

Pembina Highway from Grant Avenue to Osborne Street

Pavement Rehabilitation & Buffered Bike Lane

April 21, 2016

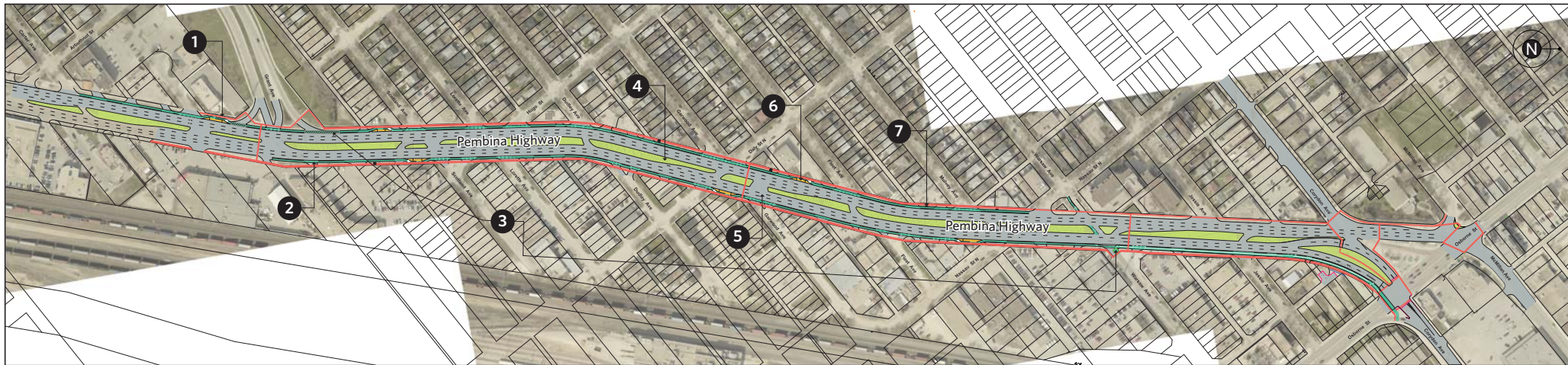
Welcome

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Project Area

The City of Winnipeg is adding buffered bike lanes and rehabilitating Pembina Highway between Arbuthnot Street (just south of Grant Avenue) to, and including a portion of, Corydon Avenue at Osborne Street.



LEGEND

- 1 New Sidewalk
- 2 New Bike Lane
- 3 Coloured Bike Lane
- 4 Centre Median
- 5 Travel Lanes
- 6 Transit Stop
- 7 Bike Parking

Pembina Highway Existing and Future Bike Lanes

» This project is a component of the overall Pembina Highway resurfacing and buffered bike lane project.

1. EXISTING BICYCLE FACILITY

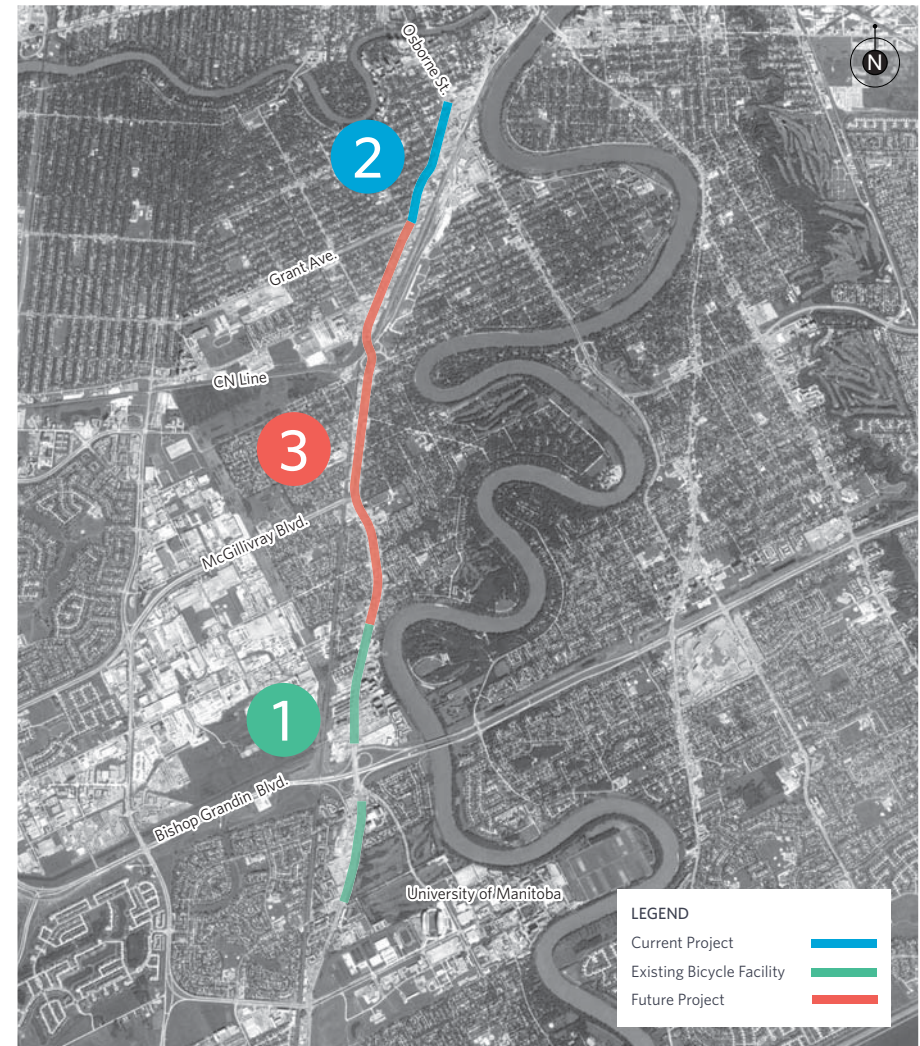
» The southern components, between University Crescent and Markham Road and between Plaza Drive and Chevrier Boulevard, were completed in 2013/2014.

