

**Osborne Bridge Strategy Meeting**  
**Monday October 19, 2009 7-9pm**  
Toad in the Hole

**Present:** Mark Cohoe, Bob Kury, Patrick Griffith

***Nassau/Roslyn Bike Boulevard***

Ideas discussed

- General
  - Removal of free on street parking needs to be considered [at least in some spots]
  - Are parking permits provided for local residents?
  - Green Wave should be considered to speed up cyclists [lights should be equitable to the lights on Osborne, at least for cyclists]
- Traffic Calming
  - We want to see considerably traffic calming – in particular approaches that will cut down on through traffic.
  - Speed reductions – 30-40 km/hr should be considered on the bikeway – they will make it more comfortable for cyclists, and may discourage some through traffic
  - Measures taken to accommodate cyclists that lead to less cut through traffic will likely appeal to residents
    - Motorists making the left turn into the Shoppers Drug Mart/Safeway parking off of Roslyn had been mentioned as a traffic flow that should be prohibited in emails
- Road Conditions
  - The condition of curb lanes is an issue along the route
  - Cycling surface is important, consider spot fixes [we should get specifics, and perhaps ask for them to get updated prior to construction].
  - Drainage is an issue in some spots [we should get specifics here]
  - We would like to see the city generate regular asset condition reports on bike routes. They could pay BttF to provide the service
- Connections East of Osborne
  - Is there an eastern route parallel to Osborne? [Roslyn/Bryce/Scott would be the closest parallel route]
  - What is the connection to the rapid transit bikeway on Donald?
  - What are the plans for River/Stradbrook?

***Osborne/Roslyn Intersection***

- Right turning vehicles off Roslyn heading east are an issue – cyclists turning left onto Osborne need to take the lane to avoid right hook. The doubling of the traffic lanes and queuing of cars also slows cyclists with little appreciable benefit to motorists over the Osborne route. What affect does cut through traffic have on other routes (e.g. Corydon)

- Advanced green signal for cyclists at Roslyn/Osborne to get cyclists past pinch points safely.
- A bike box on Roslyn could help facilitate Copenhagen left – right turn on red would need to be restricted
- Facilities to accommodate east bound cyclists on Roslyn are likely more important than facilities to accommodate west bound cyclists, especially if it helps get cyclists past long lines of traffic waiting to get onto Osborne.

### ***Osborne Bridge***

- Separating Pedestrians and Cyclists needs to be a priority
- Narrower, less than standard lanes could be considered in pinch points.
- We need to react strongly and quickly if bike lanes will not be accommodated on the bridge.

### ***Other***

- Bike parking at the edges of the village could encourage people to bike to the village instead of drive to the village. This would release parking spots for others, and cut down on traffic caused by people searching for a parking spot.

### ***Next Meeting***

The next meeting will take place Monday November 9<sup>th</sup> at the Toad in the Hole. We will meet at 7pm, and I will get something printed up to make it easier to find the table for the next meeting.

The October 28<sup>th</sup> NAC meeting will discuss the following items:

- Engineering Team Presentations
  - Bridge engineers
  - Road engineers
  - Landscape architect
- NAC Small Group Discussions
- Project goals

I hope to get a summary report of that meeting out within a week of the 28<sup>th</sup>. It will get posted to the Bike to the Future City Committee website

(<http://biketothefuture.org/about/btfs-city-committee>) and the One Green City message boards ([www.onegreencity.com](http://www.onegreencity.com)).