Accessibility Program

In partnership with

Cloutier Trail

Part of the

Trans Canada Trail
St. Norbert Heritage Trails

February 2005

Applicants: **Cloutier Drive Residents Association**

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I) INTRODUCTION

The residents of Cloutier Drive, after long consideration and many consultations, have determined that the community as a whole will greatly benefit from construction of a new 2.5 km four season multi-use trail along Cloutier Drive. The project described in this proposal is being spearheaded by The Cloutier Drive Residents Association (CDRA), a non-profit organization that "seeks to create, enhance, and conserve a safe and healthy environment" for the community. CDRA's members are residents of Cloutier Drive, Stormont and MacBell Ave. This report describes the priorities as well as other factors influencing the community's conviction that such a project is warranted for the area.

Cloutier Trail will act as a 'connector' in a larger regional network of trails linking 15 km of safe trail Trans Canada Trail (TCT). Safe trails follow existing sidewalks or quite residential streets. From Bishop Grandin Boulevard through to the Red River Floodway gates, recreational users will have access to safe trails; connect into the historic St. Norbert Heritage Trails, the proposed Red River Floodway Trail and Duff Roblin Greenway, and the Crow Wing Trail. (see Appendix 1 – Cloutier Trail Location)

There are 83 Km of Trans Canada Trail in Winnipeg and approximately 60 % of the TCT utilizes city streets following busy traffic routes presenting unsafe and hazardous conditions to trail users. Currently, the only missing safe link in the south end of Winnipeg's TCT system is Cloutier Drive and completion of this project will allow for continuous use of 15 km. of safe trail.

Cloutier Trail is the major capital project of the St. Norbert Heritage Trails five-year development plan. This project has been prioritized in the development of safe trails for St. Norbert Heritage Trails for two reasons:

1. It is the most dangerous pedestrian section in the 15km of Trans Canada Trail located in the south end of the City of Winnipeg and in the St. Norbert Heritage Trails system and,

2. It is a 'connector' link to the Fort Richmond community, University of Manitoba and Kings Park to the north and to the historic community of St. Norbert, the Red River Floodway, the proposed Red River Floodway Trail and Duff Roblin Greenway and the Crow Wing Trail to the south.

Fundraising efforts have been underway for two years to build a 2 meter wide, 2.5 km asphalt surfaced trail. The trail will run parallel and to the north of Cloutier Drive, connecting the south end of Kilkenny Drive through to Pembina Hwy. Access points to the trail will be constructed over a ditch to ensure minimal use of Cloutier Drive.

The decision to use an asphalt surfacing has been thoroughly researched and is directly related to accessibility and safety. Cloutier Drive is extremely popular for people to use for walking, jogging, biking, wheelchairs and roller sports use because of the paved surface and the beautiful rural scenic setting. The sharing of a very busy, poorly constructed major connector route results in extremely dangerous conditions for both recreational users and vehicular traffic.

Wheelchairs and roller sports would remain on Cloutier Drive if the trail surface was gravel – thus not solving the safety issue but only incurring a large expense. Although an asphalted trail is considerable more expensive CDRA knows it is offers the best solution to address the number one issue of safety. Located on and directly across from Cloutier Drive are two large 50+ retirement complexes, Marina del Rey and South of the Border with over 500 residents. Currently many of these residents are using Cloutier Drive with their walkers and wheelchairs to enjoy the outside and garner some form of exercise. An asphalt surfaced trail with access points would provide much safer conditions for everyone using Cloutier Drive.

Our project focuses on establishing partnerships to improve the south end of Winnipeg to provide for a better quality of life for today and the generations that follow. Cloutier Trail will benefit residents of many communities and enhance the quality of life for many.

II) TRAIL BACKGROUND

TRANS CANADA TRAIL (www.tctrail.ca):

The Trans Canada Trail is a non-profit, registered charity organization, whose primary purpose is to raise funds to build a recreational trail that will wind its way through every province and territory in Canada, linking hundreds of communities along its route.

TRANS CANADA TRAIL IN MANITOBA (www.mrta.mb.ca):

The Manitoba Recreational Trail Association (MRTA www.mrta.mb.ca) is the official body overseeing the coordination of the building of the Trans Canada Trail in the province of Manitoba. A series of 6 interpretive maps have recently been published highlighting the route and points of interest on the TCT in Manitoba. The Government of Manitoba established the Millennium Fund with over two million dollars towards development of the Trans Canada Trail and other trails in Manitoba.

TRANS CANADA TRAIL IN WINNIPEG:

In spring 2003 a joint study - ***Strategic Trails Plan for Winnipeg*** - was conducted by Rivers West Inc., the City of Winnipeg and the Winnipeg Trails Association to examine the status and plans of the various community based trails associations and how these might be linked to create a more connected trails system in Winnipeg including connections to the TCT.

