

# CentrePort Canada Inc. & Active Transportation

Nov. 22 2011 Submitted by  
Janice Lukes, Winnipeg Trails Association

Millions of dollars are being spent to develop Manitoba as a global multi modal (air, rail, roadways) transportation centre called CentrePort Canada. [www.centreportcanada.ca](http://www.centreportcanada.ca)

As part of the transportation component of CentrePort Canada, roadways THROUGHOUT the Province are being funded to support trucking routes in the creation of CentrePort Canada's distribution centre. CentrePort Canada is projected to be the 'road to riches' and a 'road to success' for Manitoba and Canada by its creators. Notable quotes printed in the Winnipeg Free Press:

- "Toews said that once complete, CentrePort will increase Canada's opportunities on the world stage. CentrePort Canada is definitely a key component of Canada's economic prosperity as we emerge from the recession,"
- "CentrePort ...has the ability to do what nothing else can accomplish for our city (for) economic impact and creating phenomenal jobs," Katz said. "This is the beginning of something very wonderful and very special."
- Selinger said the road projects will link CentrePort with the port of Churchill and Hudson's Bay, continental U.S. and Mexico and Canada's east and west coasts

CentrePort Canada was created by the province in 2008. The City of Winnipeg, Province of Manitoba, Government of Canada, and private business are supporting the development of CentrePort Canada – currently over \$300 million has been invested to launch the initial phase of CentrePort's development. Along with the development of CentrePort Canada Way – a \$212 M road west of the airport, the Perimeter Hwy is being converted to an expressway to support the development of CentrePort.

The conversion is impacting pedestrian and cycling access in the west of Winnipeg. Currently traffic volumes average 14,500 vehicles per day. With the development of CentrePort – traffic volumes are expected to reach 40,000 / day. (figures from Province of Manitoba)

The conversion is becoming very apparent on the west side of Winnipeg in two key areas:

- the Harte Trail and Headingley Grand Trunk Trails meet at the Perimeter Hwy / in 2009 the Perimeter median was filled in thereby increasing the difficulty for pedestrians and cyclists crossing the Perimeter.
- Traffic volumes at Portage Ave and the Perimeter are increasing (due to construction of CentrePort), commercial / retail development is expanding on the west side of the Perimeter and there are no safe pedestrian / cycling infrastructure to access businesses on the west side of the Perimeter.

Land traffic (trucks) accessing CentrePort will primarily use the Perimeter Hwy – BUT – inner ring roads in Wpg are also being developed to support CentrePort traffic. (Inkster Blvd, Chief Peguis, Lagimodiere, Silver Ave. etc.) See City of Winnipeg Transportation Master Plan – Goods Movement routes:

<http://transportation.speakupwinnipeg.com/files/2011/10/2011-10-27-TMP-ExecutiveSummary.pdf>

Both the City and Province are not clearly identifying the roadways IN Winnipeg which will see increased traffic volumes. We've received conflicting statements from key representatives in the City and the Province is not responding to direct questions related to city roadways.

The extension of the North East Pioneers Greenway towards the Perimeter will also lead to conflict at the Perimeter as pedestrians / cyclists cross to access Birds Hill Provincial Park and the \$9M Floodway Trails system. WTA / BTTF advocated to have a safe crossing of the Perimeter incorporated into the PTH 101 / HWY 59 interchange re-development. This conflict will be eliminated if Premier Selinger adheres to his election promise to build a separated crossing over the Perimeter.

**HIGH LEVEL SAFE PEDESTRIAN / CYCLING ACCESS at INTERSECTIONS** related to the CentrePort development are a key concern to both WTA and BTTF - whether it be on the Perimeter or on the inner ring roads within Winnipeg. Currently many key active transportation routes follow alongside these inner ring roads.

The Winnipeg Trails Association is working with 7 organizations who are actively engaged in discussions with CentrePort / City of Winnipeg / Province of Manitoba and Government of Canada. (see below)

**The goal of the organizations is to have the City of Winnipeg, Province of Manitoba and Federal Government (all investors in the development of CentrePort):**

- **conduct a series of studies, looking at the development of CentrePort Canada Inc. through the lens of active transportation**
- **determine the impact of CentrePort on active transportation,**
- **identify opportunities to enable safe active transportation and support active transportation infrastructure to reduce the impact of CentrePort.**

The eight organizations sought the support of CentrePort (attached). CentrePort CEO did not respond directly to us with a letter but instead to the Minister of Transportation – and sent us a copy of that letter. (attached)

We are now in discussions with the **City of Winnipeg, Province of Manitoba and Federal Government** to initially support a series of active transportation studies related to CentrePort.

We met with the City of Winnipeg Active Transportation coordinator (Kevin Nixon) who submitted our request to the Director of Public Works:

*The Friends of the Harte Trail, Friends of the Grand Trunk Trail and the Winnipeg Trails Association would like a commitment from all levels of Government that they will comprehensively study the impact of Centre Port on Active Transportation opportunities within the Capital Region of Winnipeg. This is especially relevant for all the transportation infrastructure upgrades being done within Winnipeg and the Capital Region to support Centre Port.*

**We are awaiting responses to our meeting requests with representatives from the Province of Manitoba and Government of Canada – and an answer on our request to the City of Winnipeg.**



July 28, 2011

Ms Diane Gray,  
President and CEO  
CentrePort Canada Inc.  
Room 128 - 2000 Wellington Avenue  
Winnipeg, Manitoba R3H 1C2

Dear Ms. Gray

Thank you for meeting in early July with representatives of the various organizations listed below to discuss the CentrePort Canada project.

