



**MORE PEOPLE BIKING
MORE OFTEN**

Bike Winnipeg Submission – Standing Policy Committee on Infrastructure Renewal and Public Works

November 4, 2019

15 - Winter Cyclist Traffic on Active Transportation Networks

We welcome the opportunity to measure, refine, and improve upon the AT-Network Winter Maintenance Strategy. We do suggest that as the AT Network Winter Maintenance Strategy is meant to improve conditions for people on foot as well as those on bikes, that the scope of any study be widened to include both pedestrians and cyclists.

We also feel that any study will need to take into account consideration issues of connectivity that exist in the pedestrian and cycling networks, and to consider latent demand for walking and cycling that is being held back by issues of connectivity.

We suggest that the city administration reach out to University of Calgary researcher Dr. Farnaz Sadeghpour, Associate Professor in the department of Civil Engineering at the University of Calgary.

Her research on cycling infrastructure was inspired by debates at the time of decision making for initiating the cycle track network in downtown Calgary. Her team conducted a number of studies related to measuring characteristics of winter cyclists in Calgary that helped in conducting more quantified discussions at the time of decision-making for Calgary's downtown cycle tracks. Her research on cycling has since evolved in various areas including developing accurate models for estimating cycling infrastructure usage and measuring preferences of cycling infrastructure users.

20 - Traffic Control Signals for Peguis Street at Ravelston Avenue West/Transcona Boulevard

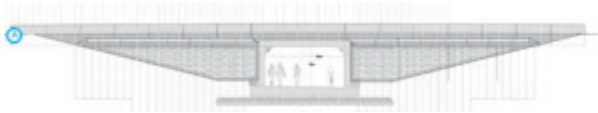
We are happy to see the recommendation for a signalized crossing at Peguis Street and Ravelston Avenue West/Transcona Boulevard. We hope that the city will also consider an improved crossing at Peguis Street and Almey Avenue/Cal Gardner Drive. The Almey Ave/Cal Gardner Drive corridor provides a low stress bike route between the signalized crossing of Lagimodiere at Almey Avenue and the Transcona Trail, Club Regent Casino, and a potential rapid transit station.

As a reminder, we note that the Pedestrian and Cycling Strategies propose a grade separated crossing of Lagimodiere in the vicinity of Ravelston and Callsbeck.

A major rehabilitation of the Lagimodiere Twin Bridges (Concordia and CPR Keewatin) will provide the city with an opportunity to carry through on one of the crossing improvements identified in the Pedestrian and Cycling Strategies.

A Through-Pass at the southern end of the Lagimodiere Twin Bridges would provide a connection between:

- West of Lagimodiere
 - Molson/Panet Bike Lanes
 - CPR Keewatin Rail with Trail (planned)
 - Kimbeley/Concordia Bikeway (planned)
- East of Lagimodiere
 - CPR Keewatin Rail with Trail (planned)
 - Peguis St Pathway
 - Ravelston/Transcona Blvd Bike Lanes (planned)

