Pedestrian Cycling Strategies Report

Len Van Roon - Individual - May 13/2015
Executive Policy Committee - Delegations



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Theoretical Point One

- Analysis of Cost and Benefits of AT and Cycling Infrastructure and Public Investment
- Automobile Commuting COSTS to the Individual and public subsidies
- Costs of bussing infrastructure
- SAVINGS rather than COSTS of walking and cycling !

How much does your commute cost (or save) society?

Every time you travel you put money into the system, but you also cost the system. Your contribution to and burden on the system differs depending on how you travel.

For example, when you ride the bus you pay a fare – money into the system. Your burden on the system includes the cost of operating the bus, and also less obvious impacts like emissions and noise pollution.

By looking at the ratio of what we put in versus what we cost the system, we see that different ways of travelling are more subsidized than others.











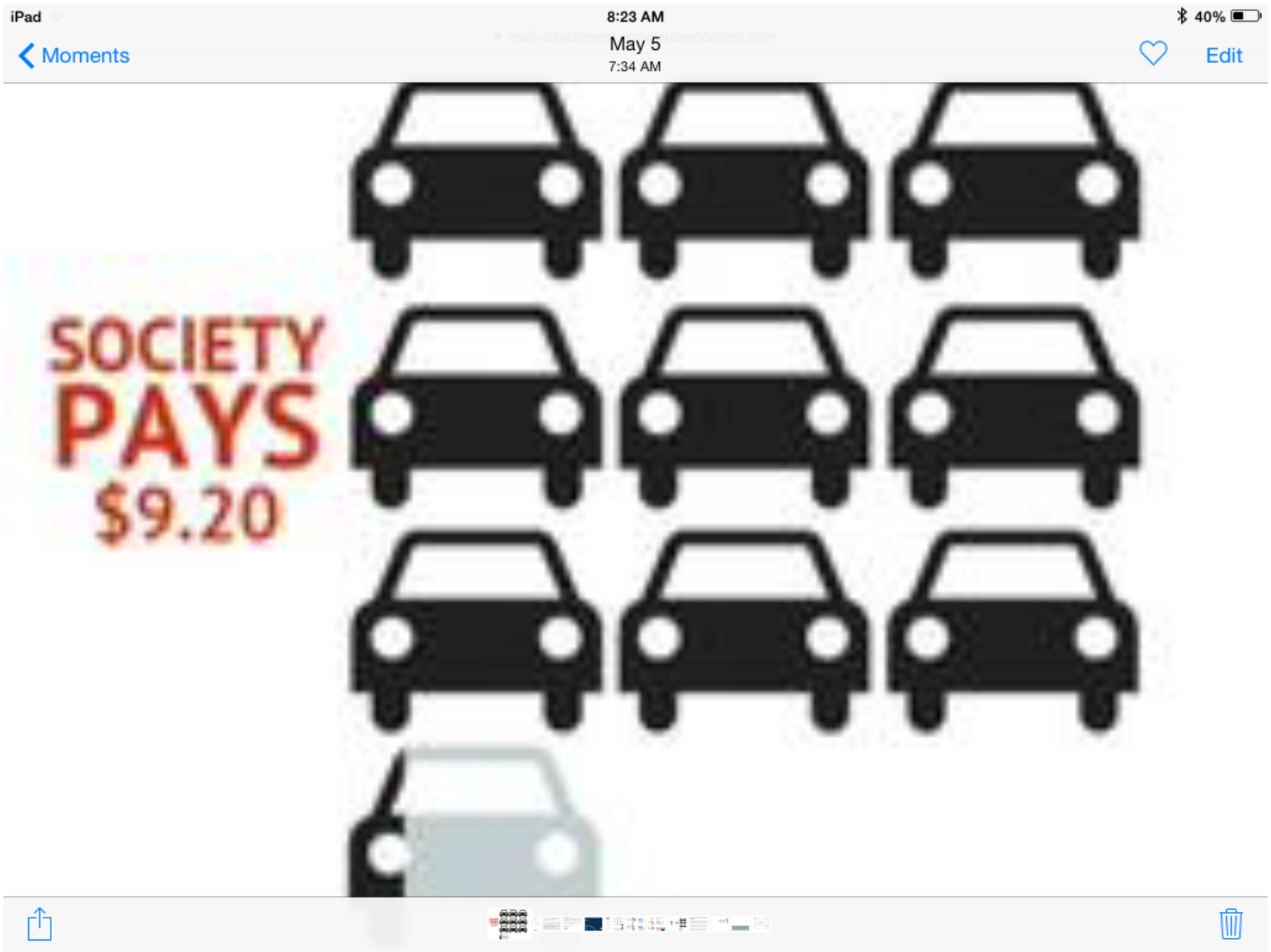






The practice of taking these less tangible costs and benefits into consideration and assigning them a dollar value is known as "full cost accounting." While there are many ways of doing this, this infographic shows one example of how those costs and charges can be calculated.

Produced by Discourse Media, data by George Poulos. Calculate your commute at MovingForward.DiscourseMedia.org/CostofCommute



Infrastructure for automobiles per each dollar spent by commuters can require a net subsidy of almost $10 per dollar spent by the commuter!

IF WALKING COSTS YOU $1



SOCIETY PAYS $0.01



IF BIKING COSTS YOU $1



SOCIETY PAYS $0.08



- On the other hand, walking can have a NET Benefit of one cent per dollar spent commuting rather than a public subsidy

- Biking can have a NET Benefit of almost 8 cents per dollar spent commuting, if we include health savings, road maintenance and repair, and other more global cost analysis. This results in net SAVINGS rather than public expenditure, buy this analysis!

- Bussing can have a net public cost, but of about one eighth the subsidy of car infrastructure

- (The numbers may change based on the methodology of calculation of social and health benefits and infrastructure costs. but the cost benefit results still have general validity)

A New Operations-Level Tool for Cost-Benefit Analysis of Transportation Projects

Although the unit rates illustrated in Table 1 (in Part 1) may be used to substantiate several interesting perspectives related to the topical issues in the region today, they can also serve as a ready operational-level tool for planning and engineering applications. As mentioned in the introduction, similar unit costs are already employed in many European countries to conduct cost-benefit analysis of transportation infrastructure programs. To this end, they can be used to monetize changes to travel time, congestion, safety statistics, environmental impacts and a series of other factors resulting from new infrastructure projects.

In the past, these applications have typically centered on evaluating traditional transportation infrastructure projects; anything to do with roads, bridges, tunnels, railways or various transit modes. However, unit costs have recently been put towards evaluating active transportation strategies. A cogent example can be drawn from the Danish city of Odense's "Cycle City" program, which was a combined cycle infrastructure and promotional campaign. A subsequent analysis of cycling statistics following the implementation of the program revealed some significant results (***pdf here***):

- 35 million new cycling trips
- Mortality between the ages of 15-49 fell 20%
- Accidents reduced by 20%
- Half of new cycling trips are ex-motorists
- 500 more years of life added to the city
- 33 million DKK saved in health cost

On a more particular scale, unit costs can also be put towards analyzing individual active transportation infrastructure projects. An example of such an analysis is included in the report entitled *"Samfundsøkonomiske analyser af cykeltiltag -metode og cases"* (Socio-economic analysis of cycle

Source: George Poulos

Produced by Discourse Media,

Cost Benefit Analysis can incorporate a much broader set of criteria for public subsidy and benefits incurred such as Health benefits to commuters and costs over time of road repairs on automobile traffic infrastructure

TOP POSTS FOLLOW B Follow

Theoretical Point Two

- Using the example of Boulder Colorado, they started a major Active Transportation Initiative in 1989 and 20 years later had exceeded their goal of NO NET INCREASE in automobile traffic for the 20 year period.

- This saved more than a billion dollars in infrastructure costs for bridges, road widening and parking because the infrastructure for cars did NOT need to be expanded for 20 years

- They employed a comprehensive strategy of public transit improvement, bike commuting facilities and integrated planning measures to limit vehicular traffic growth

- Every 5 years since they do a comprehensive review and update!

POSITION: I declare Strong Support for the long term vision of the Pedestrian/Cycling Strategies Report

