

# February 2015 Bike Winnipeg Executive Directors Report

## **Fundraising**

I've had to put the MB Community Services grant off until next month. I should get more time to put into this once I have the CPR Yards and McPhillips meetings set up.

## **Pedestrian and Cycling Strategies**

The plans were indeed delayed until February 10<sup>th</sup>, and have again been delayed. I will give an update at the meeting. It is now almost a year since the public open houses were held April 14, 2014. Charles sent an open letter to the mayor, all councillors, and the media asking for the strategies to be put before council (see his Advocacy Committee report).

## **Bike Map Proposal**

Still a work in progress, but we have a budget set up, I just need feedback from everyone involved on their commitments and compensation. I have sent the proposal to Bill for his feedback. In a nutshell, the proposal calls for us to hire someone to create 1 2015 map with a slightly larger format to cover new sections of the city, and then provide a consultation process prior to the creation of the 2016 maps, which will include both a digital and paper format, and will also create a basis for a more open data model for the city's cycling network. It has a total budget of approximately \$42,000.

## **McPhillips Project**

I spoke in favour of Councillor Sharma's motion at the January Public Works Committee meeting. The motion passed, meaning there is now a commitment for the city to review options for an active transportation pathway along the hydro corridor. Councillor Sharma has agreed to help with advertising for a March public meeting, which I will need to organize. I would also like to hold two workshops in the lead up to this open house, and as many stakeholder meetings as I can manage in that time frame as well.

I have been in contact with Manitoba Hydro, and am waiting to hear back from them as a first step to setting up a meeting. I will be working on booking space and setting up stakeholder meetings as a priority this week.

## City of Winnipeg Infrastructure Projects

### CPR Yards Crossing Study

Laura and I have developed a session plan for a public open house that would help gauge preferences for various crossing options and roadway approaches to the yards. The goals for this workshop are as follows:

1. Get a feel for the level of demand that could be generated for pedestrian and bicycle access across the yards and within the study area.
  - a. Gauge willingness to walk/bike to various destination types
  - b. Gauge trip distances required for average users to reach various destination types
2. Gauge expectations on the level of separation needed to make walking and cycling viable options for neighbourhood trips
  - a. On the actual crossing
  - b. On approaching road segments
  - c. At key intersections linking the crossings into the wider cycling network
3. Measure acceptability of various crossing options from a CPTED perspective
  - a. Bridge vs. Tunnel
  - b. Integrated Bridge/Tunnel vs. Separate AT Bridge/Tunnel
  - c. Land use on approaches

I have booked space at the Sinclair Park Community Centre to host the meeting. The room booked for 5-9 pm on Tuesday February 24<sup>th</sup>. Workshop times will go from 6:30-9pm, with registration starting at 6:15pm.

**Volunteer Request: We need volunteers to help facilitate our CPR Yards Crossing Workshop.**

### Public Survey

A public survey has now been set up for this project, and I encourage members to fill out the survey.

**Action Item: Please take a few minutes and fill out the CPR Yards Crossing Survey. Take a look at the [CPR Crossing Study web portal](#) on the city's website, and then click on the Citizen Planner button at the top right of the page. Or click [here](#) to be taken directly to the survey.**

### Next Community Workshop

The next public workshop for the CPR Yards Crossing study has been scheduled for March 21<sup>st</sup>. Date and agenda are still to be set. I will send out updates once they are confirmed.

One of the key themes I think we will need to stress throughout this project is that there are alternatives to simply building more lanes. If the project improves conditions for people taking transit, walking, or cycling, the need for new lanes can be replaced. The benefits to this strategy are lower GHG's, better health outcomes, cheaper costs, more livable communities, and improved economics. A useful tool in making this argument will be a recommendation from the Transportation Master Plan calling for Transportation Demand Management plans as part of all major transportation projects.

