007

Bicycle Boulevards

- 🚲 Low-traffic neighbourhood streets that have been optimized for bicycling
- 🚲 Welcoming to kids, families and novice cyclists, and attractive for all kinds of cyclists
- 🚲 They provide direct, attractive routes for bikes
- 🚲 They enhance neighbourhood liveability and traffic safety



Implementing Bike Boulevards



- 🚲 Traffic calming to slow cars down
- 🚲 Diverters to discourage through traffic (Bicycles travel through)
- 🚲 Turned Stop Signs to Minimize stops for Bicycles
- 🚲 Traffic lights and curb extensions to help cyclists cross busy streets
- 🚲 Central to the Cycling Networks in Vancouver, Montreal and Portland

Recommendations

- 🚲 Set a goal of doubling the modal split for cycling from 3% to 6% by 2013
- 🚲 Increase Funding for Cycling in 2008 to \$5,395,000 (3% of the budget for Roads and Bridges)
- 🚲 A Substantial Part of this increase should go into on-road infrastructure
- 🚲 Increase Staffing to Plan, Design and Market New Cycling Infrastructure
- 🚲 Additional spending amounts to just \$6.65 per capita