



Presentation

To the Riel Community Committee on the Waverley West Southwest Neighbourhood Secondary Plan

Monday April 8, 2013

Introduction

Over the last several years, the City of Winnipeg has been working to better accommodate cyclists through a number of initiatives, including the publication of the City of Winnipeg Active Transportation Study (AT Study), the hiring of an Active Transportation Coordinator, and the creation of an Active Transportation Advisory Committee, and increasingly the inclusion of active transportation facilities in new developments and in rehabilitation and reconstruction projects. The development of a new neighbourhood, such as Waverly West provides a unique opportunity to build on this trend, but to realize the full potential of active transportation the city must ensure development provides cyclists of all levels with convenient, comfortable, connected bicycle facilities. The Waverly West Southwest Neighbourhood Area Structure Plan must ensure that it adheres to this policy. The Waverly West Area Structure Plan envisages the community greenway system as a means to accommodate active transportation in the design of the areas transportation network. In the neighbourhood ASP, the role of the greenway at times appears to have been reduced to a passive recreational role (see section 5.6, Intent). The following recommendations are meant to be considered as a means of re-asserting the role of active transportation in the development of the Waverly West Southwest Neighbourhood.

Waverley Street

- We recommend separated one way cycle tracks plus sidewalks as the preferred accommodation for cyclists and pedestrians, utilizing bus platforms at transit stops. This is the cycling treatment recommended in the City of Winnipeg’s Transportation Master Plan.



Source: [Feguera Street Streetscape](#) (Los Angeles)

Design Guidance
One-Way Protected Cycle Tracks

Required Features

- 1 A cycle track, like a bike lane, is a type of preferential lane as defined by the MUTCD.¹⁶
- 2 Bicycle lane word, symbol, and/or arrow markings (MUTCD figure 9C-3) shall be placed at the beginning of a cycle track and at periodic intervals along the facility based on engineering judgment.
- 3 If pavement markings are used to separate motor vehicle parking lanes from the preferential bicycle lane, solid white lane markings shall be used. Diagonal cross-hatch markings may be placed in the neutral area for special emphasis. See MUTCD Section 3B.24. Raised medians or other barriers can also provide physical separation to the cycle track.

Recommended Features

- 4 The minimum desired width for a cycle track should be 5 feet. In areas with high bicyclist volumes or light sections, the minimum desired width should be 7 feet to allow for bicyclists passing each other.¹⁷
- 5 Three feet is the desired width for a parking buffer to allow for passenger loading and to prevent door collisions.¹⁸
- 6 When using a parking protected pavement marking buffer, desired parking lane and buffer combined width is 11 feet to discourage motor vehicle encroachment into the cycle track.
- 7 In the absence of a raised median or curb, the minimum desired width of the painted buffer is 3 ft. The buffer space should be used to locate bollards, planters, signs or other forms of physical protection.¹⁹

Optional Features

- 10 Tubular markers may be used to protect the cycle track from the adjacent travel lane. The color of the tubular markers shall be the same color as the pavement marking they supplement.¹⁶

Alternate Protection Strategies

- 16 Tubular Markers
- 17 Moveable Planters
- 18 Raised Curb

Additional Callouts from Diagram:

- 1 Desired minimum: 7 feet
- 2 Desired minimum: 5 to 7 feet
- 3 Desired minimum: 3 feet
- 4 At transit stops, consider wrapping the cycle track behind the transit stop area to reduce conflicts with transit vehicle and passengers.
- 5 Motor vehicle traffic crossing the cycle track should be constrained or channeled to make turns at sharp angles to reduce travel speed prior to the crossing.
- 6 Gutter seams, drainage inlets, and utility covers should be configured to as not to impede bicycle travel and to facilitate run-off.
- 7 Sidewalk curbs and furnishings should be used to prevent pedestrian use of the cycle zone.
- 8 Cycle track width should be larger in locations where the gutter seam extends more than 12 inches from the curb.¹⁶
- 9 Motor vehicle traffic crossing the cycle track should be constrained or channeled to make turns at sharp angles to reduce travel speed prior to the crossing.
- 10 Cycle tracks may be shifted more closely to the travel lanes on minor intersection approaches to put bicyclists clearly in the field of view of motorists. See Cycle Track Intersection Approach for other methods of transitioning a cycle track to an intersection.¹⁶
- 11 A raised median, bus bulb, or curb extension may be configured in the cycle track buffer area to accommodate transit stops. Bicyclists should yield to pedestrians crossing the roadway at these points to reach the transit stop.
- 12 At transit stops, consider wrapping the cycle track behind the transit stop zone to reduce conflicts with transit vehicles and passengers. Bicyclists should yield to pedestrians in these areas. An extended mixing zone may be provided with signage directing bicyclists to yield to buses and loading passengers.
- 13 Cycle tracks may be configured on the left side of a one-way street to avoid conflicts at transit stops.
- 14 A "Bike Lane" sign (MUTCD 9B-17) may be used to designate the portion of the street for preferential use by bicyclists. A supplemental "No Cars" selective exclusion sign may be added for further clarification.
- 15 "Bike Only" legend (MUTCD 9B-20) may be used to supplement the preferential lane word or symbol marking.¹⁶
- 16 Colored pavement may be used to further define the bicycle space.

