Osborne Bridge NAC Meeting #4 Notes – November 18, 2009

The fourth meeting of the Osborne Bridge Neighbourhood Advisory Committee took place November 18th, 2009. We gave feedback from our constituency groups, and received reports on the proposed cross sections for the project. Following that, we revised our project goals and went through a brainstorming session

Traffic Engineering Presentation - Roads

We were given a presentation on the current and proposed road cross sections (within the project boundaries between River and Broadway). I've posted the images of the existing and proposed roadway configurations to the BttF website (http://biketothefuture.org/about/bttfs-city-committee, scroll down to the City of Winnipeg section under resources).

From the meeting minutes:

There is quite a "mixed bag" of different cross sections moving from Broadway across the bridge to River. There are varying sidewalk widths; changes in lane configuration; changes in widths along the roadway, changes in the median, including several traffic signal poles in the middle of the median.

Highlights of the initial proposed concept (on the bridge) that can be used as a starting point for discussions:
- Lanes 3.5 m (3 going south, 2 going north)
- Sidewalks 2.7 m (one on either side)
- Median 1.6 m including the shy distance
- Bike lanes 1.8 m (on both sides)
- Barrier between cyclist and pedestrians 0.45 m

- The challenge is what to do with the bike lane on either end of the bridge as the project is constrained by the right of ways and there is limited space available. No changes are currently proposed for changes in lane configurations (i.e. numbers per direction).
- There is thought to have two full lanes exiting eastbound at Roslyn as there is an opportunity if some of the sidewalk width is used.

Questions/Discussion

Design team responses are shown in italics
- Is there any potential to look at having 10 ft. lanes for the straight sections of the roadway? Wider curb lane for southbound?
This will be looked at more closely on the large printouts of the map later.
Removing the median barrier on the south side roadway would be helpful. Is it possible get rid of the centre (traffic signal) pole, perhaps with as arch type light (pole)?
The median does serve as a pedestrian refuge and left turning vehicles can tuck in here and minimize blocking the lane so it is the preference of the City not to change this.
- The1.8 m bike lane includes a 300 mm shy.
The cycling sector would be ok with this [the 30cm shy distance between the barrier and bicycle lane].

The design team had looked at removing the curb to get 300 mm more for the sidewalk. They could bolt the rail on to the side of the bridge; this would be a custom design. There would be issues such as snowplows rubbing up against the rail necessitating maintenance and the requirements for the underbridge crane

Project goals

Project Goals – *final with edits shown*

Be technically sound

- To be ensured by project consultants

Be environmentally responsible

- In consideration of growth of active transportation, provide better services for pedestrians and cyclists, and promote its use
- Maximize use of the existing structure in the rehabilitation
- Incorporate features that help make it self sustaining
- Mitigate the environmental impacts occurring on the bridge
- Minimize idling vehicles because of fuel consumption and emissions

Be cost effective

- Get good value for money on the rehabilitation project
- ~~Prioritize spending dollars as follows:~~
    - ~~1) Structure/function over aesthetics~~
    - ~~2) If getting good value for money, maintain aesthetics as a goal~~
    - ~~3) A functional response can be beautiful~~
- Get good value for money over the long term, including lower maintenance costs
- Maximize savings through smart design such as: multi-uses, functional, standard units
- Coordinate bridge rehabilitation with City's Active Transportation strategy

Reflect needs of the community and city in general

- Smooth flow (balance of treatment) of all modes of transportation: don't sacrifice one mode to make another work
- Aesthetically pleasing bridge – to match the feel of the village
- Maintain traffic flow during construction
- Consider the homeless during the construction and in the long term
- Take advantage of public attention to catalyze change (around social issues)
- Universal accessibility of the bridge design
- Create a safe environment
- Make provision for emergency service needs
- Respectful of neighbourhood identities

Be generally understood and accepted by most of those affected

- ~~Should be achieved if project goals are met~~ Project to be guided by a transparent and consultative approach.