Results of the study found the major area of common interest **is to connect various trails** – including the TCT – into a larger whole to allow for a more integrated and continuous trail system in the City. A more linked and continuous trail system offers opportunities for greater community use including such functions as special events on trails, longer routes for bikes, walking and jogging, and opportunities for winter activities like cross country skiing and snowshoeing.

Trail connectivity priorities were categorized terms of the four quadrants of the city, with the South West quadrant being highlighted for the purpose of this application. The study recommends The South West Quadrant of Winnipeg focus on 4 priorities, with one specifically related to the Cloutier Trail / Cloutier Drive:

> **"St. Norbert should be connected between the Trans Canada Trail, Cloutier Drive and onto King's park and beyond.**

ST. NORBERT HERITAGE TRAILS (www.mrta.mb.ca/stnorbert):

An alliance of community stakeholders have formed a voluntary partnership to promote the economic, social, cultural and historical interests of greater St. Norbert by further developing the Trans Canada Trail and St. Norbert Heritage Trails. The St. Norbert Heritage Trails are part of the Trans Canada Trail, the longest trail system in the world, and their boundaries are marked by Cloutier Drive to the north and Courchaine Road to the south. A bilingual self guided historic walking tour has been developed and can be downloaded at: www.mrta.mb.ca/stnorbert. The Cloutier Trail is the major capital project of the overall 5 year plan.

CLOUTIER DRIVE RESIDENT'S ASSOCIATION:

The Cloutier Drive Residents Association (CDRA) is a not for profit organization who's vision is to create, enhance and conserve a safe environment and accessible network of nature areas and public pathways that link to Old St. Norbert and to the Trans-Canada Trail along Cloutier Drive. Members are from Cloutier Drive, Stormont Drive and MacBell Ave. and include representatives from the community of St. Norbert. The Cloutier Drive Residents Association has worked for over three years **specifically focused on improving the safety of Cloutier Drive** and is now leading the fundraising campaign for the Cloutier Trail.

III) CLOUTIER DRIVE BACKGROUND

LOCATION: (see Appendix 1 – Cloutier Trail Location)

Cloutier Drive is located in a unique oasis of green space. Bordered to the north by the Perimeter Highway, the west by Pembina Highway and the south and east by the Red River, the neighbourhood is somewhat isolated to the rest of the city. Cloutier Trail will be located on property owned by the Province of Manitoba, home to the St. Norbert Provincial Yards. This is the only Provincial Yards within the City of Winnipeg and uses approx 10 acres of the 45acres for storage facilities and equipment staging areas. The remaining 35 acres contain type river bottom forests, aspen and oak forests, a wetlands area, and an established nursery once used by the Province but has since been left to mature. The City of Winnipeg Naturalist conducted an ecological assessment of the vegetation in the area which indicated "there were high quality significant natural heritage areas located on the lands between Cloutier Drive and the Perimeter Highway" which offer many educational and interpretive opportunities.

Residential homes are located on the south side of Cloutier, Stormont Drive and MacBell Ave. The Marina Del Rey condominiums are located at the west end of Cloutier Trail, and the South of the Border Condominiums is located directly across the from Cloutier Drive on Pembina Hwy.

AREA HISTORY:

Cloutier Drive was named after the Father Cloutier and the Cloutier family, original pioneers of St. Norbert. Family members today are still very active in the development of St. Norbert and Winnipeg. Prior to residential development and Perimeter Highway expansion, the rich soils and lands in the area were used for market gardening.

CONSTRUCTION: (see Appendix 2 – Cloutier Drive Conditions)

During the 1997 flood, residents of Cloutier Drive were evicted and the army set up base at the east end of the street. The 2.5 km road was destroyed by army vehicles and became eligible for a rebuilding compensation package. The original gravel road was rebuilt shortly after the 1997 flood. It was built higher and asphalted. Due to the timelines involved with the compensation package, rapid construction of the road did not adhere to construction guidelines. Because residents were so traumatized from the flood, the real severity of the newly paved Cloutier Drive was not realized till a few months later.

There are no gravel shoulders on the asphalted road, and the soil used to raise the road was taken from the ditches on either side. The proper base was not used and currently the asphalt is breaking off where the pavement and ditch banks meet. As a result, Cloutier Drive is now a 2.5 km stretch of cracked asphalt with no shoulders and 2 meter deep ditches on either side.

