

# WTA STRATEGIC PLANNING SESSION

Norquay Community Club

April 18, 2015

## Present

- Anders Swanson, WTA
- Beth McKechnie, MB Eco-Centre
- Bev, Crow Wing Trail
- Chuck Bailey
- David Pensato
- Denis DePape, Save Our Seine
- Derick Young, Bishop Grandin Greenway,
- Dustin Dilts, Lombard North
- Georges Beaudry, Eastman Tourism
- Gladys Williams
- Ian Frank, HTFC Planning & Design
- Janice Lukes, Councillor, City of Winnipeg
- Jason Carter, Bike Winnipeg
- Jim Bromley, Transcona Trails
- Julie Turenne-Maynard, River West & WTA
- Katherine Lane
- Kevin Nixon, City of Winnipeg
- Marc Léger, Trails Manitoba
- Margaret Boyechko, Trails Manitoba
- Marissa Zurba, Trails
- Mark Cohoe, Bike Winnipeg
- Michele Kading, SOS
- Michelle Gervais, Tourisme Riel
- Peter Tataryn, Bishop Grandin West
- Richard Wishart, Historic Sites & Monuments
- Ryan Graves, CEDO, RM of Ritchot
- Shelagh Graham, WRHA
- Sigrun Bailey, RENN-TC (NPG & CPG)
- Suzy Melo, ft3 Architecture Landscape Interior Design
- Val Cousineau, Transcona Trails
- Vania Gagnon, Musée Saint-Boniface
- Wayne Arseny, Trails Manitoba / Crow Wing Trail

## Introductions by attendees

- Where are you from?
- Why are you attending this session?
- What are your concerns?

## Answers

Connectivity X 12

- Beyond physical wayfinding and visibility of getting from A to B: some psychological connectivity that needs to be improved
- Signage required for vehicles to know that bikes are going to be on the roads

Proliferation of monkey trails – damage the trails;

Conflicts between cyclists and pedestrians (bikes become bullies on walking trails)

Multi-use: urban centres AT is non-motorized, a lot of users – in rural trail settings there is a problem between motorized and non-motorized systems; bring in some legislation.

Security

Safety

Comfort factor (benches, washrooms, shade)

Winter maintenance

South St. Vital Trail to Henteleff

Cooperation with Bike Winnipeg

Big regional parks

Educational uses / nature

Maintenance x 2

Accountability (political)

Fort Richmond – St. Adolphe

Lagimodière linkages

Meeting / connect with people involved with WTA

Tourism: Bike Tours: Economic Development

Signage / visibility with TCT

Pembina Hwy bike trail

Mode-specific design

Year-round use

Fighting culture of fear

Transcona to Downtown trail

International cooperation

Some of the best paths in Winnipeg are gravel

Main Street Bikeway

Doing hard work and trail building

Design opportunities

Archetypical trail design (first-class)

Trails can connect history with nature

Trail-raiding (Manitoba Adventure)

Customer satisfaction:

- want more garbage cans along trails
- Recycle everywhere programs – partner with Trails Assoc is responsible for recycling the bins – can WTA be a partner with Recycle Everywhere

Year-round biking: avoids banana boat trail – security

Night lighting

Wayfinding

**Anders: Would like to take the top 5 things to work on as coordinator of WTA in the short term**

Offer: as he has been to 10 different international conferences to talk about walking, cycling, and winter design, he has learned some of the best practices in the world – he will infuse this into Winnipeg

**Comments by Janice Lukes**

Started trail experience in 1999 – determined root of TCT trail in Winnipeg

2001 – Janice started getting involved - \$700 M for floodway expansion was announced

2002 – got involved with Rivers West to get some \$ from the \$700 M

- Started a project with Lorna Hendrickson to get AT started

Over time – started a signage project for Cloutier Trail and other trails and trailhead designs

2003 – MRTA and RW developed a 70 page strategic trail plan for Winnipeg: Report was to hire a coordinator

2006 – Paul Jordon got involved

## Round Table Highlights

Participants were split into groups. They rotated around a series of stations. Each station had a theme and questions.

