



**MORE PEOPLE BIKING
MORE OFTEN**

November 20, 2018

Standing Policy Committee on Infrastructure Renewal and Public Works

Re: Report #4 (Low Income Bus Pass, Report #7 (2019 Pedestrian and Cycling Program - Action Plan), Report #28 (Access to a Commercial/Performing Arts Property Located at 445 River Avenue)

Dear Councillors,

Bike Winnipeg is happy to support the 2019 Pedestrian and Bicycle Program Action Plan presented before you, but would like to see a few amendments/clarifications to the plan to ensure that the city is maximising its return on investment from the important projects funded through the action plan. In particular, we would like to see the scope of two important studies extended to ensure that connections to future projects are being planned along with the important connections these studies currently include within their scope.

The scope of the Keewatin St Pathway (Burrows Ave to Gallagher Ave) functional study planned for 2019 at a cost of \$300,000 currently only includes design of a pathway along the west side of Keewatin St through the Keewatin St Underpass. While a pathway on the western side of Keewatin St would go a long way to providing a connection to Red River College's Notre Dame Campus, it would fail to provide a much needed safe, convenient connection to the Weston Memorial Community Centre and the Alexander-Pacific Neighbourhood Greenway, which provides a connection to the Health Sciences Complex and the Downtown. With future plans to extend the Empress St Pathway to Saskatchewan Ave, a potential connection to this important future connection to Polo Park would also be missed.

We feel that the scope of the West Broadway to University of Winnipeg study should also be expanded to include connections to the planned Qu'Appelle bikeway from the northeast, and the St. Matthews bikeway to the west of the University of Winnipeg Campus. The benefit of including these connections in the scope of the 2019 preliminary study is that connections **through** the U of W campus can be planned along with the important connection to the U of W campus. If a way could be found to provide a connection between the Spence St Pedestrian Mall and Qu'Appelle Ave, between St. Mathews Ave and Spence St, and the Spence St/St. Mary Ave intersection, a whole series of connections between key spines in the city's planned bicycle network could be realized. An expanded scope for the West Broadway to University of Winnipeg preliminary study could consider these three critical connections in a much more holistic way than individual studies.

As there is currently \$150,000 allocated to unidentified locations in the Regional Street Renewals Program, we feel that this money could be used to extend the scope of the two studies described above.

We would also like to show our support for implementation of the Low Income Bus Pass, and recommend that the city consider including all three options in its implementation of the low income bus pass. Funding for implementation of the low income bus pass should not reduce operational funding for transit nor capital or program funding for the Pedestrian and Bicycle Program.

Finally, we would like to recommend that any plans for a new access to the Commercial/Performing Arts property located at 445 River Avenue be designed with a raised crossing of the sidewalk and any future protected bike lane that may be installed along River Avenue. The raised crossing is considered best practice and would provide drivers with an important physical reminder to yield right of way to people on foot or bike as they enter/exit the site.

Sincerely,



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Low Income Bus Pass

Bike Winnipeg supports the implementation of a low income bus pass for the City of Winnipeg., provided that funding for the low income bus pass does come out of current operating funding for transit or capital or operations funding for the Pedestrian and Bicycle Program.

2019 Pedestrian and Cycling Program - Action Plan Recommendations

Keewatin St Pathway (Burrows Ave to Gallagher Ave) Functional Design

Plans to begin the planning process to improve the cycling connection between Burrows Avenue and Gallagher Avenue through the Keewatin St Underpass are certainly welcome, but we are concerned that current plans ignore the need to connect to destinations on the east side of Keewatin St as well as the west side of Keewatin St.

In 2018, an off-street pathway was built along Keewatin Street from Burrows Avenue to Inkster Boulevard. This pathway connects with existing off-street pathways on:

- Keewatin Street/Dr. Jose Rizal Way from Inkster Boulevard to Water Ridge Path, and
- Inkster Boulevard between Inksbrook Drive and Keewatin Street.

In addition, the Keewatin Street Pathway connects to the bike lanes on Church Avenue, where a new traffic signal has been installed to help facilitate safe crossings of Keewatin Street.

