

Bike to the Future 2011 City Committee Report

Providing input on Roadway Projects

Getting the city to view cycling as a viable means of transportation and include improvements for cyclists as it fixes roadways, bridges, underpasses and overpasses still remains a major challenge, with differing results on various projects. We seem to be having better progress with major new developments than with rehabilitations. Tradeoffs between cyclists and motor vehicles, especially where parking is concerned, have tended to favour cars, and in many cases the city has gone out of its way to spend AT money to preserve parking, or abandoned plans at the first hint of any concern over lost parking. Many rehabilitation projects still fail to consider any improvements to cycling, even when on part of the city's AT network.

We have been/are active participants in Public Advisory Committee's related to the Osborne Bridge rehabilitation (Mark Cohoe), the Sturgeon Creek Bridge rehabilitation (Ted Mann), and the U of M St. Vital Red River Crossing feasibility study (Kevin Champagne), and continue to participate in the city's Active Transportation Advisory Committee (Gareth Simons, Mark Cohoe). While we had success with the Sturgeon Creek rehabilitation project, we had very limited success with the Osborne Bridge project, which will see an improved crossing at Assiniboine/Mostyn, and slightly more space for cyclists on the bridge span than would have been required without any thought for cyclists (1.8m vs. 1.2m allocated for cyclists in each direction), the planned bicycle lanes will still end just south of the bridge, with no plan to improve things in the future (basically where things stood at the start of the consultation process). The Red River Crossing Study is just getting underway. Progress through ATAC remains frustrating at times (the 2011 action plan is still in limbo).

Constructive criticisms of plans for the St. Mary bike lane and St. Mathews cycling facilities, which contained a significant amount of detailed advice for improvements or concerns over projects, were prepared and received by the city, but not acted on. Low budgets were factors in both instances. Lack of intersection treatments on cycling projects remains a major problem, especially cyclist activation of traffic signals.

Janice Lukes has also been working tirelessly to ferret out the repercussions that Centre Port plans will have on Active Transportation, and working to make sure that AT is considered in related projects.

I think that to be effective, we will have to be developing plans for the inclusion of cycling facilities in rehabs and new construction priori to the start of consultations, and we will need to be far more assertive in our getting our recommendations out, identifying local allies and champions, and in creating public awareness of opportunities to improve cycling.

Critical Upcoming Projects

Roadway Projects

- Southwest Rapid Transit Corridor
- Pembina Underpass

- CPR Yards Functional Crossing Study
- Plesis Road Underpass
- Chief Peguis Trail Extentions
- Sherbrook Bike Lane
- Rosyln Bike Lanes

Planning Projects

- City of Winnipeg Cycling Master Plan
- AT Facilities Guidelines
- Winter Cycling Routes Network and Snow Removal Plan
- U of M Sustainability Planning/Bomber Stadium Planning
- U of W – St. Mathews Connection
- U of M St. Vital Red River Crossing
- Centre Port AT Repercussions
- Forks – Assiniboine Avenue Connections

Committee Restructuring and Public/Member Outreach

Work on restructuring of the City Committee to allow for a more distributed focus is ongoing, and will need to be resumed in the New Year. We have identified individuals to lead regional groups, but we now need to put in the effort to launch those groups and formalize responsibilities and authorities. The distribution of the workload the sub-committees bring about will be critical to putting together recommendations for cycling improvements mentioned above, especially in communicating those recommendations to stakeholders.

One result of this process was a pilot project to hold a regional bicycle planning workshop in St. Boniface. Participants were led on a short bicycle tour of the area, and then asked to help document barriers, successes and opportunities for improvement. The meeting was attended by 14 people, and initial feedback from the workshop has been positive, although reports still need to be drafted and circulated. The goal is to bring ideas received from this workshop to the city and ward councillor, and to then work on some more detailed planning on those ideas. I think we can work towards a goal of carrying out a number of such workshops over the coming year.

Key areas would be

- Options near McPhillips
- Crossings over the CPR Mainline and access to those crossings
- Connecting Transcona past Costco/Kildonan Place/Kildonan Crossing into St. Boniface
- Connecting the south end of the North East Pioneers Greenway
- St. Mathews – Yellow Ribbon Trail Connections
- River Heights – Polo Park Connections

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