



FEATURE: The Transportation Master Plan for Winnipeg

By Kenn Rosin, City of Winnipeg Public Works

PART ONE OF A TWO PART SERIES

Winnipeg and the Manitoba Capital Region are growing at a pace we have not seen in several decades. By 2031, it is projected that Winnipeg and the surrounding areas will be approaching a population of one million.

This growth presents challenges and requires innovative and proactive transportation solutions to support Winnipeg's current and future prosperity in an economically, socially and environmentally sustainable manner.

The Winnipeg Transportation Master Plan (TMP) which was approved by Winnipeg City Council on November 16, 2011, sets out a strategic vision for transportation in Winnipeg over the next two decades. It will ensure that future transportation needs for an integrated network of highways, roads, rapid and conventional transit, cycling and pedestrian facilities can be planned and budgeted for as the City implements its future growth plan outlined in OurWinnipeg.

The TMP is a long-term, strategic planning document, and as such is not intended to address site-specific or corridor-specific issues. The TMP is also intended to be a dynamic document that is responsive to changing conditions over time.

Key Strategic Goals of the TMP

The directions and strategies contained within the TMP are based on the following six key strategic goals:

- » A transportation system that is dynamically integrated with land use
- » A transportation system that supports active, accessible and healthy lifestyle options
- » A safe, efficient and equitable transportation system for people, goods and services
- » Transportation infrastructure that is well maintained
- » A transportation system that is financially sustainable

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» A transportation system that reduces its greenhouse gas emissions footprint and meets or surpasses climate change and emissions reduction goals set by the City and the Province

Improving Travel Choices

Providing opportunities to access multiple modes of transportation to people of all ages and abilities that will improve the quality of life, economic vitality, and system efficiency.

A key underlying goal of the transportation plan is to expand the range of travel options that are available to residents, workers and visitors, and to ensure that people are not dependent on one single mode.

Integrating Transportation and Land Use

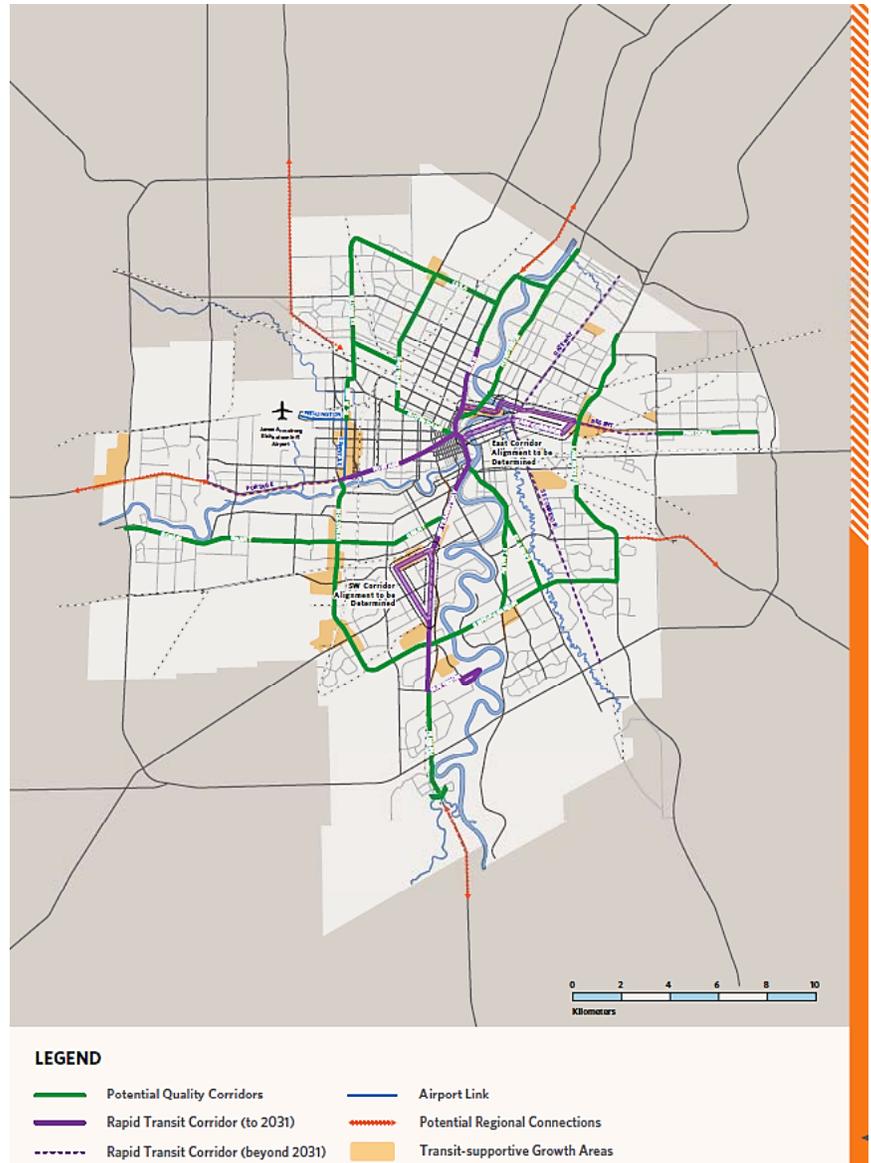
Integration of transportation and land use planning ensures the vision for land use development for Winnipeg, as articulated in OurWinnipeg and Complete Communities is achieved by providing a transportation network that supports the urban structure and the concept of complete communities.

