April 24, 2022.

SUBMISSION - SCOTT MACDONALD –

Item 3 of the Report of the Standing Policy Committee on Infrastructure Renewaland Public Works dated April 6, 2022, regarding Extending the Sunday / Holiday Bicycle Route – 2022 Enhanced Summer Bike Route Program

Submission to: Winnipeg City Council Meeting April 28, 2022.

Re: Enhanced Summer Bike Route Program 2022 (……..and beyond).

I don't understand why everyone can't win.

I am an avid cyclist and resident of north River Heights who has spent the past 5 decades cycling in cities around the world.

I do not understand how we can have an 'integrated cycling route system' which applies different rules of engagement across various constituencies based on the desires of any given city councillor?

How can Scotia St be singled out for 'special treatment' in this 14 street cycling program/system?

During the course of the most recent EPC meeting on April 20, Scotia St was unanimously modified to only be closed to traffic May through Oct on weekends and holidays. Not on weekdays.

The only street of the 14 in the entire program singled out for such preferential traffic treatment.

What is the logic of applying different rules of engagement between Scotia and all other streets included in the Program?

Why would we want an integrated cycling program which is inconsistent across various parts of the city?

Furthermore, other streets were removed from the list of 17 streets, reducing the geographic coverage and effectiveness of the overall cycling program.

Should the program be larger to encourage more cycling or should it be smaller?

Why is Scotia treated differently from other streets in the program including Wellington Cres.??

Wellington Cres is a major 'Collector Street' in Winnipeg (as per the city definition).

The only such street included in the Enhanced Summer Bike Route Program.

As per the City of Winnipeg's own study, back in 2011, Wellington Cres averaged **almost 10,000 vehicles** on an average weekday in May.

2021 city count **only 1,807 cyclists per weekday** on Wellington Cres.

When 'closed', those vehicles are forced to find alternatively access……..typically, Academy Road which already averages almost **23,000 vehicles per day** and already has various signaled intersections at and over capacity (again, as per the city). More vehicles per weekday travel on Academy than Corydon, Grant or Taylor as per he city's 2019 Traffic Flow Map.

Once we return to more 'normal' traffic patterns post Covid, those 2011 volumes are very likely to be revisited or exceeded. Planning to exacerbate an already untenable traffic situation both on Academy Road as well as on Wellington Cres a appears misguided.

Furthermore, Wellington Cres is a divided street with a 50' wide green space median down the middle of it from Lindsay to Harrow.

Again, why can't everyone win?

As a cyclist, pedestrian, resident and vehicle operator in North River Heights, I wonder why we can't make better use of that center median green space?

Riverbank reinforcement work has recently been completed on the proximate portion of Wellington Cres from Academy Road West to Assiniboine Park.

In completing that work, the pre-existing bike/pedestrian path was relocated, widened and re-asphalted, making it suitable for both cyclists and pedestrians. A wonderful upgrade/solution for those 6 blocks of pathway. I feel like I am in Europe.

Why can't a similar pathway be placed on the median of Wellington Cres from Lindsay (railway tracks) all the way to Harrow? A distance of some 16 blocks.

The existing asphalt bike path from Academy Road West to almost Lanark could also be upgraded (widened) for cyclists and pedestrians. It should have been contemplated during the course of the recent riverbank work and upgrades further west.

The city already has this gravel path on the median from Lindsay to Harrow designated an 'unpaved multi-use path' and 'spur route' for cyclists (as per the city's Public Works published cycling map)

A path currently designated for use by both pedestrians and cyclists…….

It already exists! Let's upgrade it.

Then the cyclists, pedestrians and motorists would all have space allocated to them which is suitable to their needs and would not lead to further congestion, wasted time, effort and wasted fuel when shutting down a Collector Street like Wellington Cres.

In conclusion, here is a picture (see below) of that Wellington Cres median path this spring while the street was open to vehicles but movie crews were on sight (not at all uncommon in North River Heights) and the center path was virtually unusable by pedestrians or cyclists. Note: no one on it. Everyone interested in using Wellington Cres was crowded into one west and one east bound lane. Vehicles, pedestrians and cyclists dodging potholes.

Good idea?

We can do so much better with what we have……..if we put some thought into it.

Win. Win. Win for cyclists, pedestrians and vehicle operators.

Why comingle 3,000 pound vehicles with 30 pound vehicles when not absolutely necessary?

Thanks for your consideration and attention to this important matter.

Please see below.

Scott MacDonald

PICTURE 1 OF 3 BELOW

WAS TAKEN APRIL 9, 2022 AND SHOWS THE MEDIAN PATH AT WAVERLEY ST FACING WEST.

PICTURE 2 OF 3 BELOW

WAS TAKEN APRIL 16, 2022 AND SHOWS THE PATH WHERE A FULL, WIDE BUCKET FRONT END LOADER HAD JUST MOVED DOWN THE MEDIAN TO 'CLEAR' IT OF SNOW. PLENTY OF ROOM TO FIGURE OUT A WIDER, PROPERLY CROWNED, ASPHALT PATH SUITABLE FOR BOTH PEDESTRIANS AND CYCLISTS THROUGH ALL FOUR SEASONS OF THE YEAR.

PICTURE 3 OF 3

SIMILAR GREEN SPACE MEDIAN MULTI-USE PATH IN EUROPE.

PICTURE 1 OF 3



WELLINGTON CRES LOOKING WEST DOWN THE MEDIAN PATH AT WAVERLEY.

APRIL 9, 2022

PICTURE 2 OF 3. FULL, WIDE BUCKET FRONT END LOADER ‘CLEARED’ PATH APRIL 16, 2022.



PICTURE 3 OF 3.

GREEN SPACE MEDIAN WITH MULTI-USE PATH IN EUROPE.

