**Minute No. 530**
**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

**Item No. 4 Pedestrian and Cycling Strategies**

COUNCIL DECISION:

Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended, and adopted the following:

1. That the Winnipeg Public Service adopt the Pedestrian and Cycling Strategies as the long range pedestrian and cycling transportation policy for the City of Winnipeg attached hereto as Appendix A.

2. That the addition of a Pedestrian and Bicycle Planning position as a permanent full time position within the Transportation Facilities Planning Branch of the Transportation Division, Public Works, be approved. This position will be funded through the Bicycle Corridors Capital Program (formerly Active Transportation Corridors) managed by the Public Works Department Transportation Division.

3. That an amendment to the Transportation Master Plan be approved, attached hereto as Appendix B, whereas the City-wide Long-Term Bicycle Network of the Pedestrian and Cycling Strategies supersedes Map 4 – Active Transportation of the Transportation Master Plan.

4. That the Public Service to do all things necessary to complete and enhance the City-wide pedestrian network gaps and deficiencies as identified in the Pedestrian and Cycling Strategies

5. That the Public Service to do all things necessary to implement the Action Items listed within the Pedestrian and Cycling Strategies.

6. All costs included in the Pedestrian and Cycling Strategies are estimates, no budget allocation is included with the approval of the Pedestrian and Cycling Strategies document, and all projects and project costs relating to the Pedestrian and Cycling Strategies document will be considered by City Council through the annual budget process.

7. That a comprehensive public consultation program be mandatory in the future to amend current residential sidewalk snow clearing practices as noted in the Pedestrian and Cycling Strategies document.

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

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works be adopted.

The Speaker ruled that of the 22 amending motions submitted in regards to item 4, only motions 1 and 2 would be considered, as per the Procedure By-law and a suspension of the rules would be required to consider the remaining 20 amending motions.

Councillor Schreyer challenged the ruling of the Chair.

The question, "Shall the ruling of the Chair be sustained?" was put.

Councillor Gerbasi called for the yeas and nays, as follows:

Yea: His Worship Mayor Bowman, Councillors Allard, Browaty, Dobson, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Sharma. 13

Nay: Councillors Eadie, Schreyer and Wyatt. 3

and the ruling of the Chair was declared sustained.

Moved by Councillor Browaty,

That the rules be suspended to consider Motion 14.

The motion to suspend the rules was put.

Councillor Browaty called for the yeas and nays, as follows:

Yea: Councillors Browaty, Dobson, Eadie, Schreyer and Wyatt. 5

Nay: His Worship Mayor Bowman, Councillors Allard, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Sharma. 11

and the motion to suspend the rules was declared lost.

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Moved by Councillor Gerbasi,

That the rules be suspended to consider the remaining 19 motions, namely motions numbered 3, 6, 7, 8, 9, 10, 11, 12, 13, 15, 16, 17, 18, 22, 23, 24, 25, 26 and 27.

The motion to suspend the rules was put.

Councillor Gerbasi called for the yeas and nays, as follows:

Yea: Councillors Browaty, Dobson, Eadie, Schreyer and Wyatt. 5

Nay: His Worship Mayor Bowman, Councillors Allard, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Sharma. 11

and the motion to suspend the rules was declared lost.

Moved by Councillor Eadie,

That the rules be suspended to refer the 20 motions that will not be considered to the Standing Policy Committee on Infrastructure Renewal and Public Works.

The motion to suspend the rules was put.

Councillor Eadie called for the yeas and nays, as follows:

Yea: Councillors Browaty, Dobson, Eadie, Schreyer and Wyatt. 5

Nay: His Worship Mayor Bowman, Councillors Allard, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan and Sharma. 11

and the motion to suspend the rules was declared lost.

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 1

In amendment,
Moved by Councillor Gillingham,
Seconded by Councillor Lukes,

WHEREAS the Pedestrian and Cycling Strategies document is intended to be a high level strategy;

AND WHEREAS costing of the strategy is an estimate and intended for guidelines and informational purposes;

AND WHEREAS on page xii of the Executive Summary contained in the Pedestrian and Cycling Strategies document the following is contained:

"The full cost to implement the Pedestrian and Cycling Strategies is estimated to be approximately $334 million over the long-term, approximately 20 years). In addition the Pedestrian and Cycling Strategies are estimated to require approximately $3.7 million in Annual Operating Costs. Increased funding levels for active transportation, as well as identifying partnerships and leveraging other funding sources, will be required to meet these costs."

AND WHEREAS notwithstanding the foregoing statements included in the Pedestrian and Cycling Strategies document Council requires assurance the understood intent is followed;

THEREFORE BE IT RESOLVED THAT Item 4 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated June 23, 2015 be accepted with the following condition:

All costs included in the Pedestrian and Cycling Strategies are estimates, no budget allocation is included with the approval of the Pedestrian and Cycling Strategies document, and all projects and project costs relating to the Pedestrian and Cycling Strategies document will be considered by City Council through the annual budget process.

Carried

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 2

In amendment,
Moved by Councillor Gerbasi,
Seconded by Councillor Lukes,

WHEREAS misinformation referring to the city snow clearing policy has created confusion as to the intent of the Pedestrian and Cycling Strategies document;

AND WHEREAS this misinformation has led many in the public to believe changes to the city's snow clearing policy are going to be made;

AND WHEREAS on page 237 of the Pedestrian and Cycling Strategies document the following is contained:

"… a comprehensive public consultation program would be required in order to determine whether this policy change could be instituted."

AND WHEREAS notwithstanding the foregoing statements included in the Pedestrian and Cycling Strategies document, Council requires assurance the understood intent is followed;

THEREFORE BE IT RESOLVED THAT Item 4 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated June 23, 2015 be accepted with the following condition:

That a comprehensive public consultation program be mandatory in the future to amend current residential sidewalk snow clearing practices as noted in the Pedestrian and Cycling Strategies document.

Carried

The motion to adopt the item, as amended, was put.

Councillor Browaty called for the yeas and nays, as follows:

Yea: His Worship Mayor Bowman, Councillors Allard, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan, Schreyer, and Sharma. 12

Nay: Councillors Browaty, Dobson, and Eadie. 3

and the motion for adoption of the item, as amended, was declared carried.