Once extended under the CPR Mainline to Gallagher Avenue, the Keewatin Street Pathways will provide connections to Red River College's Notre Dame Campus. Future extensions to the Empress Street Pathway could eventually provide a connection to the Polo Park area from the Alexander-Pacific Neighbourhood Greenway. However, the eastern connections to the Health Sciences Complex, Weston Memorial Community Club, and Polo Park will only be realized if pathways are built on both the east and west sides of Keewatin Street south of Selkirk Avenue as there are no safe crossings of Keewatin Street south of Selkirk Avenue and no plans to extend the pathway beyond Gallagher Avenue.

Current plans only include a pathway on the west side of Keewatin Street, which will leave a significant gap in the city's bike network as a west side pathway requires a significant detour to connect to the only planned eastward connection, the Alexander-Pacific Neighbourhood Greenway.

Keewatin St Pathway Study Needs to Consider Connectivity East of Keewatin Street

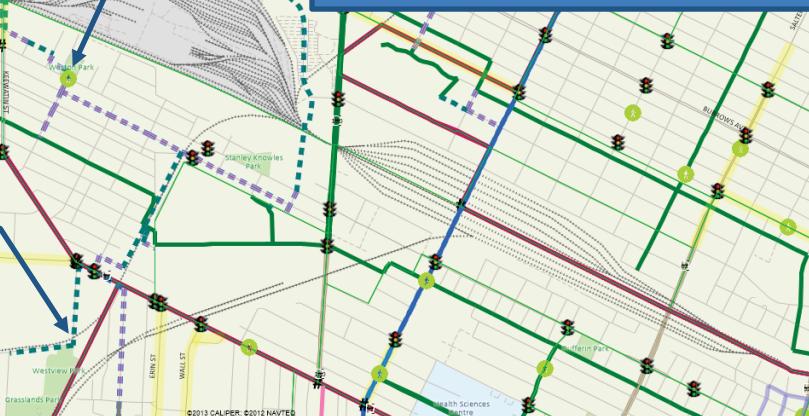
The 2019 Pedestrian and Cycling Program Action Plan earmarks spending of \$300,000 in 2019 for a study to extend the Keewatin Street Pathway from Burrows Avenue to Gallagher Avenue. The remaining sections of pathway will be completed around 2021 at the same time as the road renewal on Keewatin Street between Selkirk Avenue and Logan Avenue. The cost for the roadway rehabilitation is estimated to be \$3.1 million, while it's estimated that an additional \$2 million (currently unfunded) will be needed for construction of the Keewatin Street Underpass Cycling Facility.

The 2019 Pedestrian and Cycling Program Action Plan includes planning for a pathway on the west side of Keewatin St through the Keewatin St Underpass, but ignores the need to a similar connection on the east side of Keewatin St.



A pathway on the East side of the Keewatin Underpass would provide a safe connection to the Weston Memorial CC and the Alexander/Pacific Neighbourhood Greenway, which in turn provides connections to the Downtown and the potential to connect to Polo Park via an extension of the Empress Street Pathway

Future extension of the Empress St. **Pathway** could easily provide a connection from the Keewatin St Underpass Pathways to Polo Park and beyond.



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:

