

# **Event Day Active Transportation (AT) Plans – Investors Group Field Stadium**

Summary by Janice Lukes, Active Transportation EDAC Representative

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The Stadium Event Day Management Plan Advisory Committee (EDAC) is an ongoing advisory group that will exist for the life of the Investors Group Field. The mandate for the creation and ongoing existence of EDAC came from a Motion adopted by the City of Winnipeg's Riel Community Committee on July 11, 2011. The Advisory Committee is managed by the Bison/Blue Bomber Stadium Group and the City of Winnipeg.

Since EDAC's inception there have been 7 meetings. Councillor Swandel was instrumental in ensuring AT was part of EDAC. There are many organizations / departments from many organizations represented on EDAC. I represent Active Transportation. Anders Swanson and Kevin Lunn have attended as the AT alternate when I was unable to attend meetings – and have participated in various AT specific meetings with the Stadium Partners (City of Winnipeg / Blue Bombers / University of Manitoba). So much has been evolving and developing over the past months that it was hard to provide a good update – other than things were evolving! With the first event in just over a month, plans are firming up and I believe I am able to provide a decent **Active Transportation update**.

The following information will focus on Active Transportation for 'EVENT DAYS'. An 'EVENT DAY' is an event for 15,000 people or more. All of the logistics are ALSO activated on a designated EVENT DAY for non-Bomber's events (except free transit) ie: Taylor Swift / Paul McCartney / etc. I have provided a scan of the Event Day Entry Map. The entry / exit maps are the same for Active Transportation but differ for vehicles. Active Transportation is just one piece of the massive and complex Event Day Management Plan. You can understand a bit of the complexity when reviewing the legend of the attached map.

## **1. COMMUNICATION of AT:**

Website: [www.InvestorsGroupField.ca](http://www.InvestorsGroupField.ca)

- **This website will go live in the next week or so. It will be the 'point source' for ALL information related to Event Day Transportation and Parking. (active transportation / transit / park and ride / vehicular parking, no parking zones, etc)**
- A 12 page 'primer' or flyer is also being printed and distributed to every resident / libraries /community centres, etc. in the communities surrounding the stadium (Fairfield Park, Fort Richmond, Minnetonka, Waverley Heights, University Heights) Kind of a hard copy condensed version of the website. It will be available in PDF format.
- The Stadium Partners are finalizing the communication plan– and expect there to be all kinds of media coverage.
- Contact information for inquiries / challenges and comments will be clearly identified on the website and the mailed community flyer.

## **2. GENERAL OVERVIEW:**

- The Stadium holds 33,000 people. There is parking available for approximately 5,000 vehicles on an Event Day at the U of M campus. Vehicles can only enter the U of M campus if they have an authorized parking pass.
- All U of M Campus entry / exit points will be controlled / barricaded to check for authorized vehicle entry.
- Vehicular entry for events is restricted to 2 points: Chancellor Matheson, University Crescent,
- Vehicular exiting for events will occur at 3 points: Chancellor Matheson, University Crescent, Kings Drive (~ 600 vehicles – and Kings Drive will be monitored closely. The community will be asked for their thoughts on this via the new website)
- The U of M will have ~ 1600 parking passes for students / staff. They are allowed entry / exit anytime via Kings Drive only.
- Taxis, limos, transit, handi transit will have special access to the site.
- Markham is restricted to an emergency access route.

### 3. ACTIVE TRANSPORTATION – IMMEDIATE PROXIMITY TO STADIUM:

- There are over 15 entry / exit points for anyone who is walking or cycling - NO PASS REQUIRED! Every single possible access point is open to entry / exit via active transportation – EVEN the emergency route. AT will not be barred entry / exit from any point.

#### RECOMMENDED AT ROUTES:

- In light of the volume of vehicles entering / exiting, the traffic flow of loading and unloading of parking lots, transit and special road closures within the U of M campus – the following routes are being RECOMMEND for active transportation entry / exit:
  - **From the NORTH:**
    - off Pembina onto Darcy Dr Through the Southwood Lands
    - off Bishop Grandin Blvd / Greenway onto Darcy Dr through the Southwood Lands
    - NOTE: the existing golf trails on the Southwood Lands are being used – improved access has been made on both the north and west entrance and trails will be upgraded when the weather improves. Southwood trails are now available for use 24 x 7
  - **From the WEST:**
    - off Pembina through the Southwood Lands east of Southpark Drive
    - off Pembina onto Chancellor Matheson
    - off Pembina onto the Smart Park back gravel trail / lane
  - **From the SOUTH:**
    - Ulster Street onto the Smart Park back gravel trail / lane
    - Allegheny Drive onto the Smart Park back gravel trail / lane
    - Kings Drive onto Service Street

We believe many folks who have never been to the campus before will choose AT to travel to / from the stadium to avoid parking / gridlock / congestion. In light of this, we felt it was important to offer RECOMMENDED AT ROUTES. The routes will be clearly identified by signage, and can be found on the website and in the printed community flyer.