2. CURRENT PROJECT

» This project extends the buffered bike lane on Pembina Highway from Osborne Street to Grant Avenue.

3. FUTURE PROJECTS

» Future projects will complete the connection between Chevrier Boulevard and Grant Avenue. The section between Point Road and Stafford Street is currently planned to be completed as part of the proposed BRT extension project, which will include a new underpass of the CN rail line.



Road and Sidewalk Rehabilitation and Reconstruction

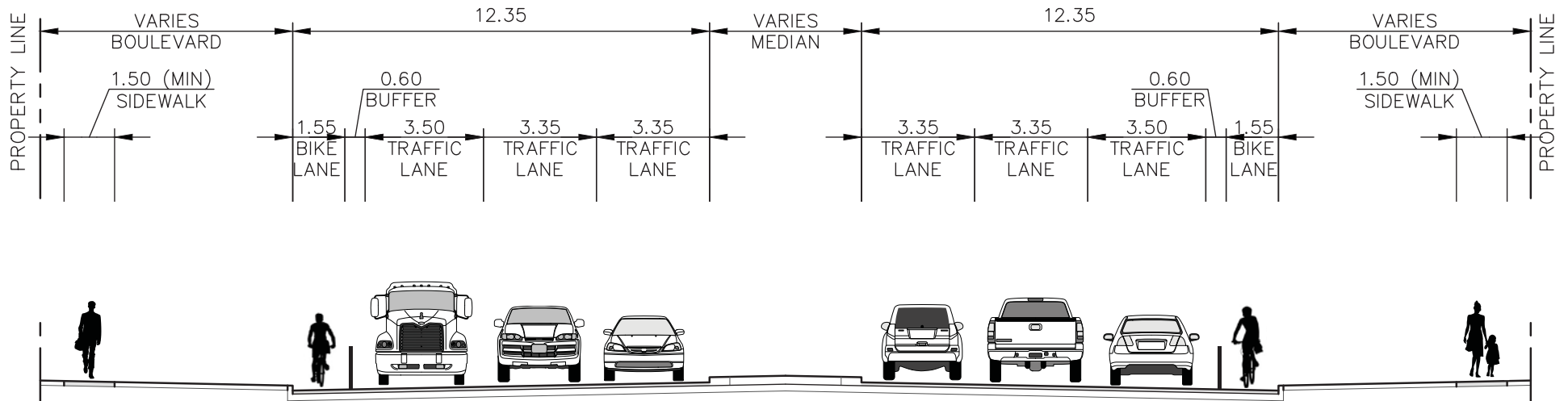
- » Most of the work will involve rehabilitation, while some areas will require reconstruction. Rehabilitation involves various degrees of pavement, curb and sidewalk repair. Reconstruction includes the removal and installation of asphalt and concrete pavement, approaches, curbs and sidewalks. Travel lanes will be re-aligned to ensure consistent widths throughout the project area.

Construction of Buffered Bike Lane

- » The construction of buffered bike lanes involves creating a bicycle lane buffered from the road by bollards to increase rider comfort and safety.

The additional space required for the bike lanes and travel lane adjustments will be taken from the centre median. There will be some property required adjacent to the northbound lanes of Pembina Highway north of Jessie Avenue. This will provide geometrical improvement to the roadway increasing safety for vehicles and cyclists.

