

# The Osborne Bridge

Community Vision and Cycling Design Discussion



## Osborne Bridge Design & Strategy Meeting

WHERE: Wednesday June 15th, Osborne Village

Present: Mark Cohoe, Rob Cosco, Dave Wieser, Tim Krahn, Shannon Keys, Gareth Simons, Bill Newman, Patrick Griffith, Anders Swanson

### SYNOPSIS:

**We discussed the various options for a while, identifying the following main issues:**

Osborne through the village

Assiniboine/Mostyn Intersections

Nassau/Roslyn/Mostyn Traffic Calming

Options along the Bridge

If Bridge Spans are welded/joined

If Bridge Spans are not welded/joined

Expanding the Scope of the Project to include AT Connections

**Following this brief discussion, we went out for a walk along Osborne from River to St. Mary taking measurements and discussing possibilities.**

## DETAILED DESIGN

### Current Measurements

Osborne South of River and Osborne

2 NB Lanes

3 SB Lanes

Median 4'3"

NB Sidewalk 7'11"

Osborne @ Roslyn

SB 34'4" (3 lanes)

NB 25'6" (2 lanes)

Median 3'

Osborne @ Shell

NB 22" (2 x 11')

SB – 33' (3 x 11')

Median – 5'8" + 2 x 9" shy lanes

62'5" curb to curb

SB Sidewalk – 111" [9'4"] (minus 20" for railing) – 7'7" effective width

Left turn restrictions for SB Osborne onto Roslyn 7-9; 15:30-17:30

Roslyn @ Osborne

2 EB lanes

1 WB Lane

Osborne Bridge Middle

SB sidewalk 111" [9'4"] minus 20" for railing – 7'7" effective

NB sidewalk 106" [8'11"] minus 20" for railing – 7'2" effective width

SB 3 lanes 35' total, 12'3" outside curb lane

NB 2 lanes + shy lane; 28'4" total, 4' shy lane

River WB @ Osborne

RT Lane

2 Through Lanes

LT Lane

### Possible Treatments

Osborne through Osborne Village

We discussed sharrows in middle of curb lanes

Osborne @ Roslyn

We noted that there may be room to put a path between apartment blocks.

May not be too likely due to privacy.

NB sidewalk is very constrained at this point.

Osborne Bridge

Treatments would be dependent upon the width of the roadway that could be managed. There was consensus that there needs to be separation of cyclists and pedestrians, and of motorists and cyclists.

Osborne @ Assiniboine/Mostyn

65'1" curb to curb

3 SB lanes

3 NB lanes

Right turn off of Osborne to Assiniboine is hazardous to pedestrians – needs to be squared

Need to allow cyclists to cross from Assiniboine to Mostyn and vice versa.

There seems to be plenty of room on the west traffic island on Mostyn to support this.

We should look at options with and without lights

Heights below the Bridge

9' @ east edge

10' in middle

10' @ west edge

This path was flooded with 1-2' of water in the spring. We could consider a dyke similar to what was installed on the south side of the river to protect the Evergreen Apartments.

What are the property issues west of the bridge regarding an easement to Spence along the River that would be above flood level?

It was suggested that riverbank stabilization could be offered to the Granite Curling club in return for an easement to locate a trail.

Path under the bridge does not transition well on/off of Osborne, especially on the west side.

Osborne to Broadway

Consider moving the NB sidewalk east between the two rows of trees so that Osborne could be widened to support bike lanes.

The diagonal paths through the leg could also be upgraded with ramps at the existing stairs.

Its worth considering Memorial as an alternative route as well.

Memorial is provincial jurisdiction.

Setting the Scope for the Preliminary Design

## Traffic Studies

Because of the significant and growing pedestrian and cycling traffic across the Osborne Bridge, it is imperative that pedestrians and cyclists be included in all traffic modelling.

Area included in project for AT

Consider expanding the scope of the project to St. Mary in the North and Stradbrook in the South, as these are the important AT connections.

Consider Spence as the western AT boundary because of its importance in connecting to the U of W.