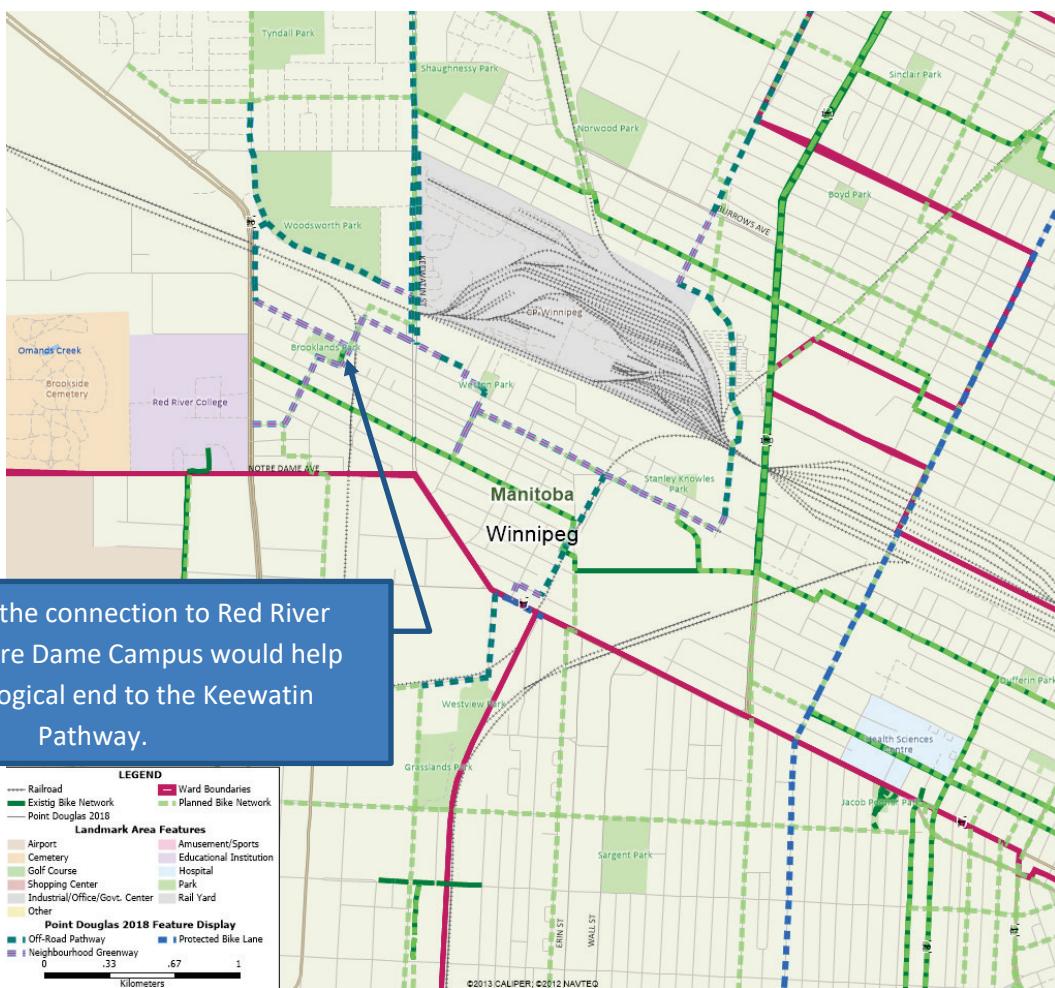
- Pathways on both sides of Keewatin Street south of Selkirk Ave.
 - CP should be approached about property acquisition along Keewatin and Selkirk Avenue to provide space for the pathways.
- Neighbourhood Greenway connections on the west to Red River College's Notre Dame Campus.
- Neighbourhood Greenway connections to Worth Street at Alexander Avenue to provide a safe crossing of Logan Ave and 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.

Connection to Park Lane

On the north side of the tracks, it will be important to ensure that the pathway on the west side of Keewatin Street connects to Park Lane Avenue. Park Lane Avenue provides access to Woodsworth Park, and more importantly to King Edward Street and Tyndall Park.

