Welcome

Walk Bike Projects Open House

Southeast Corridor: Connecting the Bishop Grandin Greenway to St. Boniface

Seine River Crossing: Identifying a New Pedestrian and Cycling Bridge Location

» Please review the boards, talk to project team members and provide your feedback by adding sticky notes to the boards and maps, and by filling out a survey.

Have a smartphone with you? Open the online survey and record your comments as you review the boards. www.winnipeg.ca/walkbikeprojects

Background

- The City of Winnipeg is undertaking a study to design pedestrian and cycling infrastructure that will allow people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood.
- This project will develop local networks for neighbourhoods to connect to existing and planned cycling infrastructure and to downtown.
- The study will be the basis for the inclusion of cycling infrastructure in immediate and future street renewal programs.
- In 2015, City Council approved the Winnipeg Pedestrian and Cycling Strategies, which provide a long range policy framework for active modes of transportation for the next 20 years.
- On May 18, 2016, City Council approved the 2016 Pedestrian and Cycling Action Plan (Action Plan) that authorizes the Public Service to proceed with this study.

- The City of Winnipeg is undertaking a study to identify a preferred location for a new pedestrian and cycling crossing over the Seine River between Provencher Blvd. and Bishop Grandin Blvd.
- An identified preferred location would support the community's vision for a Seine River pathway network and will increase connectivity in the community and to the broader pedestrian and cycling network.
- This study is the first step, and once a location has been determined, further engineering will be required to determine a design for the project along with a cost estimate. The project would then be presented to City Council for consideration as part of the budget process.
- On September 30, 2015, City Council approved the motion to "continue to recognize and support the need for pedestrian/bike bridges over the Seine River."

Study Areas

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Southeast Corridor




Connecting the Bishop Grandin Greenway to St. Boniface

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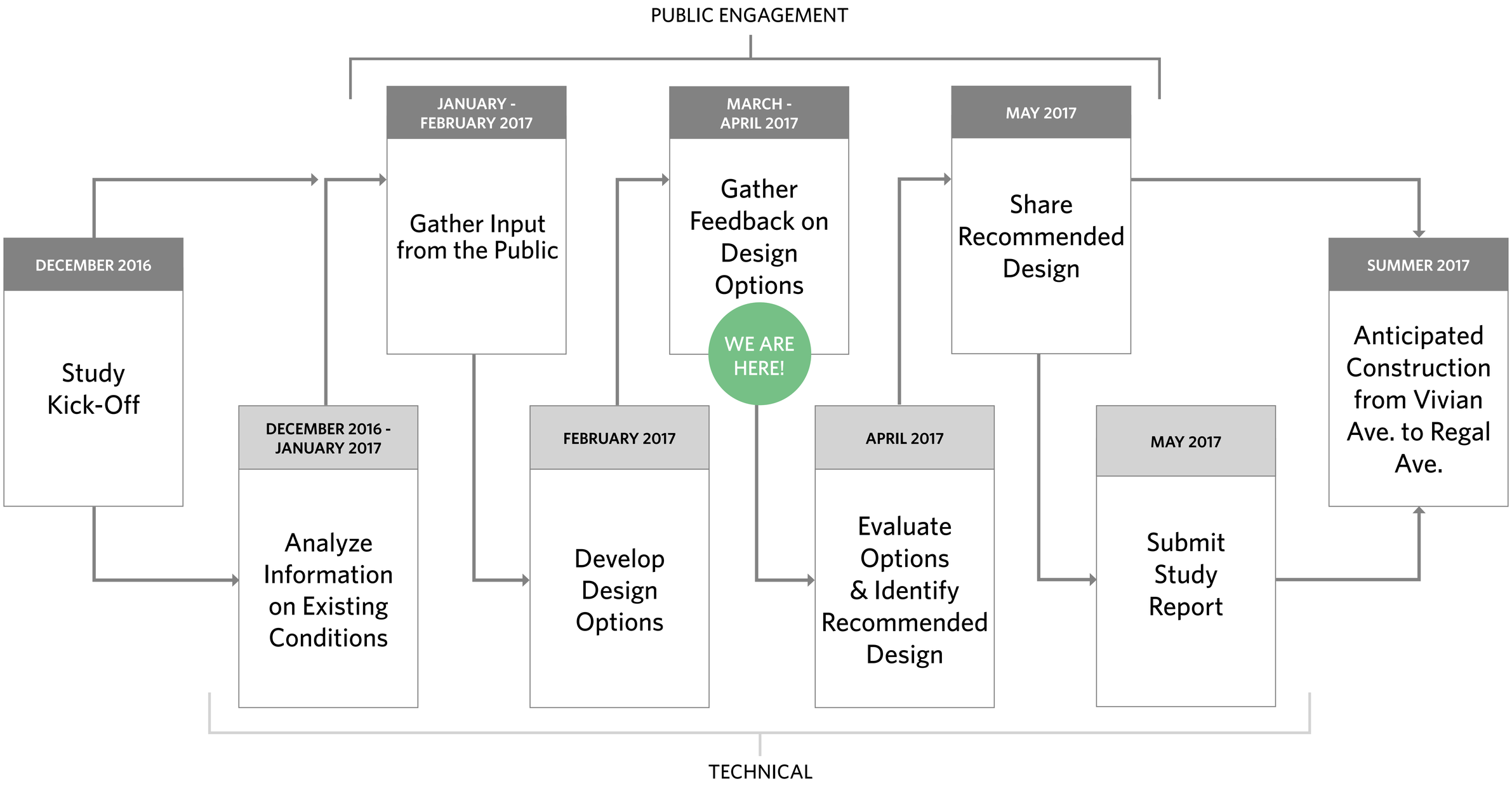
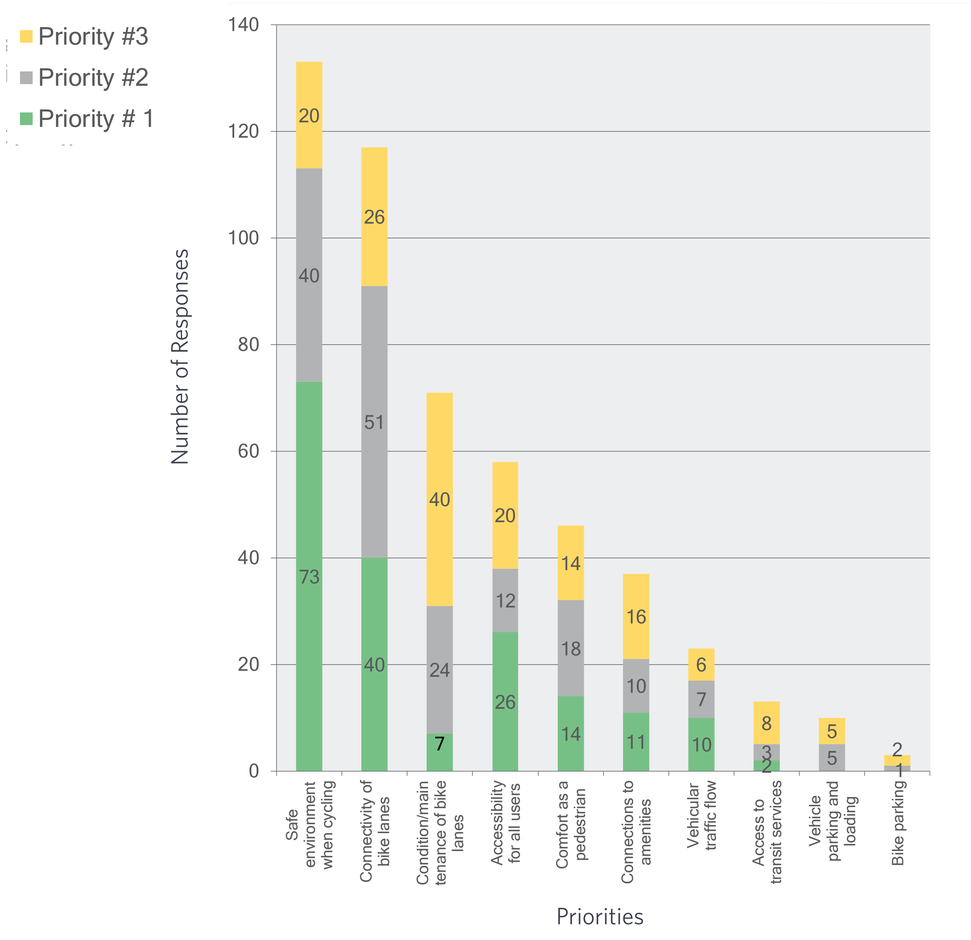
Timeline


