Local Neighbourhood Transportation:
Design review of 2015 local street renewal projects
About Winnipeg Trails Association

Winnipeg Trails Association is a not-for-profit project of Rivers West Red River Corridor, Inc. We support, coordinate and celebrate the efforts of active trail groups and volunteers throughout Winnipeg and nearby municipalities.

Our vision is a beautiful, healthy, modern city with connected pathways and trails that take you wherever you want to go.

Since 2000, we have been involved in the funding, planning, design, construction, programming, branding and upgrading of millions of dollars worth of pathways, bridges, and protected bike lanes, benches, trailheads and other amenities.

For more information in Winnipeg Trails Association, please visit winnipegtrails.ca.
About this Document

This document provides an analysis of the impacts and opportunities afforded by $60 Million dollars worth of local street rehabilitation proposed by the City of Winnipeg for 2015.

The goal is to highlight design features of said projects which could provide lasting benefit to people of all ages wishing to travel from their front to door to anywhere they wish to go.

Since streets are intended to move all forms of traffic, this document focuses on safety and connectivity improvements that provide benefits to everyone, whether those persons happen to be traveling by automobile, bus, bicycle, wheelchair, scooter, skateboard or on foot.

Each site is analysed for context and its importance at a local scale. The document highlights potential engineering solutions and design tweaks for a better, healthier built environment. This guidance comes in the form “things to watch” for an intended audience of elected officials, project designers, city administration and interested members of the public.

Acknowledgements

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Willow Ridge Rd

- Long pedestrian crossing on Roblin
- South Assiniboine Parkway
- No sidewalks along length

Buckle Dr

- Connection to Beachemin Creek Park, and Beaverdam Creek Park
- Well worn trails along route - dry creek.
- Playground adjacent.
- Good sidewalk connectivity.
- Winding street, natural traffic calming.
- Cycling strategy includes proposed bridge over Assiniboine nearby, connects into Ridgewood South recreational pathway

Burnell St

- Very wide cross section.
- Low volume traffic.
- Commercial zoning strong (possibility for enhanced retail, entertainment)
- Corridor has Orioles CC, Greenwood School, high school, community bikeshop, drug store, MLCC, grocery store enroute
- Lights at St.Matthews
- Bus service
- Newarby St.Matthews has bike lanes - upgradable to protected bike lanes
- No crossing of Portage

Improvement Opportunities

- Sidewalks or traffic calming
- Tighter turning radii and shortened pedestrian crossing on Roblin
- Slow cars at Carlotta/ Buckler near playground with raised pedestrian crossing.
- Curb cuts to existing park pathways and desire lines.
- Protected bike lanes.
- Widened sidewalks.
- Shortened pedestrian crossings.
- School drop-off zone.
- Bicycle signal light at St.Matthews
Every Trail Begins at Home.

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**Downing Street**
**Site notes**
Notre Dame to Yarwood
- Has sidewalks
- adjacent to Cindy Klassen Rec Centre
- no left turn allowed at Notre Dame is a information/warning sign

**Improvement Opportunities**
- watch for traffic speeds and automobiles short cutting to HSC in morning traffic
- no left turn allowed at Notre Dame is a information/warning sign, likely not necessary

**Ravenhill**
**Site notes**
Tu-pelo to Antrim
- no sidewalks
- kids short cut connection to Tomlinson Park
- sidewalk leading in to Tomlinson Park needs to be rebuilt

**Improvement Opportunities**
- sidewalks or traffic calming
- raised crosswalk/curb cuts leading to path to Tomlinson Park
- rebuild sidewalk leading to Tomlinson Park

**Reay Cr**
**Site notes**
London to Antrim
- Reay creates a good bicycle connection between Civic Park and the hydro right of way, leading to Superstore on Tu-pelo
- Connects Civic Park, Reay Park and Hydro right of way via Mutchmoor
- Kids cut-throughs
- Sidewalks mostly missing

**Improvement Opportunities**
- Build formal bike connection along Raey through from Civic Park pathway to Mutchmoor cut through raised crosswalk/curb cuts leading to Mutchmoor and local parks
- Traffic calming near Reay Park

Elmwood/EK Continued on next page...
Chelsea Ave

Site notes
Watt to 448 Chelsea / Roch to 412 Chelsea

- Runs along Miles Mcdonnell Collegiate grounds
- 3 hockey rinks
- YMCW/YWCA
- midblock crossing to high school access
- Connects to Roch bikeway

Improvement Opportunities
- install raised crosswalk midblock
- protected bicycle facility
- school drop off zone opportunity

Neil Ave

Site notes
Watt to Roch

- Many schools in area
- West terminus is Prince Edward School grounds
- Has sidewalks
- Sightline issues at Watt
- East terminus is Hydro corridor and future bikeway

Improvement Opportunities
- safer raised crosswalk / speed table connection across Roch to Prince Edward school ground (midblock school ground)
- bicycle connection to school at same location

