



**MORE PEOPLE BIKING
MORE OFTEN**

Bike Winnipeg Submission – CPR Yards Crossing Study

Bike Winnipeg has a number of recommendations for the CPR Yards Crossing Study to help ensure that this project maximizes its investment in the crossing improvements being considered by including improvements to the City of Winnipeg's Bicycle Network as part of the overall improvements being considered.

Summary of Recommendations

In particular, we are recommending the following:

1. That the City choose the Arlington Bridge Option with two one-way cycle tracks rather than the an option having a two way cycle track on one side of the new Arlington Bridge.
2. That the City choose the Arlington Bridge Option with two travel lanes so that the width of those two one way cycle tracks can be maximized.
3. That the study recommend that the City of Winnipeg's planned Bicycle Network be amended to include:
 - a. Protected bike lanes on Arlington between Portage Avenue and Inkster Boulevard;
 - b. A Neighbourhood Greenway on Arlington from Inkster to Enniskillen;
 - c. A Neighbourhood Greenway on Parr from Enniskillen to Hartford;
 - d. A neighbourhood Greenway on Hartford from Scotia Street to Sinclair Street;
 - e. A neighbourhood Greenway on McKenzie from Hartford to Kingsbury;
 - f. A neighbourhood Greenway on Seven Oaks/Enniskillen/Bluebell/Macklin between Scotia Street and Payne Street
 - g. Protected Bike lanes in the median on Inkster Boulevard between Main Street and Keewaitin Street.
 - h. A Neighbourhood Greenway on Redwood Avenue between Main Street and Sheppard Street.
4. That the pedestrian corridor at Arlington and Alexander be upgraded to a full half signal to help facilitate the crossing of Arlington for people biking on the Alexander Neighbourhood Greenway.
5. That the intersection of Alexander and Logan include provisions to stop traffic on any channelized turning lanes, either through a stop sign or through a traffic signal synchronized with the north/south movements along the protected bike lanes planned for Arlington.
6. That Option A (the McPhillips Underpass Widening) be chosen over Option B (The Sherbrook/McGregor Tunnel) as the second phase project.

7. That the study recommends that the City of Winnipeg's planned Bicycle Network be amended to include a more direct connection between the intersections of Saskatchewan and Empress and Winks and Logan to provide a needed connection between the planned Northwest Hydro Corridor Greenway and the planned Empress protected bike lanes. The recommended route is as follows:
 - a. McPhillips Underpass to Logan and Winks
 - b. Winks to Alexander
 - c. Alexander to CPR La Riviere Rail right of way
 - d. CPR La Riviere right of way to Winnipeg Avenue
 - e. Winnipeg Avenue to Flint
 - f. Flint to Notre Dame
 - i. North Route
 1. Notre Dame to Midland
 2. Midland to Saskatchewan
 3. Saskatchewan to Empress
 - ii. South Route
 1. Notre Dame to Spruce
 2. Spruce to Richard
 3. Richard to Clifton
8. That the study recommends inclusion of protected bike lanes in plans for the rehabilitation of the Omand's Creek Bridge on Saskatchewan Avenue (work scheduled for 2016).