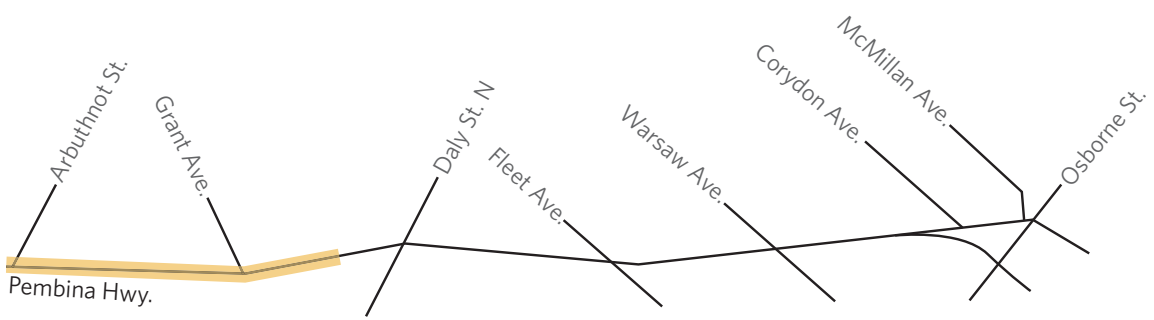
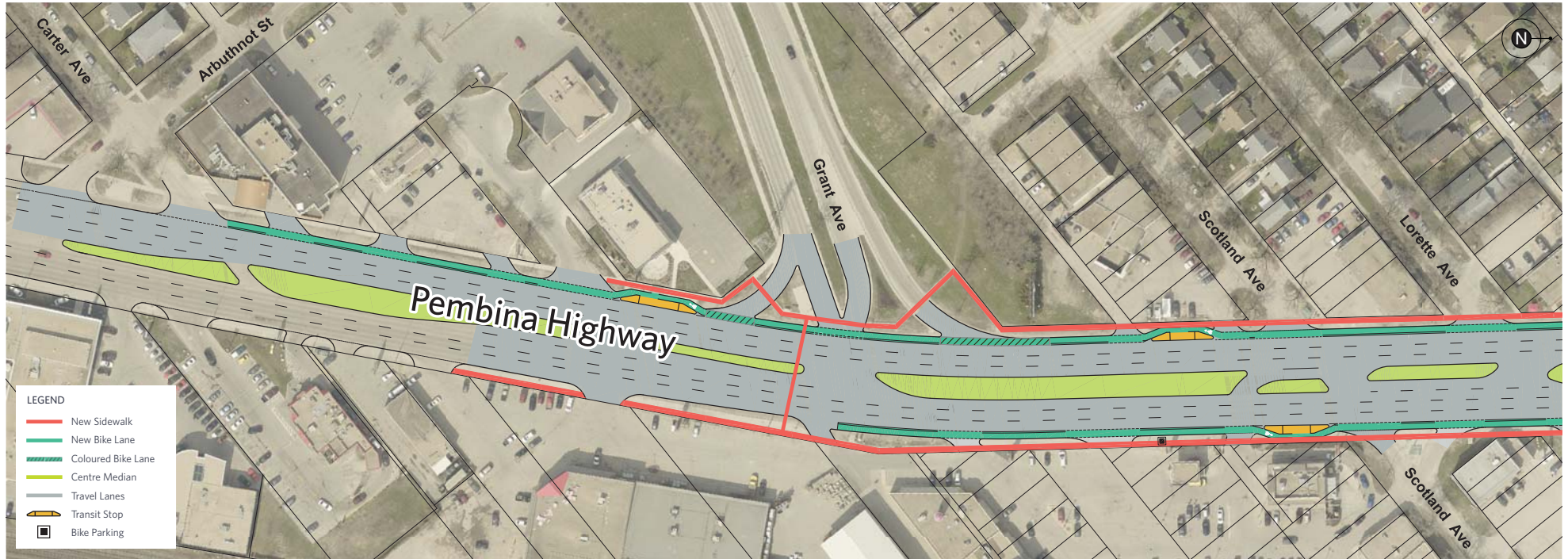
Project Components



