Minute No. 289
Report - Standing Policy Committee on Infrastructure Renewal and Public Works - April 10, 2007

Item No. 2 Active Transportation Study Implementation Plan
File ST-7

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

The Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submits the following to Council:

1. That the Active Transportation Study Implementation Plan outlined in the report from the Director of Public Works dated February 26, 2007, be adopted.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Minutes - Executive Policy Committee – April 18, 2007

Report - Standing Policy Committee on Infrastructure Renewal and Public Works – April 10, 2007

DECISION MAKING HISTORY:

Moved by Councillor Clement,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be concurred in and forwarded to Council.

Carried

STANDING COMMITTEE RECOMMENDATION:

On April 10, 2007, the Standing Policy Committee on Infrastructure Renewal and Public Works recommended to Council that the Active Transportation Study Implementation Plan, outlined in the report from the Director of Public Works dated February 26, 2007, be adopted.

Further on April 10, 2007, the Standing Policy Committee on Infrastructure Renewal and Public Works received submissions from the following in support of the Active Transportation Study Implementation Plan:

- Molly McCracken, accompanied by Rob Cosco, Bike to the Future, submitted a presentation dated April 10, 2007
- Anders Swanson, on behalf of One Green City, submitted a document entitled: "One Green City" and a PowerPoint presentation dated April 10, 2007
- Beth McKechnie, Chair, Active Transportation Task Group, and Lisa Scharf, Chair, Physical Activity Coalition of Manitoba, submitted a presentation dated April 10, 2007
- Dr. Roger Suss, Chair, Public Health Issues Committee, Manitoba Medical Association submitted a presentation entitled: Manitoba Medical Association concerns with respect to Active Transportation Study Implementation Plan, dated April 10, 2007

COUNCIL DECISION:

On January 25, 2006, Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

1. That the City of Winnipeg Active Transportation Study, dated February 2005, be approved to serve as a resource in formulating future active transportation policies and programs for the City of Winnipeg.

Report - Standing Policy Committee on Infrastructure Renewal and Public Works – April 10, 2007

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

2. That the Administration be directed to develop an implementation plan based on the Guiding Principles outlined in the City of Winnipeg Active Transportation Study.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

RE: ACTIVE TRANSPORTATION STUDY IMPLEMENTATION PLAN

FOR SUBMISSION TO: Standing Policy Committee on Infrastructure Renewal and Public Works

ORIGINAL REPORT SIGNED BY: Director of Public Works

REPORT DATE: February 26, 2007

RECOMMENDATION (S):

1. That this report be received as information.

Report Summary

Key Issues:

- Active Transportation is any human powered mode of transportation and represents a significant opportunity for the City to improve the health of its residents, increase quality of life and achieve environmental and socio-economic benefits.
- The development of future Active Transportation policies and programs will be influenced by the recommendations of the Active Transportation Study.
- *Plan Winnipeg 2020 Vision*, adopted by City Council, directs the City to provide an integrated transportation network (3C-01) by, among other things: “iv) establishing a city-wide bicycle and pedestrian pathway system which is segregated where practical and feasible from motorized traffic and which creates links between open space and major destinations;” and by “v) promoting alternative modes of transportation…” *Plan Winnipeg 2020 Vision* also directs the City to Promote Active Living (5D-01) by, among other things: “v) encouraging cycling as a feasible form of commuting to work.”
- Public awareness of and demand for Active Transportation facilities have increased significantly in recent years.
- A full-time dedicated, Active Transportation Coordinator as a 5 year term position to be funded by recoveries from the Capital Budget is anticipated to be the most effective way of facilitating the establishment of this function and would provide a high level of commitment to Active Transportation.
- An Active Transportation Advisory Committee reporting to the Director of Public Works would provide advice and recommendations on Active Transportation policies, programs, priorities, facilities and standards.

Implications of the Recommendation(s):

General Implications

	None
X	For the organization overall and/or for other departments
X	For the community and/or organizations external to the City
	Involves a multi-year contract

Comment(s): The recommendations contained in this report enhance the organization's ability to be responsive to community interests in Active Transportation.