Improved Connectivity to Red River College Notre Dame Campus

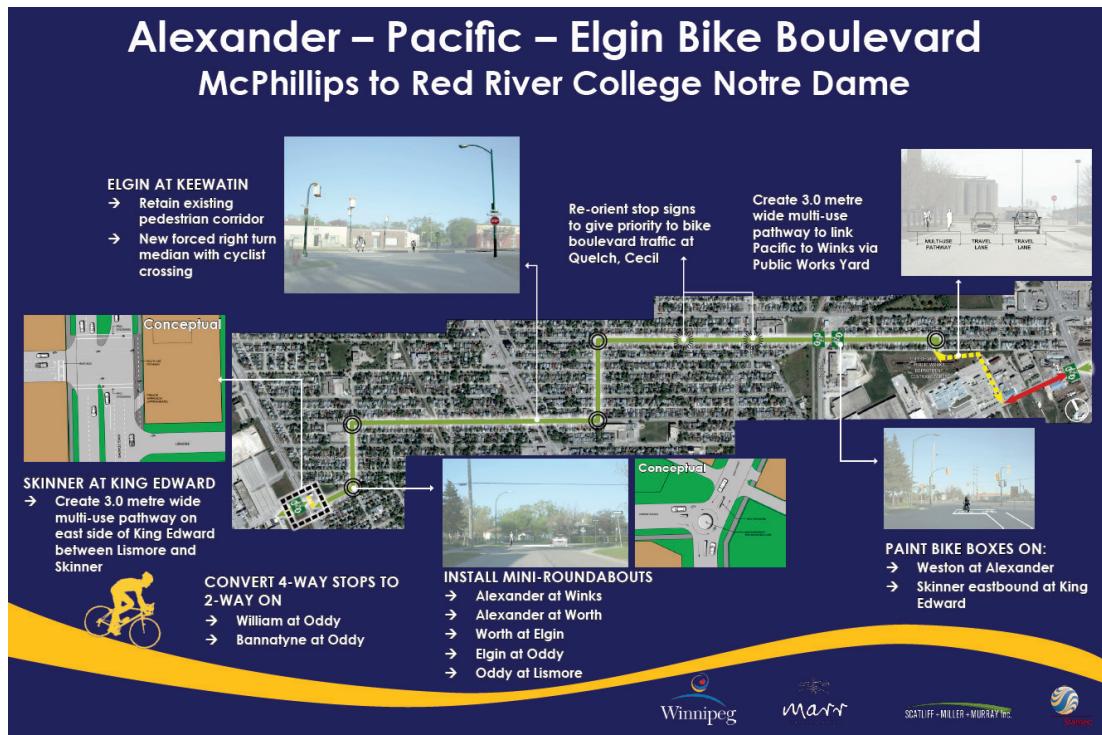
The current cycling connections to Red River College's Notre Dame Campus are via the Sherwin Road Pathway on the south side of the campus and the Alexander-Pacific-Elgin Neighbourhood Greenway to the east. Both bikeways were developed prior to adoption of the Pedestrian and Cycling Strategies in 2015 as part of the 2009-2010 Federal Stimulus package.



A new connection along Keewatin Street is currently being developed. In 2018, the pathway along Keewatin Street/Dr. Jose Rizal Way was extended south to Burrows Avenue. Plans for extension of the Keewatin Pathway south through the Keewatin Underpass to Gallagher Ave. will be developed in a functional design study scheduled for 2019. Construction is currently scheduled for 2021 at the same time as a planned road renewal project on Keewatin Street between Selkirk Avenue and Logan Avenue. A neighbourhood greenway along Gallagher Ave, Dee St, Pacific Ave., and Oddy St. would provide connections from the southern end of the pathway at Gallagher Ave. to Red River College's Notre Dame

Campus. The Gallagher-Dee-Pacific-Oddy Neighbourhood Greenway is identified in the Pedestrian and Cycling Strategies.

Completing the Alexander-Pacific-Elgin Neighbourhood Greenway



Many of the planned improvements for the Alexander-Pacific-Elgin Neighbourhood Greenway connecting to Red River College have never been completed.

Although plans for the Alexander-Pacific-Elgin Neighbourhood Greenway show several improvements to provide a connection to Red River College via Oddy St., Lismore Ave., and Skinner Rd, other than occasional signage none of the planned improvements along this part of the route were ever built. As the planned Keewatin Street Pathway will provide an obvious connection to Red River College's Notre Dame Campus, we feel it makes sense to include improvements to the existing Alexander-Pacific-Elgin Neighbourhood Greenway in the Keewatin Street Pathway – Burrows to Gallagher Ave W Functional Design Study, currently scheduled for 2019.

