

## Bike Winnipeg executive meeting

January 14, 2014

Meeting called to order 6:02 p.m.

### Attending:

Directors: Jeremy Hull (co-chair), Kaye Grant (co-chair), Ian Walker (secretary), Bill Newman (Treasurer), Laura Donatelli, Dave Meagher, Charles Feaver, Loren Brault, Jackie Collett, Amy (Tibbs) Young, Jim Faloon

Director Regrets: Zennon Gagné

Members: Phillip Wolfart, Jason Carter, Fabian Suarez-Amaya

Member Regrets: Kevin Miller

Executive Director: Mark Cohoe

BVW Administrator: Amanda San Filippo

### **Introductions**

#### **Oct minutes approval**

- Change: Mark is on the cycling strategy stakeholder advisory committee.

#### **Executive director's report**

- See executive committee report (attached)
- Will try to book 2 rooms for next meeting
  - This will allow committees to meet
- Suggested that the Secretary send email reminder to committee chairs and officers 2 weeks prior to meeting asking for reports to be submitted so that they can be sent to the board one week ahead of each meeting

#### **Committee membership & reports**

- Fundraising, education, membership awareness, and government relations reports missing this month. (members to committees have been named but committees have not yet had time to meet)
- Internal Committee members to date:
  - Executive members: Kaye Grant, Jeremy Hull, Loren Brault, Ian Walker, Bill Newman
  - Finance members: Bill Newman, Kaye Grant, Zennon Gagné
  - Policy members: Jeremy Hull, Jackie Collett, Amy Tibbs, Dave Meagher, Charles
- External Committee members to date:
  - Fundraising members: Zenon Gagné, Kaye Grant, Jeremy Hull, Amanda San Filippo
  - Education members: Jim Faloon, Jackie Collett, Laura Donatelli
  - Membership members: Dave Meagher, Lauren Brault, Amy Young
  - Gov relations members: Zenon Gagné, Charles Feaver, Ian Walker
- APBP Webinar Series
  - Jason moves Charles seconds that we move to renew subscription
  - Lauren: Important to discuss annual budget and that this should be included. Cannot continue down the path to incur expenses as they arrive. Suggesting we do not do ad hoc approvals of expenses such as this.
  - Jason second motion that we develop an annual budget, but in the meantime we renew the subscription.

- Jeremy: In the budget approved in April, 2013 \$500 was allocated for webinars and conferences.
- Laura suggested that Green Action Centre may continue to pay for the subscription
- Mark: reminders currently go out as Green Action Centre and bike Winnipeg
- Jeremy is called the question
  - Passed by consensus to renew subscription

### **Finance Report (Bill)**

- See report (attached)

### **No policy committee report**

### **Winter cycling congress**

- International conference related to a culture and normalization of riding your bike during the winter.
  - Engineering, maintenance of the city
- How people all over the world can do it.
- Participants from Canada, U.S., Europe, Norway, Denmark, Poland, China, and Japan
- Approximately 150 signed up so far
- Conference is \$475
- Registration for volunteers now open
- <http://wintercyclingcongresswinnipeg.org/> - you can find the main website here.
- <http://wintercyclingcongresswinnipeg.org/volunteer/> - this is the link for interested volunteers.
- <http://winterbiketoworkday.org/> - Winter Bike to Work Day. If Bike Winnipeg could help out by signing up and promoting this event, that'd be great.
- Email Fabian with any questions
  - suarez.fabian@gmail.com

### **Winter bike to work day**

- February 14<sup>th</sup>
- Needs people to sign up
- Stops at forks and UofM
- Mark is proposing that we clear out curb lanes with shovels and send bill to the city.
- The organization that is organizing this is in talks with bike shops to sponsor a pit stop
- Contact Fabian with any questions
  - suarez.fabian@gmail.com

### **Provocative question on CBC (should winter cycling be banned in Winnipeg? Planned for February)**

- Government relations committee will look into this question

### **Motions/actions**

- Address change
  - \$180.60 a year for a P.O. box number
  - Would be an official legal address
  - Executive committee should consider ramifications
    - Would need to change some documentation
  - Currently at eco-centre in the MEC building.
    - Dave Elmore worked there but is no longer involved with executive

- Should be dealt with by Executive committee

### **Other reports**

- Public Utility Board - MPI 2014 general rate application hearings (Jason)
  - PUB decision released December 16<sup>th</sup>
  - MPI Got 0.9% increase
    - \$14 million
  - Road safety portion of decision is one chapter (suggest everyone read chapter)
    - Can be found on MPI website under general rate applications (see sublinks)
    - What you want is the decision
  - See Jason's report for excerpts from decision (attached)

### **Internal communications**

- Mark will design email lists for each internal and external committees.
- More discussion in March

### **Proposed priorities**

- Jeremy and Kaye proposed 2 main priorities for Bike Winnipeg this year:
  1. Get new committee structure working and
  2. Develop a budget and a strong financial plan
  - See amended handout (attached)
  - Finances
    - Each committee will have to come up with proposals for amount of income they'll need.
    - Charles suggested an addition: build sustainable revenue

### **Calendar**

- June 7<sup>th</sup> - Cycle for Life (Riverview Health Centre)
- June 14<sup>th</sup> - Clara's big ride (see website)
- January 28<sup>th</sup> – Bell's "Let's Talk" day - CMHA is sponsoring an event at the Clara Hughes recreation park
  - Big Biking, snowshoeing, skating
  - 5-8 p.m.
- Inform Mark with details of any upcoming events
- Lauren: Proposal that we communicate event dates with membership.

**Jan. 14 Bike Winnipeg Board Meeting**  
**Proposed Bike Winnipeg Priorities for 2014-2015**

**1. Get our new committee structure working well**

- a. Committees choose a chair, review their scope and terms of reference and revise as needed, determine their objectives for the year, identify their needs for budget and additional volunteers, establish meeting times and schedules.
- b. Each committee develops a plan for the year that balances the committee's objectives with available resources. Plans are summarized and reported to the board for approval.
- c. Committees then work independently following their plans, bringing forward motions or action items to the board and coordinating with other committees as necessary.

