Agenda – Council – May 27, 2015

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 5, 2015

Item No. 5 2015 Pedestrian and Cycling Action Plan

STANDING COMMITTEE RECOMMENDATION:

On May 13, 2015, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended, and submitted the following to Council:

1. That the recommended 2015 Pedestrian and Cycling Action Plan identified in Appendix A, be approved, with the following amendments:

    A. Rename Section "Downtown Protected Bike Lane System (Fort/Garry Functional Design)" to "Downtown Protected Bike Lane System (Fort/Garry Preliminary Neighbourhood Consultation)"

    B. Delete the final paragraph in renamed Section "Downtown Protected Bike Lane System (Fort/Garry Preliminary Neighbourhood Consultation"), and replace with the following:

    "The Winnipeg Public Service is recommending a budget of $205,000 from the 2015 Bicycle Corridors account for the commencement of a preliminary neighbourhood consultation for the Downtown Protected Bike Lane network."

2. That the Waverley Multi-use Pathway between Bishop Grandin Blvd. and Scurfield Blvd. approved by Council in 2014 be postponed and the funding be transferred to other higher priority pathways as outlined in this report.

3. That the Grey Street pathway between Tyne Ave. and Mission St. approved by Council in 2013 be canceled.

4. That the Lagimodiere sidewalk/pathway between East Mint Place and Burmac Rd. approved by Council in 2013 be postponed and the remaining funding be transferred to other higher priority pathways as outlined in this report.

5. That the Director of Public Works be authorized to prioritize other pedestrian and cycling projects if extra funding is available due to projects being completed below estimates.

6. That the provided status updates on projects previously approved and outlined in Appendix B be taken as information.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 5, 2015

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

8. That the Winnipeg Public Service be directed to fund The Chancellor Matheson Pathway from Investors Group Field to Pembina Highway Project, in an amount to be determined by the Winnipeg Public Service but not to exceed $350,000.00, by identifying budget surpluses from approved projects in the 2015 Capital Local Street Renewals, Alley Renewals, Thin Bituminous Overlays and Granular Roadway Improvements Program, and if a shortfall still exists, from a First Call on the 2016 Capital Local Street Renewals, Alley Renewals, Thin Bituminous Overlays and Granular Roadway Improvements program, and that any residual Active Transportation Funding be put into the 2016 Active Transportation budget.

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 5, 2015

DECISION MAKING HISTORY:

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On May 13, 2015, the Executive Policy Committee concurred in the recommendations of the Standing Policy Committee on Infrastructure Renewal and Public Works with the following amendments, namely:

- Amend Recommendation 1 by adding the following words at the end thereof "with the following amendments:

  A. Rename Section "Downtown Protected Bike Lane System (Fort/Garry Functional Design)" to "Downtown Protected Bike Lane System (Fort/Garry Preliminary Neighbourhood Consultation)"

  B. Delete the final paragraph in renamed Section "Downtown Protected Bike Lane System (Fort/Garry Preliminary Neighbourhood Consultation"), and replace with the following:

  "The Winnipeg Public Service is recommending a budget of $205,000 from the 2015 Bicycle Corridors account for the commencement of a preliminary neighbourhood consultation for the Downtown Protected Bike Lane network.""

and forwarded to Council.

STANDING COMMITTEE RECOMMENDATION:

On May 5, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendment:

- Add the following new Recommendation 8:

Report – Standing Policy Committee on Infrastructure Renewal and Public Works – May 5, 2015

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

> "8. That the Winnipeg Public Service be directed to fund The Chancellor Matheson Pathway from Investors Group Field to Pembina Highway Project, in an amount to be determined by the Winnipeg Public Service but not to exceed $350,000.00, by identifying budget surpluses from approved projects in the 2015 Capital Local Street Renewals, Alley Renewals, Thin Bituminous Overlays and Granular Roadway Improvements Program, and if a shortfall still exists, from a First Call on the 2016 Capital Local Street Renewals, Alley Renewals, Thin Bituminous Overlays and Granular Roadway Improvements program, and that any residual Active Transportation Funding be put into the 2016 Active Transportation budget."

and submitted the matter to the Executive Policy Committee and Council.

Mark Cohoe, on behalf of Bike Winnipeg, submitted communication, undated, with respect to the matter.

Kurt Morton submitted a presentation titled Waverley Multi-Use Pathway, undated, in opposition to the matter.

Steve Snyder submitted communication, dated May 4, 2015, with respect to the matter.

ADMINISTRATIVE REPORT

Title: 2015 Pedestrian and Cycling Action Plan

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
L. Escobar, P.Eng., PTOE	B.W. Sacher, P. Eng.	M. Ruta	M. Jack, Acting COO

RECOMMENDATIONS

1. That the recommended 2015 Pedestrian and Cycling Action Plan identified in Appendix A, be approved.

2. That the Waverley Multi-use Pathway between Bishop Grandin Blvd. and Scurfield Blvd. approved by Council in 2014 be postponed and the funding be transferred to other higher priority pathways as outlined in this report.

3. That the Grey Street pathway between Tyne Ave. and Mission St. approved by Council in 2013 be canceled.

4. That the Lagimodiere sidewalk/pathway between East Mint Place and Burmac Rd. approved by Council in 2013 be postponed and the remaining funding be transferred to other higher priority pathways as outlined in this report.

5. That the Director of Public Works be authorized to prioritize other pedestrian and cycling projects if extra funding is available due to projects being completed below estimates.