### TOURSIM

Pretend you aren't from here, what do you want? What do you need? How can WTA help?

- Downloadable App indicating service areas, lock-up areas, bike shop areas, and attractions
- How to get out of the city and what is available out of the city
- If we will sell this to tourists it better be slick to the residents – branding
- Interest oriented route-mapping
- Route from airport to downtown
- Airport through downtown – key trail
- Hotel Bike Share program
- City bike share integrated into bus system
- Signage that directs people to trail systems – can start wayfinding to all nearby monument and parks (5 km etc.)
- Maps (Online), QR Codes – DOWNLOADABLE
- Access to the Forks
- London underground mapping (key hubs)
- Routes branded by: difficulty, heritage, indicates services (food, water, lock-up, etc.)
- Know where nearby restaurants, food, museums and local sights are located
  - Tour knowledge
- Hamah guide person
- Connections are well marked, from trail heads to other trails
- Promote walking trails
- Street signs visible from trail
- Parking spot at start of ride
- Promote bike/AT tourism
- Interest-orientated (themed) route mappings ex: Art & Architecture, Food, Historical Interest
- Need more locations to rent bikes, especially outside of the city
- How to get out of the City via AT
- Bike racks near key locations
- Bike infrastructure like repair stands
- Bike “variety route”

### NATURE AND CONSERVANCY

What is our role? How can we ensure more access for everyone?

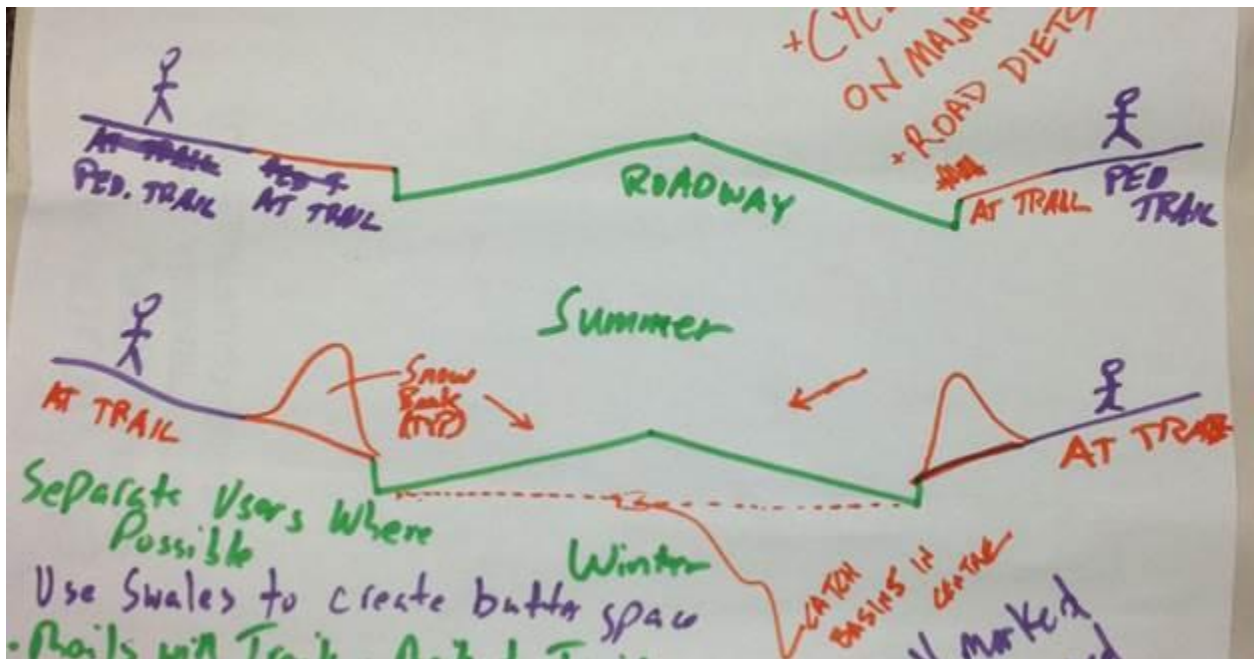
- Educating people about the natural, historical and cultural features of trails and tie them into schools in the area and tourism
- Educating trail users through nature, about avoiding the creating new trails, staying off trails that are wet\* and avoiding impacts on wildlife on the edges of wetlands
- \*How does this impact usability? Will it discourage trail use?
- Let trails grow naturally, encourage naturalization (not parks)

