



MORE PEOPLE BIKING
MORE OFTEN

Addendum to Corydon-Osborne Neighbourhood Plan Recommendations **Submitted March 21, 2014**

The following recommendations should be viewed as additional recommendations to those submitted by Bike Winnipeg on November 12, 2013. These additional recommendations stem from the open houses and presentations presented to the public over the intervening period.

Nassau Street/Warsaw Avenue Review

Any wording associated with this recommendation must clearly state that the goal of any review is to strengthen connectivity, directness, comfort and convenience of neighbourhood cycling routes and respect the Osborne Village Neighbourhood Plan's recommendation 9.1.4A by utilizing traffic calming to discourage through traffic on Nassau Street south of River Avenue where it functions as a local street.

Corydon Avenue Rear Lane Parking

The proposed rear lane parking along Corydon must not be viewed as an alternate cycling route to Corydon, or as a replacement for the existing Warsaw bikeway, as the lane will retain stops at all intersections. Wherever angled parking is considered, back in angle parking is preferable as it provides drivers with sightlines of approaching vehicles, bicycles or pedestrians, whereas back in angled parking blocks visibility.

South Winnipeg Parkway

The present lack of lights (and the City of Winnipeg's stated safety concerns with regard to installing lights) on the South Winnipeg Parkway must be incorporated into any transportation recommendations coming out of this planning process.

Include both Short Term and Long Term Bicycle Parking Requirements in Building Design Guidelines

Redevelopment should encourage Active Transportation by requiring both short term and long term bicycle parking as part of all redevelopment within areas identified by the plan for TOD or as Commercial or Mixed Use Corridors.

Short term bicycle parking should meet the following criteria:

- Racks must support the bicycle in at least two places
- Racks must be allow for the locking of the frame plus one or two wheels using a Ulock
- Racks must be securely anchored to the ground
- Racks should be sited so that they are:
 - convenient to the cyclist destination
 - placed no more than 15 metres from the door
 - visible from the destination
 - located in a high traffic area with passive surveillance (eyes on the street)
 - where they can make use of neighbouring structures to provide weather protection.

Long term bicycle parking can be provided in the form of racks in cages, bike rooms, or lockers. Long term bicycle parking should have:

- Controlled access
 - Leased (keyed or smartcard) lockers
 - On demand (self-lock or smartcard) lockers
 - Key card/code access garage cage or bicycle room
- Safeguards for users such as effective lighting and visible surveillance cameras or security guards
- Weather protection
 - Free standing shelter
 - Indoor cage or bicycle room

Bicycle Parking Capacity Recommendations

We recommend that any building guidelines produced should follow the capacity recommendations for both short and long term bicycle parking as listed in the Association of Pedestrian and Bicycle Professionals Bicycle Parking Guidelines (2nd Edition).