- The road is linear in design with no curves or angles. This results in excessive speeding and drag racing along Cloutier. There is a gradual incline / decline which hampers visual views.
- There are no street lights on Cloutier except one at the far east end which works sporadically.
- There is no city bus service along Cloutier which means people wanting to take public transit must walk on Cloutier Dr. to reach bus service on Pembina Hwy.
- In the winter, snowploughs clear the road but leave what appear to be shoulders on either side. Many cars are pulled into the ditches when pulling over to allow for a passing vehicle.
- Cloutier Drive is a collector street which is used for emergency vehicles (ambulances, fire trucks, paramedics, etc) for Fort Richmond and surrounding areas.

III) SAFETY ON CLOUTIER DRIVE **(see Appendix 3- Safety on Cloutier Drive)**

ADDRESSING SAFETY

In spring of 2002, residents began to aggressively pursue options to reduce speed on Cloutier Drive. Pedestrian traffic was increasing on Cloutier Dr. along with vehicular traffic providing extremely unsafe conditions. (all statistics were submitted to City of Winnipeg – Traffic Assessment Branch)

- Residents conducted a series of the Manitoba Public Insurance's 'Speed Watch' program to try and modify driving behaviour. Results were provided to the City of Winnipeg Traffic Assessment Branch.
- Traffic studies stated the average speed of vehicles was approx 65 km/ hr. The speed limit is 50 km/hr.
- The City of Winnipeg's Traffic Assessment Branch conducted traffic studies to monitor use and speed.
- The City of Winnipeg's Traffic Enforcement Department tried to supply more cars for speed enforcement but had limited resources.
- Numerous other options were presented and most were rejected to City Council (speed humps, additional Stop sign installations, Sunday closure, painting reflector lines on edges of asphalt, etc.)

Nothing proved effective in allowing pedestrians and recreational users to safely share a paved road with vehicular traffic. The Cloutier Drive Residents Association decided to pursue development of the Trans Canada Trail on the neighbouring property of the St. Norbert Provincial Yards.

IV) COMMUNITY SUPPORT and BENEFITS

The community has embraced the development of the Trans Canada Trail and St. Norbert Heritage Trails. Development of Cloutier Trail will see many benefits to the neighbouring communities:

- Safety
- Recreational and Health Benefits
- Educational
- Heritage and Culture
- Tourism and Economic

A strong volunteer base has come together to undertake the phased developments of the St. Norbert Heritage Trails. Walking clubs, Trail Festivals, historic guided tours and strong community partnerships are but a few of many benefits that have resulted from development of the trails. Many organizations and local community groups have sent letters of support for this initiative and are working towards its ultimate success.

V) NEED FOR PROJECT, SIGNIFICANCE TO WINNIPEG COMMUNITY

The primary and most significant need for this project is to provide for a safe area for recreational use. Traffic and pedestrians are increasing at an alarming rate and will only continue to do so with the continued development of south Winnipeg and the addition of Waverly West. Of secondary importance is the connectivity Cloutier Trail will provide to communities, recreational activities, parks and historic sites in Winnipeg. The project will allow for the connection of 15 km of safe Trans Canada Trail in the south end of the city and will connect through to the proposed Red River Floodway Trail and Duff Roblin Greenway on the soon to be expanded Floodway.

Improving visitor access and increasing recreational opportunities along the drive would also be consistent with recent tendencies in urban development in relation to green spaces, as well and as with the City of Winnipeg's plan for a parkway system along its rivers as recommended in Plan Winnipeg. This is also the first every construction of a section of Trans Canada Trail from the 'ground up' within Winnipeg. It will be used as an example for future trail development.

VI) BUDGET, MAINTENANCE and AMMENITIES

The Cloutier Drive Residents Association budget to build Cloutier Trail is set at $155,000.00. This total will allow for construction of a 2 meter wide, 2.5 km long asphalt surfaced trail, a maintenance fund, historic and donor recognition interpretation and amenities such as park benches and garbage cans. As this is the only construction from the 'ground up' of a section of the Trans Canada Trail within the City of Winnipeg, CDRA seeks to ensure this trail will be a showcase for future trail development.

Partnering with landscape architectural firm, Hilderman Thomas Frank and Cram, a design has been determined in accordance with the Province of Manitoba's guidelines regarding land use, the City of Winnipeg's pathway specs, and the City of Winnipeg's Department of Accessibility. The goal is to ensure a quality trail accessible to all.

Construction quotations were received from 4 companies:

BITUMINEX PAVING LTD:	$105,500.00
DOUBLE "B" PAVING	$115,099.00
MAPLE LEAF CONSTRUCTION	$140,000.00
SUPERIOR ASPHALT PAVING CO.	$133,289.00

In recent 'pencil sharpening' discussions, Superior Asphalt Paving Co. appears to offer the best end result in relation to the requirements we have set out. It is this quote that has been used to determine the fundraising goal.

