

Executive Directors Report

Bike Winnipeg

December 9, 2014

Facebook Likes: 821

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Fundraising

MEC Partnership

The MEC partnership got lost in the paperwork, but is now back on track. Everything should be in place by the end of the year.

Cycling and Pedestrian Strategies

The Cycling and Pedestrian Strategies should be presented before the Public Works Committee on Tuesday January 6th 2015. The agenda for that meeting will be made public on the Friday before the meeting, and will be the first chance we have to review the strategies, which are expected to be over 300 pages in length, setting out an implementation plan for the next 20 to 25 years.

Given the limited amount of time that we will have to review and respond to the cycling strategy, I recommend that we divide up the strategy and assign different people to review different sections of the strategy and report back to each other at a meeting on Sunday afternoon to review what we have found and decide on what, if any, changes we would like our presentation to focus on.

Bike Parking Agreement

I am waiting on some information from Kevin Nixon to continue with this project, which would essentially see Bike Winnipeg act as a middle man to help provide bicycle parking to city businesses and organizations not covered by existing agreements through BIZ organizations. Once I have that information, I will meet with Bill and then get back in touch with the board for approval of any plans.

Advocacy Activities

Encouragement

Bike Week

Following up on the success of last year's extended "Bike Week" celebration, planning is underway for Winnipeg's second annual Bike Week event.

Theme Rides

We had a lot of success with our theme rides last year, and I'd like to build on that this year. I spoke with someone about setting up an art galleries tour, and I'd like to set up a murals tour as well. I also have some contacts for a 55+ club that I will try and persuade to work together with on a St. James tour.

Downtown Protected Bike Lane Pilot Project

One of the short term goals of the cycling strategy will be an upgrade of the existing downtown bike lanes into fully protected bike lanes. To help move this along, I think we should look at pushing for a pilot project to put a temporary protected bike lane in place this summer, to be unveiled as part of Bike Week.

Criteria:

- The lane would have to be temporary in nature
- Any changes would have to be in the form of paint, bollards and movable objects such as planters and portable bike racks.
- That means we would need to locate the lanes on roads that already have the required curb to curb road width.

To make this happen, we need to get a BIZ onboard and we need to get the appropriated city councillor on board. I suggest that we plan an initial meeting to discuss candidate routes, and that we simultaneously begin surveying the city to find out what they have in the way of movable parts that might provide suitable barriers and costs that would be involved in a pilot project.

Key Partners

- City of Winnipeg Public Works Department
- Appropriate BIZ
- Affected Businesses
- City Councillors
- Mayor
- Transit

Winter Bike to Work Day

Winter Bike to Work Day will be taking place in February 2015. We should look into contributing to this event, from an organizational stand point, by undertaking events, and by helping with communications.

2015 Bike Map

I'm working on a proposal to move forward with the creation of the 2015 City of Winnipeg Bike Map. This proposal will be in conjunction with Climate Change Connection and a number of people who have previously been working on the City bike maps. The proposal will set up a data structure to record the city cycling network in a GIS data format, as well as work flows to turn that information into print and online/mobile accessible maps, plus a distribution and communications strategy to make sure the maps and associated messaging get out to the public. The new map will allow for inclusion of new areas of the city as well as an insert promoting safe cycling practices.

City of Winnipeg Councillor Meetings

I will be putting out a request to meet with city councillors in advance of the release of the Cycling and Pedestrian strategies. The goal of these meetings will be to promote the need to get the cycling strategy passed, provide adequate resources to implement it, and to highlight specific opportunities in or around each councillor's wards.

Province of Manitoba MLA Meetings

Legislature Open House

I will attend the Manitoba Legislature open house on Saturday December 6th to speak to the needs of cyclists and push for inclusion of our needs in the 2015 budget. I will also try and set up a meeting with the provincial caucuses.

City of Winnipeg ATAC Presentation

I will be presenting in front of the City of Winnipeg's active Transportation Advisory Committee on December 12th. The push for this will be priorities for the cycling strategy implementation, winter snow removal, and to follow through on previous and future AT Action Plans.