~~Environmentally responsible --~~ **Design and operational ideas**

- ~~flexible lanes to minimize idle times – (some debate about the value and safety of multi- directional lanes to accommodate traffic flow; also, some feel that with lower levels of service, users will look for alternate routes)~~
- use solar lights and methods to control pollution
- reuse asphalt/concrete for other uses, i.e. handrails
- functional trees to ~~dampen noise and~~ be self-sustaining
- capture run-off water and filter before releasing into river

~~Cost Effective --~~

- use life-cycle cost analysis (e.g. lots of stainless steel?) to choose durable materials to last longer
- ~~Create 3P type partnerships to help cover extra costs (e.g. toll route?)~~ Create partnerships (i.e. public art)
- maximize recycling materials
- energy-efficient lighting
- low maintenance perennials (native plants)
- ~~durable materials to last longer~~
- directional, low watt lighting (LED)
- adopt a LEED type of approach ~~(Local Economic Empowerment Development Strategy)~~ (Leadership in Energy and Environmental Design)
- potential habitat for wildlife
- consider alternate modes as they are cost-effective

Brainstorming

Some of the highlights of the brainstorming session:

Bridge Options

Multi-purpose lane; curb lane becomes diamond lane during rush hour for buses, cyclists and car pool

Discussion:

- Not necessarily enforceable – would need Hwy Traffic Act amendment or City by-law change
- Mostyn to Roslyn cars are allowed
- What about restricting right turn at Roslyn? This would just extend car use further to River.
- Would not be good when there is a vehicle failure

Switchable/Flexible lane

The City standard is to have a physical separation (barrier) when there are opposing directions traffic; these barriers have to be substantial – you cannot just pick it up and move it; there are also provincial guidelines. In response the suggestion was made to have the outside lanes static with two changing centre lanes at a reduced speed.

Signals

Roslyn Intersection

- A bike box and feeder bike lane – gives cyclists an opportunity for a head start – would help for movement at Roslyn north to the bridge
- Consider an advance signal for cyclists that would allow them to get past the pinch point along the Roslyn apartments before motorized traffic starts - *Constraints on how you allocate the seconds as other movements affected*
- Roslyn intersection problem still exists if the cycling path ends - cyclists will end up on the sidewalks; (this must be investigated further - is there any way to solve it?) e.g. priority signal for cyclists to get on the bridge
- At Mostyn – have a pedestrian corridor or half-signal (pedestrian crossing that has a traditional light facing the main road but stop signs for the side streets); is a step above a corridor; has a "walking man" symbol so you know how long you have and a refuge island is not needed
    - - Can synchronize with adjacent signals to minimize impact on traffic flow
- Is there a way to deal with the centre traffic signal?
- An arched pole with a countdown signal
    - *Manual for traffic control signals in Canada*
        - *The countdown signal is not included; is the subject of a study by TAC*
        - *Could be looked into but could not be immediately implemented*
        - *Although used in other municipalities, one of its drawbacks is that drivers can use it to run the lights at the intersection*

Road Options (Cyclists)

3. Consider a 4.5 m shared lane in areas where you cannot fit bike lanes
4. Eliminate southbound right turn at Roslyn but allow for cyclists

Connections (cyclists)

1. Put some money into cyclist education to get them more confident and off the sidewalks – could be offered through community groups
2. Allow two-way bicycle traffic on Assiniboine through the Legislature (ask province for an allowance). The alternative would be to build a pathway through the Legislative Grounds
3. Ensure connectivity of bike lanes and pedestrian routes from adjoining areas
4. By keeping vehicles moving through the village helps the back log on the bridge. This will help in reducing emissions and create more room for cyclists to travel with the vehicles when there is no bike lane

- There is limited access to right of ways. Could cyclists go through the legislative parking lot to get to Memorial? Some issues on Assiniboine westward from Kennedy to Osborne.