

Bike to the Future

Charleswood Transportation Study Submission

Bike to the Future welcomes the opportunity to submit recommendations aimed at improving cycling in Charleswood. Our goal is to ensure that the city provides a safe, connected and comprehensive cycling network to encourage more people to choose to cycle more often for short trips in the city.

We are filing this document to reiterate that, as presented, the Charleswood Transportation Study recommendations fail to meet the standards of City policy in that they do not respond to the needs of cyclists travelling in this area.

City policy clearly states that active transportation (AT) facilities must be incorporated into infrastructure projects on roadways identified in the proposed AT network¹. This policy is backed up in the City's Transportation Master Plan, which states that *"a key underlying goal of the transportation plan is to expand the range of travel options that are available to residents, workers and visitors, and to ensure that people are not dependent on one single mode."*

The recommendations put forward at the public interactive display session held on October 10th fail to comply with these transportation policies. The study must fill this gap before it is finalized.

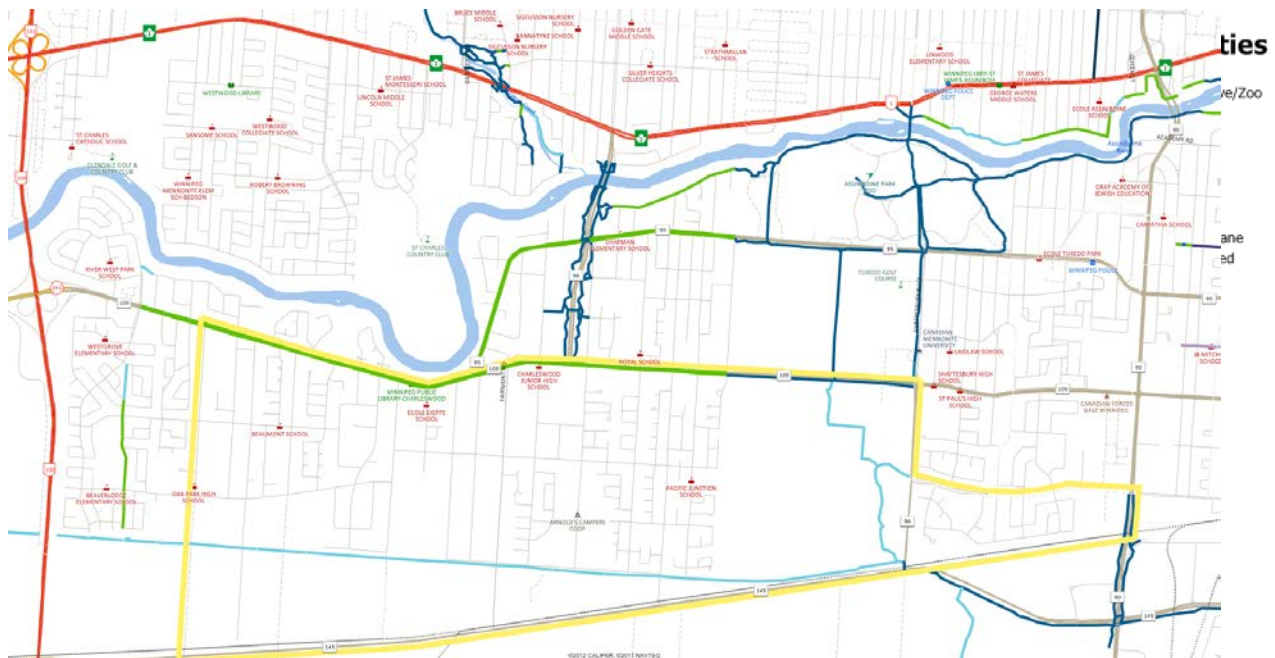
We propose the following recommendations to fill that gap.

