



**MORE PEOPLE BIKING
MORE OFTEN**

Maintenance Garage Expansion Project Recommendations

Bike Winnipeg is concerned that while maintaining the status quo of the existing bicycle network, the current plans to develop a pedestrian and bicycle detour around the proposed new staff parking lot at the end of Brandon Avenue miss out on an opportunity to improve pedestrian and bicycle connectivity in and around the transit complex at 421 Osborne.

In particular, we feel that there is a lot of potential to improve parts of the cycling network in and around the transit complex by coordinating the planning of this project with enhancements to the city's cycling network planned over the next couple of years (see sidebar for a list of relevant projects).

Maintaining Status Quo Maintains Barrier

The 2015 Pedestrian and Cycling Strategies identify Brandon Avenue as a neighbourhood greenway connection between the Fort Rouge Yards/WinSmart Trail and the South Winnipeg Parkway/Churchill Pathway/Hay Street Neighbourhood Greenway.

As things stand now, people biking between the South Winnipeg Parkway and the Fort Rouge Yards/WinSmart/SWRTC AT Pathway are expected to:

- Follow a bike path adjacent to the sidewalk on the north side of Brandon Avenue to the South entrance of the Transit Complex
- Proceed North along a multi-use pathway to Woodward Avenue
- Proceed East along Woodward to Osborne,
- Proceed North along a shared sidewalk on the west side of Osborne until Glasgow
- Cross Osborne and then Woodward as a pedestrian
- Proceed North along a second shared-use sidewalk on the east side of Osborne to Togo Avenue
- Finally, ride east to the end of Togo Avenue where it meets up with the South Winnipeg Parkway (Togo marks the effective end of the South Winnipeg Parkway)

