Corydon-Osborne Neighbourhood Plan Recommendations

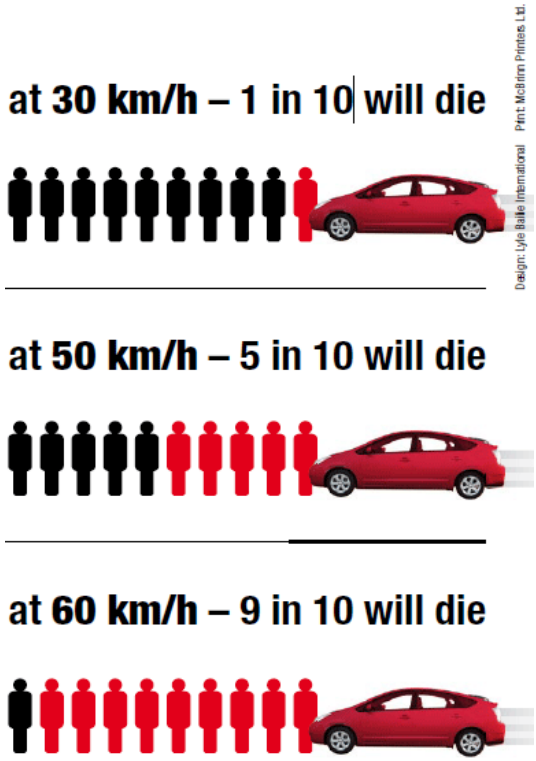
November 12, 2013

Plan Boundaries

The current boundaries of Stafford Street to the west and Donald Street to the east ignore two key cycling routes; Harrow Street and the South Winnipeg Parkway along the Red River. As these are key access routes into and out of the neighbourhood, we think that it is critical that the boundaries of the plan be extended east and west to include these routes, at least when speaking to the needs of cyclists. We fear that a failure to include these routes within the scope of the study will limit discussion on ways to improve cycling connectivity between Corydon-Osborne and adjacent neighbourhoods.

Residential Speed Limits

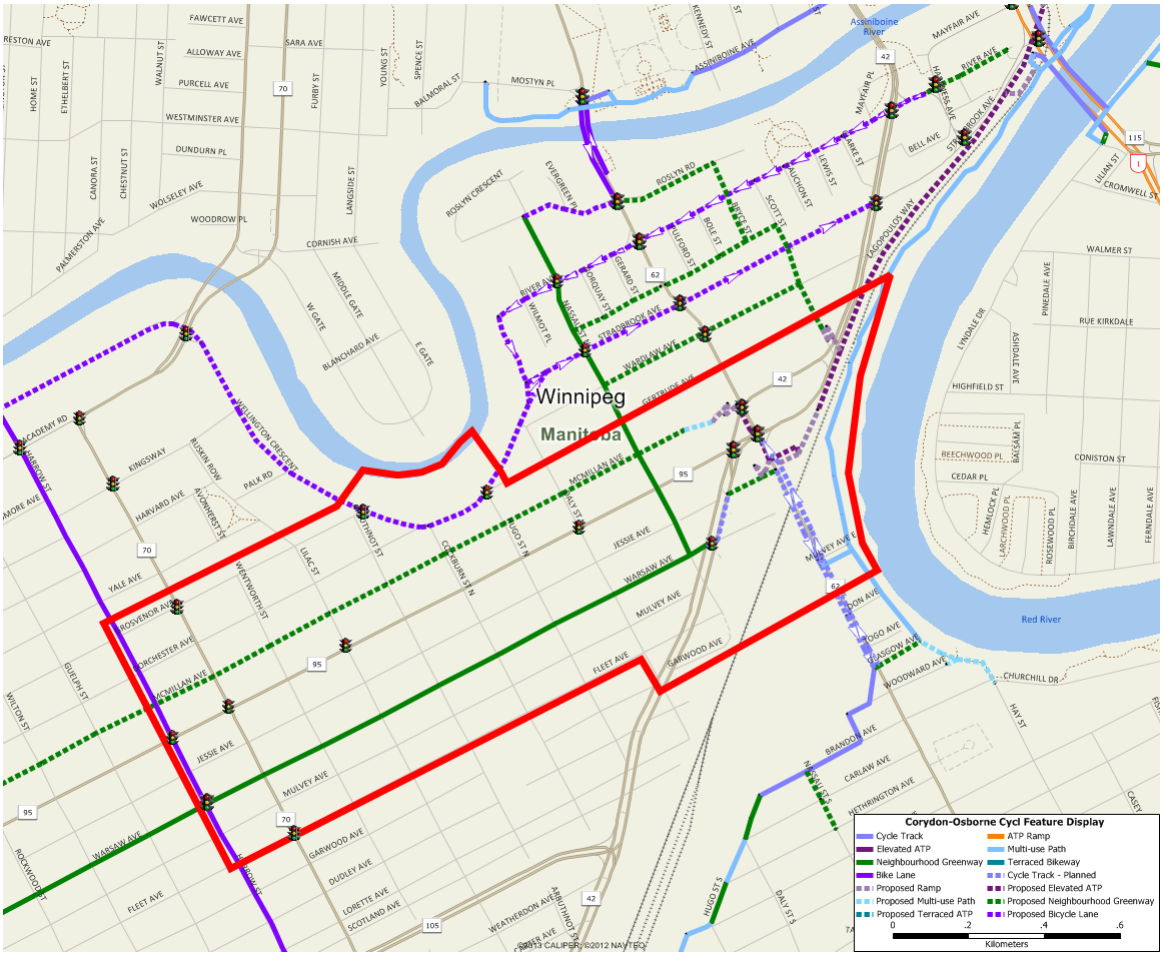
We would like to see speed limits on residential streets within the study area set to 30 km/hr., with appropriate traffic calming measures installed to reinforce that limit. Such a reduction would improve pedestrian and cyclist safety, make residential streets friendlier to pedestrians and cyclists, and reduce noise in the neighbourhood.