Policy Implications

X	No
	Yes

Comment(s):

Regulatory Implications

X	None
	Eliminates or reduces regulatory impact
	Proposes regulatory impact

Comment(s):

Environmental Implications

	No
X	Yes

Comment(s): Increased Active Transportation will serve to reduce motor vehicle use resulting in a reduction of green house gas emissions and will improve the health of Winnipeg citizens due to a more active lifestyle.

Human Resources Implications

	No
X	Yes

Comment(s): The hiring an employee on a 5 year term basis with a clear mandate focused on all aspects of active transportation would have an implication of requiring additional staff complement.

Financial Implications

X	Within approved current and/or capital budget
	Current and/or capital budget adjustment required

Comment(s): The establishment of the Active Transportation Coordinator position costs will be offset through recoveries from the Capital Budget.

Report

REASON FOR THE REPORT:

Implementation of the recommendations in the Active Transportation Study falls under the mandate and responsibility of the three Standing Policy Committees: Standing Policy Committee on Infrastructure Renewal and Public Works, Standing Policy Committee on Property and Development and the Standing Policy Committee on Protection and Community Services. While Active Transportation has components that are consistent with the mandate of those Departments included within the three Standing Policy Committees, Infrastructure Renewal and Public Works has the lead jurisdiction in this area.

HISTORY:

On January 25, 2006, City Council adopted the following:

1. That the City of Winnipeg Active Transportation Study, dated February 2005, be approved to serve as a resource in formulating future active transportation policies and programs for the City of Winnipeg.

2. That the Administration be directed to develop an implementation plan based on the Guiding Principles outlined in the City of Winnipeg Active Transportation Study.

3. That the Proper Officers of the City be authorized to implement the intent of the foregoing.

DISCUSSION:

The Active Transportation Study identified 4 priorities for implementation in the short term. These are outlined and reviewed below.

<u>Priority #1 Hire or Dedicate an Active Transportation Coordinator</u>

The Active Transportation Study identifies that a number of its recommendations, particularly with regards to programs and policies require the dedication of an Active Transportation Coordinator. It is crucial to have someone in place to help move things forward and to coordinate many of the activities. A significant responsibility of this individual would be the implementation/coordination of policy, programs, education, promotion and funding activities and would include the preparation of reports to the Standing Policy Committee on Infrastructure Renewal and Public Works. This individual would fulfill a facilitation/coordination role with community groups and various City Departments and would also support and complement the work of the Active Transportation Advisory Committee (organize activities of the Committee, prepare agendas and minutes, conduct research, prepare documents and reports for

consideration by the Committee, etc.). The establishment of an AT Advisory Committee is discussed under Priority #2 below. The Active Transportation Study recommended that this position reside within the Public Works Department.

A full-time dedicated, AT Coordinator as part of the City's permanent staff complement would be the most effective way of facilitating the establishment of this function and would provide the highest level of long-term commitment to Active Transportation. The next steps in making this a reality would be to develop a detailed job description, prepare a position rating and to advertise and fill the position. However, given current budget constraints an alternative is to establish this position as a 5-year term position with renewal of the term being subject to review and reevaluation. The costs associated with the establishment of this position would be offset through recoveries from the Recreation Walkways and Bike Paths Capital Program and any other capital project for which there is a an active transportation related component.

(Consideration was given to having the responsibilities of the AT Coordinator added to an existing position however, there is no existing position within Public Works that includes the required skill set or the capacity to absorb the amount of work the AT Coordinator position would require.)

Priority #2 Form an Active Transportation Advisory Committee

This Committee would report to the Director of Public Works and provide advice and recommendations on Active Transportation policies, programs, priorities, facilities and standards. This Committee should have a diverse membership comprised of representatives from organizations supporting and advocating Active Transportation as well as City staff. In this regard, it is recommended that this Committee be structured as follows:

- a representative of Resource Conservation Manitoba
- a representative of the Manitoba Cycling Association
- a representative of the Winnipeg Trails Association
- a representative of the Physical Activity Coalition of Manitoba
- a representative of the Community Development Recreation Services Division, City of Winnipeg
- Park Strategic Planner, Planning Property and Development Department, City of Winnipeg
- Senior Transportation Planner, Planning Property and Development Department, City of Winnipeg
- Transportation Facilities Planning Engineer, Public Works Department, City of Winnipeg
- Operations Planner, Transit Department

The Active Transportation Coordinator, outlined in Priority #1, would be a significant resource to the Advisory Committee and the Transportation Facilities Planning Engineer would be the Chair of this Advisory Committee.