We heard the keen interest and optimistic remarks from our representatives regarding CentrePort Canada and the development of Manitoba as a global multi modal transportation hub. The tremendous opportunities this vision holds for our province and Canada are very exciting. Your overview enabled us to clearly understand that CentrePort Canada's role is that of a facilitator, essentially enabling the connections of dots between various people and organizations – and not that of a land developer or transportation planner.

Our focus for the meeting was to discuss active transportation in relation to the roadway development in the area around CentrePort Canada Way, to understand how CentrePort Canada Way interconnects to the Provincial Highways system, and to seek support in incorporating active transportation into roadway development where appropriate.

We all acknowledged the west area of the city (ie: Charleswood / St. James) along with the municipality of Headingley and major businesses on the west side of the Perimeter Highway have been experiencing increased motorized and pedestrian challenges for years. Many of our representatives have been in discussions with the City of Winnipeg, surrounding municipalities, provincial traffic planners and elected officials working to address these concerns. Now, with the development of CentrePort Canada Way and roadways leading to the inland port, the motorized and pedestrian traffic concerns continue to increase. We believe one key solution to pedestrian traffic concerns is to incorporate active transportation into the current roadway transportation plans.

It is our hope, that in CentrePort Canada's role as a facilitator; you will help us work towards incorporating active transportation into the roadways plans in the west end, and into the overall vision of developing Manitoba as a global multi modal transportation hub. Of course, in depth studies, analysis and consultations would have to occur to determine the feasibility and optimum locations for active transportation - much like the many recreational studies that occurred during the development of the Floodway expansion.

In the west end, improved active transportation infrastructure will greatly improve the safety of Manitobans. The inclusion of active transportation in Manitoba's vision of a global multi modal transportation hub will also result in improved pedestrian safety and in an improved and far superior transportation hub that benefits all Manitobans. The sustainable benefits; economic, social, environmental along with health and wellness - related to active transportation are tremendous. These benefits present a responsibility that must be considered in the development of roadway projects and even more so in a multi modal transportation hub.

**A letter of support from CentrePort Canada Inc. indicating in principle, the multiple benefits of active transportation would greatly assist us when we speak with the various levels of governments in solving our west end motorized and pedestrian traffic challenges. It will also support a much broader and socially responsible vision related to transportation as we seek out assistance in incorporating active transportation in Manitoba's roadway investment.** You may want to refer to the newly released -

'Greater Strides, Taking Action on Active Transportation', enclosed in this letter, which highlight the vast opportunities active transportation holds for Manitoba.

We hope that you can prepare a letter of support for us within the next few weeks. If you have any questions, please call myself, as I am acting as liaison amongst the organizations.

Thank You



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Jason Rohs  
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Darren Dunn  
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Tom McMahon  
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Hilary Hansen & Don Seymour  
Co-Founders Friends of the Harte Trail



Karl Gompf  
Co-Founder Headingley Grand Trunk Trail



Dean Court  
Director of Programming, MTS Iceplex  
True North Sports & Entertainment Limited



Garth Rogerson  
CEO, Red River Ex Association



Janice Lukes  
Manager Special Projects  
Winnipeg Trails Association



Canada's Centre for Global Trade  
WINNIPEG, MANITOBA

November 10, 2011

Honourable Steve Ashton  
Minister of Infrastructure and Transportation  
203 Legislative Building  
450 Broadway  
Winnipeg, MB R3C 0V8

Honourable Ashton,

As the Province of Manitoba is aware, there is a keen interest among Winnipeg citizens in incorporating active transportation into the ongoing and future planning for CentrePort Canada's land area. I have met with the proponents for active transportation, including Janice Lukes, Manager, Special Trails Project and have expressed verbal support for the appropriate incorporation of active transportation activities into the planning for CentrePort Canada's footprint.

Supporting the incorporation of active transportation in roadway plans on the footprint, wherever feasible, is consistent with the Corporation's mandate. The *CentrePort Canada Act* states: "The mandate of the corporation is as follows: to facilitate the long-term development and operation of the inland port ... by promoting inland port policies and operations that are environmentally sustainable. Incorporating active transportation into existing roadways, and taking active transportation into consideration for CentrePort Canada, is also consistent with the City of Winnipeg's Sustainable Transportation direction strategy, which was adopted by City Council in July 2011.

As a result, CentrePort Canada's board of directors has passed a motion requesting that Manitoba Infrastructure and Transportation undertake a study to explore the incorporation of active transportation into the CentrePort footprint. The motion was passed with three provisos that must also be considered to ensure that any active transportation plans do not negatively impact the following: 1) rail use and access to and within the CentrePort Canada activity lands; 2) contemplated trade, transportation, logistics, industrial and related development in support of CentrePort Canada's operations; and 3) the 24/7 capacity and operational ability of the James Armstrong Richardson International Airport.

In closing, CentrePort Canada would request that a study into active transportation opportunities begin as soon as possible, and we will make ourselves available for additional consultation as required.

Sincerely,



Diane Gray  
President and CEO  
CentrePort Canada Inc.