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion No. 3

In amendment,

Moved by Councillor Dobson,
Seconded by Councillor Schreyer,

WHEREAS the Winnipeg Pedestrian and Cycling Strategies suggests that a change to the Snow Clearing Policy be considered and discussed, which could require citizens to clear their own sidewalks;

AND WHEREAS the citizens of Winnipeg have expressed their concerns on the possibility of having to shovel the public sidewalks adjacent to their properties;

AND WHEREAS the current snow clearing policy provides a service which maintains the condition of our sidewalks in a safe and efficient method which is the foundation of Winnipeg's year round active transportation system;

AND WHEREAS requiring citizens to clear the public sidewalks around their homes would be considered a cut in service;

AND WHEREAS there are many citizens who are seniors or have an accessibility issue who would have difficulty clearing the extra snow caused by this potential policy change and it could be a hardship and extra expense;

THEREFORE BE IT RESOLVED that the following text not be adopted in the Winnipeg Pedestrian and Cycling Strategies in the Section titled "Strategic Direction 4 - Improve Maintenance" in the sub-heading "Key Direction 4A: Maintain the Sidewalk Network" (Pages 236 to 238), and be removed, namely:

> "• Special sidewalks, including all sidewalks along residential streets, existing Priority 2 streets which are not bus routes, and along other existing Priority 1 streets (as stated in the existing policy) which are not part of the proposed Priority 1 Sidewalks category. Special sidewalk facilities should become the responsibility of every owner or occupant of any building abutting the public sidewalk. These sidewalks should be cleared within 24 hours of end of snowfall and should be shovelled to bare pavement. Sand or other de-icing agents should be applied by those responsible for snow clearing to control ice accumulation. It is recommended that the entire width of sidewalk be shovelled, including the curb cut ramp in the case of corner lots. Penalties should be imposed on residents who fail to clear their sidewalk.

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DECISION MAKING HISTORY (continued):

Requiring residents to clear the residential sidewalks abutting their homes may be something the City considers in the future if it could result in an increase in service level. There are many factors affected by this possible change in policy that have not been investigated at this time.

Currently all City sidewalks are cleared to a compacted snow surface, except sidewalks in the Downtown which are generally plowed to a paved surface whenever conditions allow. Residential sidewalks are normally cleared within 5 working days. Work on weekends and holidays are limited. This means that the snow on these sidewalks has been left for several days to a week. By this time the snow accumulation has been packed and hardened, by cold weather, wind, and pedestrian activity, in such a way that removal requires heavy equipment. If the snow was cleared within 24 hours this would not be a significant issue. As a result it would be possible that the snow clearing could be done by hand by the residents.

It is possible that funding savings resulting from residents being responsible for clearing residential sidewalks could be used to increase the quality of snow clearing efforts on higher priority sidewalks. For example all sidewalks might be cleared to a paved surface instead of a compacted snow surface. In addition, it could be possible to snow clear some of the designated park pathways that currently are only cleared as a last priority and only when adequate funds are available. However, the administration and enforcement of a policy requiring residents to clear residential sidewalks would have a cost associated with it. This issue requires further study in order to determine its feasibility.

There are significant problems related to the idea of residents being responsible for clearing sidewalks abutting their residents. Many residents are physically unable to clear sidewalks or are away from their homes during snow events. In addition, it is reasonable to expected significant opposition to such a radical change in snow clearing policy. If the idea proves to be financially feasible a comprehensive public consultation program would be required in order to determine whether this policy change could be instituted.

Develop support programs to encourage resident sidewalk snow removal on residential streets. As noted above, the “Special Sidewalks” category would be the responsibility of the owner or occupant of any building abutting a public sidewalk. Although it is common in most cities across North America to require owners and occupants to clear sidewalks on residential streets, this is a significant change for Winnipeg. As such, the City should develop support programs to encourage resident sidewalk snow removal on residential streets. This could include:

- Establishing a snow angels program to support sidewalk clearing for seniors and others with mobility restrictions during the winter. Snow Angels programs are typically reliant on neighbours and volunteers to help neighbours to clear public sidewalks after a snowfall, so seniors and/or those with mobility issues, can still use the sidewalks to run errands, go shopping, and travel around. Snow Angels programs recognize the importance of walking for vulnerable groups, and would be a way to facilitate a safe walking environment year-round in Winnipeg.

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

- Establishing a reporting program for those who are unable to clear their sidewalk, especially for those unable to clear their sidewalk due to health or mobility impairments, or who are on vacation and unable to clear their sidewalks, the City should establish a reporting program on the City's website for residents to notify the City and request support."

Motion 6

In amendment,

Moved by Councillor Wyatt,
Seconded by Councillor Schreyer,

WHEREAS the Transcona Trail, over 6 kilometres in length, is the backbone of the existing Active Transportation network in the Transcona Ward;

AND WHEREAS the neighbourhood has taken great ownership over the Transcona Trail and is actively used on a daily basis, especially in the spring, summer and fall;

AND WHEREAS the Transcona Trail currently ends at Regent Avenue, with the major 6 lane arterial of Regent Avenue being a barrier for its planned continuation along the CEMR/CNR Rail corridor thru to Panet Road, and ultimately onto Archibald Street;

AND WHEREAS the said future section of the Transcona Trail, namely from Regent Avenue West to Panet Road, will be the main commuter network and connection to Downtown Winnipeg for cyclists;

AND WHEREAS this is the planned alignment of the Eastern Rapid Transit Corridor and therefore consistent with past City practice of combining Rapid Transit with improvements in our Active Transportation Network;

AND WHEREAS the existing gap in the Transcona Trial, from Regent Avenue West to Panet Road, requires cyclists to take their lives in their own hands, commuting in heavy traffic on Regent Avenue West, from the Transcona Trail to Panet Road;

AND WHEREAS the Transcona Trail extension, from Regent Avenue West to Panet Road is presently being considered by the public service, has an estimated cost of approximately $700,000.00 and is listed in Appendix A as a Moderate/High Priority Bicycle Facility Construction/Improvement Priority (Appendix A, P.311, Bicycle Network Priorities);

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

AND WHEREAS the Appendix A of the Pedestrian and Cycling Strategy calls for a New Crossing to be built over Lagimodiere Boulevard, between Ravelston Avenue West and Callsbeck Ave, which are both gravel roads, and both listed as low priorities themselves in the same document;

AND WHEREAS the Appendix A completely ignores the need for a new crossing over Regent Avenue at the Transcona Trail, even though the cover 6 km of the Trail is already established from Regent Avenue eastward, and, as stated, the next section of the Transcona Trail, from Regent Avenue West to Panet Road, is considered a moderate/high priority by the Same Appendix A document;

THEREFORE BE IT RESOLVED that the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works Pedestrian and Cycling Strategy report (Item 4), namely the Pedestrian and Cycling Strategy (Appendix A), and the amendments to the Transportation Master Plan (Appendix B), be amended to reflect the following:

i) Deleting the requirement for a New Crossing at Callsbeck Avenue/Ravelston Avenue/Lagimodiere Blvd;

ii) A New Crossing at the western terminus of the existing Transcona Trail over the barrier of Regent Avenue West.

