

**Appendix A**  
**Terms of Reference**





## TERMS OF REFERENCE

### Active Transportation Study For The City of Winnipeg

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*Active transportation* refers to any form of human-powered transportation (non-motorized). While walking and cycling are the most popular forms of active transportation, any active mode of travel is considered active transportation including ice-skating, in-line skating, etc.

Incorporating more active transportation facilities into the urban environment offers many benefits. First, there are important environmental benefits associated with active transportation. Air pollutants and fossil fuel usage associated with the personal automobile are compelling reasons to promote more environmentally-friendly modes of travel. Second, active transportation provides an opportunity to combine physical exercise with daily travel. This provides obvious physical health benefits as well as important psychological benefits. Third, there are important social benefits associated with active transportation. Choosing active modes of travel promotes a greater sense of community by promoting interaction among neighbours and co-workers and providing increased “eyes on the street” resulting in a greater sense of personal safety.

Active transportation promotes the mandate set forward in Section 3A-02 of *Plan Winnipeg 2020 Vision* which states that “The City shall... meet transportation demand in ways which reduce reliance on the automobile, improve integration of transportation modes, and improve effectiveness of the existing transportation system.” Active transportation provides an alternative to the personal automobile. There is also opportunity to combine different modes of travel with more active modes such as walking or cycling.

### STUDY OBJECTIVES

The proposed study objectives are as follows:

1. To determine the need for developing additional active transportation facilities in Winnipeg.
2. To make recommendations as to the type of active transportation facilities to develop including their costs and benefits.
3. To update the *1993 Winnipeg Bicycle Facilities Study*.

4. To develop a prioritized implementation program for the recommended active transportation facilities.

## **STUDY SCOPE**

The proposed study scope is as follows:

1. Determination of the Need For Developing Additional Active Transportation Facilities
  - a. Review/identification of existing active transportation facilities in Winnipeg.
  - b. Conduct a telephone and/or mail in survey with the following objectives:
    - i. To identify the types and frequency of active transportation in Winnipeg
    - ii. To identify the dominant barriers to greater active transportation in Winnipeg
    - iii. To review general usage of existing active transportation facilities
    - iv. To determine the extent of public demand for additional active transportation facilities
    - v. To measure the likelihood of increased active transportation given additional active transportation facilities
    - vi. To develop a profile of active transportation participants in Winnipeg
2. Identification of Potential Active Transportation Facilities To Enhance Existing System
  - a. Research other cities with respect to active transportation facilities and programs with particular attention to cities with similar characteristics as Winnipeg (e.g., population, size, climate, etc.).
  - b. Assess survey results regarding demand for additional active transportation facilities.
  - c. Identify potential active transportation facilities to develop.
3. Cost Estimates
  - a. Prepare preliminary unit cost estimates for facilities identified above.
4. Recommended Implementation Program
  - a. Develop a prioritized list of recommended active transportation facilities/programs.
  - b. Develop an implementation strategy including recommendations for an education/marketing strategy to promote active transportation.

## **STUDY PROCESS**

The study will be guided by a Steering Committee with representation from City of Winnipeg Departments and interested groups (such as cycling and walking organizations). Steering Committee meetings will take place on a regularly scheduled basis throughout the study.

A consultative process including public open houses will be developed to obtain input from interested groups, concerned citizens and the public in general.

Following completion of the final report, it is expected that a presentation of the recommendations to Council and/or various Committees of Council will be required.