## Marion Widening

I haven't heard any news yet on a potential February Open House. In the meantime, I did identify a similar project in Anchorage, Alaska that modifies the Single Point Diamond Interchange by moving the on/off ramps from the right hand side of the roadway (where there would be a conflict with people on bikes) to the left side of the roadway where there would be no conflict with people on bikes. You can view project details [here](#).



Connectivity for people on bikes travelling along Marion remains problematic. There is also potential to protect north/south cyclists by routing them slightly west onto a pedestrian/bicycle path attached to the rail bridge that will have to be constructed as part of the project.

I still hope to set up a meeting of the Marion working group to brainstorm solutions prior to the next public meeting.

## Chief Peguis Trail West Extension

I have passed on a request to consider the inclusion of tunnels through any on/off ramps included at interchanges along the proposed extension of the Chief Peguis Trail from Main Street to Brookside, with the inclusion of links to the [Pembina Underpass project](#) (which includes a tunnel through the on/off ramp linking southbound Pembina to Jubilee) and some links showing construction and background information for an AT tunnel project in Ottawa that I think could provide useful lessons for the economical construction of AT tunnels through interchange on/off ramps required as part of the Chief Peguis Trail West extension (see [here](#) and [here](#)).

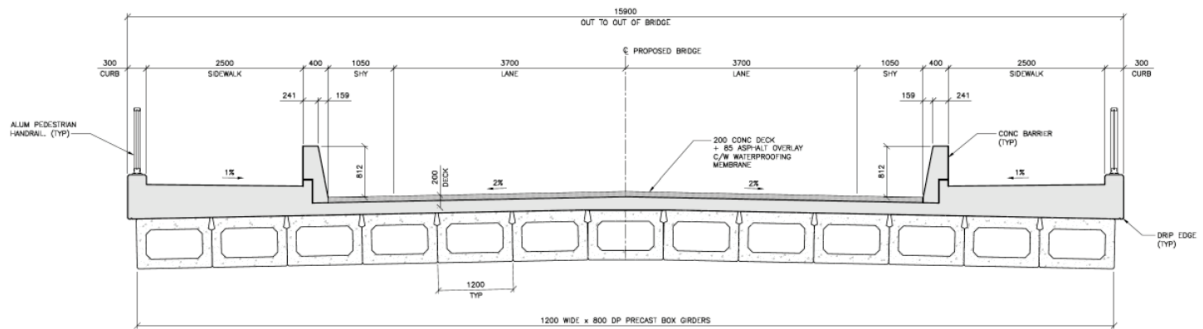
You can view more about this project [here](#).

## Ness Avenue Sturgeon Creek Culvert Replacement

The boards from the open house held on January 13<sup>th</sup> are now available [here](#) on the city website. The proposed construction works are listed as follows:

- Remove existing culvert
- Construct new high level bridge
- Reconstruct and rehabilitate roadway and sidewalks
- Stabilize slopes on Southwest bank of Sturgeon Creek
- Construct under bridge pathway, upgrade existing Active Transportation pathways
- Provide channel erosion protection
- Undertake underground repairs
- Manage traffic during construction

Given that Ness is identified as a Bike Boulevard in the draft cycling strategy at this location, we would want to push for an improved crossing option for cyclists over Sturgeon Creek in addition to the improved connection under the bridge. In particular, we would want to see cyclists given a full 1.8m bike lane over the bridge, or even better, to see the 2.5m sidewalks widened to allow for combined bicycle/pedestrian transit.



BRIDGE CROSS SECTION

Some key questions that we will need to get answered:

- What are the current and projected traffic volumes of Ness over this bridge, and are these traffic levels appropriate for a bicycle boulevard facility?
- Is the existing pathway bridge over Sturgeon Creek to the south of the Ness bridge subject to spring flooding as well?
- What plans are being considered to improve bicycle connectivity from the western end of Bruce to Ness and ultimately to Fairlane Avenue?
- What is the planned bicycle route detour? We are willing to provide suggestions.

I have sent a request for information to the team in charge of the project.