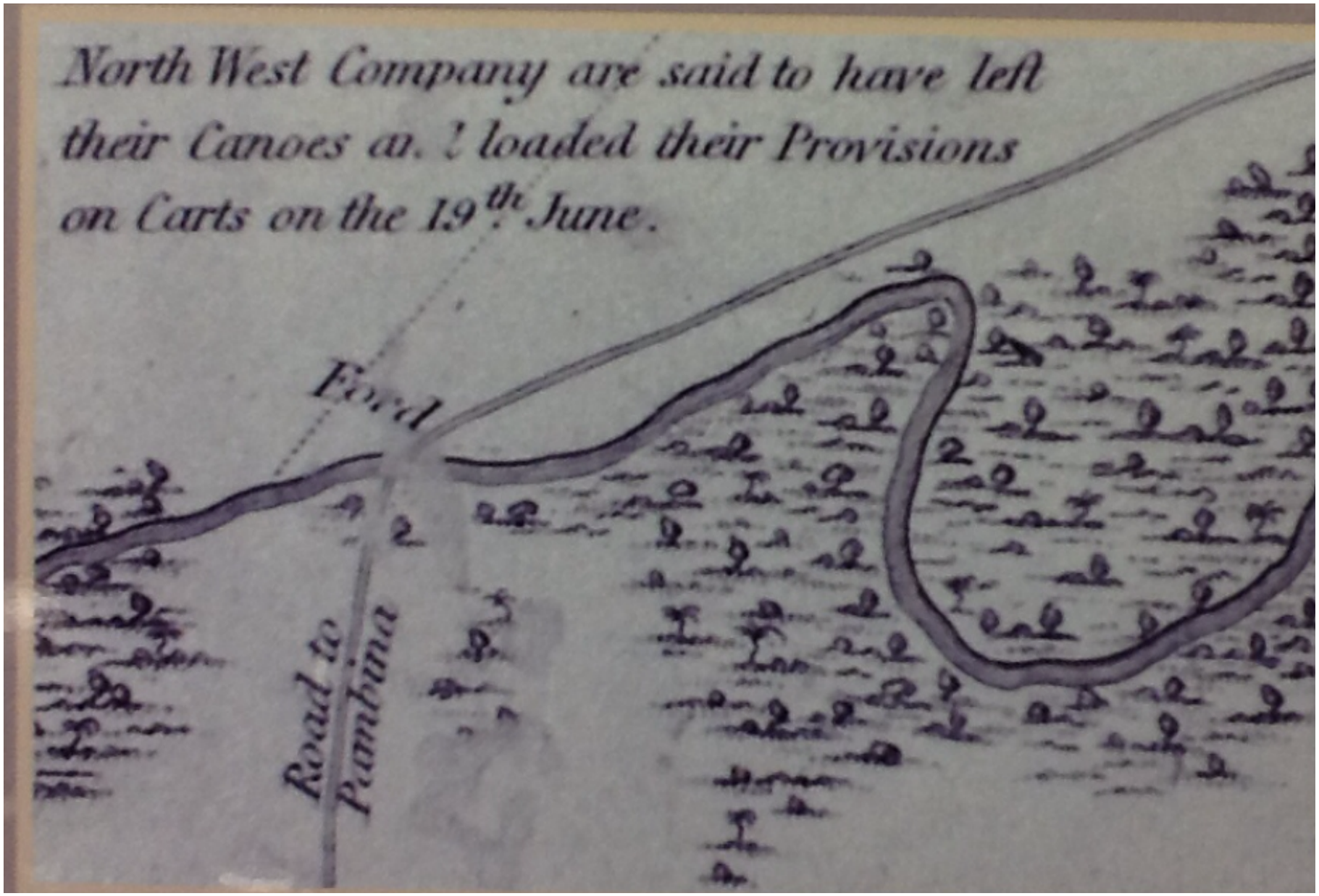
- However, I will point out a couple of specific concerns that can be addressed suitably in further local consultations

- Inadequate East/West Connections between Ridgewood South new development in Charleswood and Downtown need to be addressed through local consultations and City Wide Planning

- Dangers of Harte Trail Overuse

- Gaps to be filled for a safe AT system

- AT route planning through Nature Corridors and through Community Heritage site locations in addition to on street



IN the City's 20 year plan for cycling and walking infrastructure, a historic North/South connection is planned for reconnection with a $13 million Pedestrian Cycling Bridge over the Assiniboine River

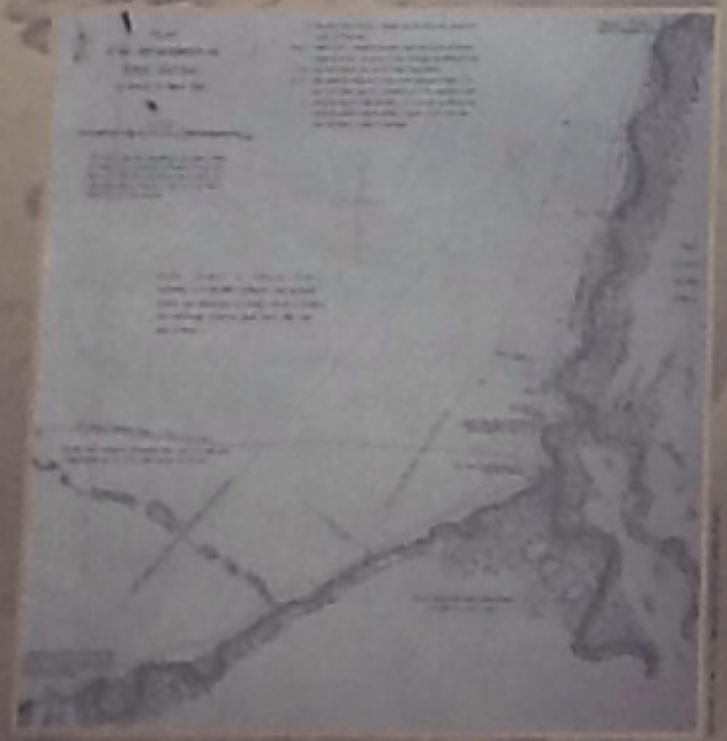
THE PASSAGE

BUFFALO, HUNTERS & SETTLERS

BUFFALO HUNT: A WAY OF LIFE FOR METIS AND FIRST NATIONS

In mid-June, the multitudes who are going on the Spring Hunt from the banks of the Red River, outfit at Fort Garry; and move westward, along the north bank of the Assiniboine. Hunters from St. James, St. Charles and Headingly join the noisy rabble. The St. Francois Xavier party moves eastward. All ford the Assiniboine, at the Grand Passage; and head southward. Near the Pembina Hills, the various mobs rendezvous. There are 620 hunters, 650 women and 360 boys and girls - with 1,210 Red River carts, 655 horses, 586 oxen - and 542 dogs!

- E.S. Russenholt, The Heart of the Continent (1968)













A Historic Reconnection

- From 1800 to 1860 the PASSAGE crossing was a major North South route and THE major road to Pembina for the Buffalo Hunt and commerce

- Although it is on the AT infrastructure plan, East West routes are probably a MUCH higher priority for short term implementation

- The Perimeter Hwy and Charleswood Bridge AT infrastructure would probably be much higher priorites as identified in local public consultations

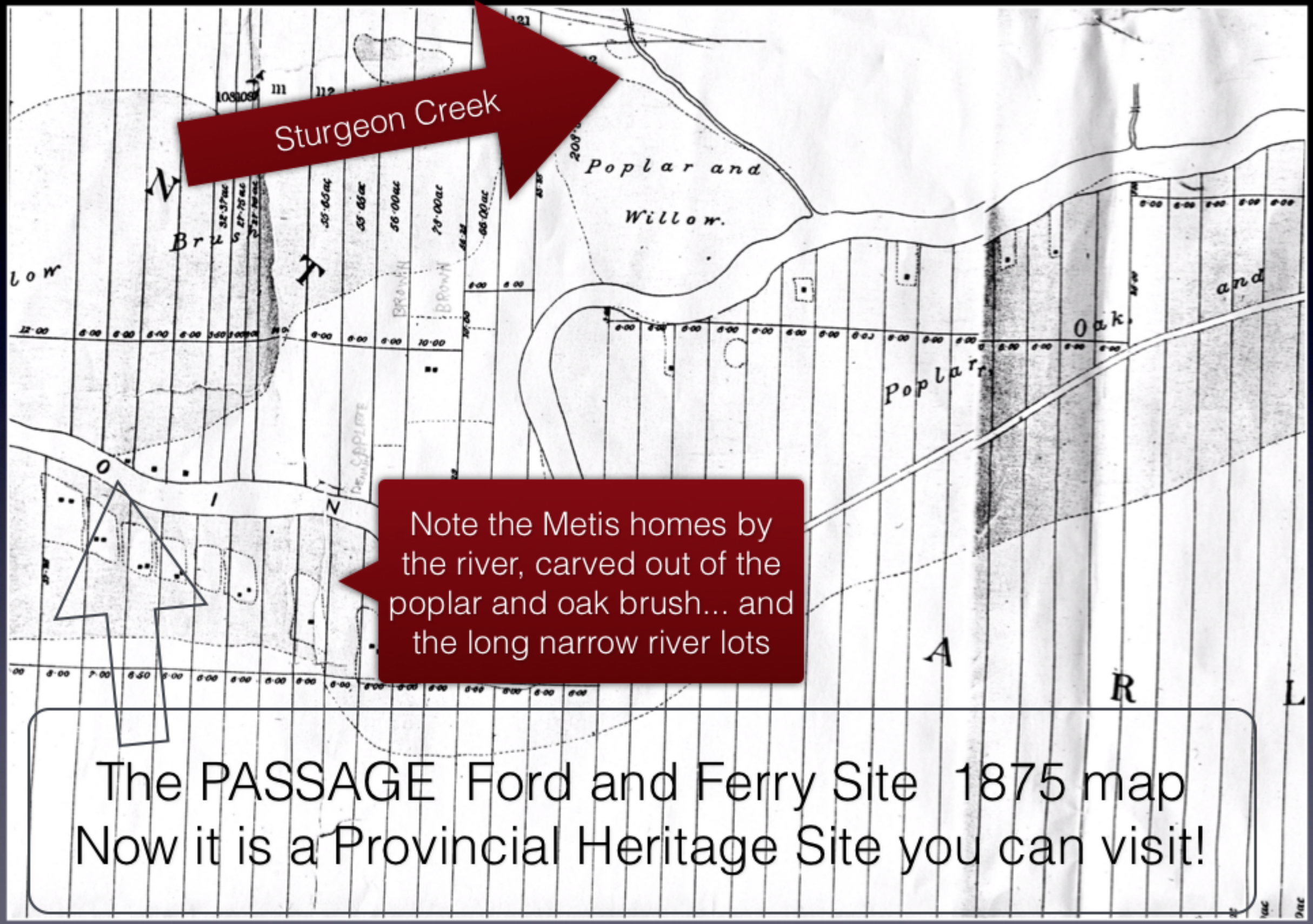
- Note: When AT routes expose us to local history and to Nature it is a double win... rather than just commuting on streets or in traffic



