

2014 City of Winnipeg Election Priorities



The mayor and council elected on October 22nd have the opportunity to set Winnipeg on the path to sustainability by passing the pedestrian and cycling strategies that have been under development for the past 18 months.

Bike Winnipeg would like to see all candidates for mayor and council commit to a 6 year capital/operational program to kick start implementation of the pedestrian and bicycle plans based on the following priorities:

1. Declare a goal of reaching 5% of trips by bicycle within 5 years
2. Increase Staffing dedicated to AT
3. Develop A Vision Zero Policy and Action Plan based around
 - a. Road Design that puts Safety ahead of Convenience
 - b. Safety Audits that identify and upgrade dangerous intersections
 - c. Encourage Neighbourhood Slow Zones
 - d. Increased Enforcement targeted on dangerous moving violations
 - e. Outreach & Education
4. Make implementation of the pedestrian/cycling strategy a spending priority in the 2015 budget and 5 year capital plan
 - a. List implementation of the AT strategy as a priority for Building Canada Funding
 - b. Commit to spend \$150 million over six years (2015 plus the 2016-2020 5 year capital plan) dedicated to Pedestrian and Cycling Programs and Improvements
 - c. A fully costed project listing is attached
5. Develop an Education/Promotion Program

An Affordable, Achievable Plan

- 5% within 5 years is an achievable goal
 - Following installation of a two way protected bicycle path on Assiniboine Avenue in 2010, the number of cyclists on Assiniboine has increased by over 200%.
- Currently, trips by bike account for about 2% of all trips.
- With shared provincial and federal funding similar to that approved for the 2010 Stimulus package, the City's share of new funding would amount to less than \$7 million/year.

A Plan that Delivers Multiple Benefits

Health Benefits – Increasing the percentage of trips made by bicycle to 5% would mean that:

- 42,344 additional individuals will be encouraged to cycle regularly;
 - a. Each additional cyclist will enjoy a 6% reduction in their risk of mortality when compared to non-cyclists.
 - b. This increased physical activity will prevent 8.3 deaths/year.

Safety Benefits – Providing dedicated space for cyclists improves safety for all users:

- When protected bike lanes are installed in New York City, injury crashes for all road users (drivers, pedestrians, and cyclists) typically drop by 40% and by more than 50% in some locations. *Wolfson, H., 2011 - [Memorandum on Bike Lanes, City of New York, Office of the Mayor, 21 March 2011](#)*
- 1 ½ years after the installation of parking protected bike lanes on 3rd and Broadway in Long Beach, dramatic reductions in collisions were evident:
 - a. *50% decrease in the number of bike related accidents*
 - b. *50% decrease in the number of vehicle related accidents...from just under 100/year to just under 50/year.* *City of Long Beach 2013 - [Broadway and Third Street Protected Bikeway Study](#)*

Economic Benefits – More people walking and biking means more jobs and a stronger, more sustainable tax base.

Pedestrian and Cycling Projects Outperform in Job Creation

- Pedestrian and Bicycle project have a proven track record of outperforming roadway projects in terms of economic stimulus/job creation.

Savings for Individual Choosing to Walk or Bike

- Increased reliance on walking and cycling will result in savings of approximately \$7 million/year in transportation costs that will flow back into the local economy, creating jobs, and growing the tax base;

Increased sales for Local Businesses

- A New York study found that local businesses saw a 49% increase in sales following installation of protected bike lanes (9th Avenue)
- A study of shopping habits in New York's East Village found that people on bike and foot spend the most per capita per week, \$163 and \$158, respectively, at local businesses. Car and subway users spend less per capita, \$143 and \$111, respectively.