Ruled Out of Order

Motion 7

In amendment,

Moved by Councillor Wyatt,
Seconded by Councillor Browaty,

WHEREAS the Pedestrian and Cycling Strategy states that the Neighbourhood Greenways/ Bicycle Boulevards are the "most common type of facility within the recommended network, along with the off-street pathways."

AND WHEREAS the neighbourhood greenways and the protected on street bike lanes represent a change to the right-of-way design, potentially impacting parking, and in the case of neighbourhood greenways, impacting collector streets and their use as collector streets to handle area traffic;

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

AND WHEREAS other than in the downtown, no community based consultations were held in the communities where the majority of the neighbourhood greenways are being recommended;

AND WHEREAS the neighbourhood greenways being recommended in the Transcona Ward are extensive and nearly impacting every collector street in the community, namely, all of Kildare Avenue (East and West), all of Ravelston Avenue (East and West), all of Day Street, all of Wayoata Street, all of Redonda Street, all of Ravenhurst Street, all of Devonshire Drive, all of Bournais Drive; all of Concordia Avenue East, and McMeans Avenue East (from Redonda to Kildare East);

AND WHEREAS the residents on these said streets have not been directly informed that their street is now going to be earmarked for major changes with the amendment to the City's Transportation Master Plan;

THEREFORE BE IT RESOLVED that the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works Pedestrian and Cycling Strategy report (Item 4), namely the Pedestrian and Cycling Strategy (Appendix A), and the amendments to the Transportation Master Plan (Appendix B), be amended to reflect the following:

i) Kildare Ave East and West, Ravelston Ave East and West, Day St, Wayoata St, Ravenhurst St, Devonshire Dr, Concordia East, and McMeans Ave East (From Redonda to Kildare) be removed from the Neighbourhood Greenway/Bicycle boulevards;

ii) A separate, dedicated 3.5 metre wide multi-use active transportation path on the east boulevard of Wayoata Street, from Pandora Avenue East north to McMeans Avenue East;

iii) That subject to a Public Hearing of Community Committee, a Neighbourhood Greenway pilot project be undertaken on Ravelston Avenue East/West, from Plessis Raod to Wayoata Street, including on half of Park Circle;

iv) A separate dedicated 3.5 metre multi-use active transportation path on the south boulevard of Concordia Avenue East.

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 8

In amendment,

Moved by Councillor Wyatt,
Seconded by Councillor Browaty,

WHEREAS the Pedestrian and Cycling Strategy recommendations and mapping in both Appendix A and Appendix B are inconsistent with developer agreements established by Council;

AND WHEREAS there is a direct benefit to ensure developers pay towards building Active Transportation facilities so that their original capital costs are not having to be covered through a City of Winnipeg Capital program;

AND WHEREAS the priority rating of low is being indicated in Appendix A for many Developer obligations and this should not be misread by the development community as a change in policy as per their Development Agreements with Council;

AND WHEREAS Council is now being asked to adopt Appendix A and Appendix B as policy;

THEREFORE BE IT RESOLVED that the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works Pedestrian and Cycling Strategy report (Item 4), namely the Pedestrian and Cycling Strategy (Appendix A), and the amendments to the Transportation Master Plan (Appendix B), be amended to establish the policy wording that any existing or future developer agreement, as established by Council, will take precedence over these documents.

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 9

In amendment,

Moved by Councillor Wyatt,
Seconded by Councillor Eadie,

WHEREAS THE PEDESTRIAN AND Cycling Strategy states that the Neighbourhood Greenways/Bicycle Boulevards are the "most common type of facility within the recommended network, along with the off-street pathways."

AND WHEREAS the neighbourhood greenways and the protected on street bike lanes represent a change to the right-of-way design, potentially impacting parking, and in the case of neighbourhood greenways, impacting collector streets and their use as collector streets to handle area traffic;

AND WHEREAS other than in the downtown, no community based consultations were held in the communities where the majority of the neighbourhood greenways are being recommended;

AND WHEREAS when the City wishes to close a public right-of-way, or create a new right-of-way, a public hearing must be held, and therefore, the same rational should exist for altering or dramatically changing the design of an existing public right-of-way;

THEREFORE BE IT RESOLVED that the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works Pedestrian and Cycling Strategy report (Item 4), namely the Pedestrian and Cycling Strategy (Appendix A), and the amendments to the Transportation Master Plan (Appendix B), be amended to reflect the following:

A. That the Community Committees be required to conduct a public hearing in order to make a recommendation to Council on the implementation of a Protected On Street Bike Lane, Neighbourhood Greenway/Bicycle Boulevard and that the public hearing be initiated by one of the following:

i. Council;
ii. Community Committee;
iii. The Director of Planning, Property and Development and/or the Director of Public Works;
iv. A Petition submitted to the City of Winnipeg containing more than 50% of signatures from affected homeowners/commercial owners on the assessed frontage along that right-of-way.

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 10

In amendment,

Moved by Councillor Wyatt,
Seconded by Councillor Eadie,

WHEREAS the Pedestrian and Cycling Strategy has placed highest priority to mainly the downtown Bike facility network (see Page 311, Appendix A);

AND WHEREAS this is further reflected on Table 5.1: Overall Bicycle Network Priorities, (P. 310, Appendix A) to where the Northwest Quadrant of the city is listed as 25.2 km of new bike infrastructure as the "Highest Priority", in other words in the next 0 – 5 years, and is mainly concentrated in the Downtown, yet the Southeast Quadrant is listed as 0 km, the Southwest Quadrant is listed at 1.2 km, and the Northeast Quadrant is listed as 5.8 km, representing a huge inequality in terms of expenditures in new bike infrastructure within the next 5 years;

AND WHEREAS huge gaps now exist within the existing Bicycle Network (see Map on Page 74, Appendix A) whereby investments made in the City over the last 10 years have led to a significant improvement in the paved off street path system, but all the quadrants are presently disconnected from one another, including into and with the Downtown;

AND WHEREAS any improvements in the Downtown Cycling network should be done concurrently with improving the Bicycle Network outside of the downtown with the great need to overcome the gaps in the existing network and to ensure connectivity exists between the Downtown and the rest of the City;

THEREFORE BE IT RESOLVED that the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works Pedestrian and Cycling Strategy report (Item 4) be amended equitably divide the 32 km of work planned between the four City Quadrants in a fashion as equitable as possible, for the first five years of the Overall Bicycle Network Priorities (Table 5.1, Page 310, Appendix A), with a special emphasis on the need to create connectivity between the varies existing City-wide paved Off Street Path Systems.