A key goal in OurWinnipeg is to accommodate a greater proportion of the City's future growth within the existing built boundary. This would be accomplished through redevelopment and intensification in the City's transit-supportive land use areas: the downtown, mixed-use centres, mixed-use corridors, and major redevelopment sites.

Increasing transportation choice to and from these areas will be essential to encourage growth. In addition, increased density will be needed to justify major transportation investments such as rapid transit.

Accessibility and Universal Design

In recent years, increased attention to the needs of persons with disabilities has led to advances in ensuring new construction is universally accessible and developing programs to retrofit existing infrastructure. However, many issues still persist in creating a barrier-free transportation system and the TMP recommends that they continue to be addressed effectively and efficiently over the life of the plan. Ensure that transportation projects, programs, and initiatives reflect accessibility and universal design principles.



Transportation Demand Management

Transportation demand management (TDM) policies and programs work to influence whether, why, when, where and how people travel. Implementation of TDM can focus on marketing, education, or improvements to infrastructure that support a reduction in travel demand (overall or at specific times of the day) or a shift of that demand to other modes such as walking, cycling or transit.

The TMP recommends the development, implementation and encouragement of a series of TDM policies and programs.

Complete Streets

Complete Streets are designed and operated to balance the safety and mobility needs of all users, respecting the

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relative regional and localized context of the street within the urban structure. Complete Streets can include a variety of features: road narrowing, on-street parking, bicycle lanes, bus lanes, sidewalk expansion, streetscape, speed limit reductions. The development of a Complete Streets Strategy is recommended by the TMP to balance the needs of all users of the street to support complete communities and the urban structure.

Walking

Walkable urban environments are the most important consideration to enhancing walking as a mode choice for entire trips. Universally accessible sidewalks are the most basic infrastructure necessary to enable walking. The benefits of more walkable neighbourhoods include improved safety resulting from more 'eyes on the street', enhanced urban vitality and economic opportunities by encouraging smaller, local storefronts, and increased social interaction. It is recommended that the pedestrian network be planned, designed, implemented, and maintained to increase the competitiveness of walking as a transportation mode choice.

