



The project will strive to improve upon the City's cycling network, providing dedicated pedestrian and cycling facilities.



An option for bike lane and walking paths is a wide path running through the greenspace along Route 90 instead of on the street. This would be a combination path for both cyclists and pedestrians. It would run down both sides of Route 90 and look something like these images.

Another option is a single protected bike lane on the street, with a curb or some kind of barrier separating cars and bikes. There would be bike lanes like this on both sides of the route. Pedestrians would have traditional sidewalks buffered from traffic by the bike lanes and they would look something like this.



In the 2012 Route 90 Transportation Study, a pedestrian overpass was recommended at Lockston Avenue. As part of the 2018 study, an overpass and a street-level crossing are under consideration.



Here's how a pedestrian and cycling bridge might look. There would be no cars on this bridge and would allow more people to cross Route 90 without waiting for a light to change, but it might mean more walking and cycling to travel up the ramp and over the bridge.

Major roads in Winnipeg can be designed a few different ways. A widened Route 90 will look different than it does now, and could include things like multi-family housing, public spaces, parks, art or other elements of local heritage or neighbourhood character.



An example of a denser road with multi-family homes along the route.

An example of wayfinding or heritage and interpretive signage along the path.

An example of landscaping with native plants.

An example of a parkway and multi-use pathway with greenspace along the route.

