

Bike Winnipeg April 2016 Executive Director's Report

Statistics”

- Paid Members:
- Facebook Likes: 1450
- Twitter Followers: 2326
- Newsletter Subscribers: 1856

Admin

AGM

- We're booked into the West End Cultural Centre for April 30th for a 1-3pm AGM.
 - Door time 12:30, meeting start 1pm sharp
- I've sent in a request for Stephanie Whitehouse and Scott Suderman to speak about the Downtown Bike Lanes Network Study at the AGM.
- Fabian has looked into food at Feast which is across the street.

Advocacy

Downtown Bike Lanes Network & McDermot

Following the popup engagement events for the downtown bike lanes, a number of members of the advocacy committee met and produced the attached document. Option 2 (narrow bike lane on the left) was deemed unviable.

A common concern is that requirements for Fire access, which require a 6m clearance along the roads, greatly restrict what can be done to enhance both the bicycle and pedestrian experience. I am trying to set up a meeting with officials from the fire department to discuss what options might be available to mitigate some of the problems caused by this requirement.

Pembina Highway Buffered Bike Lane

The city will be rehabilitating the stretch of Pembina between Confusion corner and Arbuthnot (just south of Grant). This is similar to the projects that have been completed along Pembina between Plaza Drive and Crescent Drive/Chevrier, and will feature a bollard protected bike lane and bus platforms with the bike lane being by-passed behind bus stops at the bus platforms.

I have produced a set of recommendations which is attached.

Provincial Election

Anders Swanson from Winnipeg Trails Association and I met and put together a questionnaire for the provincial parties in the 2016 election. We are hoping to get responses back from all parties by noon on Thursday. You can review the questionnaire [here](#).

Outreach

Mostyn/Granite/Balmoral/Westminster Popup Protected Bike Lane

I spoke with Anders about this, and I think with a few tweaks between Sherbrook and Furby along Westminster this could work well. The project will be managed through the West Broadway Community Organization.

Fundraising

MEC Partnership Agreement

- We are in the final stages of confirming our partnership with MEC, which will last until the end of 2016.
- MEC will provide:
 - \$3,400
 - Dates at their store for tabling
 - Promotional help
 - Sale of Memberships
- Bike Winnipeg will provide:
 - Recognition:
 - Our Website (Slide)
 - Our Newsletter
 - Reporting (Events, Volunteer Hours, People contacted)
 - Training sessions for staff
 - Promote MEC Events through our channels

MEC Access and Awareness Grant

I filed a grant application for MEC's Advocacy & Awareness grant on March 10th to cover costs associated with a public awareness and input campaign for protected bike lanes on Arlington. I asked for \$5,110 that would help cover public information sessions, advertising, promotion, and our work. We should hear back from them in mid-May.

Fall Concert

I have booked the West End Cultural Centre for Saturday October 1st. I will apply for a CAP grant from the WECC to help cover costs, and will look into sponsorship as well.

Bike Winnipeg Downtown Protected Bike Lanes & West Alexander Discussion Meeting Notes

March 17, 2016

Present: Charles, Mark, Dustin

Regrets: Rachael, Ian, Stephane

Discussion of Downtown Protected Bike Lanes

General Discussion

- While all modes must be considered, it must be kept in mind that not all streets are being considered for improved walkability/bikeability, so these roads need to favour people walking and biking over people driving.
- Placemaking options need to be emphasized as a direct benefit of this project.
 - Public realm improvements act a catalyst for downtown revitalization by making the exterior environments more attractive and functional as people oriented places.
 - Consideration should be given to both hard and soft place making infrastructure.
 - What design elements and material choices will make these streets unique environments?
 - Hard infrastructure → outdoor seating, art, lighting, paving / ground surface materials.
 - Soft Infrastructure → seasonal plant installations (removable planters), and urban nature; especially street trees.
 - Street trees enhance public opinion on the visual quality of cities.
 - Ensure minimum soil volumes and continuous root zones to support healthy long-lived street-trees as a component in the creation of healthy human habitat.
 - Additional benefits including: storm water management, mitigation of the heat island effect, psychological benefits of soft infrastructure on people's perception of place and mental health/well-being.

