

# Bike Winnipeg February 2016 Executive Directors Report

February 10, 2016

## Advocacy

### Provincial Election

We are now into the media blackout period.

### City of Winnipeg 2016 Budget

#### 2016 Priorities

The advocacy committee met to go over infrastructure priorities for the 2016 budget and 5 year capital plan. See the attached letter that went out to the mayor, all city councillors, the city CAO, and the city AT Coordinator.

### City of Winnipeg Infrastructure

#### SWRTC

We were part of a lengthy AT stakeholders meeting on January 18<sup>th</sup> covering the bicycle and pedestrian facilities to be included within the SWRTC/Pembina Underpass project. This was followed up with another meeting on February 2<sup>nd</sup> to let us know what items identified by stakeholders at the January 18<sup>th</sup> meeting would get included in the project. The final RFP documents should go out on February 12<sup>th</sup>.

- We failed to convince the city/transit to modify their plans for a two way protected bike path on the north side of Southpark
  - We urged two one way protected bike lanes or diversion of the AT route south to Markham (where we would also have liked to see two one way protected bike lanes added)
  - We feel that one way protected bike lanes provide better safety and capacity, as well as simpler design at intersections
  - There are currently seven driveways to be crossed on the north side of Southpark, plus traffic turning right onto Southpark off of Pembina (we emphasized the last point and asked for a right on red prohibition to reduced right hood concerns which the city/transit will consider)
  - We are concerned that the current design lacks connectivity to Victoria Hospital , the Soccer Complex, SmartPark and the southwestern corner of Investors Group Field
  - Markham will not be developed for some time, so the U of M felt the two way pathway option on the north side of the transitway and Markham was best. They are open to change in the future as their plans develop.

- We convinced the city/transit to modify their plans for Chevrier so that the project will install two one way protected bike lanes instead of a two way bike path.
  - This should help preserve trees, parking, and simplify the Pembina intersection.
- We failed to convince the city/transit to add a direct connection between Ederton and the Hurst Way pathway leading to Waverley.
  - The city/transit expressed concern over adding a crossing of Hurst (4 lanes) on a curve.
  - Concerns about reducing the size of the dog park and connecting an AT path through a park & ride site were also raised.
  - The expectation is that Hurst will be realigned during the Parker Lands development, which may offer a chance to improve things.
- Requests to have protected bike lanes on Clarence were rejected
- A request to consider moving the AT connection into the U of M south to Markham were rejected with the caveat that it would be considered in the future.
  - We thought this might be a better option due to a more constrained right of way on Southpark and because of better options to connect into Victoria Hospital , the Soccer Complex, SmartPark and the southwestern corner of Investors Group Field
  - The cycle tracks we were recommending on Markham could also have been extended to provide better connectivity into Waverley Heights and Farifield Park, incrementally if desired.
  - The Markham Kiss & Ride will remain a hindrance to the installation of any future protected bike lanes on Markham.
  - AADT on Markham is around 5,000 vehicles/day
- If possible given the configuration of the various structures spanning Pembina at Jubilee, a stairwell will be added to the southwest corner of the Transitway Bridge to provide a more direct route for people walking between the ATP and the Pembina pathways.
- Snow clearing for the ATP and the following streets will be guaranteed within 24 hours
  - Southpark, Beaumont, Georgina, Waller, Wilson, Seal.

A number of other recommendations stemming from the January 18<sup>th</sup> meeting were deemed out of scope for the SWRTC project, but will be considered separately by public works. I've been tasked with organizing and recording a stakeholders meeting to prioritize these issues so that public works can review them further. Issues include:

- Provision of a Park & Ride site close to the perimeter highway
- Creating a community based travel marketing plan
- Creating an AT tunnel between Parker Station and the Taylor Lands Development
- Create a measuring/monitoring program
- Placemaking at each station
- Improvements to the Harrow/Harrow East intersection

- Improvements to the Jubilee/Riverside intersection
- Bike Share
- U of M Connections
- ...

A meeting has been set up for February 22<sup>nd</sup>.

At some point I will also try and set up a meeting with the U of M's planning department.

### **U of W Connectivity**

We had a successful meeting with a number of stakeholders to look into ways we could provide better connections for people biking to the U of W. The main corridors identified at this meeting were:

- St. Mathews
- Sherbrook/Maryland
- Balmoral from the North via Ellice and Qu'Appelle
- Balmoral from the South
- Langside
- St. Mary/York

A key focal point will be the UWSA Bike Lab which will move south to where the tennis court now sits beside Spence and the Quad off of Spence Street.

- We need to identify and speak with stakeholders along a route between St. Mathews @ Maryland through to the U of W. I will take initial steps.
- We need counts to work on crossing warrants on Sherbrook and Broadway (UWSA)
- The city needs to affirm plans for Balmoral north of Ellice.
- The U of W will look into possible pathways across their front lawn
- We would like to put together some conceptual drawings.

### **Downtown Protected Bike Lanes**

The next set of open houses should be just around the corner. I am told that 3 options have been drawn up for consideration and discussion.

In the meantime, I am putting in a request to put together a pop-up or pilot project as part of Bike Week Winnipeg.