Increased public consultation is a major part of the intent for the creation of the Active Transportation Advisory Committee as such consultation will address recommendations of the Red Tape Commission Report calling for more stakeholder participation.

One of the first tasks of the AT Advisory Committee should be to collectively determine and recommend to the Director of Public Works, approval of a mandate, terms of reference and goals. The AT Advisory Committee will play an important role in ensuring that the vision of an integrated and coordinated approach to Active Transportation is achieved and will facilitate the implementation of the recommendations of the City of Winnipeg Active Transportation Study.

Priority #3 Build Awareness and Foster Dialogue

A key aspect of many of the 36 recommendations of the City of Winnipeg Active Transportation Study is the need to inform the public about Active Transportation and, wherever possible and appropriate, provide an opportunity for public input. This key component should be incorporated by the AT Advisory Committee into its terms of reference and be an integral part of future initiatives. Public consultation of this nature is consistent with the recommendations of the Red Tape Commission report, in terms of improved customer service, increased stakeholder consultation and improved responsiveness to the community.

Priority #4 Develop a Detailed Action Plan with Time Frames

The implementation of the recommendations of the City of Winnipeg Active Transportation Study will deliver on a vision for Active Transportation in Winnipeg. These recommendations should be translated into a more specific and detailed action plan with identification of responsibilities and time frames for implementation and a public consultation component highlighted in Priority #3. The development of this action plan would be the responsibility of the AT Coordinator working in consultation with the AT Advisory Committee.

Financial Impact Statement

Date: February 15, 2007

Project Name: **First Year of Program** **2007**

ACTIVE TRANSPORTATION STUDY IMPLEMENTATION PLAN

	2007	2008	2009	2010	2011
Capital					
Capital Expenditures Required	$ 33,577	$ 71,676	$ 75,085	$ 76,586	$ 78,118
Less: Existing Budgeted Costs	33,577	71,676	75,085	76,586	78,118
Additional Capital Budget Required	$ -	$ -	$ -	$ -	$ -
Funding Sources:					
Debt - Internal	$ -	$ -	$ -	$ -	$ -
Debt - External	-	-	-	-	-
Grants (Enter Description Here)	-	-	-	-	-
Reserves, Equity, Surplus	-	-	-	-	-
Other - Enter Description Here	-	-	-	-	-
Total Funding	$ -	$ -	$ -	$ -	$ -
Total Additional Capital Budget Required	$ -				
Total Additional Debt Required	$ -				
Current Expenditures/Revenues					
Direct Costs	$ 33,577	$ 71,676	$ 75,085	$ 76,586	$ 78,118
Less: Incremental Revenue/Recovery	33,577	71,676	75,085	76,586	78,118
Net Cost/(Benefit)	$ -	$ -	$ -	$ -	$ -
Less: Existing Budget Amounts	-	-	-	-	-
Net Budget Adjustment Required	$ -	$ -	$ -	$ -	$ -

Additional Comments: The effective date is expected to be July 1, 2007. Direct costs (pro-rated for 2007) include expected costs of a new position, such as salaries & benefits and phone charges. The costs associated with the establishment of this position would be offset through recoveries from the Recreation Walkways and Bike Paths Capital Program and any other capital project for which there is a an active transportation related component.

"Original signed by Harold Schoenfeld, CA"

for Manager of Finance & Administration

IN PREPARING THIS REPORT THERE WAS:

Internal Consultation With and Concurrence By: The Planning, Property & Development Department, Winnipeg Transit, Corporate Human Resources and the Community Services Department.

External Consultation With: N/A

THIS REPORT SUBMITTED BY:

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