Summary of Recommendations for Transportation in Charleswood

1. **West side of Shaftesbury Blvd. between Grant and Wilkes.** Build a two way bicycle path and sidewalk on the west side of Shaftesbury between Grant and Wilkes. Planning of any future grade separation of the intersection of Shaftesbury and Wilkes should include a grade separation of the Harte Trail that would connect directly to the Thundering Bison Trail.
2. **East side of Shaftesbury Blvd. between Grant and Bard.** Build a multi-use path between Grant and Bard along the Bower right of way, connecting to the Assiniboine Forest trail south of Grant on the west side of Shaftesbury.
3. **Create a signalized crossing of Shaftesbury at the bus loop in front of Shaftesbury Park Retirement Residence.** This would create an access point between South Tuxedo and the Harte Trail/Assiniboine Forest Trail systems.
4. **Match lane widths to speed limits.** Any widening of Shaftesbury should ensure that lane widths match the design speed of the roadway, no more than 3.35m for median lanes.
5. **Separated pedestrian and cycling facilities for William R. Clement Parkway.** Any extension of the William R. Clement Parkway south of Grant should be built with separated pedestrian and cycling facilities on both the east and west sides to link up with the existing AT facilities north of Grant.
6. **Multi-use overpass for Harte Trail where it intersects William R. Clement Parkway.** Any extension of the William R. Clement Parkway south of Grant should include provisions for a pedestrian/bicycle overpass along the Harte Trail.

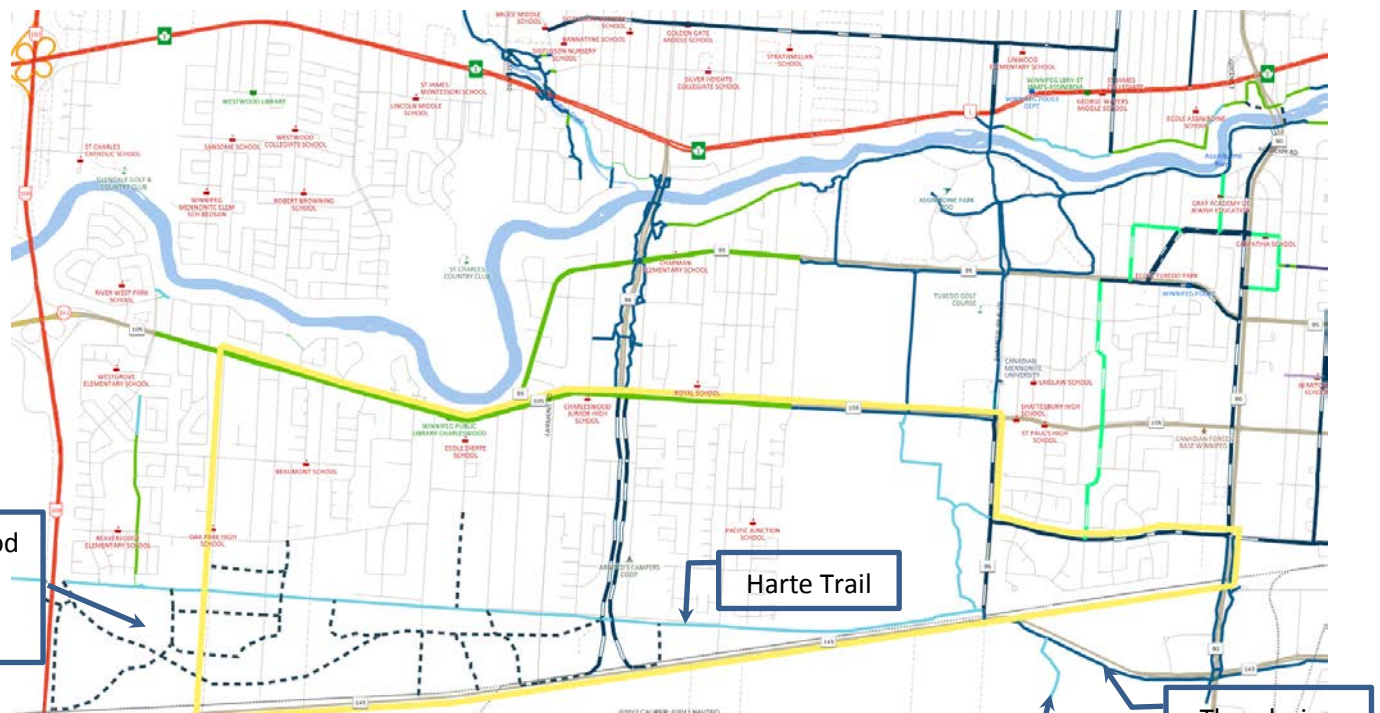
7. **Clearly marked bike lanes on West Taylor Ave.** Installation of bicycle lanes along West Taylor between Shaftesbury and Kenaston.
8. **Cycle tracks on Grant and Roblin.** Cycle tracks or buffered bicycle lanes should be installed along Grant and Roblin Avenues within the study area. This may be a longer term goal.
9. **Include recommendations from Kenaston Widening Study.** Recommendations from the Kenaston Widening study/plan should be incorporated into the study's AT review.
10. **Add Standard AT Elements to the City's Transportation & Planning contract tenders.** The study should recommend improvements to the city's transportation planning and tendering process so that future planning, engineering, or road work projects be scoped to ensure that:
 - a. Level of Service analysis for pedestrians and cyclists is included whenever Level of Service analysis is performed.
 - b. Recommendations adhere to the City's Proposed AT Network (or future Bicycle or Pedestrian Master Plans) and take advantage of opportunities to extend the network.
 - c. Relevant transportation and development plans and proposals (especially those within or adjacent to the study/project area) are referenced so that they can inform any recommendations.
11. **Pedestrian and Bicycle Level of Service analysis.** Pedestrian and Bicycle Level of Service analysis should be performed and reported along with standard Level of Service analyses of intersections performed for motorized traffic.
12. **Active Transportation database.** Create a database to catalog existing and planned AT facilities and adjust policy and processes so that use of this database is incorporated into standard tendering templates for transportation studies, neighbourhood planning, and roadway designs.