Ferry at the Passage (Berkley St N)
before 1895 with Rouge Rd view

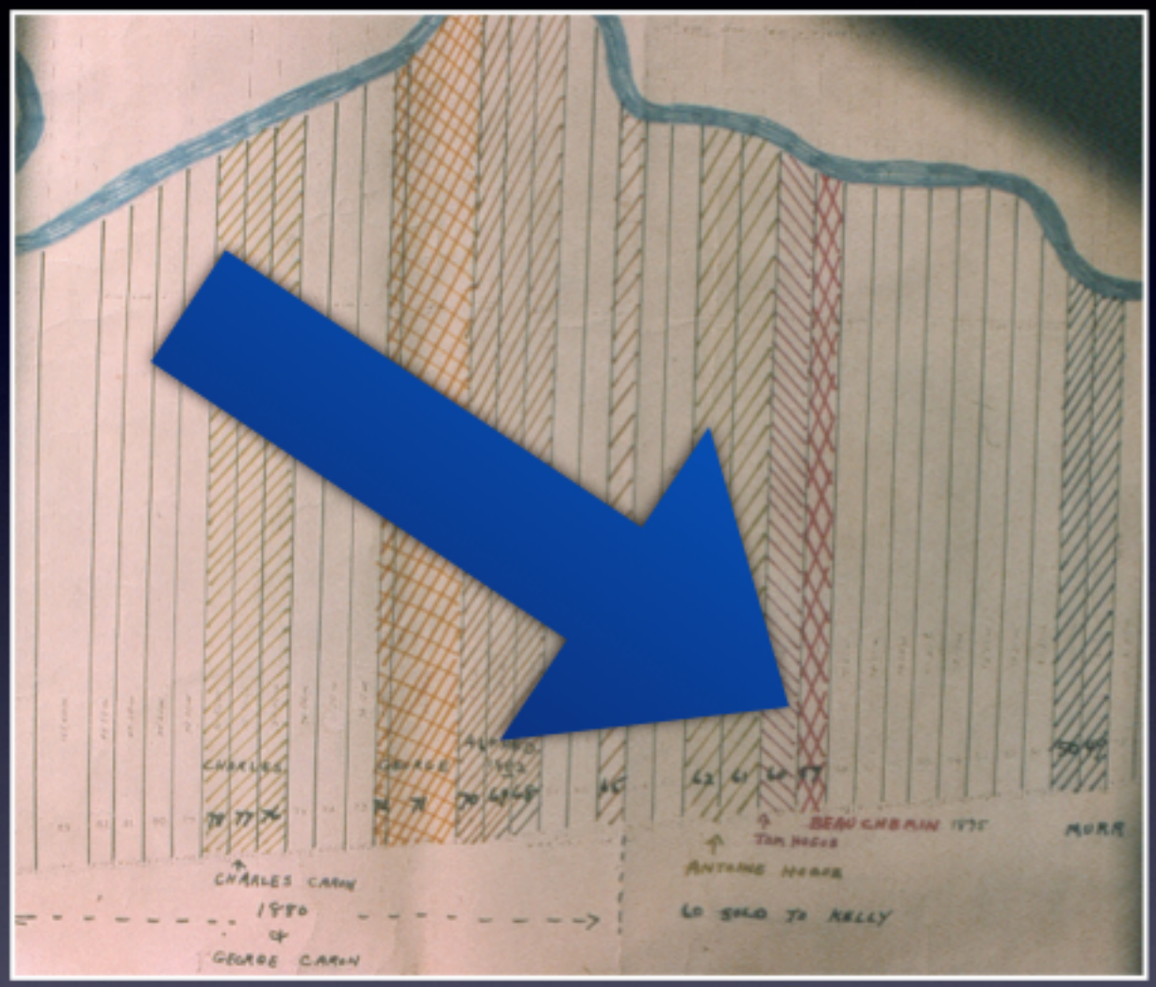


Note the gradual slope at top of picture (South side)


Sturgeon Creek
Poplar and
Willow.
Note the Metis homes by the river, carved out of the poplar and oak brush... and the long narrow river lots
The PASSAGE Ford and Ferry Site 1875 map
Now it is a Provincial Heritage Site you can visit!

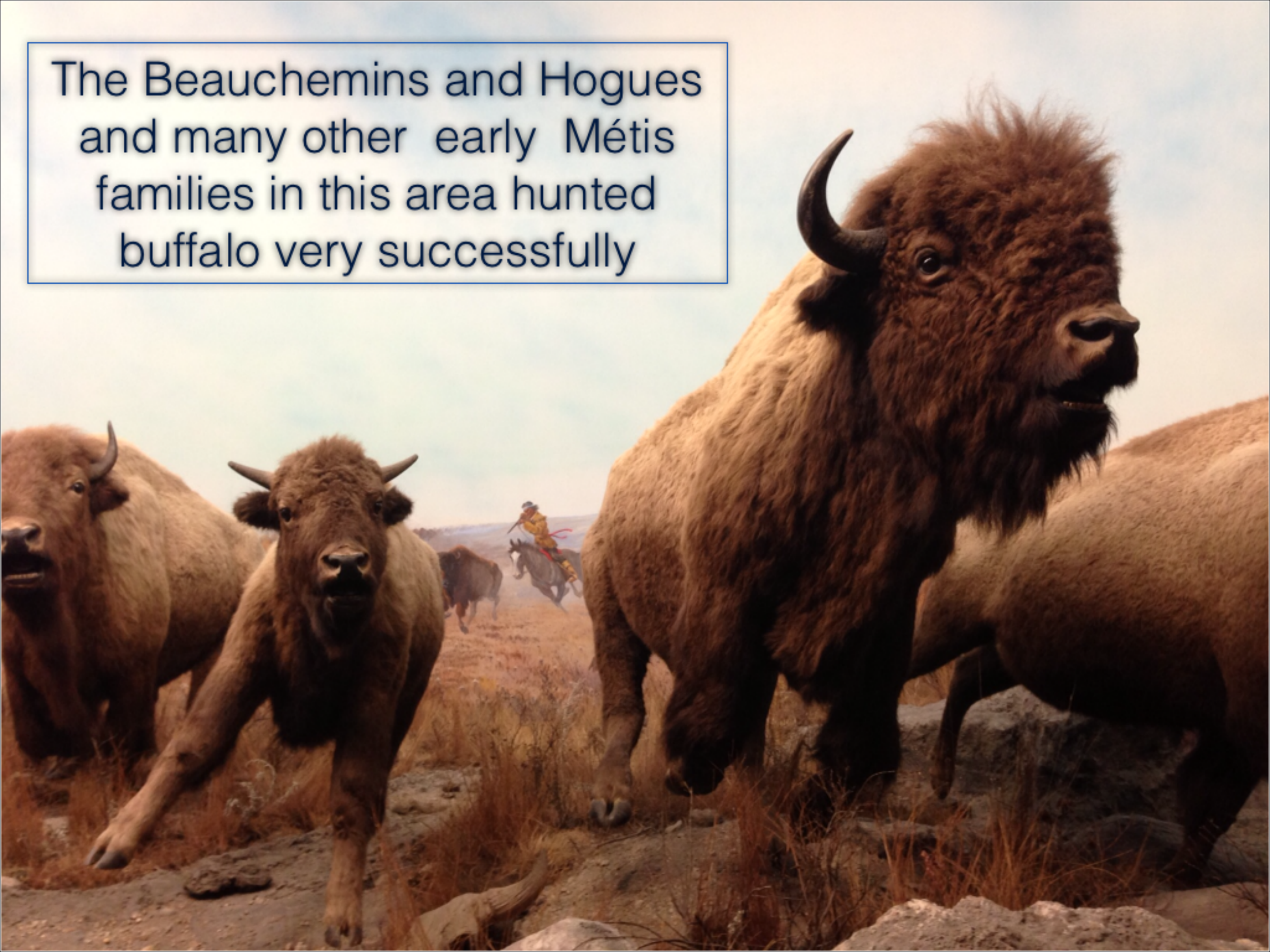
Beauchemin Family lived beside the Passage





on a 4 mile deep river lot
that was only 400 feet
wide (6 chains) (Lot 59)

The Beauchemins and Hogues and many other early Métis families in this area hunted buffalo very successfully





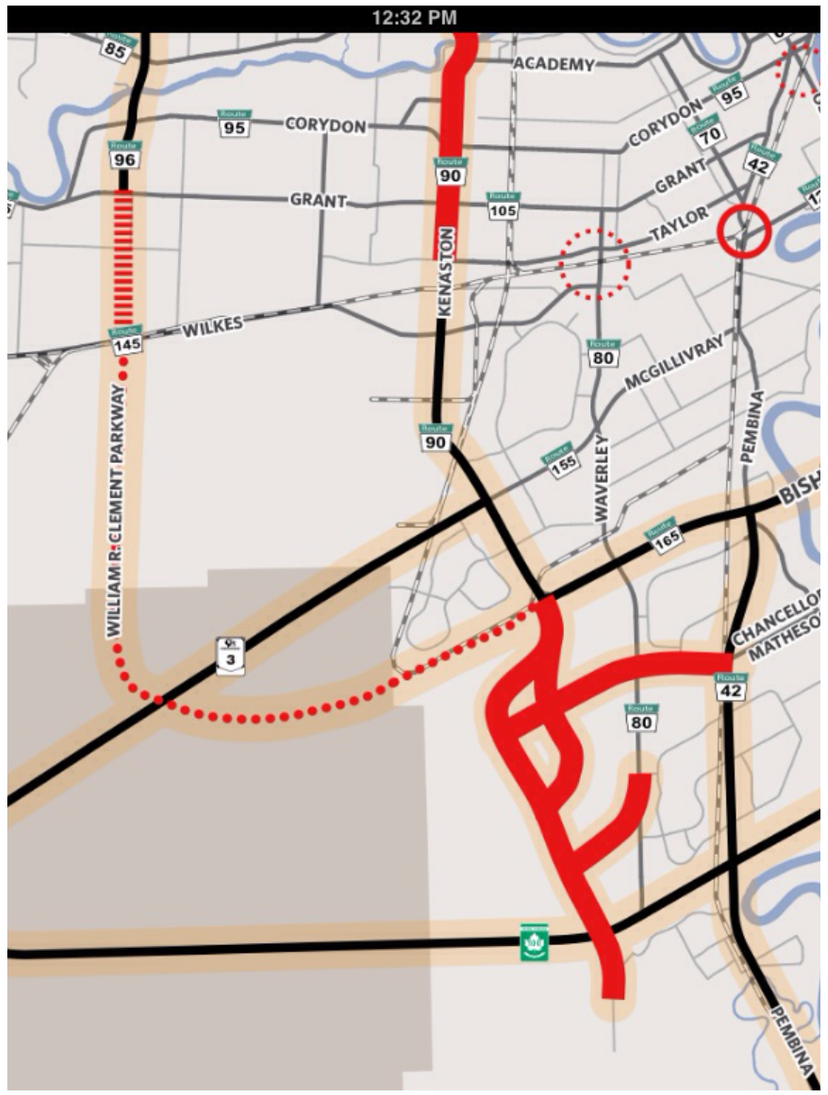
IF there is a bridge at this site in the future, it would certainly pass Charleswood and St James residents past one of the most historic trail routes and river crossings in Western Canada! This area and Kelly Landing park adjacent to iit suffer from lack of access and proper signage and a bridge and AT route would certainly help alleviate this problem. However, community priorities for other AT improvements are likely far higher on the list for most local residents for the foreseeable future....(Perimeter Hwy AT options crossing at the Harte Tail should also be subject to local prioritization?)