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 11

In amendment,

Moved by Councillor Wyatt,
Seconded by Councillor Browaty,

WHEREAS much has been said about the structural deficit in terms of the growing annual gap within the operating budget between projected revenues and projected expenses;

AND WHEREAS the single greatest way to control increasing expenses is to curtail the growth in the size of the public sector;

AND WHEREAS once a new Full Time Equivalent (FTE) position is added to the FTE count of the City of Winnipeg, it is difficult to close such positions in the future, and therefore represents a permanent new cost to the way the City does business;

AND WHEREAS any new FTE should only be considered in the contest of the next budget cycle where it can be determined that funding exists and that any savings by reducing the overall City FTE's could be maximized for operating efficiencies;

THEREFORE BE IT RESOLVED that the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works with respect to the Pedestrian Cycling Strategies Report (Item 4) be amended by deleting recommendation 2 in its entirety and replace it with the following: "That any full time equivalent (FTE) increase be referred to the 2016 operating budget process."

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 12

In amendment,

Moved by Councillor Wyatt,
Seconded by Councillor Schreyer,

WHEREAS it has been stated that we are only adopting a strategy that represents a guideline;

AND WHEREAS the recommendation to Council, in terms of the Pedestrian and Cycling Strategies, Appendix B, clearly states that it be "approved", attached hereto as Appendix B, whereas the City-Wide Long-Term Bicycle Network of the Pedestrian and Cycling Strategies supersedes Map 4 – Active Transportation of the Transportation Master Plan";

AND WHEREAS the adoption of policy gives clear direction to the Public Service to implement all the recommendations contained in Appendix A, and not simply a guideline that may or may not be followed;

AND WHEREAS the recommendation to Council, in terms of the Pedestrian and Cycling Strategies, Appendix B, clearly states that it be "approved, attached hereto as Appendix B, whereas the City-Wide Long-Term Bicycle Network of the Pedestrian and Cycling Strategies supersedes Map 4 – Active Transportation of the Transportation Master Plan";

AND WHEREAS amending the mappi9ng of the Transportation Master Plan represents a change in that policy document, adopted by Council;

THEREFORE BE IT RESOLVED that the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works with respect to the Pedestrian and Cycling Strategies report (Item 10) be amended by amending recommendation 1 by deleting the word "policy" and replacing it with the word "guideline".

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 13

In amendment,

Moved by Councillor Wyatt,
Seconded by Councillor Schreyer,

THEREFORE BE IT RESOLVED that the Pedestrian and Cycling Strategy document (Appendix A), and the amendments to the Transportation Master Plan document (Appendix B), contained in the June 23, 2015 recommendation of the Standing Policy committee on Infrastructure Renewal and Public Works with respect to the Pedestrian and Cycling Strategies report (Item 10), be amended to include the existence of the Disraeli Pedestrian/Cycling Bridge.

Ruled Out of Order

Motion 14

In amendment,

Moved by Councillor Browaty,
Seconded by Councillor Wyatt,

WHEREAS the City of Winnipeg is developing a long-term, comprehensive Pedestrian and Cycling Strategy as council policy; and

WHEREAS the vast majority of residents on many residential streets were not consulted or otherwise aware of proposed 'Neighbourhood Greenways' that would intentionally slow vehicular traffic using measures such as mini-roundabouts, curb bump-out, speed humps and reduced speed limits; and

WHEREAS identifying specific streets without consulting area residents or the area councillor risk wasting public service resources developing plans to implement 'Neighbourhood Greenways' when there simply isn't support;

THEREFORE BE IT RESOLVED that the following 'Neighbourhood Greenways' identified on Rothesay, Bonner, Gilmore, Sun Valley, Alberhill, Springfield (except Gateway to the Chief Peguis Trail Greenway), Hawthorne, Mark Pearce, Burnet, Red Oak, Stefanie, Leighton, Kimberly in the North Kildonan Ward as well as Rothesay and Foxgrove in the RM of East St. Paul be removed.

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 15

In amendment,

Moved by Councillor Browaty,
Seconded by Councillor Wyatt,

THEREFORE BE IT RESOLVED that the Pedestrian and Cycling Strategy document (Appendix A), and the amendments to the Transportation Master Plan document (Appendix B), contained in the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works with respect to the Pedestrian and Cycling Strategies report (Item 4), be amended to reflect the following:

The addition of a potential overpass from the Chief Peguis Trail active transportation path to the Kilcona Park as well as connection from Harbourview South in the Transcona Ward to Kilcona Park, as identified in the council-adopted Kilcona Park Master Plan.

Ruled Out of Order

Motion 16

In amendment,

Moved by Councillor Browaty,
Seconded by Councillor Wyatt,

THEREFORE BE IT RESOLVED that the Pedestrian and Cycling Strategy document (Appendix A), and the amendments to the Transportation Master Plan document (Appendix B), contained in the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works with respect to the Pedestrian and Cycling Strategies report (Item 4), be amended to reflect the following:

The complete urbanization of Henderson Highway from Gilmore Avenue to the City limit with a centre median, concrete sidewalks on both sides of the street, land drainage sewers, separated space for a biking lane and the removal of ditches be prioritized as the highest priority in the North Kildonan Ward.

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 17

In amendment,
Moved by Councillor Browaty,
Seconded by Councillor Schreyer,

THEREFORE BE IT RESOLVED that the Pedestrian and Cycling Strategy document (Appendix A), and the amendments to the Transportation Master Plan document (Appendix B), contained in the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works with respect to the Pedestrian and Cycling Strategies report (Item 4), be amended to reflect the following:

That the Chief Peguis Active Transportation Path between Gateway Road and Lagimodiere Boulevard be identified as an “existing” pathway.

Ruled Out of Order

Motion 18

In amendment,
Moved by Councillor Browaty,
Seconded by Councillor Schreyer,

THEREFORE BE IT RESOLVED that the Pedestrian and Cycling Strategy document (Appendix A), and the amendments to the Transportation Master Plan document (Appendix B), contained in the June 23, 2015 recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works with respect to the Pedestrian and Cycling Strategies report (Item 4), be amended to reflect the following:

That the Bunn Creek Trail should be identified as an “existing” pathway.

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

Motion 22

In amendment,

Moved by Councillor Eadie,
Seconded by Councillor Schreyer,

West of Red River Spine Network Priority

THEREFORE BE IT RESOLVED that the proposed off street pathways on the spine network running along the west side of the Red River from the Forks to Chief Peguis Trail/Settlers Bridge be given the highest priority level, in the Policy maps that form the part of the Pedestrian and Cycling Strategies Final Report.