PUBLIC ENGAGEMENT
DECEMBER 2016
Study Kick-Off
DECEMBER 2016 - JANUARY 2017
Analyze Information on Existing Conditions
JANUARY - FEBRUARY 2017
Gather Input from the Public
FEBRUARY 2017
Develop Design Options
MARCH - APRIL 2017
Gather Feedback on Design Options
WE ARE HERE!
APRIL 2017
Evaluate Options & Identify Recommended Design
MAY 2017
Share Recommended Design
MAY 2017
Submit Study Report
SUMMER 2017
Anticipated Construction from Vivian Ave. to Regal Ave.
TECHNICAL

What We Heard: Survey

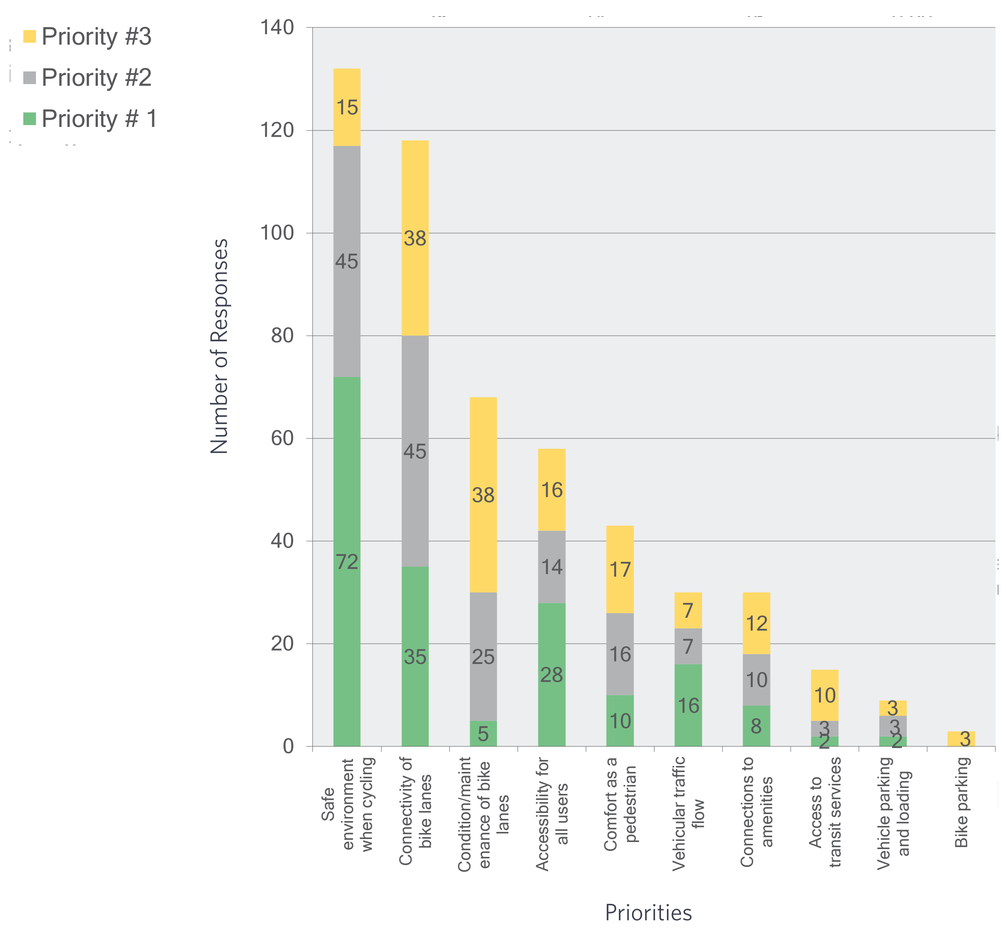
A survey was available online from January 31 to February 20, 2017 to collect information on preferences for pedestrian and cycling infrastructure.