Priorities for the Largest New Community in Wpg

- There are 5 new Precinct plans planned in addition to Ridgewood South in this SW corner of the City of Wpg

- 30,000 to 70,000 new residents could live here so the AT routes need to be planned correctly and in advance.

- Reducing required vehicle commuter trips could be a big asset to the whole car supporting infrastructure



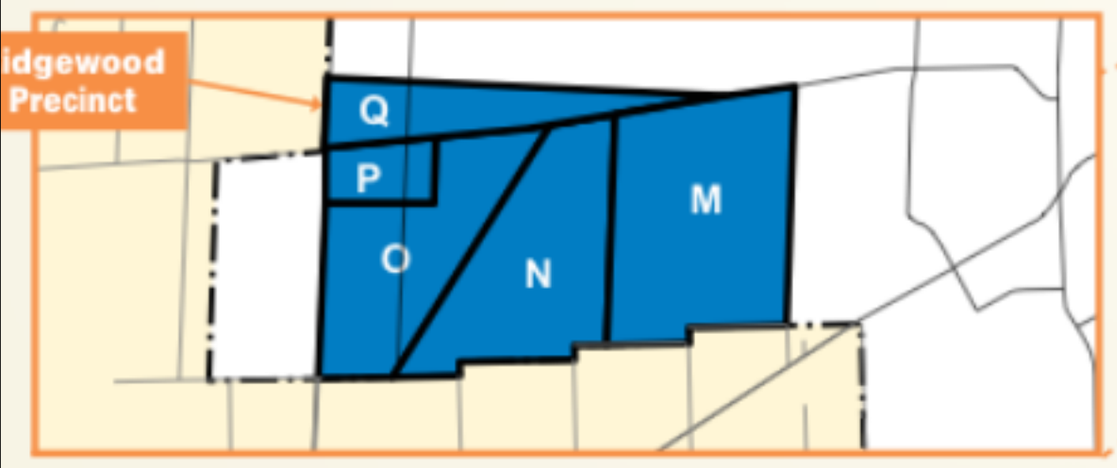
OurWinnipeg - Precinct Areas



New Communities, as described in *OurWinnipeg*, are generally large, undeveloped land areas identified for future urban development that are not currently serviced by a full range of services (sewer, water, etc.).

Planning for New Communities will ensure orderly development for a mix of uses, including various housing types, parks, places and open spaces, employment options and good access to transit.

This map outlines New Communities that require precinct plans. The Ridgewood Precinct is labelled as "Q" on the map.



PRECINCTS

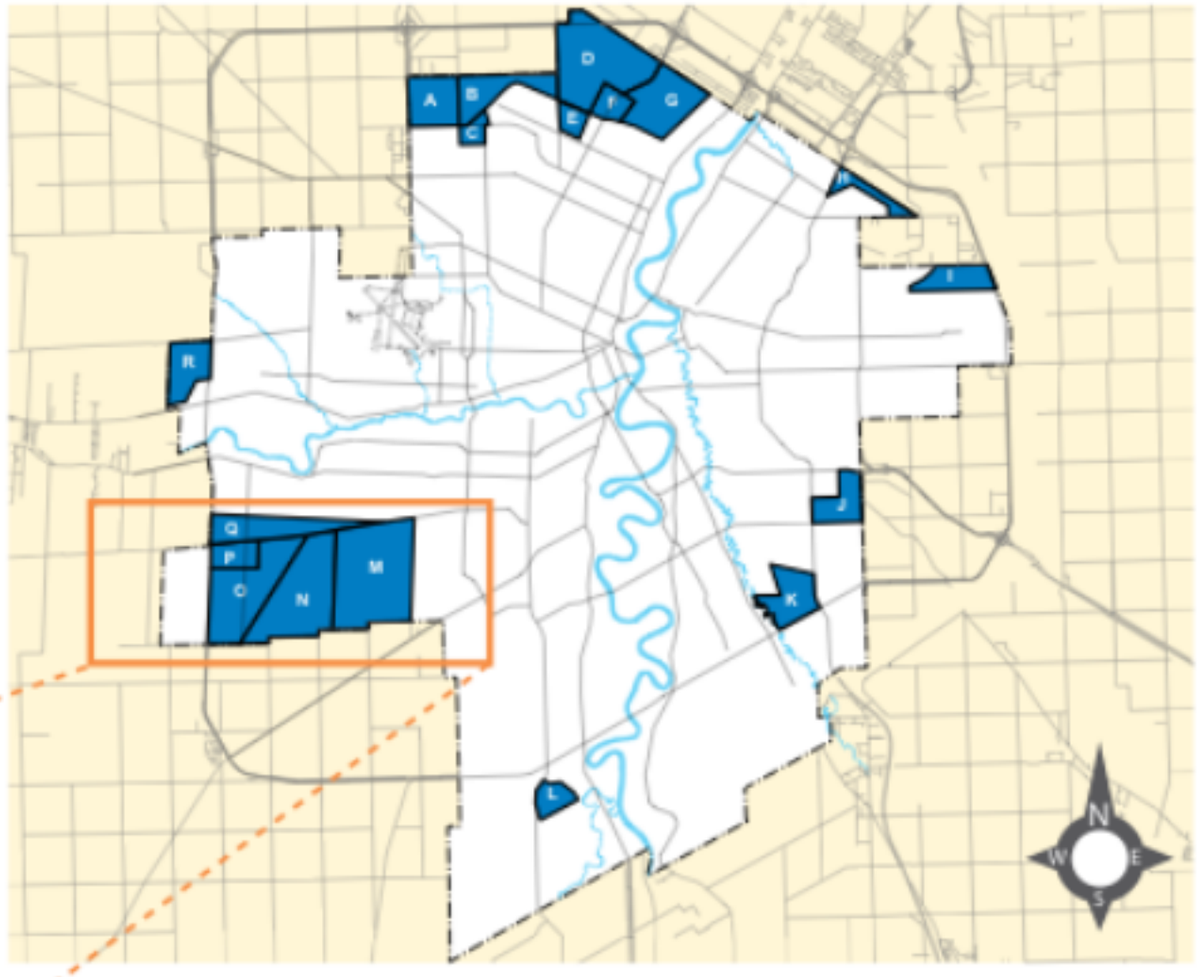


figure 03h

Source: *OurWinnipeg - Complete Communities*, July 12, 2011

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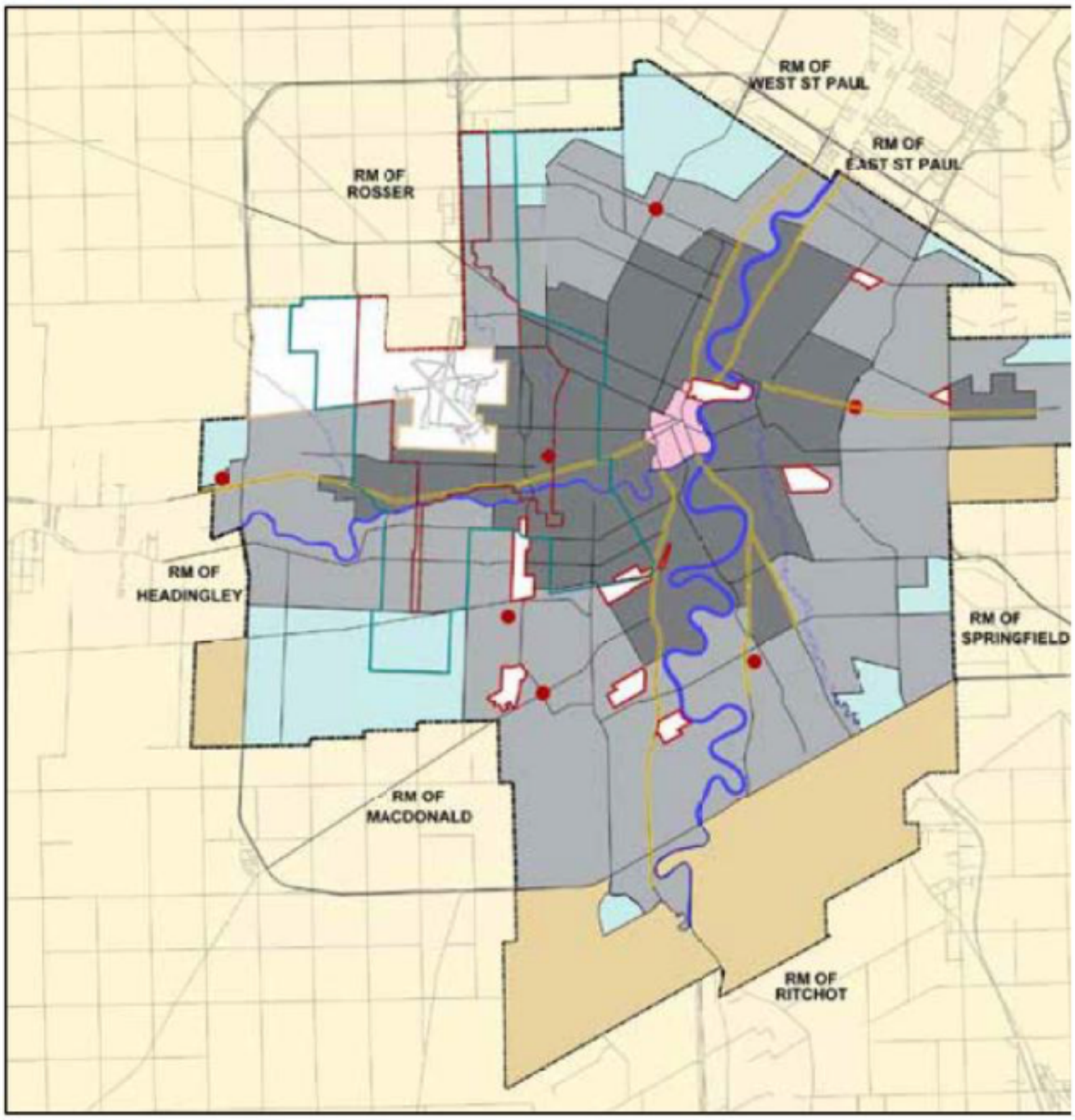

