CoW EPC Delegation – Wednesday, July 8, 2015
Re: Pedestrain/Cycling Strategies

The River East Neighbourhood Network Trail Committee was formed by a group of area residents in 2005.

Our mission has always been twofold:

- To create a healthy, vibrant community, encouraging people to participate in regular physical activity
- To create a safer, inclusive community by promoting Active Transportation throughout the RE neighbourhood and beyond

Our plan of action:

- To develop multi-use trails throughout River East
- To facilitate resident participation in the design and implementation of amenities
- To ultimately link to the various trails throughout other parts of the City and surrounding municipalities.

RENN-TC is widely recognized as the community stakeholder in regard to trails, active transportation and naturalization in the River East area, which includes Elmwood, East and North Kildonan. Our committee is open to anyone who lives, works or plays in the RE area. Meetings are held on a regular basis; minutes are provided to all members as well as local city councillors, MLAs and MPs.

In October 2006, Jeff Browaty was elected as one of our councillors. He has often attended RENN-TC meetings and events.

RENN-TC has worked very closely with CoW in the realization of two of our biggest accomplishments, the Northeast Pioneers Greenway and the Chief Peguis Greenway, both Active Transportation corridors in River East. The CoW, Public Works Dept. Transportation and Engineering Division won the 2008 PMI Project of the Year Award for their work on the NPG. They invited RENN-TC to the celebration as they felt RENN-TC's efforts contributed greatly to the City's success. In 2009 RENN-TC was awarded the Mayor's Volunteer Award for Safety. Here is a letter from Councillor Browaty, stating " As the City Councillor for North Kildonan , I am proud to acknowledge numerous outstanding accomplishments of the many dedicated volunteers in your group. The positive impact that RENN-TC has had on the health and well-being of the North Kildonan Community is immeasurable. I look forward to continuing to work with your organization."

I tell you all this, as I find the most recent events orchestrated by the East Kildonan Transcona Community Committee absolutely mindboggling! To infer that they did not have the capacity for input to the Pedestrian Cycling Strategies

Policy document is ludicrous. Residents of RE were included in the Pedestrian/Cycling Strategy study. My Co-Chair, Louise Balaban, participated in all of the workshops and meetings. Many others including myself were consulted. Where were Councillors Browaty, Wyatt and Schreyer throughout this process? What efforts were they making to stay informed or share their thoughts? RENN-TC welcomes all input and is committed to representing the neighbourhood fairly.

Councillor Browaty may have been busy objecting to a safe AT crossing at the Perimeter; or, perhaps he was trying to keep additional vehicular traffic out of River East? It may not have crossed his mind providing alternative transportation options work toward the same goal. Interestingly, he did not realize the NPG has been completed to the City limits since 2013.

As for Councillor Schreyer we have tried to connect with him on many occasions to no avail. He does not answer constituent e-mails. RENN-TC finally managed to meet with him via a meeting organized by a third party. During this meeting we made every effort to provide Councillor Schreyer with information and discuss AT concerns with him. He appeared somewhat disinterested, advising us he drives his son to school then drives to work. The meeting with Councillor Schreyer took place June 05. By this time would he not have had the Pedestrian Cycling Strategy report? Should he not have been able to make the connection between RENN-TC and the report's subject matter?

At the RENN AGM, June 9, Councillor Browaty advised me he had written an article regarding local trails to be published in The Herald, June 10. He indicated he did not think anything in the article would "make me mad". When I read the article, I immediately e-mailed him asking to meet to get some clarification. He did not reply even though I followed up a few days later. On June 29, I ran into him at SuperStore. I mentioned the e-mail seeking clarification on his Pedestrian Cycling article. He advised he may have time to meet the week of July 6. At No Time did he mention a Special Community Committee meeting June 30 about the very topic! I cannot speak as to his motivation, I'll let you decide for yourselves.