**2. Develop a strong financial plan and budget**

- a. Estimate projected expenses and revenues for the coming year under various possible scenarios concerning revenue and expenditures.
- b. Identify implications for staff contracts, fundraising and other activities.
- c. Develop a budget for April, 2014 – March 2015, including quarterly targets for income and expenses and bring this forward for board approval in March, 2014.
- d. Establish a consistent format for monthly financial statements that will facilitate budget management and decision making.
- e. Review financial statements each month in relation to our budget expectations and propose adjustments to our budget as necessary.
- f. Develop a plan to build sustainable revenue.

## **BWin Income/Expense For Period Covering 2013-12-01 to 2013-12-31**

(updated 2014-01-11)

### Revenues

Income	\$100.00
Donations	\$100.00
Total Revenue	\$100.00

### Expenses

Expenses	\$1,693.20
PayPal Fees	\$3.20
Staff contracts	\$900.00
Bike Valet Operations	\$790.00
BV Personnel	\$750.00
BV Administrator	\$750.00
BV Storage	\$40.00
Total Expenses	\$1,693.20
Net loss for Period	\$1,593.20

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## **BWin Balance sheet 2013-12-31**

(updated 2014-01-11)

Assets	\$23,726.13
Current	\$12,688.82
Bank acct	\$1,200.09
PayPal	\$1,547.92
A/Receivable	\$2,000.00
BV A/Receivable	\$7,070.00
BV Start-up advance	\$870.81
Fixed Assets	\$11,037.31
Investment (ACU share)	\$5.00
Display Trailer	\$2,346.80
BV capital equipment	\$8,685.51
BV Tools & equip	\$685.92
BV Racks	\$1,747.51
BV Fencing	\$288.50

BV Tents	\$2,479.40	
BV Trailers	\$2,752.76	
BV Signage	\$731.42	
Total Assets		\$23,726.13

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Liabilities (current)		\$2,110.00
Accounts Payable		\$2,110.00
E.D. A/P	\$2,070.00	
BV Admin A/P	\$40.00	
Total Liabilities		\$2,110.00

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Retained Earnings		\$21,616.13
Total Equity		\$21,616.13

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Total Liabilities & Equity		\$23,726.13
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- See more at: <http://bikewinnipeg.ca/fin-mth-2013-12-all/#Mth%20BW%20Inc>

## **BWin Income/Expense For Period Covering 2013-11-01 to 2013-11-30**

(updated 2014-01-11)

### Revenues

Income		\$3,429.70
Memberships	\$165.00	
Donations	\$55.00	
Grants	\$2,000.00	
MEC Grants	\$2,000.00	
Fundraising	\$115.00	
Events Inc	\$75.00	
T-Shirts Inc	\$40.00	
Bike Valet	\$1,094.70	
BV Fees	\$500.00	
BV Donations	\$594.70	
Total Revenue		\$3,429.70

### Expenses

Expenses		\$2,687.44
Bank Expenses		\$0.59
PayPal Fees	\$0.59	
Fees and Legal		\$45.00
Staff contracts		\$900.00
Fundraising		\$662.97
Events Exp	\$12.33	
T-Shirts Exp	\$650.64	
Bike Valet Operations		\$1,078.88
BV Personnel	\$1,029.47	
BV Administrator	\$750.00	
BV Staff	\$170.00	
BV Bonuses	\$109.47	
BV Storage	\$40.00	
BV Transportation	\$9.41	
Total Expenses		\$2,687.44
Net income for Period		\$742.26

- See more at: <http://bikewinnipeg.ca/fin-mth-2013-11-all/#sthash.7QXwhdI9.dpuf>

The PUB order regarding MPI's 2014 GRA application has been published on their website:

<http://www.pub.gov.mb.ca/pdf/mpi07/151-13.pdf>

The set of orders reflects many presentations made to the PUB, notably those from the Consumers Association of Canada, the Manitoba Motorcycle Association, the Manitoba Automobile Association and Bike Winnipeg, represented by Jason Carter and Dave Elmore.

In short, the PUB seems to agree that MPI needs to analyze the data, come to some conclusions, and if they are going to hang their hat on the driver education program they need to get serious about evaluating and improving it. Of course there is a lot in the PUB's decision, but it's highly recommended to read the full section 8.0 on Road Safety (pages 44 - 62) for yourself.

The Executive Summary states as follows:

**"The Board finds that MPI has not fully established that the current portfolio of Road Safety expenditures is prudently and reasonably optimized to maximize value to ratepayers or to minimize economic and social costs of collisions. The Board orders that MPI provide certain specific Road Safety information and analyses at next year's GRA hearing."**

There are further recommendations about Road Safety:

"10.3 MPI reinforce the message of one meter safe passing distance between motor vehicles and cyclists.

10.4 The Province of Manitoba:

(a) Consider the development of a Safe System strategy, in connection with which MPI would act as the research arm, given the wealth of data to which it has access; and

(b) Convene a stakeholders' meeting to discuss Road Safety strategic planning and better co-ordination, and appoint a lead agency."

The PUB ordered, however, the following about Road Safety:

"11.19 MPI shall:

(a) Produce for the next GRA an updated map of collisions and fatalities related to pedestrian/motor vehicle accidents in Winnipeg and in rural Manitoba and report on any patterns;

(b) Produce for the next GRA an updated map of collisions and fatalities related to cyclist/motor vehicle accidents in Winnipeg and in rural Manitoba and report on any patterns;

(c) Produce for the next GRA an updated map of collisions and fatalities related to motorcyclist/motor vehicle accidents in Winnipeg and in rural Manitoba & report on any patterns;



(d) Conduct a summative evaluation/benchmarking analysis of its current High School Driver Education program, focusing on whether there is a difference in outcomes for drivers who have completed the program versus drivers who have not;

(e) Provide at the next GRA the results of the analysis in (d) above together with an update regarding the Corporation's plans for changes to the High School Driver Education program;

(f) Provide at the next GRA an independent review of the current Road Safety portfolio with a view to optimizing it (and setting goals for outcomes) and minimizing the economic and social costs of collisions; and

(g) Provide at the next GRA an independent review of the optimal size of a Road Safety budget portfolio for the Corporation with a view to minimizing the economic and social costs of collisions."