**Volunteer Request: We should find a volunteer to act as a lead on this project**

### **SWRT Corridor & Pembina Underpass**

Councillor Lukes will be hosting a Community Conversation on Rapid Transit in the upcoming months, which we will want to promote to our membership. I will post information on these public meetings once dates and locations have been set.

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

I have been asked to attend a stakeholders meeting initiated by MMM Group as part of the William R. Clement Extension project on February 12th. This project will see the William R. Clement Parkway extended from Grant Avenue south to Wilkes Avenue. Key issues here will be:

- Inclusion of an AT bridge for the Harte Trail
- Maintaining pathways on both sides of the Parkway as is the case between Grant and the Assiniboine River
- Maintaining connectivity for the proposed Eldridge Avenue neighbourhood greenway
- Accommodate cyclists during construction

We will want to work closely with the Harte Trail Association on this project.

### **Ruby/Banning Corridor Intersection Improvements**

One of the outcomes of my meeting with Councillor Gilroy was a commitment on my part to put together a series of recommendations for intersection improvements along the Ruby/Banning corridor to make it into a more bicycle friendly route. It could be an important low stress bicycle connection in the Daniel McIntyre neighbourhood with connections to community centres, schools, and shopping.

I've put together some draft recommendations and shared them with the Green Action Centre's Active and Safe Routes to School Coordinator so that these recommendations can be compared and combined with recommendations that were put together for this corridor as part of the Active School Travel Engineering Project that the Green Action Centre undertook with the University of Manitoba last fall. Once we have had the opportunity to integrate these two efforts, I will forward the combined recommendations to Councillor Gilroy.

## East Fort Garry Active Transportation Study

Green Action Centre has been contracted by the City of Winnipeg to lead a study looking into Active Transportation conditions in the East Fort Garry area. At this stage in the project, they are identifying local stakeholders, as well as key issues and opportunities for active transportation in the East Fort Garry community. Green Action Centre will also be sharing the results of the Active School Travel Engineering Plans that have been created for Ecole Crane and Oakenwald schools at these open houses.

There are two public meetings scheduled at this stage of the project.

TUESDAY, FEBRUARY 24TH FROM 6:30PM-8:30PM  
WILDWOOD COMMUNITY CENTRE  
271 NORTH DRIVE

or

THURSDAY, FEBRUARY 26TH FROM 6:30PM-8:30PM  
FORT GARRY COMMUNITY CENTRE (HOBSON Site)  
880 Oakenwald avenue

There has been a long standing plan to develop a neighbourhood greenway through this neighbourhood as a low stress alternative to Pembina Highway. This should be in addition to continued improvements to Pembina Highway. The study will also need to address the need for safe crossings of Pembina and Jubilee to ensure that any improvements to bikeability in the neighbourhood connect into the wider city cycling network.

**Volunteer Request: We need to identify local stakeholders for this project to help ensure its success.**

## Encouragement

### Bike Week – Downtown Protected Bike Lanes Pilot

I've had a brief discussion with Kevin Nixon, and have started to put together some documentation for a potential pilot project. I'll reach out to the Downtown BIZ to get their feedback on the idea this week. I'll also get in touch with Councillors Gerbasi and Lukes to discuss options and strategies to move the idea forward.

Volunteer Request: We could use a team of volunteers to help put this project together. We will need organizational help, outreach, and some graphics/marketing help.

### Winter Bike to Work Day

It looks like we won't be able to host a pit stop this year. I have been working on cross promoting the events that others have organized. Find out more [here](#).

### Outreach

We should start working on our outreach plan for 2015; identifying the events we want to participate in, developing talking points, and creating a volunteer calendar. I have started the volunteer calendar, and Guy has agreed to help out.

## **Advocacy**

### **City of Winnipeg 2015 Budget**

We still need to get working on 2015 City of Winnipeg budget priorities.

## **Finance**

### **2015 Bike Winnipeg Budget**

I've put together a draft budget using numbers that have come in from the various committees to date. It's a balanced budget that includes 2014 numbers for bike valet plus a 10% admin fee on the bike maps proposal outlined above.