

# Bike Winnipeg January 2016 Executive Directors Report

January 12, 2016

## Advocacy

### 2016 Provincial Election

#### *Goals & Bicycle/AT Specific Asks*

I've put together some background information and proposed some basic goals and requests for the upcoming provincial election:

- Goals
  - 5% Modal share for bikes by 2021
  - 100,000 trips/day by bike by 2021
  - Downtown Protected Bike Lanes Network completed by 2020
- Funding to Accelerate Implementation
  - \$30 million per year from 2016-2020 in the City of Winnipeg
  - Split between all 3 Levels of Government
- Vision Zero
- Capital Region AT Plan

#### *Wider Stakeholder Group Request*

To increase the appeal of our requests to the provincial parties, we should broaden our approach to include sustainable transportation as a whole and build a broad coalition of groups/supporters to endorse the wider sustainable transportation goals. To that end, I have sent out some feelers to a few organizations, and will continue to work at expanding on the organizations included.

### City of Winnipeg 2016 Budget

The City initiated an online public engagement process in December asking citizens to provide input on budget priorities, offer up ideas to spend or save money on, and to rank various budget ideas against each other. We were very happy to see that Winnipeggers displayed a high level of support for increased funding on active transportation infrastructure and for transit. In fact, increase spending on active transportation received the highest score in the survey.

Results from this process are due to be reported on in mid to late January. I will keep an eye on things and work to ensure that public demand for increased spending on active transportation is in fact included in the 2016 budget.

## City of Winnipeg Infrastructure

### *U of W Connectivity Meeting*

One of the highest priority infrastructure projects we had pushed for in the 2014 City of Winnipeg election campaign was improving the connections to the U of W for people on bikes.

There is a fair bit of momentum to move this forward, including ongoing work at the U of W to promote sustainable transportation options for students, staff and faculty, planning from the City of Winnipeg, and upcoming planning projects from the West Broadway Community Organization, Daniel McIntyre/St. Mathews Neighbourhood Association and Spence Neighbourhood Association as they develop their 5 year neighbourhood plans.

To help move things along, and to try to get everyone on the same page, I've organized a meeting with myself, the City's AT coordinator, the U of W's sustainability director, the UWSA, the UWSA Bikelab, and the West Broadway Community Organizations greening coordinator that will take place on January 20<sup>th</sup>.

It should be a good opportunity to pull together the different planning processes, figure out where the best opportunities for improvement are, and work together towards a plan to provide a number of connections into the U of W that will encourage more people to reach the university by bike while also providing some important connections for the city's overall bicycle network.

The connections I foresee us working on are:

- Langside (and Spence and Young)
- Balmoral
- St. Matthews,
- Sherbrook/Maryland,
- St. Mary & the Downtown Protected Bike Lanes,
- Qu'Appelle

You can review some of the work we have done to describe some of the connectivity options for the U of W below:

- [Spence/Balmoral/Qu'Appelle Bikeway Opportunity](#)
- [U of W Connectivity Recommendations](#) from our 2014 Civic Election Campaign
- [St. Mathews Recommendations](#) from our 2014 Civic Election Campaign
- [Downtown Bike Lanes Recommendations](#) from our 2014 Civic Election Campaign

Within that discussion, I'll also bring forward our desire to see protected bike lanes installed on Arlington, and provide an overview of plans coming out of the CPR Yards Crossing Study, which will include a new Arlington Bridge with protected bike lanes that will greatly improve access across the yards for anyone riding their bike to the University.

## ***SWRTC***

Things continue to move forward on the SWRTC project. An overview meeting was held at the transit offices on December 15<sup>th</sup>, and a more in depth meeting to discuss the AT related aspects of the project will be held on January 18<sup>th</sup>.

I put forth a number of recommendations and discussion points just prior to the December meeting, but not in time to get feedback from that meeting. We should get a further discussion of these topics on the 18<sup>th</sup>. I will be collaborating on an expanded version of this report that we will put forward asap to provide Transit with time to respond properly at the January 18<sup>th</sup> meeting.

- December 14<sup>th</sup> [SWRTC AT Discussion Points](#)
- [Clarence Avenue Recommendations](#) from 2015

## ***Downtown Protected Bike Lanes***

No updates.

## ***Northwest Hydro Corridor Greenway***

This project is still on hold for now, but we should look into doing a few open houses to help solicit input.

## ***Arlington Protected Bike Lanes***

I am hoping to have final drafts of plans for protected bike lanes on Arlington ready this week. These will be shared with critical stakeholders such as the city councillors and neighbourhood organizations before we make them public and ask for input from the broader public and to community groups in the area.