### **Fermor Avenue Seine River Bridge**

I met with Darren Burmey and Stephanie Whitehouse from the City of Winnipeg on January 27<sup>th</sup>. Scope of the project runs from Archibald to St. Anne's along Fermor, the intersections at Archibald and St. Anne's, an AT pathway along Pebble Beach, as well as an AT pathway detour on the north side of the Bridge, and an AT pathway that will connect under the bridge to the Niakwa Road AT Bridge.

Additional issues that we will need to pursue deal with connectivity around St. Anne's Road.

- Proposed St. George Neighbourhood Greenway
- Niakwa Road and Morrow south of Fermor
- Kingswood and the service road north of Fermor
- Protected bike lanes along this stretch of St. Anne's could provide the desired connectivity
- St. Anne's is one of the corridor studies planned by the city, one it wants to move on quickly.

Preliminary design is to be completed in 2016, detailed design in 2017, and bridge construction in 2018 and 2019. The RFP can be viewed [here](#).

### **CPR Yards Crossing Study**

No new news to share.

### **Arlington Protected Bike Lanes**

No new news.

### **Northwest Hydro Corridor**

No new news. I will be sending an email to the consulting team manager to get an update on the schedule for this project.

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

I took part in a stakeholders meeting on January 14<sup>th</sup> for the project.

A second open house was held on January 19<sup>th</sup>. Two options for the Harte Trail overpass are included, as are a number of options for the Eldridge intersection The William R Clement Parkway (WRCP).

The parkway extension will include pathways on both sides of the WRCP, as exist north of Grant Avenue. Issues being considered in this study include:

- Grade separation options for the WRCP at the CN Mainline.
- The AT bridge for the Harte Trail over the WRCP (a bridge to the north or Ridgewood and a through pass further south are being considered), which is itself dependent on the options chosen for the grade separation of the WRCP and the CN mainline.
- The intersection of Eldridge with the WRCP. At grade and overpass options are being considered.
- Realignment of Wilkes and Sterling Lyon.

Note that planning in the Ridgewood South precinct will determine the actual alignment of Ridgewood South and other roads within the study area. The Ridgewood South Precinct Plan can be found [here](#), but should only be considered a general plan for the area. More detailed planning may move some roads.

- City of Winnipeg web portal for [William R. Clement Parkway Extension](#).
- A survey is available

### **Sturgeon Road/Murray Park Road Roundabout**

I met with the city's AT Coordinator and discussed/reviewed the project. Final designs show that the radii on the roundabout will be tight enough to slow vehicle down, which was the concern I had from the preliminary diagrams in the Stantec report.

### **East Corridor Rapid Transit**

No new news.

### **Chief Peguis Trail West Extension**

No new news.

## **City of Winnipeg Planning Projects**

### **Precinct G**

No new news.

### **Parker Lands**

A public open house for the Oak Grove development will take place on February 10<sup>th</sup> at the Holiday Inn Winnipeg South (1330 Pembina Highway). It will run from 5 to 8pm.

A key ask for us as part of this process would be for a tunnel beneath the CN Mainline linking the Parker Rapid Transit Station to the Meeting Place in the Taylor Lands Development just north of the tracks.

Development of the Parker Lands will also likely result in a realignment of Hurst Way, which will provide opportunities to fix connections across this roadway (I believe scheduled to be 4 lanes) towards McGillivray Station.

The Taylor Lands Redevelopment plan can be viewed [here](#).

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

I received word that this project has been delayed for a year to work out some budgeting issues.

## **Provincial Infrastructure**

### **Perimeter Highway Interchanges**

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

A meeting took place at the Dillon offices with provincial transportation engineers on January 13<sup>th</sup> to discuss the rehabilitation of the Perimeter Highway/Roblin Boulevard Interchange.

- Consultation began after work was completed on one of the two bridges
- The bridges have/will been lengthened to allow for future widening of the Perimeter Highway to 3 lanes in each direction.
- There will be a roundabout at the eastern end of the interchange (on the Roblin right of way)

- They are planning for people on bike to share the lane in the roundabout (I asked for a pathway with transitions)
- There will be an AT Pathway on the north side of the Roblin Interchange
- There is no north-south AT connection planned
- They are not willing to look at underground or through pass crossings
  - Too costly
  - Dale will be the closest crossing of Roblin (800m to the east)
- The long merge/diverge lanes on the east side of the Interchange will remain
- The pathway connection along the long merge lane coming off westbound Roblin onto the northbound Perimeter Highway will not be included as part of this project. The provincial expectation is that people on bike or foot would connect through Caron Park.

## Outreach

### Winter Bike to Work Day

Winter Bike to Work Day will be taking place on Friday February 12<sup>th</sup> this year.

I've arranged for us to have our display trailer out at a Festival du Voyageur's Breakfast on Ice in the morning. Breakfast on Ice takes place on Friday, February 12<sup>th</sup> from 7am to 10am and there will be free trail tail samples, free hot chocolate and various breakfast items available to purchase. There will also be entertainment, fire pits and lots of great prizes to enter to win.

I've also been working with Anders Swanson of the Winnipeg Trails Association to come up with an activity for Winter Bike to Work Day (February 12<sup>th</sup>). The idea is to have a ride running through the city with one or two stops before ending at a site under the Norwood Bridge where we will cook up some maple taffy and blast out some music to wind things up before heading off.