Consider Kennedy? As the eastern boundary for AT

## Intersection Improvements

Osborne/Assiniboine/Mostyn

We would like to see this intersection redesigned to allow cyclists to cross Osborne without going under the bridge. Flood proofing of the River walk under the Osborne Bridge should also be considered.

Osborne/Roslyn

Consider bike boxes, etc.

Bridge Treatments

Connecting the Spans

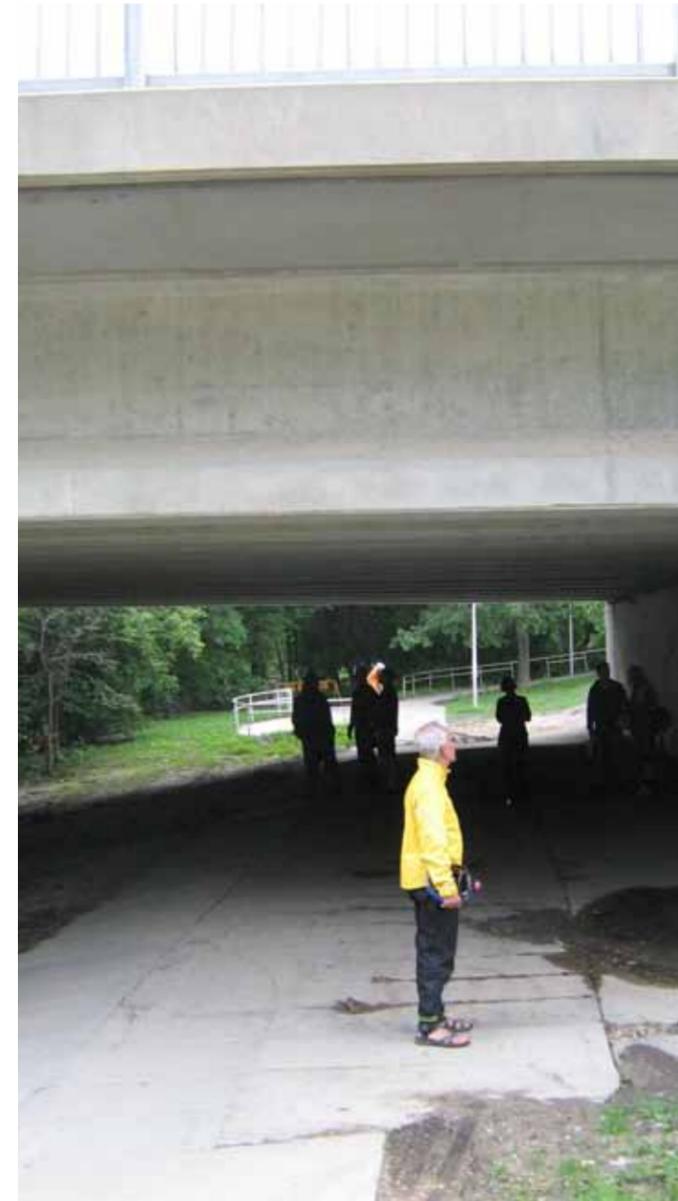
The scope of the project must include connecting the two spans so that the space currently occupied by the median can be converted into usable space to make way for a separated bike way.

Widening of the Spans

Widening of the spans should also be considered. At a minimum, it seems like it would at least be possible to allow the lighting to be offset outside the span so that the 12" between the railing and the edge of the bridge was not taken up by lighting.