There's some irrelevant material in the PUB decision in section 8.0, and some setbacks:

- PUB doesn't directly address the nasty jurisdictional issues, although it implicitly agrees with MPI by recommending to the Province, not MPI, to "consider", not champion, Safe Systems. That's a disappointment, although a slight step forward.
- PUB recommends to the Province, not MPI, to convene a stakeholder's meeting on Road Safety. Again, sidestepping MPI's role in prevention through "mandate" or jurisdiction.
- There is nothing about MPI's Goal 7, as mentioned in the MPI Annual Report: Goal 7: *"Manitoba Public Insurance **will lead** driver and vehicle safety initiatives that reduce risk and protect Manitobans, their streets and their neighbourhoods. Manitobans will recognize the Corporation is living its mission."* (emphasis added)
- 11.19 (a - c) calls for mapping of collisions and fatalities, and reporting on any patterns. This is a little step forward, not a leap. It is too easy to sluff these off onto the Traffic Accident Statistics report, saying that it is already done and regurgitate the results. Insightful analysis, with transparent tables and charts, is sorely needed in to support traffic accident prevention in Manitoba. As we've seen from the Ontario Coroner's reports on cyclist and pedestrian fatalities, it is not possible to properly analyze and prevent future collisions without information and independent analysis about recent collisions: what were the causative factors that led to the collision; what was the extent of injury; and most important, what was the reaction of the entities responsible for accident prevention, including MPI.
- MPI's "weather comment" is reiterated, in effect, on page 45: "many causes", "no easy solution", "limited ability to improve Road Safety". At least these are in the recounting of MPI's evidence, not in the PUB decision itself. However, the PUB does not

contradict, de-bunk or cause to challenge these statements in a direct manner. That's unfortunate. But the "can and should facilitate or conduct more research and analysis" on page 51 is a step forward.

However, there are some good things:

- 11.19(f) and (g) call for independent reviews of the Road Safety program and budget - that's an opportunity to further the business case for effective prevention championed by an insurance entity - or the splitting of the prevention arm but funded by the insurance arm (an alternative financing method acknowledged by the WHO).
- 11.11 calls for a discussion paper on duration matching of liabilities with investments. Duration matching of liabilities necessitates getting into injury severity. VRUs have a high interest in injury severity stats and duration analysis (life tables) because VRUs bear a disproportionate burden of severe and fatal injuries (although fatals are de-valued or have a subordinated importance in this analysis since they are short-tail costs). So MPI should realize that VRU duration is a significant cost driver of long term liabilities, and therefore, a driver of the need for investment financing. It follows that an outcome of fewer accidents through effective prevention programming will have a beneficial financial effect on MPI's financial difficulties.
- **The definitive statement on page 50, second para. is excellent. It clearly sets out the overall cost-benefit of prevention.** In effect, MPI must get its cost-benefit ship in order. The Immobilizer analysis will need to be reviewed carefully as MPI will simply follow it to the letter since it is being held out, in effect, as the gold standard for program design. However, it still marginalizes human life by placing it alongside property loss in priority goals. In the Safe Systems Approach, Vision Zero or any other moral/ethically based system, human life takes precedence over property damage. We have seen these statements before, but this one is better. Hopefully it will stick, be revised and be used time and time again.
- The repeated phrase "...with a view to minimizing the economic and social costs of collisions..." is good. They are getting it....a little.

**Bike Winnipeg  
Executive Directors Report  
January 14, 2014**

Memberships: 810  
Listserve : 1719  
Facebook Likes: 318  
Twitter Followers:

## **Communications**

### **Web Site Migration**

The final report to ACU has not gone in yet. I will get it out by the end of the month.

### **Facebook**

We should look at modifying our page information for our Facebook page to ensure it is more up to date and search engine friendly. Its currently hard to find us though Facebook.

## **Board Business**

### **Winter Cycling Congress Workshop**

As part of the Winter Cycling Congress, there will be a one day pre-conference workshop on design, development and maintenance of bicycle infrastructure delivered by Brian Patterson from Urban Systems. The workshop will take place on Tuesday February 11<sup>th</sup>.

The charge for the workshop will be \$200, but as a speaker at the conference, I am entitled to a \$100 discount. I took a very similar workshop at the CITE conference a few years back, so I don't think it would be worth my while to participate in this workshop, but we can transfer the discount to someone else in our group, which I think we should do. I think we should look at sending 1 or 2 people to this workshop.

### **APBP Webinar Series**

The next year of APBP webinars that we host with the Green Action are now available for subscription. Cost is \$500 for 12 webinars. In the past these webinars were available for \$250 for 6 webinars, and we purchased 6 and Green Action Centre purchased 6. This year, they are only offering a 12 webinar package (or individual webinars for \$50/webinar).

January 15	Strategies to Enable Winter Cycling and Walking
February 19	Design for Cyclist and Pedestrian Comfort
March 19	All In: The Value of Investing in Complete and Green Streets
April 16	Public Health Benefits of Active Transportation
May 21	Best Planning and Engineering Practices for School Zones
June 18	Calming Arterial Streets for Safer Walking and Cycling

July 16	From Fast to Safer: Best Practices Where Road Speeds Change
August 20	Transform Bicycling and Walking Outside the Urban Context
September 17	Optimize Signals for Pedestrians and Bicyclists
October 15	Design Treatments to Transition from Trails to Roadways
November 19	E-bikes, Electric Assist Bikes and Transportation Policy
December 17	Getting to Better Outcomes from Public Engagement

These webinars provide a wealth of information on best practices and provide an excellent opportunity to meet face to face with many of the city's decision makers (who also benefit from these webinars).

## Fundraising

### MEC Partnership

We received a cheque for \$2,000 as part of the 2014 partnership agreement. I will have to speak with them to finalize things and to see about getting a gift card to be used for prizes/incentives, etc.

### Membership Drive

#### *In Store Opportunities*

I will get something together to send out to the bike shops asking if we can set up our display trailer in their store for a day as part of a membership/donation drive in the spring. I would like to time things so that we could also sign people up for Bike Week (June 14-20) and promote our Bike Week activities.

## Outreach

### Events Attended

- West Broadway BIZ Monthly Meeting – October 15th
- West Broadway BIZ AGM – November 21<sup>st</sup>
- West Broadway Community Organization Town Hall – November 28th

### Upcoming Potential Events

- Winter Bike to Work Day – February 14<sup>th</sup> – Could we look into a pit stop?
- Ice Bike 14 – February 16<sup>th</sup> – there may be an opportunity to set up the display trailer. It might be possible to direct people towards pedestrian and cycling strategy activities.
- Bike to Work Week – June 14-20 – See Bike Week section.

## Advocacy

### City of Winnipeg 2014 Budget Presentations

#### *Public Works*

I presented before the city's public works committee on December 13<sup>th</sup>. The submission can be reviewed [here](#).