Downtown

Major Redevelopment Sites

New Communities

Regional Mixed Use Centre

Regional Mixed Use Corridor

Mature Communities

Recent Communities

Rural and Agricultural

Airport Area

Airport Vicinity Protection Area 1

Airport Vicinity Protection Area 2

- Inv
- pec
- req
- pro
- Cor
- and
- site
- New
- roa
- em
- sto

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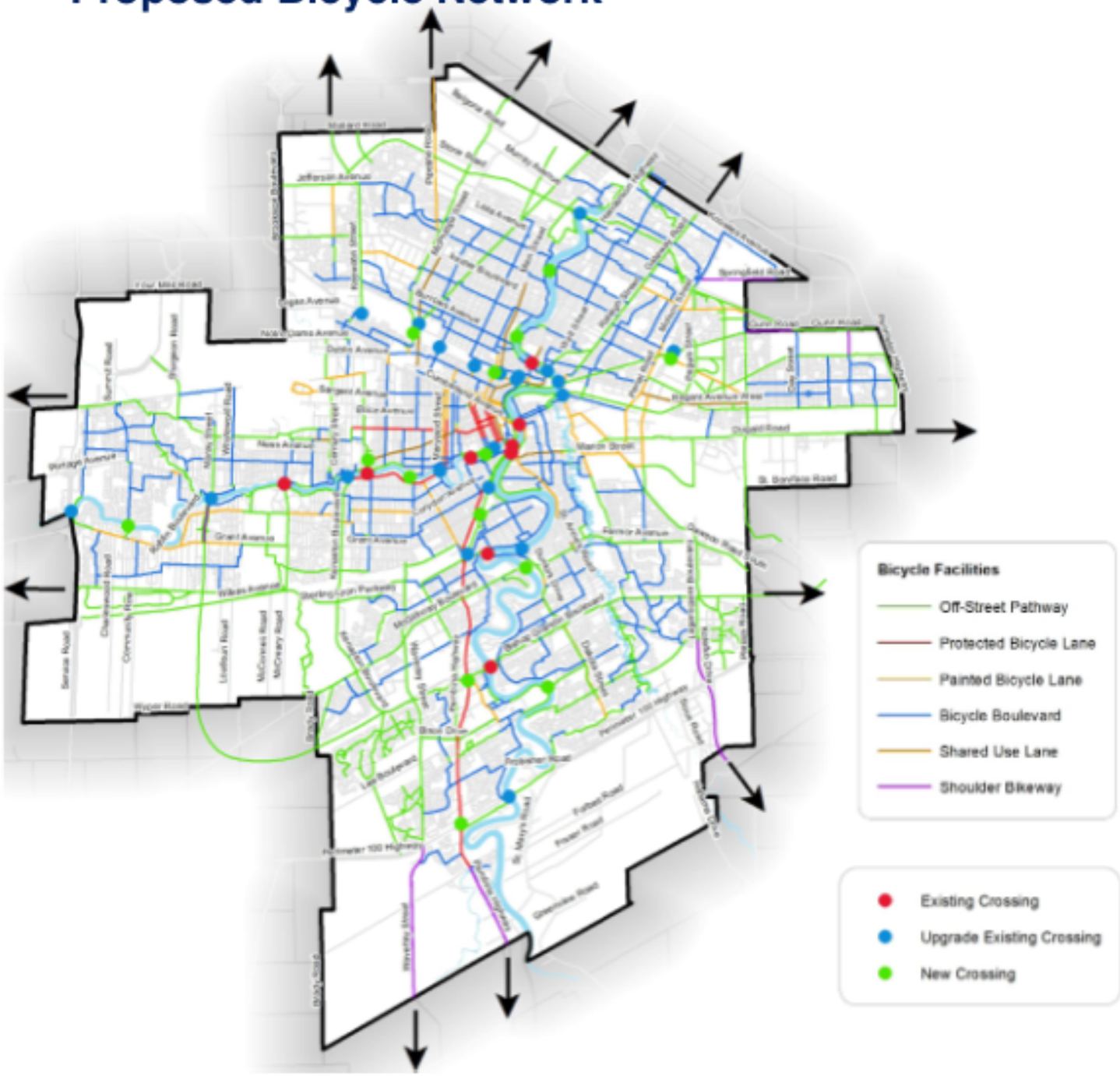
Strategic Direction 1: *Improve Connectivity - Cycling*

Proposed Bicycle Network



1. Improve Connectivity - Cycling

Summary of Proposed Actions

- Develop a complete, connected, dense bicycle network throughout the City, including a Downtown separated bicycle lane network and a spine network to connect to Downtown
- Identify gaps within the bicycle network and prioritize resolving them
- Support extension of the City's bicycle network to surrounding communities
- Develop and implement bicycle facility design guidelines that include a bicycle facility selection tool based on traffic speed and volumes
- Ensure that bicycle requirements be addressed on all new and upgraded roads
- Pursue bicycle network improvements that establish access to major destinations throughout the City, including regional, community and neighbourhood mixed-use centres and corridors, schools, libraries, and parks
- Where suitable and where opportunities exist, continue to provide bicycle infrastructure in conjunction with transit infrastructure
- Design new neighbourhoods to include bicycle routes that are well-integrated with the existing bicycle network.
- Develop a process to identify priorities for bicycle network implementation based on cycling potential, equity, connectivity, comfort and cost.

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walkin
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bikewinnipeg.ca/wordpress/wp-co...4/07/WalkBikeWpgKEYSLIDES.pdf
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33%

Service Road
Portage Avenue
Charleswood Road
Community Row
Wyper Road
Roblin Boulevard
Moray Street
Loudoun Road
Wilkes Avenue
Grant Avenue
Whytewold
Ness Avenue
McConnell Road
McCreary Road
Sterling Lyon Parkway
Kenaston Boulevard
Century Stre
Kenaston Boulevard
Grant Avenue
McGillivray Boulevard
Waverley Street
Corydon Ave
Maryland S
Pembina Highway

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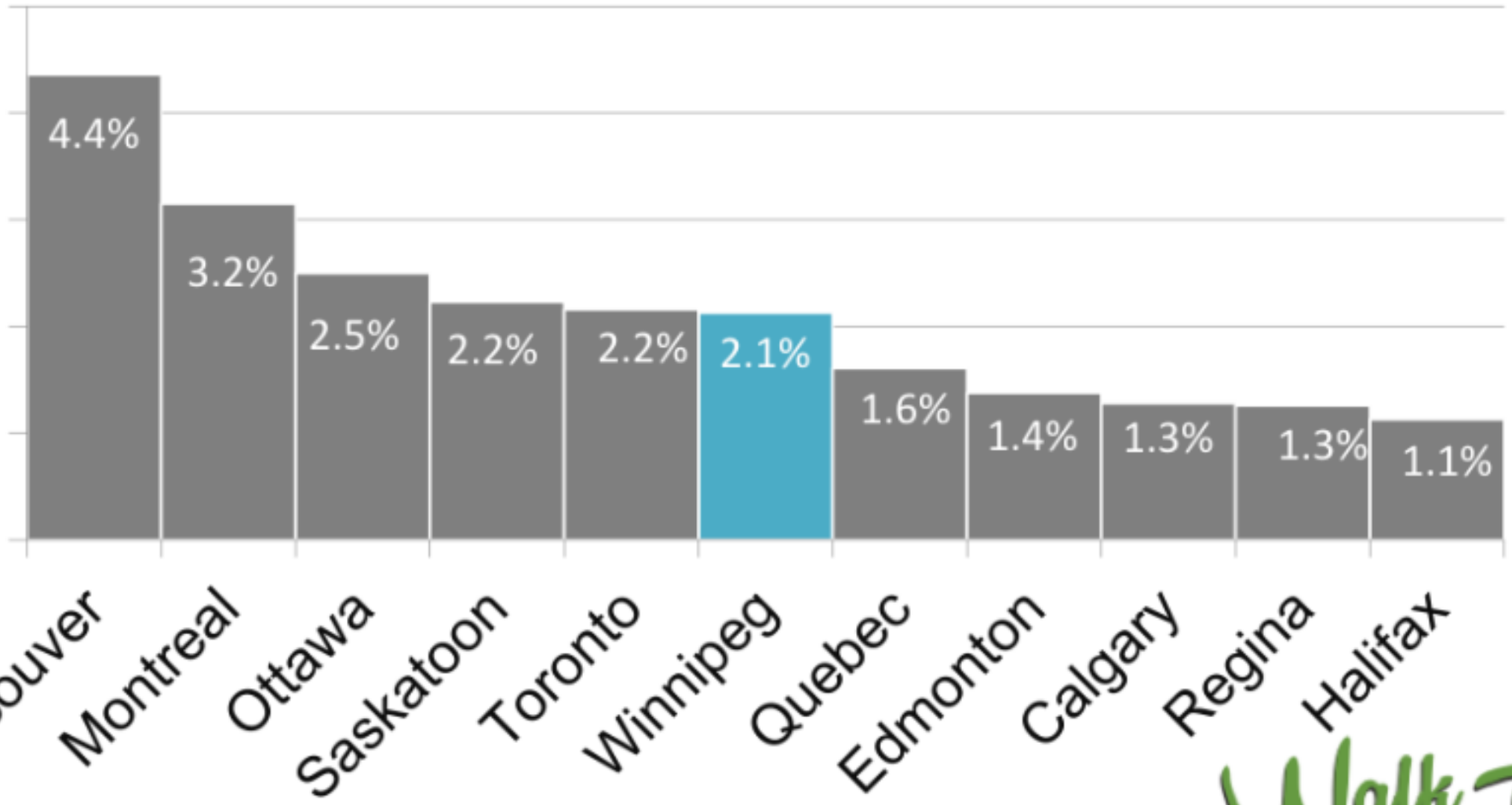
Bicycle Mode Share in Major Canadian Cities, 2011