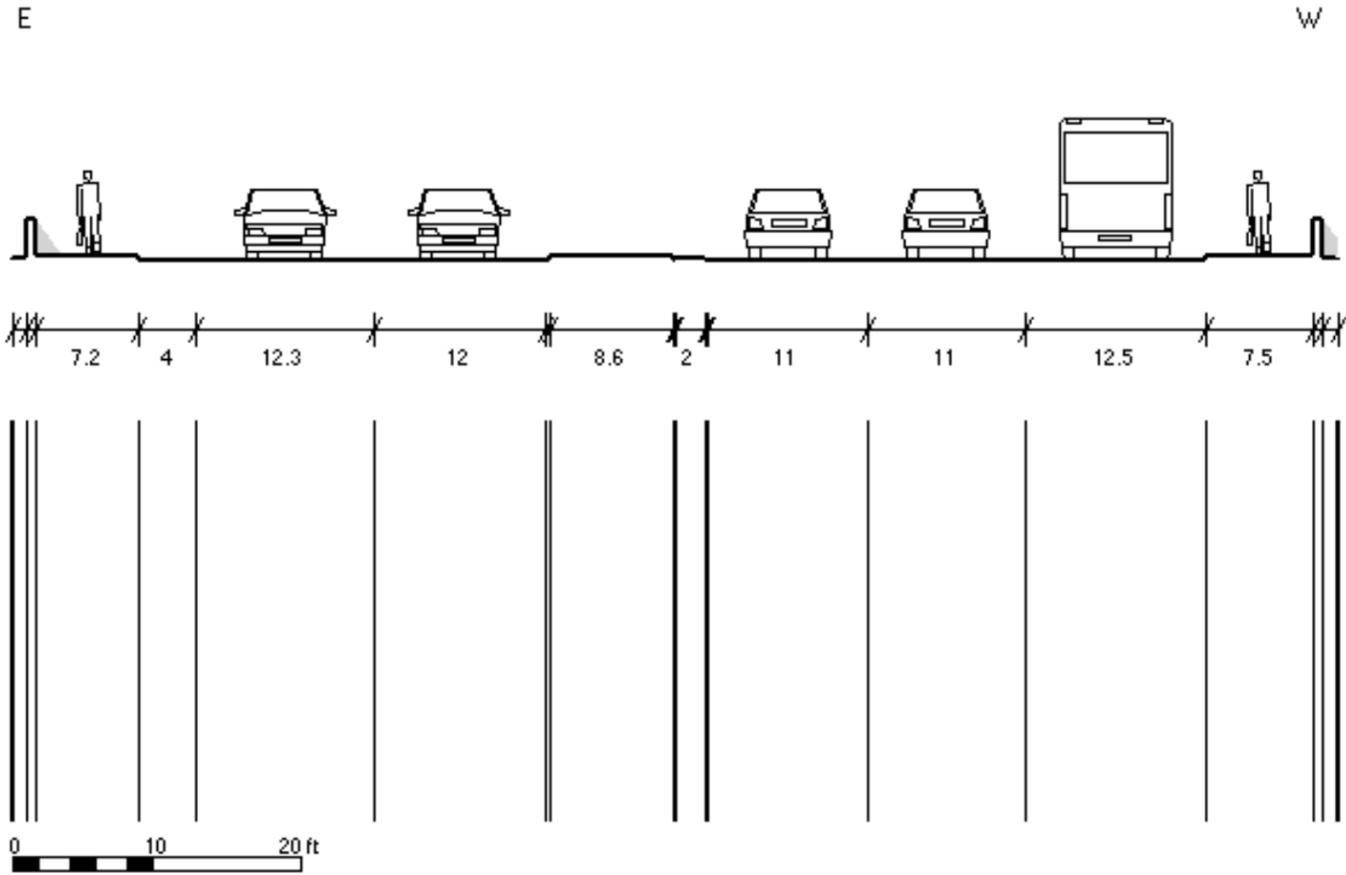
Assiniboine River Trail

With the expected completion of the Assiniboine bikeway next year, it is imperative that the scope of this project include a connection across Osborne and at least through to Spence on a route that will not be prone to spring flooding.