Cycling

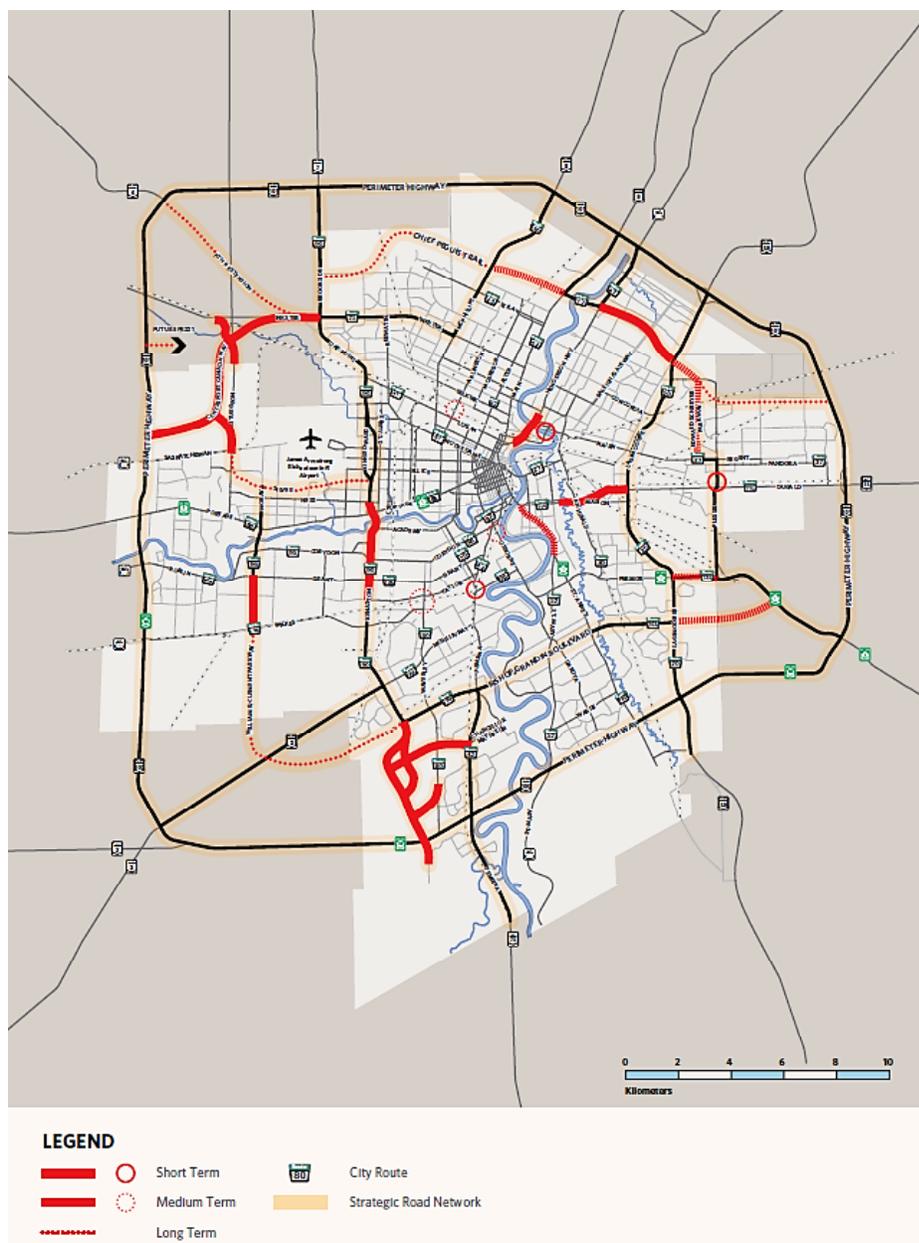
Although extensive improvements to the cycling network have recently been made, a number of significant gaps and barriers remain to challenge network connectivity.

The TMP recommends the continued improvement of the city-wide cycling network to close gaps, improve maintenance, and mitigate barriers and areas of conflict between cyclists and other transportation network users.

Base Transit Network Improvements

Expansion of Winnipeg's transit network and services will enhance transit as a mode choice if it provides good coverage and a basic level of service to all areas of the City

The base transit network is an important component of the city-wide transit strategy and a critical support for rapid transit. It expands the reach of the transit system into



all neighbourhoods, providing local service and access to destinations on the transportation. The TMP recommends further strengthening of the base transit network to support the efficiency and accessibility of the transit network.

Rapid Transit and Road Network Improvements

Rapid Transit

Rapid transit is necessary for Winnipeg's on-going growth. It is needed to ensure that residents are provided with a viable alternative to the automobile, to reduce existing and future road congestion, and to build a transportation system that is capable of serving future generations. Rapid transit is also essential for shaping land use in a manner that achieves the objectives of OurWinnipeg and Complete Communities.

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In the TMP, rapid transit is proposed for four corridors in Winnipeg by 2031, with an additional two corridors beyond 2031 (Map 1). Initial priorities include the Southwest corridor (Stage 1 is to be opened in April, 2012), a Western corridor along Portage Avenue, and an Easterly corridor, with a possible extension North on Main Street. Rapid transit corridors in the Northeast and Southeast could be implemented beyond 2031.

Road Network

In order to accommodate increasing demand as well as efficiently and effectively move people and goods within and through Winnipeg, a safe, connective and sustainable road network is required as part of a balanced, multi-modal transportation system.

A number of road network projects have been identified that will enable the efficient movement of goods and people in and around Winnipeg (Map 2).

