

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –  
February 9, 2010**

**REPORTS**

**Minute No. 42      Active Transportation Improvements along Pembina Highway  
(River Heights-Fort Garry Ward)  
eFile ST-7.2**

**STANDING COMMITTEE DECISION:**

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

**Minutes – Standing Policy Committee on Infrastructure Renewal and Public Works –  
February 9, 2010**

DECISION MAKING HISTORY:

Moved by Councillor Vandal,

That the recommendation of the Riel Community Committee be concurred  
in.

Carried

On February 8, 2010, Deborah McCallum, Vice-President (Administration), University of Manitoba submitted a communication in support of Active Transportation Improvements along Pembina Highway.

Karin Kliewer, Bike to the Future, submitted a communication entitled "Cycling counts in the Gap and a map entitled Density Distribution of U of M Fort Garry Cyclist in support of Active Transportation Improvements along Pembina Highway.

COMMUNITY COMMITTEE RECOMMENDATION:

On January 18, 2010, 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.

**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 2<sup>nd</sup> 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.