Cycling Network Improvements

The Proposed Cycling Network

Except for McMillan, Wardlaw, and the back lane between River and Stradbrook, all of the routes shown below are part of the City of Winnipeg's proposed AT network, and should be part of the Corydon-Osborne Neighbourhood Plan.



Existing and Proposed Corydon-Osborne Cycling Network (showing expanded study boundaries as proposed by Bike Winnipeg)

Current Barriers to Cyclists

- Confusion Corner
- CN Fort Rouge Yards
- Pembina Highway
- Stafford Street
- Corydon
- Osborne Street & Osborne Street Underpass
- Donald/Stradbrook

Short Term Connectivity Solutions

McMillan Neighbourhood Greenway

Given width restrictions and demand for pakring on Corydon, we would like to see McMillan turned into a neighbourhood greenway to aid east/west bicycle traffic north of Corydon (similar to Warsaw on the south side of Corydon). We think that McMillan could serve this function very well with minimal cost or impact to parking by utilizing traffic diverters and turned stop signs to provide continuous flow to cyclists.

Traffic Diverter – Victoria, BC

Traffic Diverter – Victoria, BC

To provide cyclists with a direct and comfortable route along McMillan, the number of stops along McMillan would need to be greatly reduced. Ideally, the number of stops along McMillan would be reduced to less than or equal to the number of stops along Corydon or Warsaw. Traffic diverters could provide potential pocket park sites, a neighbourhood feature that produced quite a lot of support in previous neighbourhood consultations. Cockburn @ McMillan would be an excellent location for such a diverter, particularly as this intersection is roughly midway between Nassau and Stafford and already has Benson Park in its northwest corner.

Current Stops along MacMillan (east to west)

- Daly
- Hugo
- Cockburn (4-way)
- Arbuthnot
- Lilac,
- Wentworth
- Stafford
- Harrow

Warsaw

We would like to see planters added to the traffic calming circles along Nassau and Warsaw to enhance their aesthetics.

Traffic calming circles along Warsaw and Nassau would benefit from the addition of planters

Plans for a cycling connection between the intersection of Warsaw and Nassau and the Osborne Street Station were investigated during the planning for stage 1 of the southwest rapid transit corridor. That plan called for a bicycle connection across Pembina at Warsaw connecting to a two way cycle track on the east side of Pembina between Warsaw and Jessie, which then completed the connection to Osborne. Osborne was to be reconfigured with one-way cycle tracks (northbound and southbound) installed between Brandon Avenue and the Osborne Street Underpass. As part of the Osborne Underpass rehabilitation project, these cycle tracks would then be extended under the bridge to confusion corner.

Nassau

Cyclists should be given a means to activate the pedestrian crossing at the intersection of Corydon and Nassau, and westbound motorists on Corydon should be required to stop on the east side of Nassau when the pedestrian signal is activated.

To reduce cut through traffic in the public lane west of Nassau, consideration should be given to marking the public lane one way between McMillan and Gertrude.

Wardlaw

While Wardlaw is just outside of the study area, it is an important pedestrian crossing with an existing half signal. Pushbuttons to allow for cyclist activation of this signal should be added to provide cyclists with better access across Osborne at this location. In addition, cyclists should be exempted from the forced right turns at Wardlaw and Osborne.