nformation at walkbike.winnipeg.ca

Walk Bike Winnipeg

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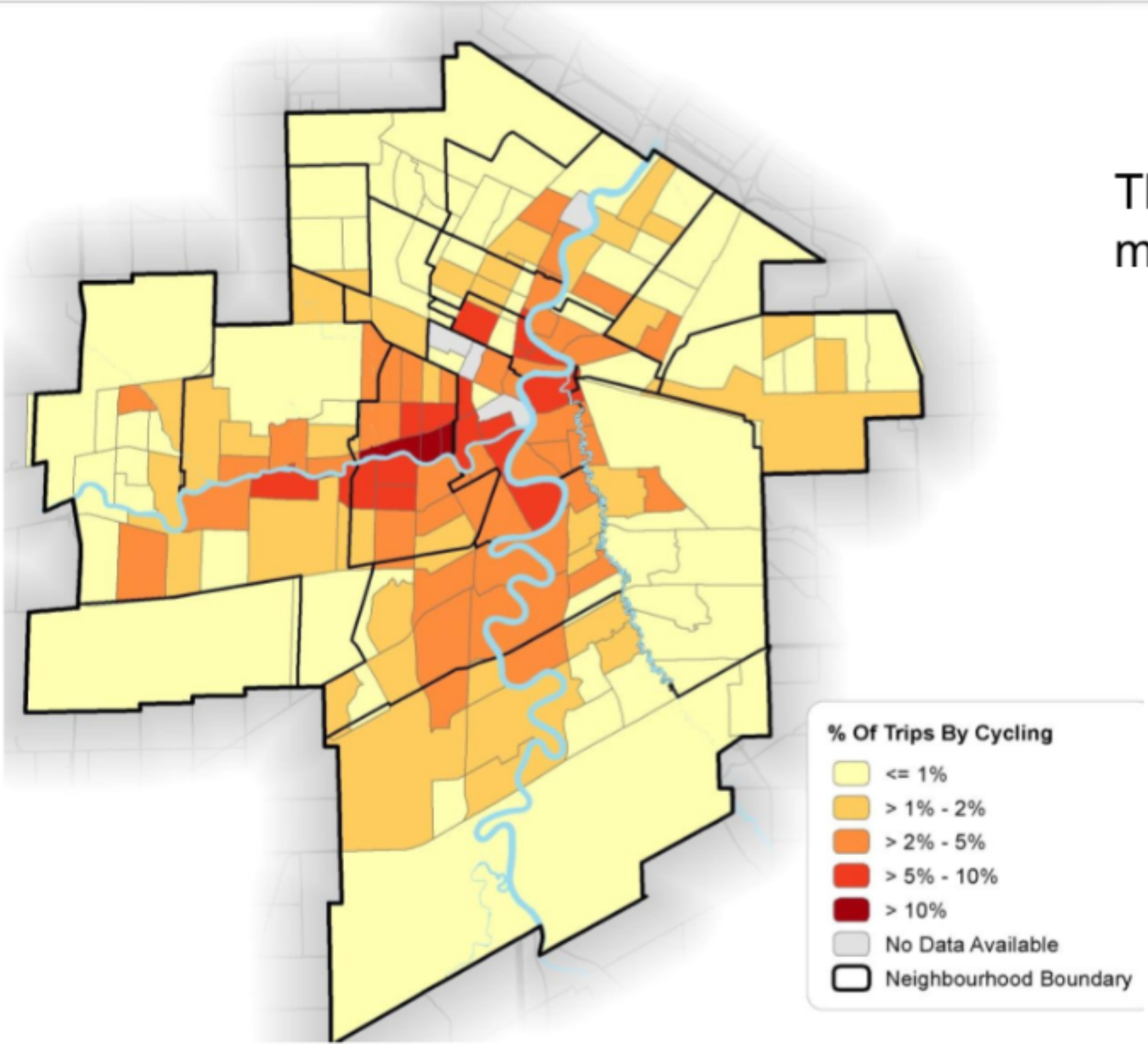

The highest bicycle mode share occurs in:

- **Wolseley**
- **River Heights**
- **Osborne Village**
- **West Broadway**
- **St. Boniface**

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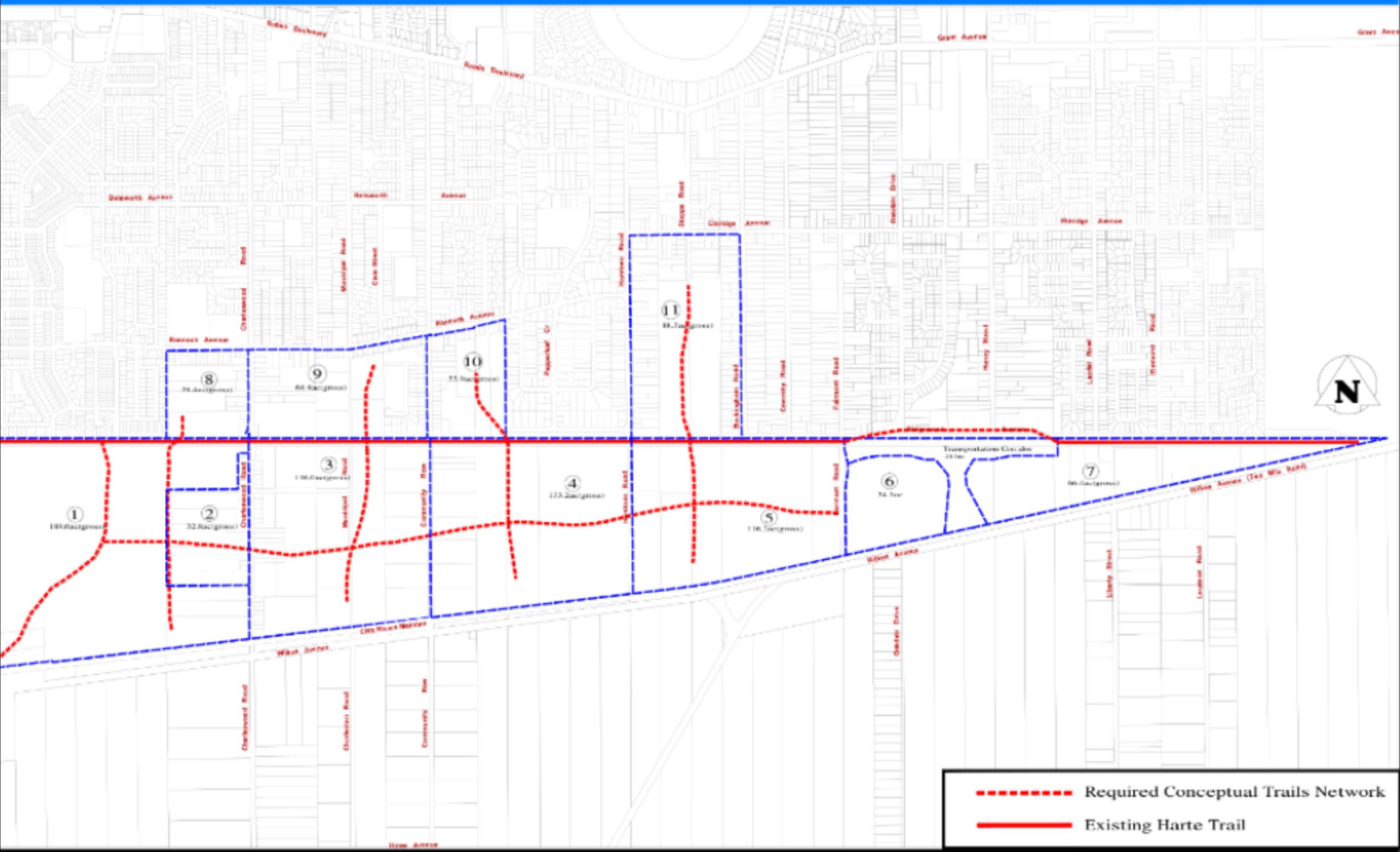
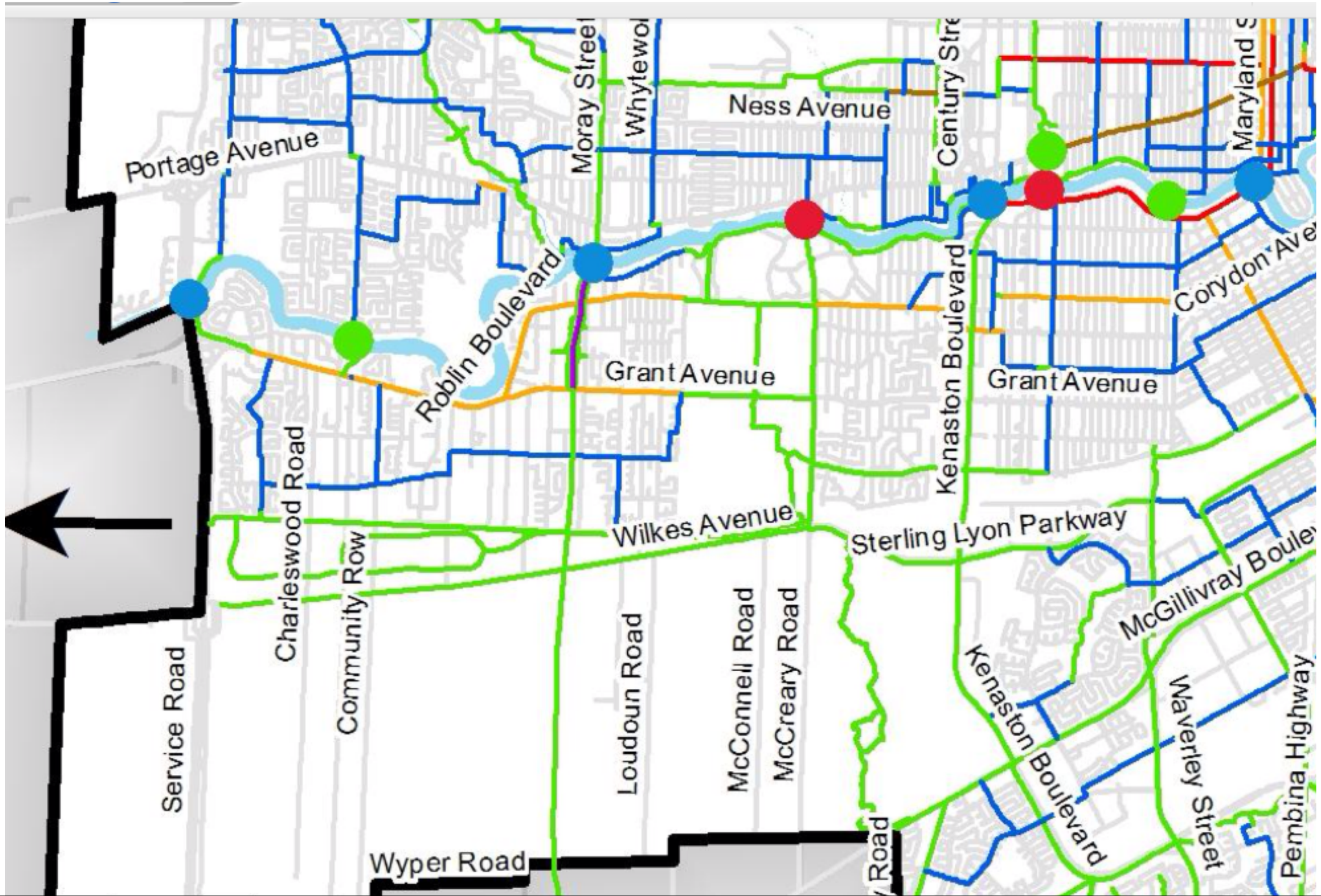
Conceptual Trail Network