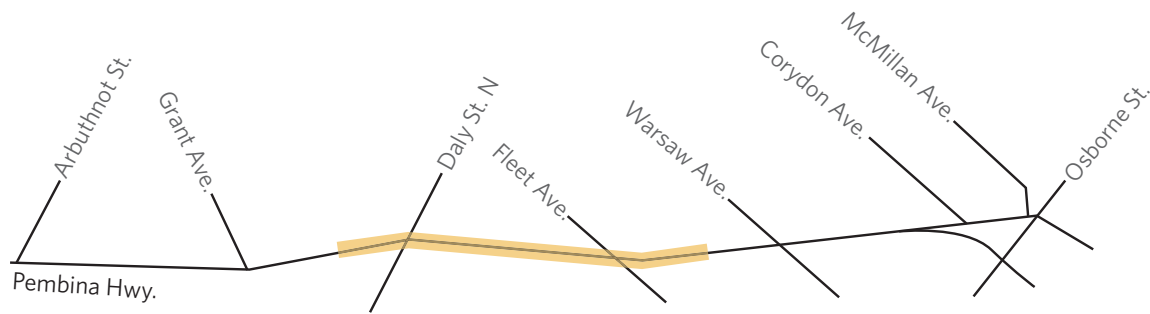
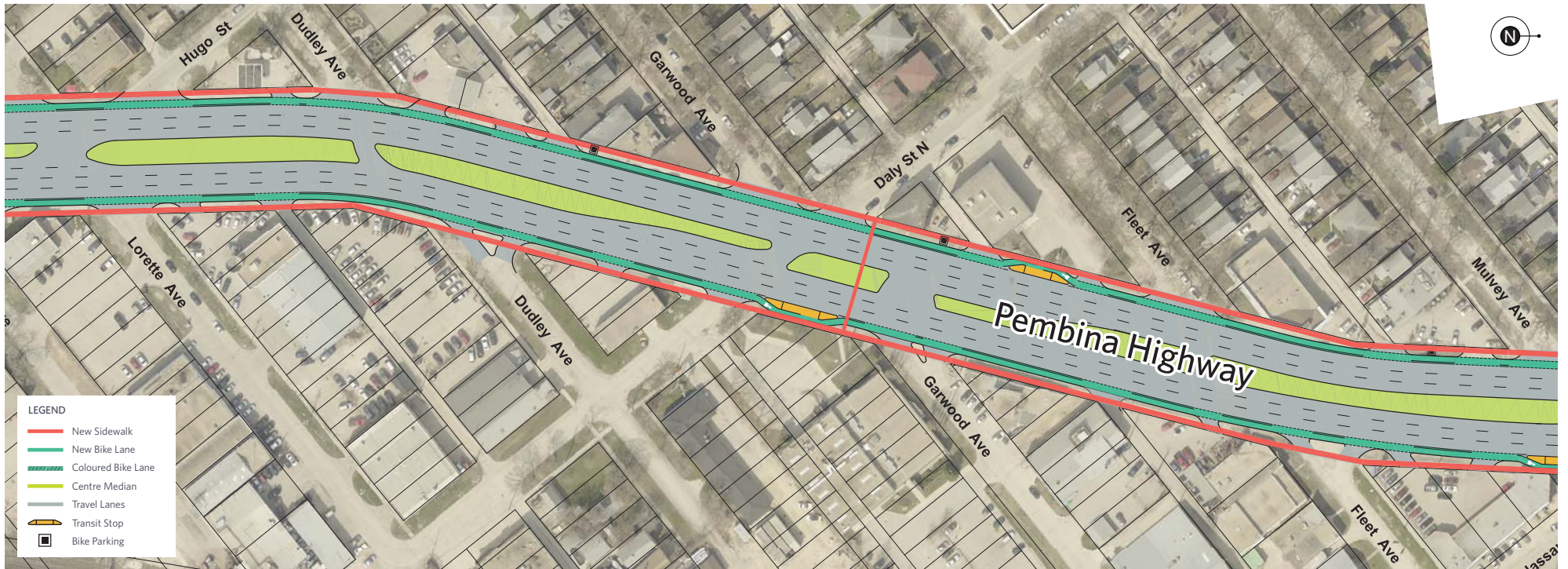
TYPICAL CROSS SECTION

