



**MORE PEOPLE BIKING
MORE OFTEN**

November 28, 2019

Standing Policy Committee on Infrastructure Renewal and Public Works

Re: 2020-2023 Multi-Year Budget

Dear Councillors,

On September 20, 2018, [Winnipeg's Climate Action Plan: Planning for Climate Change, Acting for People](#) received unanimous support from Council and was approved for implementation. That plan calls for:

- ☑ 20 percent reduction in greenhouse gas emissions by 2030 relative to 2011 levels.
- ☑ 80 percent reduction in greenhouse gas emissions by 2050 relative to 2011 levels.

Your budget needs to reflect this, yet many of the proposals that have been put forward in this budget process take us further away from those already modest goals. While it may take bold action, we fully expect council to review the proposed budget through the climate lens it recently adopted and act appropriately to ensure that the budget that comes forward through this review process takes us closer, not further from those goals.

	2020	2021	2022	2023	2024	2025	
2019 AT Action Plan	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	\$5,400,000	
2020 Budget Proposal	\$3,087,000	\$1,852,000	\$1,650,000	\$1,590,000	\$1,651,000	\$1,683,000	\$11,513,000
Cut from 2019 Action Plan	\$2,313,000	\$3,548,000	\$3,750,000	\$3,810,000	\$3,749,000	\$3,717,000	\$20,887,000
Percent Cut from 2019 Action Plan Budget	42.83%	65.70%	69.44%	70.56%	69.43%	68.83%	\$9,374,000

Of particular concern to Bike Winnipeg are the proposed cuts to the Pedestrian and Cycling Program, which would come sharp on the heels of significant cuts to this program in the 2019 budget. If we want to meet the goals set out in Our Winnipeg, in the Pedestrian and Cycling Strategies, and in our Climate Action Plan, we need to be restoring and actually increasing our Pedestrian and Cycling Program budget, not cutting it.

Furthermore, we need to be ensuring that Pedestrian and Cycling projects are prioritized and included within the Local and Regional Street Renewals Program, and that rehabilitation projects to our regional streets move forward only if they include improvements to walking and cycling facilities.

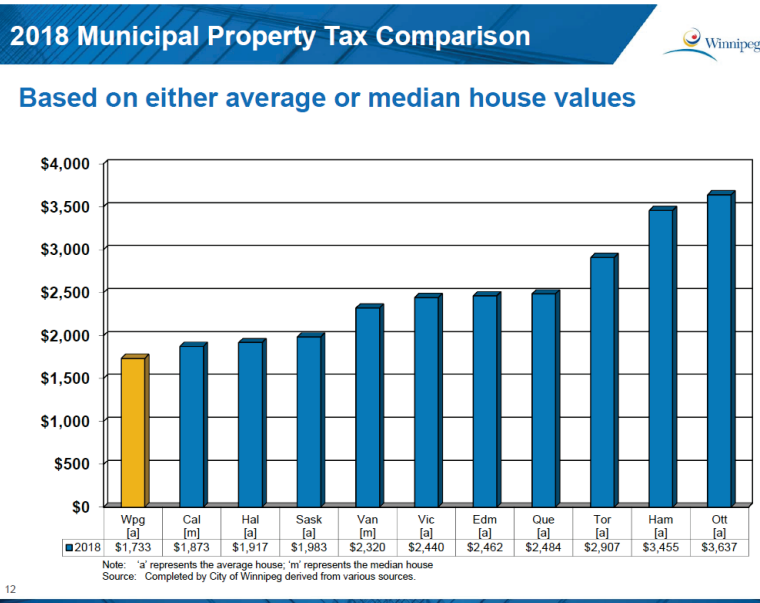
Likewise, our bridge rehabilitation projects need to be scoped and budgeted to include planned improvements to walking and cycling facilities. For instance, scope and budget for the Lagimodiere Twin Bridges Rehabilitation project needs to include a grade separated walk/bike crossing of Lagimodiere south of the CPR Keewatin line in the vicinity of Ravelston/Callsbeck. This is part of the proposed cycling network, and provides connections between Transcona and areas north and south of Concordia on the west side of Lagimodiere.

Finally, we are very concerned that a number of critical walk/bike projects have not been prioritized for funding:

- Arlington Bridge Replacement

- Osborne Village to Downtown Walk/Bike Bridge and Connections
- Keewatin Underpass Pathway
- Ruby/Banning Neighbourhood Greenway
- Enfield/St. Jean Baptiste Neighbourhood Greenway
- Downtown Protected Bike Lanes
- Etc.

We feel that the restrictive tax increase of 2.33% does not reflect the needs of the city, nor does it reflect the city’s ability to generate revenue. We urge the city to consider raising property taxes beyond the proposed 2.33%, which acts as a de facto tax freeze given the dedicated nature of those tax increases.



We would also like to see the city consider charging a commuter fare on exurban commuter traffic. As pointed out in a recent report from the Centre for Policy Alternatives, more than 25,000 people currently drive into the city for work on a daily basis yet pay no city property taxes. A commuter fee would have the potential to keep more of those people in the city by removing what is currently a free resource, encourage others onto transit, and generate needed revenue for the city.

Be bold. Let’s ensure that the 2020-2023 Multi-Year Budget sets the agenda to build a city that we can all be proud to call home.

Sincerely,

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