Keewatin Street Crossing

Crossing of Keewatin Street along the Alexander-Pacific-Elgin Neighbourhood Greenway is currently aided by a pedestrian corridor, but unfortunately development of the greenway back in 2009.2010 did not include a way for someone on a bike to activate that pedestrian corridor (you have to get up onto the Notre Dame sidewalk to reach the crosswalk – which is offset by a fair bit on the east side of Keewatin Street- and activate the signal). This intersection crossing could be vastly improved through the installation of cyclist activated push buttons on Elgin Ave for activation of the pedestrian corridor

and signage requiring northbound drivers on Keewatin Street to stop prior to Elgin Ave. when the pedestrian corridor is activated.

Plan & Construct the Gallagher-Dee-Pacific-Oddy Neighbourhood Greenway

Completion of the Keewatin Street Pathway through the Keewatin Street Underpass to Gallagher Ave W. will remove a major barrier for people wishing to bike to the Notre Dame Campus from the city's northwest. The planned Gallagher-Dee-Pacific-Oddy Neighbourhood Greenway will act as the obvious connection between the two, but it's planning and development is not currently included in the city's Pedestrian and Cycling Program plans.

West Broadway to University of Winnipeg

We're very happy to see plans for a preliminary study of a West Broadway to University of Winnipeg connection in the 2019 Pedestrian and Bicycle Program Action Plan. With over 10,000 students, staff, and faculty, the University of Winnipeg's Downtown Campus is one of the Downtown's most important destinations.

If we want to get more people biking more often, we will have to ensure that the U of W's Downtown Campus is served by multiple low stress bikeways that are direct, convenient, and comfortable. With the high volume of trips coming into the U of W, it is also important that the bikeways we develop to provide access to the University are built to manage a high number of cyclists.

We are asking that the scope of the West Broadway to University of Winnipeg study be expanded to include connections from the planned Qu'Appelle bikeway, and from the St. Matthews bikeway.

Improvements to the Maryland/Sherbrook bikeways and the recent upgrade of painted bike lane to protected bike lanes on McDermot and Bannatyne Avenues, combined with planned upgrades from painted to protected bike lanes on Hargrave St (Study & Functional Design in 2020), Ellen/Carlton St (Study & Functional Design in 2020), Garry St (construction in 2019), and Princess St (Functional Design 2018) will provide a vast improvement to bikeway connections to the U of W Campus, but the final few blocks between these bikeways and the U of W have little to no facilities for people on bikes. Certainly nothing that would qualify as an all ages and abilities bike route.