Pembina Highway

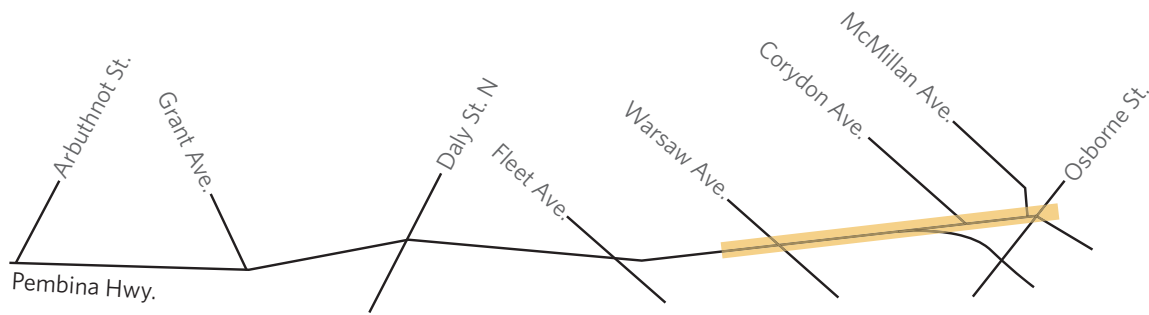
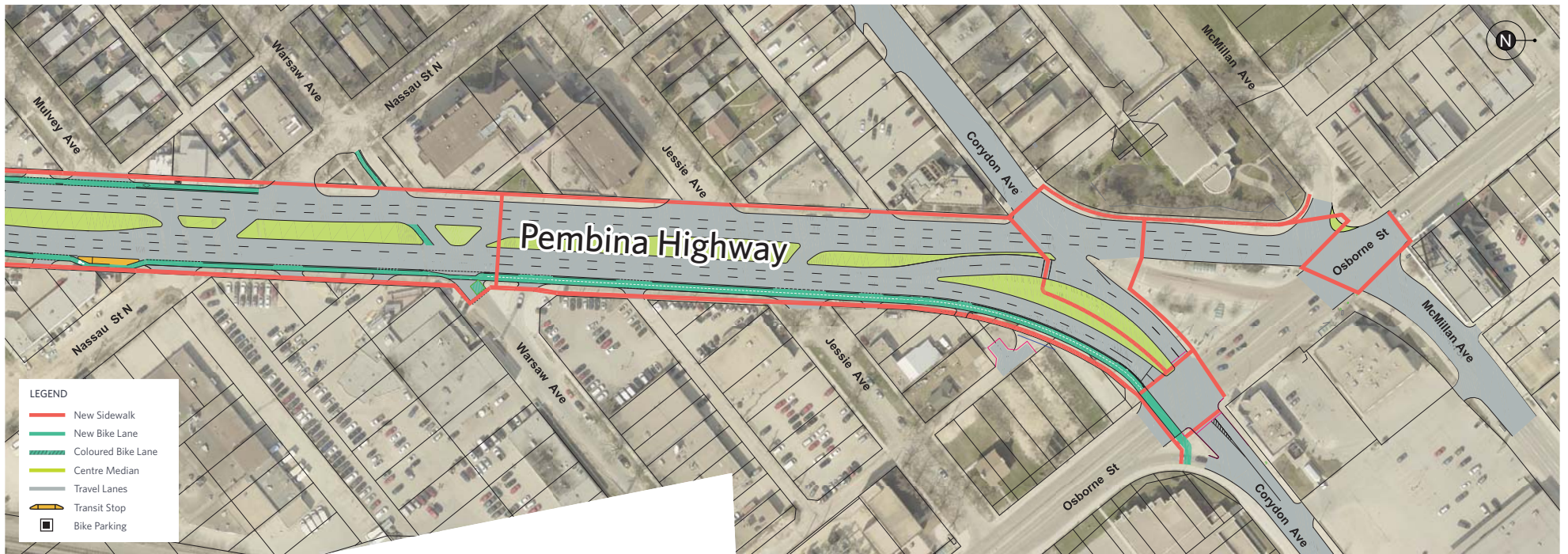
Functional Design