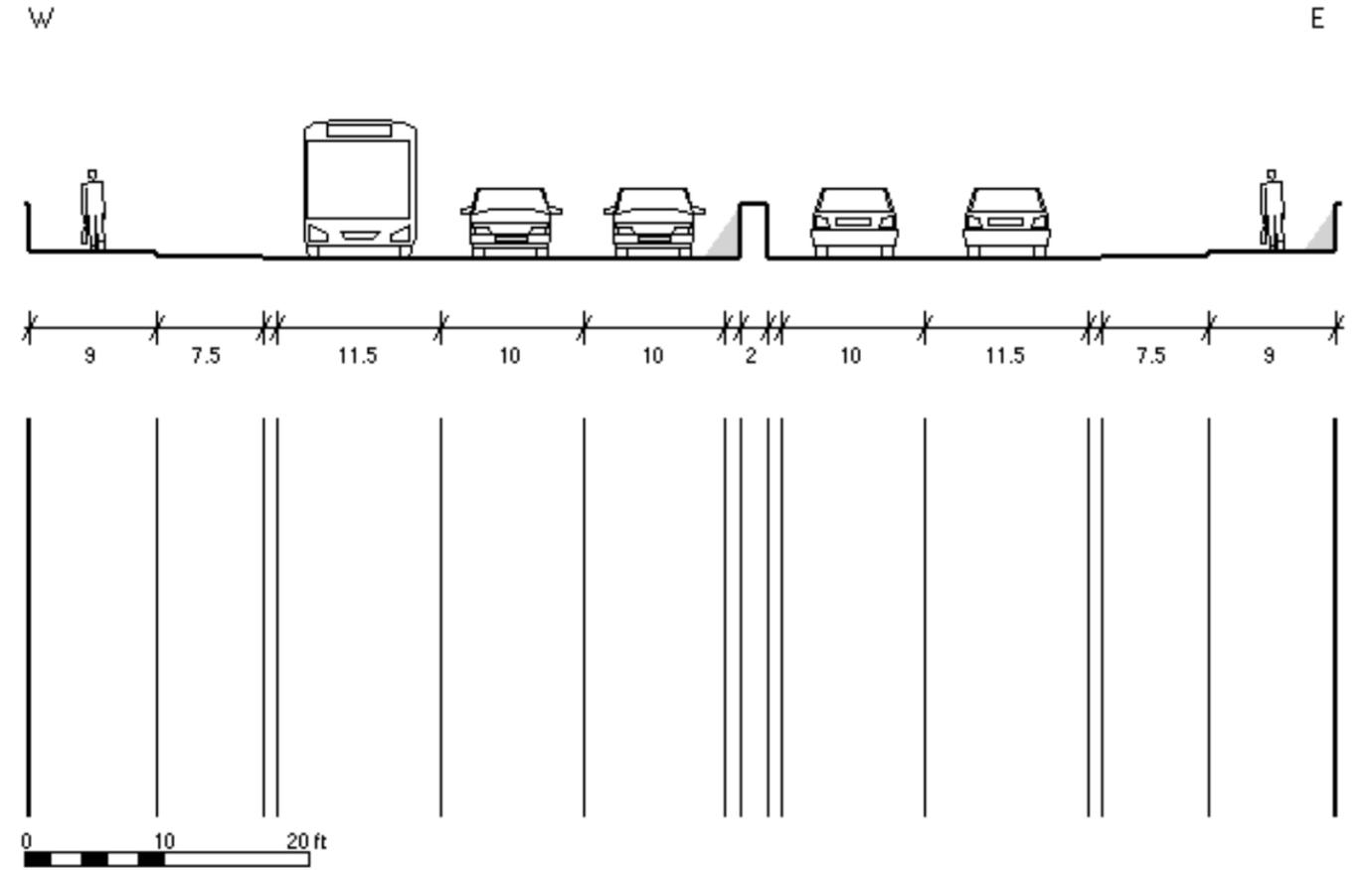
Bridge Height, North Foot of Bridge, Looking West.

