



**MORE PEOPLE BIKING
MORE OFTEN**

Bike Winnipeg Comments on Wolseley to Downtown Recommended Design

The Wolseley and West Broadway neighbourhoods are a critical region for people cycling in the city. The Wolseley to Downtown Walk/Bike Project has the potential to provide safe, convenient connections north/south across the Assiniboine River and east/west from Omand's Creek and the Polo Park area through to the Downtown. Within the city's proposed bicycle network, the routes along Wolseley and Westminster/Young/Balmoral/Granite Way are the only east/west connection north of the Assiniboine River that connects these areas.

Some of the benefits we anticipate through the development of a safer, more comfortable, better connected bike network in Wolseley and West Broadway thought this project are:

- Increased safety and comfort for the **thousands** of people who walk or bike in and through Wolseley and West Broadway **each and every day**.
- Increased mobility options for those who have expressed a desire to walk or bike, but have felt unable to get out of their cars and onto their bikes because they do not feel safe sharing space on roadways that fail to accommodate them.
- By providing the means for increased use of active transportation, the plan provides a means for residents and commuters to decrease transportation costs and thus increase their disposable incomes, a likely benefit for area restaurants, services, and retailers.
- A healthier, greener community.

Bike Winnipeg supports the City's direction on this project, but we see room for improvement.

1. Improve the intersection @ Granite Way and Osborne
 - Add a raised crossing from the bike lane to the separator island where you wait to cross Osborne (similar to what was done at Fermor at St. Annes Rd).
 - Reprogram the crossing light to reduce wait times for people crossing Osborne by bike or foot.
2. Widen the protected bike lanes recommended along Granite Way to reflect the number of people expected to bike along this route. 2.8m wide is sub-standard for a main link in the city's bike network.
 - If space restrictions make it impossible to widen this pathway, designers will need to revisit the decision to allow unrestricted two-way traffic between Osborne and Balmoral and reduce through-traffic on Granite Way.

Parameter	Design Domain			
	Practical Lower Limit	Recommended Range		Practical Upper Limit
		Recommended Lower Limit	Recommended Upper Limit	
Width (m), protected bike lane, unidirectional, including delineator	1.8	2.1	3.5	5.0
Width (m), bike lane component, unidirectional	1.5	1.8	2.5	3.0
Width (m), delineator component	0.3 ¹	0.3 ¹	1.0	2.0
Width (m), protected bike lane, bidirectional, including delineator	2.7	3.3	4.6	6.0
Width (m), bike lane component, bidirectional	2.4	3.0	3.6	4.0
Width (m), delineator component	0.3 ¹	0.3 ¹	1.0	2.0

NOTE: ¹ A minimum delineator width of 0.6 m is required when bike lanes are adjacent to motor vehicle parking

Geometric Design Guide for Canadian Roads; Chapter 5, page 16; Transportation Association of Canada June 2018¹

- At Young at Balmoral, provide a place for cyclists to stop and wait for a safe gap in traffic before crossing Balmoral and continuing north into the Broadway Neighbourhood Centre and Park.



A safe crossing of Balmoral @ Young needs to be included to provide safe access to the Broadway Neighbourhood Centre, park and beyond.

