



Bike to the Future

c/o 3rd Floor – 303 Portage Ave.

Winnipeg, MB

R3B 2B4

www.biketothefuture.org

April 6, 2009

City Clerk, City of Winnipeg

c/o Standing Policy Committee on Property and Development

Council Building, 510 Main Street

Winnipeg, MB R3B 1B9

RE: City of Winnipeg Variance Order No. DAV 157053/2008D[c/r EP-1.1(PW 2/2008), DASZ 37/2008, DAC 1/2009],
Amendment to Plan Winnipeg

I am writing to appeal the variance order listed above. While many city policies have been adopted to encourage active transportation, it appears that very little was done to ensure that active transportation was properly integrated into the planning for this project.

Specifically, Section 169 of the City of Winnipeg Zoning By-law 200/2006 states that **“Required bicycle parking must be located with convenient access to major building entrances.”** The plans submitted by the developer show that short term bike racks will be located away from the main entrance and will be obscured by a seasonal tent.

Section 16(2)(a), and 17(1)(a) of the City of Winnipeg Private Access By-Law 49/2008 states that **“the private access must not be detrimental to the safe and efficient movement of vehicular and pedestrian traffic upon the adjacent street”**. The transit impact study submitted by the developer fails to account for the movement of pedestrians and cyclists on the existing bike paths parallel to Sterling Lyon or Kenaston. Research shows that one of the most common types of collision between cars and cyclists is a “right hook” accident, caused when a right turning motorist fails to yield to cyclists travelling straight through an intersection. While the traffic study projects 180 vehicles/hour turning right off of Sterling Lyon into the private access, and 200 vehicles turning right onto Sterling Lyon off of the proposed private access road (Approach 10 on the developers plans), no measures are included in the plan to mitigate increased risk to cyclists. Other approaches crossing existing bike paths are similarly ignored. Furthermore, no calculation of delay time for cyclists or pedestrians crossing the private approaches is included in the traffic impact study, despite the obvious loss of efficiency these approaches will cause cyclists and pedestrians.

As part of the 2008 AT Implementation plan, the following motion was passed by the Standing Policy Committee on Infrastructure Renewal and Public Works – May 1, 2008:

1. That a policy be adopted to incorporate Active Transportation facilities into any reconstruction or rehabilitation required on any infrastructure identified as an Active Transportation facility in the Proposed Active Transportation Network (Appendix A).

Plan Winnipeg Policy 3C-01 requires the City of Winnipeg to “Provide an Integrated Transportation Network”. This includes “promoting alternative modes of transportation through the inclusion of transit routes and bicycle paths in transportation plans and in the design of new developments”. We are concerned that the placement of the bike paths next to Sterling Lyon and Kenaston does not include any buffer between the roadways as shown in the drawings provided by the developer. This would contradict standards for buffers between roadways and bike paths¹². Furthermore, public consultation with affected stake holders seems to have been an after thought. Bike to the Future was not consulted until March 5th, leaving minimal time for feedback, and plans for the bike paths were not part of that consultation.

Sincerely,

Mark Cohoe

Phone: (204) 475-5070 (work), 475-5882 (home)

¹ Technical Handbook of Bikeway Design, 2nd Edition; 2003, Velo Quebec in collaboration with the Ministre des Transports du Quebec; p. 45

² Design Manual for Bicycle Traffic, English Version; CROW, Ede record 25, Netherlands p. 177