The most significant proposed improvements include:

- » CentrePort Canada Way and related connections
- » William R. Clement Parkway extension
- » Chief Peguis Trail extensions
- » Bishop Grandin Boulevard extensions
- » Improvements to Route 90

In addition, there are recommendations to:

- » implement a modern and integrated traffic signal management system
- » implement ITS solutions
- » establish a traffic management centre
- » undertake other modifications to the existing major street network at key locations to replace transportation infrastructure that is beyond its useful life and to mitigate existing spot congestion problems

Table One (above) summarizes and prioritizes the major road network and rapid transit improvements that are illustrated in Maps 1 & 2.

Watch for Part Two in next week's bulletin.

Table One - Recommended Major Road Network & Rapid Transit Improvements

Timeframe	Category	Link	Total Estimated Cost (\$M) ¹
Short-term (by 2016)	Strategic Road Network Improvements	Kenaston (Route 90) - Ness to Taylor	\$129
		CentrePort Canada Way and Connecting Roads ²	n/a
		Chief Peguis Trail - Henderson to Lagimodiere ²	n/a
	Other Major Road Network Improvements	Pembina Underpass ²	\$14.3
		Traffic Signal Management System ²	\$4.6
		Marion Street Widening/Grade Separation and Improvements - Archibald to Lagimodiere	\$70
		Plessis Road Widening and Grade Separation at CN Mainline	\$75
		Louise Bridge ³	TBD ⁴
		Waverley West Arterial Roads ²	n/a
		Disraeli Bridge and Overpass ²	n/a
Sub-Total Short-term			\$292.9+
Medium-term (by 2021)	Strategic Road Network Improvements	Chief Peguis Trail - Main to McPhillips	\$110
		Bishop Grandin - Lagimodiere to Fermor	\$80
		Edward Schreyer Parkway - Plessis to Chief Peguis	\$60
		Fermor Avenue - Lagimodiere to Plessis	\$40
		William R. Clement Parkway - Grant to Wilkes	\$60
	Other Major Road Network Improvements	St. Mary's Road Widening - St. Anne's to Marion	\$60
		Arlington Bridge ³	TBD ⁵
Sub-Total Medium-term			\$410+
Long-term (by 2031)	Strategic Road Network Improvements	Chief Peguis Trail - McPhillips to Route 90	\$130
		Bishop Grandin - Kenaston to McGillivray	\$100
		William R. Clement Parkway - McGillivray to Wilkes	\$100
		Silver Avenue - Century (Route 90) to Sturgeon	\$90
		Chief Peguis Trail - Edward Schreyer Parkway to PTH101	\$110
		PTH 6 Extension - CentrePort Canada Way to PTH 101	\$150
Sub-Total Long-term			\$680
TOTAL			\$1382.9+

¹ All figures in 2011\$ and do not account for inflation. Preliminary estimate only unless otherwise noted - subject to further review at preliminary/detailed design stage.

² Project included in adopted 2011 Capital Budget and/or 2012-2016 Five Year Forecast.

³ Project included in adopted 2012-2016 Five Year Forecast for Design and/or Property Acquisition Only.

⁴ To be determined after design.

⁵ To be determined after study of options



AUDIT • TAX • ADVISORY

Invitation

Family Business Succession – Choosing the Right Path



Have you ever wondered what will happen to your family business when you want to step back? Do you have a strategy or a pathway that fits your needs? If determining this pathway is something you are thinking about, join KPMG Enterprise and like-minded business owners at our seminar, where our professionals will shed some light on the appropriate pathways to succession planning. Join our experienced professionals, including Beverly Johnson, Chair of the national Family Business Committee as they discuss:

- The most common issues and risks associated with succession planning
- Preparing yourself, your family, and your business
- Understanding the value of your business
- Approaches and key tax considerations when planning for your succession of the business – capital gains exemption, estate freezes, and use of trusts.

Date: Thursday, January 26, 2012

Location: Inn at the Forks, 75 Forks Market Road

Time: 7:30 - 8:00 am – Continental Breakfast
8:00 - 9:30 am – Presentation & Questions

RSVP: Please RSVP to lwhitehouse@kpmg.ca or 957-2238

If you have any questions, or are having difficulty registering for the seminar, please contact Lisa Whitehouse at lwhitehouse@kpmg.ca

2012 Outlook: Cautiously Optimistic

By Peter Hall, Vice-President and Chief Economist of Export Development Canada

Turbulence in 2011 led to the observation that for many, surviving the year was an achievement. Manifold risks remain, and most early-year predictions are being adjusted downward. In a year where the ultimate is easier to see than the immediate, bold pronouncements for 2012 deserve a healthy dose of skepticism. This is the delicate context for EDC's Winter 2012 Global Export Forecast.