- Method to determine what to keep natural?
- Connecting parks and experiences in nature through a trail network
- A nature trail designation
- Provide more dedicated off-road trails for mountain biking
- Be an advocate for expanding trails networks in natural and historical areas ex: Seine River (urban and rural)
- Trail type intended to remain simple, basic, and adventurous?
- Coordinate bike shop and “dumps” to include kids who can’t afford bikes
- Better access and signage at entry points year-round (often trails are clear, but access points are piled with snow)
  - Signage for cars at convergence points
- Have a user-based input for trail conditions/warning

## HARD INFRASTRUCTURE

What is a trail? What characterizes a “Winnipeg Trail”? What is the ideal?

- Cycle tracks on major road ways – road diets



- Paths need to be well marked, maintained, clearly connected, and well lit (solar?)
- Separate users where possible
- Use swales to create better space
- Rails with trails, rails to trails
- Road crossings
  - Tunnels/bridges at major route crossings
- River crossings for road need to accommodate paths
- Lobby government to consider road and river crossings early in the planning process
- Repurpose sidewalks as AT paths
- Efficient commuter route
- Few pedestrians – allow bikes?
- Protected intersections

- Designed for easy maintenance
- Bicycle signals
- Green wave
- Does not dump me off onto a sidewalk or danger zone
- Both, recreational and transportation trails
- Sage access and egress
- Grass foot paths and limestone surfaces may be good for recreational trails
- Timely clearing of tree dead falls and mud after flooding
- Construction standards (cracked trails and after construction)
- RIVER CROSSINGS, ETC. Government and public works need to plan in advance on how they deal with AT

## **LIGHT INFRASTRUCTURE**

Benches, signage, water fountains, outdoor exercise machines (??).. What have we got, what do we need?

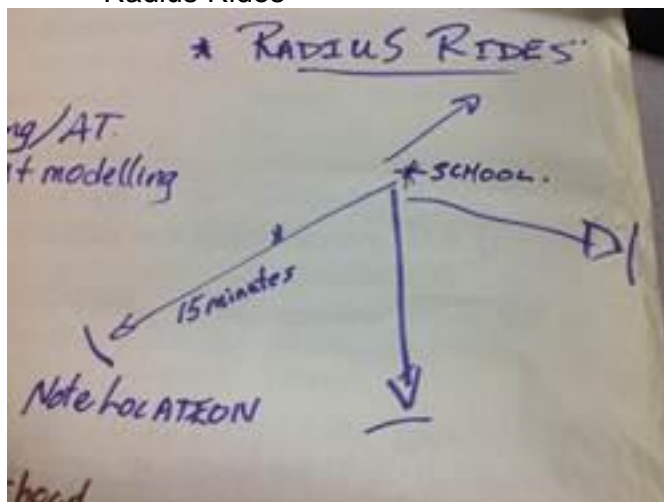
- Signage/mapping/symbols that lets people see what's off the trail (include distance) and to other nearby trails
- Trailhead maps – big picture map, where we are
- Interpretive signage
- Signs for washrooms, garbage, etc.
- Educational signage (history of trail, historic areas, vegetation info)
- Visual continuity – making similar common elements that makes it clear you are still on a trail
- Better lighting on trails – solar powered – lights on isolated trails
- Encouraging that we are encouraging on building on what's already there
- More benches
- More garbage cans – doggy bags, recycling, compost
- Shade canopies / wind protected areas
- Trees – aesthetics/ habitat
- Toboggan slide
- Connection from parks and neighbourhoods to parks
- Picnic tables / seating
- Bike parking / minor repair station (tools) and / or directions to bike shop – bike parts vending machine
- Bathrooms
- Water fountains – dog friendly
- Community Gardens
- Planting native prairie landscape
- Art sculptures
- Amenities in general (more for Trans Canada Trail system)

## **YOUTH ENGAGEMENT**

How do young people think differently? How can we get/keep young people meaningfully involved?