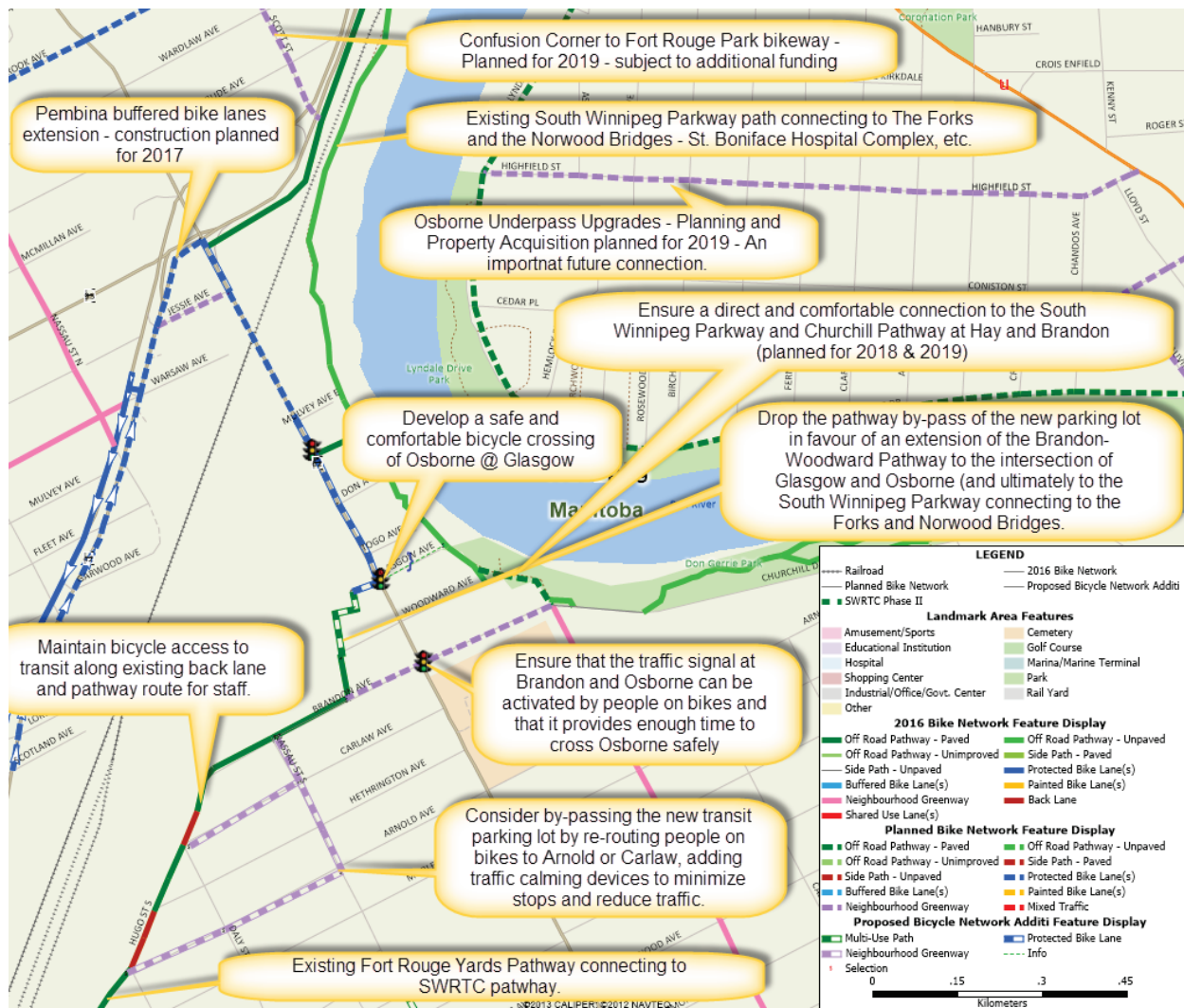
Planned Projects – 2017-2020

- Togo to Churchill Pathway Connection (\$2.5 million)
 - Design & Property Acquisition (2018)
 - Construction & Property Acquisition (2019)
- Pembina Highway Buffered Bike Lanes
 - Grant to Osborne – NB & SB (\$4 million)
 - Northbound Construction (2017)
- Osborne Street Underpass Rehabilitation (\$2.5 million +)
 - Conceptual Design & Property Acquisition (2019)
- Confusion Corner to Fort Rouge Park Bikeway (\$700K)
 - Conceptual Design & Construction (2019)

From the point where the Fort Rouge Yards pathway exits onto the Heatherington back lane a person biking along this connection would ride on 5 different facility types, encounter 12 facility type transitions, and 7-8 crossings/intersections over roughly 1.1kms. Clearly this connection falls far short of the safe, convenient, practical and attractive vision outlined in the Pedestrian and Cycling Strategies¹.

A Better Solution is Both Possible & Affordable

Bike Winnipeg feels strongly that the expenditure needed to develop a multi-use pathway around the new staff parking would be better spent extending the existing pathway between Brandon and Woodward north to Glasgow and then east to Osborne where the existing signal could be reprogrammed to provide a safe crossing of Osborne. East of Osborne, Glasgow has minimal traffic and would provide the final low stress connection to the South Winnipeg Parkway. This pathway extension would be paired with a more traditional traffic calming//neighbourhood greenway connection between the Fort Rouge Yards Pathway and Brandon Avenue, following either Arnold Street or Carlaw Street to the intersection of Brandon and Nassau (see map below).

