Winnipeg Trails Association Recommendations for 2008 Capital Budget

1. **SHIFT 5% per YEAR of VEHICLE INFRASTRUCTURE FUNDING to RECREATIONAL WALKWAYS, BIKEPATHS AND ACTIVE TRANSPORTATION CORRIDORS**
   - Archaic leadership in previous administrations implementing Active Transportation
   - Winnipeg requires a catch up period
   - Unprecedented infrastructure funding
   - Minimal public backlash by shifting vehicle infrastructure funding to sustainable transportation

2. **DEMONSTRATE CONTINUED FISCAL RESPONSIBILITY**
   in light of "Record construction inflation" & " in spite of the daunting construction inflation"

   MRIF – Manitoba Rural Infrastructure Fund
   - Federal & Provincial Gov'ts have confirmed $1.6Million to City of Winnipeg to complete 7.1 km of trail in Winnipeg.
   - Bishop Grandin linkage identified as a ***PRIORITY for 2008 by the AT Advisory Committee***
   - Both trail projects are the FINAL links in completing Winnipeg's Trans Canada Trail.

   - This project is very similar in the way the private sector (John Buhler) helped the City with the Northeast Pioneers Greenway.

   - *"I have always said that bicycle and walking paths are necessary to ensure a vibrant and healthy community,. . . I am pleased to deliver . . . in a fiscally responsible way by working together with the private sector."* *Mayor Sam Katz, Sept 21, 2006 Press Release*

   Trail Heads
   - Inclusion of $50,000K for trailheads – as per promises from Roman Manastersky and Councillor Swandel in 2006
   - Winnipeg Trails Association is in discussions with private sector to fund trailheads

   Work WITH Winnipeg Trails Association
   - WTA has secured MILLIONS $$$ in private and gov't funding which the City is unable to secure
   - We can leverage more, work with us - please.

3. **DEVELOP AT EDUCATION TASK FORCE**
   Communication Specialists & Stakeholders lead the "Shift to Active Transportation"

   2008 – Public will see completion of:
   - Installation of 26 Trail signs identifying where trails are
   - Installation of Bike Lanes, painting of sharrows key arteries
   - Northeast Pioneers Greenway
   - Charleswood Kingdom – Preston Trail, Brady to Columbia, sharrows, linkages to
   - FortWhyte Alive Green Corridor
   - Bishop Grandin Greenway Trail to Red River
   - New Operational Transit Infrastructure
   - Closure of the Fort Garry Bridge impacting all of Southeast Winnipeg
   - 2009 Disraeli's Closure

   AT EDUCATION TASK FORCE
   - Communication identified as a ***PRIORITY for 2008 by the AT Advisory Committee***
   - Secure expertise in public communication
   - Initiate Public Campaign on AT & Alternative Modes of Transportation
   - Liaise with levels of Gov't and AT Advocates
   - Begin building awareness in 2008

4. **PEMBINA TO UNIVERSITY TASK FORCE**

   - Pembina to University link identified as ***PRIORITY for 2008 by the AT Advisory Committee***
   - NO need to wait for the Kevin Nixon's AT implementation plan
   - Save Winsmart - project is tanking and desperately needs focused resources to save it & ensure we maximize on the 'use it or lose it' $900,000
   - Focus key engineers / strategic planners, etc. on this difficulty project

RECOGNITION - Mayor Sam Katz's Active Transportation Milestones

2004 **Campaign Promise**
" . . pledge to expand on bike paths and jogging pathways for Winnipeggers."

2005

- start of negotiations with Mr. Buhler towards transition of the Marconi rail line

2006

- **July**
  " . . . the key is to view trails as basic infrastructure and fund them that way in the city budget." *(Winnipeg Free Press, July 9)*
- **August**
  Bicycle locking loop installations
- **September**
  Announce Marconi Project 7+ km
- **November**
  City Winsmart Project
- **Jan - Dec**
  Heard Active Transportation advocates, Critical Mass, WTA, BttF, OneGreenCity, SPIN, Manitoba Medical Assoc., PACM, etc

2007 *2007 Capital Budget*
750% Increase in Funding for Recreational Walkways and Bike Paths