Motion 23

In amendment,

Moved by Councillor Eadie,
Seconded by Councillor Schreyer,

Burrows and Pritchard Amendments

WHEREAS Magnus Avenue has a pedestrian corridor traffic control which has been used for decades by pedestrians;

AND WHEREAS the proposed green way on Pritchard Avenue from the Red River to Charles Street indicates a crossing at Main Street where there is a signalized intersection at Selkirk Avenue not too far south;

AND WHEREAS the proposed greenway along Burrows Avenue east of Main Street is redundant;

THEREFORE BE IT RESOLVED that the Pedestrian and Cycling Strategies Final Report maps be amended to remove the proposed green way on Burrows Avenue from the Red River to Main Street; and

BE IT FURTHER RESOLVED that the proposed green way on Pritchard Avenue from the Red River to Charles Street be removed from the Pedestrian and Cycling Strategies Final Report maps; and

BE IT FURTHER RESOLVED that the Pedestrian and Cycling Strategies Final Report maps add a proposed green way from the Red River to Charles Street.

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

Motion 24

In amendment,

Moved by Councillor Eadie,
Seconded by Councillor Schreyer,

Complete Communities Amendment

THEREFORE BE IT RESOLVED that the Pedestrian and Cycling Strategies Final Report section on "Strategic Goals, Directions and Actions" subsection "Strategic Direction 4 – Improve Maintenance" have a new key direction "A" added to the existing two key directions as follows:

Key Direction 4A: Continue Local Street and Sidewalk Renewal Programs

Many of the old neighbourhoods in the City of Winnipeg have failing local roads and sidewalks. These neighbourhoods cannot be considered walkable or age friendly when the sidewalks present many tripping hazards. A great cycling experience begins on the local street in front of one's home.

Ruled Out of Order

Motion 25

In amendment,

Moved by Councillor Eadie,
Seconded by Councillor Schreyer,

Jefferson and Hartford Amendments

WHEREAS Jefferson Avenue from Main Street to Sinclair Street is a fairly calm street with a major bus route and traffic signals already installed at the regional streets; and

WHEREAS Jefferson Avenue at Main Street does not align for a half a block; and

WHEREAS Seven Oaks Avenue east of Main Street does not align with Jefferson Avenue; and

WHEREAS Hartford Avenue has a signalized intersection at Main Street; and

WHEREAS neighbourhood families have expressed a need for themselves to find a safe way to cross McGregor Street between Jefferson Avenue and Partridge Avenue;

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

THEREFORE BE IT RESOLVED that the proposed green way on Jefferson Avenue from Main Street to Sinclair Street be removed from the Pedestrian and Cycling Strategies Final Report maps; and

BE IT FURTHER RESOLVED that the proposed green way on Seven Oaks Avenue from Scotia Street to Main Street be removed from the Pedestrian and Cycling Strategies Final Reports maps; and

BE IF FURTHER RESOLVED that the Pedestrian and Cycling Strategies Final Reports maps be amended to include a proposed green way on Hartford Avenue from Scotia Street to Sinclair Street.

Ruled Out of Order

Motion 26

In amendment,

Moved by Councillor Eadie,
Seconded by Councillor Schreyer,

Sutherland and Euclid Amendments

WHEREAS the proposed green way on Sutherland Avenue makes no sense in addressing pedestrian and cycling needs especially at Main Street for crossing purposes;

AND WHEREAS Euclid Avenue has had issues with traffic calming for pedestrians and cyclists for years;

AND WHEREAS the active transportation provisions for Annabella Street utilize painted bicycle lanes;

THEREFORE BE IT RESOLVED that the Pedestrian and Cycling Strategies Final Report Maps be amended to remove the proposed green way on Sutherland Avenue from Higgins Avenue to Yard Street; and

BE IT FURTHER RESOLVED that Euclid Avenue from Sutherland Avenue to Main Street be defined on the Pedestrian and Cycling Strategies Final Report maps as a proposed green way; and

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

BE IT FURTHER RESOLVED that the Pedestrian and Cycling Strategies Final Report maps be updated to reflect proposed painted bicycle lanes on Sutherland Avenue from Annabella Street to Euclid Avenue.

Ruled Out of Order

Motion 27

In amendment,

Moved by Councillor Eadie,
Seconded by Councillor Schreyer,

Powers and Salter Amendments

WHEREAS the proposed green way on Salter Street from Leila Avenue to Templeton Avenue is an extension of a regional road that is located in the opposite direction on a one way street from the existing Powers Street green way; and

WHEREAS families in the Margaret Park Neighbourhood continually express their fear that their kids will get hurt trying to cross Templeton Avenue at a pedestrian only walkway to Sly Drive on the south side of Templeton Avenue on their way to school and to playgrounds; and

WHEREAS Weinberg almost lines up with Powers Street on the south side of Leila Avenue and connects to Sly Drive;

THEREFORE BE IT RESOLVED that the Pedestrian and Cycling Strategies Final Report maps be amended to remove the proposed green way on Salter Street from Leila Avenue to Templeton Avenue; and

BE IT FURTHER RESOLVED that Weinberg and he extension of Sly Drive from Weinberg to Templeton be added as a proposed green way

Ruled Out of Order

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On July 8, 2015, the Executive Policy Committee concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and submitted the matter to Council.

On July 8, 2015, the Executive Policy Committee received submissions from the following:

In support of the matter:

- Councillor Gerbasi, Fort Rouge – East Fort Garry Ward, submitted a document titled "How much does your commute cost (or save) society?"
- Lisa Richards, Medical Officer of Health, Winnipeg Regional Health Authority, submitted a communication dated July 8, 2015
- Mark Cohoe, Executive Director, Bike Winnipeg, submitted a presentation titled "Bike Winnipeg Welcomes Winnipeg's First Ever Pedestrian and Cycling Strategies."
- Sigrun Bailey, Co-Chair, River East Neighbourhood Network - Trail Committee, submitted a presentation titled "Pedestrian/Cycling Strategies"
- Anders Swanson provided a PowerPoint Presentation
- Leah McCormick, Executive Director, West Broadway Business Improvement Zone, submitted a communication dated July 7, 2015
- Ian Frank submitted a communication dated July 7, 2015
- Julie Penner

With respect to the matter:

- Steve Snyder submitted a PowerPoint Presentation titled "City of Winnipeg Pedestrian and Cycling Strategy"
- Aaron Russin, Operations Manager, Peg City Car Co-op.