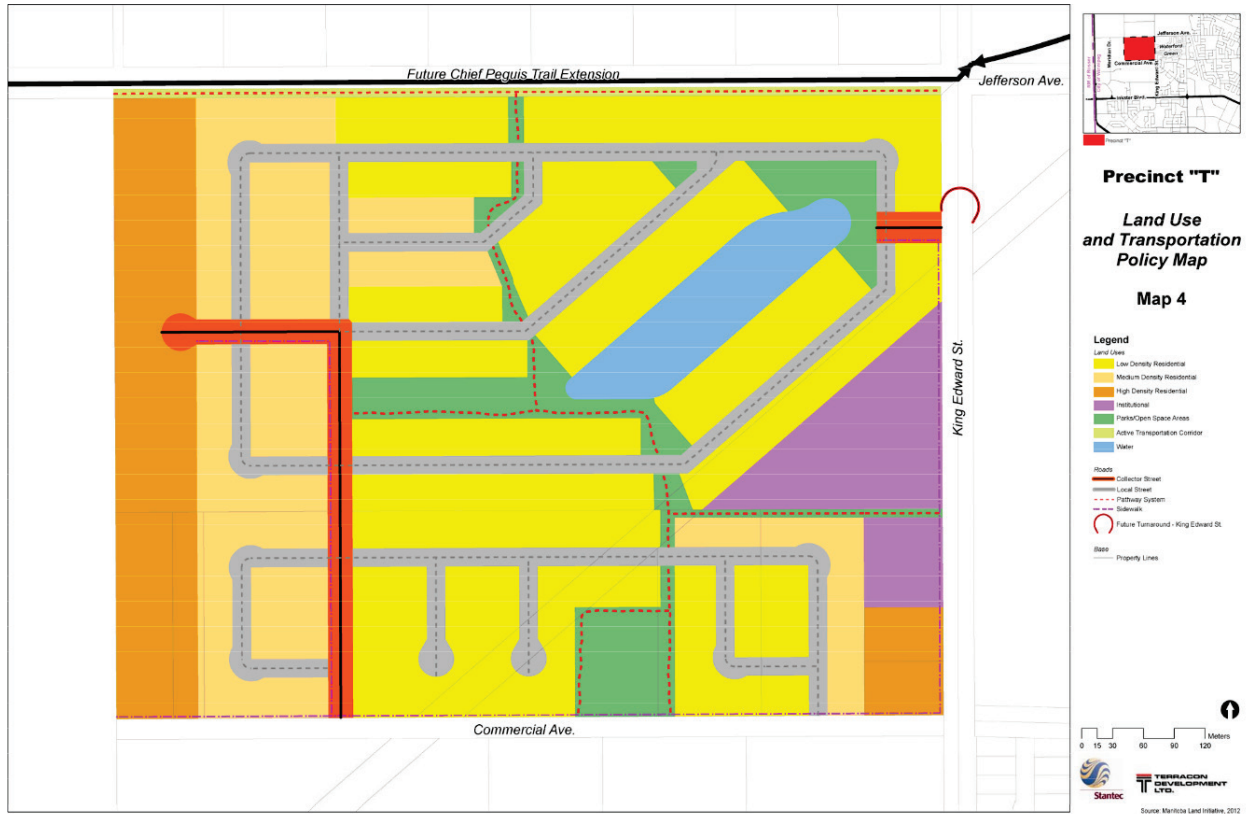


A Through-Pass similar to the one begin built as part of the Fermor Ave Seine River Bridge should be included in the Lagimodiere Twin Bridges Rehabilitation Project.

Options for a through-pass at Lagimodiere include a new through-pass along the Ravelstone right of way, similar to what is being done with the Fermor Ave Seine River Bridge rehabilitation project, or a pathway under the CPR Keewatin Bridge similar to what was built along the Bishop Grandin Greenway beneath the CN Letellier rail line.