- Make it exciting to get more youth involved
- Schools – they are very dependent on teachers
- Physical activities

- Teddy Bear Picnic
- Carefree, FUN, not healthy
- Geocaching
- Teaching how to navigate – Mentorship
- Apps and social media, info/challenges, QR codes
- Scavenger Hunt App with badges – rewards
- Outreach for outdoor oriented youth organizations
- Skateboarding
- Resting structures
- Passport stamps
- Clean ups
- Curriculums – connections for schools, outdoor classrooms
- Community centres & maps
- Adopt a trail
- Subway/Metro style map
- Education of etiquette and safety in school
- Kids of mud
- Kids of cross
- Radius rides
- Start biking or AT early – parent modelling behavior
- Radius Rides



- Bike education
- Walks in neighbourhood to find trails and other routes to school, parks, etc.
- Contest for youth: Essay – Why are trails important to you? Prizes, new bike, hiking gear, books..

## ART AND DESIGN

How do we make Winnipeg Trails special? Meaningful? Playful?

- Competitions to bring excitement that trails exist
- Design competition for architects and interior designers to do a bench competition
- Decorate secure bike racks so that people can wander around
- Need more locations to stop and have bike look stations. Pretty locations. Can't stop / no tree, no bike station
- Lights

- Talk to WAC about the “wild art” initiative
- Talk to storefront MB about incorporating infrastructure and wayfinding with art / architecture / landmarks
- Incorporate art & design into all infrastructure planning
- Historical / natural history attributes
- Highlight and identify existing elements (historical connections)
- Wayfinding signage – art
- Corresponding symbols / logos for each trail
- Art and nature
- Anthropocene
- Temporary exhibits
- Graffiti murals (graffiti gallery)
- Partner with urban art centres who serve youth – graffiti gallery, Martha Street Studio, Art City
- Night rides – Nuit Blanche
  - Gala In the park
  - Bike ride – race
- “Scary” Spots enhanced with art, lights, color – under bridges
  - Like Halloween
- Length and difficulty ratings, elevation change if any
- Expand hot huts
- The pathway itself represents a great opportunity for art – inlaid bricks – can crack beautiful work of art
- More murals (Bridges etc.)
- Trails have to be well marked, maintained, clearly connected to different trails and well – lit

## **MARKETING AND COMMUNICATION**

What’s changed since 2002? Should we adapt? What is our key message?

- Everything should be high-tech and should connect all users by an app.
- World has gone from maps to virtual – High-tech. Need for TCT / Manitoba Trails, out to invest/contribute to hand held technology
- Apps – map my ride / Pinterest
- App identifying trails and trail info, QR code
- Traveller should be able to open an app, click two points they are interested in and expand just that section
- It will give them an idea on what is on the trail and section of the trail
- Ability where a person off their hand-held can report an issue that one can respond to
- Use social media to promote trails, social media boss
  - Highlight waypoints, friendly business, etc.
- Trail condition info included / difficulty of trail
- Trails in the City vs country trails – respect in the city for others is more of a problem than in the country
- Educating public on etiquette
- Safety – Cyclists and pedestrians
- Each section should have a trail boss/maintenance coordinator. Someone who has the ability to react / respond / fix problems identified by complaints sent in



- Comment to media on pedestrian crashes to vehicles on trails, sidewalks, etc. – Pedestrian advocacy
- Represent pedestrian rights at any public / Crown agency forum / hearing
- Promotions of events – can be old school and new (social media)
  - Posters
  - Community bulletins, Canstar etc.
  - T-shirts
  - 30 second driver on cyclist interaction / etiquette
- Place to go – maybe WTA Facebook or website where ALL bike events are (too many places to look)

## **NEW PARTNERS AND ON-GOING EVENTS**

Whose missing and what should we get involved with?

