



MORE PEOPLE BIKING  
MORE OFTEN

## Appendix A

# Alterations to Proposed Airport Area West Residential Secondary Plan Recommended by Bike Winnipeg

1	<p>Reword Guiding Principle in Section 2.2 from: Walkable and Connected</p> <p style="padding-left: 40px;">Encourage new neighbourhoods that are walkable, interconnected and accessible, to promote active lifestyles for residents of all ages.</p> <p>To: Walkable, Bikeable and Connected</p> <p style="padding-left: 40px;">Encourage new neighbourhoods that are walkable, <b>bikeable</b>, interconnected and accessible, to promote active lifestyles for residents of all ages.</p>
2	<p>Reword Guiding Principle in Section 2.2 from:</p> <p style="padding-left: 40px;">Promote connectivity along and to Sturgeon Creek, as well as within the rest of the plan area through a trail network where practical and warranted.</p> <p>To:</p> <p style="padding-left: 40px;">Promote connectivity along, <b>to and across</b> Sturgeon Creek, <b>to adjacent communities and amenities</b>, as well as within the rest of the plan area <b>through a network of low stress walkways and bikeways</b> where practical and warranted.</p>
3	<p>Add the following Guiding Principle to to Section 2.2:</p> <p style="padding-left: 40px;">Promote alternate forms of transportation such as transit and active transportation.</p>

4	<p>Add the following policy to section 3.1.4 (Mixed-Use Higher-Density Residential):</p> <p>High density residential properties will include secure, long term bicycle parking.</p>
5	<p>Add the following policy to section 3.1.4 (Mixed-Use Higher-Density Residential):</p> <p>Site plans for commercial, institutional, recreational, and high density residential properties adjacent to pathways shall incorporate access to those pathways.</p>
6	<p>Add the following policy to section 3.1.4 (Mixed-Use Higher-Density Residential):</p> <p>Preferential parking nearest front entrances of buildings should be given for bikes, hybrids/electric vehicles and car shares.</p>
7	<p>Add the following policy to section 3.1.4 (Mixed-Use Higher-Density Residential):</p> <p>Proximity to transit and the cycling network will warrant the provision of reduced parking requirements.</p>
8	<p>Add the following policy to section 3.1.4 (Mixed-Use Higher-Density Residential):</p> <p>Provision of Long Term Bicycle Parking and End of Trip Facilities will warrant the provision of reduced parking requirements</p>
9	<p>Add the following policy to section 3.4.2 (Park - General Policies):</p> <p>Park planning/siting should be combined with traffic calming initiatives such as diverters or closures.</p>
10	<p>Add the following notes to the section on the planned bicycle network in the introduction to section 4.0 (Transportation)</p> <ul style="list-style-type: none"> <li>● The planned Headingley By-Pass will extend CentrePort Canada Way west to provide a connection to the Trans Canada Highway near St. Francis Xavier along a corridor north of Headingley. A complementary AT route would extend the Saskatchewan Ave pathway west under the Perimeter Overpass of Saskatchewan Ave.</li> <li>● Isbister St is identified as a future Neighbourhood Greenway in the Pedestrian and Cycling Strategies.</li> </ul>
11	<p>Reword policy 4.1.2.3 (Major Arterials) from:</p> <p>The supporting transportation study may identify required improvements to external roads</p> <p>To:</p>