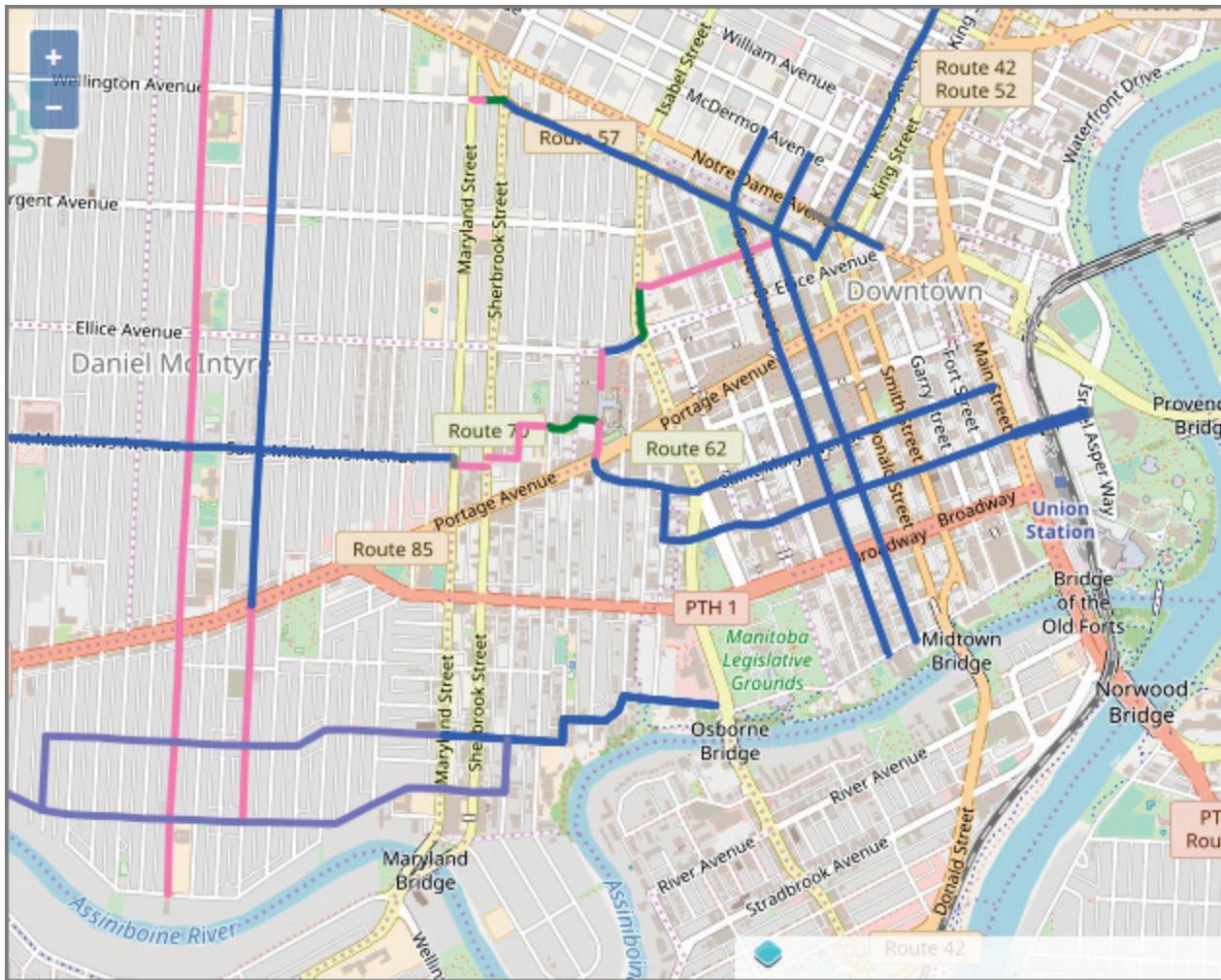
St. Mary Ave Protected Bike Lanes

St. Mary Avenue is proposed as part of the Downtown Protected Bike Lane Network in the Pedestrian & Cycling Strategies (PCS), and would provide an excellent connection to the U of W if this plan was followed through on as it provides an almost direct connection from the Downtown protected bike lanes to Spence Street, which acts as pedestrian mall through the heart of the U of W Campus.

St. Mary between Ave is scheduled for a major rehabilitation between Portage Ave and Memorial Blvd in 2022. Including installation of protected bike lanes along St. Mary during the scheduled rehabilitation work will require design work to begin in either 2020 or 2021.

The challenge will be connecting St. Mary Ave across Portage Ave to Spence St. Options to provide space for protected bike lanes might include the elimination of right turns off of St. Mary onto Portage (they can be directed to Balmoral easily enough).

If a way could be found to provide a connection between the Spence St Pedestrian Mall and Qu'Appelle Ave, between St. Mathews Ave and Spence St, and the Spence St/St. Mary Ave intersection, a whole series of connections between key spines in the city's planned bicycle network could be realized.



By providing connections to the U of W's Spence St Pedestrian Mall from St. Mathews, Qu'Appelle, and St. Mary, multiple gaps in the city's cycling network can be removed.

A substantial benefit to providing connections to the U of W through the Spence St Pedestrian Mall is that such connections would provide direct access to the University's main bicycle parking area in the Quad and to the UWSA BikeLab.

St. Matthews Ave – U of W Connection

In the Pedestrian and Cycling Strategies (PCS) adopted in 2015, St. Matthews Ave is identified as one of the network spines of the proposed bike network, providing an all ages and abilities cycling route on pathways and protected bike lanes from the Sturgeon Creek Pathway all the way to Maryland St. From there, the intent of the PCS is to provide a mix of pathways and on road routes along low volume residential streets to complete the connection to the U of W Campus.

It's likely that this connection will require a couple of property acquisitions as well as signalized crossings of Maryland St and Sherbrook St.

