

As a cycling advocacy group, Bike Regina is a stakeholder in the City of Regina's budget decisions around infrastructure. We as a volunteer-run, non-profit organization wish to voice our support for not only the \$250,000 per year previously committed to cycling infrastructure, but the increase of this commitment going forward.

Firstly, Let us recall that the original TMP (Transportation Master Plan) included recommendations for several kilometres of painted bike lanes in the downtown/core area, but we have gained new information since 2017 which indicates that implementation will be much more costly than anticipated. Based on traffic counts of five to seven thousand vehicles per day in the downtown/core area, TAC guidelines are that painted bike lanes are not enough; the minimum safety standard is to have protected bike lanes in these high-traffic areas. Instead of costing about \$30,000 - \$50,000 per kilometre to paint lines, these protected bike lanes would cost 3 - 6 times as much averaging \$160,000/km. This is just one reason that Bike Regina supports an ask greater than the original \$250,000 per year.

Secondly, Let us recall that although \$250,000 was granted to cycling infrastructure last year, the Sustainable Infrastructure branch was unable to spend all this money due to time constraints and internal restructuring within the city. Although some infrastructure was implemented, 2019 saw far less progress than planned, and so 2020 is anticipated to be a busy year for bike infrastructure, with plans for bike lanes in conspicuous places such as downtown. Therefore, next year may be the perfect year to spend much more than \$250,000 on bike infrastructure.

Thirdly, let us consider what other Canadian cities are doing. In Saskatchewan and Alberta alone, cities are allocating \$600,000 to \$800,000 per year toward active modes of transportation. Some of these cities also have very long-term plans, with Ottawa committing to spend \$70M over 20 years on bike infrastructure. While these cities may not be identical to Regina, one cannot deny that there is a demand for urban planners to commit, both in the short run and in the long run, to active and sustainable transportation. This type of commitment can be viewed as an investment into Regina's future, both in terms of the wellbeing of the population as well as keeping the city clean and modern relative to other Canadian cities.

Lastly, and perhaps most importantly, let us recall that the City must align its policy goals with its decisions around infrastructure and budgeting. The City of Regina is committed to two specific policies: improving active transportation in a city-wide network for safe commuting and recreational cycling; and hitting targets of 20 to 25% of peak-time travellers using mainly active transportation. Improved bike infrastructure would align with both of these policies, and it can only be achieved by allocating the appropriate resources toward these goals.

In closing, Bike Regina encourages council to strongly consider doubling the funds to \$500,000 for the next fiscal year, and subsequent years. We respectfully leave this for your consideration and vote.

Respectfully,
Bike Regina
On behalf of the volunteer board and membership