6. That the provided status updates on projects previously approved and outlined in Appendix B be taken as information.

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

REASON FOR THE REPORT

The Public Works Department annually presents a listing of recommended Active Transportation projects for approval by the Standing Policy Committee on Infrastructure Renewal and Public Works.

On July 4, 2014, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service, with the following amendment:

“That the Director of Public Works provide status updates on projects previously approved in future action plans.”

IMPLICATIONS OF THE RECOMMENDATIONS

Additional operating costs related to maintenance of these facilities, approximately $7,000 annually, will need to be included in the Public Works Department's future years operating budgets.

HISTORY

On June 20, 2007 Council approved the sale of surplus City land at the Northwest Corner of Sterling Lyon Parkway and Paget Street and that the amount of $250,000 from the net proceeds of the sale be utilized for recreational trail projects in the River Heights-Fort Garry Ward, to be implemented in consultation with the Ward Councillor, the Active Transportation Coordinator of the Public Works Department and the Winnipeg Trails Association. The 2008 Recreational Walkway and Bike Path Capital project budget was increased and funding recognized. To date, $88,562.69 of this funding has been spent on improvements to the Active Transportation network in the River Heights-Fort Garry Ward. The remaining $161,437.31 was to be used in 2013 to complete the AT gap on Waverley Street, as directed by the following:

> On October 3, 2011, the Standing Policy Committee on Infrastructure Renewal and Public Works referred the recommendation of September 13, 2011 from the City Centre Community Committee, regarding the active transportation Network – Waverley Street from McGillivray Boulevard to Bison Drive, to the Winnipeg Public Service.

On December 9, 2014, the Lord Selkirk-West Kildonan Community Committee recommended to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service report back to the Standing Policy Committee in 120 days with options for possible construction of an active transportation path in the Northwest Hydro Right of Way, located approximately one half kilometer west of McPhillips Street between the McPhillips Street Casino and the North City limits.

The 2015 Capital Budget adopted by Council on March 23, 2015 included funding of $250,000 for New Regional Sidewalks; $150,000 for New Non-Regional Sidewalks;$1,000,000 for Recreational Walkways and Bike Paths; and $1,000,000 for Bicycle Corridors in 2015.

FINANCIAL IMPACT

Financial Impact Statement

Date: April 2, 2015

Project Name:
2015 Pedestrian and Cycling Action Plan

First Year of Program **2015**

	2015	2016	2017	2018	2019
Capital					
Capital Expenditures Required	$ 3,421,831	$ -	$ -	$ -	$ -
Less: Existing Budgeted Costs	3,421,831	-	-	-	-
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	$ -	$ 7,000	$ 7,000	$ 7,000	$ 7,000
Less: Incremental Revenue/Recovery	193,688	-	-	-	-
Net Cost/(Benefit)	$ (193,688)	$ 7,000	$ 7,000	$ 7,000	$ 7,000
Less: Existing Budget Amounts	(193,688)	-	-	-	-
Net Budget Adjustment Required	$ -	$ 7,000	$ 7,000	$ 7,000	$ 7,000

Additional Comments: The Capital Expenditures required are for those projects included in Appendix C. Existing budgeted costs represent the 2015 Adopted Capital Budget for Public Works projects; Recreational Walkways and Bike Paths – Various Locations (Project # 1832000115, $1,000,000.00), New Regional Sidewalks (Project # 1832000215, $250,000.00), New Non-Regional Sidewalks (Project # 1832000315, $150,000.00), and Bicycle Corridors (Project # 1832000415, $1,000,000.00) and the 2014 Recreational Walkways and Bike Paths – Various Locations (Project # 1832000114, $449,212.50), 2014 Active Transportation Corridor – Various Locations (Project # 1832000314, $64,175.41), 2013 Active Transportation Corridor - Various Locations (Project # 1832000313, $22,019.86), 2013 Recreational Walkways and Bike Paths (Project # 1832000113, $50,000.00), 2012 Active Transportation Corridors – Various Locations (Project # 1832000312, $188,774.91), 2011 New Regional Sidewalks (Project # 1832000211, $247,648.54). Recoveries represent the Department Transportation Administration and Corporate Administrative and Interest Overheads. Direct Costs relate to the pathway and sidewalk maintenance including snow clearing, sanding, and spring cleanup. The incremental operating amounts will need to be addressed in the 2016 Operating Budget Process.

"Original signed by Jocelyn Peters"
D. Stewart, CA
Manager of Finance & Administration

CONSULTATION

In preparing this Report there was consultation with:

Active Transportation Coordinating Group – A committee of City staff including representatives from Public Works, Planning, Property and Development, and the Transit Department.

Active Transportation Advisory Committee – A committee of private citizens of Winnipeg with expertise in Active Transportation.

SUBMITTED BY

Department: Public Works
Prepared by: Kevin Nixon, Active Transportation Coordinator
Date: April 23, 2015
File No.

Attachments: Appendix A - 2015 Active Transportation Action Plan
Appendix B – Status updates of Active Transportation Projects previously approved.
Appendix C - Pedestrian and Cycling Projects Recommended for Construction in 2015

Appendix A

2015 Pedestrian and Cycling Action Plan

New Regional Sidewalks

The construction of a sidewalk on the north side of Sargent Ave. between Milt Stegal Dr. to Strathcona St. is recommended.