Construction cost	$133,289.00
10% maintenance start up fund	$ 13,000.00
Amenities	$ 8,700.00
TOTAL	**$154,989.00**

The Cloutier Drive Residents Association is fortunate to have two residents: Jim Mackenzie, Engineer, and Lloyd Simmons, Gravel Pit owner, who are very familiar with all construction companies in Winnipeg. We feel confident we will have a superior end result.

ONGOING MAINTENANCE and AMMENITIES

It is important to ensure ongoing maintenance costs are incorporated into this project - so often capital projects are built and cannot be properly maintained. We have allocated approximately 10% ($13,000) of our fundraising goal to initiate a maintenance fund. Although maintenance and costs associated with asphalt surfacing vs gravel surfacing are considerably less, we must ensure funding is available when the need arises. The CDRA recognizes the limitations the City of Winnipeg has on its resources and the limited accessibility to public funding for maintenance projects. Yearly fundraising neigbourhood activities are planned to ensure the fund grows. Discussions are also underway with the local Rotary Association to develop a partnership of some kind. CDRA has partnered with local St. Norbert organizations for the use of a Green Team and also a team of Katimivik students who will be working on this project over the coming year.

To respond to the needs of the over 500+ residents of Marina del Rey and South of the Border Condominiums – and users in general, we are incorporating 2-3 benches to provide for rest areas. Garbage cans are also incorporated into the plan. Cloutier Trail is the beginning of the St. Norbert Heritage Trails, part of the Trans Canada Trail and links to a historic past. An interpretation plaque recognizing the significant history of the area and donor recognition plaque will be incorporated into the trail at locations yet to be determined by the Province of Manitoba. (examples on page 7)

In our 'pencil sharpening' discussions with constructions companies, the potential contractor is considering donating a % of costs in exchange for a charitable tax receipt. This money, if received, will also go towards amenities. Quotes we have received on these amenities will be covered by the $8,700.

VI) BUDGET, MAINTENANCE and AMMENITIES (con't.)

FINANCIAL SUPPORT

Secured funding to date:

Community Places, Province of Manitoba	$ 17,165
Community Incentive Grant Program, City of Winnipeg	$ 25,000
Manitoba Recreational Trails Association	$ 3,300
Rivers West	$ 25,000
Winnipeg Foundation	$ 20,000
Private Capital Fundraising Campaign	$ 45,000
Sub-total	**$135,465**
Accessibility Program requested support	**$ 19,535**
GOAL	**$155,000**

Bench Style



Donor Recognition Style



NOTE:
These styles of bench and donor recognition plaques have been selected for two reasons:

1. **Secure**
2. **Local resident has quarry and is donating rocks**

Cloutier Trail



Over 15 km of safe Trans Canada Trail exists from Bishop Grandin Boulevard at Pembina Hwy through to the Red River Floodway Gate - excluding Cloutier Drive.

Trans Canada Trail is indicated in purple.
Cloutier Drive is indicated in purple and white checker.

Cloutier Trail as depicted on the Trans Canada Trail Map.

More information on Cloutier Trail and the St. Norbert Heritage Trails can be located on the Manitoba Recreational Trails Website at www.mrta.mb.ca/stnorbert

Landscape Architects' rendition of Cloutier Trail



Existing Roads and Ditches on Cloutier Drive

North side of Cloutier



South side of Cloutier



Dangerous donditions are continually present for pedestrians

False sense of shoulders



Excessive speeding is common



Appendix 3 Safety on Cloutier

IMPROVING SAFETY ON CLOUTIER

2001 - 2003
Numerous attempts and requests to City of Winnipeg Departments were made to Improve Safety. The use Speed Watch and Targeted Enforcement Strategies were strongly recommended to modify people's driving behaviour –no impact resulted.

1. **Painting of white lines along street edges**

2. **City of Winnipeg Speed Studies –Fall 2001 & Spring 2002**
   - Study indicated request to lower speed limit would have no impact in reducing traffic speeds

3. **Manitoba Public Insurance "Speed Watch" Program (**conducted by residents, 2002)
   - MPI requested City Traffic Division to increase traffic enforcement

4. **Target Enforcement Strategy – Traffic Assessment Branch put forth format request for a concentrated radar program**
   - Limited resources available – but would note request

5. **Sunday & Holiday Closure of Cloutier for Local Traffic**
   - Results: Not enough traffic to merit Closure

6. **Speed Humps: Cloutier is a 'collector route'– not eligible**

7. **Lighting under Bridge: Request to City and Province**
   - Currently not a priority – A trail would strengthen request

8. **No Right Turn off Pembina in designated times:**
   - Traffic Assessment Department indicated not enough traffic to merit request

9. **Stop Sign at Stormont:**
   - Traffic Assessment Department indicated not enough traffic to merit request