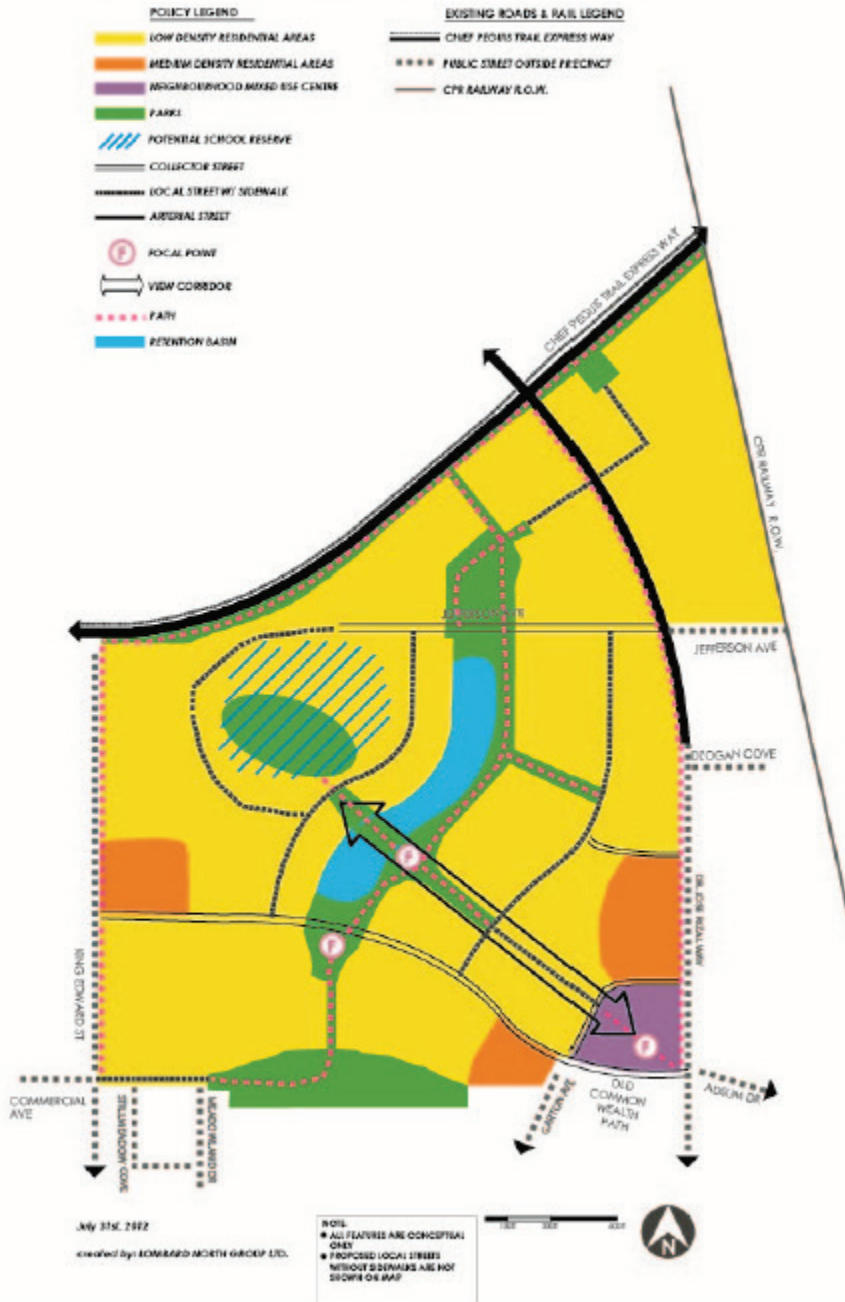
21. Castlebury Meadows Subdivision - Review of Pedestrian Access

Bike Winnipeg agrees that the issue of safe pedestrian access to the school sites needs to be addressed. We note that the issue with pedestrian and cyclist accessibility to the schools is part of larger problem of connectivity that has seen the pathway plans for Castlebury Meadows, Waterford Green, and Amber Trails disrupted/disconnected by the decision to re-route the planned Chief Peguis Trail and associated pathways north instead of along the Bergen Cut-off lands. As the Bergen Cut-off lands provide connectivity all the way from the proposed high school to the planned Walk/Bike Bridge over Chief Peguis near Bitterfield Mosselle Park, the lack of access extends well beyond the school sites (see below).