The Winnipeg Public Service is recommending a budget of **$250,000** for this sidewalk project from the **2015 New Regional Sidewalks** account. The cost estimate for this project is approximately $497,648.54. It is recommended that the $247,648.54 identified in the 2011 New Regional Sidewalks account, from the unallocated amount and for the Lagimodiere Sidewalk as outlined in Appendix B, be added to the Sargent sidewalk project to allow it to be completed in 2015 or 2016.

New Non-Regional Sidewalks

The construction of a sidewalk on the east side of Donan St. between Murray Ave. and Park Manor Blvd. is recommended. The neighbourhood has been consulted in person by the area Councillor and has been the subject of a community open house held in the neighbourhood.

The Winnipeg Public Service is recommending a budget of $150,000 from the **2015 New Non-Regional Sidewalk** account for this project to be completed in 2015.

Bicycle Corridors Account

Public Education and Awareness

The Council-approved Transportation Master Plan has the following enabling strategies that direct the City to:

- Continue to work with local school divisions and schools to establish programs that encourage active travel to and from schools. (Section 5.2 Active Transportation, enabling strategy h).
- Promote programs and events that support and encourage various forms of active transportation (section 5.2 Active Transportation, enabling strategy l).
- Provide or support education for all transportation users to improve understanding and compliance (Section 5.2 Active Transportation, enabling strategy m).
- Seek innovative and new partnerships to support AT programs and facilities (Section 5.2 Active Transportation, enabling strategy n).

The City has been funding the following promotional events and it is recommended that this funding remain.

- Commuter Challenge ($10,000);
- International Trails Day ($10,000);
- Rivers West ($15,000).
- Bike Week (previously Bike to Work day) ($30,000)

- Bike to School ($10,000);

The following increase in promotional funding is being recommended from 2014 to allow planning for promotional projects in 2015 and 2016:

- increase of the Commuter Challenge grant by ($10,000);
- 2015 ($10,000) and 2016 ($10,000) funding for the WRENCH Community Bike Shops to allow the organization to receive their funding with adequate time to plan events and programs.

The Winnipeg Public Service is recommending a budget of **$105,000** for these promotional programs from the **2015 Bicycle Corridors** account.

Pedestrian and Cycling Conferences

The Active Transportation Advisory Committee (ATAC) has recommended that funding be set aside to enable decision makers the opportunity to attend important conferences related to the encouragement of pedestrian and cycling activities. This will allow decision makers to ensure that Winnipeg is using best practices in its pedestrian and cycling programs. An important example is the Pro Walk/Pro Bike Conference to be held in Vancouver in 2016.

The Winnipeg Public Service is recommending a budget of **$10,000** for this purpose from the **2015 Bicycle Corridors** account.

Winnipeg Cycling Map

The Winnipeg Cycling Map has been produced since 2009. The Cycling Map has been an invaluable tool for the promotion of cycling in Winnipeg.

The Winnipeg Public Service is recommending a budget of **$30,000** for the redesign and development of the 2015 Winnipeg Cycling Map from the **2015 Bicycle Corridors** account. This is in addition to the $49,175.41 identified in the 2014 AT Corridor account.

The Forks to the Assiniboine Cycle Track Connection

It is currently difficult to travel across Main Street between The Forks and the Assiniboine Cycle Track, especially in the west bound direction. ATAC has recommended for many years that this connection be modified to better serve all road users. This project has been recommended as a high priority by the Pedestrian and Cycling Strategies.

The Winnipeg Public Service is recommending a budget of $400,000 from the **2015 Bicycle Corridors** account for the redesign and construction of this connection.

Downtown Protected Bike Lane System (Fort/Garry Functional Design)

The design and development of a Downtown Protected Bike Lane network has been designated as a high priority by the Pedestrian and Cycling Strategies. ATAC has recommended that this program be give the highest priority for development.

The Winnipeg Public Service is recommending a budget of $205,000 from the **2015 Bicycle Corridors** account for the development of a functional design for the first phase (Fort and/or Garry Streets) of the Downtown Protected Bike Lane network.

McDermot Neighbourhood Greenway Functional Design

This proposed Neighbourhood Greenway between Sherbrook Street and McPhillips Street has been rated as a high priority by the Pedestrian and Cycling Strategies and ATAC. In addition, this section of McDermot Avenue has been included in two local planning projects: The West Alexander and Centennial Neighbourhood Plan and the Bannatyne Campus Master Plan approved by the University of Manitoba. Both these plans are extremely supportive of the development of the McDermot Neighbourhood Greenway.

The Winnipeg Public Service is recommending a budget of $84,000 from the **2015 Bicycle Corridors** account for the development of a functional design for this project.

Recreational Pathways and Bike Paths Account

The Chancellor Matheson Pathway from Investors Group Field to Pembina Highway

The Winnipeg Public Service is recommending that the Chancellor Matheson Pathway from Investors Group Field (IGF) to Pembina Highway be constructed in early 2015. The intent of this pathway is to mitigate the safety concern of large numbers of people walking on the roadway before and after events held at IGF. The priority of this pathway construction has been moved up due to the following large high profile events to be held at IGF in the next year:

- FIFA World Cup being held in early June 2015
- Grey Cup being held in November 2015
- NHL Outdoor Classic being held during the 2016/2017 NHL season.