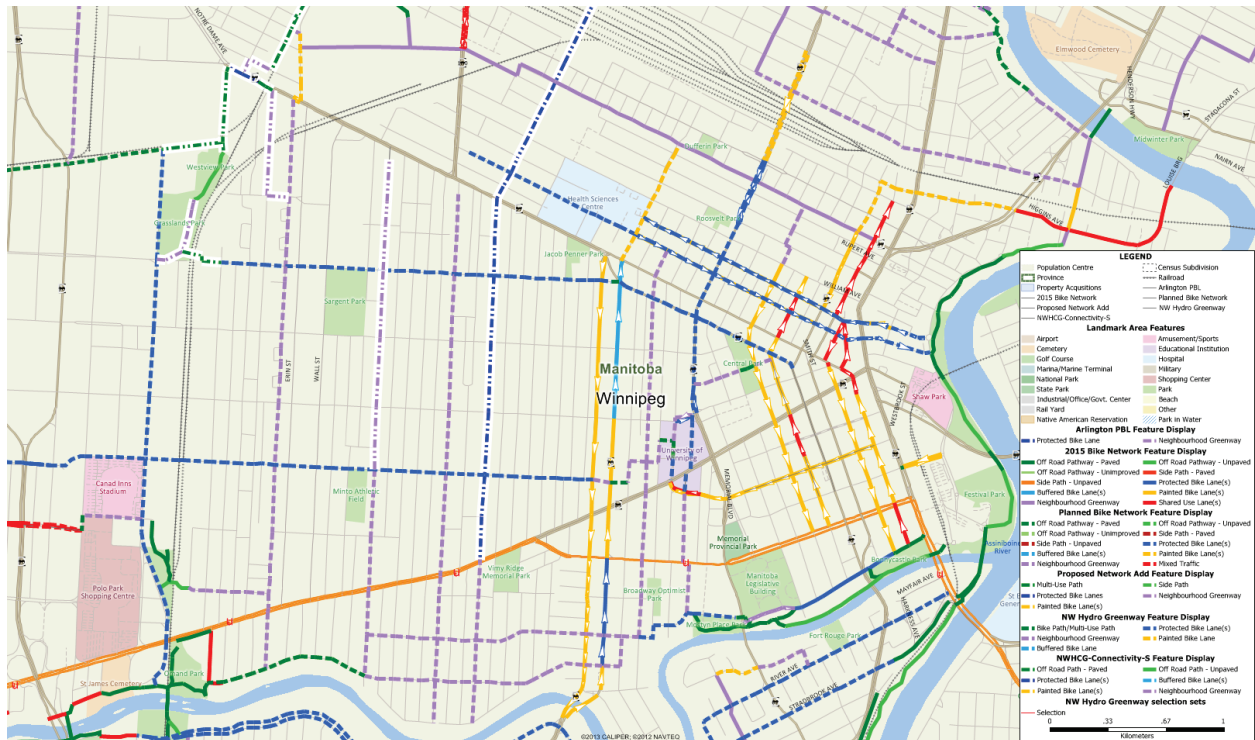
Rationale for Recommendations

We are very concerned that if McPhillips remains as the preferred route through these neighbourhoods, its limited right of way will result in compromised cycling facilities that will fail to meet the need for a dense, comfortable and direct bicycle network through a critical area of our city.

We believe that Arlington Street is the best option for a regional north/south bikeway through the St. Mathews/Daniel McIntyre/West Alexander/Dufferin/Burrows Central/Inkseter-Faraday/William Whyte/Jefferson neighbourhoods. In stark contrast to McPhillips Street, Arlington has the right of way width to accommodate protected bike lanes to meet the demand in these neighbourhoods. Arlington has access to an area of the city that has been identified as a high priority area of the city with a high cycling potential, and has existing signalized crossings of the major roads that cross it. Arlington has a poor safety record, especially with regard to bicycle/vehicle collisions which could be mediated with the installation of protected bike lanes. Finally, the section between Portage and Notre Dame, with its wide lanes, causes considerable confusion for people driving as many people treat it as a four lane roadway instead of the two lane roadway that is intended.