- **January**
  Administration is directed to develop an implementation plan based on Active Transportation Study
- **June**
  Active Transportation Coordinator Position is filled
- **July**
  Active Transportation Advisory Committee has first meeting
- **August**
  On Road cycling infrastructure – Bike Lanes on the Annabella Underpass
- **Sept**
  AT Implementation Plan timeframe moved up a year to March of 2008 vs 2009
- **December**
  Preliminary 2008 Budget is tabled
  NEW LINE ITEM With Funding: Active Transportation Corridors

2008

- **March**
  Prioritized AT Implementation Plan

2010 **Legacy or Platform**

On behalf of the Winnipeg Trails Association, THANK YOU Mayor Sam for your forward thinking, vision and support towards the development of Active Transportation in Winnipeg.

This onward movement is unparalleled by any other Mayor and we thank you!

FISCAL RESPONSIBILITY

Manitoba Rural Infrastructure Fund

$ 1.6 Million CONFIRMED FUNDING

7.1 km of trail in Winnipeg

- Government of Canada
- Province of Manitoba

PRIORITY PROJECT – Active Transportation Advisory Committee

City of Winnipeg
Active Transportation Advisory Committee

Community Representation

Dr. Margaret Fast, Physical Activity Coalition of Manitoba (PACM)
Janice Lukes, Winnipeg Trails Association
Beth McKechnie, Resource Conservation Manitoba
Philip Roadley, Manitoba Cycling Association
Gareth Simons, Bike to the Future

City of Winnipeg

Paul Skutnik, Active Living/Sport Coordinator, Community Services
Neil Myska, Acting Transportation Facilities Planning Engineer
Kevin Nixon, Active Transportation Coordinator
Donna Beaton, Park Strategic Planner
Michelle Harms, Acting Senior Transportation Planner
Alex Regiec, Operations Planner, Transit Department

October 15, 2007 ATAC recommendations regarding the 2008 Capital Budget:

1. That a dedicated capital budget line item for "on road" Active Transportation facilities be implemented, for the purposes of ensuring connectivity and the completion of active transportation routes from start to finish as per recommendation number 25 and 31 of the Active Transportation Study. This budget must be in addition to funds for the regular rehabilitation of infrastructure, which should have AT additions funded through the individual projects.

2. That the City of Winnipeg implement an education campaign to address the following issues as per recommendations 8 to 11 and 16 and 17 of the Active Transportation Study:

   - The vehicle/cyclist conflicts and cyclist/pedestrian conflicts, which are adversely affecting Active Transportation in Winnipeg.
   - The benefits and options pertaining to AT.
   - "Share the Road" for the purpose of educating the public regarding the Sharrow Program and possible Bike Lanes Program.

3. That multi-use trails be constructed in the following locations in 2008 as per recommendations 33 and 34 of the Active Transportation Study:

   - Bishop Grandin Blvd and Kenaston Blvd from the Red River to McGillivray Blvd because of the availability of 67% funding being available from the other two levels of government.
   - Bishop Grandin Blvd from River Rd to Glen Meadow St to mitigate the affect of the closing of the Fort Garry Bridge and to complete the Bishop Grandin Greenway trail from McGillivray Blvd to Island Shore Blvd, a distance of approximately 12 kms.

4. That the City of Winnipeg immediately focus on the Pembina Highway corridor for the purpose of improving Active Transportation opportunities between the Downtown and the University of Manitoba. Furthermore, the Active Transportation Advisory Committee requests the Director of Public Works to direct the Public Service to submit a report regarding the possible options to improve active transportation along the Pembina Highway corridor between Downtown and the University of Manitoba as per recommendations 4, 9 to 11, 14 and 32 to 34 of the Active Transportation Study.