	The supporting transportation study may identify required improvements to external roads <b>and pathways</b> .
12	Add the following policy to section 4.1 (Connections to External Transportation Network)  Selection of on-street bicycle facilities should take into account connections into adjoining neighbourhoods (existing or planned) to promote smooth transition from new cycling facilities onto existing, planned, or desired cycling facilities and consistency within the overall cycling network.
13	Add the following policy to section 4.1 (Connections to External Transportation Network):  The developer will work with the owners of the private rail crossing just west of Quail Ridge Rd to maintain and improve this rail crossing so that it may be incorporated into the internal bike network as a mixed use roadway.
14	Reword policy 4.2.2.2.e (Network Design) from:  Collector streets shall be designed for the use of motorized vehicles and cyclists. Vehicle access to single-family lots, duplexes, townhomes and rowhomes on collector roads shall be provided from either frontage roads or lanes.  To:  Collector streets shall be designed for the use of motorized vehicles and cyclists. Vehicle access to single-family lots, duplexes, townhomes and rowhomes will not be permitted..
15	Add the following policy to section 4.2.2.2 (Network Design):  Cycling facilities shall be provided <b>via protected bike lanes</b> within collector road rights-of-way.
16	Add the following policy to section 4.2.2.2 (Network Design):  Cycling facilities will be designed for all ages and abilities.
17	Add the following policy to section 4.2.2.2 (Network Design):  Where pedestrian and cycling facilities intersect with local streets, collectors, or arterial roads, intersections will be designed for all ages and abilities.
18	Add the following policy to section 4.2.2.2 (Network Design):  Where collector streets intersect with arterial or collector streets, protected intersections will be designed to ensure that cycling facilities maintain an all ages and abilities level of service through the intersection.

19	<p>Add the following policy to section 4.2.2.2 (Network Design):</p> <p>Where collector streets intersect minor streets, intersections will be designed to provide a 6m buffer between the collector street through lane and bicycle lane crossing.</p>
20	<p>Add the following policy to section 4.2.2.2 (Network Design):</p> <p>Where collector streets intersect minor streets, pedestrian and cycling facilities crossing the minor street will be raised to promote yielding behaviour.</p>
21	<p>Add the following policy to section 4.2.2.2 (Network Design):</p> <p>Where parking is allowed on collector streets, a minimum 1m buffer will be provided between the parking land and the protected bike lane.</p>
22	<p>Add the following policy to section 4.2.2.2 (Network Design):</p> <p>Local streets will be designed and signed as 30km/hr streets to promote shared use by people in motorized vehicles and people on bikes.</p>
23	<p>Add the following policy to section 4.2.2.2 (Network Design):</p> <p>Traffic calming measures such as diverters and closures shall be used to minimize vehicle volumes on local streets and prevent cut through traffic. Diverters and closures should not restrict travel for people on foot or bike.</p> <p>Where feasible, parklands and open space can be used to provide traffic calming opportunities.</p>
24	<p>Add the following policy to section 4.2.2.2 (Network Design):</p> <p>Walkways, pathways, and bike lanes should be built in such a manner that they are accessible and usable throughout the year.</p>
25	<p>Add the following policy to section 4.2.2.5 Pedestrian Walkways</p> <p>Mid-block crossings should be designed for walk/bike access. Midblock cut throughs at collector streets should include median refuges or roadway narrowing.</p>
26	<p>Reword policy 4.2.2.6 Pedestrian Pathways from:</p> <p>Pathways shall accommodate recreational uses, and form part of the pedestrian and cycling networks that facilitate linkages within and between neighbourhoods, and connect to the regional network.</p> <p>To:</p>

	<p>Pathways shall accommodate <b>utilitarian and</b> recreational uses, and form part of the pedestrian and cycling networks that facilitate linkages within and between neighbourhoods, and connect to the regional network.</p>
27	<p>Add the following policy to section 4.2.2.2 (Network Design):</p> <p>A walk/bike bridge should be built over Sturgeon Creek along the southern pathway right of way,</p>
28	<p>Add the following policy to section 5.2 Land Drainage System:</p> <p>Pathways built as part of the land drainage system should be planned to connect to the local street network, protected bike lane network, or other pathways. Where pathways terminate at a collector street, the end of the pathway should be aligned with the end of a local street or a mid-block crossing of the collector street.</p>
29	<p>Reword policy 6.2 (Cost Sharing) from:</p> <p>Cost sharing arrangements for collectors, arterial roads, rail crossings, bridges and related infrastructure may be accomplished through the development of a transportation area charge which shall be administered by the City of Winnipeg.</p> <p>To:</p> <p>Cost sharing arrangements for collectors, arterial roads, <b>pathways</b>, rail crossings, bridges and related infrastructure may be accomplished through the development of a transportation area charge which shall be administered by the City of Winnipeg.</p>