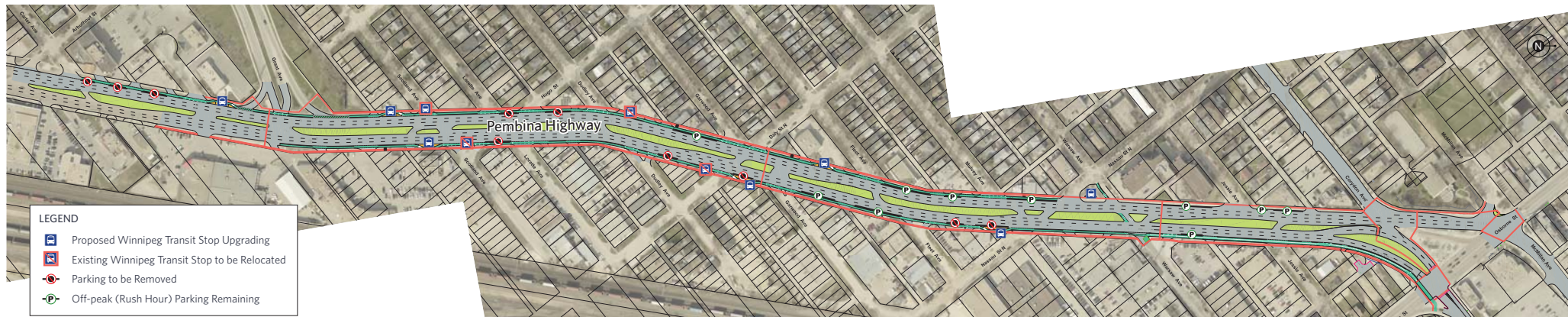
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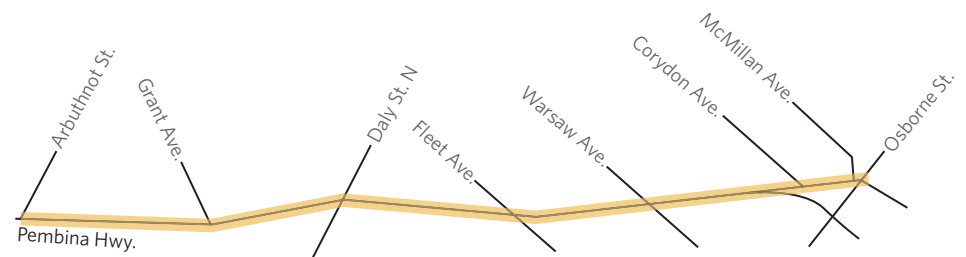
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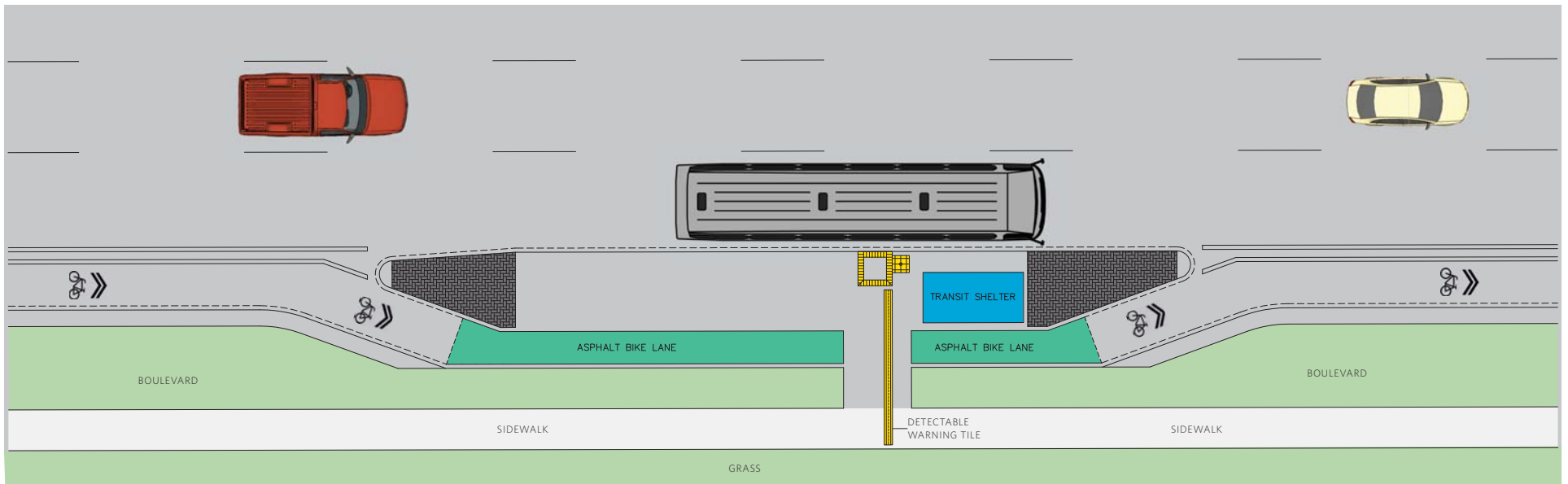
Parking and Transit Reconfiguration



- » Parking will be removed at various locations to accommodate transit stops and the buffered bike lane.
- » Along Pembina Highway, transit stops will remain in the same location except for:
 - » Northbound at Daly Street North
 - » Southbound at Dudley Avenue
 - » Northbound and Southbound at Scotland Avenue