As for the Pedestrian Cycling Strategy it has already been determined that the consultation process was conducted properly. Thousands of Winnipegers took the time to participate, in person, via web surveys and telephone polls, expressing their needs, desires and dreams for a better Winnipeg, a City that is integrated and easily accessible by all of its citizens not just the car-centric crowd. The resulting policy document is a 20 year roadmap, a living document to be used to move this file forward just as roads and other infrastructure have policy documents. They are not cast in stone. The Pedestrian/Cycling Strategy is a detailed framework for Public Works. We need a plan in place so we can begin. The strategies have ongoing mechanisms in place for local input, annual review and adjustment. We are happy to work with engaged councillors to

address any issues one by one, be it route choices, ward priorities or specific projects, once it makes sense to do so. We have worked with the City every step of the way to help implement one of Winnipeg's most popular trails. We know all of the community consultations that went into the Northeast Pioneeers Greenway. We have done the work, we have been there all along and will continue to be there.

As for the trio of Councillors' recommendation to cut funding to $55 million? That works out to $183.300./year/ward or 2 blocks of sidewalk. What are they thinking? This is a CoW map. All of the red lines you see are the roads which currently do not have sidewalks!

Not everyone drives or owns cars, but everyone has transportation needs. We should all be able to get wherever we want to go without having to drive. In a healthy, vibrant community we would all have the freedom to choose how we go about our daily lives, be that cycling, blading, skateboarding, in wheelchairs, on scooters or use public transit; whatever way we can best get around. Transportation needs should be universally accessible. It is just as important for the poor as for the rich to be mobile. In River East we have met families that do not own cars. The entire families commute by bike. Asking for at least 10% of the road infrastructure to be dedicated to alternate universal accessible modes of transportation is not much in the scheme of things, when it comes to connecting people to work and other daily needs. People make a city not cars. It costs 30 times as much to maintain roads as it does to maintain AT corridors. In the long run you are saving on health costs as well.

As RENN-TC started work on the development of the NPG with the community, two overarching themes quickly became apparent:

- Connecting Communities
- Honouring Pioneers, Past Present & Future

Since the NPG and CPG have been completed they are used by hundreds of people of all ages and abilities every day. Recent bike counts indicate 4000 people cycle on the NPG each week between the months of May – August. This does not account for walkers, bladers, etc. The River East neighbourhood has embraced our trails. The AT corridors are connecting communities, young and old, people are meeting neighbours, faith groups and school groups have been inspired to come forward and completed projects on the NPG. RENN-TC has worked with over 500 people on these projects. There are more than 9000 students, 19 schools and 11 Community Clubs/Rec Centres within walking distance of the NPG. Not to mention, RE has the highest concentration of seniors in the city, many of whom are as excited as young children to be out riding their new bikes from place to place. We have seniors walking groups, not walking on Henderson Hwy, but out on the CPG and NPG. Daycare toddlers walk hand-in-hand in their brightly coloured vests bringing smiles to the faces

that pass by. I could go on and on. Even Councillor Browaty and his wife were able to take advantage of Pioneers Pass (the AT bridge connecting the CPG & NPG) for a photo op.

Don't let the skewed motions of 3 councillors deter you from doing the right thing. RENN-TC is not motivated by anything more than the joy it brings us to see families with kids on tricycles or people racing in wheelchairs on the greenways or someone telling us now they can go downtown on their own safely. That has to count for something. We are all taxpayers, we all deserve the freedom to move about our city in any lawful manner we choose and not be restricted by roads. The hopes and dreams of the entire city should not be dismissed on the whim of the EKT Community Committee. Ignore their recommendation, rather be pioneers and help us make our City a better place to live!

Sigrun Bailey
River East Neighbourhood Network – Trail Committee

Jeff Browaty
City Councillor -- North Kildonan Ward

April 29, 2009

River East Neighbourhood Network
Trails Committee
975 Henderson Hwy.
Winnipeg, MB R2K 2M2

To the River East Neighbourhood Network – Trails Committee,

Congratulations on receiving the 2009 Mayor's Volunteer Service Award for Public Safety.

As the City Councillor for North Kildonan, I am proud to acknowledge numerous outstanding accomplishments of the many dedicated volunteers in your group.

The positive impact that RENN-TC has had on the health and well-being of the North Kildonan Community is immeasurable. I look forward to continuing to work with your organization.

Once again, congratulations and keep up the great work!