**PLEASE NOTE:** We do have concerns about walkers and cyclists exiting onto Kings Drive AFTER an event. 600 event vehicles and the potential of 1600 U of M parking pass holders will be able to exit out Kings Drive AFTER an event. A short section of Kings Drive has a sidewalk, but there is no AT infrastructure on Kings Drive. Kilkenny Avenue has neither sidewalks or AT infrastructure. We are told this exit route will be monitored and changes may be made if it is too disruptive to the community. The community will be able to express their concerns via the website.

### 4. SIGNAGE of AT ROUTES / BOMBERS CYCLING MAP:

- All of the RECOMMENDED cycling routes will have AT signage. A huge thank you to Michelle Richard (Campus Planner) the U of M team for providing the AT route signage and for all AT upgrades occurring on campus.
- The City and Bombers have partnered to ‘bomberize’ the City’s Cycling map and will be handing out at the Bike Valet and other locations to encourage walking / cycling to Bomber Events

### 5. THE ‘INTERIM ANGLE’:

- All of the AT recommended routes are INTERIM – for a few years at least!
- The U of M is embarking on the development of a new campus plan that will offer a blueprint for a future-focused, people-centered hub. See: [Visionary RE-Generation Plan](#)
- One of the [key guiding principles](#) is to have an ‘active transportation network will connect all areas within the campus and provide a fluid link between the university’s public amenities and adjacent neighbourhoods. Active transportation routes will span the boundary between city and university, making human-powered mobility a viable, attractive option in all seasons’.
- So for now, the any signage and pathways are ‘interim’ with a promise of greater AT things to come.

## 6. BIKE PARKING:

- Approximately 400 permanent bike racks will hug the perimeter of the stadium. These racks are highly visible and within feet from the stadium entrance. Wow.
- The Bike Valet (free bike parking service on Event Days) has a very prominent location on the north east side of the stadium – this service is compliments of the Blue Bombers.
- There are also a couple hundred bike racks located throughout the U of M campus.

## 7. ACTIVE TRANSPORTATION CONNECTIVITY – BEYOND THE STADIUM ([see details of City of Winnipeg construction in 2013 AT plan report](#)):

### • NORTH:

- Repainting of the lane lines and buffered bike lane lines on Pembina Highway were done on Saturday April 13. They will be repainted at the earliest opportunity after spring clean-up. This city indicates this location will be a priority for the clean-up.
- After the lines are painted and the weather has warmed up sufficiently, the City will be installing more durable thermoplastic lane lines and bike lane lines right into the pavement to trial this pavement marking technology. It is expected that the thermoplastic lines will last for a number of years.
- In conjunction with the thermoplastic installation, polyposts (tall thin posts) will be fixed to the road between the double line that separates the bike lane from the vehicle lanes. The polyposts will be spaced out so as not to interfere with access to the driveways along Pembina Highway.
- Improvements to the pathways under the Fort Garry Bridge are expected to occur.

- **EAST:** An AT bridge over the Navin Drain enabling Southdale residents a safe connection to Bishop Grandin Greenway is under construction and should be completed early this season.

### • WEST:

- Another year till the Bishop Grandin / Kenaston trail connection just west of Crampton's Market is completed.
- Improved connections on Waverly north of Bishop Grandin and linking Bridgewater Forest into Bishop Grandin trail are expected.

- **SOUTH:** The existing sidewalk on Pembina, under the Perimeter and within the cloverleaf area will be upgraded to a multi-use trail - as part of Provincial upgrades to the Perimeter Bridge deck. This is project to occur next year.

## 8. FLEXIBILITY IS KEY: TRANSPORTATION, PARKING &- EVENT DAY MANAGEMENT PLAN:

- All the 'transportation modeling' in the world can be done – but – people are people and unique situations will evolve related to how they move to and from and around the stadium.
- A project of this size and complexity is bound to have 'areas of improvement' and we are assured ADJUSTMENTS will be made as things are learned at each event.
- The Stadium Partners continually reiterate – adjustments and modification will be made after a few events have occurred and observations have been made. I do believe they will listen to the challenges presented and try their best to improve the situations. People must identify what improvements can be made – so folks know and can make the changes.
- Jim Bell is the Chief Operating Officer for the Bombers. He has stated time and time again that the Bombers want to be a good neighbour in the community and will do all he can to work through challenges. He is very very sincere – and I – ever the optimist - and sometimes the cynic ☺ – really believe he will do all he can to ensure the Bombers are good neighbours in the community.

## 9. GOING FORWARD:

- If you attend an event on foot or bike – I am sure you will notice areas that could be improved even further. Watch the website or community flyer to know where to submit suggestions to.
- Feel free to also email / call me with any comments / feedback on active transportation challenges and I will ensure it is tabled at an EDAC meeting.

Many many positive AT developments have evolved because our involvement on EDAC that I know would not have occurred – this early in the development of the Event Day Management Plan. Huge huge THANK YOU's to Anders Swanson and Kevin Lunn for all the input / guidance and support – and to all the other community members who sit on EDAC and offer excellent insight. And the last word – while I am confident this update is accurate – change seems to be a constant on this project! **Watch for the website for final confirmation of all transportation and parking details: [www.InvestorsGroupField.ca](http://www.InvestorsGroupField.ca)**