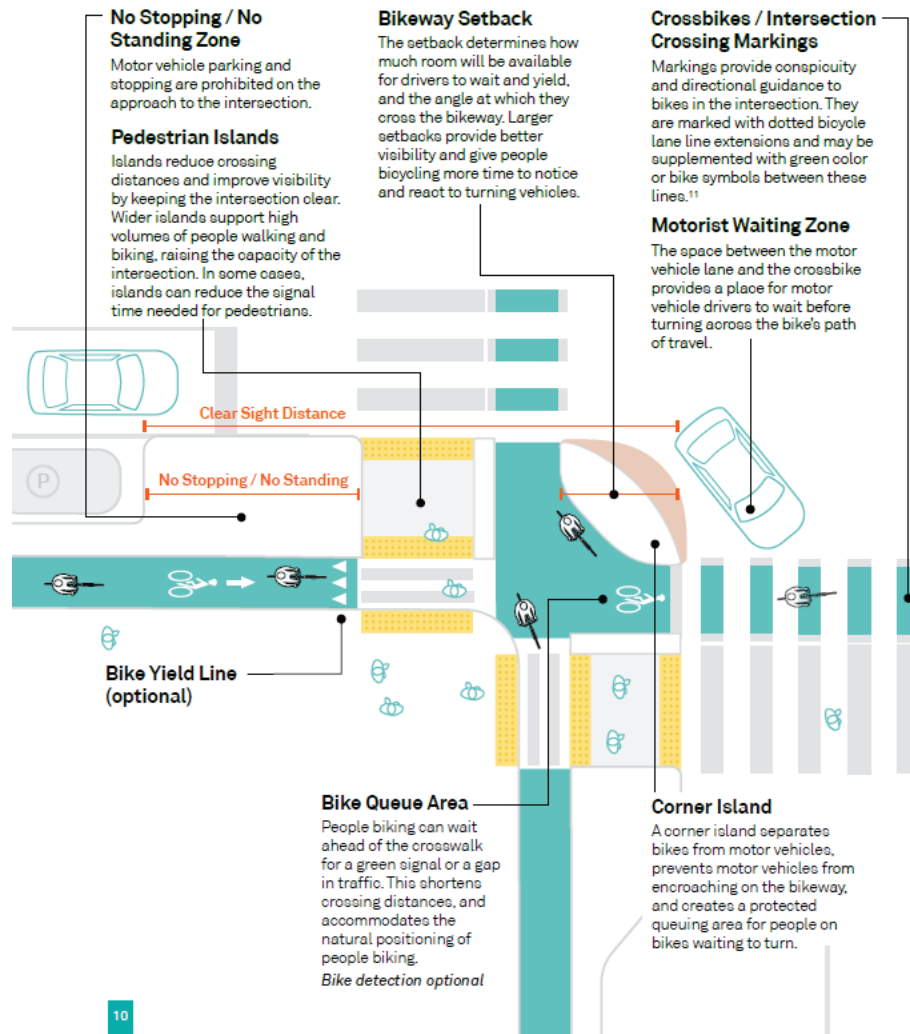
4. Improve the Westminster intersections at Sherbrook and Maryland by extending the bike lane concrete curb protection back to the intersections and to provide fully protected intersections. The current setups calling for a two-stage turn leave waiting cyclists too exposed to traffic for comfort.
 - Convert the turning lanes on Sherbrook to parking that will also provide a buffer for a protected bike lane; given the restricted vehicle access proposed, the need for a turning lane seems to have been removed.



Protection for people on bikes needs to continue into the intersections to help facilitate turns and to keep everyone safe. Best practice for an intersection where protected bike lanes meet is for a protected intersection, which provides better separation between people on foot, on bike, or driving.



Protected Intersections



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Don't Give Up at the Intersection: Designing All Ages and Abilities Bike Crossings; Cover, pg. 10; National Association of City Transportation Officials; May 2019.

5. Widen the 1.8m cycle tracks through the central areas of the study zone to 2.1m (or more) plus buffer to match the width of the protected bike lanes along the eastern sections of Westminster/Balmoral.
 - 1.8m is too narrow for the expected level of bicycle traffic along this route. Cyclists need to be able to pass each other.
 - Narrow the traffic lanes to 3m to accommodate widening of the protected bike lanes.