What are your top three priorities for St. George Road?



Total Question Responses = 183

What are your top three priorities for Des Meurons Street and the surrounding area including Enfield Crescent, St. Jean Baptiste Street and Youville Street?



Total Question Responses = 179

Please add your comments using the sticky notes provided.

What We Heard: Survey

» Survey responses show the level of support for the different types of cycling infrastructure that may be used along the corridor (presented in order of most supported to least supported):

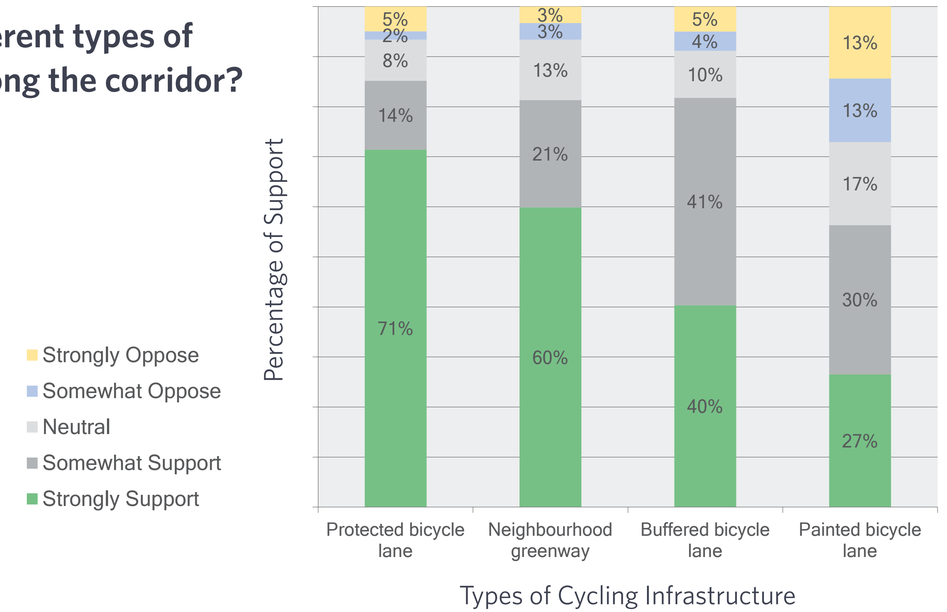
Protected Bike Lane

Neighbourhood Greenway

Buffered Bicycle Lane

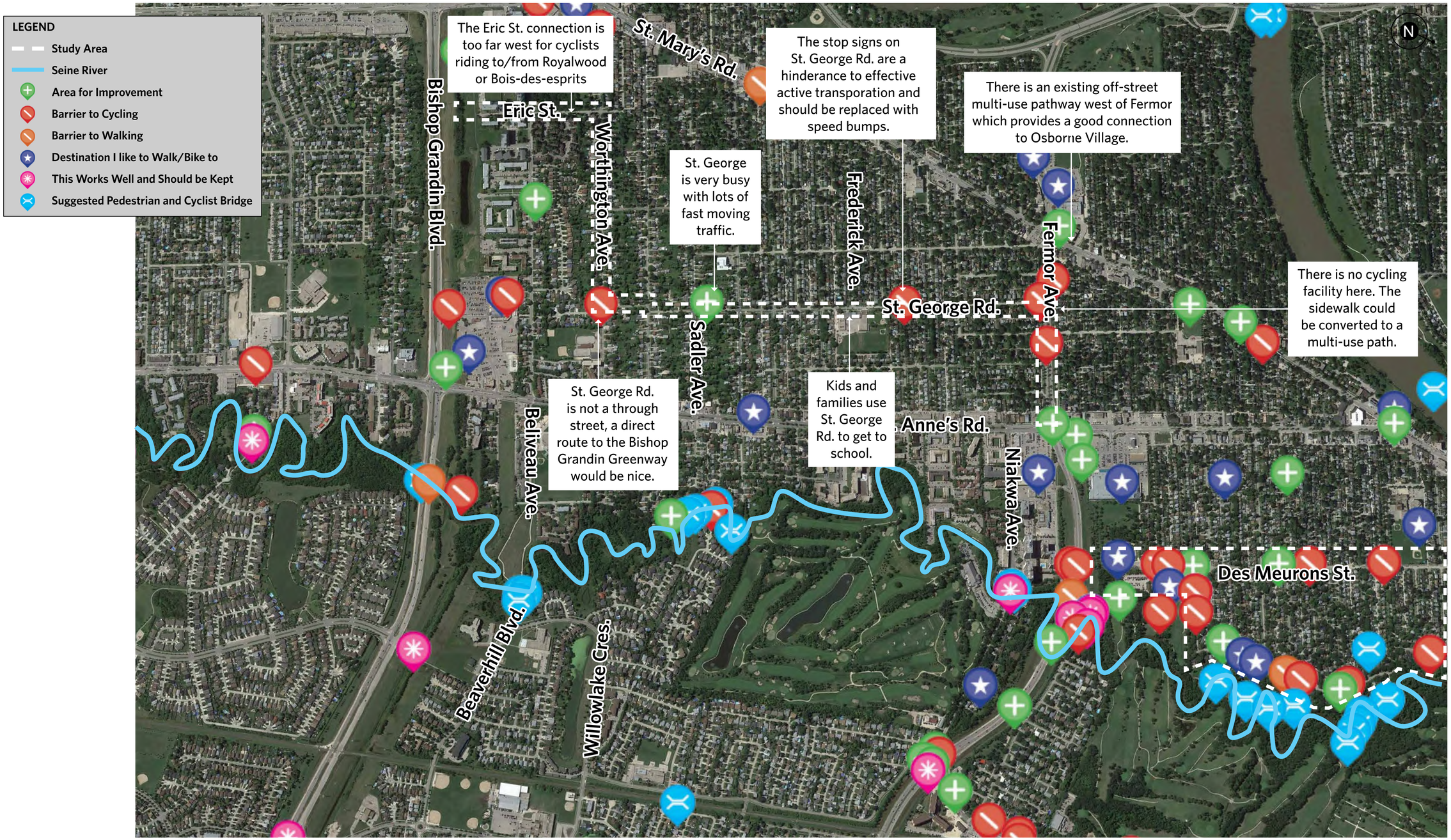
Painted Bicycle Lane