Existing and Planned AT Facilities in Study Area



City of Winnipeg Cycling Network – Existing Facilities²

The Charleswood area currently contains a limited number of cycling facilities, as shown above. The City of Winnipeg Proposed AT Network (part of the City's Transportation Master Plan) combined with the plan for the widening of Kenaston and the proposed plan for the development of Ridgewood South, will greatly extend the cycling network within Charleswood (see next page).



City of Winnipeg Cycling Network – Existing, Planned and Proposed Facilities

Charleswood Bicycle Facilities

- Landmark Features**
- Airport
 - Border Crossing
 - Campground
 - Golf Course
 - Library
 - Police Station
 - Animal Park/Preserve/Zoo
 - Bus Station
 - Cemetery
 - Higher Education
 - Military Base
 - School
- City of Winnipeg Cycling Network**
- Signed Route
 - Separated Bicycle Lane
 - Multiuse Path - Paved
 - Bicycle Lane
 - Separated Bicycle Lane - Planned
 - Multiuse Path - Planned
 - Bicycle Lane - Planned
 - Bicycle Boulevard - Planned
 - Separated Bicycle Lane - Proposed
 - Multiuse Path - Proposed
 - Bicycle Lane - Proposed
 - Bicycle Boulevard - Proposed
- 0 .5 1 1.5
Kilometers

Recommendations

Proposed Shaftesbury Widening

Existing Facilities



Existing pedestrian and cycling facilities on Shaftesbury south of Grant

North of Grant, an asphalt multi-use pathway on the west side of Shaftesbury runs north across the Assiniboine River to the intersection of Portage Avenue and Overdale. There is also a short asphalt pathway on the west side of Shaftesbury leading south from the eastern end of the Harte Trail to the western end of the Thundering Bison Trail along Sterling Lyon Parkway.

Key Destinations

- Canadian Mennonite University
- Shaftesbury High School
- St. Paul's High School
- St. Demetrios Greek Orthodox Church
- Assiniboine Park & Forest
- Seasons of Tuxedo/Ikea Commercial District

Key Connections

- Assiniboine Forest Trails (Preston Trail) – multi-use path
- Harte Trail – multi-use path
- Assiniboine Park Trails – multi-use paths
- Assiniboine Parkway – multi-use paths
- Grant Avenue Trails – multi-use path
- Roblin Avenue Trail – multi-use path
- Thundering Bison Trail (Sterling Lyon Parkway) – multi-use path
- West Taylor Boulevard (Kapyong Lands)
- Fort Whyte Alive! Trails (multi-use pathway connecting to McGillvray)

Recommendations

1. West side of Shaftesbury Blvd. between Grant & Wilkes

Install a 2 way bicycle path along the west side of Shaftesbury, along with a sidewalk for pedestrians. This will match the existing facilities to the north, south, and west. Lack of cross streets and the minimal number of driveways on this section of Shaftesbury means it is ideally suited to a bicycle path separated from traffic.