#### *Executive Policy Committee*

I submitted a presentation to the EPC meeting on the 2014 budget. Time conflicts with a concurrent pedestrian and cycling strategy meeting meant that I could not make a presentation before the committee. The submission can be viewed [here](#). The submissions are essentially the same.

#### *Alternative Budget*

The CCPA will be producing an alternative budget for 2014 as part of their election planning. I submitted items similar to our presentations before the city.

#### **Polo Park**

I attended the open house and submitted a position paper (see [here](#)). Response from the city and consultants leads me to believe that no changes will be made. There is still no understanding that planning for AT needs to begin in the scoping stages of the project, and that the needs of pedestrians, cyclists and transit users may not match those of motorists.

#### **Manitoba Provincial AT Public Stakeholder Advisory Committee**

I've attended the first meeting of the Manitoba Active Transportation Advisory Committee on December 16<sup>th</sup>. It was more or less an introductory meeting, with not a lot of detail. The province is working on guidelines for facility design. This will be slow moving process.

#### **Sherbrook Bicycle Lanes/Cycle Tracks**

The stakeholders for the Sherbrook Bicycle lane met again, and looked at two options that the city had put forward for the bike lane on Sherbrook. One was a parking protected bike lane and one was a bike lane to the left of a parking lane. Neither option is ideal, in large part due to the fact that the city has only allocated \$130,000 for the project and continues to insist on minimum lane widths of 3.5m for motorized vehicles (despite lanes being considerably narrower on Maryland). Here are the basics of the two options:

##### Traditional Bike Lane

- 1.8m bike lane to the left of a parking lane

##### Parking Protected Bike Lane

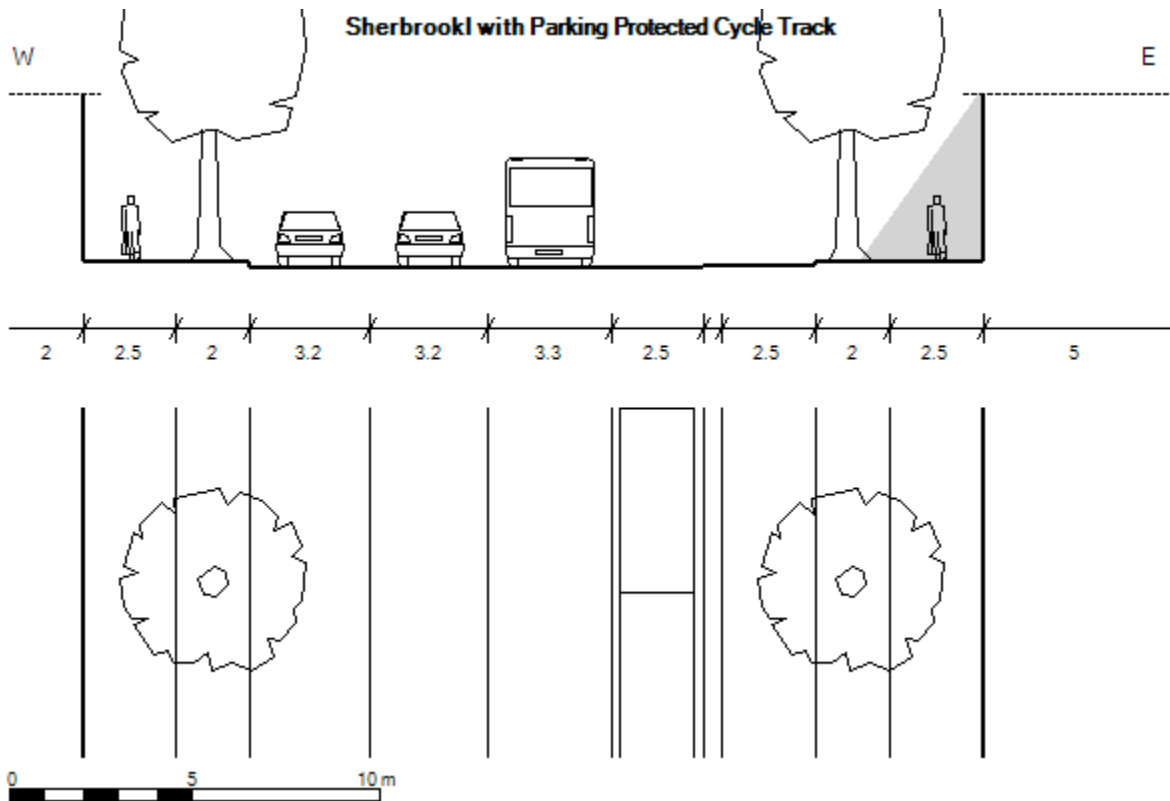
- 1.8m bike lane plus 0.7m buffer, with parking to the left of the buffer