2015 City of Winnipeg Budget

We need to start working on a 2015 City of Winnipeg budget plan & strategy.

Province of Manitoba Infrastructure Projects

Ken Schykulski and I met with the provinces AT coordinator (Katy Walsh) and provincial MIT staff assigned to this project on November 24th. We had a good meeting, where Ken provided information on cyclist use of the Trans Canada Highway service roads heading west to Highway 26 and to St. Francis Xavier. The functional design phase of the project is just beginning, and will be completed in the fall of 2015. Land Acquisition would begin around 2106, with shovels in the ground around 2017 and completion in or around 2020. The new highway would be a limited access roadway, with gravel service roads. The expectation is that traffic would split 50/50 between the new highway and the existing Trans Canada Highway. Some other notes:

- Whitehorse Plains/St. Francis Xavier/Cartier plan is underway
- A long term capital region AT plan would be beneficial
- The Roblin/Perimeter Highway overpass is being reconstructed with the expectation that it will eventually be a six lane roadway
- Twinning of the Trans Canada Highway to Headingly is a separate project.
- I need to send the province examples of an AT tunnel build in Ottawa's Somerset Road.

City of Winnipeg Infrastructure Projects

Chief Peguis Trail

The Chief Peguis Trail West Extension project held its first open house come and goes meeting on November 25th. The project will create a preliminary design for extension of the Chief Peguis Trail from Main Street to McPhillips and a functional design for extension from McPhillips to Route 90 (Brookside). Total cost for the project is projected to be \$240 million, in 2011 dollars). At the same time, the province is in the very early stages of design work on a by-pass of Headingly that would connect to Centre Port Way, which also connects to Route 90 (Brookside). Together, these projects have the potential to create substantial motivation for exurban and suburban development that will erode the city's tax base, increase demand on city streets, and tie up funding that could be better used to promote active transportation.

CPR Yards Crossing Study

We have had our initial meeting for the CPR Yards Crossing Study stakeholder advisory committee and will have a follow up meeting on December 15th. In addition, the first workshop related to the study was held this past Thursday at Rossbrook House. The study will take about a year, and there will be plenty of opportunities for input, including an online component. I have set up a working group to help build Bike Winnipeg's contribution to the process (including the organization of a coffee shop type event with assistance from the consultants), and we have had a first meeting.

The Arlington Bridge is scheduled for decommissioning by 2020. The study is looking into all crossings between and inclusive of McPhillips and Salter, and will consider both existing and

potential crossings within that study area. In addition, the study will consider traffic and roadways/intersections from Notre Dame to Inkster. Currently, there are severe load restrictions on Arlington (9.1 tonnes max, which precludes transit), as well as McPhillips (which is lower than the current standard, and suffers from semi frequent closure when over height trucks hit the bridge).

Current traffic counts for the bridges are as follows:

- McPhillips 44,000 vehicles/day
- Arlington: 14,000 vehicles/day
- Slaw Rebchuk: 33,000 vehicles/day

All crossings need to be improved to accommodate cyclists, as do the approaches to these bridges. I see great potential in an Arlington route, but that is likely lost if Arlington is expanded to 4 lanes (which would also create traffic problems beyond the bridge). In addition, there is great potential for a crossing just west of McPhillips which could link a potential AT corridor along the hydro right of way just west of McPhillips and act as a conduit to Alexander Avenue and ultimately to a north/south route extending to Harrow.

Waverley Underpass

The first open house for the Waverley Underpass will be held December 9th (the same night as our meeting) at the Cabota Centre on Wilkes. We have had good discussions with the consultants as part of the project so far. I hope to see westward extension of the Taylor pathway included as part of the project, as well as both an east and west side path along Waverley between Mathers and Hurst, plus a connection along Hurst connecting to the planned Southwest Rapid Transit Corridor AT Pathway. Provision for adequate crossings of Taylor is also a concern.

Submitted by Mark Coho on December 5, 2014.