Bicycle path next to sidewalk on east end of Assiniboine Bikeway

West Taylor Intersection

Currently, there is no curb cut to allow for pedestrian or cyclist access across Shaftesbury at West Taylor. We would like to see curb cuts aligned to both the west and east bound travel lanes on West Taylor so that cyclist's transitioning to or from the Shaftesbury bicycle path and West Taylor would be directed to/from the travel lanes on West Taylor, and not to/from the sidewalks. If signalization is considered for this intersection, the design of this crossing will need to ensure that the signals can be actuated by cyclists from both the east and west sides of Shaftesbury. Sidewalk access should be provided to both the north and south side of West Taylor.

Future Grade Separation

Any future plans for grade separation at the Shaftesbury/Wilkes/Sterling Lyon intersection must include plans for a grade separated connection of the Harte Trail with the Thundering Bison Trail, crossing both Wilkes and Sterling Lyon.

2. East side of Shaftesbury Blvd. between Grant and Bard Pl.

Consider installing a multi-use path on the east side of Shaftesbury that would connect from Grant to Bard Pl. (at its intersection with the Bower right of way). Such a pathway would provide a direct link between low traffic streets in South Tuxedo and the existing Shaftesbury and Assiniboine Park/Forest pathways, and potentially into the Kapyong Lands. Further study and consultation would be needed to determine if the best routing were directly south along Shaftesbury or along Grant to Bower, then south following the Bower right of way.



Consideration should be given to a multi-use pathway that connects the Assiniboine Forest/Park trails to Bard Pl.

3. Create a signalized crossing of Shaftesbury at the bus loop in front of Shaftesbury Park Retirement Residence.



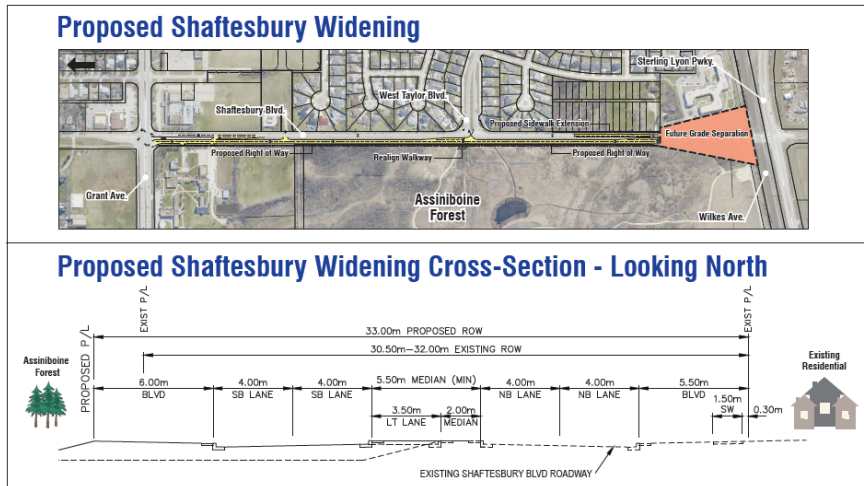
The addition of a signalized crossing at the southern end of the bus loop outside of the Shaftesbury Park Retirement Residence would provide a quality link between the Harte Trail/Assiniboine Forest Trails and the local street network within South Tuxedo. Currently pedestrians and cyclists must cross the rail tracks to before crossing Shaftesbury, causing a significant degree of detour and delay. Paired with a multi-use pathway connecting into Litchfield, a signalized crossing at this location would provide a much needed connection into Park, which is identified in the Kenaston Widening plan as a key North/South cycling route through Tuxedo.

4. Match Lane Widths to Speed Limits

If additional traffic lanes are added to Shaftesbury, the median lane widths should be limited to 3.35m to discourage speeding. This reduction in lane width would lead to significant cost savings.