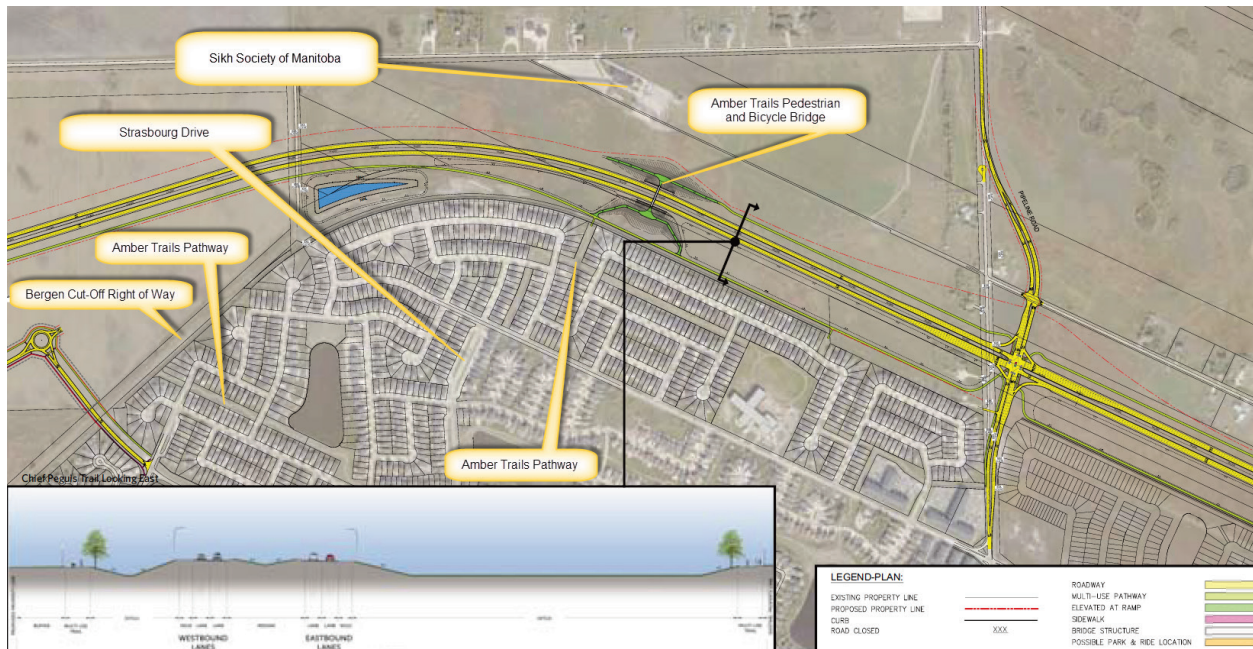


Castlebury Meadows Land Use and Transportation Policy Map

WATERFORD GREEN LAND USE AND TRANSPORTATION POLICY MAP



Waterford Green Land Use and Transportation Policy Map



November 2017 Chief Peguis Trail West Extension Open House Map with Bike Winnipeg Notations

Active Transportation plans for Amber Trails and Precincts C (Waterford Green) & T (Castlebury Meadows) have been developed with the assumption that the Chief Peguis Trail would essentially follow the Old Bergen Cut-Off rail line and that an off-road multi-use pathway would be included along the southern boundary of the Chief Peguis Trail along this right of way. With the decision to swing Chief Peguis Trail further north, off-road pathway networks in these neighbourhoods that were planned to connect to pathways along the Chief Peguis Trail will be left without those assumed connections, nullifying the commitment in those plans to an active transportation network that provides residents with safe and convenient spaces for pedestrians, bicyclists, public transit ridership and motorists to promote physical activity, health and active transportation.

We recommend that the public service be directed to:

- 1) Ensure that the Bergen Cut-off lands are preserved for Active Transportation.
- 2) Ensure that community pathways previously intended to connect with Chief Peguis Trail pathways along the Bergen Cut-off lands will be connected along King Edward Street, Jefferson Ave, and pathways along the Bergen Cut-off lands.
- 3) Ensure connections to School sites (Waterford Green K-8 and Castlebury Meadows HS)
- 4) Ensure safe crossings of the following:
 - a. Commercial Drive for access from Castlebury Meadows pathway system to Future High School site.
 - b. Jefferson on the Waterford Green Pathway
 - c. King Edward.
 - d. Dr. Jose Rizal Way
 - e. CPR Arborg Rail Line

- f. Leila Avenue
- 5) Fund resulting plans, designs, and construction out of Impact Fees.

