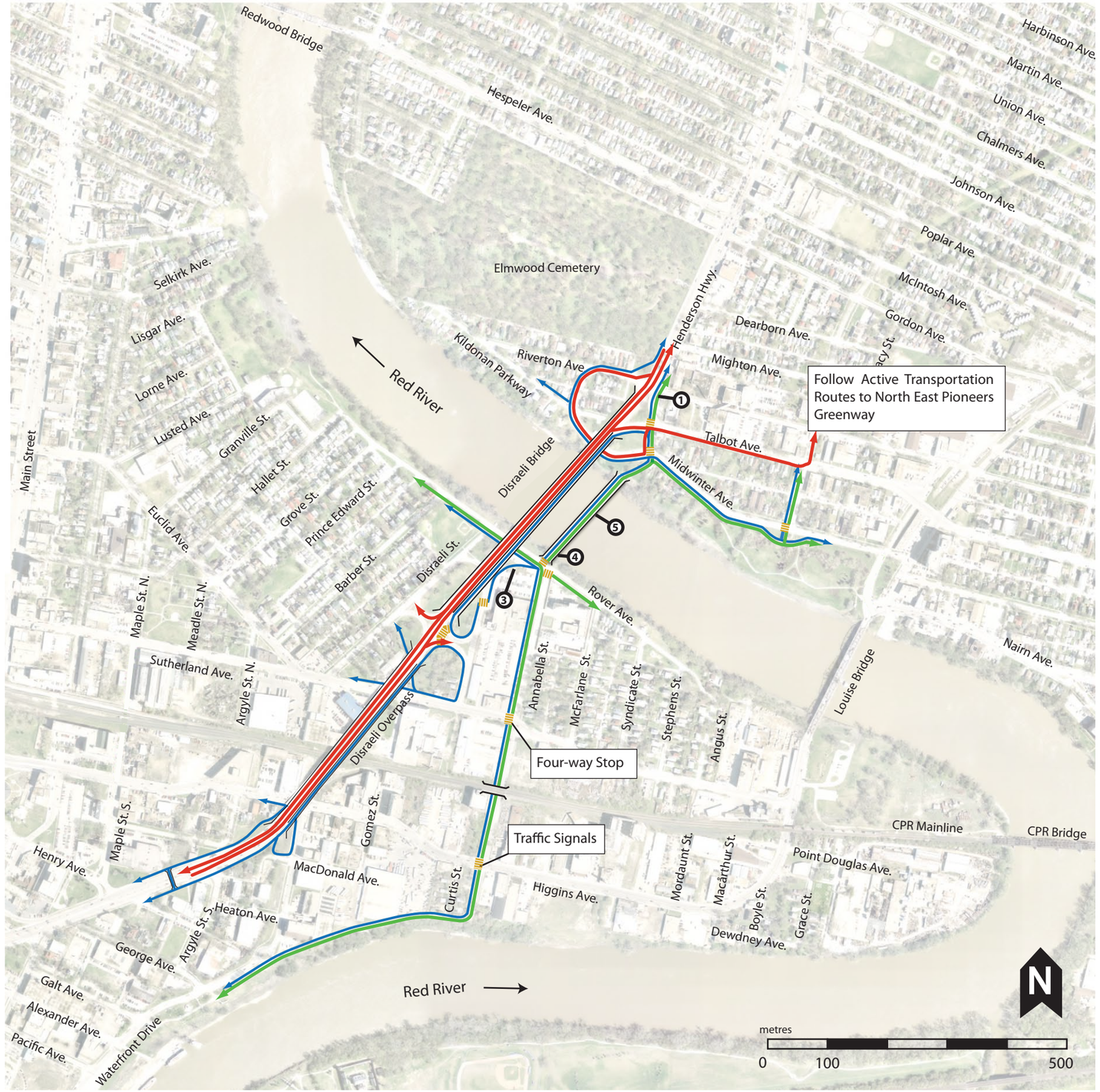
Disraeli Pedestrian Bridge Study

Cycling Pedestrian Crossing Collaborative Planning Process -- Results of Charette



Option 2: Separate Crossing

This option features a separate 5 m cyclist pedestrian crossing connecting to Annabella on the south side and near Henderson Hwy on the north side. Following are the features of this option as identified by the Collaborative Planning Working Group:

- On the north side it would tie in to Midwinter and require facilitated crossings for pedestrians
- Some sort of stop would be needed at Rover to allow free and safe crossing of the roadway by pedestrians and cyclists
- Cyclists continue down Annabella; pedestrians would be connected back onto the bridge or they could also use Annabella, depending on their destination
- Disraeli Bridge would still have 1.8 m sidewalk on the east side; could be consideration for turning this sidewalk into a dedicated bike lane but then there would be issues with tying it in to the overpass
- This proposed width exceeds standards to allow two cyclists and two pedestrians to all pass each other in opposing directions at the same time
- Provides for good connections to the Active Transportation system and for pedestrians between the communities
- Would be more expensive than the 3.5 m width originally proposed however it could be noted that Option 1 would also require increased investment in ramps and tie-ins. A compromise on the width could be considered if "bump-outs" for seating or vista opportunities are built into the design. Further discussion and review of cost implications would be required.
- Straight line view from one end to the other increases safety
- Commuter cyclists would still have to travel over the high grade of the bridge
- Would there be a safety concern because it is so much lower than (and apart from) the vehicular bridge?
- Would be built to code for a pedestrian and cyclist crossing and designed to withstand the rigorous spring thaws
- Would be designed to address riverbank grade issues at Annabella

Technical Commentary from Resource Team:

① Link to Henderson needs to be multi-use, not pedestrian-only as indicated by charrette group. Potential pedestrian actuated signalized crossing.

② Longer ramp required on south side of bridge rather than that shown on charrette drawing. Spiral ramp is one potential solution.

③ May be property issues on south side.

④ No structures in the water within the contamination plume - may limit ramp options.

⑤ Charrette group identified 5m width for separate bridge. City of Winnipeg has set minimum width as 3.5m. Proponents will earn points for wider bridge. Widenings at bridge piers will also earn extra points.

Commuter Cyclists
Recreational Cyclists
Pedestrians
New Pedestrian Crossing

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