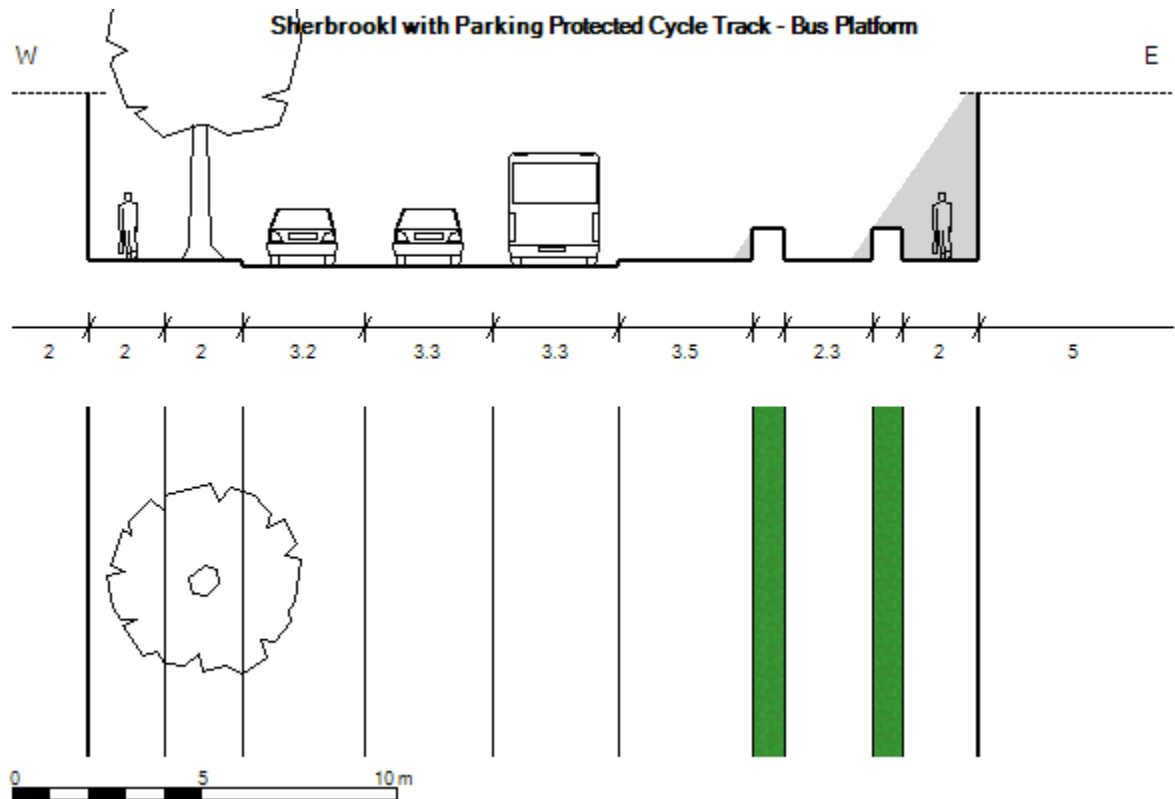
- Traffic islands to remove parking near intersections to provide visibility for cyclists
- Bus platforms
  - The city is looking in to whether or not to leave the bike lane at road level or raise it at the bus platforms.

Note that the parking protected bike lane would only be from Cornish to Broadway. North of Broadway the bike lane would be placed outside of the parking lane. There will be an improvement in the connection to Cornish as well.

I have asked the city to post the plans to the website so that we can make detailed suggestions. It has not yet been posted.

There is potential for the parking protected bicycle lanes, however the lanes would need to be wider, and should be raised or curb protected. There should be room for an 2.5m foot bike lane and a 0.5m buffer if lane widths were reduced. A side benefit would be slower traffic speeds in a commercial mixed use corridor. Here are some potential cross sections with expanded widths.





I would suggest two improvements to the bus platform design as compared to the designs used on Pembina.

- 1) Fencing (potentially in the form of planters) to limit access to a single point. Grass planters flush to the curb level may be adequate, would maintain cyclist maneuverability, and would not present problems in winter (snow banks could limit access in winter).
- 2) Wider platforms with the doors oriented north/south so that they do not lead directly onto the path of the bike lane.

Whether or not to raise the bike lane to curb level would be best determined by maintenance needs.

### City of Winnipeg Cycling Strategy

The stakeholders group for the cycling and pedestrian strategies have now met 3 times and held a larger stakeholder workshop.

- October 30<sup>th</sup>, 2013
- November 21, 2013
- November 30, 2013 – Stakeholder workshop.
- December 12, 2013

## Notes:

- 3 discussion papers will be generated
  - Setting & Context
  - State of Cycling
  - State of Walking
- 60% of all trips in Winnipeg are < 5km
- 25% of all trips in Winnipeg are < 2km
- They have conducted a 600 person telephone survey looking into current usage and attitudes towards cycling in Winnipeg, as well as preferences for facilities.
  - Current cycling rates are actually quite high
  - Many would like to bike more often
  - A significant portion of the population considers cycling to be a very important part of their life.
  - Many would cycle more often if separated facilities were provided.
- They have also conducted on-line surveys – around 2200 people participated
- They have done a fair bit of work mapping existing facilities and demographics leading to a map identifying where they think the best prospects for increased cycling lie.
- Design guidelines should be ready in February/March
- They have produced a set of draft goals
- Public open houses will take place in February? – There have been problems with notifications on the actual dates and locations.
- Implementation was dropped from the process. It would be a good idea to look into Bike Winnipeg holding some public meetings to help plan implementation, ideally to be part of the Bike Week proceedings.

### **Phase II Rapid Transit**

A second meeting will take place January 15<sup>th</sup>. We should receive more details on what is planned, and what they have determined they can do in areas they had previously identified as pinch points (generally everything north of the convergence of the hydro ling right of way and the Letellier line).

### **Corydon-Osborne Neighbourhood Plan**

I attended 2 meetings related to the Corydon-Osborne Neighbourhood Plan and provided a series of suggestions (see attached). You can review reports created by the various consultants [here](#). A second public meeting is planned for January, but has not yet been scheduled.

### **Bike Week**

Bike to Work Day has been expanded to Bike Week (June 14-20) in 2014. Bike to Work Day will still take place on the Friday.

I will help to organize a number of theme related rides during bike week, similar to the ArtBike ride held last year during Cyclovia. I am recruiting people to lead these and will need to recruit experienced



cyclists to help facilitate the ride part of the event. Themes would be Public Art, Bicycle Infrastructure, Graffiti, ...

I have also said I would help organize a public event that would try and gather public input on an implementation strategy for Winnipeg's cycling network (i.e. where to build, how to prioritize). Since the cycling strategy will not look into implementation, this might be a good way for us to get involved with Bike Week.

Pit Stops – we should look into running a pit stop during this year's Bike Week.

### **Priorities for the next Meeting**

- McPhillips Project
- Cycling Skills Proposal
- Membership/Donations Drive
- Bike Week Planning



## ***Corydon-Osborne Neighbourhood Plan Recommendations***

November 12, 2013

### ***Plan Boundaries***

The current boundaries of Stafford Street to the west and Donald Street to the east ignore two key cycling routes; Harrow Street and the South Winnipeg Parkway along the Red River. As these are key access routes into and out of the neighbourhood, we think that it is critical that the boundaries of the plan be extended east and west to include these routes, at least when speaking to the needs of cyclists. We fear that a failure to include these routes within the scope of the study will limit discussion on ways to improve cycling connectivity between Corydon-Osborne and adjacent neighbourhoods.



## ***Residential Speed Limits***

We would like to see speed limits on residential streets within the study area set to 30 km/hr., with appropriate traffic calming measures installed to reinforce that limit. Such a reduction would improve pedestrian and cyclist safety, make residential streets friendlier to pedestrians and cyclists, and reduce noise in the neighbourhood.