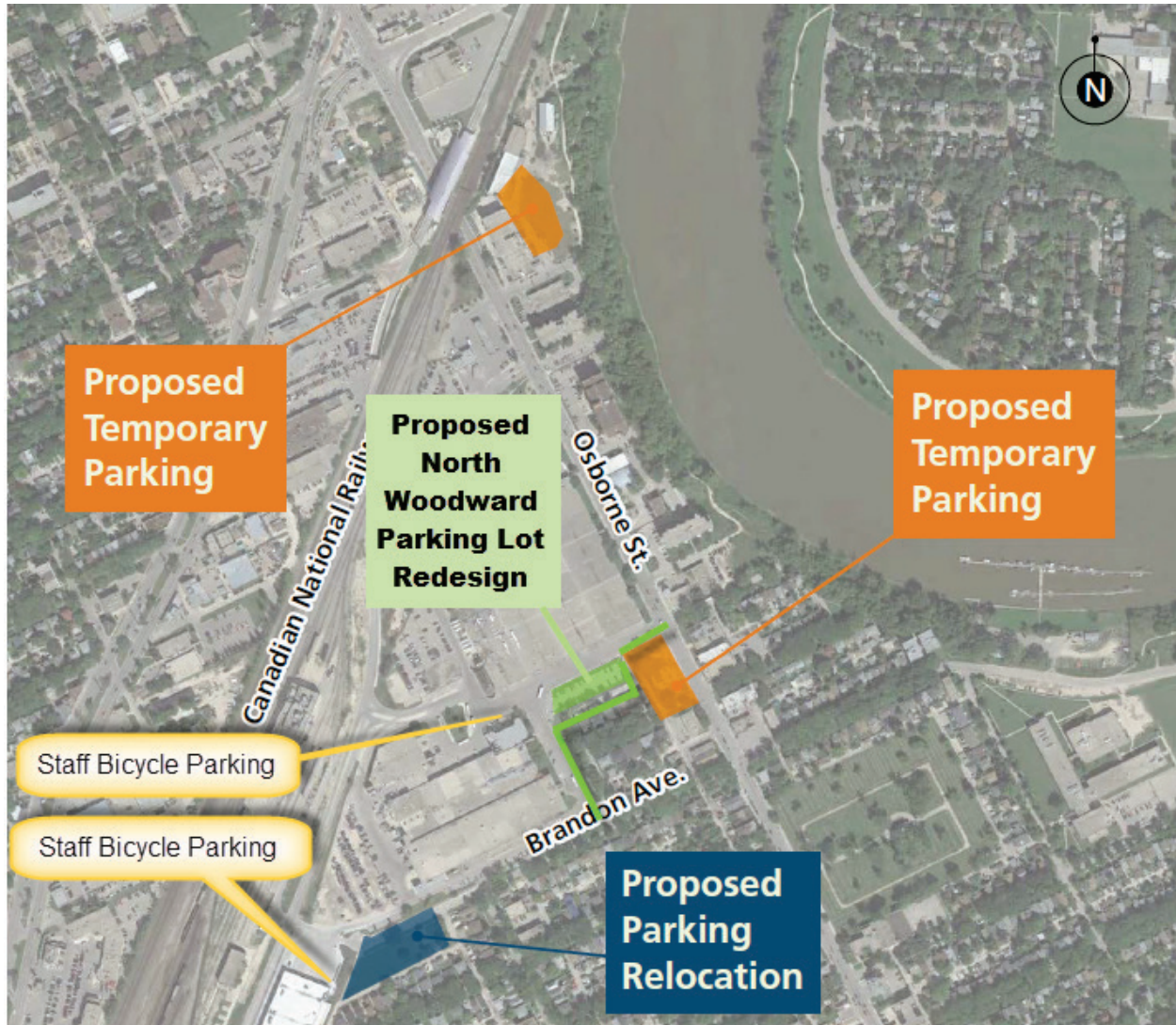


¹ Page 100; Winnipeg Pedestrian and Cycling Strategies, City of Winnipeg, 2015

Recommended Changes to Proposed Plan and Cycling Network

- Re-route people on bikes up Arnold or Carlow to Nassau and then Brandon
 - Look into diverters or traffic calming circles along this route to maintain flow, minimize stops, and reduce cut-through traffic
 - Include this as part of the Togo to Churchill project
- Consider closing off Brandon at Nassau but at least force eastbound traffic on Brandon to stop at Nassau
- Look into a traffic diverter at Nassau and Brandon
- Extend the pathway leading off of Brandon to Woodward all the way to Glasgow
 - Converting the parking lot north of Woodward to angled parking would provide enough space to extend this pathway all the way to Glasgow
 - Converting to 45 degree angled parking would allow for a reduced aisle width of 12' paired with parking space lengths of 15', providing up to 18' of space for a new pathway south of the parking lot
 - The parking lot aisle would need to be one way, entering from the east and exiting to the north onto Glasgow
 - A southern pathway would thus by-pass the parking lot entrance and exit.
 - You might have to purchase a slice of the vacant property being proposed for temporary parking to accommodate a two-way protected bike path along the southern side of Glasgow leading into Osborne
- Develop a protected intersection at Osborne and Glasgow
- Ensure that the signals at Brandon and Osborne can be activated by people on bikes and that they provide adequate crossing times
- Consider implementation of turning restrictions at Brandon and Osborne to limit/reduce traffic on Brandon
 - Include this as part of the Togo to Churchill project



