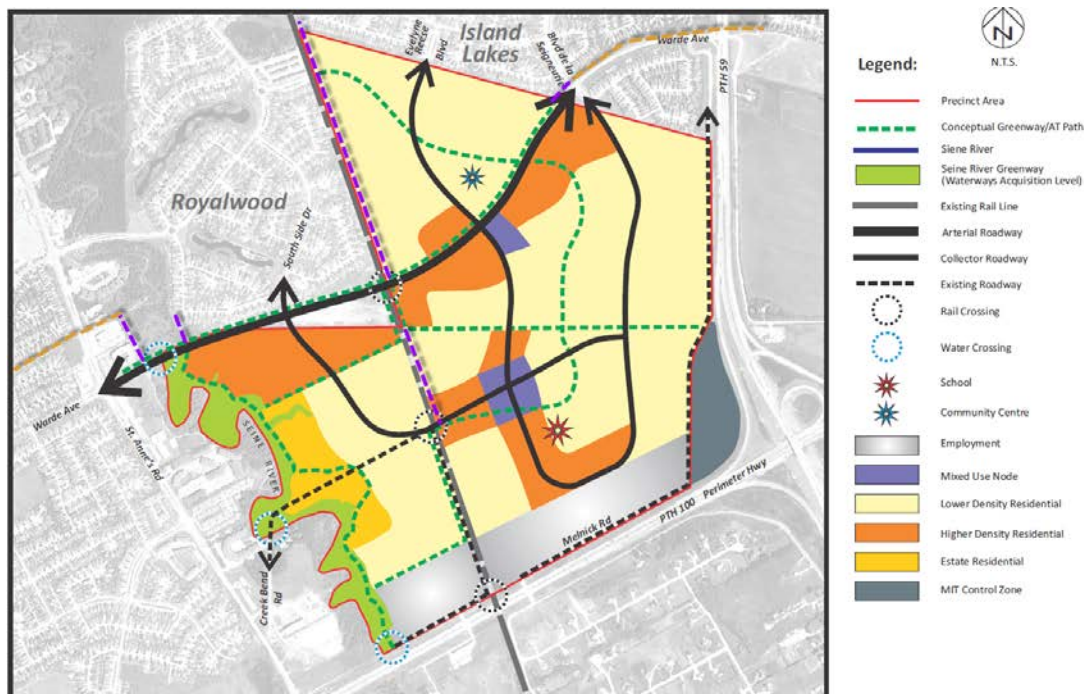


Bike Winnipeg Precinct K Suggestions

Submitted March 14, 2014

Active Transportation Network

Additions being suggested by Bike Winnipeg are shown in violet dashed lines below.



 **Bike Winnipeg AT Corridor Additions**

CPR Rail with Trail

The AT Corridor currently identified along the east side of CPR line should be extended to the north and south along the east side of the tracks to extend from the southern rail crossing of Creek Bend Road through to northern end of the precinct, with the goal of connecting into Ebb Tide Drive. This would require negotiation with CPR to allow an easement to connect to Ebb Tide Drive.

- Such a connection to Ebb Tide would provide low stress connections to Island Lakes School, Lindsey Wilson Park, and the existing pedestrian rail crossing between Pamela and John Bruce Road, which in turn provides low stress access to important education, recreation and commercial sites along Meadowood.
- The existing Evelyne Reese Boulevard would be difficult to convert into a low stress bikeway, and lacks the pedestrian crossings of Island Shore Boulevard available at its intersections with Ebb Tide and Pamela.

South St. Vital Trail Connection

The proposed AT network should include the link between the Warde AT Corridor and the South St. Vital Trail to the north.

- The South St. Vital Trail is an important AT route connecting residential areas, schools, parks and community centres, with plans to eventually connect through to the U of M with the addition of a bicycle/pedestrian bridge over the Red River.
- There is no existing pathway along Warde east of St. Anne's Road.

Bridgetown Drive Connection

By connecting into the southwest corner of Bridgetown Drive, the precincts AT network would provide a low stress connection into the Bois-des-esprits Trail and the Louise Riel Sr. Trail.

- Provides connections to John Bruce Road & Bridge
- Provides a connection south to the Bishop Grandin Greenway and Southdale

Providing Adequate AT Facilities along Collector and Arterial Roadways

All collector and arterial roadways within the neighbourhood should be designed with to keep motorists, cyclists and pedestrians separate. We suggest following the Dutch CROW guidelines for bikeway design.

Dutch intersection design should be applied.

At intersections, bike lanes/cycle tracks should be bent back and separators should be utilized to restrict turning radii of right turning traffic and to improve sight lines by ensuring motorists, cyclists and pedestrians cross at right angles. Bike lane/Cycle track setbacks should be sufficient to allow a turning car to be clear of the through traffic lane when stopped to allow bicycles or pedestrians to cross.



Source: http://wiki.coe.neu.edu/groups/nl2011transpo/wiki/ba51e/15_Dutch_Intersection_Design.html

View a video here: <http://vimeo.com/86721046>

Roundabouts

- Approaching roundabouts, we would like to see the collector street bike lanes upgraded to separated cycle tracks which then follow the Dutch design through the roundabout.



Source:

http://wiki.coe.neu.edu/groups/nl2011transpo/wiki/3608b/1_Roundabouts_With_Cycle_Tracks.html

Video Examples: https://www.youtube.com/watch?v=05zmt23Lq_Y&feature=player_embedded

Other Examples: <https://bicycledutch.wordpress.com/2014/02/23/junction-design-in-the-netherlands/>

Further Notes

The Demetiroff Drive rail crossing is not listed on page 13 of the Poster Boards download. Is this an omission? It would be an important AT connection.

Ensuring Adequate Snow Storage Space

Adequate snow storage should be included to maintain all road, bicycle and pedestrian facilities without resorting to hauling of snow. If space is restricted, the developers should consider localized snow storage spaces that snow can be easily pushed to. Such sites can be reserved for plaza/market spaces or green spaces in summer.