Discussion Re Option 1 – Two Way Protected Bike Lane on Left Side of Garry Only

- The Arthur Connection would need to be two way all the way through to Bannatyne
- The width of the bike lane needs to be increased (currently 3,3m)
 - To match anticipated/desired capacity
 - Unlike people driving motorized vehicles who tend to travel at the same speed, people riding bikes will have much more variation in speed.
 - The number of passing encounters on a two way bike lane is proportional to the square of the number of people biking on it, which means ability to pass another will be inversely proportionate to the square of the number of people riding in the bike path.

- See [Theo Zeegers research document](#) that underlies the CROW and MASSDOT Separated Bike Lanes Planning & Design Guidelines.
 - Narrower travel lanes could be used – there is plenty of guidance in support of narrower lanes.
 - See [NACTO Urban Street Design Guide advice on lane widths](#)
 - See [MAP 21 – NHS Impact – AASHTO Standards – Lane Width/Truck Volume Guidance](#)
 - See Bellefleur, O. (2014). [Traffic Lane Width of 3.0 m in Urban Environments](#). Montreal, Quebec: National Collaborating Centre for Healthy Public Policy.
 - Narrower parking lanes could be used
 - 2.5m as per Ottawa, Toronto, Edmonton standards
- Ignores Fort & Albert
 - We should talk to businesses along Fort & Albert to let them know that they are being left out of a great opportunity
- We should ask for average intersection delays with expected light timings so that one way vs. two way options can be compared for convenience/directness
 - We never see a roadway plan without average intersection delays, so why do we not see them here?
- Has narrower sidewalks than currently exist
- How would a connection to York be managed?
 - This is an important connection into The Forks and Esplanade Riel.
- Bike Lane is continued south of Broadway

Option 2 – One Way Left Side Protected Bike Lanes on Fort & Garry

It was agreed by all that option 2 should be dropped from discussion as it does not provide adequate width for the bike lanes and buffers.

Discussion Re Option 3 – One Way Wide Left Side Protected Bike Lanes on Fort & Garry