Wellington Crescent

Wellington Crescent would be an excellent candidate for a road diet, removing one lane of traffic to create a three lane roadway with bicycle lanes and a shared left turn lane utilizing a median to separate traffic. The two lane stretch of Wellington Crescent north/west of Grosvenor is currently wide enough to support bicycle lanes.

South Winnipeg Parkway

While just outside the scope of this study, it should be noted that the city is currently undertaking a feasibility study of a pathway connection between the current southern end of the South Winnipeg Parkway at Glasgow and the Hay Street Bikeway. We would like to see this feasibility study followed up with an implementation strategy. We would also like to see lighting added to the South Winnipeg Parkway.

Osborne Street

As per the plans developed in Phase I of the southwest transitway, we would like to see the installation of one way cycle tracks along Osborne and continuing through the Osborne Underpass when it is rehabilitated.

Cycle Tracks on Osborne were recommended as part of the planning for stage 1 of the southwest transitway

Under current conditions, cyclists transitioning from Northbound Osborne to Southbound Pembina/Westbound Corydon must choose between the indirect routing used by cars (a particularly unnerving maneuver for many cyclists as it requires crossing two lanes of traffic in a 60km/hr zone), or the execution of a two stage turn at McMillan. While the latter option is

much preferred, many cyclists may not be aware of this possibility. We suggest formalizing a two stage turn queue to facilitate this maneuver. The main requirement for a turn stage turn queue, a prohibition of right turns on red is already in place at this intersection, so the addition of a formal two stage turn queue could be added by simply moving back the stop line on McMillan, painting the turn queue box in front of the stop line, and adding a near side sign proclaiming the prohibition of right turn on red.

A formalized two stage turn queue should be added to McMillan to assist cyclists turning west off of north bound Osborne.

Pembina Highway

Complete the connection across Pembina at Warsaw and link it to Jessie with a two way cycle track on the east side of Pembina, as proposed during consultations on stage 1 of the southwest transitway.

Grosvenor Avenue

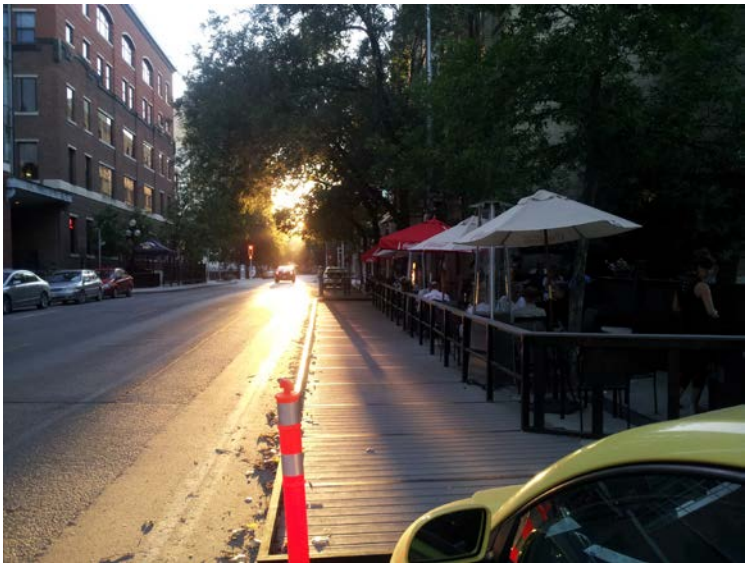
Grosvenor Avenue has serious drainage issues that often make it unsuitable for pedestrian or bicycle travel, especially during the spring melt. Improvements to drainage on Grosvenor would encourage more walking and cycling, and make it a far more pleasurable place to visit.

Stafford Street

As with Grosvenor, Stafford has serious drainage issues which make it less desirable as a walking destination, especially during the spring melt.

Pedestrian/Transit Improvements on Corydon

The Corydon right of way is quite narrow, and does not have space to facilitate bicycle lanes without the unlikely removal of parking or travel lanes. In fact, the narrowness of the existing lanes often causes problems for transit during snow events. Given that the city permits 24 hour parking along the north side of Corydon, it might prove beneficial to reduce the width of that parking lane to increase the width of the three travel lanes. A further suggestion would be to consider seasonal patio extensions into the parking lane via parklets. The city has already experimented with parklets on Bannatyne Avenue (see below).



Parklet on Bannatyne Avenue in Winnipeg

Parklets have proven very successful in other cities as well, providing increased public space that attracts business.