The Winnipeg Public Service is recommending a budget of $1,299,212.50 for the development of this pathway. This budget will be made up of the following:

- $150,000 - Surplus from the **2014 Recreational Walkways and Bike Paths** - Sherbrook Parking Protected Bike Lane approved as part of the 2014 AT Action Plan
- $199,212.50 - From the postponed **2014 Recreational Walkways and Bike Paths** - Waverley Multi-use Pathway approved as part of the 2014 AT Action Plan
- $166,000 - **2015 Bicycle Corridors**
- $650,000 - **2015 Recreational Walkways and Bike Paths**
- $134,000 – Other Surplus AT funding as referenced in Appendix B.

The Sherbrook Parking Protected Bike Lane was completed in 2014 as part of the scheduled rehabilitation on Sherbrook St. Feedback from this project has been overwhelmingly positive. The rehabilitation was able to fund all but $50,000 of the budgeted $200,000. The remaining $150,000 has been transferred to the Chancellor Matheson Pathway.

It is recommended that the Waverley Multi-use Pathway between Bishop Grandin Blvd. and Scurfield Blvd., approved by Council in 2014, be postponed and that a portion of the funding be

transferred to the Chancellor Matheson Pathway from Investors Group Field to Pembina Highway.

Waverley Multi-Use Pathway between Bishop Grandin Blvd. and Scurfield Blvd.

This project has not been completed due to difficulties in acquiring a required easement. The project was originally a high priority because the construction of the new interchange at Kenaston Blvd. and Bishop Grandin Blvd. had disrupted the existing heavily used pedestrian and cycling pathway along Bishop Grandin and Kenaston. The Kenaston Bishop Grandin intersection, complete with the new pathway, has now been completed. ATAC has reviewed this project given this development and has recommended that the Waverley Multi-use Pathway project be postponed as there are now higher priority pathways to complete. The Winnipeg Public Service agrees with the ATAC recommendation and recommends that adequate funding remain to attain the required easement (approximately $50,000) and that the remainder be transferred to other higher priority pathways. The funding for the Waverley Multi-use Pathway was identified in the 2014 AT Action Plan, $199,212.50 from the 2014 Recreational Walkways and Bike Paths account and $161,437.31 from the surplus land sales from Sterling Lyon Parkway and Paget St. approved by Council on June 20, 2007. The Winnipeg Public Service recommends that $199,212.50 from the Waverley Multi-use Pathway be transferred to the Chancellor Matheson Pathway and that $50,000 of the sale proceeds from Sterling Lyon Parkway and Paget St. remain in the Waverley Multi-use Pathway project to complete the easement acquisition so that the Waverley Multi-use Pathway can go ahead at a later date. The Active Transportation Coordinator will coordinate with the area Councillor and the Winnipeg Trails Association regarding which pedestrian or cycling project will get the remaining funding ($111,437.31) in the River Heights – Fort Garry Ward as per the original conditions of Council (June 20, 2007).

Northwest Hydro Corridor Pathway (Phase I)

On December 9, 2014, the Lord Selkirk-West Kildonan Community Committee recommended to the Standing Policy Committee on Infrastructure Renewal and Public Works that the Winnipeg Public Service report back to the Standing Policy Committee in 120 days with options for possible construction of an active transportation path in the Northwest Hydro Right-of-Way, located approximately one-half kilometer, west of McPhillips Street between the McPhillips Street Casino and the North City limits.

Active Transportation advocacy groups have been advocating for this project for a number of years. This project has been identified as a high priority for implementation by the Pedestrian and Cycling Strategies and ATAC.

The Winnipeg Public Service is recommending a budget of $350,000 for the first phase of this project from the 2015 Recreational Walkways and Bike Paths account and $100,000 from the 2014 Recreational Walkways and Bike Paths – Feasibility Studies approved as part of the 2014 AT Action Plan (Account).

Appendix B

This appendix is a review of all Active Transportation projects previously approved by Council since 2013.

All annual AT Action Plans authorize the Director of Public Works to prioritize other Active Transportation projects if extra funding is available due to projects being completed below estimates. This document will identify the status of projects approved since 2013 and identify all projects that have been completed under budget or have been postponed. In addition, this Appendix identifies where the remaining funding have been reallocated.

2014 AT Action Plan

2014 New Regional Sidewalks

Sidewalk on the west side of Smith Street between Graham Ave. and St. Mary Ave.

The sidewalk on the west side of Smith Street between Graham Ave. and St. Mary Ave. includes the replacement of the west vehicle lane adjacent to the Millennium Library with a wide sidewalk similar to what was done on Donald Street in 2014. It was decided not to initiate this project until the Winnipeg Police Service building across the street was complete because that construction project might have required the closure of the east lane of Smith Street. This project is planned to be done in 2015.

2014 AT Corridors

Promotion

$94,500 was expended to facilitate the following promotional programs:

- Commuter Challenge
- International Trails Day
- Rivers West
- Bike Week
- Bike to School

2014 Bike Parking

The Bike Parking Program should add approximately 900 bike parking opportunities to areas with high cycling traffic at a cost of $235,000. The following Business Improvement Zone (BIZ) organizations have partnered with the City in this program for the first time this year: the Norwood Grove BIZ; Corydon BIZ; Provencher BIZ; Old St. Vital BIZ; and the St. James BIZ. Most of these bike racks will be installed in 2015. $15,000 of this budget which was originally $250,000 has been identified as surplus AT funding.

2014 Winnipeg Cycling Map

Thirty thousand copies of the 2014 Winnipeg Cycling Map were printed and distributed in 2014.

