

Active Transportation

Despite some significant investments in the walking and cycling networks over the past decade, the vast majority of trips in Winnipeg are still undertaken by vehicle. 39% of those polled in a 2020 City of Winnipeg survey indicated that they drive more

often than they would like to. While the city has taken strides to improve its bike network over the last 10 years, much of the city remains unconnected or poorly connected to people on bikes.

How can the City complete a comfortable and connected network needed to get more people out of their cars and onto their bikes, while ensuring equitable development and consultation of affected communities?

The Alternative Municipal Budget proposes:

1. Complete the network

The alternative municipal budget allocates 20 per cent of roadway funding to the completion of Winnipeg's walking and cycling networks, amounting to an annual budget of \$27.5 million for the Pedestrian and Cycling Program.

This would allow the city to:

- Add an additional 15–20km of low stress bikeways to the city's bike network each year.
- Continue adding sidewalks where missing
- Double the amount of spending for sidewalk maintenance within the Local Street Renewals program.
- Double the amount of spending for detectable warning surfaces within the Regional Street Renewals program.
- Provide traffic calming for up to eight neighbourhoods per year as a new line item within the Local Street Renewals program.

2. Develop and implement a targeted marketing campaign

To gain the most from our investments in sustainable transportation, we need to actively encourage people to use those networks. Targeted marketing campaigns, or individualized marketing, provide tailored outreach to educate people about their travel choices.

3. Snow Clearing

Winnipeg is a winter city, so the extent and quality of snow removal along the city's walking and cycling networks has a huge impact on the ability of people to choose walking, cycling, or transit through the winter months.

The AMB calls for increased funding for snow clearing to allow for 200km of P2 and P3 sidewalks to be reclassified as P1AT (Priority One, Active Transport), and for 100km of P3 streets and pathways to be reclassified as P1AT.

4. Equitable Development

The need for better walking and cycling facilities is especially acute in areas of the city identified as "Higher Needs". Residents of these areas often have less access to private vehicles, and less income that they can (or that they would like to) dedicate to transportation.

The AMB recommends that the city update the Benefit Evaluation Procedure to ensure that an equity lens is used. The benefits and burdens of new improvements to walking and cycling should be equitable.

Questions for your candidate:

- How important will Active Transportation be in meeting our emission reduction goals?
- Winnipeg's infrastructure reflects its legacy of car-centered development. What do you think needs to change to promote active transportation?
- What is your position on diverting a portion of roadway funding to the completion of the Active Transportation network?

There are alternatives. Budgets are about choices.
See the Alternative Municipal Budget at policyalternatives.ca



Social Planning Council
of Winnipeg