

Bike Winnipeg CPR Yards Crossing Workshop Notes

Tuesday February 24th

Sinclair Park Community Centre

Factors influencing the decision to bike/not bike and route selection

- Distance, roadway maintenance, traffic, accessibility of shops, etc.

Convenience

- Direct Routes are critical
 - This is especially true at transition on and off of any structures, as this has often been a problem with other city projects.
 - Bicycle signals could help at transitions and at major intersections, especially to avoid turning conflicts
 - We do not want to see a repeat of the stop/dismount situations that crop up too often on multi-use paths along the side of roadways
- Advanced Bike counters with integration to activate traffic signals would help make cycling more convenient by reducing wait times at signals.
- There was a strong preference to have people on bikes accommodated on the major routes so that they would get the advantage of traffic signals
 - Setting signals to accommodate a “green wave” would be beneficial, and would also create slower travel speeds that would also add to neighbourhood livability.
 - Where people on bikes are to be accommodated on minor roads, there needs to be a way to get a quick signal change at major roads.
 - Pedestrian corridors provide a quick crossing option
 - It was noted that waiting times at some of the half signals installed in the city can be too long to garner compliance.

Safety/Comfort

- Separate People on Bikes from People on Foot and People in cars/trucks/buses
 - Two one way protected bicycle lanes are preferred to one two way protected bicycle lane; better access, less conflict especially in the tighter grid network prevalent in the study area.
 - Jersey barriers or something similar should be used for separation – think Maryland Bridges, Norwood Bridge
- Good quality lighting needs to be included
 - Potentially integrated into railings
 - Consider integrating a “green wave” into lighting
 - Good sight lines are critical, lots of room to provide a wide buffer or to turn around
 - Providing multiple access points to the roadway, especially on the approaches would increase social safety.
 - Consider plantings, such as on the Norwood Bridge. If these were kept low enough, and with enough gaps, they might also help create a barrier that would add to the social safety of any bridge (they could create a separator between users).

- There was a definite preference for bridges over tunnels, at least for people on foot or bike
 - Social safety was the main reason given for the preference
 - Fumes and noise were secondary reasons
 - There was a dissenting voice in the online feedback that voiced a strong preference for tunnels, pointing out the mechanical advantage they offer over bridges (beyond the height and slope advantage of a tunnel over a bridge, you also approach the tunnel with a downhill, which means it is easier to commit to the climb at the end rather than at the start as with a bridge).

General comments on crossings

- Include rest spaces with benches at the top to watch the trains
- Wind protection would be a bonus
- If all modes are mixed in a single structure, it would be beneficial if people on bikes and foot could be raised above the traffic level (Pembina Underpass)
- Mechanical aids similar to the one used in Trondheim, Norway would help encourage more people to bike (see video here: <https://www.youtube.com/watch?v=7j1PgmMbug8>, see a second video [here](#)). It was manufactured by a ski lift company.
- Visibility/Wayfinding
 - We discussed the need to have intuitive cycling facilities that had wayfinding to help guide people on bikes and prevent others from encroaching into space allocated to people on bikes.

Potential Crossing Improvements within the Study Area

McPhillips Underpass

- The existing underpass is a major barrier
- The Hydro right of way to the west of McPhillips could prove useful, especially for people heading towards the St. James Industrial & Polo Park districts.
 - Getting right of way over the tracks would be an issue
 - Social Safety would be an issue
 - An alternative may be to widen the McPhillips underpass

Arlington

- Arlington has excellent potential as a north/south route if protected bike lanes can be installed north and south of the yards.
 - Requires removal of traffic lanes between Notre Dame and Mountain
 - Requires removal of parking south of Notre Dame, but that can be mitigated by building parking bays
 - Potential to connect to a future rails to trails (or rail with trail) project along the Winnipeg Beach Rail Line.
 - Approximately 50,000 people live within 1.2km of the Winnipeg Beach rail line, all with easy low stress access to the rail line via residential streets and pathways.
 - We discussed the possibility of routing vehicular traffic through a tunnel and bicycle/pedestrian traffic over a bridge.
 - Ramps could be used to lessen slopes on approaches/abutments
 - Adding extra vehicular lanes to the Arlington crossing would provide redundancy for vehicular traffic, but would make it hard to provide protected lanes on Arlington, and could have a deleterious effect on the neighbourhoods if it induced additional travel.
- Gaining access for Transit and freight along the Arlington ROW would be useful.

Slaw Rebchuk Bridge

- Using a cantilevered approach to widen the sidewalks into separated bicycle/pedestrian facilities or a multiuse pathway on Slaw Rebchuk
 - A southern connection to Alexander and Ellen looks quite possible.
 - A northern connection is trickier
 - Powers via Jarvis could be a candidate
 - Robinson via Sutherland or Jarvis is another candidate
 - If parallel streets are used as an alternative to Salter, it would make sense to have two way bike paths on both sides of the bridge to match the traffic flow on the parallel streets.
 - If a connection was made between McGregor and Sherbrook, there might be a substantial drop in traffic along Dufferin, which might make it attractive as an east/west bike route.
 - Wind protection would be a bonus

We discussed crossing options outside of the study area

- Disraeli
- Annabella
- Main Street
- Keewatin

Potential New Crossings

McGregor/Sherbrook or Tecumseh

Conversion of McGregor and Salter into a one-way couplet might be an option

- McGregor would be southbound, Salter would be northbound
- McGregor would connect to Sherbrook via a tunnel
- ~600m distance between McGregor and Salter creates problems for transit users.
 - There would be counter flow transit lanes to ensure transit service was maintained.
- If Sherbrook/Maryland directions were also reversed, the Notre Dame intersection would be simplified.
 - EMS access would have to be figured out.
 - Maryland/Sherbrook could convert back to their current north/south orientations at Wellington.
- Would there be space for protected bike lanes or even painted bike lanes if this was to occur?
 - If each of the one ways was limited to 2 vehicular lanes plus the counter flow transit lane, that would leave room for two one way bike lanes.
 - The bike lanes could be raised or buffered
- The additional crossing would likely reduce traffic on Dufferin, which would allow conversion into a bike route.
- Given the high potential for cycling/walking in the area, this might help encourage a larger shift to transportation by bike.

Barriers

- Roundabouts would not be appreciated
- Most people would not feel comfortable taking the lane through a roundabout, especially a multilane roundabout.
- Stopping and waiting for traffic if cyclists were not given priority through the roundabout (as they are in the Netherlands) would be a major inconvenience, and contrary to equity.
- Travelling south through the Sherbrook/Notre Dame/Maryland intersection was identified as a major barrier
- The intersection of Bannatyne @ Sherbrook is a barrier
 - A counter flow option on McDermot might help with connectivity
- Connections to McPhillips are bad
- McPhillips itself is a barrier

East West Access

- Alexander can be a good east/west route south of the yards, but we need to see improvements to the connections across major roads.
 - Isabel – Pedestrian corridor cannot be activated by people on bikes, doesn't necessarily leave a clear throughway for bicycles.
 - Arlington
- We wanted to see access to McDermot, preferably with a separated facility along McDermot (at least through the HSC Complex).
- Access to William was suggested as an important route
- Burrows would be good if you can get protected bike lanes.
- Mountain has shops that people on bike would want to reach
- Sutherland/Flora/Pritchard – crossings are problematic

Maintenance

- We need four season maintenance
- Shy lanes have proven to be poorly maintained in spring, fall and winter