Fort Richmond Active and Safe Routes to School program

This project is ongoing. A pedestrian corridor was installed in front of Dalhousie School and one raised crosswalk was installed in front of Ryerson School in 2014. The second raised crosswalk in front of Ryerson will be constructed in early 2015. The Winnipeg Public Service will be working with the neighbourhood to determine the best way to enable safer and more comfortable pedestrian and cycling activity on Patricia Ave., Kilkenny Dr., and possibly Ryerson Ave. in 2015.

Pedestrian and Cycling Monitoring Program

The Winnipeg Public Service is waiting for the results from two other studies before implementing this project. The final report of the "Transportation Performance Measurement Strategy for the City of Winnipeg" has recently been received. The draft Pedestrian and Cycling Strategies have been completed and submitted for Council approval. There is $110,000 identified for this program as part of the 2014 AT Action Plan. In addition to this amount $13,763.41 should be added to this program from the other surplus AT funds.

2014 Recreational Pathways and Bike Paths

Sherbrook Parking Protected Bike Lane

The Sherbrook Parking protected Bike Lane was completed in 2014 as part of the scheduled rehabilitation on Sherbrook St. Feedback from this project has been overwhelmingly positive. The rehabilitation was able to fund all but $50,000 of the budgeted $200,000. The remaining $150,000 has been transferred to the Chancellor Matheson Pathway being recommended in the 2015 AT Action Plan.

Waverley Multi-Use Pathway between Bishop Grandin Blvd. and Scurfield Blvd.

This project has not been completed due to difficulties in acquiring a required easement. The project was originally a high priority because the construction of the new intersection at Kenaston Blvd. and Bishop Grandin Blvd. had disrupted the existing heavily used pedestrian and cycling pathway along Bishop Grandin and Kenaston. The Kenaston/Bishop Grandin intersection, complete with the new pathway, has now been completed. ATAC has reviewed this project given this development and has recommended that the Waverley Multi-use Pathway project be postponed as there are now higher priority pathways to complete. The Winnipeg Public Service agrees with the ATAC recommendation and recommends that adequate funding remain to attain the required easement (approximately $50,000) and that the remainder be transferred to other higher priority pathways. The funding for the Waverley Multi-use Pathway was identified in the 2014 AT Action Plan, $199,212.50 from the 2014 Recreational Walkways and Bike paths account and $161,437.31 in the 2013 Recreational Walkways and Bike paths account remaining from the surplus land sales from Sterling Lyon Parkway and Paget St. approved by Council on June 20, 2007. The Winnipeg Public Service recommends that $199,212.50 from the Waverley Multi-use Pathway be transferred to the Chancellor Matheson Pathway and that $50,000 of the sale proceeds from Sterling Lyon Parkway and Paget St. remain in the Waverley Multi-use Pathway project to complete the easement acquisition so that the Waverley Multi-use Pathway can go ahead at a later date. The Active Transportation

Coordinator will coordinate with the area Councillor and the Winnipeg Trails Association regarding which pedestrian or cycling project will get the remaining funding ($111,437.31) in the River Heights – Fort Garry Ward as per the original conditions of Council (June 20, 2007).

Feasibility Studies (Pedestrian and Cycling Strategies)
The Winnipeg Public Service recommended that funding ($100,000) be identified to conduct feasibility studies for the highest priority pedestrian and cycling pathways identified through the development of the Pedestrian and Cycling Strategies. Feasibility studies need to be conducted to assess the feasibility and to acquire capital cost estimates so that these projects can be submitted to the Capital Budget process for prioritization. The Winnipeg Public Service is recommending that this funding be added to the Northwest Hydro Corridor Pathway (Phase I).

2013 AT Action Plan

Sidewalk on the east side of St. Anne's Road between Aldgate Road and Creek Bend Road

The sidewalk on the east side of St. Anne's Road between Aldgate Road and Creek Bend Road has been completed.

Sidewalk on the east side of Donald Street between Graham Ave. and St. Mary Ave.

The sidewalk on the east side of Donald Street between Graham Ave. and St. Mary Ave. has been completed.

AT Promotion

$62,003.84 was expended to facilitate the following promotional programs:

- Commuter Challenge
- International Trails Day
- Rivers West
- Bike Week

Bike Parking

The Bike Parking Program, when complete, will have added approximately 420 bike parking opportunities, at a cost of approximately $90,000, to areas that have high cyclist traffic. The City has worked in partnership with Winnipeg Transit, The Downtown BIZ, the Exchange District BIZ, West End BIZ, St. Norbert BIZ, West Broadway BIZ, River East Neighbourhoud Network, and the General Council of Winnipeg Community Centres in this program.

2013 Winnipeg Cycling Map

The City of Winnipeg has partnered with stakeholder groups like Bike Winnipeg, Green Action Centre, Physical Activity Coalition of Manitoba, Climate Change Connection, One Green City, Winnipeg Trails Association, W.R.E.N.C.H., Manitoba Cycling Association, and the Canadian Automobile Association of Manitoba to print and distribute between 20,000 and 40,000 copies of the Winnipeg Cycling Map each year except 2010.

Pathways on the West side of the Fort Garry Bridge

This pathway connection from Plaza Drive under the Fort Garry bridge to D'Arcy Drive was completed in the summer of 2014. The Winnipeg Public Service was successful in constructing this pathway around the schedule of the Investors Group Field (IGF) so that it was always usable during events at the IGF. Funding from the 2013 Active Transportation Corridor account was utilized for this program. Multiple projects in this account have come in under budget to a total of $22,019.86.