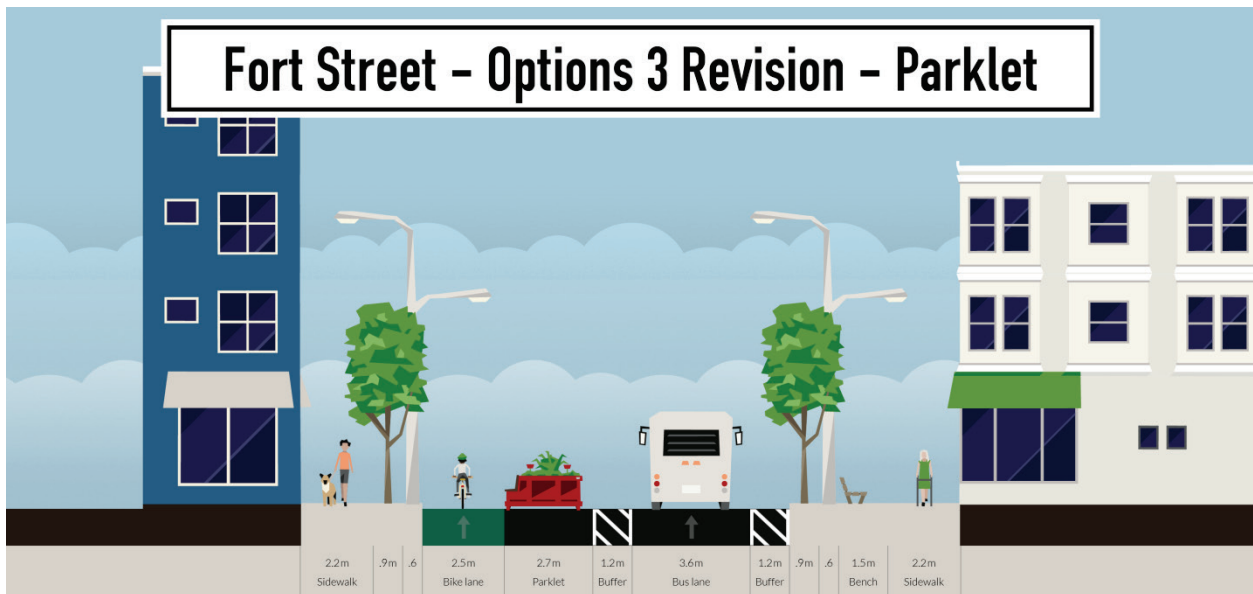
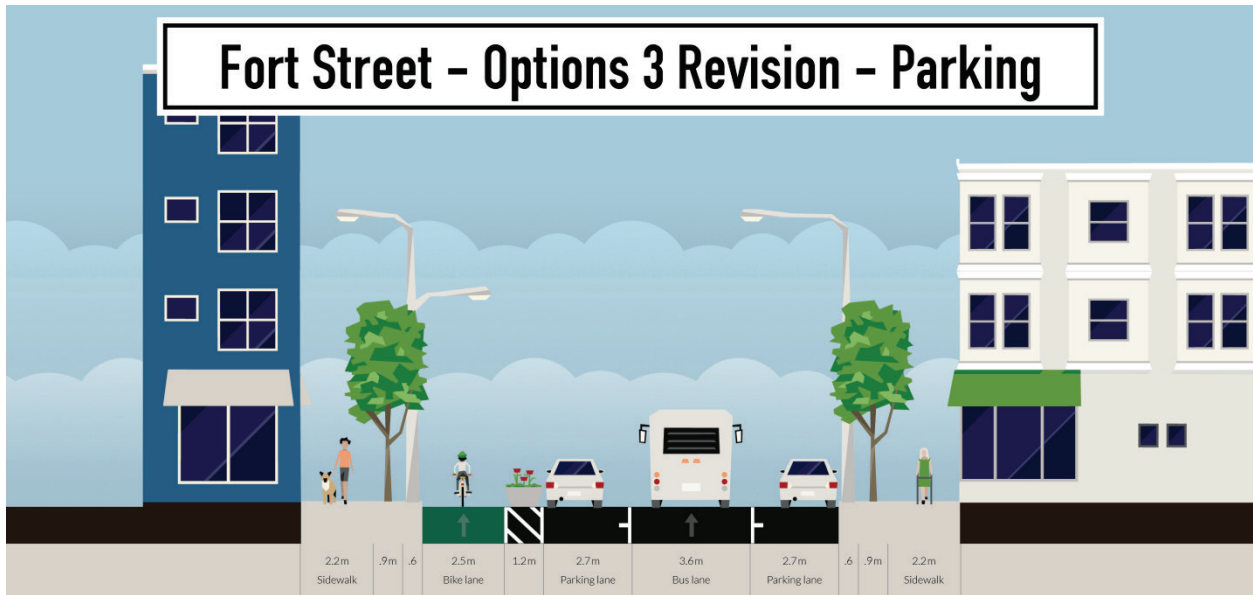
- Widen the bike lane to at least 2.5m
 - Easier to plow
 - Matches anticipated/desired capacity
 - Unlike people driving motorized vehicles who tend to travel at the same speed, people riding bikes will have much more variation in speed
- 6m access is a requirement for Fire and EMS vehicle access.
 - [NZ guidelines](#) note that the 6m requirement is needed to allow stabilizers to be deployed when aerial equipment (such as a ladder?) needs to be used.
 - Might be able to get away with a narrower lane that is interspersed with well-placed 6m wide sections called hardstand areas where stabilizers could be deployed