Robert Speck Parkway
Derry Road
Dixie Road
Dentonia Park Avenue
Eglinton Avenue
Kennedy Road
Markham Road
Morningside Avenue
Meadowvale Road
Orton Park Road
Sheppard Avenue
Finch Avenue
Steeles Avenue
Ellesmere Road
Progress Avenue
Tapscott Road
Milner Avenue
Highway 401
Lawrence Avenue
Ellesmere Road
Scarborough Golf Club Road
Morningside Avenue
Meadowvale Road
Orton Park Road

- Looking at the Conceptual plans for Ridgewood South, overuse of the Harte Trail is a concern with the existing bike and walking traffic

- The Sharrows on Roblin Blvd and Grant are not safe or effective and should NOT be counted as existing Active Transportation infrastructure

- Eldridge/Rannock is mapped as part of the AT network, but has 22 stop signs and is not a functional present or future part of the system - it just looks good on today's AT map but doesn't work and won't work in the future?


Portage Avenue
Moray Street
Whytewold
Ness Avenue
Century Street
Maryland
Roblin Boulevard
Grant Avenue
Grant Avenue
Corydon Ave
Kenaston Boulevard
Charleswood Road
Community Row
Wilkes Avenue
Sterling Lyon Parkway
McGillivray Boule
Service Road
Loudoun Road
McConnell Road
McCreary Road
Kenaston Boulevard
Waverley Street
Pembina Highway
Wyper Road

iPad 6:55 AM 66%

Layers

ridgewood south winnipeg

Google earth

Sharrows - X

22 stop signs

Harte

Wilkes over capacity

anada

Image © 2013 DigitalGlobe
© 2013 Google
© 2013 Cnes/Spot Image

Wilkes Ave

- Wilkes is already over capacity for cars and is very dangerous for cycling.
- A long range plan for this whole new community of 5 more precincts is required
- How do we cycle safely for the next decade?
- With Wilkes being replaced or realigned, we need to safely address workable AT options


Shaftesbury Blvd AT improvements required Grant to Wilkes with new roadwork planning
$13 Million Passage Bridge is NOT the Priority to residents right now
Assiniboine Forest and Fort Whyte Alive with over 2 sq miles of Natural Assets ! A WINNIPEG WEST N.A.T.U.R.E. CORRIDOR SAVING HABITAT AND CELEBRATING HERITAGE is possible...
© 2013 Google


Dangerous lack of continuuity that is required for a safe bikiing system?
Note that the lack of a paved shoulder or bike path on Waverley North of Bishop Grandin creates another dangerous area.

Missing Links

- Here is my recumbent bike at Wellington Cresc and the Omands Creek Bridge. I ride this route on my 20 km commute 5 days a week form Ridgewood West into the Manitoba Museum downtown

- There is a dangerous block between the St James Bridge and the existing Bike path and the double lanes on Wellington that ARE safe where there is no bike path and no double lanes

- The train track crossing is even dangerous

- This is just one of the breaks in the AT system that can be fixed and improved. *(The Free Press got 200 suggestions in one day this week for areas such as this that could be made safer and fixed!)

- Waverley North of Bishop Grandin and the lack of a safe crossing to Fort Whyte Alive South entrance are two dangerous breaks in the AT system...

Harte Trail and Trans Canada Trail Improvements

- Can we design a plan that does NOT overuse the walking facets of the Harte Trail by adding too many bikes and faster AT users?

- Can we keep and improve our pathways that create connections with natural corridors?

- Where is the functional East West Corridor from Beadry Park to Assiniboine Forest, Assiniboine Park and Fort Whyte Alive?

HARTE TRAIL



Discover the charm of the Harte Trail, Winnipeg's first "Rails to Trails" conversion. This route was originally a rail corridor for the historic Grand Trunk Pacific Railway. CN Railway and more recently, the Prairie Dog Central. In fact, the name 'Harte' references the old railway subdivision in this area.

The Harte Trail, officially opened on July 2, 2000, now comprises an important section of the Trans Canada Trail as it passes through Winnipeg.

This urban trail with a rural flavour offers endless leisure opportunities for cycling, walking, running or enjoying the native flora and fauna. At the Western end of the trail, sit and enjoy the plant species in the Van Roon Prairie Garden. Chokecherries and Saskatoon berries are sought after gourmet finds during the summer months.

Birding is also a popular pastime, particularly during the spring and fall migrations. Visitors often hear the call of the catbird or see the soaring wings of a hawk or an owl. Other wildlife, including deer and fox, are also at home along the trail.

The Friends of the Harte Trail are the stewards of the trail and continue to undertake numerous projects to preserve its natural beauty and its history. As a result, trail users and future generations are able to enjoy this unique experience in the city throughout the seasons.


Roblin Blvd
ASSINIBOINE RIVER
Roblin Blvd
William R. Clement Pkwy
Grant Ave
ASSINIBOINE FOREST
TUXEDO GOLF COURSE
Perimeter Hwy
Dale Blvd
Cullen Dr
Betsworth Ave
Coy Ave
Harstone Rd
South Assiniboine Parkway
Eldridge Ave
Sagimay Trail
Rannock Ave
Emhurst Rd
Headingley Grand Trunk Trail
Charleswood Rd
Community Row
Harte Trail
Oakdale Dr
ASSINIBOINE FOREST
You Are Here
Wilkes Ave
Liberty St
Loudoun Rd
McConnell Rd
McCreary Rd
Legend
Harte Trail Surface
Granular Path
0 250 500 750m
N
Other Elements and Sub-Trail Surfaces
Trailhead
Park | Open Space
Distance Marker
School
Trans Canada Trail
Bridge | Overpass | Tunnel
Granular Path
Asphalt Path
Sidewalk or Street
On-Road Bike Route
Informal Pathway - Woodchip
Informal Pathway - Asphalt or Granular
Points of Interest
1 Fort Whyte Alive
2 Sri Chinmoy Trail
3 Marj Edey Park & Varsity View Sportsplex
4 Eric Coy Recreation Centre
5 Roblin Park Community Centre
6 Westdale Community Center
7 Van Roon Prairie Garden
HARTE TRAIL


Perimeter Hwy
Dale Blvd
Cullen Dr
Roblin Blvd
ASSINIBOINE RIVER
Roblin Blvd
William R. Clement Pkwy
Grant Ave
ASSINIBOINE FOREST
TUXEDO GOLF COURSE
Betsworth Ave
Coy Ave
Rannock Ave
Harstone Rd
South Assiniboine Parkway
Eldridge Ave
Sagimay Trail
Ehrhart Rd
ASSINIBOINE FOREST
You Are Here
Harte Trail
Wilkes Ave
Liberty St
Loudoun Rd
McConnell Rd
McCreary Rd
Legend
Harte Trail Surface
Granular Path
0 250 500 750m
N
Other Elements and Sub-Trail Surfaces
Trailhead
Park | Open Space
Distance Marker
School
Trans Canada Trail
Bridge | Overpass | Tunnel
Granular Path
Asphalt Path
Sidewalk or Street
On-Road Bike Route
Informal Pathway - Woodchip
Informal Pathway - Asphalt or Granular
Points of Interest
1 Fort Whyte Alive
2 Sri Chinmoy Trail
3 Marj Edey Park & Varsity View Sportsplex
4 Eric Coy Recreation Centre
5 Roblin Park Community Centre
6 Westdale Community Center
7 Van Roon Prairie Garden
HARTE TRAIL
and NATURE Corridor?

