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2013 Budget Presentation

Executive Policy Committee – Wednesday January 16, 2013

Bike to the Future is a voluntary, inclusive group of concerned citizens working to make cycling in Winnipeg a safe, enjoyable, accessible and convenient transportation choice year-round.

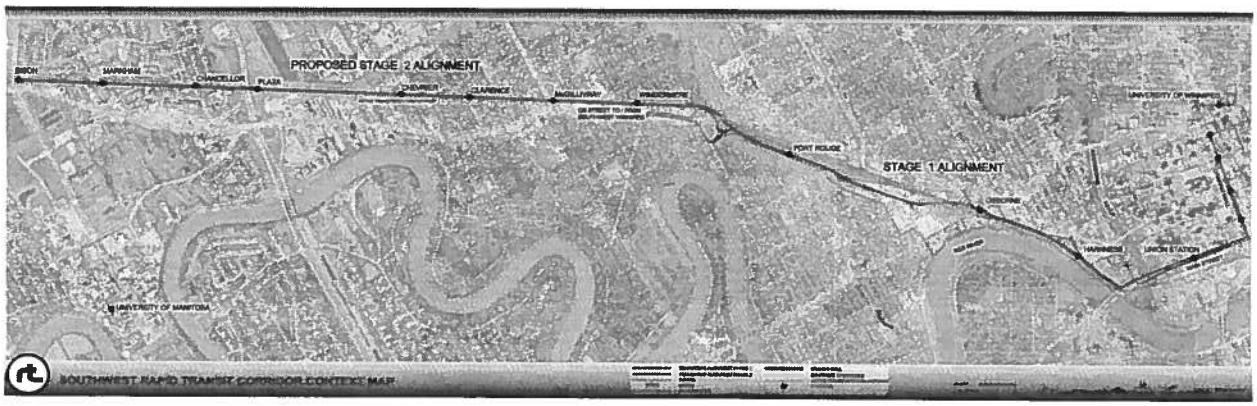
We envision a city where cycling is embraced as the preferred mode of transportation, where cycling is integrated into urban design and planning, and where Winnipeg is recognized as a leader in cycling infrastructure and programs.

We are pleased to be presenting before the committee, and would like to pass on the following concerns and recommendations,

Disraeli AT Bridge (3-32)

We look forward to celebrating the opening of the Disraeli AT Bridge with you in 2013. This will make a tremendous difference for those who already travel this route to cross the Red River. We are confident that many more potential cyclists currently view the Disraeli Bridge and Overpass as an impenetrable barrier, and that we will see a substantial increase in the number of people cycling across this corridor once the pedestrian/bicycle bridge opens.

Southwest Rapid Transit (3-150)



We are thrilled to see this in the budget, but are concerned about mixed messages with regards to the inclusion of AT facilities. The City and Province have made a commitment to include an AT Pathway all the way to Bison Drive. We would like to see reassurances of the following:

- the grade separation over Pembina Highway will include an AT pathway;
- the grade separation over Bishop Grandin will include an AT pathway;
- An AT pathway will be built from Jubilee to Bison along the Letellier Rail Line right of way.

Pembina Underpass (3-23)

It is a great disappointment to see this project moved so far back in the budget plan. While we understand that the cost of the project is considerably more than originally budgeted, we are concerned that the full potential of the SWRT corridor will not be achieved until this project is completed, as it will provide critical links for pedestrians and cyclists travelling between Jubilee Station and existing/planned developments north of the rail line, particularly to destinations on the north west side of the rail crossing. We would like to see the budget amended to make completion of this project matched with the completion of the southwest rapid transit corridor.

Active Transportation Corridors (3-4)

As the main budget item aimed at retrofitting existing roadways to improve pedestrian and cycling facilities, we would like to see this budget significantly increased, and note that there has been no budget increase for Active Transportation Corridors since the introduction of this budget item in the 2008. We also note that the City of Winnipeg Transportation Master Plan has called for a 5% annual increase to the Active Transportation budget items, which we feel still falls far short of what is needed to complete the city's cycling network.