**at 30 km/h – 1 in 10 will die**



Design: Lyle Balke International Print: Mobilism Printers, Ltd.

**at 50 km/h – 5 in 10 will die**



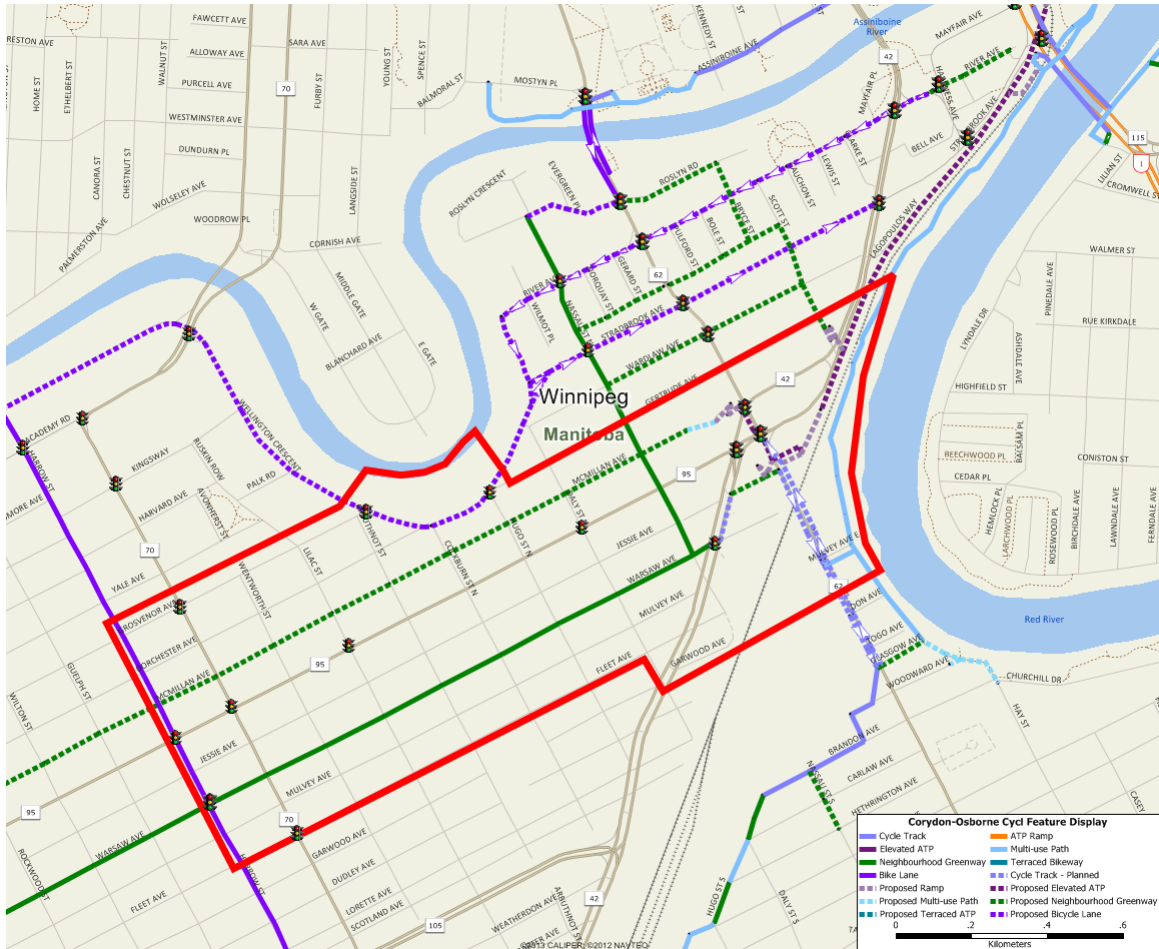
**at 60 km/h – 9 in 10 will die**



# Cycling Network Improvements

## The Proposed Cycling Network

Except for McMillan, Wardlaw, and the back lane between River and Stradbrook, all of the routes shown below are part of the City of Winnipeg's proposed ATP network, and should be part of the Corydon-Osborne Neighbourhood Plan.



Existing and Proposed Corydon-Osborne Cycling Network (showing expanded study boundaries as proposed by Bike Winnipeg)

## Current Barriers to Cyclists

- Confusion Corner
- CN Fort Rouge Yards
- Pembina Highway
- Stafford Street
- Corydon
- Osborne Street & Osborne Street Underpass
- Donald/Stradbrook

## Short Term Connectivity Solutions

### McMillan Neighbourhood Greenway

Given width restrictions and demand for parking on Corydon, we would like to see McMillan turned into a neighbourhood greenway to aid east/west bicycle traffic north of Corydon (similar to Warsaw on the south side of Corydon). We think that McMillan could serve this function very well with minimal cost or impact to parking by utilizing traffic diverters and turned stop signs to provide continuous flow to cyclists.



Traffic Diverter – Victoria, BC



Traffic Diverter – Victoria, BC

To provide cyclists with a direct and comfortable route along McMillan, the number of stops along McMillan would need to be greatly reduced. Ideally, the number of stops along McMillan would be reduced to less than or equal to the number of stops along Corydon or Warsaw. Traffic diverters could provide potential pocket park sites, a neighbourhood feature that produced quite a lot of support in previous neighbourhood consultations. Cockburn @ McMillan would be an excellent location for such a diverter, particularly as this intersection is roughly midway between Nassau and Stafford and already has Benson Park in its northwest corner.

Current Stops along MacMillan (east to west)

- Daly
- Hugo
- Cockburn (4-way)
- Arbutnot
- Lilac,
- Wentworth
- Stafford
- Harrow

## Warsaw

We would like to see planters added to the traffic calming circles along Nassau and Warsaw to enhance their aesthetics.



Traffic calming circles along Warsaw and Nassau would benefit from the addition of planters

Plans for a cycling connection between the intersection of Warsaw and Nassau and the Osborne Street Station were investigated during the planning for stage 1 of the southwest rapid transit corridor. That plan called for a bicycle connection across Pembina at Warsaw connecting to a two way cycle track on the east side of Pembina between Warsaw and Jessie, which then completed the connection to Osborne. Osborne was to be reconfigured with one-way cycle tracks (northbound and southbound) installed between Brandon Avenue and the Osborne Street Underpass. As part of the Osborne Underpass rehabilitation project, these cycle tracks would then be extended under the bridge to confusion corner.

