



# Presentation

## To the Riel Community Committee on the Waverley West Southwest Neighbourhood Secondary Plan

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Monday April 8, 2013

### **Introduction**

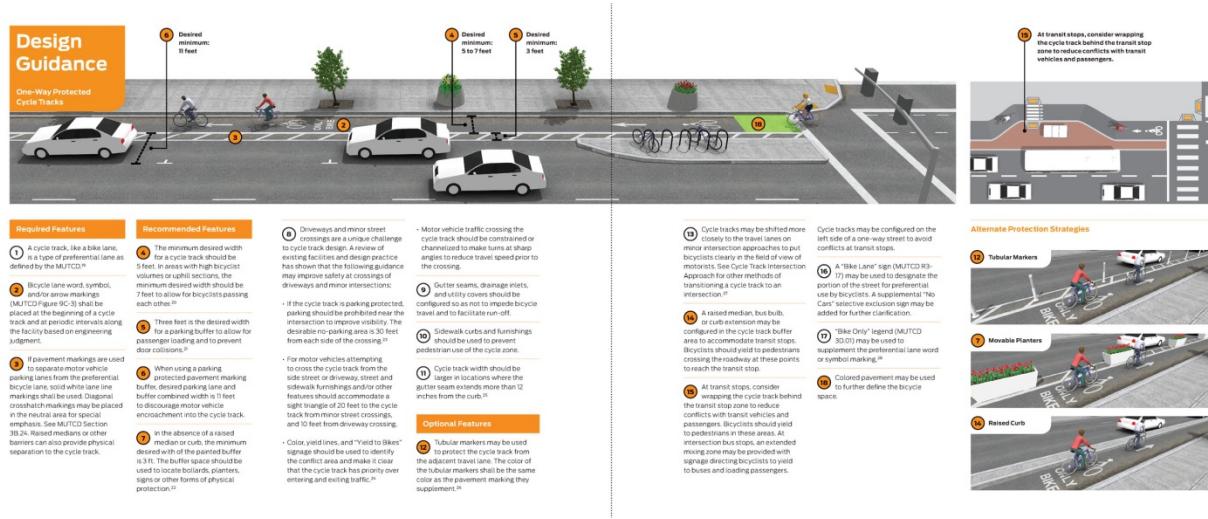
Over the last several years, the City of Winnipeg has been working to better accommodate cyclists through a number of initiatives, including the publication of the City of Winnipeg Active Transportation Study (AT Study), the hiring of an Active Transportation Coordinator, and the creation of an Active Transportation Advisory Committee, and increasingly the inclusion of active transportation facilities in new developments and in rehabilitation and reconstruction projects. The development of a new neighbourhood, such as Waverly West provides a unique opportunity to build on this trend, but to realize the full potential of active transportation the city must ensure development provides cyclists of all levels with convenient, comfortable, connected bicycle facilities. The Waverly West Southwest Neighbourhood Area Structure Plan must ensure that it adheres to this policy. The Waverly West Area Structure Plan envisages the community greenway system as a means to accommodate active transportation in the design of the areas transportation network. In the neighbourhood ASP, the role of the greenway at times appears to have been reduced to a passive recreational role (see section 5.6, Intent). The following recommendations are meant to be considered as a means of re-asserting the role of active transportation in the development of the Waverly West Southwest Neighbourhood.

## Waverley Street

- We recommend separated one way cycle tracks plus sidewalks as the preferred accommodation for cyclists and pedestrians, utilizing bus platforms at transit stops. This is the cycling treatment recommended in the City of Winnipeg's Transportation Master Plan.



Source: [Feguera Street Streetscape](#) (Los Angeles)



Source: [NACTO Urban Bikeway Design Guidance on Cycle Tracks](#)

**Exhibit 5-1 Elements of Complete Streets**

Network	Road Category	Pedestrian	Cyclist	Transit	Parking	Motorist	Goods Movement
<b>Provincial Road Network</b>	Provincial Truck Highway	Design AT Into overpasses/ Interchanges		Potential express and regional bus service	Not Permitted	Primary focus	Provide direct access into goods movement facilities
	Provincial Roads	Sidewalks in urban areas safe crossings	Paved Shoulders		Permitted where required		
<b>Winnipeg Road Network</b>	Major Arterials	Sidewalks separated by boulevards	Separated bike facilities where road speed >50km/h	Diamond lanes, dedicated rapid transit, transit priority	Permitted in commercial areas	Maximize efficiency but design with regard for other road users	Primary roadways for heavy-duty vehicles
	Minor Arterials	Sidewalks on both sides	Bike lanes or cycle tracks	Signal priority, enhanced bus stop amenities	Encourage on-street parking to reduce off-street parking requirements	Balance movement with other road user needs	Discouraged except for direct access to origin/ destination
	Collector	Sidewalks on both sides	Bike lanes or bike boulevards	Local on-street bus routes		Traffic calming measures, encourage low speed	
	Local	Sidewalks and consideration for shared space					

**Colour Legend**

Primary focus

Accommodate with caution

Discouraged

**Source:** City of Winnipeg Transportation Master Plan (pg. 38).

### Kenaston Expressway

- As the expressway constitutes a major barrier to pedestrian and bicycle traffic, we recommend that at bicycle and pedestrian bridge be built south of the Waverley intersection to connect the greenway system between the Southeast and Southwest neighbourhoods. This will be the natural connection from the Waverley West Neighbourhoods into St. Norbert and the St. Norbert Farmers Market, which is a significant destination. Cost should be borne by the developer.



- **Source:** [Bicycle Bridge in Enschede](#), Netherlands built for 2 million Euros

## Pedestrian and Bicycle Circulation

### Section 6.4.2 Crossings

We would like to see the wording changed to the following:

At grade pedestrian **and bicycle** crossings **shall** be provided at the intersection of Waverley Street and:

- i) Kenaston Boulevard
- ii) Collector Street intersections
- iii) The Greenway System

As per the TAC guidelines, we would like to see the pedestrian and bicycle crossings along the greenway system utilize elephant feet markings to alleviate the need for cyclists to stop and dismount at crosswalks. The elephant feet markings provide a separate space outside the crosswalk for a cyclist that allows them to cross a roadway without being legally required to dismount their bicycle.

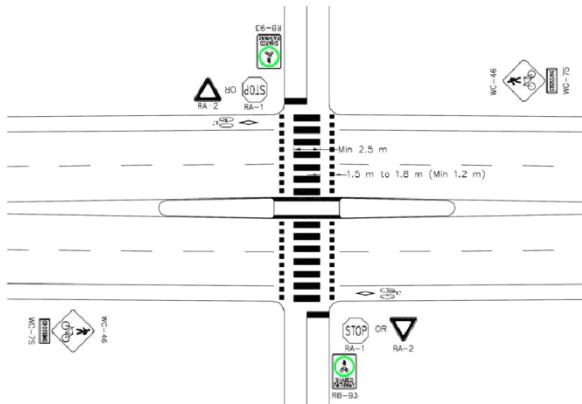


Figure 3.20: Mid Block Trail Crossing, Unsignalized - Combined Multi-Use Trail

### 6.4.3 Surfacing

We recommend concrete or asphalt surfacing for the greenway pathways. This would be more in line with the greenways original intended purpose as an active transit corridor. Note that the Sturgeon Creek Greenway incorporates an asphalt trail with a natural environment quite well.