Kevin Nixon, Active Transportation Coordinator

Manitoba Rural Infrastructure Fund

$ 1.6 Million in confirmed funding from Federal & Provincial Goverments
This is over and above 2008 City Budget

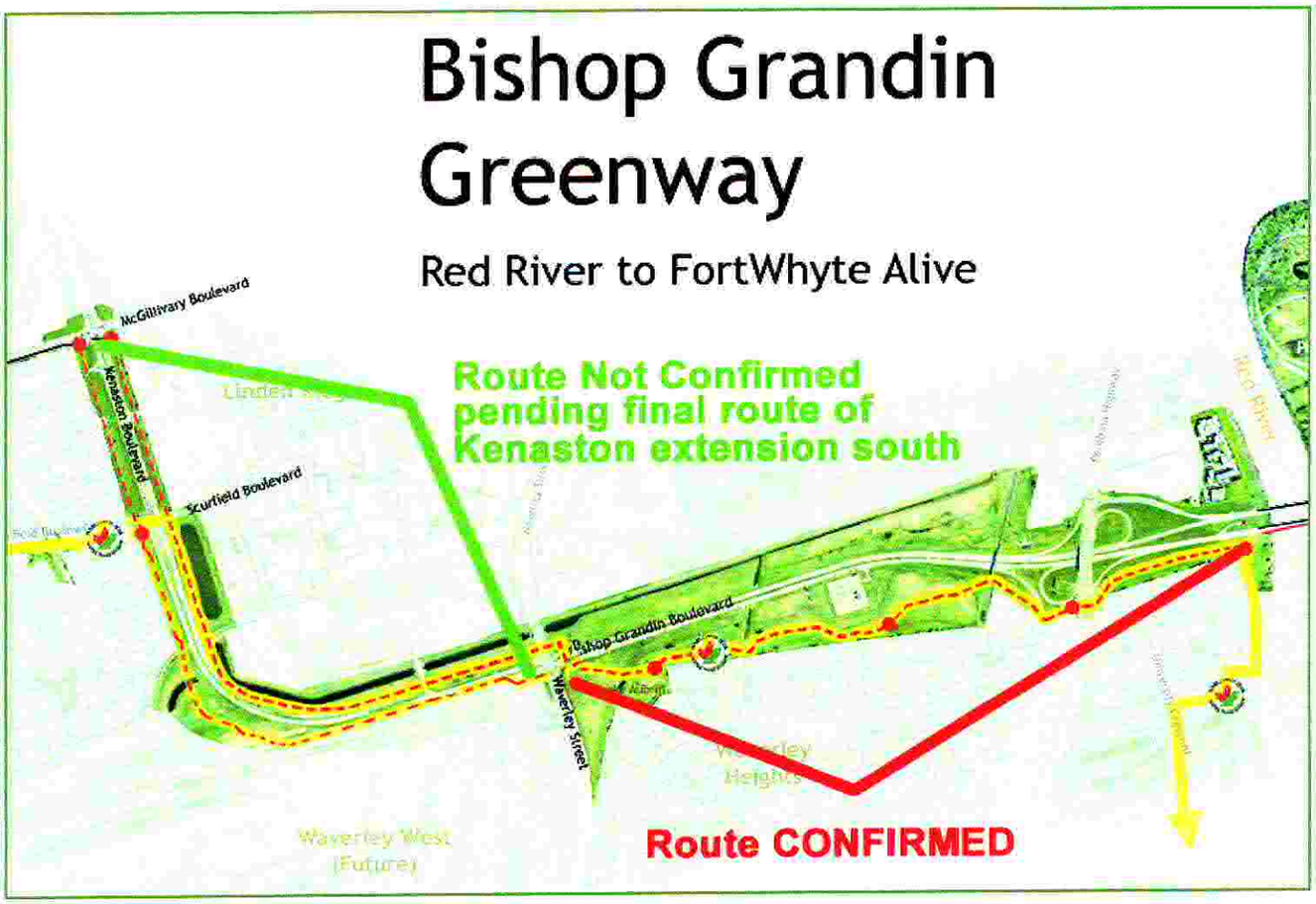
7.1 km of multi use pathways

KEY 2008 BUDGET PRIORITY
Bishop Grandin Greenway Trail identified as a KEY PRIORITY by AT Advisory Committee

FINAL Winnipeg section of Trans Canada Trail to be completed

Private Funding as part of Trans Canada Trail
Winnipeg Campaign Launch 2008 - Valerie Pringle, Chair National TCT in Winnipeg

2010 Olympics
Torch Run on Trans Canada Trail



Extension of Harte Trail - Assiniboine Forest



MANITOBA RECREATIONAL TRAILS ASSOCIATION, INC.