How much do you support the different types of infrastructure that may be used along the corridor?



Please add your comments using the sticky notes provided.

What We Heard: Online Map (South)



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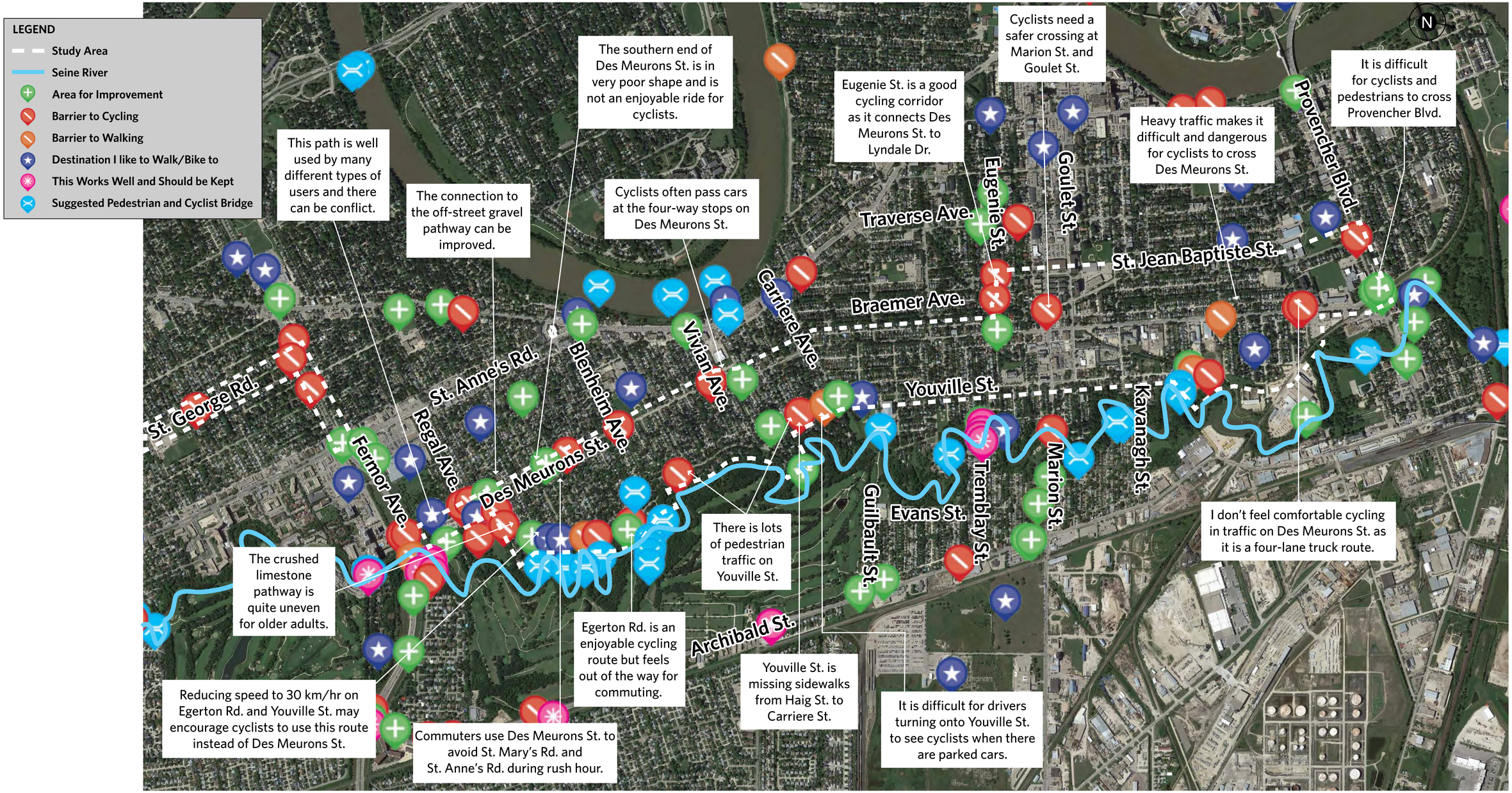
What We Heard: Online Map (North)



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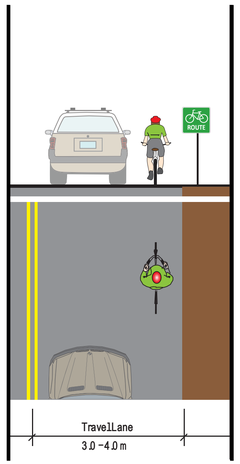
Definitions

GREENWAYS



Neighbourhood greenways are routes on streets with low vehicle speeds and volumes, which include a range of treatments to slow down traffic and improve safety for walking, biking and driving. Treatments range from signage, bike signals and pavement markings to varying degrees of traffic calming measures.
Example: Nassau Street.