On the scales of most analysts, risks far outweigh opportunities. Heightened political turbulence, a legacy of 2011, has been further aggravated by the threat of escalated conflict with Iran - just as the US is withdrawing from its costly Iraqi operations. The mighty BRICS economies are softening. Big developed economies are bogged down with fiscal woes. Access to financing is constraining even the more promising projects. And our collective dichotomous perspective - the stark difference between how gloomy we feel and our actual economic activities - is not helping.

In spite of this daunting list, we are cautiously optimistic about the steady rise in US economic momentum, for a number of reasons. It is happening in spite of the predictions of most. It is occurring in a context of widespread world weakness. This time around, US growth is accelerating without the aid of additional public stimulus. Also, it's not a one-sector phenomenon, but a broadly-based movement. Finally, the measured upswell in growth is justified by basic economic fundamentals that are returning the US economy to more normal activity levels.

Although European weakness will scar world growth this year, acceleration in the US and Japan will lift growth for the industrialized world above last year's pace, and enable emerging markets to stay their course. As a result, global growth is forecast to rise this year to 3.7 per cent, up marginally from 3.5 per cent in 2011. Momentum will rise as the year wears on, provided there are no major unforeseen interruptions along the way.

Canada will be more dependent on external factors to power economic growth this year. Consumers have played a big role in sustaining growth over the past three years, but rising



indebtedness and a stretched housing market will weigh on spending this year. Weaker commodity prices will dampen overall trade numbers in 2012, but an important upside is that price weakness will keep a lid on the Canadian dollar, forecast to hover in the US 98-cent range. This, together with rising US production and decent emerging market growth, will power sales of higher-value Canadian exports. Export growth is forecast at 6 per cent this year following an 11 per cent gain in 2011.

Primary industries look weak in the forecast, with energy exports flat, metals up just 3.2 per cent and the agri-food sector softening to only 2.7 per cent growth. However, in each case, prices are a huge factor; volume shipments will still be growing strongly. Success is more obvious in other sectors. Higher US housing activity will help forestry exports to a 12 per cent gain, the aerospace sector is in for a 16 per cent boost, and the automotive industry can expect 21 per cent growth this year.

The bottom line? At the beginning of a year where much could go wrong, thoughts are sober. Canada is especially vulnerable to turbulent world activity this year, but in general, our trade is well-positioned, given a resurgent US economy and continued diversification into non-traditional markets.

Construction Sites: Cell Phone Free Zones



'Cell phones,' which for these purposes means all other such devices including Blackberries, personal listening devices, iPhones, MP3 Players etc..., are commonly used for personal and professional reasons.

However, to avoid driver distraction and promote safe driving habits, cell phone use while driving is illegal in Manitoba.

Construction sites must also be cell phone free zones. Talking or texting on a cell phone while working at construction sites distracts from tasks requiring concentration and focus.

Construction site workers are already exposed to risks associated with crane lifts, concrete pours, asphalt lifts, traffic control, excavation, confined space, underground utilities, road work, working heights, operating heavy equipment and other such construction activities.

Individual cell phone use while working on a construction site endangers the user and the life and health of co-workers and the public. None of these risks are necessary and therefore none are acceptable.

Construction Sites: Cell Phone Free Zones. WORKSAFELY™ Best Practices:

To help safe guard everyone on construction site(s) against injury, the following WORKSAFELY™ best practices shall apply

on all construction sites:

- » Cell phone use or texting while working on construction sites is strictly prohibited unless specifically authorized by the construction supervisor. (see below)
- » Cell phone use or texting while operating any mobile or stationary equipment at any time is strictly prohibited.
- » Cell phone use or texting while attending safety meetings or tool box talks is strictly prohibited.
- » Supervisors may permit workers to use their cell phone for personal calls during lunch or rest breaks, but only in designated areas.
- » Where urgent family matters require cell phone contact, workers are required to bring these concerns to the supervisor's attention, to ensure all work activities are carried out safely.
- » Supervisors are prohibited from taking calls or making calls while directing activities on the work site.
- » Except where required to discharge their work related duties, cell phone use for supervisors will be limited to the construction trailer, site office or a designated safe area.
- » Non-compliance with the above can lead to immediate suspension or termination of employment.