## Nassau

Cyclists should be given a means to activate the pedestrian crossing at the intersection of Corydon and Nassau, and westbound motorists on Corydon should be required to stop on the east side of Nassau when the pedestrian signal is activated.

To reduce cut through traffic in the public lane west of Nassau, consideration should be given to marking the public lane one way between McMillan and Gertrude.

## Wardlaw

While Wardlaw is just outside of the study area, it is an important pedestrian crossing with an existing half signal. Pushbuttons to allow for cyclist activation of this signal should be added to provide cyclists with better access across Osborne at this location. In addition, cyclists should be exempted from the forced right turns at Wardlaw and Osborne.

## Wellington Crescent

Wellington Crescent would be an excellent candidate for a road diet, removing one lane of traffic to create a three lane roadway with bicycle lanes and a shared left turn lane utilizing a median to separate traffic. The two lane stretch of Wellington Crescent north/west of Grosvenor is currently wide enough to support bicycle lanes.

## South Winnipeg Parkway

While just outside the scope of this study, it should be noted that the city is currently undertaking a feasibility study of a pathway connection between the current southern end of the South Winnipeg Parkway at Glasgow and the Hay Street Bikeway. We would like to see this feasibility study followed up with an implementation strategy. We would also like to see lighting added to the South Winnipeg Parkway.

## Osborne Street

As per the plans developed in Phase I of the southwest transitway, we would like to see the installation of one way cycle tracks along Osborne and continuing through the Osborne Underpass when it is rehabilitated.



Cycle Tracks on Osborne were recommended as part of the planning for stage 1 of the southwest transitway

Under current conditions, cyclists transitioning from Northbound Osborne to Southbound Pembina/Westbound Corydon must choose between the indirect routing used by cars (a particularly unnerving maneuver for many cyclists as it requires crossing two lanes of traffic in a 60km/hr zone), or the execution of a two stage turn at McMillan. While the latter option is



much preferred, many cyclists may not be aware of this possibility. We suggest formalizing a two stage turn queue to facilitate this maneuver. The main requirement for a turn stage turn queue, a prohibition of right turns on red is already in place at this intersection, so the addition of a formal two stage turn queue could be added by simply moving back the stop line on McMillan, painting the turn queue box in front of the stop line, and adding a near side sign proclaiming the prohibition of right turn on red.



A formalized two stage turn queue should be added to McMillan to assist cyclists turning west off of north bound Osborne.

### **Pembina Highway**

Complete the connection across Pembina at Warsaw and link it to Jessie with a two way cycle track on the east side of Pembina, as proposed during consultations on stage 1 of the southwest transitway.

### **Grosvenor Avenue**

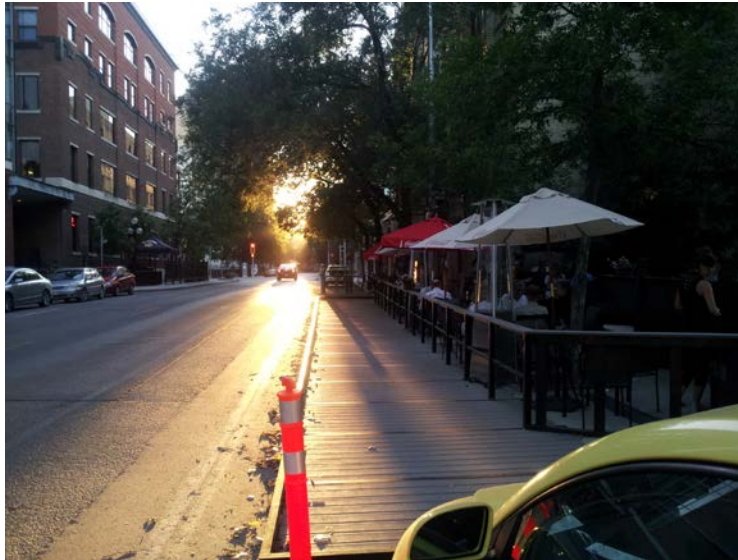
Grosvenor Avenue has serious drainage issues that often make it unsuitable for pedestrian or bicycle travel, especially during the spring melt. Improvements to drainage on Grosvenor would encourage more walking and cycling, and make it a far more pleasurable place to visit.

### **Stafford Street**

As with Grosvenor, Stafford has serious drainage issues which make it less desirable as a walking destination, especially during the spring melt.

### ***Pedestrian/Transit Improvements on Corydon***

The Corydon right of way is quite narrow, and does not have space to facilitate bicycle lanes without the unlikely removal of parking or travel lanes. In fact, the narrowness of the existing lanes often causes problems for transit during snow events. Given that the city permits 24 hour parking along the north side of Corydon, it might prove beneficial to reduce the width of that parking lane to increase the width of the three travel lanes. A further suggestion would be to consider seasonal patio extensions into the parking lane via parklets. The city has already experimented with parklets on Bannatyne Avenue (see below).



Parklet on Bannatyne Avenue in Winnipeg

Parklets have proven very successful in other cities as well, providing increased public space that attracts business.



San Francisco Parklet

[King Street](#) in Kitchener offers an excellent Canadian example of a street redesigned to improve the pedestrian experience.



Converted parking space on King Street – Kitchener, ON

Custom European-style bollards provide greater flexibility to accommodate events and festivals. The bollards - freestanding, removable posts that delineate on-street parking spaces - are used to close off the street to traffic or to convert on-street parking spaces into areas for outdoor cafes, patios and restaurant seating.



Festival on King Street – Kitchener, ON

King Street also serves as a festival street. As part of its redesign, curbs were lowered creating a virtually flat street. In 2010, the design of King Street won the [International Community Places Award](#) for its role in drawing people back downtown.