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The Manitoba Recreational Trails Association & The Economic Benefits of Trails

Introduction

The Trans Canada Trail is a national dream that is being realized through the hard work and dedication of volunteers at a grass roots level. When complete, the Trans Canada Trail (TCT) will stretch 18,000 kilometres across Canada, linking hundreds of communities and connecting all of our provinces, territories and three oceans. The trail allows for more environmentally friendly self-propelled forms of transportation, reminiscent of our earliest national transportation corridors, prior to the arrival of the railway and the Trans Canada Highway. This national recreational trail is designed to accommodate hiking, cycling, skiing, horseback riding and snowmobiling. The shared-use trail is locally managed and maintained by volunteers.

The Manitoba Recreational Trails Association has been given the task of overseeing the completion of the Trans Canada Trail across the province. Manitoba's portion of the TCT will be over 1,300 kilometres, 83 of which wind their way through the City of Winnipeg. There are 18 main groups, many with smaller subgroups dedicated to developing the Trans Canada Trail across Manitoba. There are similar arrangements in other provinces. In Winnipeg we work with the City's Naturalists office, the Active Transportation coordinator, the Winnipeg Trails Association and its member sub-groups. This document briefly outlines the economic benefits of trails, and provides a few examples of how trails are viewed in other major urban centres.

Progressive urban centres have been realizing the potential of expansive trail networks within their jurisdiction for quite some time. The Cities of North Vancouver, Port Moody and Port Coquitlam each reported that recreational trails score within the top 5 most desired recreational services when they surveyed their electorate. In these communities neighbourhoods are scrambling to be included along the Trans Canada Trail route, due to its National profile.





The City of North Vancouver has developed their own Trans Canada trail signage, so that trail users don't loose their way while navigating the various neighbourhoods and parks along its route.

"REPRESENTATIVE FOR THE DEVELOPMENT OF THE TRANS CANADA TRAIL IN MANITOBA"

The Manitoba Recreational Trails Association, Inc., is a charitable organization whose mission is to provide the support, knowledge, technology and resources necessary to promote the construction and use of recreational trails throughout Manitoba, thereby improving the economy, the environment, and human well-being.

Cities in the northern U.S. of a comparable age and climate to Winnipeg, such as Chicago and Minneapolis have extensive trail networks that accommodate both recreational and commuter users. The Manitoba Recreational Trails Association believes strongly that there are several economic benefits to trails that can be realized by the City of Winnipeg.

Economic Benefits of Trails

There are over 1000 hits on Google discussing the "economic benefits of trails" specifically. The National Park Service in the United States has published a resource book on the Economic Impacts of protecting rivers, trails and greenway corridors. They have found that in addition to the recreational, environmental and aesthetic benefits of trails that "these corridors also have the potential to create jobs, enhance property values, expand local businesses, attract new or relocating businesses, increase local tax revenues, decrease local government expenditures, and promote a local community."[1] I have outlined a few examples that would have relevance for a city like Winnipeg.

Trails have been shown to:

- Increase **property values**
    - An IUPUI Center for Urban Policy and the Environment - December 2003 study explains the correlation between housing resale values and greenway proximity. For homes within 1/2 mile of the trail, the sales premium was over $13,000. [2]
    - Neighbourhoods with trails are more aesthetically pleasing.
    - Easy access to a variety of recreational opportunities is an important factor when trying to get young professionals to re-locate to a City. Bikeability and Hikeability are good selling features.

- Increase **tourism potential**
    - Consider The Forks. Intentionally or not, the popularity of this destination is closely tied to the variety of walking routes that converge at The Forks. Without the trails, water routes and green space, The Forks would be reduced to a couple of out of the way shops and restaurants with a great skate park. Walking to the Forks is an activity with a destination. It's a site that Winnipegers take their visitors to.