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION:

On June 23, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works reaffirmed its recommendation of May 5, 2015 and concurred in the recommendation of the Winnipeg Public Service, contained in the *Pedestrian and Cycling Strategies* report, and submitted the following to Council:

1. That the Winnipeg Public Service adopt the Pedestrian and Cycling Strategies as the long range pedestrian and cycling transportation policy for the City of Winnipeg attached hereto as Appendix A.

2. That the addition of a Pedestrian and Bicycle Planning position as a permanent full time position within the Transportation Facilities Planning Branch of the Transportation Division, Public Works, be approved. This position will be funded through the Bicycle Corridors Capital Program (formerly Active Transportation Corridors) managed by the Public Works Department Transportation Division.

3. That an amendment to the Transportation Master Plan be approved, attached hereto as Appendix B, whereas the City-wide Long-Term Bicycle Network of the Pedestrian and Cycling Strategies supersedes Map 4 – Active Transportation of the Transportation Master Plan.

4. That the Public Service to do all things necessary to complete and enhance the City-wide pedestrian network gaps and deficiencies as identified in the Pedestrian and Cycling Strategies

5. That the Public Service to do all things necessary to implement the Action Items listed within the Pedestrian and Cycling Strategies.

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

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

On June 23, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works reaffirmed its recommendation of May 5, 2015 and concurred in the recommendation of the Winnipeg Public Service, contained in the *Pedestrian and Cycling Strategies* report, and submitted the matter to the Executive Policy Committee and Council.

Councillor Browaty, North Kildonan Ward, submitted a communication, undated, with respect to Pedestrian and Cycling Strategies.

Councillor Wyatt, Transcona Ward, submitted a communication, dated June 23, 2015, with respect to Pedestrian and Cycling Strategies.

STANDING COMMITTEE DECISION:

On June 23, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in, as amended, the recommendation of the Winnipeg Public Service in the report titled *Review of Public Consultations for the Pedestrian and Cycling Strategies*, and approved the following:

1. That the Standing Policy Committee on Infrastructure Renewal and Public Works receive as information the Review of Pedestrian and Cycling Strategies Public Engagement Activities, outlined in *Appendix A*, as conducted by the Office of Public Engagement;

2. That the Public Service be requested to report back with a Public Engagement Policy for Pedestrian and Cycling Annual Action Plan, and that the Policy incorporate best practices for public engagement as identified by the International Association for Public Participation (IAP2). A sample section of tactics that may be contained in such a Policy is provided in *Appendix B*.

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On May 13, 2015, the Executive Policy Committee passed the following motion:

WHEREAS the Pedestrian and Cycling Strategies outlines a 20-year framework for building an active transportation network throughout the City of Winnipeg;

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

EXECUTIVE POLICY COMMITTEE RECOMMENDATION (continued):

AND WHEREAS public engagement is an important aspect of major projects that the City of Winnipeg undertakes;

AND WHEREAS it is important to gain feedback from all community stakeholders, including active transportation advocates, the business community, and citizens at large;

AND WHEREAS engagement with communities to mitigate conflicts with different users of the transportation system was one of the main directives to follow during development of the strategies originating from the Transportation Master Plan;

AND WHEREAS given that some members of our community have expressed concerns with the 2013 consultation process;

THEREFORE BE IT RESOLVED that the Pedestrian and Cycling Strategies be referred to the Office of Public Engagement to review the public consultations that have already occurred;

BE IT FURTHER RESOLVED that the Office of Public Engagement provide recommendations regarding public engagement activities for future active transportation infrastructure projects;

BE IT FURTHER RESOLVED that the Office of Public Engagement report back to the June meeting of the Standing Policy Committee on Infrastructure Renewal and Public Works.

Executive Policy Committee received submissions from the following:

With respect to the Pedestrian and Cycling Strategies:

- Len Van Roon, submitted a presentation titled "Pedestrian Cycling Strategies Report"
- Anders Swanson, on behalf of Winnipeg Trails Association, submitted a PowerPoint Presentation, and a presentation titled "Local Neighbourhood Transportation: Design review of 2015 local street renewal projects"
- Bob Axford, submitted a communication, undated
- Beth McKechnie, Green Action Centre, submitted a communication dated May 13, 2015 and a PowerPoint Presentation titled "Why Adopt the Winnipeg Pedestrian and Bicycle Strategies".

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – June 23, 2015**

DECISION MAKING HISTORY (continued):

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, titled Pedestrian and Cycling Strategies, and submitted the matter to the Executive Policy Committee and Council.

The Standing Policy Committee on Infrastructure Renewal and Public Works received submissions from the following:

With respect to the Pedestrian and Cycling Strategies:

- Beth McKechnie, on behalf of Green Action Centre, submitted a communication, dated May 5, 2015
- Anders Swanson, on behalf of Winnipeg Trails Association, submitted a presentation titled Local Neighbourhood Transportation: Design review of 2015 local street renewal projects, undated
- Stéphane Dorge submitted a presentation titled Boulevard Provencher - Pistes Cyclables Protégées / Protected Bike Lanes, undated
- Stephanie Voyce, on behalf of Downtown Biz, submitted a presentation titled Proposed Open Streets Pilot, undated
- Mark Cohoe, on behalf of Bike Winnipeg, submitted communication, undated
- Steve Snyder submitted a communication, dated May 4, 2015.

In support of the matter:

- Ian Hall submitted a communication, dated May 3, 2015.

# ADMINISTRATIVE REPORT

**Title:** Pedestrian and Cycling Strategies

**Critical Path:** Standing Policy Committee on Infrastructure Renewal and Public Works – Executive Policy Committee – Council

## AUTHORIZATION

| Author | Acting Department Head | CFO | CAO |
|---|---|---|---|
| S. Suderman, P.Eng. | B.W. Sacher, P. Eng. | Georges Chartier<br>A/CFO | M. Jack<br>A/CAO |

## RECOMMENDATIONS

1. The Winnipeg Public Service recommends that Council adopt the Pedestrian and Cycling Strategies as the long range pedestrian and cycling transportation policy for the City of Winnipeg attached hereto as Appendix A.

2. That Council approve the addition of a Pedestrian and Bicycle Planning position as a permanent full time position within the Transportation Facilities Planning Branch of the Transportation Division, Public Works. This position will be funded through the Bicycle Corridors Capital Program (formerly Active Transportation Corridors) managed by the Public Works Department Transportation Division.

3. That Council approve an amendment to the Transportation Master Plan, attached hereto as Appendix B, whereas the City-wide Long-Term Bicycle Network of the Pedestrian and Cycling Strategies supersedes Map 4 – Active Transportation of the Transportation Master Plan.