Traffic calming measures can include:

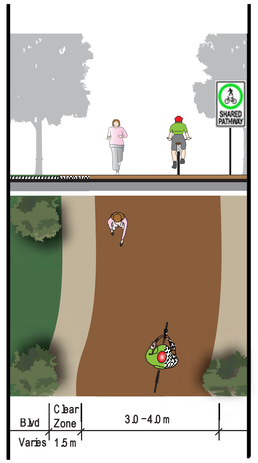
- **Traffic diverters** physically obstruct one or more lanes at an intersection to force left or right hand turns, or prevent entry to, or exit from a street. Diverters do not restrict movements for cyclists and pedestrians and are effective in reducing traffic volumes.

- **Traffic circles** are a raised island located in the centre of an intersection, which require vehicles to travel through the intersection in a counter-clockwise direction around the island. Traffic circles are an effective way to reduce the overall speed of traffic, providing a safer environment for cyclists and pedestrians.

- **Speed humps** are a raised area of roadway, which help reduce the overall speed of traffic, providing a safer environment for cyclists and pedestrians. Speed humps are designed to limit impacts on emergency vehicles, transit vehicles and cyclists.

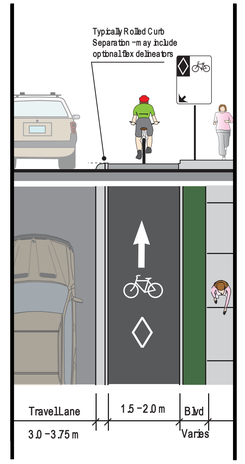
- **Raised crosswalks and intersections** raise the level of the roadway to that of the sidewalk, which reduces vehicle speeds, improves visibility of pedestrians, and reduces the number of pedestrian-vehicle conflicts. Raised crosswalks and intersections are designed to limit impacts on emergency vehicles and transit vehicles and cyclists.

OFF-STREET



Off-street pathways are physically separated from motor vehicles and provide sufficient width and supporting facilities to be used for cycling and walking. These pathways can be paved with concrete, asphalt or may be surfaced with stone dust, fine limestone, or gravel screenings. Example: Assiniboine Avenue

PROTECTED



Protected bicycle lanes are located within the road right-of-way, but are physically separated from motor vehicle travel lanes by concrete curbs, planters, etc. Protected bicycle lanes are a hybrid type bicycle facility combining the experience of an off-street path with the convenience of on-street infrastructure of a conventional bicycle lane. These lanes can be further separated from traffic by a parking lane.
Example: Assiniboine Avenue.

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Segment 1: Provencher Blvd. to Vivian Ave.

OPTION 1:

Neighbourhood Greenway on St. Jean Baptiste St./Enfield Cres./ Eugenie St. & Youville St.

Examples of Greenway Treatments

» A neighbourhood greenway is appropriate for lower traffic volumes and community destinations on this local street. Traffic calming, signage and pavement markings will be added to St. Jean Baptiste to reduce traffic volumes, slow traffic speeds and improve safety for pedestrians and cyclists.

» Install a raised intersection, raised crosswalks, and add sidewalks where missing.

» Parking will remain on one side.

» Crossing unsignalized intersections at Goulet and Marion will need to be addressed.

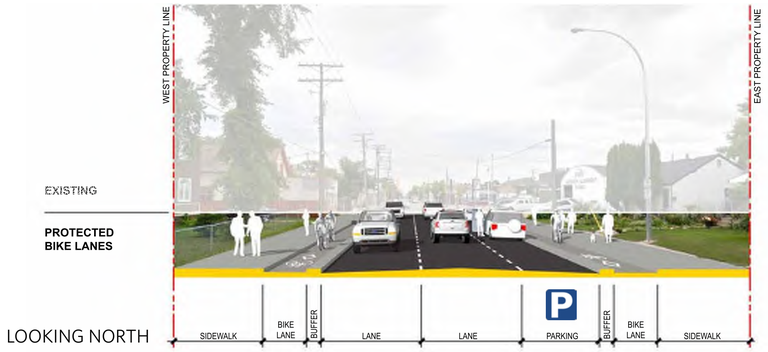
» Direct connection to College Louis Riel, Provencher School and Ecole Henri-Bergeron and residential properties.

» Comparative cost: $$ (> $200,000 and < $500,000).

» Shorter-term implementation.

OPTION 2:

Protected Bike Lanes on Des Meurons St.



» Protected bike lanes will be physically separated from the travel lanes to protect cyclists from the high traffic volumes on Des Meurons. Signalized intersections along the corridor will include bicycle phases.

» 1.8m bike lanes with 0.5m raised buffers.

» Widen street on both sides, staying between Hydro poles, trees and street lights.

» North of Horace – narrow the lanes and eliminate a lane of parking.

» South of Horace – parking on one side.

» Transit users will cross the bike lane at transit stops.

» Direct connection to Marion School and commercial businesses, as well as residential properties.

» Signalized crossings of Goulet and Marion.

» Increase in vehicle delay at signalized intersections at Provencher, Goulet and Marion due to dedicated bike signal.

» Comparative cost: $$$$ (> $1M).

» Longer-term implementation.

Existing Conditions

Des Meurons St.

» North of Horace – two travel lanes plus two parking lanes, narrow boulevards and Hydro poles on both sides.

» South of Horace – two travel lanes with parking on one side, wider boulevards, Hydro poles, trees and street lights.

» High traffic volume (> 10,000 vehicles per day) between Provencher and Marion.

» Transit stops between Provencher and Dubuc.