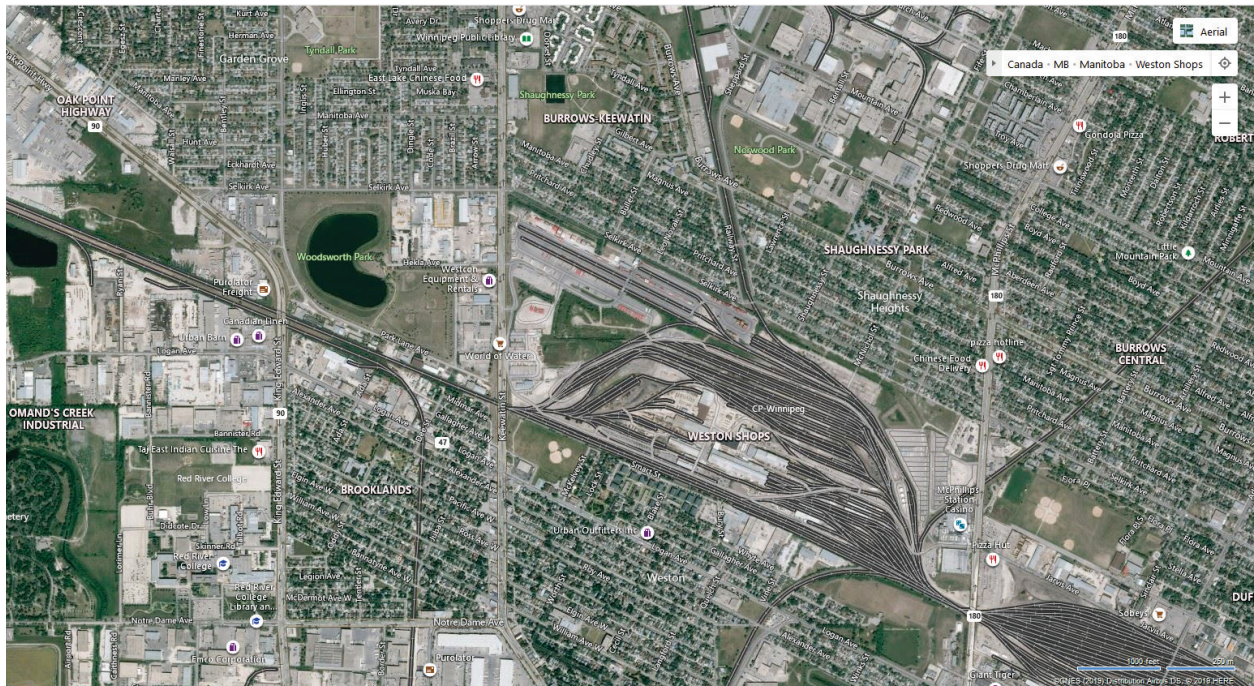
28. Pedestrian and Traffic Study - Lighted Pedestrian Crosswalk - Alexander Avenue and Keewatin Street

We want to add our support for this request for a safe crossing at Alexander and Keewatin and for the petition supporting such a crossing.

Alexander is part of the cycling network, connecting to the downtown protected bike network and Red River College's Princess Campus. It has the potential to connect to pathways leading to planned bikeways along Empress (we hope via Pascoe Park, Flint, Notre Dame, Midland, and Saskatchewan), Clifton (we hope via Pascoe Park, Flint, Notre Dame, Spruce, and Richard))and the Northwest Hydro Corridor Greenway.

At the very least, this should be included in the Keewatin Underpass study, which we hope will look into connections to/from all four corners of the Keewatin Underpass.

As things stand now, the current Keewatin Underpass Study will only look at connections on the west side of Keewatin Street south to Gallagher Avenue West. We feel strongly that the study should look at both the east and west sides of Keewatin and extend the study area south and east to ensure that it provides a strategy to provide all connections needed through the limited number of connections we have across the CPR mainline and associated yards.



Keewatin Underpass Area Map

To provide the best value for our tax dollars, and to provide much needed connections to the east of Keewatin Street, we are asking that the 2019 Functional Design Study and subsequent construction project for the Keewatin Street Pathway include the following:

- Pathways on both sides of Keewatin Street south of Selkirk Ave.
 - CP should be approached about property acquisition along Keewatin and Selkirk Avenue to provide space for the pathways.
- Neighbourhood Greenway connections on the west to Red River College's Notre Dame Campus.
- Neighbourhood Greenway connections to Worth Street at Alexander Avenue to provide connections to:
 - Weston Memorial Community Centre
 - Health Science Centre Complex
 - The Polo Park area (via a future extension of the Empress Street Pathway)
- A Pathway Connection on the south side of Selkirk Avenue from Keewatin to Chudley Street.
 - Would require property acquisition from CP to provide space for the pathway, which could ultimately be extended to the Northwest Hydro Corridor Greenway and the McPhillips Street at Jarvis Avenue intersection if property could be acquired from CP.

29. Pedestrian and Traffic Study -Alexander Avenue between Quelch Street and Keewatin Street

See above.