

**Bike Winnipeg  
Executive Directors Report  
March 11, 2014**

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## **Board Business**

### **Budget**

I have been collaborating with the Executive, Finance and four external committees to develop a budget for the 2014 fiscal year, which will be presented at the March 11<sup>th</sup> monthly meeting.

### **Advocacy**

#### **Completed Events**

##### ***Shovel In***

The Shovel In held on February 11<sup>th</sup> was a huge success. We got substantial media pick up and were able to highlight the need for the city to realign its snow clearing policies to better meet the needs of cyclists. Thanks for everyone who turned out and shoveled some snow to make this event a success.

#### **Upcoming Events**

##### ***Earth Day***

We've been invited to take part in the Earth Day celebrations at Fort Whyte Alive! On April 27<sup>th</sup>. Apart from the trailer display, we will also be organizing a number of family friendly rides converging on Fort Whyte Alive from various areas of the city. They expect 2000-4000 participants over the day.

##### ***Sherbrook Update***

Where the Sherbrook bicycle lanes are routed behind bus platforms (similar to the buffered bicycle lanes on Pembina), the city is leaning towards maintaining the cycle track at street level (as opposed to curb level as on Pembina) to emphasize that the bike lane is not a pedestrian zone and keep pedestrians and cyclists separate.

I've had reasonable response to the request for help on the Sherbrook project, and will try and set up the first meetings this month. It seems like the points we can hope to influence/contribute to are

- Ensuring that the detour area behind any bus platforms will be as street level
- Maximizing the width of the bicycle lane and buffer zone

- Working to add planters in the buffer zone and at the bus platforms and identify caretakers for those planters.
- Develop a public education strategy to help promote proper use of the facility

### **Phase II Rapid Transit**

A second set of open houses were held for phase II of the Southwest Rapid Transit Corridor on February 24<sup>th</sup> and 25<sup>th</sup>. You can review up to date information on the transitway (including display boards from the most recent open houses) on Winnipeg Transit's [Stage 2 – Southwest Transitway website](#). I am very pleased with the work that has been done to date. The planned changes will make a huge difference for cyclists in this area of town.

### **Infrastructure Roundtable**

On March 3<sup>rd</sup>, I attended an Infrastructure Round Table hosted by Stan Struthers, Minister of Local Government, and Kevin Chief, Minister responsible for the City of Winnipeg.

- The province is trying to put together a 10 year plan
- They are budgeting \$5.5 billion towards infrastructure in the next 5 years
- The meeting included representatives from across the capital region
- A key theme brought forward by those present was that actions across the region need to be coordinated, and that the different municipalities needed to cooperate on infrastructure and prioritize projects that would have a strategic benefit to the region as a whole.
- The ministers repeatedly stated that projects that can show positive economic impacts are of the highest importance
- The Partnership of the Manitoba Capital Region will be putting out an RFP in March for development of a plan that will focus on sustainable growth and economic development.

### **Corydon-Osborne Area Plan**

The most recent public open house for the Corydon-Osborne Area Plan was held February 27<sup>th</sup>. If you missed it, you still have a chance to participate by looking through the open house presentation, filling in the workbook, and submitting it to [ppdCorydon@winnipeg.ca](mailto:ppdCorydon@winnipeg.ca). Completed workbooks will need to be sent in by the third week of March. To access the presentation and workbook, click into the city's [Corydon-Osborne Area Plan](#) site.

The draft plan recommends the development of a long term master plan that includes a redesigned circulation system and streetscape improvements. I'm concerned about the possible outcome of this recommendation, particularly because there is also a recommendation for a review of Nassau Street/Warsaw Avenue, where traffic calming was installed in 2010 to improve bikeability in the neighbourhood. Vigilance is warranted.

The "Green Street" Alleyway (see pages 23 and 24 of the presentation) seems particularly problematic if it is meant to be a through route for cyclists. Stop signs would be located at each street crossing, so it would serve as access to stores at best, and not as a substitute for

east/west circulation. Even if it is only meant for access to the stores, and not as a through route, the plan should be calling for back in parking, as nose first angled parking is widely recognized as being dangerous for cyclists.

The viability of a pathway along the south side of the Red River needs to be verified before the plan is passed with such a path shown on any plans.

Bike Winnipeg's recommendations for the neighbourhood can be viewed [here](#).

### **Marion Road Works**

- I attended a stakeholders meeting on March 4<sup>th</sup>.
- The Study area runs from Rue des Meurons in the West to Lagimodiere in the east, and from Marion in the south to Dugald in the north.
  - Basically route 115 from Dugald to Rue des Meurons
- Grade separation is being considered for the CPR Emerson line just east of Archibald
  - The proximity of Archibald means a grade separation would likely include Archibald
- A number of options are being considered to increase traffic flow, with various realignments between Dugald and des Meurons.
- They are looking to add turning lanes to northbound Archibald to reduce congestion
- They are looking to add a median along Marion (extending the Marion/Goulet one way couplet east is also under consideration)
- The likeliest option would be to widen Marion to add AT and a median.
  - Land acquisition would focus on the north side of Marion, and would allow for eventually widening Marion to six lanes, a median, bicycle lanes, and sidewalks.
- The future South East Rapid Transit Corridor will be built on the west side of the CPR Emerson rail line.
- I've asked that the Enfield/Marion and Enfield/Goulet intersections be included in the study as they are the most likely north/south routes for cyclists on the west side of the Seine River.
- I've asked that a crossing of the CNR Sprague near the north end of Speers Road be included in the study.
  - As Dawson Road is a truck route with double trailer trucks, I've also suggested that a rail with trail along the rail line just west of the Holden right of way might be feasible.
    - Ideally this would connect to Holden and continue north towards Dugald
  - Since students in the Holden neighbourhood need to cross Marion on their route to school, a traffic signal at Marion and Holden might be warranted.
  - This could be part of a link that would eventually connect to the East Rapid Transit Corridor if a traffic signal was added at Dugald as well.
- A website will be created on the city's web domain in the next few weeks (it will be in the Public Works section under Major Projects).
- There will be an online survey

- There will be an initial open house in April (location TBD)
- There will be a follow up open house in late summer/fall
- Open Houses/Website and survey will be advertised using a public reader board, advertisements in the Lance, Email, etc.

### **Alternative Budget**

I have been asked to edit some short statements on active transportation as part of the alternative budget white paper.

### **Bike Week**

I will continue to work on plans for a June 16<sup>th</sup> public workshop centred on getting member and public input on priorities for the implementation of Winnipeg's cycling facilities and programs as part of Bike Week, as well as on a number of theme rides to be held during Bike Week.