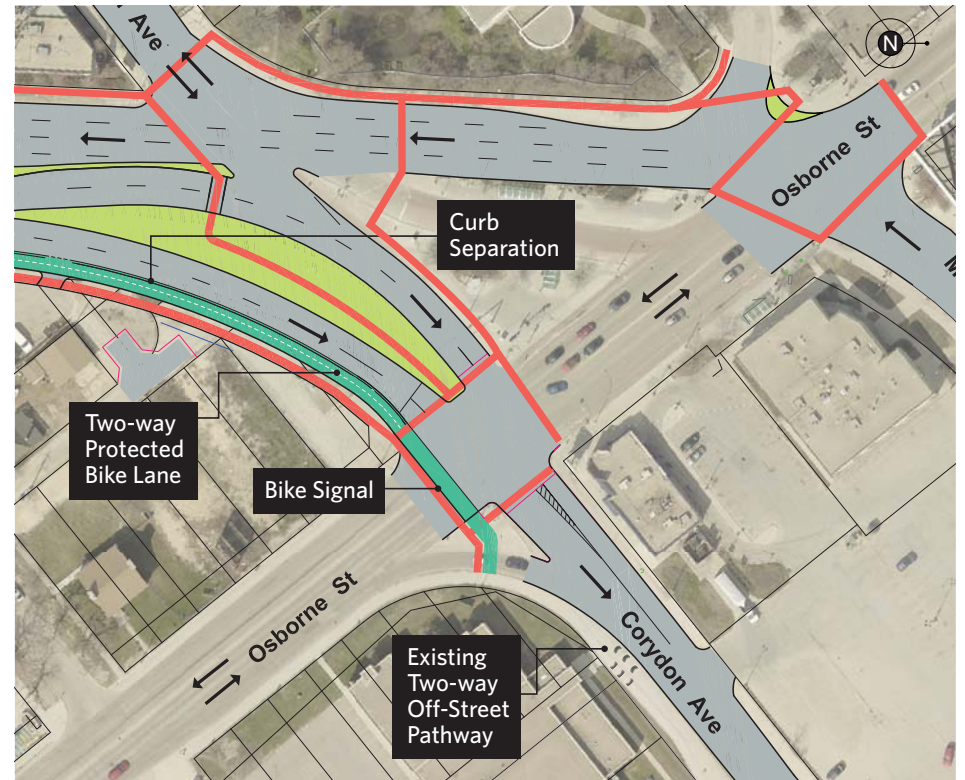
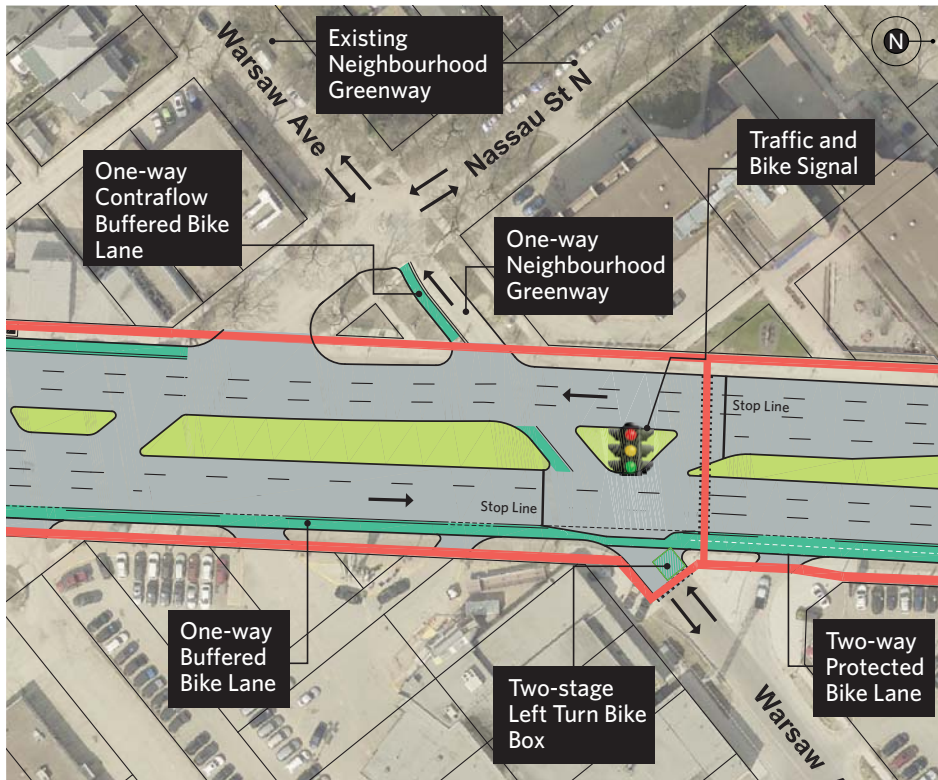
Typical Bus Stop



- » The design is similar to transit stops along the existing buffered bike lanes on Pembina Highway between University Crescent and Markham Road and between Plaza Drive and Chevrier Boulevard.
- » The bike lane is directed around the transit stop for the safety of transit riders, cyclists and automobiles.