San Francisco Parklet

King Street in Kitchener offers an excellent Canadian example of a street redesigned to improve the pedestrian experience.

Converted parking space on King Street – Kitchener, ON

Custom European-style bollards provide greater flexibility to accommodate events and festivals. The bollards - freestanding, removable posts that delineate on-street parking spaces - are used to close of the street to traffic or to convert on-street parking spaces into areas for outdoor cafes, patios and restaurant seating.

Festival on King Street – Kitchener, ON

King Street also serves as a festival street. As part of its redesign, curbs were lowered creating a virtually flat street. In 2010, the design of King Street won the International Community Places Award for its role in drawing people back downtown.

Parking on King Street – Kitchener, ON

Longer Term Solutions to Cycling Connectivity

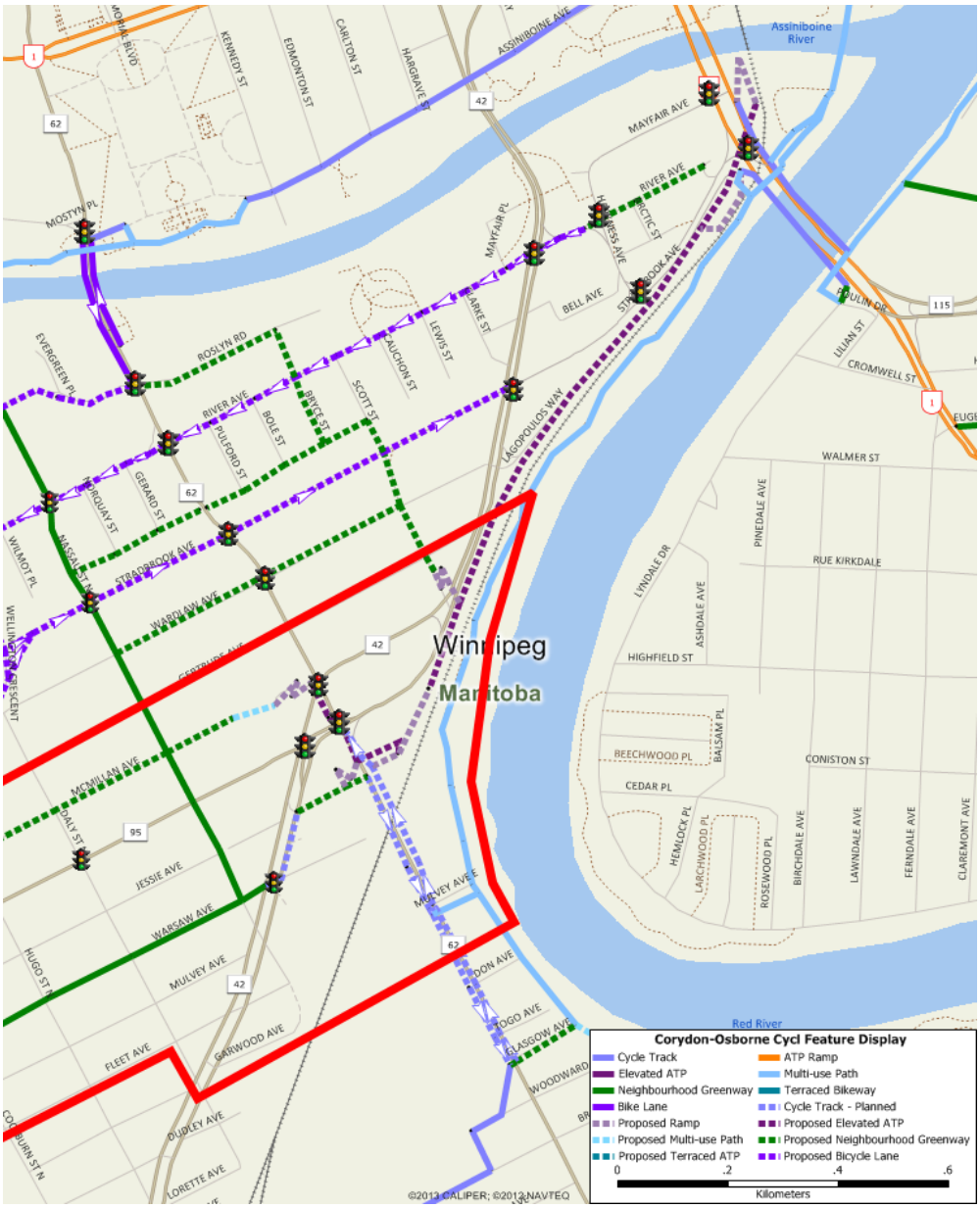
Confusion Corner & Donald Street Multi-use Pathway – Existing Conditions

The Donald Street multiuse path built as part of the first phase of the southwest rapid transit corridor consists of a 3m wide bicycle path wedged in between the bus-way (from which it is divided with a 1m median and fencing) and Donald, a 60km/hr high volume roadway. As there was not enough space to continue even this modest facility behind the Masonic Temple or the Riverview Towers at #3 Donald, these sections of the pathway follow the sidewalks. As traffic along this corridor grows, conflict between pedestrians, cyclists and motorized traffic will inevitably increase along with it, reducing comfort levels for pedestrians and cyclists and limiting its usefulness as an alternative to the car.