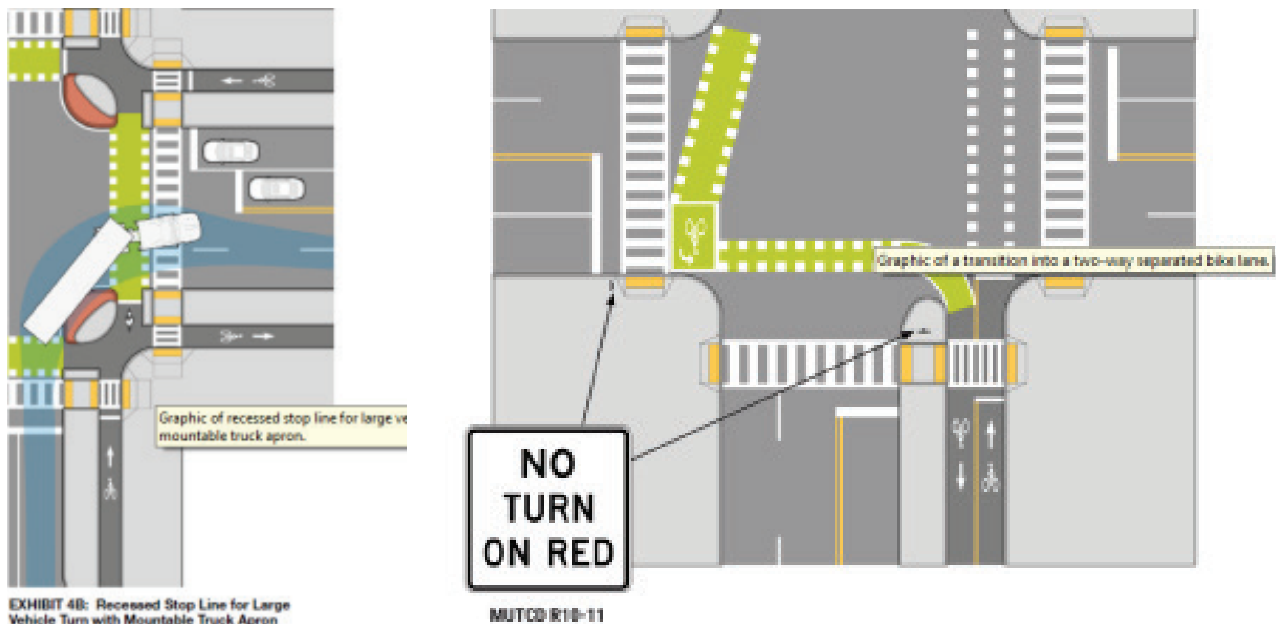


Overview of Project Area showing new staff parking lot and proposed extension of Brandon to Glasgow Pathway

The length of pathway required for this extension (all the way to Glasgow and Osborne) is more or less equal to the length of pathway needed to detour around the proposed new staff parking lot, so construction and maintenance costs for both options should be similar.

Potential Options for Protected Intersection at Glasgow and Osborne

Costs to improve the intersection at Osborne & Glasgow would be additional costs, but provide a significant improvement to the directness and comfort of bike routes connecting the South Winnipeg Parkway, the Churchill Pathway, the Hay Street Neighbourhood Greenway and the Fort Rouge Yards Pathway while putting in place improvements that will eventually be needed to connect to a rehabilitated Osborne Street Underpass including cycling facilities to connect to confusion corner.



Sample Protected Intersection Designs (Separated Bike Lane Planning & Design Guide, MassDOT pg 56, 86)

Maintain Access to Staff Bicycle Parking

The existing pathway along the eastern edge of the Fort Rouge Yards and Southwest Transit Corridor should remain as a back lane/pathway connection into the transit complex for use by staff, through a locked gate if desired. This would provide convenient access to existing bicycle parking within the transit complex.

Consider Options to Prevent Cut Through Traffic in Back Lanes

Homeowners with back lanes along the eastern edge of the Fort Rouge Yards and Transit Complex should also be consulted about possible traffic calming measures meant to reduce unwanted through traffic in the back lanes cutting between Arnold and Brandon.