This part of the Harte trail is too narrow for bikes AND walkers and Dogs... Let's find a solution...



A safer Harte Trail?

- Friends of the Harte Trail do NOT want a "wider" trail or a Hard Surfaced Trail

- With a separate alternative for East West AT Travel, the ambience and nature of the Harte Trail and adjoining habitat could be protected

- East West Collector Streets with AT that may be 10 years away and several km out of the way for many users may NOT be the answer

- How about a Natural Option for AT with less intersections and more nature for bike riders and skate boarders and electric assist bikes and roller bladers between Marj Edie Park and Adrenaline Adventures? More community consultation for alternatives please!



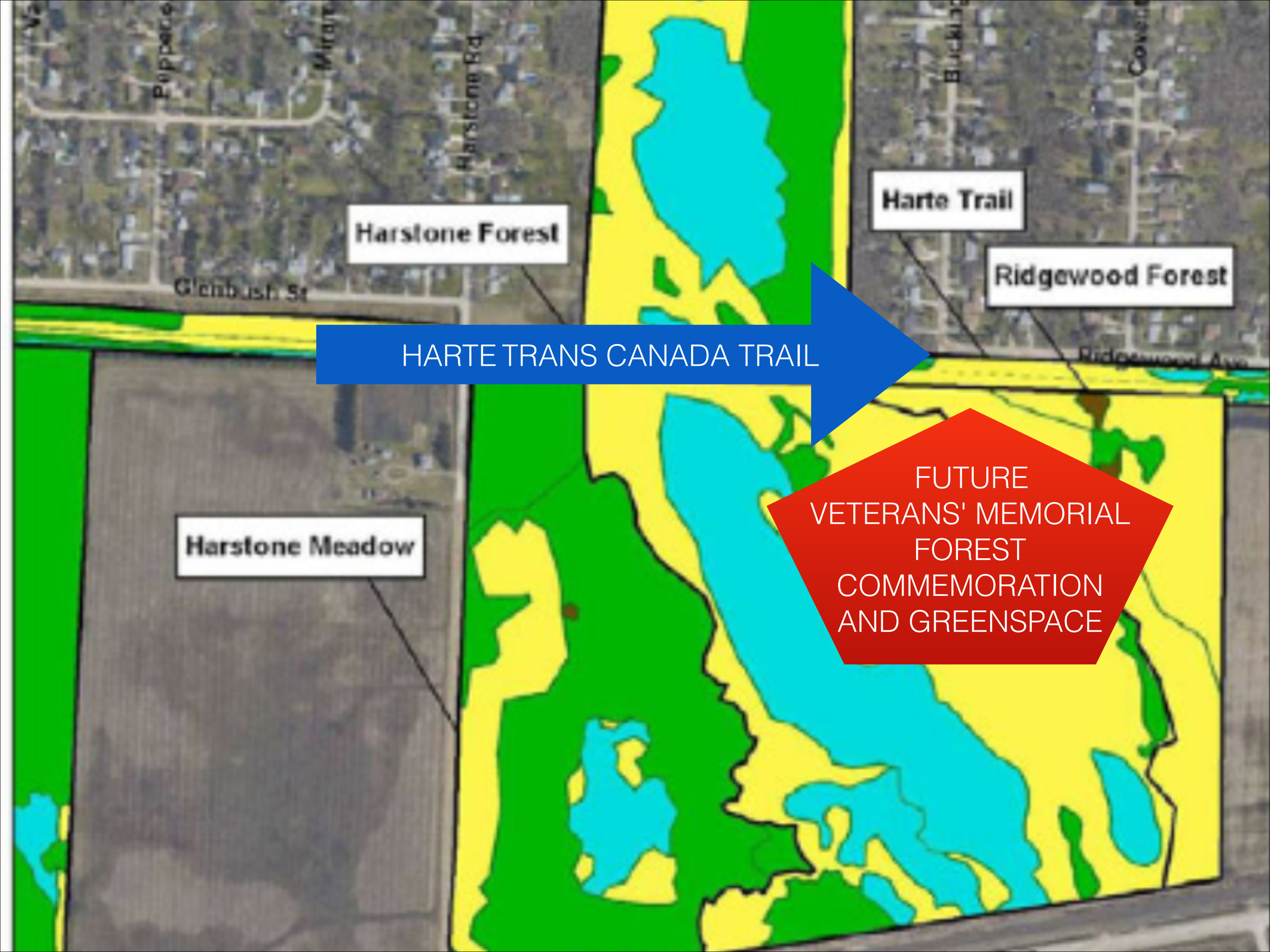
Too much of a good thing to try and make the current Harte Trail the route of choice for AT users and walkers - and let's not wait a decade?

Veterans' Memorial Forest Proposal

- There is conceptual planning for the natural area between Harstone and Fairmont as a high quality natural area becoming parkland when this area of the precinct is planned

- This is just one excellent example of a possible trail and AT routing through and beside a GREEN corridor

- a Federal funding proposal to name this area as a living memorial for veterans past, present and future has been submitted and we are awaiting its acceptance...


Harstone Forest
Harte Trail
Ridgewood Forest
Harstone Meadow
HARTE TRANS CANADA TRAIL
FUTURE
VETERANS' MEMORIAL
FOREST
COMMEMORATION
AND GREENSPACE

Improving the deficits

- as we can see with Anders's picture in the Free Press article below, there has been lots of attention the last few weeks to improving safety and access to cycling in Winnipeg

- 200 suggestions were forwarded to the Free Press on this subject in one day!

- Adding continuity to existing and new routes!

- A long term plan and strategy is key to improvements

Winnipeg Free Press

Show the Free Press the city's worst spots for cycling

AUTHOR: Kristin Annable
PUBLISHED: May 11, 2015, 03:00 AM
UPDATED: May 11, 2015, 07:30 AM



Anders Swanson says crossing the Arlington Street Bridge is dangerous, but one of the only ways to get over the CP tracks. - Photos by Wayne Glowacki / Winnipeg Free Press

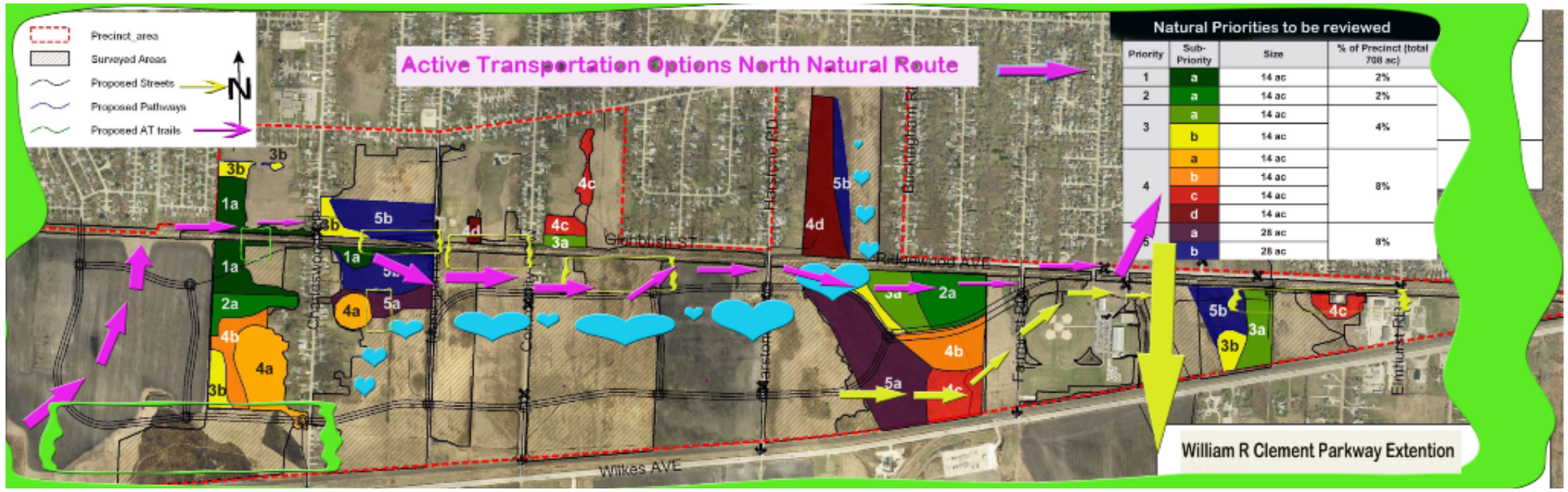
Thanks to the Delegations and AT Strategy Report Team

- Again, I repeat that I strongly support the long term vision of the presented AT plan

- I look forward to continuing local consultation to gain input and feedback about local AT needs

- Commuting and Exercise and Local Heritage and Natural Resources can all work together in a city wide plan to improve our AT resources over the next 20 years and into the future.

Disclaimer



- The opinions in this presentation are my personal opinions, and do not reflect the positions or opinions of the Friends of the Harte trail or CCHP (Citizens for Charleswood Habitat Preservation or the Charleswood Historical Society)

- (though I am a member of these 3 community groups)

- The visuals presented at the EPC Delegation on May 13 were taken from this presentaiton, however oral comments were added that vary slightly from the presentaiton text.