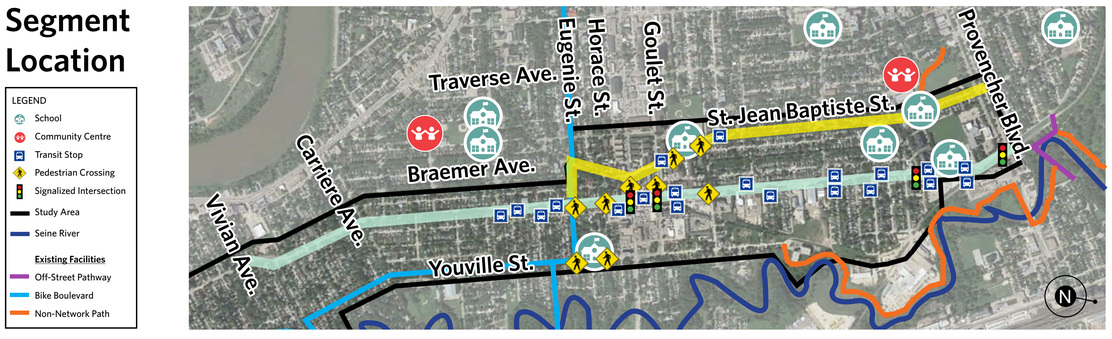
St. Jean Baptiste St./Enfield Cres./Eugenie St.

» Two travel lanes with parking on one side, wide boulevards, Hydro poles, trees and street lights.

» Low traffic volume (<3,000 vehicles per day) on St. Jean Baptiste and Enfield.

» Transit stops on Enfield between Goulet and Dollard.

Segment Location



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Segment 2: Vivian Ave. to Fermor Ave.

OPTION 1:

Neighbourhood Greenway on Des Meurons St.

Examples of Greenway Treatments

- A neighbourhood greenway is appropriate for the lower traffic volumes and community destinations on this local street. Traffic calming, signage and pavement markings will be added to Des Meurons to reduce traffic volumes, slow traffic speeds and improve safety for pedestrians and cyclists.
- Install a raised intersection, raised crosswalks, and traffic circles.
- Direct connection to Glenwood School, Glenwood Community Club, King George Park, and Niakwa Trail.
- Parking will be removed on Des Meurons.
- Comparative cost: $$ (> $200,000 and < $500,000).
- Shorter-term implementation.

OPTION 2:

Neighbourhood Greenway on Youville St./Egerton Rd.

Examples of Greenway Treatments

- Youville/Egerton are currently designated as neighbourhood greenways. The very low traffic volumes on these local streets make them safe for pedestrians and cyclists.
- No changes to existing roadway.
- Neighbourhood greenway signage.
- Parking on one side.
- Minimal cost: existing facility.

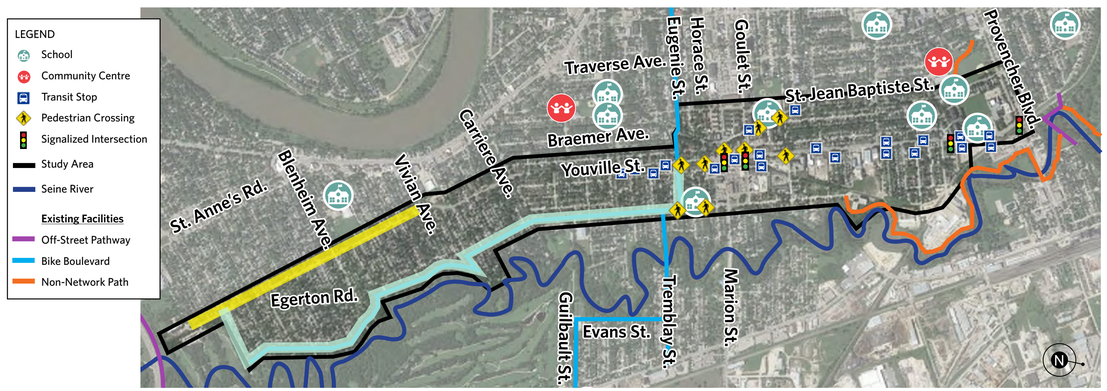
Existing Conditions

Des Meurons St.

- Two travel lanes with parking on one side, narrow boulevards, and Hydro poles on west side.
- Medium to low traffic volume (< 5000 vehicles per day) south of Vivian Ave.
- No Transit service.

Youville St./Egerton Rd.

- Two travel lanes with parking on one side.
- Urban cross-section with curbs on Youville St.
- Rural cross-section with ditches on Egerton Rd.
- No Transit service.



Segment Location

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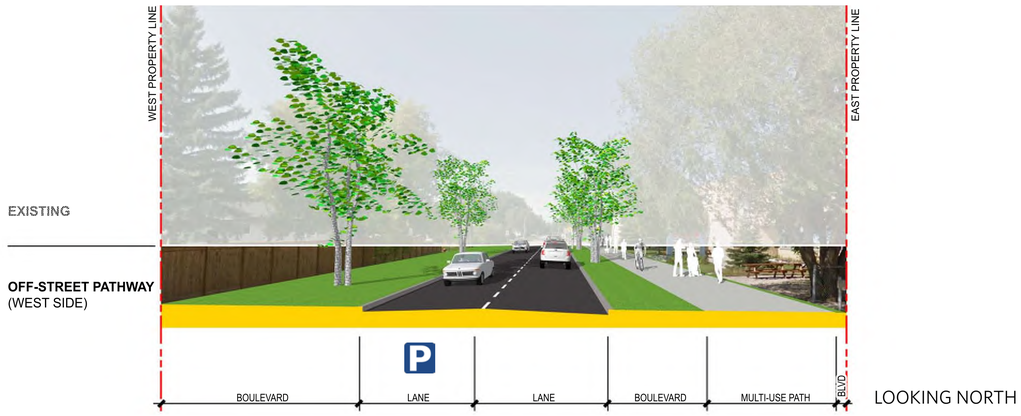
Segment 3: St. George Rd. Fermor Ave. to Worthington Ave.