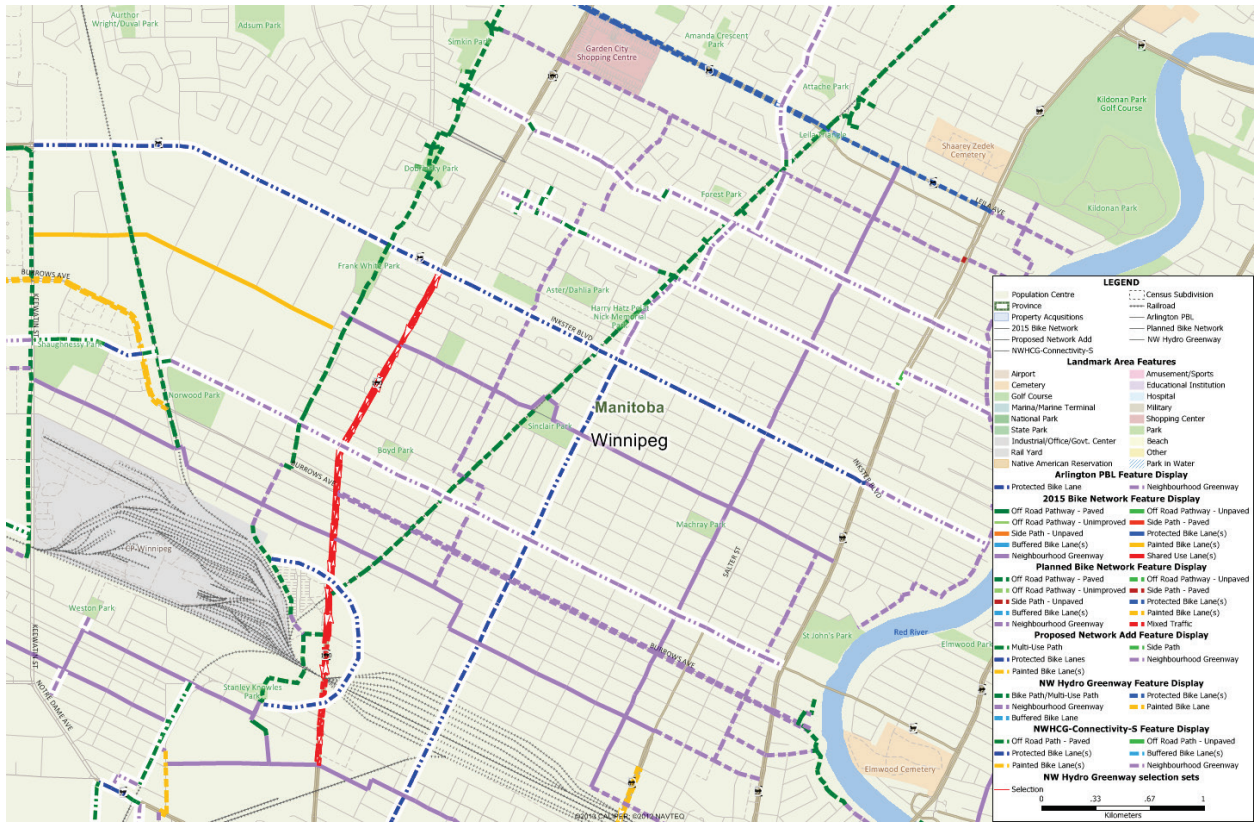
While some property acquisition would be required to improve the management of the various travel modes at these intersections, the cost of this property acquisition and the installation of protected bike lanes along this stretch or Arlington are tiny compared to the overall costs of the proposed crossings, and ongoing work on the city's bicycle network could be coordinated to coincide with the opening of the reconstructed Arlington Street Bridge. Budgets allocated to the bicycle network would provide funding for work deemed to be outside the scope of the CPR Yards Crossing projects.

The east/west connections we are recommending will help fulfill direction 1.b.i of the pedestrian and cycling strategies, which calls for the development of a complete, connected and dense bicycle network throughout the city. As part of the network planning principles to be applied in the development of the bicycle network, the study further concluded that the city must strive for a bicycle route network with designated facilities spaced at a minimum of 400 meters in areas with the highest cycling potential, which includes the Downtown core and many mature neighbourhoods with the highest cycling potential (pg. 135). Arlington Street transects mature neighbourhoods of the city identified in the pedestrian and cycling strategies as having the highest potential of walking and biking (see Map 2.7 pg 85), so a mesh width of 400m should be applied to the neighbourhoods that Arlington transects. The additional bicycle routes recommended here would come close to meeting that goal.