Connectivity is an additional problem with the existing Donald/Stradbrook side path and through the Confusion Corner area in general. At the southern end of the Donald/Stradbrook side path (within the study area), eastbound cyclists must choose between an on-road access route along Corydon that forces them to cross three lanes of moving traffic between Osborne and the southern end of the side path, or cross Pembina and Osborne as a pedestrian, which will take two light cycles. Similarly, at the northern end of the Donald/Stradbrook side path where it connects to Queen Elizabeth Way, cyclists connecting to north bound Main Street must cross as pedestrians through multiple light cycles.

Providing Connectivity with an Elevated Greenway

Looking ahead at the 20 year horizon of this plan, we believe that a more robust solution is needed to provide pedestrians and cyclists with a comfortable experience that supports the city's strategic goal of creating a transportation system that supports active, accessible and healthy lifestyle options (Sustainable Transportation Strategy Document). We would like to see the city investigate an elevated greenway that would provide a comfortable connection over Confusion Corner connecting McMillan, Jessie, the Osborne Street Station, and the Donald/Stradbrook side path. Such a facility could be further extended north to the eastern side of Main Street/Queen Elizabeth Way, and would create a seamless route connecting the Corydon-Osborne Neighbourhood to the Forks and the River-Osborne and St. Boniface neighbourhoods and all of the Transit Oriented Development areas along the way.



An elevated Greenway linking Confusion Corner to the east side of Queen Elizabeth Way would greatly improve connectivity.

Combined with existing or planned cycling facilities and the addition of a neighbourhood greenway along McMillan, the elevated greenway could place access ramps at the following locations:

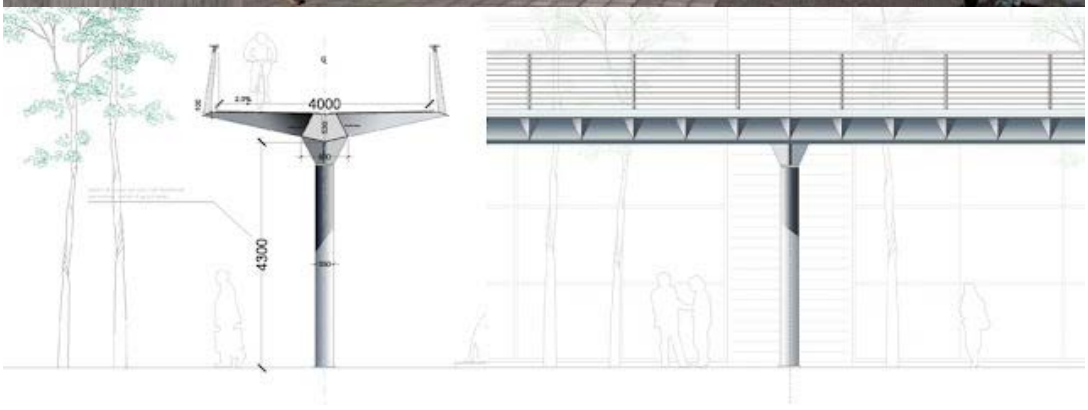
- McMillan and Osborne
- Jessie and Osborne
- Osborne Street Station
- Donald and Scott
- The Southeast corner of Queen Elizabeth Way and Stradbrook
- The North side of Queen Elizabeth Way

Priority should be given for the connections between McMillan, Jessie, and the Osborne Street Station to provide connections through Confusion Corner.

The pathway would have some of the best views in the city, and could be linked into second floor developments along its route. The planned building on the Winnipeg Winter Club grounds with its connection across Stradbrook would be an example of a transit oriented development that would benefit from such infrastructure.

Case Studies:

The Cykelslangen - The Bicycle Snake is an innovative elevated bicycle and pedestrian pathway currently under construction in Copenhagen.



The Hovenring just outside of Eindhoven, Netherlands is a floating traffic circle for pedestrians and bicyclists.