- This would allow for a 4m travel lane that would in turn allow for 2.5m parking lanes interspersed with 1.5m landscaping/placemaking breaks that would double as snow storage space in winter.
 - Or 2,7m parking and 3.6m travel lane.
 - Also allows for much wider bike lane, buffer, and sidewalk/sidewalk buffer zone.
 - Could easily add trees to Fort for aesthetic/climate improvements.
- Add storage space for right turn onto Albert
- We would want to reduce turn radius at Portage and other intersections
 - Better emulation of a protected intersection
 - Consider bending the bike lane in through the intersection
 - Need to consider restricting left turns for motorized traffic to a single phase in traffic signal cycle (i.e. eliminate the permissive left).
- On Garry, the Hotel Fort Garry side seems to have the higher parking demand, so why was parking placed across the roadway?
- Add storage space for Albert to Garry along with Fort to Arthur connection
 - Double up bike lane width between Notre Dame and Garry with left and right turn lanes.
- Better options on Fort South of Broadway are possible
 - Accessible parking needs to be next to Fort Garry Hotel/Fort Garry Place
 - Reduce lane width by using buffered bike lanes
 - Keeps people biking on Fort out of Door Zone
 - Adds separation bike lane and travel lane
 - Ensure lane is painted green
 - Narrower lane width is safer by reducing speed and reducing likelihood of multiple vehicles using travel lane (as on Arlington)
- How much delay will there be at Fort/Notre Dame/Ellice intersection?
 - We never see a roadway plan without average intersection delays, so why do we not see them here?

Fire Truck Route Access Guidelines

- [Calgary Fire Department Access Standard](#)
- [New Zealand Emergency Vehicle Access Guidelines](#)
- [New South Wales Guidelines for Emergency Vehicle Access](#)

Potential Cross Sections for Option 3 Utilizing Hardstand Areas interspersed with Parking



Discussion of Assiniboine to Forks Connection

- The signal needs to be far more responsive than the Osborne/Assiniboine/Granite signal, with a much shorter waiting time
- Consider a sidewalk shortcut for people walking south over the bridge that would allow them to avoid crossing the bike path.

West Alexander Pedestrian & Bicycle Corridor Options

Option 1 - Two-Way Protected Bike Lane With One-Way Traffic

- Definitely our preferred option

- We should look at ways to improve this option
 - Wider buffer
 - Wider bike lane
 - Width of Parking lane can be reduced without compromising 6m clear space as stabilizers can span bike lane curb.
- Fire and EMS vehicles would either be directed down the one way or the protected bike lane
 - The City would undertake a strong education program on opening of the bikeway whichever option is decided upon.
- Potential southbound connections to Maryland would be via Sherbrook, Olivia or Emily/Jacob Penner Park
- Current positioning of Two Way turn Queue blocks through bicycle traffic.
 - Bike lane needs to be bent in and pedestrian refuge islands need to be added.

Option 2 – Neighbourhood Greenway

- We didn't think this option changed much in the way of comfort
- We were concerned that people on bike would resort to passing on the right during periods of traffic congestion.

Bike Winnipeg Recommendations Pembina Highway Rehabilitation Project – Osborne to Grant

Confusion Corner Connectivity

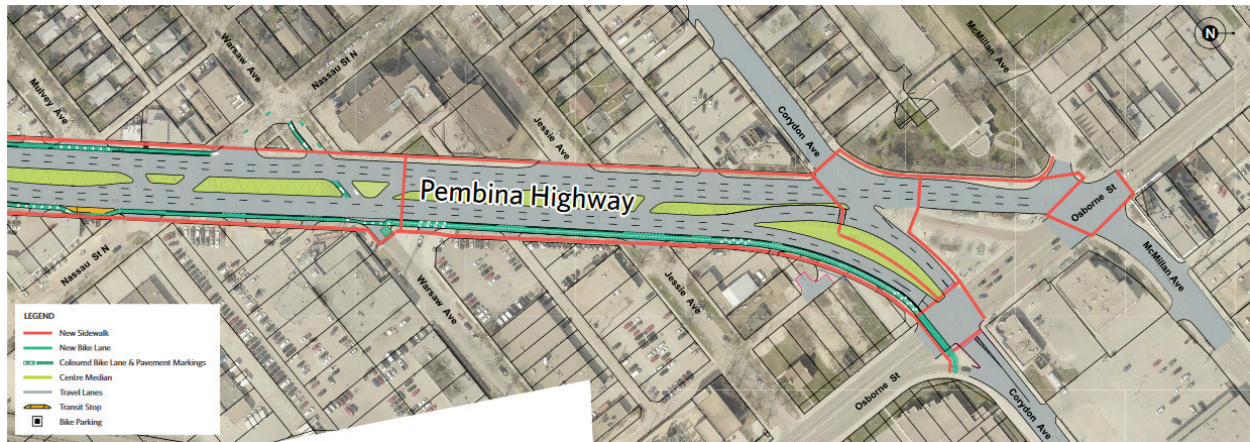
At the north end of the work being proposed, people on bikes will need to be making the following connections:

- Nassau Street (Existing Neighbourhood Greenway)
- Warsaw Avenue (Existing Neighbourhood Greenway)
- McMillan Avenue (Planned Neighbourhood Greenway)
- Corydon Avenue
- Donald Multiuse Pathway (Existing)
- Pembina Highway Buffered Bike Lanes (planned)
- Osborne Street Bike Lanes (planned)

Add a two stage turn queue and pathway to accommodate people biking north on Pembina towards destinations north of Corydon



Maintain crossing on separator island to allow people biking south on Osborne to get ahead of southbound traffic in advance of the Osborne Underpass



We are concerned that the plans to eliminate the crossing of Pembina on the separator island eliminate a useful connection between destinations north of Corydon and South Osborne.

The main points of concern with the design that has been presented are:

- **Confusion Corner**

- **Corydon – Osborne Connection**

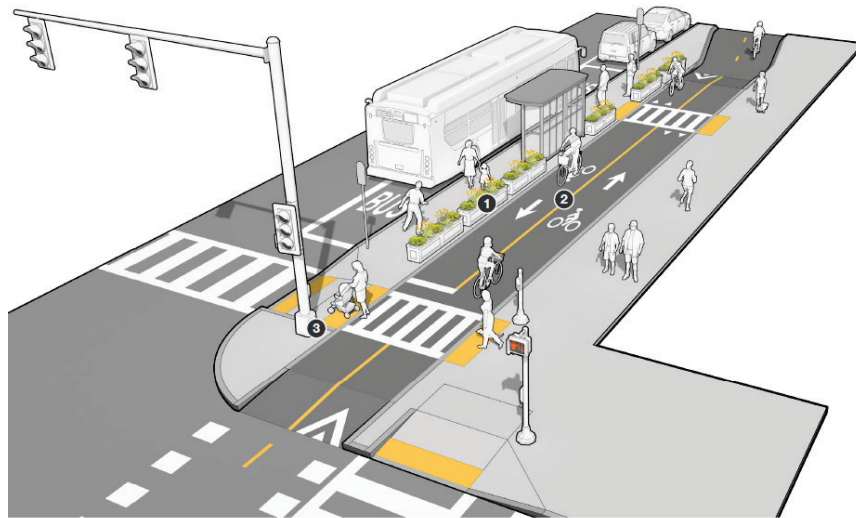
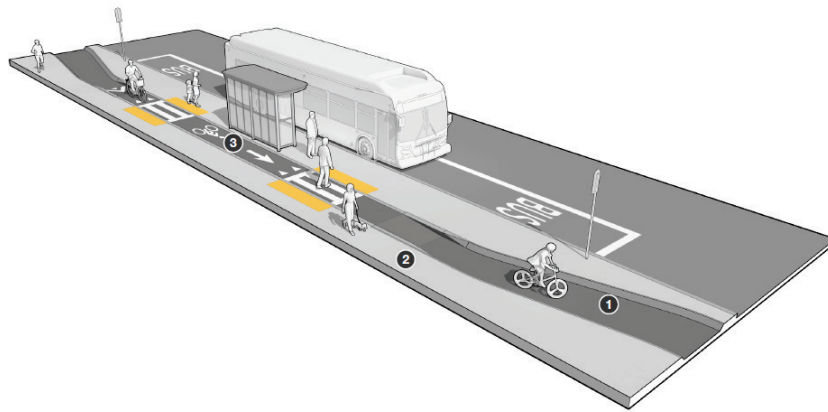
- The connection from Corydon to southbound Osborne needs to be maintained and improved upon.
- Currently, a person biking from north of Corydon headed towards south Osborne has the ability to approach Pembina on Corydon and cross Pembina within one traffic signal phase to reach the corner of Pembina & Osborne in front of eastbound traffic, continuing south through the Osborne Underpass while traffic on Osborne is stopped at Pembina. This creates a good lead time for a person biking south, and provides a reasonable degree of comfort.
 - The proposed redesign of the island separating northbound traffic from eastbound and southbound traffic on Osborne/Corydon will prevent a person on bike from making the turn onto southbound Osborne until southbound traffic on Osborne gets the green light, removing the lead time they have that currently allows them to get through the Osborne Underpass ahead of southbound traffic.
 - We would not want to see this crossing removed before protected bike lanes are installed on Osborne when the Osborne Underpass is rehabilitated.
 - Similarly, anyone who is trying to connect to the pathway along the south side of Donald will have to wait for traffic on Osborne to stop before reaching the two way cycle track along the south of Corydon that parallels the transitway, resulting in a significant loss of service.