## ***Other Infrastructure Projects***

### **William R. Clement Parkway Extension**

An open house has been planned for Tuesday January 19<sup>th</sup> at the Charleswood United Church. I have been invited to a stakeholders meeting on the 14<sup>th</sup> to discuss issues prior to the open house.

For the section north of Wilkes, a key requirement will be the inclusion of an AT bridge over the Parkway to maintain connectivity on the Harte Trail.

A key point that we have stressed in prior stakeholder meetings is that connections must be provided across the Parkway so that reasonable levels coverage can be maintained in the city bike network. Previous plans for areas such as Waverley West have not provided crossings, resulting in neighbourhoods with disconnected at networks separated by 80km/hr limited access roads. For example, in Waverley West, Kenaston divides a primary school catchment area.

Other areas of concern will be the Shaftesbury/Wilkes/Sterling Lyon intersction.

City of Winnipeg web site portal for [William R. Clement Parkway Extension](#).

### **East Corridor Rapid Transit**

No news to report. I am expecting the RFP from the city for conceptual design to come out any day.

## Chief Peguis Trail West Extension

- No news to report.
- City of Winnipeg web site portal for [Chief Peguis Trail West Extension](#) project.

## Sturgeon Road/Murray Park Road Roundabout

City of Winnipeg [Sturgeon Road Roundabout](#) project website portal

This project probably should have included a tunnel to make the pathway connection, but we missed this. Here is the [Stantec preliminary report](#) on the project that gives expected traffic volumes and different design options for the roundabout.

## City of Winnipeg Planning Projects

### *Precinct G*

Precinct G is an 800 acre near empty area of the city north of the Chief Peguis Trail right of way extending from the Winnipeg Beach rail line in the east to McPhillips Street in the west, and reaching north to the City of Winnipeg boundary. Precinct G is considered to be a new community within the [Complete Communities](#) Policy document. Landmark Planning & Design has been retained to prepare a land development plan for Precinct G.

Precinct plans are high level planning documents that lay out a basic blueprint for neighbourhood development, coupled with guiding principles to be followed for the neighbourhood's development.

Some of the key connections of this plan will be:

- Chief Peguis Trail/Main Street Interchange
- Winnipeg Beach Rail to/with Trail & Ferrier Street
- Chief Peguis Trail AT Pathways
- Chief Peguis Trail/McPhillips Street Interchange
- CPR Bergen Rail Line right of way
- Northwest Hydro Corridor Greenway
- Blackthorne Park
- Swailes Park
- Red River Boulevard
- Fernbank Avenue
- Connections into Precinct D
- Connections into Precinct F ([North Point Village](#))

### *Department of National Defense Wing 17 Roadway*

Pam Lucenkiw from OURS Winnipeg reached out to me to let me know about a planned new road into DND's 17 Wing that would have some repercussions for the Yellow Ribbon Trail. It seems like things have been pushed back a year on this one to deal with funding arrangements.



**Yellow Ribbon Trail in green**

### **Provincial Infrastructure**

#### *Perimeter Highway Interchanges*

I plan on contacting the provincial ministry of Infrastructure and Transportation to discuss the provincial announcement from a month or so ago regarding the construction of 4 interchanges along the Southwest Perimeter Highway. The interchanges would be located at Kenaston, St. Mary's and St. Annes along the Perimeter highway, as well as at the intersection of Waverley and Kenaston.

The purpose of the meeting will be to stress the need to ensure that

1. Construction of the interchanges does not create barriers for people on bike or foot.
2. Needs of people on foot and bike are being considered not just at these four intersections, but along the Perimeter Highway Corridor as a whole, which is being turned into a limited access roadway that will act as a significant barrier to self-propelled travel.
  - a. Are grade separated crossings listed in the pedestrian and cycling strategies being included in plans for the Perimeter Highway Corridor?
    - i. Harte Trail/Grand Trunk Trail Crossing
    - ii. Assiniboine River Crossing
    - iii. Waverley West/Grandmont Park Crossing
  - b. Is a grade separated crossings being considered over Kenaston to complete the connections within the Waverley West AT Network from the Southwest Quarter into the Southeast Quarter?

### *PTH 100 (Perimeter Highway) and PR 241 (Roblin Boulevard) Interchange*

I've been asked to attend a stakeholders meeting for this project on Wednesday January 13<sup>th</sup> (they've made arrangements to review the plan with me early so that I can get to the Bike Winnipeg monthly meeting that same night).

- We'll want to preserve and improve east/west connections along Roblin Boulevard
- We'll want to create a north/south grade separated crossing linking the River West Park neighbourhood to the Westdale neighbourhood.
  - Westgrove Way provides a potential connection on the West Dale side of Roblin
    - The Roblin Oaks driveway creates a second connection
  - A driveway just west of Stack Ave might provide a connection into River West Park
    - Carron Park provides a second entrance into River West Park