Issues with the MMM Draft Recommendation

No cycling facilities are included in the proposal to widen Shaftesbury from two lanes to four lanes between Grant and Wilkes. The explanation given is that the unpaved Preston Trail through Assiniboine Forest serves the needs of cyclists. This is completely unacceptable.



Schematics from MMM proposal to widen Shaftesbury

Issues with Preston Trail Routing:

- This route forces a 1.2km (an 84% increase in distance) detour between Grant and Wilkes
- the trail is isolated and unlit
- the trail leads to an un-signalized crossing of Grant in a 70km/hour speed zone
- the trail is unpaved

Proposed Extension of William R. Clement Parkway

Recommendations

5. Separated Pedestrian and Cycling Facilities for William R. Clement Parkway

Bike to the Future recommends that the city install 2 way bicycle paths and sidewalks along both sides of any extension of the William R. Clement Parkway to match existing facilities to the north of Grant.

6. Multi-use Overpass for Harte Trail where it intersects William R. Clement Parkway

Given that the William R. Clement Parkway is part of the City's strategic roads network and strategic goods movement network, we recommend that any extension of the William R. Clement Parkway include a grade separated crossing for the Harte Trail.



Northeast Pioneers Greenway bicycle/pedestrian bridge over Chief Peguis Trail- photos by Kevin Miller

West Taylor

Recommendations

7. Clearly Marked Bicycle Lanes on West Taylor

Recent and future development of the Seasons of Tuxedo commercial site and the Kapyong Lands will lead to increased traffic on West Taylor. Given the width of West Taylor and the lack of parking throughout much of its length, it is recommended that bicycle lanes be installed along its length between Shaftesbury and Kenaston. Where parking is allowed on West Taylor, the city should consider adding parking bays similar to those installed along Harrow.



Harrow bicycle lanes with parking bays

Grant & Roblin

Existing Conditions

West of Assiniboine Park/Forest, Roblin and Grant are marked with sharrow markings in the curb lanes. The widths of the curb lanes on these roads are at or below the minimum recommended width for the sharrow markings (4m), while the posted speeds on these roadways (60 km/hr) are the maximum recommended for sharrow markings. Combined with the high volume of traffic on these roads - especially truck traffic - the sharrow markings provide little encouragement or safety for cyclists. When researchers at the University of British Columbia looked at 690 cyclist collisions serious enough to land a cyclist in the hospital, they found the only bike infrastructure that significantly reduces risk is having a separate route for bikes. Bike to the Future believes that sharrow markings do not enhance safety, are not effective at encouraging more people to cycle more often, and should not be considered acceptable alternatives to cycle tracks or buffered bicycle lanes.³

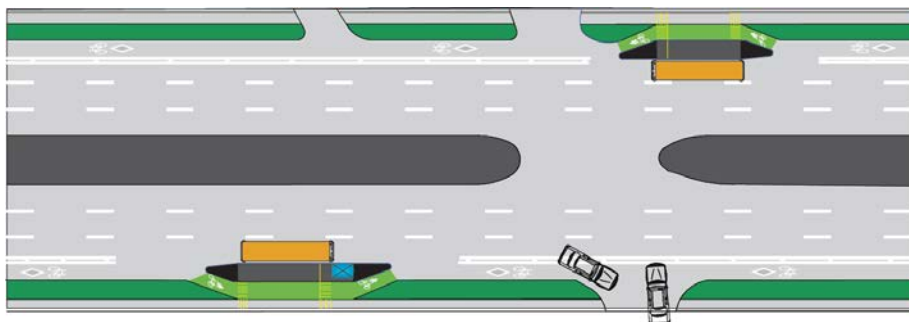
Recommendations

8. Cycle Tracks on Grant & Roblin

Long term planning for Grant & Roblin must include direction to add either cycle tracks or buffered bicycle lanes. These roadways have relatively few cross streets and driveways, so they would be good candidates for cycle tracks or buffered bicycle lanes.