- Increase **commercial potential** for those outfitting trail users, as well as those providing services to trail users.
    - Start up costs for those engaging in a new activity for the first time include things like the purchasing the necessary gear. Hiking (shoes, socks, daypack, water bottle). Cycling (bike, lock, helmet, car rack, clothing).
    - Local businesses benefit by being close to a trail as walkers and cyclists will use the route to access their services.
    - As Winnipeg becomes more cyclist friendly there will be the potential for other businesses to develop such as bike rentals and tours, like they have in other major centres such as Chicago, Vancouver, and Minneapolis.

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[1] National Parks Service (1995), Economic Impacts of protecting rivers, trails and greenway corridors. 4th Edition. http://www.nps.gov/pwro/rtca/econ_index.htm

[2] Indiana Trails. http://www.indianatrails.org/benefits.htm

- Provide long term **health care savings**. Active use of a river, trail, or greenway by community residents can help improve their physical fitness and health. Studies have shown that exercise can reduce health care costs. These costs savings may be shared by public health services, employers, and individuals. [3]
    - For every mile a person walks or runs, they will save society 24 cents per mile in medical and other costs. These figures are the results of a theoretical model developed by the Rand Corporation (Men's Fitness Magazine, 1992).
    - Exercise derived from recreational activities lessens health related problems and subsequent health care costs. Every year, premature deaths cost American companies an estimated 132 million lost work days at a price tag of $25 billion. Finding and training replacements costs industry more than $700 million each year. In addition, American businesses lose an estimated $3 billion every year because of employee health problems (National Park Service, 1983).

- Provide an **accessible route for future infrastructure** requirements. Thousands of miles of abandoned rail lines in the United States are being preserved as rail trails by local and state governments to preserve the route for possible future infrastructure requirements. This concept has caught on in some Canadian jurisdictions as well. The Ironhorse trail in Alberta is one such example. Future infrastructure needs can include rapid transit routes, pipelines as well as other. Municipalities realize substantial cost savings when they do not have to negotiate with individual land owners and acquire property. Many of the future potential infrastructure projects continue to be compatible with recreational trails.

- Provide **Pollution Control**. Researchers have found that natural properties of plants and trees help mitigate water, air, and noise pollution. Greenways which help conserve such plants and trees provide a valuable contribution toward pollution control. These natural abilities are described below. Pollution can also be decreased by establishing trails and greenways which encourage people to walk or bicycle rather than drive automobiles.
    - Having trails that are accessible and connected to a network makes it easier to encourage people to get out of their cars and get on their bikes, reducing green house gas emissions and our environmental footprint.

Some other trail benefits include:

- Auto-free, level grades for commuting and recreation
- Pleasant routes for walking, running, bicycling, rollerblading and cross-country skiing
- Safe exercising, especially for children and those using wheelchairs
- Affordable way to stimulate economic development
- Natural habitats for wildlife
- Educational and volunteer resources for schools, scout groups and other community groups
- History is preserved, local culture is enhanced
- Provides a community meeting place and a canvas for social interaction

In some cases the economic benefits are part of a long term vision for our City. Trail networks have to be incorporated within new developments as well as on their periphery, so that residential areas can be linked with neighbouring services. The Trans Canada Trail is a project that has a national scope and profile. Not only is this trail part of a local community, it is part of a national network. Each year people set out on epic journeys wanting to travel the Trans Canada Trail

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[3] National Parks Service, op.cit.

from coast to coast to coast. Although their numbers are few, we expect them to increase as more of the trail reaches completion.

The Province of Manitoba and the Federal Government have made a significant commitment to the completion of the Trans Canada Trail. We look forward to the continued support of the City of Winnipeg. The Manitoba Recreational Trails Association is working towards a 2010 completion goal, therefore we are anxious to fill the missing links and get the entire route signed so that users can easily navigate their way along the Trans Canada Trail, throughout the City and the Province. This route is but one of many that contribute to the recreational enjoyment of local residents and visitors. Nationally, the Trans Canada Trail Foundation is working with the Vancouver Olympic committee to host the Olympic torch relay along sections of the Trans Canada Trail. It is our hope that Winnipeg can be a part of this epic journey.

Inquires can be addressed to:

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