OPTION 1:

Off-Street Multi-Use Pathway on St. George Rd.



- An off-street pathway in the existing boulevard will be physically separated from motor vehicles and wide enough to accommodate both pedestrians and cyclists.
- 3.5m off-street pathway on east side of St. George Rd. (widen existing sidewalk) on city property.
- Parking remains on one side.
- Minimal impact to trees and utilities in boulevard.
- Pathway will cross driveways on east side of St. George Rd.
- Direct connection to St. George School.
- No impact to ditches.
- Comparative cost: $$$ (> $500,000 and < $1M).
- Longer-term implementation.

OPTION 2:

Neighbourhood Greenway on St. George Rd.

Examples of Greenway Treatments

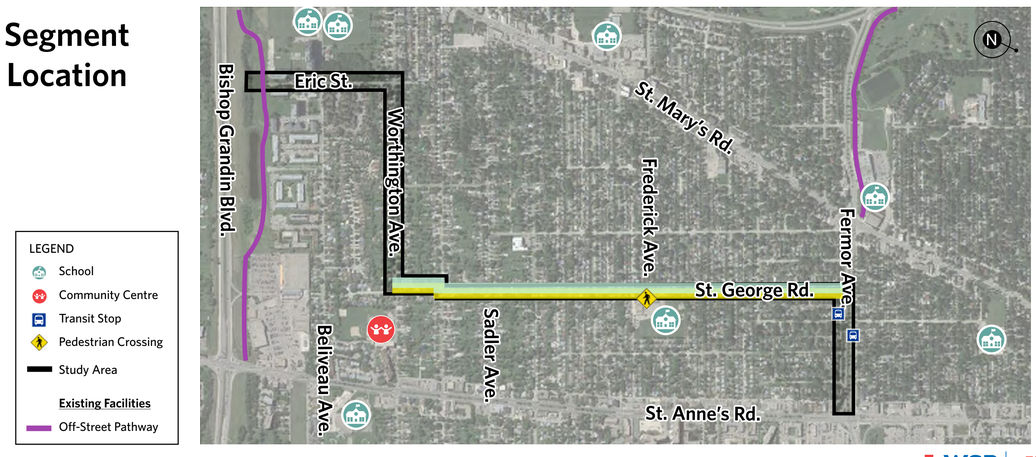
- A neighbourhood greenway is appropriate for the lower traffic volumes on this local street. Traffic calming, signage and pavement markings will be added to St. George to slow traffic speeds and improve safety for pedestrians and cyclists.
- Install raised crosswalks and add sidewalks where missing.
- Parking remains on one side.
- Direct connection to St. George School.
- Comparative cost: $ (< $200,000).
- Shorter-term implementation.

Existing Conditions

St. George Rd.

- Two travel lanes with parking on one side and wide boulevards.
- Very low traffic volume (approximately 500 vehicles per day).
- Existing sidewalk on east side of St. George Rd.
- 30 km/hr school zone between Fernwood Ave. and Portland Ave.
- Rural cross-section with ditches between north end of St. George Rd. and Hull Ave. and between Hindley Ave. and Worthington Ave.
- No Transit service.

Segment Location



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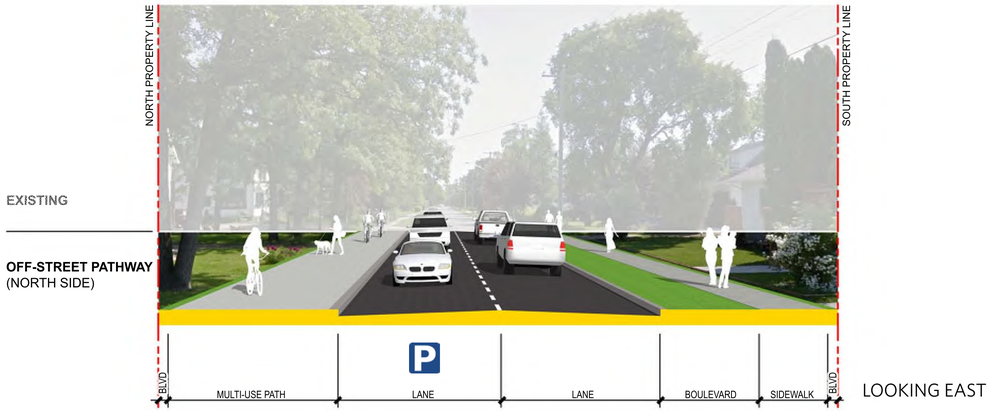
Segment 4: Worthington Ave. St. George Rd. to Eric St.

OPTION 1:

Off-Street Multi-Use Pathway on Worthington Ave.



- An off-street pathway in the existing boulevard will be physically separated from motor vehicles and wide enough to accommodate both pedestrians and cyclists.
- Removes sidewalk on the north side of Worthington and replaces with 3.5m wide pathway.
- Pathway has less conflicts with utilities on north side.
- Pathway would cross driveways on north side of Worthington.
- No impact to existing roadway or parking.
- Comparative cost: $$ (> $200,000 and < $500,000).
- Longer-term implementation.

OPTION 2:

Neighbourhood Greenway on Worthington Ave.