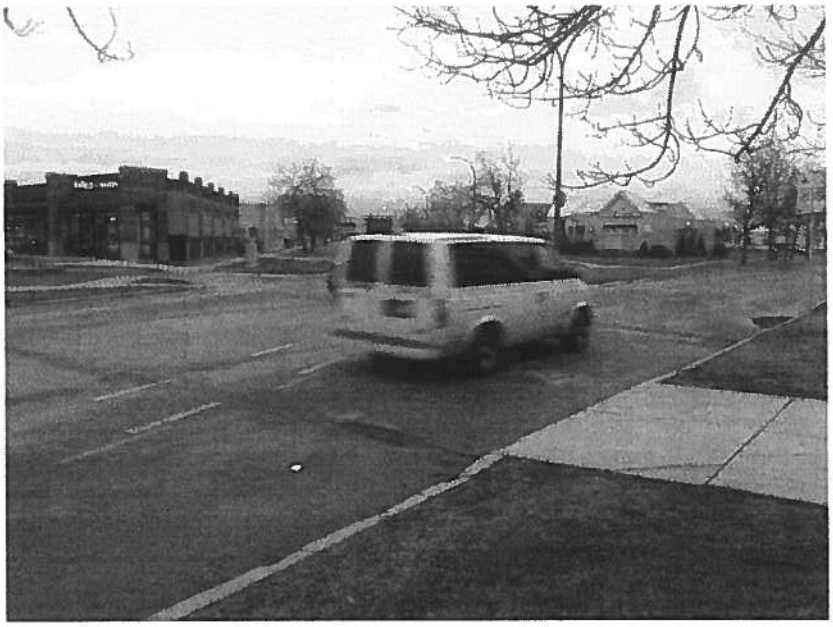
Osborne Street Underpass (3-29)

We are concerned that the Osborne Underpass will suffer the same fate (delay) as the Pembina Underpass, and would urge the City to review and adjust cost estimates as soon as possible to avoid any future planning headaches.

Traffic Signals Improvements (3-8) & Traffic Engineering Improvements (3-9)

We would like to see these budget item used to provide cyclist activation of traffic signals along bicycle boulevards (existing and planned). Examples of crossings that lack proper bicycle activation include Mchray @ McPhillips, and Warsaw @ Stafford. A simple pushbutton located next to the street would fix this oversight.

We would also urge the City to consider making the changes to the intersection of Harrow/Harrow East that was recommended as part of the Harrow Bicycle Lanes plan from 2010. These improvements will complement the Southwest Rapid Transit Corridor and Pembina Underpass improvements.



Polo Park – Infrastructure Improvements (3-14)

We would want to ensure that any scoping of projects related to this budget item include opportunities to fulfill the active transportation demands in the area, particularly with regard to a grade separated crossing of Portage Avenue, an improved rail crossing of the Burlington North Santa Fe rail line, and AT improvements along Empress.

Regional and Local Street Renewal (3-15)

We would like to point out that the following roadways will require AT facilities as part of scheduled rehabilitation works:

McGillivray EB - Irene to Pembina – existing pathway does not reach Pembina

McPhillips St NB & SB - Selkirk to Redwood – We would like to see funding for a study looking into the potential for an AT pathway along the Hydro row to the west of McPhillips.

St Anne's Rd SB - Fermor to Lavalee – As the Niakwa Rd bicycle/pedestrian bridge acts as the detour for the Niakwa Trail during flood season, we would like to see consideration of improvements to better facilitate this connection included in planning for this project.

CPR Yards Functional Crossing Study (3-17)

The CPR yards represent the biggest barrier to cycling in the City. We want to ensure that the scoping of this project reviews potential improvements to AT, and that for the purposes of AT, the boundaries for this report should stretch from the Higgins underpass to just west of the McPhillips Street underpass.

Land Acquisition - Transportation Right of Way (3-41)

We would like a note added that a property easement allowing for the extension of the Osborne Bridge shy lanes south to Roslyn should be a priority for this program.

Complete Streets Policy

While we have made progress towards implementation of the city's complete streets policy, which states that when roads on AT network are rehabilitated AT will be included in the project, we are still missing opportunities to include AT in many of these projects. For instance, this past year, Wellington Crescent and Mission were both resurfaced, but no attempt was made to include needed cycling and walking facilities. On the plus side, Pembina Highway is an example of the City making a serious commitment to follow this policy.

Snow Clearing

Snow clearing remains an ongoing issue, particularly on the downtown bicycle lanes. We would like the city increase its clearing of bicycle lanes. In Calgary, bike lanes are given priority 1 for snow removal and ice control. There is no reason that Winnipeg could not match this.