Spence-Qu'Appelle Bikeway

The northern connection to the U of W in the Pedestrian and Cycling Strategies (PCS) is through Qu'Appelle Ave and Balmoral St. One drawback to Balmoral St as a connection through the U of W is that it does not provide access to the planned St. Matthews cycling spine. A second drawback is that there seems to be little political will to remove travel lanes on Balmoral St to provide the planned protected bike lanes.

The suggested route that follows avoids any on-road bikeways along Balmoral St and provides the needed connection between Spence St and Qu'Appelle Ave, with a recommendation to treat Qu'Appelle Ave as a Neighbourhood Greenway instead of a protected bike lane. Traffic volumes on Qu'Appelle are low enough that a neighbourhood greenway treatment that allows for mixing of motorized traffic with people on bikes would meet the needs of an all ages and abilities cycling route.

Ellice Segment- Spence to Balmoral

East bound bicycle traffic would be accommodated between Spence St and Balmoral St by combining the following infrastructure:

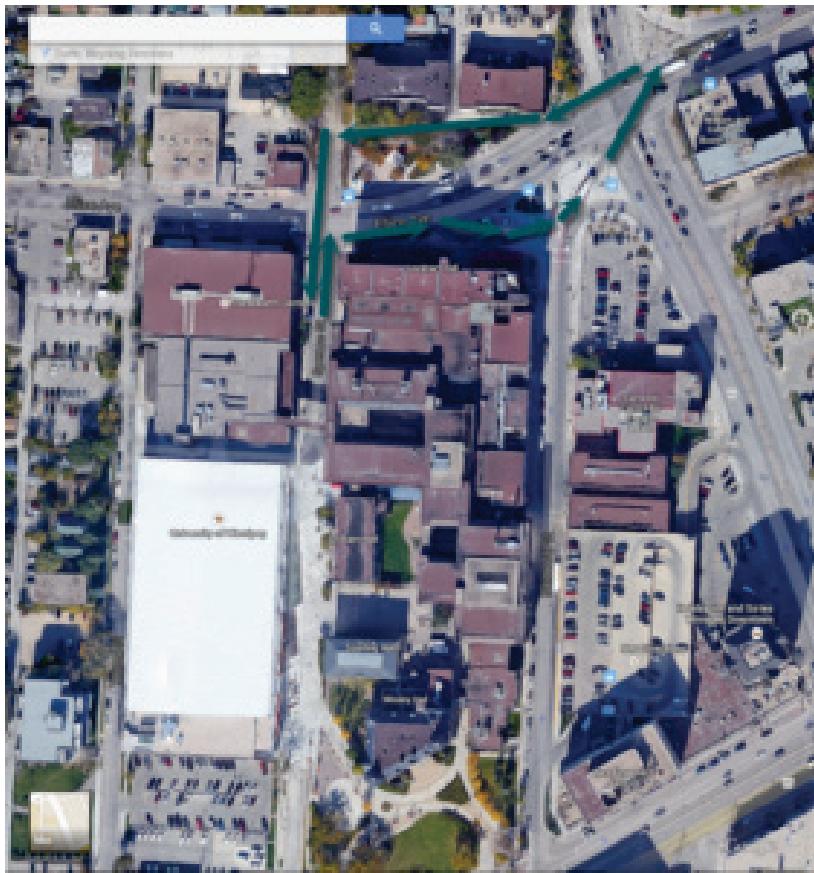
- Adding a raised bicycle lane on the south side of Ellice between Spence and the driveway in front of the University (there is space available).
- Providing cyclists with a connection from the driveway in front of the U of W to the northbound bus lane leading out of the Balmoral Transit Station.
- Adding bike lanes and a bike box to the north end of the bus lane.
- Reprogramming of the traffic signal to ensure that there is a protected phase for cyclists connecting diagonally across the intersection.
- A redesign of the traffic island and merge lane on the northeast corner of the Ellice/Balmoral intersection that would:
 - Reduce the speed of vehicles turning off Ellice onto Balmoral
 - Add a two way bike path across the traffic island.
 - Provide a raised crossing for pedestrians and cyclists coming off of the traffic island
 - Add stop control to protected cyclists and pedestrians crossing the merge lane.