Parking on King Street – Kitchener, ON

## ***Longer Term Solutions to Cycling Connectivity***

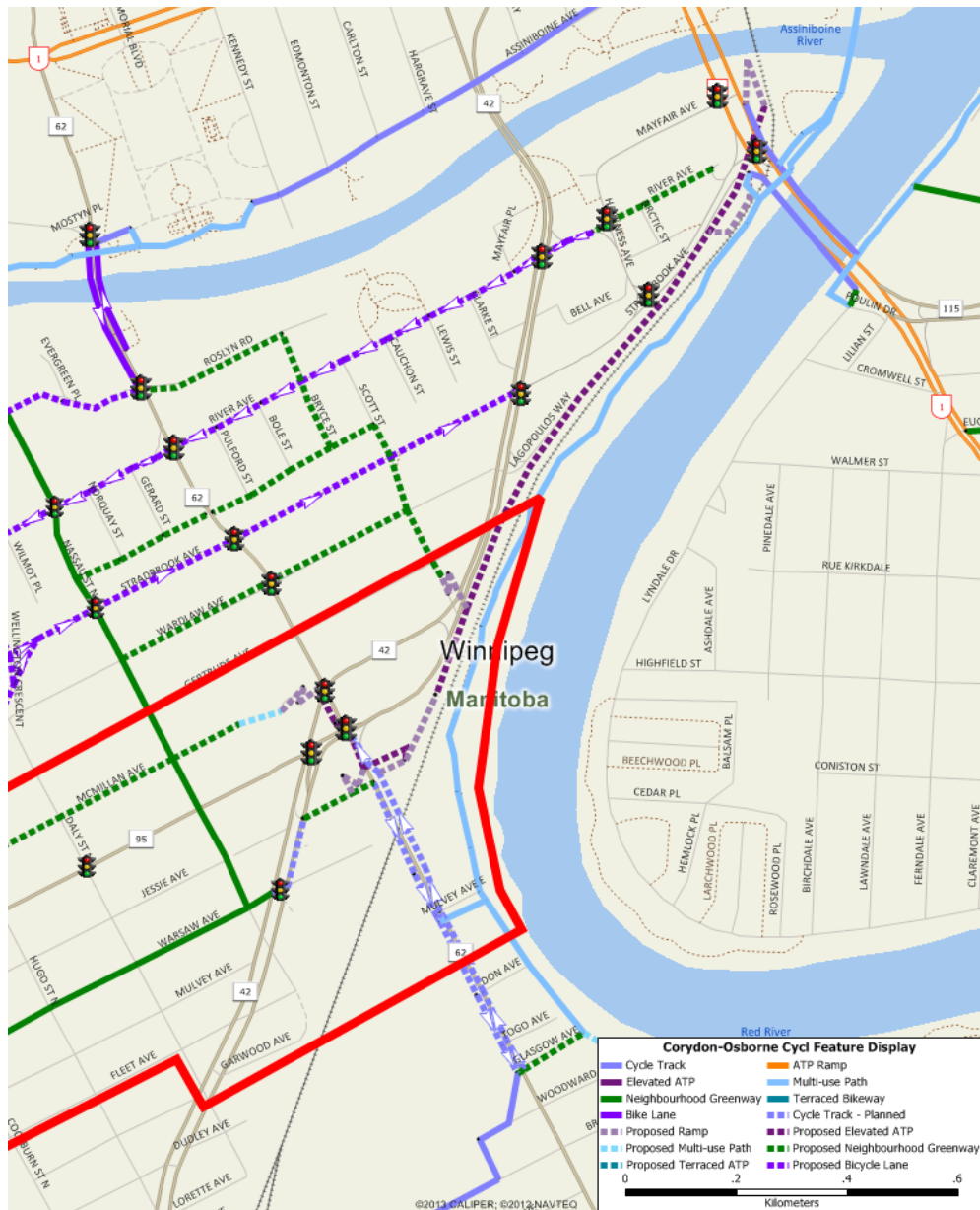
### **Confusion Corner & Donald Street Multi-use Pathway – Existing Conditions**

The Donald Street multiuse path built as part of the first phase of the southwest rapid transit corridor consists of a 3m wide bicycle path wedged in between the bus-way (from which it is divided with a 1m median and fencing) and Donald, a 60km/hr high volume roadway. As there was not enough space to continue even this modest facility behind the Masonic Temple or the Riverview Towers at #3 Donald, these sections of the pathway follow the sidewalks. As traffic along this corridor grows, conflict between pedestrians, cyclists and motorized traffic will inevitably increase along with it, reducing comfort levels for pedestrians and cyclists and limiting its usefulness as an alternative to the car.

Connectivity is an additional problem with the existing Donald/Stradbrook side path and through the Confusion Corner area in general. At the southern end of the Donald/Stradbrook side path (within the study area), eastbound cyclists must choose between an on-road access route along Corydon that forces them to cross three lanes of moving traffic between Osborne and the southern end of the side path, or cross Pembina and Osborne as a pedestrian, which will take two light cycles. Similarly, at the northern end of the Donald/Stradbrook side path where it connects to Queen Elizabeth Way, cyclists connecting to north bound Main Street must cross as pedestrians through multiple light cycles.

### **Providing Connectivity with an Elevated Greenway**

Looking ahead at the 20 year horizon of this plan, we believe that a more robust solution is needed to provide pedestrians and cyclists with a comfortable experience that supports the city's strategic goal of creating a transportation system that supports active, accessible and healthy lifestyle options (Sustainable Transportation Strategy Document). We would like to see the city investigate an elevated greenway that would provide a comfortable connection over Confusion Corner connecting McMillan, Jessie, the Osborne Street Station, and the Donald/Stradbrook side path. Such a facility could be further extended north to the eastern side of Main Street/Queen Elizabeth Way, and would create a seamless route connecting the Corydon-Osborne Neighbourhood to the Forks and the River-Osborne and St. Boniface neighbourhoods and all of the Transit Oriented Development areas along the way.



An elevated Greenway linking Confusion Corner to the east side of Queen Elizabeth Way would greatly improve connectivity.

Combined with existing or planned cycling facilities and the addition of a neighbourhood greenway along McMillan, the elevated greenway could place access ramps at the following locations:

- McMillan and Osborne
- Jessie and Osborne
- Osborne Street Station
- Donald and Scott
- The Southeast corner of Queen Elizabeth Way and Stradbrook
- The North side of Queen Elizabeth Way

Priority should be given for the connections between McMillan, Jessie, and the Osborne Street Station to provide connections through Confusion Corner.

The pathway would have some of the best views in the city, and could be linked into second floor developments along its route. The planned building on the Winnipeg Winter Club grounds with its connection across Stradbrook would be an example of a transit oriented development that would benefit from such infrastructure.

**Case Studies:**

The Cykelslangen - The Bicycle Snake is an innovative elevated bicycle and pedestrian pathway currently under construction in Copenhagen.



The Hovenring just outside of Eindhoven, Netherlands is a floating traffic circle for pedestrians and bicyclists.