▪ **Corydon – Pembina - Corydon Pathway Connection**

- Ensure that the existing pathway in front of the Masonic Temple is extended south to the connection with the two-way cycle track being proposed for the segment of Pembina between Warsaw and Osborne.
- Add a direct connection from the existing AT Pathway along Corydon to Osborne Station utilizing space between the Masonic Temple parking lot and the transitway.
 - Provides access to bicycle parking at Osborne Station.



- **Pembina – Osborne – MacMillan Connection**
 - People cycling northbound on Osborne would benefit greatly from a two stage turn queue or bike box on westbound McMillan.
 - This would connect them onto Corydon, or even better onto McMillan if a short pathway were to be constructed through the River Osborne Community Centre filed (as proposed in the Pedestrian and Cycling Strategies).
- **Bus Platforms & Bike Lane Bypasses**
 - We would prefer to see the bike lane by-passes around the bus stops kept at street level (or midway between street level and sidewalk level) as is done on Sherbrook Street, and as is recommended by design guides such as the Massachusetts Planning and Design Guide for Separated Bike Lanes



5 CURBSIDE

- Ensure that bus shelter doors do not open directly onto bike lane by-pass
- Ensure that bus shelter advertising does not obscure view of bike lanes.
- This will increase the differentiation between pedestrian and bicycle areas behind the bus stop.
 - A sidewalk connection to the bus platform can be raised.
- Use poles with hanging planters to help define boundaries for the bus platforms
 - Adds aesthetic benefits as well.

- **Warsaw Crossing**

- Utilize signage on Pembina to alert motorists to the presence of the cycle track when turning left onto Warsaw.
- Ensure that there is adequate storage space for people turning onto westbound Warsaw from the Pembina cycle track.
- Make sure people on foot and bike are separated at the Warsaw Crossing.