Examples of Greenway Treatments

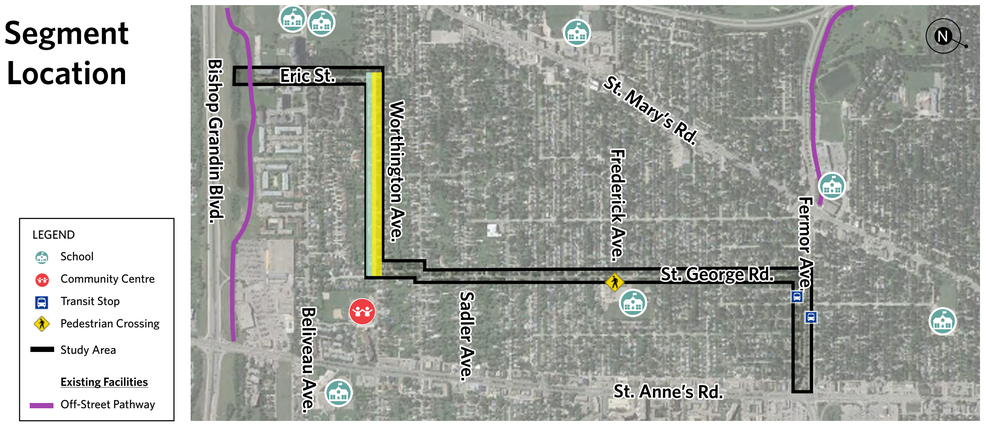
- A neighbourhood greenway is appropriate for the lower traffic volumes on this local street. Signage and pavement markings will be added to Worthington to slow traffic speeds and improve safety for pedestrians and cyclists.
- Add sidewalks where missing.
- Parking will remain on one side.
- Comparative cost: $ (< $200,000).
- Shorter-term implementation.

Existing Conditions

Worthington Ave.

- Two travel lanes with parking on one side and narrow boulevards.
- Emergency vehicles use Worthington.
- Low traffic volume (approximately 1,600 vehicles per day).
- Existing sidewalks on both sides of Worthington.
- No Transit service.

Segment Location



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Segment 5: Eric St. Worthington Ave. to Bishop Grandin Greenway

RECOMMENDED DESIGN

Neighbourhood Greenway on Eric St.

Examples of Greenway Treatments

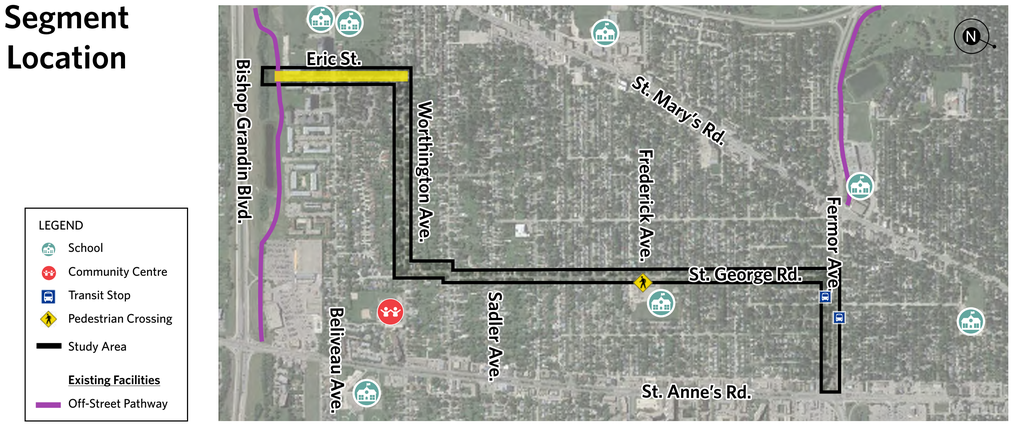
- » A neighbourhood greenway is appropriate for the lower traffic volumes on this local street. Signage and pavement markings will be added to Eric to slow traffic speeds and improve safety for pedestrians and cyclists.
- » Add sidewalks where missing.
- » Parking on one side.
- » Improve direct connection to Bishop Grandin Greenway.
- » Comparative cost: $ (< $200,000).
- » Shorter-term implementation.

Existing Conditions

Eric St.

- » Two travel lanes with parking on one side and wide boulevards.
- » Parking on west side of Eric St.
- » Existing sidewalk on east side of Eric St from Worthington Ave. to Bishop Grandin Greenway and on west side of Eric St. from Beliveau Rd. to the driveway at Chelsea Place.
- » Hydro poles and street light standards in west boulevard.
- » Trees in east boulevard.
- » No Transit service.

Segment Location



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Option Evaluation Criteria

The options will be evaluated based on the following criteria:

SAFETY	**SAFETY & EMERGENCY SERVICES (15%)**	• Safety for all users • Pedestrian crossing risks • Separation between cyclists and vehicles • Accommodate emergency vehicles
PEDESTRIAN & CYCLING ENVIRONMENT / COMMUNITY SUPPORT	**CYCLING FACILITIES (15%)**	• Comfort for cyclists • Dooring • Cycling within the area • Connections to existing and future facilities • Access to desired destinations
	USER EXPERIENCE & NEIGHBOURHOOD/ COMMUNITY IMPACTS (20%)	• Year round accessibility • Ease of use • Accessibility • Community impacts • Opportunities for amenities • Address accessibility concerns • Access to desired destinations • Impacts to neighbourhood
VEHICULAR OPERATIONS	**TRANSIT, PARKING & LOADING(10%)**	• Transit operations • Access to loading • On-street parking & loading • Access to/from parking and loading • Access for transit users and vehicles
	TRAFFIC OPERATIONS (10%)	• Traffic congestion • Traffic delays
COST & MAINTENANCE	**COSTS (20%)**	• Capital costs • Maintenance costs
	EASE OF CONSTRUCTION & MAINTENANCE (10%)	• Construction and staging • Utility impacts • Maintenance (snow clearing, street cleaning etc.)

Thank You

Thank you for participating.

Please fill out a survey before you leave.

The boards and survey are available at:
www.winnipeg.ca/walkbikeprojects

The survey will be available until April 13, 2017

If you have any questions, please contact:

Erika Blackie at MMM Group Limited

204.943.3178 or blackiee@mmm.ca