Table 4.2.3: Through Lane Widths – Urban Roadways

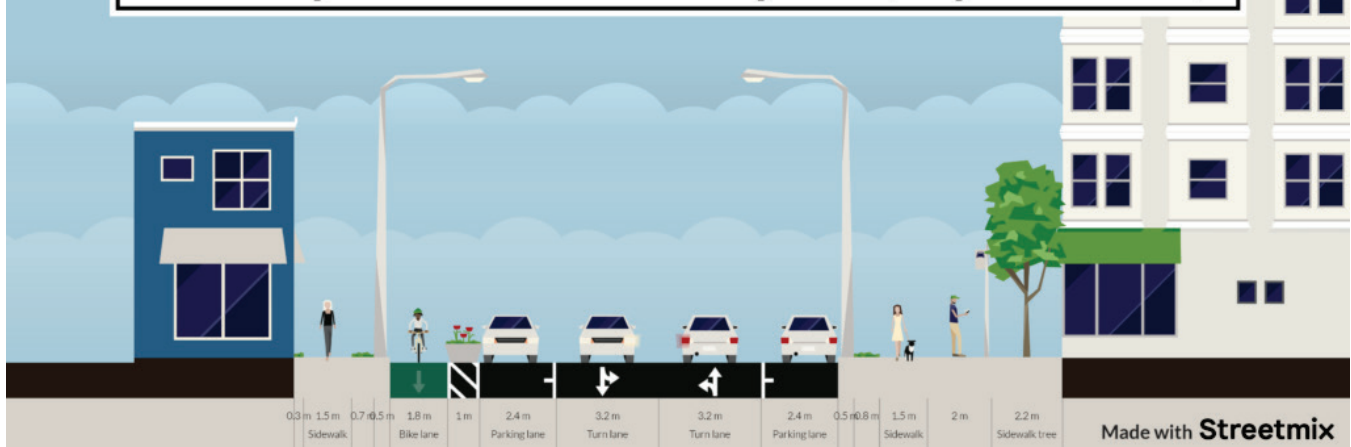
Design Speed (km/h)	Design Domain			
	Practical Lower Limit	Recommended Range		Practical Upper Limit
		Recommended Lower Limit	Recommended Upper Limit	
60 and less	2.7m	3.0m	3.7m	4.0m
70 to 100	3.0m	3.3m	3.7m	4.0m
110 and higher	3.5m	3.7m	3.7m	4.0m

1. Where buses and larger trucks are expected to regularly use a lane, a minimum lane width of 3.3m is recommended regardless of the design speed or traffic volume.

Geometric Design Guide for Canadian Roads; Chapter 4, page 9; Transportation Association of Canada June 2018 - As neither route is listed as a truck route and the recommendations call for removal of transit, trucks and buses should not be expected to regularly use these routes.

6. Design the intersection at Maryland and Westminster to provide a safe transition for someone biking south along Maryland and turning east onto Westminster.
7. For cyclists traveling north over the Maryland Bridges and turning west, add a protected lane westbound on Wolseley between Sherbrook and Maryland.
 - For someone riding between Wellington Cr @ Academy and Wolseley @ Greenwood, the detour being recommended from Wolseley to Westminster is a 23% increase in distance, plus additional traffic signals and stop signs. That's a detour most people will not be willing to make.

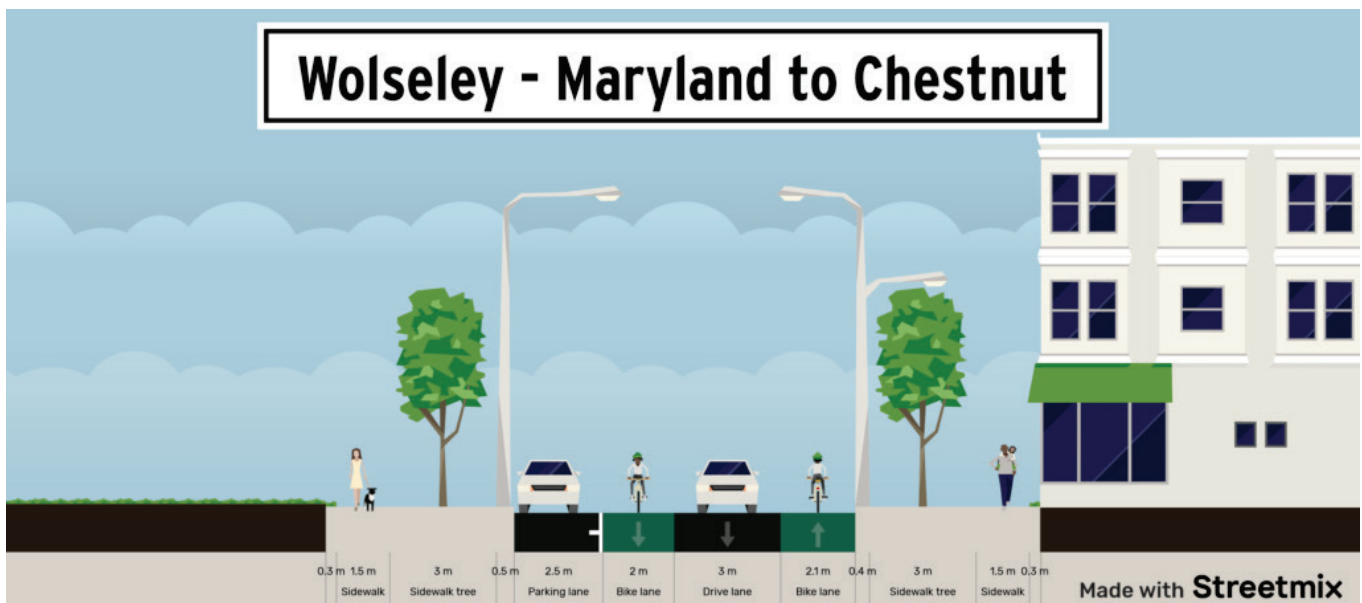
Wolseley - Sherbrook to Maryland (Asymmetrical)