- City-wide tours like in Montreal
- MPI becomes a bigger partners related to events. Province benefits the most of trails, they should be more involved
- MPI, MIT, CAA, Media, MBH
  - Safe walking / riding
- Unfriendly: Credit Union funding support
- Do something comparable to prairie
- Need municipal government on board with AT plans like the City of Winnipeg
- Mayor and Reeves of the Capital Region
  - Connectivity beyond City of Wpg borders
- Partner with kids of Mud groups – young kids on the trails
- Winnipeg Boldness project – see how trails and active living / transportation can fit into their project
- Trails to school – Green Action Centre
- Partners for new construction:
  - PSFB
  - School divisions
  - Individual developpers
  - Wpg / MB – educate trail groups, adding their input into site design for new developments (and/or schools)
- Partners for existing school sites
  - Regular tours to create awareness of trails ex: South St. Vital
  - MB School Board Association
  - MB Association Parent Councils
- Potential corporate sponsors: Winnipeg Foundation, banks and credit unions (good sources)
- Nature Conservancy has thousands of acres of land in Southeast Manitoba but there a few trails. It's almost prohibited except for their own interpretation
- MB legal services: Eminent domain vs adverse possession vs historic routes
- Winnipeg Arts Council
- Art groups and Culture Days / Nuit Blanche
- Storefront MB
  - Winnipeg design festival
  - Parking day – installation
- Mayor's age friendly and seniors advisory committee

- Art City
- Neighbourhood organizations
- The BR's
- Get local businesses to sponsor events and rewards

## Mapping

Participants executed a dot matrix session to highlight areas that need to be connected in the city.

## Design

How do they come up with resurfacing - it's a nice opportunity to make the KP mall bicycle friendly – Reenders.

Clarence – between Pembina to the rapid transit corridor – buffer lanes on Pembina – catchment area as far out as Wildwood and Crescent Park – it'll make a huge difference for those

Autumnwood to Cottonwood – a few schools there; can also connect to Lakewood: connect to businesses in the area

Lyon – on Riverside

John Bruce and Niakwa Pedestrian bridge – if we can connect it, it would be great.

Church Street from Aikins to Salter – looks like there is a park near there and help us to connect to the river in an underserved area.

- Residential street
- Salter is a major street – how do you connect to something to cross salter

Really have to get on to lighting to improve security within neighbourhoods and bike riding at night in the winter time.

2004 – City of Winnipeg AT Study (Roman, Beth)

\$20M in infrastructure was a peak –

Large map can be borrowed. Could be put up at The Forks permanently.

IKEA Hill – entire area is designed for mountain biking for trails, etc. Want this in time for the 2017 Summer Games. Berm by the new Ikea hill needs to be solidified.

That area is going to be a real big draw for kids. The problem is Shaftesbury – it is a dangerous intersection.

### **Priorities for Anders**

1. Continue to be aware, stay involved in design and construction standards – all the paths being built are awesome but will add to the maintenance requirements down the road
2. Northwest Winnipeg – Winnipeg Beach Rail line: need to put a bike path down and Hydro right-of-way
3. Being helpful to Kevin's replacement as well as advocating to enable the new city employee to be more successful
4. WTA – develop the capacity to become pedestrian All trails being in at home – HOME is all about people – we are doing this because people are important – does not limit them to trail development; no entity in Manitoba that represents the rights of pedestrians, expresses outrage when something happens, or advocates seriously for better driver behaviour;
5. Downloadable app for Winnipeg Trails

If people are looking at priorities; we near to go where the tourist hub. A downtown cycle-track network.

### **What do you (participants) want to do?**

**SOS** – precinct K planning process: trail development on the east side of Seine River between Shorehill and Creek Bend Road. If they can get to the perimeter, Great!

Loop of South St. Vital and Save our Seine.

**Transcona Trails:** building two new neighborhoods – new trails will connect in with Transcona Trails. Will do most of the trail on Gunn. (Gail will send email to Mark and Anders)

Paved road on Peguis – will be putting a trail in a couple of years. Hoping the new trails and underpass will be completed on Plessis will be completed this year.

**Bishop Grandin Greenway** – small project on corner of St. Mary's and Bishop grandin that will provide historic significance of this area.