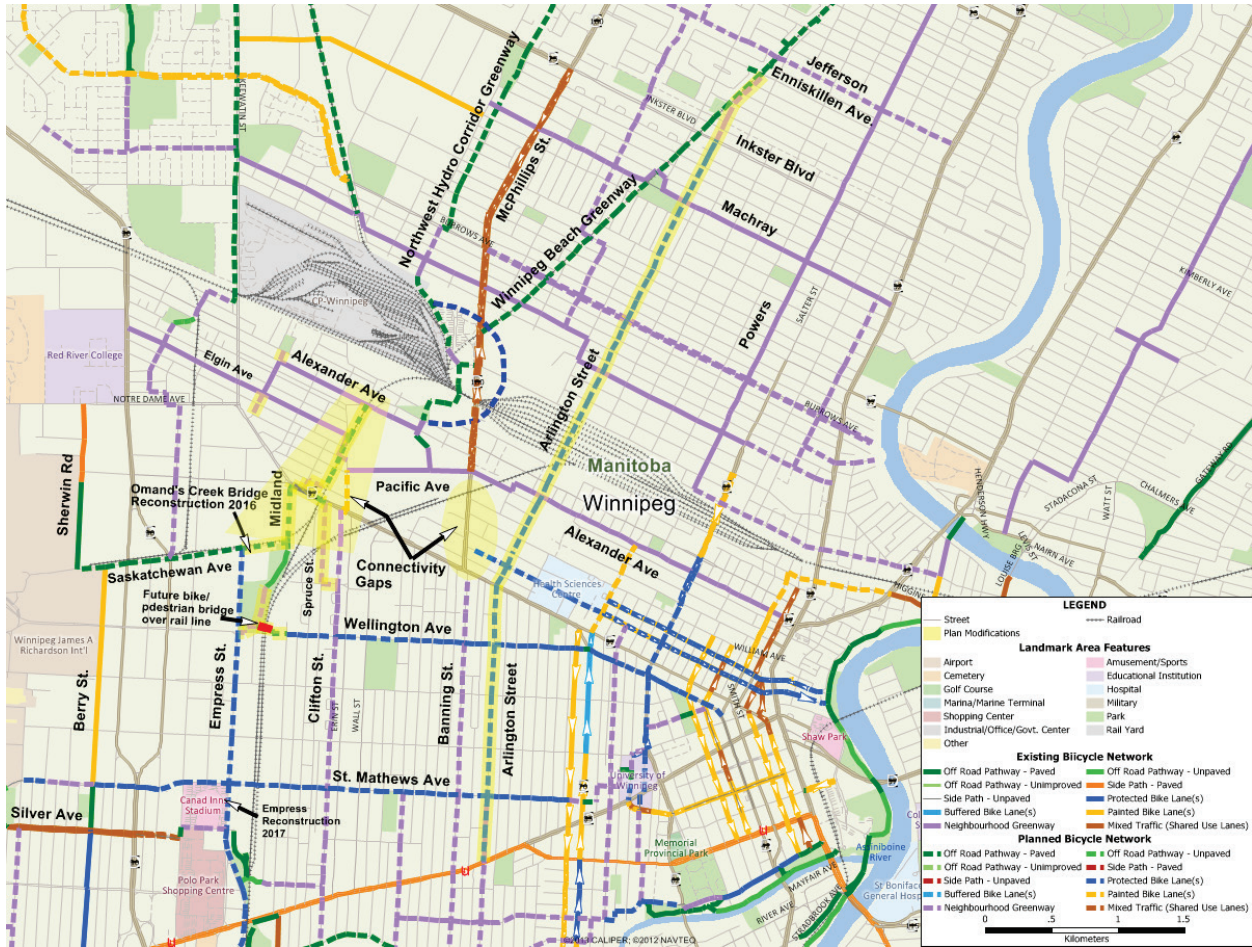


Proposed Bicycle Network south of the CPR Yards showing Arlington with protected bicycle lanes from Portage Avenue to Inkster Boulevard.

While Jefferson has a 20.1m right of way, the actual roadway on Jefferson east of Sinclair street is actually quite narrow, meaning that any kind of separation between people on bikes and those driving is not possible without a fairly substantial widening of the roadway. This in turn would have implications for trees and parking on Jefferson. It seems likely that any such change to Jefferson will be at the very least delayed well into the future. As such, we have chosen not to include Jefferson as an east/west bikeway connection in our analysis, instead choosing local streets to the north and south of Jefferson to act as the east/west connections that could be implemented within the time frames expected for reconstruction of the Arlington Street Bridge.



Proposed Bicycle Network north of the CPR Yards with showing Arlington with protected bicycle lanes between Portage Avenue and Inkster Boulevard.



Proposed Bicycle Network with improved connectivity south of Logan towards Empress and Clifton

The connection between the south end of the McPhillips Underpass bicycle path and the Empress Street protected bicycle lanes would vastly improve the connections between the following:

- Downtown Core
- James Richardson International Airport
- Regional Mixed Use Centres
 - Polo Park Area (F)
 - McPhillips & Leila Area (A)
 - Kenaston & Sterling Lyon Area (E)
 - Kenaston & McGillivray Area (D)
- Major Institutional/Campus Centres
 - Health Sciences Complex
 - University of Winnipeg
- Major Redevelopment Sites
 - Kapyong Barracks
 - Tuxedo/Lafarge Lands