



Bike to the Future

3rd Floor – 303 Portage Ave.

Winnipeg MB

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www.biketothefuture.org

Misty Carson,
MMM Group
carsonm@mmm.ca

Dear Ms Carson:

RE: Public consultation on PTH 59N – PTH 101 interchange functional design study

Bike to the Future believes that the plan should include the construction of an overpass for active transportation as an urgent priority to allow cyclists and pedestrians to safely cross PTH 101.

The new North East Pioneers Greenway provides a route for active transport to the North East edge of the city adjacent to this intersection. On the other side of the Perimeter, there is a growing residential community, a few kilometers north there are newly developing trails in the greenway along the floodway, and a little farther north, there is a new AT overpass to access Birds Hill Park. These are all part of the changes which have happened in the environment around the interchange since the 1990's.

The consultation presentation mentions “The ultimate plan is to extend the [NE Pioneers] Greenway to Birds Hill Park”, and “An overpass over PTH 101 would link North Kildonan with the RM of East St. Paul along the Gateway/Raleigh corridor”, but there is no indication that construction of such an overpass will be included in the construction plans for 2013/2014, whereas there are plans to build seven highway bridges to accommodate cars and trucks.

The perimeter highway presents a barrier to active transportation between the city and the new facilities north of the perimeter. Children, their parents, and other residents are crossing the perimeter in both directions to access sports fields, community centres, and recreational facilities. Highway infrastructure should not make it more difficult for them to reach these facilities safely on foot and by bike. The design outlined in this plan will make it harder to cross the perimeter by bicycle or on foot. It will set back the “ultimate plan” to extend the Greenway to Birds Hill, and leave the new AT overpass at Birds Hill isolated from most city users.

We remind you that shoulders in an interchange “similar to those existing elsewhere ...” are not suitable active transportation infrastructure. This is particularly true, given that traffic forecasts on the ramps are at a volume which will make the merge lanes extremely dangerous for cyclists.

We also note that the Province's Active Transportation Advisory Group report is due to be released during this planning period. This project should respect the recommendations from that group.

We conclude that it would be unconscionable to proceed with the building of the interchange to increase the flow of automobile traffic without simultaneously building the AT bridge across PH 101.

Yours sincerely,

A handwritten signature in black ink that reads "C Feaver". The signature is written in a cursive, flowing style.

Charles Feaver

Chair, BTTF Provincial Committee

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