Illustration of [Raised Cycle Track](#) taken from the NACTO Urban Bikeway Design Guide



Buffered Bicycle Lane – City of Winnipeg Schematics for Pembina Highway Buffered Bicycle Lanes

Incorporation of Previous AT Studies

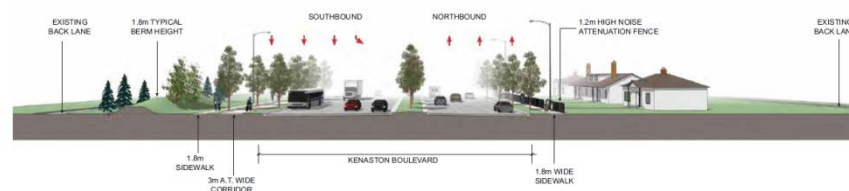
While thought seems to have been given to future development of the roadway network outside of the study area (board #2 displays the proposed regional road network from the city's Transportation Master Plan), very little thought seems to have been given to the regional active transportation network. For instance, while both Shaftesbury (south of Grant) and West Taylor are part of the City of Winnipeg Proposed AT Network, neither appears on the active transportation map provided on board #9. Given that one of the goals of the study was to review options for widening Shaftesbury and review AT facilities, this omission is troubling. Particularly since point #5 on the map accompanying the announcement for the open house (and online survey) clearly states "Shaftesbury widening to consider AT needs".

Similarly, while the planned widening of Kenaston is noted as part of the road network, no such reference is included in the AT map, despite the fact that considerable effort was expended on AT planning as part of the Route 90 (Kenaston) Study, and the approved plans include significant AT facilities.