### Osborne Street Bridge (Current Configuration Looking South)



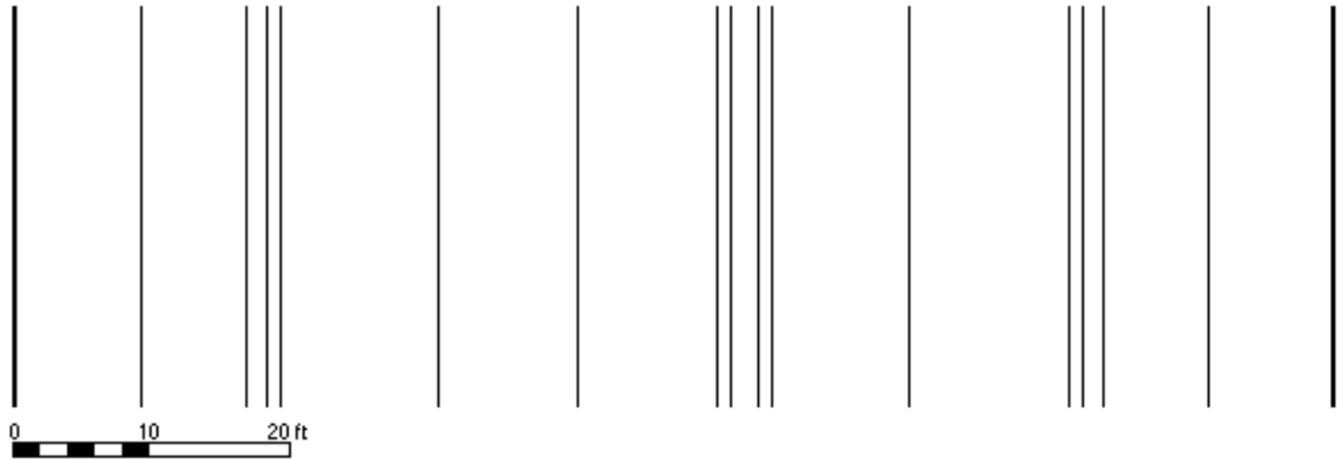
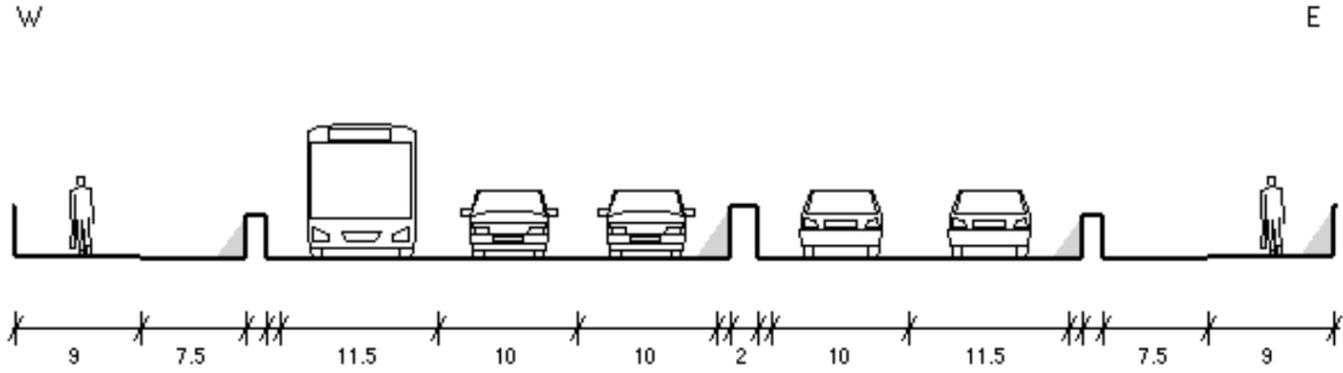
(current)

