



MORE PEOPLE BIKING
MORE OFTEN

Bike Winnipeg Submission on Budget 2014 Priorities

Bike Winnipeg is pleased to provide the following recommendations as to budget priorities for the 2014 City of Winnipeg Budget. We hereby give permission for this submission to be made public.

Planning

While Complete Communities lists the Active Transportation Action Plan as a guiding document that has been endorsed by council (pg. 9), in practice this plan has often been ignored in the planning and development of the city's new and transformative communities (e.g. Charleswood Transportation Study, Devonshire Village) as well as its roadways (e.g. Wellington Crescent Resurfacing, Misson Resurfacing, Des Meurons rehabilitation). We feel that if the city is sincere in its stated desire to make its decision making transparent, and to incorporate AT facilities into any reconstruction or rehabilitation of infrastructure identified as an Active Transportation facility in the Proposed Active Transportation Network, it must substantially increase funding for the human resources necessary to oversee the implementation of its bicycle and pedestrian strategies, and commit to substantial public consultation to ensure decision making is transparent. We feel that expenditures in planning will yield substantial savings over the long term by taking advantage of opportunities to incorporate required AT facilities within the scope of ongoing maintenance and development projects that are currently being missed.

Infrastructure Priorities

Phase II Southwest Rapid Transit

The top infrastructure priority for the City of Winnipeg should be the completion of the second phase of the Southwest Rapid Transit Corridor out to the University of Manitoba, fully incorporating separated pedestrian and cycling facilities. It is imperative that planning for the second phase of the southwest rapid transit corridor undertake a full analysis of existing, planned, or potential cycling routes along the Parker routing, the Letellier right of way, and along Pembina itself. This analysis should consider connectivity to adjacent neighbourhoods, destinations along Pembina, major redevelopment sites, the Chevrier and Buffalo industrial sites, the U of M, and potential extensions to the north and south.

- Do not repeat the mistakes of the first phase of the rapid transit corridor, where the needs of cyclists were tacked on as an afterthought rather than being integrated into the planning and development of the system. This resulted in substantial gaps (underneath the Fort Rouge Yards, the Warsaw/Jessie connection, #3 Donald)
- By providing quality cycling routes to rapid transit stations, the effective catchment area for the station can be increased to 9 times that expected from just walking.
- Connectivity is the key
- Utilize the Letellier Corridor by engaging Federal officials in the discussions
- Maintain Sommerville/Seal connection
- Ensure that AT is included in the overpass of the Letellier line near the Georgetown Apartments.
 - Start working now to acquire parking spaces and easements to ensure that this is possible.

- Ensure that AT is included in the overpass of Pembina Highway
- Ensure that AT is included in the overpass of Bishop Grandin
- Plan for a connection into St. Norbert

Pembina Underpass

- Rehabilitation of the Pembina Underpass should be brought into line with the schedule adopted in the Master Transportation Plan (completion by 2016), and should be coordinated with phase II of the southwest rapid transit corridor
- Separated Northbound and southbound bicycle access must be included in the rehabilitation planning, in line with the recommendations on page 38 of the Master Transportation Plan.
- North south access through the Pembina Underpass is part of the AT network, enshrined in the Master Transportation Plan

Osborne Underpass

Failure to include active transportation in the Fort Rouge Yards tunnel in the first phase of the Southwest Rapid Transit Corridor means that the Osborne Underpass remains a critical barrier for cyclists trying to connect between the River Osborne/MacMillan/Earl Grey and Lord Roberts/Riverview neighbourhoods. Given that the city has invested considerable resources to improve cycling facilities within these neighbourhoods, Bike Winnipeg would like to see the timeframe for the rehabilitation of the Osborne Underpass pushed forward into the 6 year plan in the 2014 budget.

Disraeli Connections

The new Disraeli AT Bridge connecting Point Douglas to Elmwood is a critical new link in Winnipeg's cycling network, and all efforts should be undertaken to ensure that it is fully connected into the city cycling network. To this end, critical gaps on the Elmwood end of the bridge need to be closed. In particular, the Midwinter side path needs to be extended to Brazier, and the intersections of Riverton with Stadacona and Watt need to be upgraded to allow for safe passage of cyclists.

Kingsbury Neighbourhood Greenway

A neighbourhood greenway (bike boulevard) along Kingsbury would be fairly easy to accommodate, as traffic lights or pedestrian corridors already exist to help cyclists cross the major roadways intersected by Kingsbury between Main Street and McPhillips.

Winter Maintenance

While the 2011 Transportation Master Plan calls for "AT networks to be planned, designed, implemented and maintained to address year-round access", implementation of this policy has been inconsistent. Bike Winnipeg calls for the following policies to be adopted to ensure that Winnipeg's snow clearing policy is aligned with the direction set out in the city's Transportation Master Plan.

- All AT routes should be moved up to priority #1 or priority #2 routes. Bike boulevards may be exceptions if they are not currently on snow routes. (See below for their treatment.)
- Where bike lanes are present, roadways should have priority #1 street clearing, and they should be cleared curb to curb, down to the pavement.

- Where bike lanes are next to parking, effort should be made to clear the boulevard so that car doors can be opened. (If car doors cannot be opened, cars will encroach on the bike lanes.) It was noted that Grosvenor Ave was a good example of where this had been done in previous years.
- Bike Boulevards: Where it is not a priority #1 or #2 roadway, we would want to see more frequent checking of the roads so that ruts could be removed and more frequent sanding. This may mean these roads are cleared outside of a city-wide clearing.
- Snow should be removed from shy lanes on bridges within 48 hours of cessation of the snow event. A benefit of this is that all users of the bridge will be safer, as snow removal protects against the ramp effect. We would also like to see the shy lanes cleared of debris on a regular basis in summer as accumulation is a problem. Bridges that were specified as highest priority were: Osborne, St. Vital , Chief Peguis, Slaw Rebchuck, Mayland/Sherbrook, Norwood, Charleswood, Fort Garry, and Louise (sidewalks) Bridges.
- There should be extra funding to conduct snow clearing of bike paths on an ad hoc basis as required between snow events in the case of ice build-up, particularly ice ridges. Ice buildup occurs on bike paths as a result of freeze/thaw events that pool melt water on the paths. Regular inspections can be used to determine when such measures are necessary.

New Services

Community Based Travel Marketing

Bike Winnipeg would like to see the city move forward on its commitments to transportation demand management made in the 2011 Transportation Master Plan. Research has shown that when coupled with individualized marketing programs such as the community based travel marketing pilot program undertaken as part of the WinSmart project, shifts to sustainable modes of transportation have been far higher than would otherwise have been realized (for instance, a Portland study showed that areas targeted for individualized marketing after installation of a new rapid transit line saw four times the reduction in driving trips compared to areas that were not targeted by individualized travel marketing).

Cycling Skills Education Programming

Bike Winnipeg would like to see the city commit to financial support for a program of cycling skills courses that would provide subsidized courses to both students and adults that would be available over a broad range of dates throughout the city. It is expected that with matching funding provided by the province, federal government and MPI, the city contribution would amount to less than \$20,000/year, with the expectation that up to 1,000 students would benefit from education on safe cycling habits each year. The city commitment would be in line with its commitment in the Transportation Master Plan to “support community stakeholders in the development and implementation of TDM initiatives”, and would also fulfill recommendations from the 2005 Active Transportation Study that call for the City to work with non-governmental organizations to provide cycling education to people of all ages.

Sincerely

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