4. That Council directs the Public Service to do all things necessary to complete and enhance the City-wide pedestrian network gaps and deficiencies as identified in the Pedestrian and Cycling Strategies

5. That Council directs the Public Service to do all things necessary to implement the Action Items listed within the Pedestrian and Cycling Strategies and 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

A report of this nature requires the approval of Council. This report is part of the implementation framework for the Sustainable Transportation Strategy, a component of OurWinnipeg. This report is a major component of the implementation framework for the Transportation Master Plan.

## IMPLICATIONS OF THE RECOMMENDATIONS

The recommendations in this report provide a policy framework for active modes of transportation in Winnipeg for the next 20 years.

The employment costs including benefits of the additional permanent full time employee will be funded through the Bicycle Corridors Capital Program (formerly Active Transportation Corridors) managed by the Public Works Department Transportation Division.

## HISTORY

On January 27, 2010, Council endorsed the "Call to Action for OurWinnipeg". The Transportation Master Plan was one of the actions contained within the document.

On July 21, 2010, Council adopted the Executive Policy Committee's recommendation for endorsement of OurWinnipeg, Complete Communities, and endorsed in principle the Sustainable Transportation Strategy.

On June 27, 2011, The City of Winnipeg received approval of OurWinnipeg by the Province of Manitoba and on July 20, 2011, OurWinnipeg and Complete Communities received third reading from Council.

These events established the legislative framework for the Sustainable Transportation Strategy and the Transportation Master Plan as a support policy document for OurWinnipeg.

OurWinnipeg integrates four Direction Strategies, including Sustainable Transportation. The main step of Sustainable Transportation was the completion of the Transportation Master Plan.

The Transportation Master Plan specifically directs the City of Winnipeg to develop Pedestrian and Cycling Strategies.

The purpose of these Pedestrian and Cycling Strategies is to help shape changes in infrastructure and support programs that will encourage Winnipeggers to walk and cycle more – whether for work, pleasure, or day to day personal travels for shopping, visiting friends and family, or running errands. The Pedestrian and Cycling Strategies will provide direction for civic investments in infrastructure and support programs over the short, medium, and long-term to help make walking and cycling safe, convenient, attractive, and accessible.

The objectives of the Pedestrian and Cycling Strategies are to:

1. Demonstrate a comprehensive understanding of the public's needs, concerns and hopes for the future of walking and cycling in Winnipeg and to increase public understanding of Active Transportation.
2. Prioritize recommendations for policy, infrastructure and program enhancements related to pedestrian and cycling facilities.
3. Provide policy to effectively guide the pedestrian and cycling network development.

4. Include a pedestrian and bicycle network that will demonstrate an increase in usage, accessibility, safety, maintainability and support to other types of transportation such as transit.

The plan is prioritized through the development of a set of criteria to be used to assess and prioritize all pedestrian and cycling projects. It will identify a phasing plan for short, medium and long-term projects.

**THE NEED FOR PEDESTRIAN AND CYCLING STRATEGIES**

Winnipeg and the Manitoba Capital Region are growing at a pace not seen in several decades. The City's economy is thriving as businesses take advantage of Winnipeg's unique trade position in North America. Consequently, Winnipeg is experiencing an increase in residents, seeking the opportunities the region is presenting. Once here, residents are discovering a range of housing choices, livable communities and opportunities to be civically engaged. By 2031, it is projected that Winnipeg and the surrounding areas will be approaching one million people.

This growth translates into opportunities and challenges for transportation. From a transportation planning perspective, Winnipeg has been relatively fortunate in that growth in the recent past has been stable and predictable. However, the higher level of growth projected over the next two decades will require innovative and proactive transportation solutions in order to ensure the transportation system delivers the necessary performance to nurture Winnipeg's current and future economic prosperity.

Fortunately, growth and economic development also provide an opportunity to invest in and shape our transportation system to improve the efficiency of the movement of people and goods whether they choose to drive, ride a bike, walk or take public transit.

These Strategies were developed in collaboration with the multiple stakeholders and the general public to see what their vision, concerns and hopes are for the future of walking and cycling in Winnipeg. Through this process it was clear that whether it's by choice or necessity having the ability to safely walk or ride a bike in our City was a key priority for Winnipeggers of all demographics. This was evident in the amount or public participation as well as in our statistical findings, for example:

- Almost half of all Winnipeggers regularly walk or cycle in non-winter months to get to work/school, destination in their neighborhood or for exercise or pleasure.
- The market for walking in Winnipeg is high, 7% of Winnipeggers walk as their main mode of transportation, and almost half of Winnipeg want to walk more often.
- The market for cycling is growing rapidly in Winnipeg, 10% of Winnipeggers said cycling is one of their more common forms of regular transportation and about 61% of Winnipeggers are either already cycling, or would like to cycle more.

This process identified barriers that the City needs to address in order to support and encourage Winnipeggers to walk and cycle more. The highest priorities were:

- Snow removal for sidewalks;
- Bicycle network connectivity;

- Providing facilities that separate all mode of transportation, which includes the separation of pedestrians and cyclists.

If the City provides safe, accessible and well maintained infrastructure that is designed for people of all ages and abilities, Winnipeggers will walk and cycle more.

The Pedestrian and Cycling Strategies present a Vision and accompanied Goals for the future of walking and cycling in Winnipeg and were developed in collaboration with the general public and are in line with existing City policy documents. This Vision and Goals are supported through six Strategic Directions that are broken down into more detailed and manageable Key Directions and Actions to implement the Key Directions.

The policy framework for the Pedestrian and Cycling Strategies consists of seven Goals:

1. Strategic, accessible and well-connected networks that **Integrate with Land-use.**
2. Provide convenient travel opportunities for people of all ages and abilities to support an **Active, Accessible and Healthy** City.
3. Networks that are designed maintained and developed for all users to ensure a **Safe, Efficient and Equitable** network that balances the needs of all users.
4. Provide high quality networks that include the appropriate **Design and Maintenance** to address year-round access.
5. Plan and implement **Financially Sustainable** walking and cycling facilities and network with due consideration for economic, health and environmental cost benefits.
6. Invest in walking and cycling as one **Environmentally Sustainable** way to help the City and Province meet and surpass climate change goals and emission reduction goals.
7. Continually engage with the community as part of a **Transparent Process** to implement the initiative within the Strategies.