Yellow Ribbon Greenway pathway lighting

One half of this project was completed in 2014. The other half, west of Air Force Way, has not yet been initiated because National Defence is relocating Air Force Way in this area and that will probably cause relocations to the pathway. The hope is that the lighting in this area can be incorporated into the work on Air Force Way in the future.

Railway Crossing at Omand's Creek Park

This pathway located in Omand's Park was constructed as part of the Active Transportation Infrastructure Stimulus Project in 2010. Unfortunately, due to concerns from Transport Canada we were required to ensure that cyclists dismount at the existing rail line crossing. This was done on a temporary basis by installing cycling chicanes that forced cyclists to stop and dismount. This crossing is one of the most heavily used cycling and pedestrian locations within the city year round. It directly connects the North and South Assiniboine Parkways via the crossing of the Assiniboine River at this location and is a key route to Downtown for both St. James and Charleswood. Unfortunately, due to the installations of the cycling chicanes it is not possible to clear the snow on this facility. The project entails the installation of a railway crossing light and gate that will allow for the free flow of cyclists and pedestrians except when a train is present and will allow us to clear the snow from this facility in the winter.

The Winnipeg Public Service recommended a budget of $250,000 for this project. Current staff resources have not allowed this project to move forward at this time.

Feasibility Studies:

- South Winnipeg Pathway
  It is feasible to construct a riverbank pathway on the west side of the Red River between Togo Ave. and Brandon Ave. at an estimated cost of $2 million.

- Kenaston Pathway – Lowson Crescent to McGillivray Blvd.
  It is feasible to construct a 3.5 m multi-use pathway on the west side of Kenaston between McGillivray and Lowson at an estimated cost of $1.4 million. In addition, a sidewalk on the east side of Kenaston between McGillivray Blvd. and Rothwell Rd. is feasible at a cost of $1.1 million.

- Transcona Trail Extension – Regent to Panet
  Transcona Trail (Panet to Regent Ave. W) – The Winnipeg Public Service is waiting for confirmation from CN Rail on whether they will permit a multi-use path north of their rail line under the Lagimodiere underpass. CN has stated that Transport Canada has recently issued new regulations in December 2014 that affect railway design. CN's

design department will review the proposed pathway design to ensure that all the new regulations are being met. If feasible this project will require a budget of $700,000.

Archibald/Mission Intersection Cycling Enhancements

The west side of this intersection requires cuts in the sidewalk and/or sidewalk ramps in order to facilitate cyclists and pedestrians accessing Rue La Verendrye on the west side of this intersection.
Rue La Verendrye does not accommodate motorist traffic. A budget of $50,000 from the 2009 AT
Corridors Account has been identified for this project.

This work will be included with the Archibald St mill and fill work (2014 project deferred to 2015 due to property and construction conflicts). This mill and fill project includes geometric improvements at the entire Mission/Archibald intersection, and the cyclist improvements will be completed in conjunction with this work. AT funds will be transferred to the mill and fill project.

Median Crossing Opposite 149/143 Burrows

A median crossing was required in this location to facilitate south bound pedestrian and cyclist traffic on
the North Winnipeg Parkway. A budget of $50,000 from the 2009 AT Corridors Account was identified for this project. This project was completed in 2014.

Grey Street Pathway between Tyne Ave. and Mission St.

This project represents a gap in the AT route that serves to connect Transcona to the Downtown
area via Regent Ave., Talbot Ave., Grey St., Mission St., Rue La Verendrye and the St.
Boniface pathway system. There is a budget of $241,000 identified for this project from the 2009 AT
Corridors Account.

This project has been determined to be unfeasible. Transport Canada has determined that the presence of a pedestrian and cycling pathway would interfere with the City's Heliport Operations authority for the heliport located in this area. Approximately $44,000 of this budget was used in 2014 to Implement the new Active School Travel Engineering Planning program, which is outlined at the end of this Appendix.

Pedestrian and Cycling Strategies

The Council approved Transportation Master Plan directs the Winnipeg Public Service to develop Pedestrian and Cycling Strategies. The draft strategies have been completed and submitted for Council approval. Funding from the 2012 Active Transportation Corridors account was utilized for this program. Multiple projects in this account have come in under budget to a total of $188,774.91.

North Winnipeg Parkway between St. John's Park and South of Redwood Ave.

This section of the North Winnipeg Parkway is part of the Trans Canada Trail. It is an important link in the network, one that is intended to address apparent situations of children running out in front of the Redwood Bridge, and will create tremendous benefit to an existing route stretching from Kildonan Park to Waterfront Drive. It is also the intention of this project to mitigate the problem of pathway flooding under the Redwood Bridge. A raised pathway under the bridge will be designed to avoid flooding of the pathway during most Red River floods. There is a budget of $405,000 identified in the 2009 Recreational Walkways and Bike Path project. On April 7, 2009, the Province of Manitoba agreed to contribute $200,000 towards this project. Work regarding the acquisition of an easement or land acquisition has been ongoing for several years in order to move this project forward.