- **Daly Crossing**

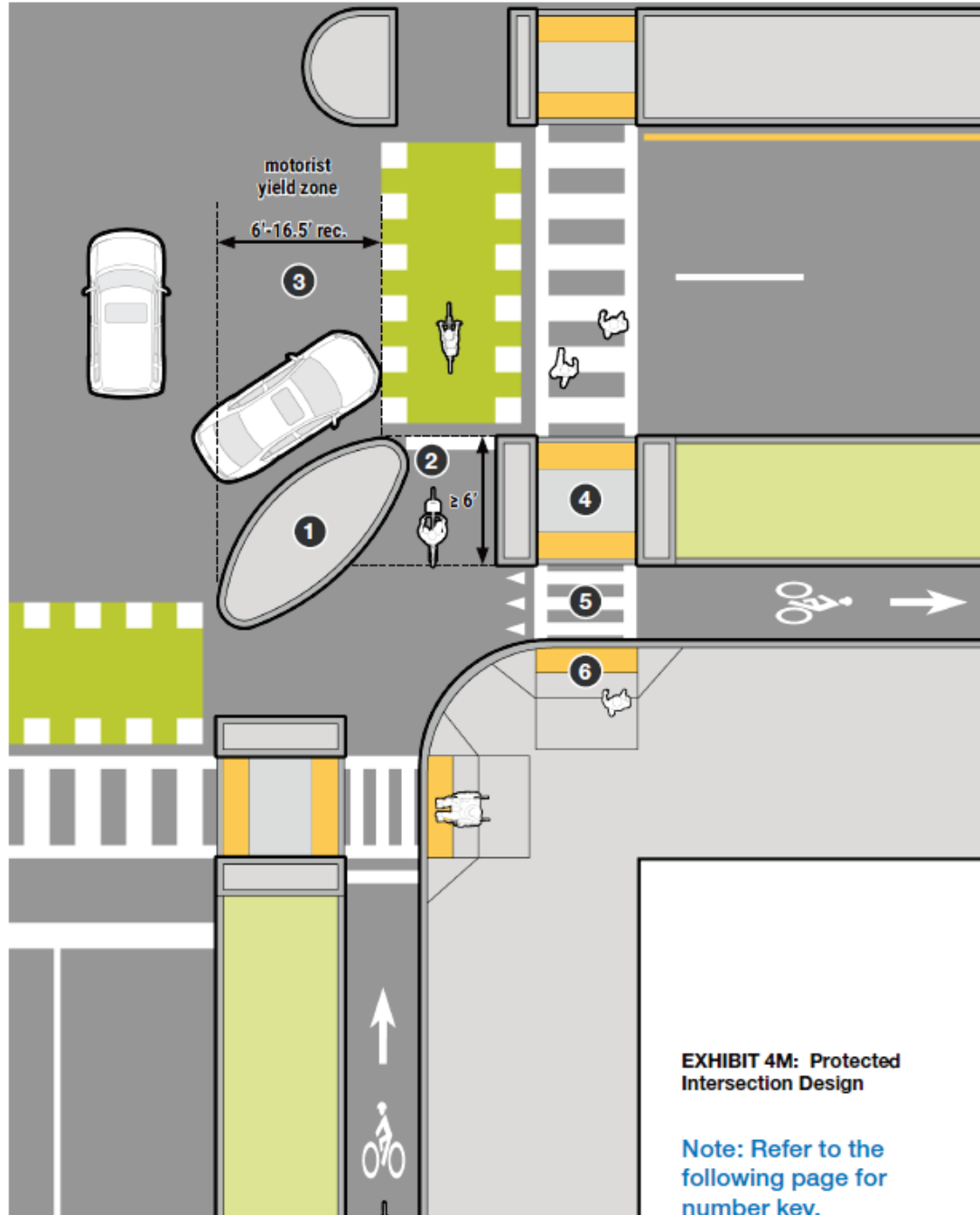
- Ensure that there is an easy and logical way for people on bikes to activate and then cross Pembina with the existing lights.
- Ensure that people on foot and bike are separated at this crossing.
- Allow for jug handle turn in NB Pembina



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- **Grant Intersection**

- Reduce the turn radius for traffic turning right off of southbound Pembina onto Grant and bend the buffered bike lane to reduce vehicle speeds and provide a buffer between the through lane and the bike lane to reduce right hook conflicts.



- Reinforce the primacy of the bike lane over the left turn lane by using a raised crossing through the turning lane off of Pembina onto Grant.
- Add a pedestrian crossing of Pembina on the south side of Grant to improve crossing options for people on foot.

- **Lane Widths**

- We feel that lane widths on Pembina can be reduced to allow for a wider bike lane.
 - See [Theo Zeegers research document](#) that underlies the CROW and MASSDOT Separated Bike Lanes Planning & Design Guidelines.
- Narrower travel lanes could be used – there is plenty of guidance in support of narrower lanes.
 - See [NACTO Urban Street Design Guide advice on lane widths](#)
 - See [MAP 21 – NHS Impact – AASHTO Standards – Lane Width/Truck Volume Guidance](#)
 - See Bellefleur, O. (2014). [Traffic Lane Width of 3.0 m in Urban Environments](#). Montreal, Quebec: National Collaborating Centre for Healthy Public Policy.