A protected westbound bike lane on Wolseley would overcome the need for a substantial detour for those heading west off of Sherbrook. East bound cyclists would need to take the lane, but traffic would be much reduced, and signage could be installed to encourage people on bike to 'take the full lane'. Buses would stop in traffic lanes, but this would allow for a proper bus shelter on the north side of Wolseley where none now currently exists.

- On Wolseley between Maryland and Chestnut, if there is no room for a protected bike lane running west, add a wide painted buffered bike lane to provide better definition for people on bikes. That would retain the parking, retain the eastbound counter-flow bike lane, retain the westbound traffic lane but would add a bike lane for people biking west instead of forcing them into a mixed traffic lane that is wider than recommended for a mixed traffic lane.

Wolseley - Maryland to Chestnut



If space cannot be found for a fully protected bike lane through one way sections of Wolseley and Westminster west of Maryland, there should at least be room for painted bike lanes.

- On Westminster, between Chestnut and Canora, if there is no room for a protected bike lane running west, add a wide painted buffered bike lane to provide better definition for people on bikes. That would

retain the parking, retain the eastbound counter-flow bike lane, retain the westbound traffic lane but would add a bike lane for people biking west instead of forcing them into a mixed traffic lane that is wider than recommended for a mixed traffic lane.

10. Narrow the turning radii at side street intersections on Wolseley, particularly streets like Clifton that meet Wolseley at an angle.
11. Add a half signal at the intersection of Portage with Clifton to provide safe access across Portage Avenue to the Valour Community Centre, other destinations north of Portage, and a less flood-prone route to Polo Park.

We encourage the city and stakeholders to work together to minimize any loss of parking and loading. Parking/Loading bays similar to those installed along Harrow St and Sherbrook St. could be added along areas of Westminster/Balmoral in areas of high demand. We would want to work with designers to ensure that any such design supported safe interaction between vehicles and people on bike or loading on/out of vehicles, and that the planned design supported year round usage.

Similarly, we are open to modifications that keep two way traffic flow in place as long as two one-way protected bike lanes at least 2.1m of usable bike lane in each direction (plus buffer between the bike lane and the travel lane). This would require removal of trees to accommodate a widening of the roadway and would significantly increase the cost of the project. The community would clearly need to show their willingness to remove trees and boulevard space to make this happen. Increased costs would need to be found in the city's Road Renewals budget without affecting future budgets for walking and cycling improvements.

ⁱ "The recommended width of a protected bike lane depends on its directionality.

- For unidirectional protected bike lanes, as in Figure 5.3.3 (A), the recommended width of the bike lane component is 1.8 m to 2.5 m to allow for single file bicycle traffic. Where bicycle traffic volume is high (e.g., greater than 1,500 bicycles/day), the upper end of the specified range (2.0 m to 2.5 m or greater) is recommended to make it easier for bicycles to pass and to better accommodate different speeds of cyclists.
- For bidirectional protected bike lanes, as in Figure 5.3.3 (B), the recommended width of the bike lane component is 3.0 m to 3.6 m to accommodate the full operating envelope for single file bicycle traffic in each direction plus minimum horizontal clearances to allow passing movements."

Geometric Design Guide for Canadian Roads; Chapter 5, page 16; Transportation Association of Canada June 2018