### Osborne Street Bridge (Bicycle Friendly Configuration)



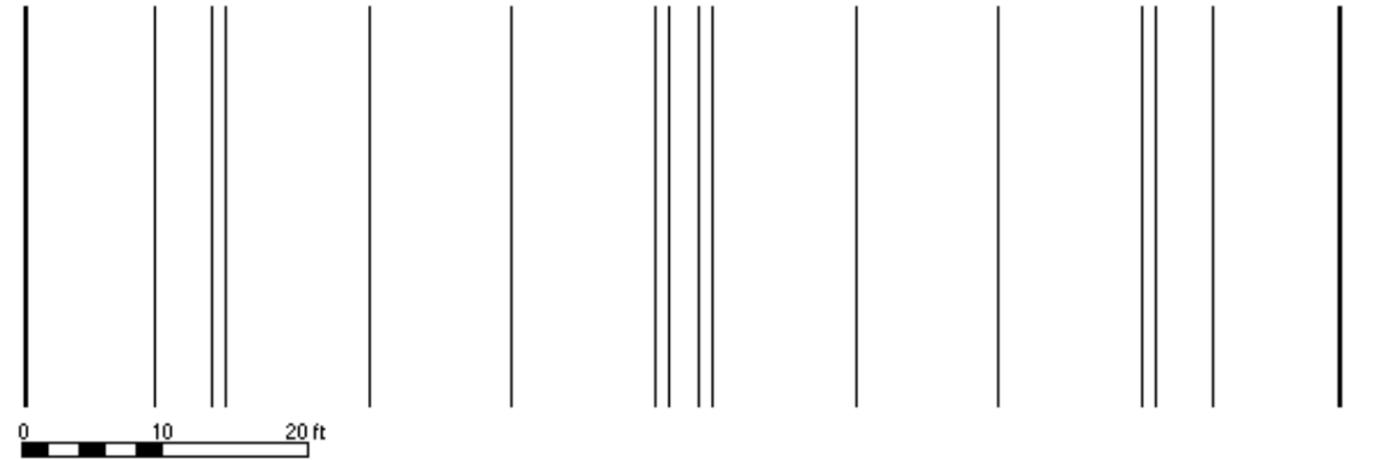
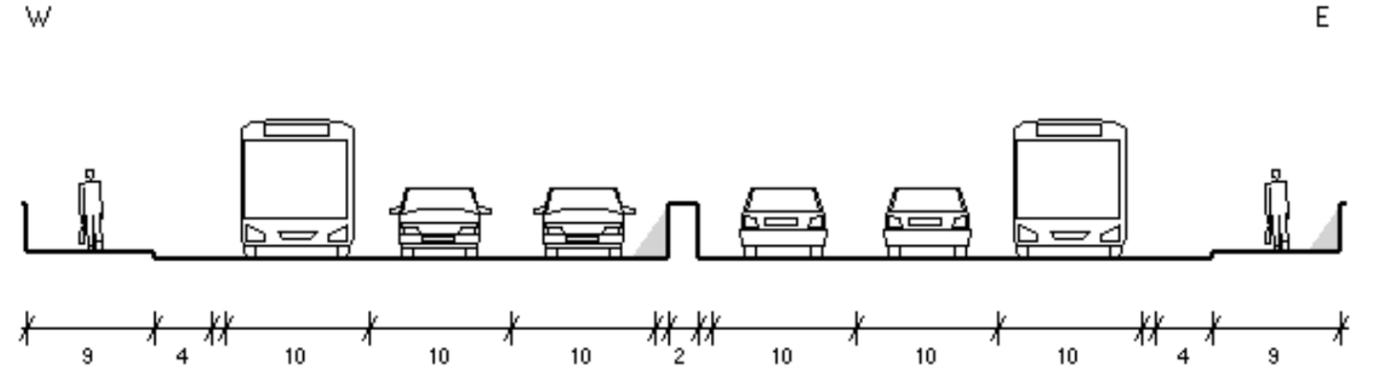
(raised bike path)

Osborne Street Bridge (Bicycle Friendly Configuration)



(cycle tracks)

Osborne Street Bridge (Bicycle Friendly Configuration)



(bike lanes)



West Bridge Structure, Looking South.



Common Illegal Crossing, Northbound Osborne, Looking North.



Flooded Trail Section North Bank of Assiniboine River, Looking West.



Informal Trail, Northbound Osborne, Looking North.



**BIKE TO THE  
FUTURE**

**WINNIPEG**

**Streetscape Pro drawings by Mark Cohoe  
Photographs and design by One Green City**