**IMPROVING TRAVEL CHOICES**

A key underlying goal of the Transportation Master Plan is to expand the range of travel options that are available to residents, workers and visitors, and to ensure that people are not dependent on one single mode. Encouraging walking and cycling creates countless community benefits. Providing greater access and options for walking, cycling and transit will lead to improved health, increased personal mobility, more livable and socially active communities, and reduced impacts on the environment and our climate. Included in this plan are a series of short, medium and long-term strategies which are defined through the following six Strategic Directions:

- **Improve Connectivity**
  - Expand the Bicycle Network
  - Expand and Enhance the Sidewalk Network
  - Address Barriers

- **Improve Convenience**
  - Provide Bicycle Parking and End-of-Trip Facilities
  - Increase and Improve Multi-Modal Connections

- **Improve Safety and Accessibility**
    - Provide Accessible Infrastructure
    - Improve Pedestrian and Cycling Safety
    - Provide Pedestrian and Cyclist Crossing Treatments
    - Provide Well Lit and Visible Pedestrian and Cyclists Facilities
    - Develop Safe Routes to School

- **Improve Maintenance**
    - Maintain the Sidewalk Network
    - Maintain the Bicycle Network

- **Improve Vibrancy**
    - Enhance Streetscapes and the Public Realm
    - Enhance Land Development and Site Design

- **Increase Awareness**
    - Enhance Way-finding, Signage and Trip Planning
    - Improve Education and Awareness
    - Increase Marketing and Communication

**PREPARATION OF THE PEDESTRIAN AND CYCLING STRATEGIES**

The Pedestrian and Cycling Strategies were prepared by Urban Systems Limited in association with MORR Transportation Consulting, Freig & Associates, Alta Planning and Design, and Prairie Research Associates. The development of the Pedestrian and Cycling Strategies was guided by a Steering Committee consisted of representatives from the City Public Works, Planning, Property and Development, and Winnipeg Transit Departments. The Stakeholder Advisory Committee consisted of representatives from The University of Winnipeg Students Association, Downtown Winnipeg Biz, Genstar Development Company, Green Action Centre, Seven Oaks General Hospital, Bike Winnipeg, Winnipeg Regional Health Authority, Manitoba Public Insurance, Economic Development Winnipeg, Manitoba Public Insurance, Anders Swanson, Health in Common, League of Persons with Disabilities, Island Lakes Residents Association, Immigration Family Services, Inner City Neighborhood Associations

The preparation of the Pedestrian and Cycling Strategies consisted of the following major components:

- A comprehensive public engagement and consultation program designed to reach out to the general broad public.
- An assessment of the current state of walking and cycling and the magnitude of the potential market.
- Identification and assessment of directions and strategies to support transportation choice.
- Development of a new city wide Cycling Map.
- Development of Pedestrian maps identified gaps and deficiencies.
- Development of a vision statement for the future of walking and cycling in Winnipeg.

- Class 4 cost estimates for the recommended actions and network with associated operating costs.
- An Implementation plan with a Prioritized Cycling Network.

A range of engagement and consultation activities were conducted with the intent of providing the public and stakeholders the opportunity to provide input. Those activities included:

- Three Stakeholder Advisory Committee meetings that included 15 representatives from a broad range of sectors.
- A city wide telephone survey that interviewed 601 residents of varying demographics and geographic locations that accurately identified the attitudes of the average Winnipegger regarding walking and cycling.
- An online survey that received over 1600 completed surveys.
- A stakeholder workshop that was attended by 90 representatives from a broad range of sectors.
- Three public open houses that were attended by over 500 residents in which the City received over 300 completed detailed surveys.
- Communications were provided through Speak-up Winnipeg, the City's Facebook and Twitter accounts, a dedicated project website and through local and city wide media.

**PEDESTRIAN AND CYCLING STRATEGIES IMPLEMENTATION PLAN**

The Pedestrian and Cycling Strategies will be implemented though:

- The City's short, medium, and long-range financial plans including annual budgets, the five year capital forecast and strategic financial plans.
- Various transportation and land use plans, projects and initiatives.
- Strategic internal and external partnerships.
- The addition of at least one permanent full time employee dedicated to the implementation and monitoring of the development of Pedestrian and Cycling networks and policies and will provide interdivisional and interdepartmental support to implement the foregoing.
- Comprehensive review of progress by the administration in the short term and follow up with all project stakeholders.

The full cost to implement the Pedestrian and Cycling Strategies could be approximately $334 million (2014 dollars) over the next twenty years. In addition to the full implementation of the capital programs and infrastructure requirements, the Pedestrian and Cycling Strategies would require approximately $3.7 million in Annual Operating Costs to support those improvements. The Pedestrian and Cycling Strategies is a living document and will be reviewed regularly with respect to the five years forecasts in the Capital Budget. Increased funding levels for active transportation, as well as identifying partnerships and leveraging other funding sources, will be required to meet these goals.

The Pedestrian and Cycling Strategies document is found in Appendix 'A'.

## FINANCIAL IMPACT

### Financial Impact Statement

**Date:** March 11, 2015

**Project Name:**
Pedestrian and Cycling Strategies

**First Year of Program** **2015**

| | 2015 | 2016 | 2017 | 2018 | 2019 |
|---|---|---|---|---|---|
| **Capital** | | | | | |
| Capital Expenditures Required | $ - | $ - | $ - | $ - | $ - |
| Less: Existing Budgeted Costs | - | - | - | - | - |
| 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 | $ 39,041 | $ 81,858 | $ 84,818 | $ 88,211 | $ 90,416 |
| Less: Incremental Revenue/Recovery | 39,041 | 81,858 | 84,818 | 88,211 | 90,416 |
| Net Cost/(Benefit) | $ - | $ - | $ - | $ - | $ - |
| Less: Existing Budget Amounts | - | - | - | - | - |
| Net Budget Adjustment Required | $ - | $ - | $ - | $ - | $ - |

**Additional Comments:** The development of the Pedestrian and Cycling Strategies are directed by the Transportation Master Plan. Costs associated with the Pedestrian and Cycling Strategies will be included in various capital project budgets and annual operating budgets when identified. The Direct costs are the salaries and benefits of the Pedestrian and Bicycle Planning position. It is estimated that upon approval, this position will be filled in July 2015 and will be funded by recoveries from the Bicycle Corridors Capital Program (formerly Active Transportation Corridors Program).

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

## CONSULTATION

**In preparing this report there was consultation with:**
Planning Property & Development
Winnipeg Transit
Legal Services
Corporate Support Services.

## SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: S. Suderman, P. Eng.
Processed by: C. Cropo
Date: March 19, 2014
File No.
Filename: Pedestrian and Cycling Strategies

Attachments: Appendix A – New City of Winnipeg Policy – Pedestrian and Cycling Strategies
Appendix B – Amendment to Policy – Transportation Master Plan


Appendix A - City Policy - PCS.docx


Appendix B - City Policy Amendment - T