There is room to add a raised bike lane on Ellice Ave just east of Spence St.

West bound cyclists could be accommodated by combining the following infrastructure:

- A bike box and bike signal using a leading bicycle interval that would permit a cyclist to cross Balmoral and reach the laneway on the north side of Ellice prior to westbound motorized traffic. Alternatively, cyclists may choose to take the left lane on Ellice and make a vehicular turn onto Spence. The bike box accommodates both options. There is already space against the traffic island for the bike lane leading into the bike box (short bike lanes such as this are often referred to as pocket bike lanes).



Balmoral Segment – Ellice to Qu’Appelle

Once across the Ellice/Balmoral intersection, cyclists could be accommodated by building a two way bike path on the east side of Balmoral between Ellice and Qu’Appelle. There is adequate space available for such a pathway. The cycling strategy calls for protected bike lanes on Balmoral. If this path is followed, there would be no need for this pathway as cyclists would make use of the protected bike lanes on Balmoral.



East of Balmoral

East of Balmoral, Qu'Appelle would function as a neighbourhood greenway with mixed traffic. A pathway could be built through Central Park to connect between Edmonton and Carlton, which have existing painted bike lanes that are scheduled to be converted into protected bike lanes as a short term goal of the cycling strategy. There would be a need to improve the intersection treatments at Kennedy, Edmonton, Carlton and Hargrave utilizing curb bump-outs and traffic signals where traffic demands. These changes would benefit pedestrian and bicycle users.



Regional Street Renewal Projects where Bike Network Facilities Need to be Considered

In keeping with Direction 1B – Action Item x of the Pedestrian and Cycling Strategies, which calls on the city to “Ensure that bicycle requirements be addressed in all new and renewal road projects that are part of the bicycle network or where the road provides connectivity or support to the bicycle network”, we would like to highlight a number of upcoming projects and point out opportunities to improve the bike network as part of those projects.

Inkster (Fife to Milner) – 2019 – Northwest Hydro Corridor Greenway Crossing

- 2018 work on Northwest Hydro Corridor Greenway should be built out to Inkster in 2018 (2019 at the latest). This intersection should be included as part of the Inkster rehabilitation.
- We also feel that a median bikeway should be considered along Inkster. The wide median on Inkster presents an excellent opportunity, and would provide additional connectivity in a part of the city identified as having a high potential for walking and biking.
 - Additional connectivity

Main Street NB – McAdam to Kildonan Park Golf Course - 2019

- Look at crossings that provide connections to the North Winnipeg Parkway, particularly at:
 - Enniskillen
 - Hartford
 - Smithfield
 - Kingsbury
- Additional reason to move North Winnipeg Parkway Study forward to 2019

Colony – Portage to Ellice – 2019

- Look into a connection between Spence and Qu’Appelle as a way to connect the McDermot/Bannatyne protected bike lanes to the U of W Campus
- The McDermot/Bannatyne study completed last year included planning for protected bike lanes on Hargrave and Carlton (at least to Graham Avenue), which the planned Qu’Appelle bikeway would connect to.

York – Osborne to Memorial – 2019

- Look into protected bike lanes as part of the downtown protected bike lanes network.

Roblin Blvd – Dieppe to PTH 101 – 2020 & 2021

- We would like to see protected bike lanes included as part of this project.

Maryland Ave – Fawcett Ave to Maryland Bridge

- We would hope that this project could look at improvements to the painted bike lane, and especially at the section of bike lane in front of Bridge Motors near the Maryland Bridge, where the existing bike lane narrows considerably.

Access to a Commercial/Performing Arts Property Located at 445 River Avenue

We recommend that any plans for a new access to the Commercial/Performing Arts property located at 445 River Avenue be designed with a raised crossing of the sidewalk and any future protected bike lane that may be installed along River Avenue. The raised crossing is considered best practice and would provide drivers with an important physical reminder to yield right of way to people on foot or bike as they enter/exit the site.

