

Minutes - Riel Community Committee - January 18, 2010

REPORTS

**Minute No. 58 Active Transportation Improvements along Pembina Highway
(River Heights-Fort Garry Ward)
eFile ST-7.2**

COMMUNITY COMMITTEE RECOMMENDATION:

The Riel Community Committee recommends to the Standing Policy Committee on Infrastructure Renewal and Public Works that the proposed Active Transportation Improvements as set out in the attachment to the communication from Councillor Swandel dated January 11, 2010 be considered in conjunction with the roadway improvements on Pembina Highway that are scheduled for 2010.

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DECISION MAKING HISTORY:

Moved by Councillor Swandel,

That Rule 10.3 of The Procedure By-law No. 50/2007 be suspended in order that the following item, which was received less than 96 hours preceding the committee meeting, be considered by Committee.

Carried

Moved by Councillor Swandel,

That that the proposed Active Transportation Improvements as set out in the attachment to the communication from Councillor Swandel dated January 11, 2010 be considered in conjunction with the roadway improvements on Pembina Highway that are scheduled for 2010, and forwarded to the Standing Policy Committee on Infrastructure Renewal and Public Works.

Carried

From: Swandel, Justin
Sent: Monday, January 11, 2010 10:02 AM
To: Pittet, Marc
Subject: FW:

Marc, the attached is self explanatory. I'd like to move a motion at CC to ask that the Active Transportation Gap work be considered with the street works being done.

From: Sacher, Brad
Sent: December 15, 2009 11:01 AM
To: Swandel, Justin
Cc: Nixon, Kevin; Turko, Ken; Escobar, Luis
Subject: RE:

Hello Councillor. Our project Consultant, the MMM Group has done an estimate of the costs of adding the AT feature to the mill and fill project, as described in the attached plan from Janice Lukes. The total project cost for the AT component is estimated to be \$ 650,000.

Regards,
Brad Sacher

From: Swandel, Justin
Sent: December 14, 2009 9:16 AM
To: Nixon, Kevin; Sacher, Brad
Subject:

Hello Kevin, Brad, the attached info sheet was provided to me by Janice Lukes and Barre Hall. I'd like to give this a serious look as I'm tired of waiting for the 2nd leg of the South West RT corridor to happen in order to provide a solution to Pembina cycling woes. Having said that I think there are probably some utility issues that make the economics of this problematic. Can you guys have a quick look and see if there is a reasonable way to do something here? I'd like to move this as a motion at our January Community Committee Mtg but would prefer to have a bit of solid info to work with. JS

Councillor Justin Swandel
St. Norbert Ward
Deputy Mayor City of Winnipeg
Chairperson Standing Policy Committee on Downtown Development(204)986-6824

ACTIVE TRANSPORTATION

CRESCENT PARK DRIVE / CHEVRIER BLVD to PLAZA DRIVE

PEMBINA HWY GAP from:

CRESCENT PARK DRIVE / CHEVRIER BLVD to PLAZA DRIVE



(image taken from the Winnipeg Cycling Map)

Its expected the City will receive a report in December which investigated ways to incorporate Active Transportation on Pembina Hwy. The report looked at 8 options and **will recommend** using ALTERNATIVE ROUTES- side streets other than Pembina.

ADDRESSING THE GAP

It will suggest two options for the GAP where NO alternative streets are.

1. RIVERBANK ROUTE:

Purchase riverbank land and easements to construct pathway

CHALLENGE:

Multiple private properties, condos, apartments, parking lots AND riverbank requiring stabilization.

TIMEFRAME:

years

2. PEMBINA HWY ROUTE:

Expand sidewalks - reduce median to enable bikes. There are various design approaches the city will be constructing this year in the \$20 M projects which would work. Ideal is a cycle track.

CHALLENGE:

City's ability to be progressive in finding a solution.

TIMEFRAME:

Could occur in 2010 as part of the scheduled MILL & FILL.

OPPORTUNITIES:

a) The south bound roadway between Crescent Drive and Bishop Grandin is scheduled for a MILL & FILL. This is the EXACT section of the GAP.

b) There is lots of room by the sidewalks on the west side of Pembina - minimal congestion - and the median is wide and could be shaved.

c) There are no intersecting roadways on the west side of Pembina - just business entrances.