Winnipeg Trails Association
J. Lukes registering as a delegation "with respect to" Transportation Master Plan

Compelled to comment on the Transportation Master Plan because of my 10 year involvement in Active Transportation – and highlight observations and concerns. While 20 years seems far out – many of you can attest to – time flies.

As a member of the City's Active Transportation Advisory Group, able to provide input into plan – as was the General Public through public consultation process.

Appreciate the complexity of a 20 year plan – and the many many variables and unknowns that can / will come into play. My background it not in planning, modelling, and policy by any means – and the last think I ever thought I would be doing would be commenting on the City's Transportation Master Plan – but feel compelled to do so.

I've spoken with many members of folks involved in improving active transportation in Winnipeg. I think there is unanimous agreement on the absolutely ideal, brilliant list of enabling strategies – things not included in the previous plan:

- **Integrate Transportation and Land use**
- **Require Transportation Demand Management plans**
- **Develop and implement Complete Streets Strategy**
- **Formalize a prioritization process for facility investments**
- **The review process and so on.**

What provided a real challenge to understand was when it came to the maps:

It was – and still is – very very hard to understand why there is such vagueness around the AT map related to DEFINING priority AT corridors and DEFINING proposed intersection improvements when we know such key factors:

- **we already have upwards of a $40M AT investment - a foundation to build on**
- **we know where regional centres are**
- **we know where key transit will be located**
- **we know where dense infill is projected**
- **we know expected population increase**
- **we know the key trucking / goods management routes**
- **we even have identified priority strategic roadway network improvements and have actual estimated CAPITAL COSTS of these improvements**

Why then, can't we take all this data – apply it to active transportation – do some modeling and present a more refined AT strategy.

I am told, and made a point to speak to many of the architects of this plan – folks like Mr. Escobar, Ms Dewey Pavoledo, Mr, Nixon and Mr Sacher – that 'we need better AT data - we simply don't have enough - we need to do further outreach, further public consultation and further data collection – and that we are just not as far as advanced in AT as we are with roadways – AT is still an emerging area for us.'

So be it – we will look to our active transportation budget – and look to allocating money for more studies, more consultation, and more data collection.

ON a positive note - I understand there are better standards in place to updating this plan – and I look forward to us:

- incorporating DEFINED priority AT corridors and
- DEFINING proposed intersection improvements on the AT map.

Winnipeg Trails Association - # 1 CONCERN

Development of Winnipeg / Manitoba as a global transportation hub (CentrePort) – and in terms of the Master Transportation Plan – the goods movement network – or for a clearer term – the TRUCKING ROUTES – the RING ROADS.

We all recognize the primary areas for accidents - with vehicles / pedestrians and cyclists is intersections.

As the City, Federal and Provincial governments go down the road to develop Winnipeg / Manitoba as a global transportation hub – with TRUCKING being a key form of transport – the WTA has very very serious concerns about how our intersections will be developed.

14,000 to 40,000 on the Perimeter Hwy. Numbers like these are something the average citizen can understand.

As the focus today is on WINNIPEG'S Master Transportation Plan – I won't get into WTA's Provincial roadway concerns but will focus on streets in WINNIPEG being developed to support CentrePort.

That was my question to the architects of the Master Transportation Plan:
What city roadways are supporting development / access CentrePort ?

" . . . it is my understanding that there are no city of Winnipeg roadways that are being improved/developed to accommodate CentrePort traffic other than those improvements currently done/almost done on Inkster Boulevard."
Louis Escobar, Manager of Transportation

' there is no doubt about it - more goods movement will occur IN Winnipeg because of CentrePort's development'
Brad Sacher, Director Public Works

"No vehicle counts available for a few months"
Kenn Rosin, City of Winnipeg

Councillor Fielding is requesting traffic studies at Silver and Sturgeon Rd. because of CentrePort development.
"Fielding is concerned the current four-way stop signs won't be adequate."
CANSTAR Community Newspaper – July 2011Phil Rosen – months till we can give projections on traffic counts

" . . . the Chief Peguis Trail . . . Inkster Blvd at Brookside Blvd . . . Sturgeon Road . . "
Eric Christiansen Director of Highway Planning & Design
Manitoba Infrastructure and Transportation

Then <u>no response</u> when asked about Lagimodiere, Kenaston, Bishop Grandin, Moray/Silver
FYI – The Province has NO Active Transportation plan of any kind. Ministers are shuffling any comments to other Minister and CentrePort CEO.

REQUEST:

The Friends of the Harte Trail, Friends of the Grand Trunk Trail and the Winnipeg Trails Association <u>would like a commitment from all levels of Government that they will comprehensively study the impact of Centre Port on Active Transportation opportunities within the Capital Region of Winnipeg.</u>

This is especially relevant for all the transportation infrastructure upgrades being done within Winnipeg and the Capital Region to support Centre Port.

Thank you for listening to the WTA observations / concerns "with respect to" Transportation Master Plan.