Source: [NACTO Urban Bikeway Design Guidance on Cycle Tracks](#)

xxs4 Elements of Complete Streets

Network	Road Category	Pedestrian	Cyclist	Transit	Parking	Motorist	Goods Movement
Provincial Road Network	Provincial Truck Highway	Design AT into overpasses/ Interchanges		Potential express and regional bus service	Not Permitted	Primary focus	Provide direct access into goods movement facilities
	Provincial Roads	Sidewalks in urban areas safe crossings	Paved Shoulders		Permitted where required		
Winnipeg Road Network	Major Arterials	Sidewalks separated by boulevards	Separated bike facilities where road speed >50km/h	Diamond lanes, dedicated rapid transit, transit priority	Permitted in commercial areas	Maximize efficiency but design with regard for other road users	Primary roadways for heavy-duty vehicles
	Minor Arterials	Sidewalks on both sides	Bike lanes or cycle tracks	Signal priority, enhanced bus stop amenities	Encourage on-street parking to reduce off-street parking requirements	Balance movement with other road user needs	Discouraged except for direct access to origin/ destination
	Collector	Sidewalks on both sides	Bike lanes or bike boulevards	Local on-street bus routes			
	Local	Sidewalks and consideration for shared space				Traffic calming measures, encourage low speed	

Colour Legend

Primary focus	Accomodate with caution	Discouraged
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Source: City of Winnipeg Transportation Master Plan (pg. 38).

Kenaston Expressway

- As the expressway constitutes a major barrier to pedestrian and bicycle traffic, we recommend that a bicycle and pedestrian bridge be built south of the Waverley intersection to connect the greenway system between the Southeast and Southwest neighbourhoods. This will be the natural connection from the Waverley West Neighbourhoods into St. Norbert and the St. Norbert Farmers Market, which is a significant destination. Cost should be borne by the developer.



- **Source:** [Bicycle Bridge in Enschede](#), Netherlands built for 2 million Euros

Pedestrian and Bicycle Circulation

Section 6.4.2 Crossings

We would like to see the wording changed to the following:

At grade pedestrian **and bicycle** crossings **shall** be provided at the intersection of Waverley Street and:

- i) Kenaston Boulevard
- ii) Collector Street intersections
- iii) The Greenway System

As per the TAC guidelines, we would like to see the pedestrian and bicycle crossings along the greenway system utilize elephant feet markings to alleviate the need for cyclists to stop and dismount at crosswalks. The elephant feet markings provide a separate space outside the crosswalk for a cyclist that allows them to cross a roadway without being legally required to dismount their bicycle.

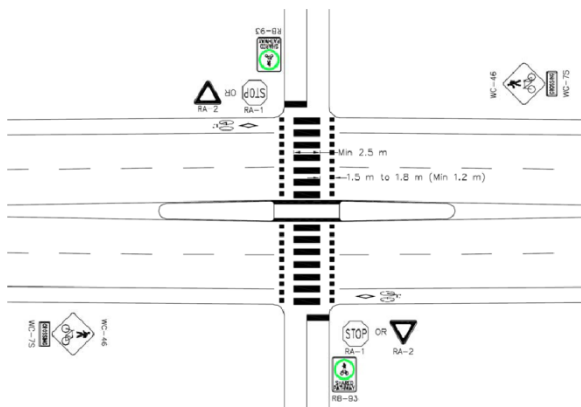


Figure 3.20: Mid Block Trail Crossing, Unsignalized - Combined Multi-Use Trail



6.4.3 Surfacing

We recommend concrete or asphalt surfacing for the greenway pathways. This would be more in line with the greenways original intended purpose as an active transit corridor. Note that the Sturgeon Creek Greenway incorporates an asphalt trail with a natural environment quite well.