Bike Lane Details

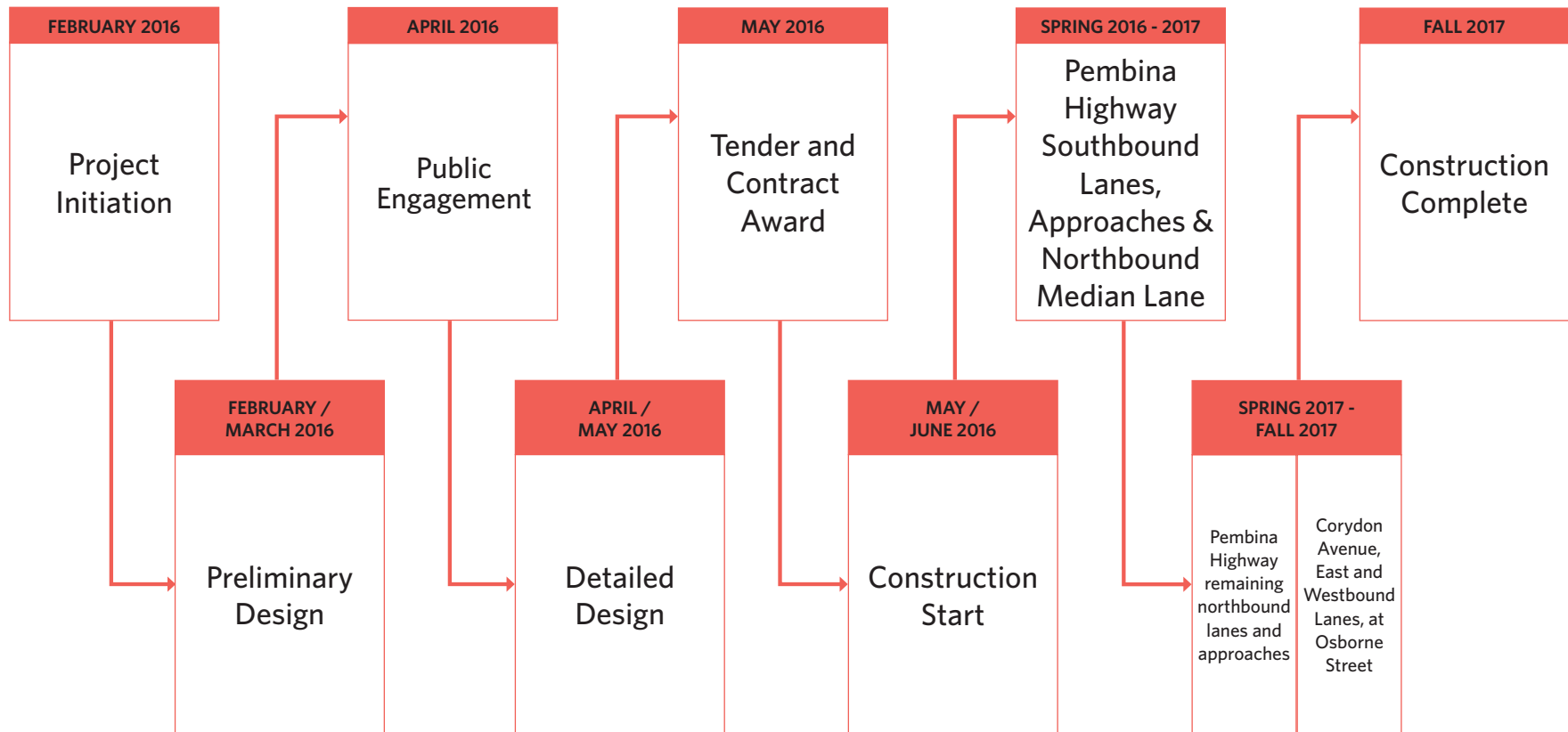
Connection to Warsaw Avenue Greenway / Nassau Street Greenway and Across Osborne Street



- » The two-stage left turn bike box on Warsaw Avenue provides a safe space for northbound cyclists, who want to turn left from Pembina Highway onto Warsaw Avenue, to wait until the traffic light changes. This also provides the connection at the end of the two-way bike lane for southbound cyclists to cross Pembina Highway and enter the one-way southbound buffered bike lane.
- » Neighbourhood Greenways are shared vehicle and cycling routes on streets with low vehicle speeds and volumes. They often include various forms of traffic calming (ex. traffic circles).
- » Buffered Bike Lanes provide protected space from vehicles for cyclists through a painted area and often include plastic bollards.
- » Protected Bike Lanes are physically separated from vehicles, often by a concrete curb.



Project Schedule



- » While under construction, the side of Pembina Highway where work is being performed will maintain two lanes open to traffic between 06:00 and 22:00.
- » Emergency vehicle access will be maintained at all times during construction.
- » Private approach access will be maintained to at least one approach at all times; some short closures may be required for approach construction activity (less than a week in duration).
- » Garbage and recycling pickup will be coordinated with Water and Waste Department to maintain schedules; access arrangements will be made as required.
- » Fast curing concrete (24hr or 72hr) will be used where a quick cure time will expedite activities and reduce impact to the public.
- » The sidewalk will only be closed on one side of the street at a time, to maintain pedestrian flow along Pembina Highway.
- » Transit scheduling will be maintained. However, some stops may be temporarily moved during construction.

Thank You

On behalf of the Study Team, thank you for your attendance and participation.

**Please complete and submit a comment sheet prior to
leaving or complete it at:**

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