The following is a summary of the pathway project on the west side of the Red River from just south of Redwood Bridge to St. John's Park, to date:

- The project was to include a granular pathway along the west side of the Red River from Aberdeen Ave., under the Redwood Bridge, to St. John's Park.
- The property owner at 55 Redwood Ave. was contacted regarding an easement for the pathway from the Redwood Bridge to St. John's Park. The property owner did not want to grant an easement as they were unsure as to their development plans for 55 Redwood Ave.
- At that point our consultant Tetra Tech developed a pathway design from the north side of Aberdeen Ave., under the Redwood Bridge, to approximately 10m north of the Redwood Bridge.
- Tetra Tech was asked to explore a connection from the proposed pathway immediately north of the Redwood Bridge to the sidewalk on the North side of Redwood Ave. We enquired with the owner of 55 Redwood if they would grant us an easement for a stairway connection at this location, and they stated that they would (Due to 3m difference in elevation from proposed pathway to Redwood Ave. sidewalk a ramp connection would not be feasible without greatly infringing on the 55 Redwood property).

The options at this point are the following:

- Construct the pathway along the west side of the Red River from north of Aberdeen Ave., under the bridge, to approximately 10 m north of the bridge and construct a set of stairs connecting the pathway to the sidewalk on the north side of Redwood Ave. (with bike channel similar to Maryland Bridge). Extend the pathway to St. John's Park at which time we can reach an agreement with 55 Redwood Ave. This option provides access for most pathway users, however is not accessible by wheelchair or those with limited mobility. We have been advised that this option may result in the City warranting a human rights complaint.
- Construct the pathway along the west side of the Red River from north of Aberdeen Ave., under the bridge, terminating approximately 10 m north of the bridge. Close this

section of pathway until an agreement can be reached with 55 Redwood Ave. to extend the pathway to St. John's Park. **No users are able to get from under the bridge to the sidewalk on the north side of Redwood Ave.**

- Postpone all construction from Aberdeen Ave. to St. John's Park until we are able to have an agreement in place between the City and 55 Redwood Ave.

Lagimodiere Sidewalk between East Mint Place and Burmac Road

Southland Park residents have advocated for this sidewalk for many years so that their children attending school in Southdale do not have to walk and cycle on the south bound shoulder of Lagimodiere Boulevard where the vehicle speed limit is 80 km/hr, vehicle volumes are approximately 36,000 vehicles per day and truck traffic is extremely heavy. There is $247,648.54 in funding available in the 2011 New Regional Sidewalks account for this project. On April 7, 2009, the Province of Manitoba agreed to contribute $145,000 towards this project. Work regarding the acquisition of an easement or land acquisition has been ongoing for several years in order to move this project forward. It is recommended that this project be postponed and the remaining funds be utilized for the sidewalk on the north side of Sargent Ave. between Milt Stegal Dr. to Strathcona St.

Cycling Safety Promotion

There was $5,000 available from the 2010 Recreational Walking Paths and Bike Paths for the promotion of safe cycling habits among Winnipeg's cycling population in partnership with MPI. The program distributed 1,200 Bike Bells.

Neighbourhood Based Public Consultation (NBPC) in Three Neighbourhoods

Two very important lessons were learned from the Active Transportation projects designed and developed in 2010. The first was that public consultation, design and construction of AT infrastructure cannot be done effectively in a single year. The second lesson was that the public consultation must be more neighbourhood focused. It is important that processes be found that are more effective in getting neighbourhood participation in the planning and design of AT infrastructure.

Funding of $300,000 has been identified in the 2011 AT Corridors account to conduct neighbourhood based consultation in the following three neighbourhoods:

a) The St. Matthews to University of Winnipeg neighbourhood is bounded by approximately Banning Street and the University of Winnipeg and Portage Ave. and Ellice Ave. So far, School Travel Planning has been conducted at 6 Schools in this area.

b) The Fort Richmond neighbourhood around the University of Manitoba. Our partners at the Green Action Centre including School Travel Planes for Ecole St. Avila, Dalhousie School and Ryerson School have already done work. In addition the Green Action Centre has initiated an AT public consultation process called Bike, Walk and Roll Fort Richmond. Details of this program are at the following website:
http://activetransportation.ca/canada/manitoba/winnipeg/fort-richmond/

c) The neighbourhood bounded by Pembina Highway and the Red River and Riverside Drive and
Crescent Drive. Public consultation activities are ongoing in this neighbourhood.

On June 8, 2011, the Province of Manitoba agreed to contribute $150,000 towards these consultations.

Pembina Highway Buffered Bike Lane Transit Stop Animation

The Pembina Highway Buffered Bike Lane includes a very innovative design to mitigate the cyclist
pedestrian conflict at Transit stops. It is recommended that a public education program regarding this
new design be implemented for the 2013 cycling season. The intent of this program is to develop a video animation similar to the one used to explain the use and function of Traffic Calming Circles and Roundabouts. The Traffic Calming Circles and Roundabouts animation can be viewed at the following website:

http://winnipeg.ca/publicworks/InformationAndResources/TrafficControl/Roundabout.asp

Current staff resources have not allowed this project to move forward at this time.

Bridgewater Forest Connection to Bishop Grandin Greenway west

This pathway project is intended to connect the Bridgewater Forest Neighbourhood to the Bishop Grandin Greenway located immediately north of the neighbourhood. Funding was identified from the Riel Land Dedication Reserve Fund ($67,000) as well as the 2013 Recreational Walkways and Bike Paths ($22,969.50). Most of the pathway development was completed in 2014. The pathway should be asphalted and completed early in 2015.

Howden Road sidewalk
This project was identified through a School Travel Plan done by Ecole Howden School. This project has not moved forward because of opposition from the affected residents. On June 8, 2011, the Province of Manitoba agreed to contribute $50,000 towards this project.

