

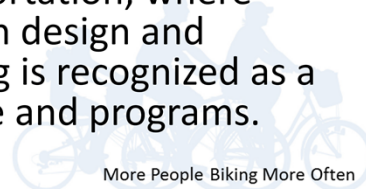


Mission

- We are a voluntary, inclusive group of concerned citizens working to make cycling in Winnipeg a safe, enjoyable, accessible and convenient transportation choice year-round.

Vision

- 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.





Public Engagement Report

4.1 Services Priority Survey

The online survey results indicate that the most important issues or concerns facing Winnipeg today are **public transit, active transportation and roadway construction and maintenance**. Fifty-three percent (53%) of respondents indicated **public transit** as either their first, second or third priority for the City, where as 48% of respondents indicated **active transportation**, and 41% of respondents indicated **roadway construction and maintenance** as either their first, second, or third priority for the City (Figure 4-1).

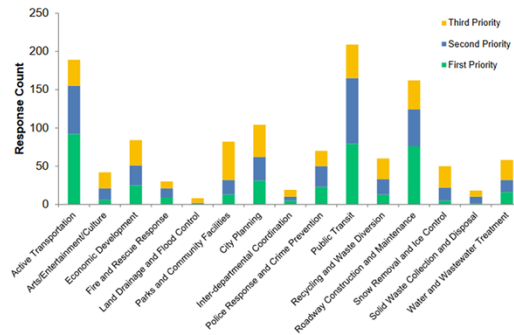


Figure 4-1 Top Priorities for the City of Winnipeg



- Page 1-11 of the budget presentation lists service area priorities, but by definition that omits capital spending, which funds the pedestrian and cycling program
- Active Transportation was singled out as the number 2 priority for the city of Winnipeg (Figure 4-1 Top Priorities for the City of Winnipeg, pg. 9 City of Winnipeg Budget 2019 Public Engagement Report)
- Active transportation received the highest number of number 1 priority picks



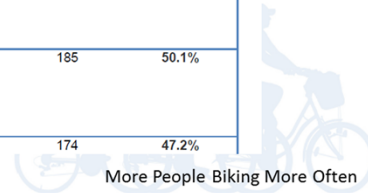
Public Engagement Report

4.1.5 Strategic Investment

Survey respondents were asked how Winnipeg should focus strategic investment for the future. Strategic investment is putting funds towards areas of development that grow our city, enhance our citizens' lives and realize long term returns on investment. Over 75% of survey respondents indicated public transit as an important area for strategic investment, closely followed by active transportation with 73.7%. (Table 4-3).

Table 4-3 Support for Strategic Investment Areas

Strategic Investment Areas	Response Count	Response Percent
Public Transit Strategic investment to create a more reliable, competitive, and convenient alternative to driving, but to also catalyze urban transformation and intensification along major transit corridors and promote transit-supportive development throughout Winnipeg.	277	75.1%
Active Transportation A variety of transportation options ensures people are not dependent on one single mode of travel and will reduce Winnipeg's reliance on automobile travel.	272	73.7%
Libraries and Community Facilities Strategic investment in libraries and community facilities involves strengthening strategic partnerships to better meet the needs of the community and build healthier communities.	185	50.1%
Roads and Bridges	174	47.2%





Public Engagement Report

MORE OR LESS

Last year, Engage Budget 2018 survey respondents told us these were their top twelve priority service areas. What do you think the average homeowner's tax bill* pays towards each City service per month? Looking at the 2018 Basket of Tax-Supported City Services, would the average homeowner pay more or less than the amount on the card?

*Based on a \$1,733.47 city property tax bill for the average home assessed at \$296,560 in 2018.



More!

Actual cost is \$13 of the average homeowner's tax bill every month.



Less!

Actual cost is \$12 of the average homeowner's tax bill every month.



Less!

Actual cost is \$0.23 of the average homeowner's tax bill every month.



Less!

Actual cost is \$0.27 of the average homeowner's tax bill every month.



More!

Actual cost is \$0.70 of the average homeowner's tax bill every month.



More!

Actual cost is \$6 of the average homeowner's tax bill every month.



More!

Actual cost is \$44 of the average homeowner's tax bill every month.



Less!

Actual cost is \$6 of the average homeowner's tax bill every month.



More People Biking More Often



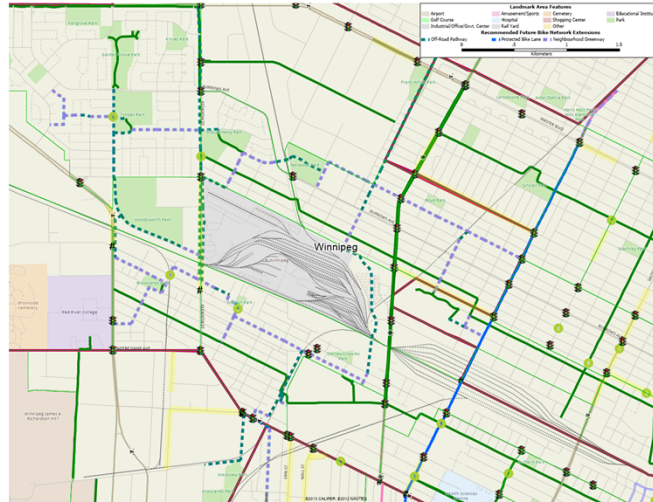
Transcona Trails Extension



More People Biking More Often



Keewatin St Pathway Burrows to Gallagher Ave Functional Study



More People Biking More Often

- By cutting funding for the Keewatin St. Pathway study, you lose the opportunity to benefit from cost savings incurred by combining the pathway project with the road rehabilitation project. Detailed design seems to be scheduled for 2020 (\$300,000)
- This study will look into improvements that can be made to the walking and cycling connections in the neighbourhood that are currently severely limited because of the barrier created by the CPR tracks and yards.
- You cannot request funding for a project that has no study and cost estimate
- The Keewatin St Pathway was prioritized as Moderate/High priority between Burrows and Gallagher, and connects to a High Priority connection running north to Inkster.
- To provide the best value for our tax dollars, and to provide much needed connections to the east of Keewatin Street, we are asking that the 2019 Functional Design Study and subsequent construction project for the Keewatin Street Pathway include the following:
- Pathways on both sides of Keewatin Street south of Selkirk Ave.
 - CP should be approached about property acquisition along Keewatin and Selkirk Avenue to provide space for the pathways.
- Neighbourhood Greenway connections on the west to Red River College's Notre Dame Campus.
- Neighbourhood Greenway connections to Worth Street at Alexander Avenue to provide connections to:
 - Weston Memorial Community Centre
 - Health Science Centre Complex
 - The Polo Park area (via a future extension of the Empress Street Pathway)
- A Pathway Connection on the south side of Selkirk Avenue from Keewatin to Chudley Street.
 - Would require property acquisition from CP to provide space for the pathway, which could ultimately be extended to the Northwest Hydro Corridor Greenway and the McPhillips Street at Jarvis Avenue intersection if property could be acquired from CP.