Sincerely,

J. Browaty

Jeff Browaty
Councillor, North Kildonan Ward

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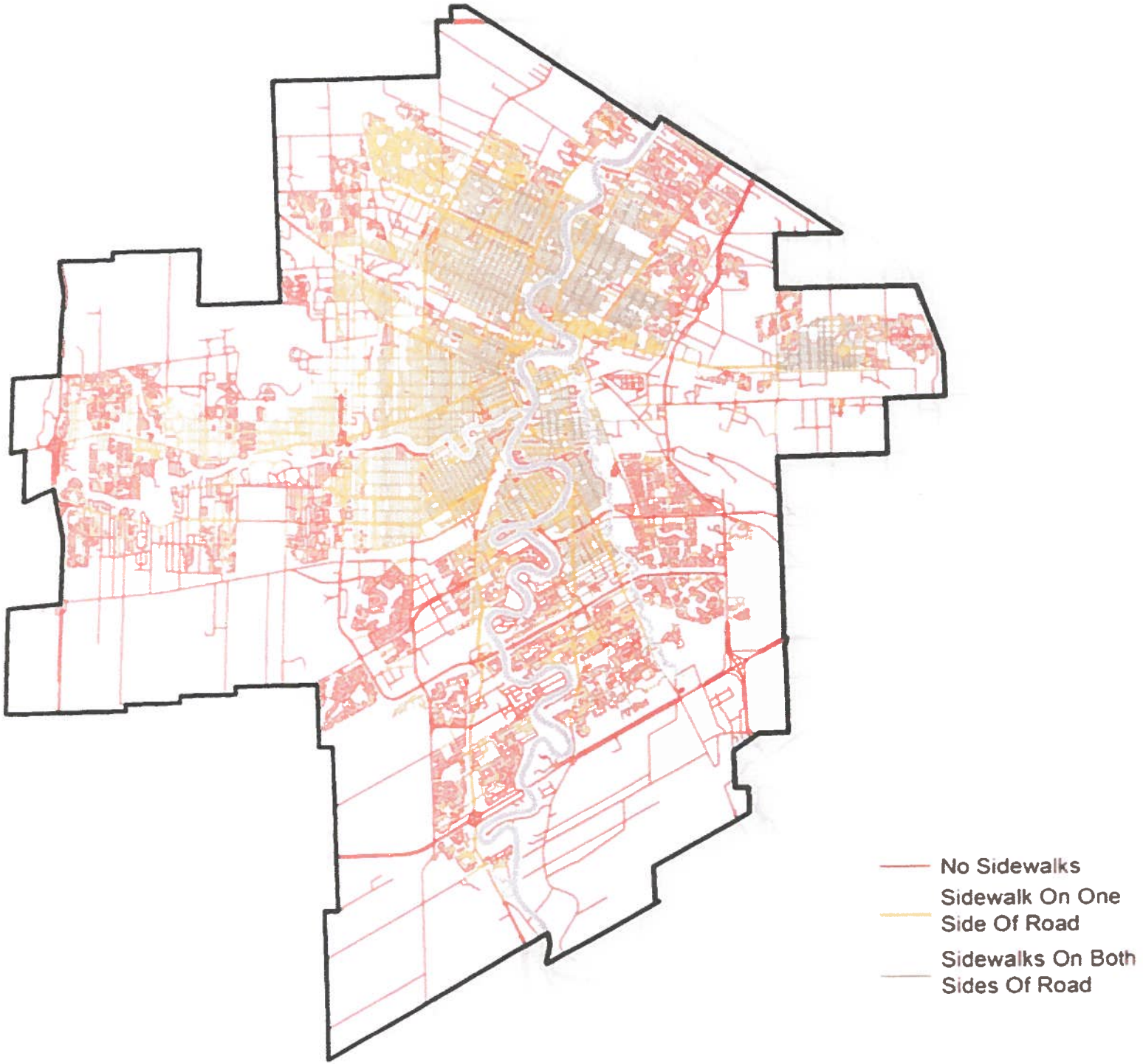
No Sidewalks
Sidewalk On One Side Of Road
Sidewalks On Both Sides Of Road