A summary of the surplus AT funding identified in this appendix is below:

- 2012 Active Transportation Corridor – Various Locations -$188,774.91
- 2013 Active Transportation Corridor – Pathway under the west side of the Fort Garry Bridge - $22,019.86
- 2014 Recreational Walkways and Bike Paths – Sherbrook Bike Lane - $150,000.00
- 2014 Active Transportation Corridor – Bike Parking $15,000.00

Total $375,794.77

The following projects have been identified to utilize this surplus funding.

Chancellor Matheson Pathway

This pathway is estimated to cost $1,299,212.50 to construct. The 2015 Recreational Walkways and Bike Paths identifies $650,000.00, the 2015 Bicycle Corridors account identifies $166,000.00, a further $199,212.50 is identified from the postponement of the Waverley Multi-Use Pathway, and $284,000.00 from the above identified surplus.

Active School Travel Engineering Planning program

This program was run for the first time in 2014 and was very successful. It is a partnership with the Green Action Centre and the University of Manitoba Civil Engineering Department. It is a ground breaking project to create Active School Travel Engineering Plans (ASTEP) at 17 Winnipeg Schools. These plans would be the required Term Project of teams of students (68 students in total) enrolled in CIVL 4400 Transportation Engineering 2 Course. The intention of these ASTEP plans is to identify infrastructure improvements around these schools that would increase the safety and comfort of students walking and/or cycling to school.

The Winnipeg Public Service has identified $55,000 of the identified surplus to run this program again in 2015.

Active Transportation Monitoring Program

An additional $13,763.41 has been identified from the surplus in addition to the $110,000 approved as part of the 2014 AT Action Plan.

Kildonan Golf Course to John Black Ave./Scotia St. connection

This short section of pathway (60 m) will be the last connection required to connect the existing riverbank pathways that end at Chief Peguis Trail with the pathway system north of Ridgecrest Ave. All these pathways are part of the North Winnipeg Parkway. The north/south riverbank pathway that currently ends at Chief Peguis Trail was completed in 2010 between the Kildonan Golf Course and the Red River. Scotia St. will be connected to Ridgecrest Ave. in 2015 as part of a new development (DASZ 13/2012). The subject pathway is required to connect the Kildonan Golf Course pathway (which ends at Chief Peguis) with John Black Ave. which connects to Scotia St.

The Winnipeg Public Service is recommending a budget of $23,031.36 from the identified surplus for this pathway construction.

Appendix C

Pedestrian and Cycling Projects Recommended for Construction in 2015

Project	Public Works 2015 Capital Budget	Other Funding Sources	
2015 New Regional Sidewalks			
North side of Sargent Avenue between Milt Stegal Drive to Strathcona Street	$250,000.00	$247,648.54	2011 New Regional Sidewalks
Total 2015 New Regional Sidewalks	**$250,000.00**	**$247,648.54**	

Project	Public Works 2015 Capital Budget	Other Funding Sources	
2015 New Non-Regional Sidewalks			
East side of Donan Street between Murray Avenue and Park Manor Boulevard	$150,000.00		
Total 2015 New Non-Regional Sidewalks	**$150,000.00**	**$0.00**	

Project	Public Works 2015 Capital Budget	Other Funding Sources	
2015 Bicycle Corridors			
Commuter Challenge Grant (2016)	$20,000.00		
International Trails Day Grant (2016)	$10,000.00		
Rivers West Grant (2016)	$15,000.00		
Bike Week Grant (2016)	$30,000.00		
Bike to School Grant (2016)	$10,000.00		
Wrench Grant (2015)	$10,000.00		
Wrench Grant (2016)	$10,000.00		
Pedestrian and Cycling Conferences	$10,000.00		
Winnipeg Cycling Map	$30,000.00	$49,175.41	2014 Active Transportation Corridors

The Forks to Assiniboine Cycle Track Connection	$400,000.00		
Downtown Protected Bike Lane System (Fort/Garry Functional Design)	$205,000.00		
McDermot Neighbourhood Greenway Functional Design	$84,000.00		
The Chancellor Matheson Pathway from Investors Group Field to Pembina Highway	$166,000.00	$284,000.00	
2015 Active School Travel Engineering Planning Program		$55,000.00	Surplus AT Funding
Pedestrian and Cycling Monitoring Program		$13,763.41	Surplus AT Funding
Kildonan Golf Course to John Black Avenue/Scotia Street Connection		$23,031.36	Surplus AT Funding
Total 2015 Bicycle Corridors	**$1,000,000.00**	**$424,970.18**	

Project	**Public Works 2015 Capital Budget**	**Other Funding Sources**	
2015 Recreational Walkways and Bicycle Paths			
The Chancellor Matheson Pathway from Investors Group Field to Pembina Highway	$650,000.00	$199,212.50	Surplus AT Funding, 2014 Recreational Walkways and Bicycle Paths
Northwest Hydro Corridor Pathway (Phase I)	$350,000.00	$100,000.00	2014 Recreational Walkways and Bicycle Paths
Waverley West Multi-Use Pathway between Bishop Grandin Blvd. and Scurfield Blvd.		$50,000.00	2013 Recreational Walkways and Bicycle Paths
Total 2015 Recreational Walkways and Bicycle Paths	**$1,000,000.00**	**$349,212.50**	

Total 2015 Capital Budget Requirements	**$2,400,000.00**	**$1,021,831.22**	**$3,421,831.22**