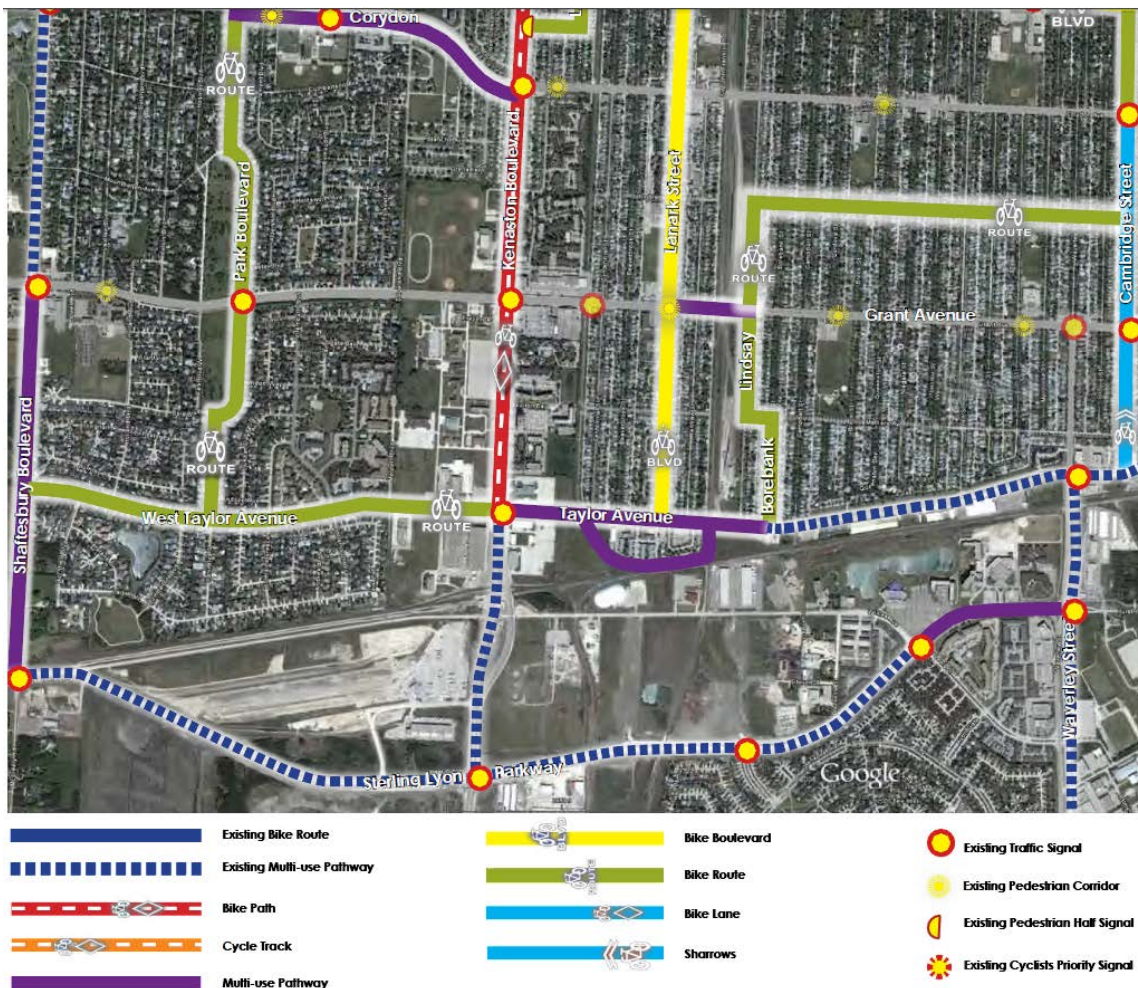
Typical Section: Widening to the East



Typical Section: Widening to the West



Schematics from Route 90 Study include sidewalks and a separated two way bicycle path – taken from City of Winnipeg web-site



Cycling Network Recommendations from Route 90 Study – taken from the City of Winnipeg web site

Recommendations

9. Include Recommendations from the Route 90 Study

Recommendations related to AT from the Route 90 (Kenaston) study/plan should be incorporated into this study's AT review.

10. Add Standard AT Elements to Transportation & Planning Contract Tenders

The study should recommend improvements to the city's transportation planning and tendering process so that future planning, engineering, or road work projects are scoped to ensure that:

- i. Level of Service analysis for pedestrians and cyclists is included whenever Level of Service analysis is performed.
- ii. The City's Proposed AT Network (or future Bicycle or Pedestrian Master Plans) is reviewed to ensure recommendations adhere to this plan and take advantage of opportunities to extend the network.
- iii. Relevant transportation and development plans and proposals (especially those within or adjacent to the study/project area) are referenced so that they can inform any recommendations.

Level of Service Analysis

While the study provides considerable level of service analysis for intersections, this analysis only included motorized traffic. No corresponding level of service analysis has been performed or reported for pedestrian or bicycle traffic at these same intersections. Given that two of the sub-studies deal specifically with pedestrian crossing issues, the absence of such measures is perplexing.

Recommendations

11. Pedestrian and Bicycle Level of Service Analysis

Pedestrian and Bicycle Level of Service analysis should be performed and reported along with the standard Level of Service analyses of intersections that have been provided for motorized traffic.

Asset Management

The information display boards at the open house meeting on October 10th did not show that both Shaftesbury and West Taylor were part of the City of Winnipeg's proposed cycling network. It appears that the boards related to cycling were drawn from the City of Winnipeg bicycle map, which does not include planned routes. Discussion with the consultants at the open house confirmed that they were unaware that Shaftesbury and West Taylor were in fact part of the city's proposed cycling network. The result of this oversight is that the proposed recommendation for the widening of Shaftesbury is in violation of city policy to include AT facilities on any roadway project included in the City of Winnipeg's proposed AT Network.

Recommendations

12. Active Transportation Database

As per enabling strategy 5.a in the Transportation Master Plan, it is recommended that a database of existing and planned AT facilities be created and incorporated into standard tendering templates for transportation studies and roadway designs. Such a database would be very beneficial in the annual maintenance of the cycling map, and could also prove beneficial if the city ever developed an on-line routing tool for cyclists.

¹ City of Winnipeg Council Minutes, May 14, 2008 –Minute No 427, Item 1; Active Transportation Network – Municipal Rural Infrastructure Fund Application File ST-7.2; Council concurred in the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works and adopted the following:

“That a policy be adopted to incorporate Active Transportation facilities into any reconstruction or rehabilitation required on any infrastructure identified as an Active Transportation facility in the Proposed Active Transportation Network (Appendix A).”

² Sharrows along Grant and Roblin and signed routes have not been included. Planned routes are based on the City of Winnipeg Proposed Active Transportation Network (see above), the Route 90 Study, and the proposals for the development of the Ridgewood South Lands.

³ [BICE Study](#), University of British Columbia Cycling in Cities Research Program; 2012