WORKSAFELY...that's what everyone wants you to do!

Glen Black, CIM, CRSP
Director, MHCA WORKSAFELY™ Program



This Groundbreaking Leadership Safe Work Practice provides industry with safety information to protect all individuals on construction sites, maintenance shops, and offices. Industry safety leaders apply these safe work practices to safeguard their workforce. (COR Element 3, Safe Work Practices)

MHCA WORKSAFELY™ Safety Advisor - West Region

The MHCA is very pleased to announce that Jack Kauenhofen has accepted the position of MHCA WORKSAFELY™ Safety Advisor – West Region and will start with the MHCA on January 16, 2012.

We are very pleased to have a talented seasoned professional in Jack work out of new MHCA Brandon office which will open in February 2012.

Jack brings considerable experience in the Heavy Duty Construction and Safety fields. Jack is a highly skilled, effective trainer and instructor with over 30 years of regulatory inspection and enforcement experience. He is a qualified journeyman heavy duty equipment mechanic, and a certified provincial inspector for vehicle and dangerous goods.

Our strengths are our people. Jack will be a strong contributor and welcomed addition to our talented MHCA WORKSAFELY™ team.

On behalf of the MHCA, welcome aboard Jack!

Chris Lorenc, President,

Glen Black – Director WORKSAFELY



MHCA WORKSAFELY™ Safety Advisor - South Region

The MHCA is very pleased to advise that Al Kerney has accepted the position of WORKSAFELY™ Safety Advisor – South Region and will start with the MHCA on January 23, 2012.

Al brings considerable experience in the Environment, Health, Safety and Risk Management field. Al is a dynamic speaker and a highly skilled, effective trainer and instructor of Safety Management Programs and curriculum. Al is a well respected safety and health practitioner, is a Canadian Registered Safety Professional (CSRP) with expertise in auditing, developing Safety and Health policy, procedures and awareness campaigns for industry. His experience includes conducting safety and health inspections, auditing, and developing and implementing risk management programs.

Our strengths are our people. Al will be a strong contributor and welcomed addition to our talented team at MHCA.

On behalf of the MHCA we introduce, and welcome Al to our fold!

Chris Lorenc, President,

Glen Black – Director WORKSAFELY



WORKSAFELY MHCA

Construction Safety Excellence™

Training Schedule

Register by:

- » Email: safety@mhca.mb.ca
- » Fax: 204-943-2279

Cancellation Policy:

The *WORKSAFELY* policy states cancellation must be made at least two business days in advance, otherwise full course fee charge will apply.

JANUARY 2012	
January 9-10	Train the Trainer
January 11	WHMIS (1/2 day AM)/ TDG (1/2 day PM)
January 12	COR™ Auditor Refresher
January 13	Excavating & Trenching (1/2 day AM)
January 13	Flagperson (1/2 day PM)
January 16	Safe Work Procedures
January 17	Prime Contractor
January 18	Back Injury Prevention
January 19	Safety Administration (1/2 day AM)
January 19	Toolbox Talks (1/2 day PM)
January 23-24	COR™ Leadership
January 25	COR™ Principles
January 26	COR™ Auditor
January 27	First Aid 1 - CPR

FEBRUARY 2012	
February 6-7	Train the Trainer
February 8	WHMIS (1/2 day AM)/ TDG (1/2 day PM)
February 9	COR™ Auditor Refresher
February 10	Excavating & Trenching (1/2 day AM)
February 10	Flagperson (1/2 day PM)
February 13-14	COR™ Leadership
February 15	COR™ Principles
February 16-17	COR™ Auditor
February 21	Safe Work Procedures
February 22	Prime Contractor
February 23	Back Injury Prevention
February 24	Safety Administration (1/2 day AM)
February 24	Toolbox Talks (1/2 day PM)

REMINDER:
WORKSAFELY requires at least six people registered to deliver the course.

Rural Manitoba Training	
January 9-13	Flin Flon, MB
January 23-25	Riverton, MB
Jan. 30 - Feb. 1	Brandon, MB
Call the MHCA Office for more details!	

Customized training is available for your specific requirements.
 Call the *WORKSAFELY* Office at (204) 947-1379 for more information.