Calrossie Blvd

Site notes
Pembina to Riverside

- Forms part of important junction on planned Riverside greenway
- Ongoing Community consultation and school travel planning
- Poorly aligned pedestrian refuge on Pembina
- Has sidewalks along length

Improvement Opportunities
- realign sidewalk approach at Pembina
- bicycle intersection improvements at Riverside

Fort Rouge / EFG

Elmwood/EK Ward cont.
Lyon St
Site notes
Point to Oakenwald

- Direct connection to Viscount Alexander School and Fort Garry United Church
- Many parent complaints about this intersection
- Forms part of planned Riverside greenway and low traffic bicycle greenway to Investors Group Field from downtown
- Ongoing Community consultation and school travel planning
- Has sidewalks along length
- Connects to Oakenwald school

Improvement Opportunities
- missing sidewalk sections
- needs traffic calming at intersections
- opportunity to create no parking/drop-off zone/shared space

Mulvey Ave
Site notes
Lilac to Stafford

- Gateway effect for cars turning from Stafford into local community
- has sidewalks

Improvement Opportunities
- Possibility for curb bumpouts near Stafford to shorten pedestrian crossing and set tone for neighbourhood entry

Hallet St
Site notes
Rover to Euclid

- Links Norquay CC, Ross House, North Winnipeg Parkway, old Maple St. Rail underpass crossing
- Rover key bike route

Improvement Opportunities
- Fix bicycle approach to North Winnipeg Parkway path turning radii
- Consider shortening crossing length of Euclid and lowering traffic speeds with curb bumpouts at Hallet

Mynarski

Mynarski Continued on next page...
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Powers St
Site notes
Burrows to Pritchard
Improvement Opportunities
- Critical North End Bikeway with improvements in 2010, and missed opportunities at intersections
- Important North End image route
- Direct connection to William Whyte school and Bell Tower
- Fixing pavement will exacerbate automobile speeds - careful
- Evaluate effectiveness of traffic calming installed in 2010, improve where necessary
- Add curb bumpouts, crosswalks, narrow roadway wherever possible, street lighting
- Reconsider 4-way at Pritchard

Church Ave
Site notes
Aikins to Salter
Improvement Opportunities
- Has Sidewalks
- Links to Champlain school one block east
- Add curb bumpouts, crosswalks, narrow roadway wherever possible

Machray Ave
Site notes
Main to Emslie
Improvement Opportunities
- Has Sidewalks
- Add curb bumpouts, crosswalks, narrow roadway wherever possible

Mynarski continued on next page...
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Andrews St

Site notes
Jefferson to Hartford
- Connects directly to Victory school
- Adjacent to West Kildonan public library
- Has bus loop

Improvement Opportunities
- Discuss traffic issues with school
- Add curb bumpouts, crosswalks, narrow roadway wherever possible to support school zone

North Kildonan

Edison Ave

Site notes
Henderson to Roch
- Has sidewalks
- On Roch bikeway
- Bus route
- Edison Park

Improvement Opportunities
- Evaluate effectiveness of Roch bikeway, improve as necessary
- Consider "gateway effect" minor traffic calming for automobiles turning off of Henderson HWY entering neighbourhood

McLeod Ave

Site notes
Henderson to Melness
- McLoed Park and Pleasant Bay Park and kids playgrounds
- Bus route

Improvement Opportunities
- Lower speeds near parks
- Midblock pedestrian crossing to McLoed park for children living on north side of McLoed
### Airlies St
**Site notes**  
Merriwood to Jefferson

- Adjacent to Garden City Collegiate grounds
- Extra wide with curb bumpout protected parking

**Improvement Opportunities**
- Bicycle connection to school grounds
- Add curb bumpouts, crosswalks, narrow roadway wherever possible to support school zone
- Gateway effect for automobiles turning off Jefferson. Consider calming.

### Ashmore Dr
**Site notes**  
Mandalay to Adsum

- Critical low traffic connection between Adsum Park, Andrew Mynarski Park, Maples Personal Care Home, and Constable Edward Finney School
- Sidewalk missing on one side

**Improvement Opportunities**
- Prepare improved crossings of Adsum and Mandalay; connections to parks and schools at either end
- Slow traffic or add sidewalk

### Duval St
**Site notes**  
Adsum to Margate

- Arthur Wright Duval Park enroute, playgrounds, soccer fields, etc.
- Sidewalk is missing on playground side

**Improvement Opportunities**
- Improved pedestrian crossing to park midblock
- Add sidewalk or calm traffic
- Opportunity for midblock crossing on Adsum for kids living on north side of Adsum
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Burrows Ave (EB/ WB)

Site notes
Keeewatin to Dorset

Improvement Opportunities

- Bus Route, Grocery stores
- Lots of multi-family housing
- very poor pedestrian crossings of Burrows
- wide median
- no sidewalk on grocery store side of Dorset
- room for protected bike lane
- lots of employment

- add protected bike lane
- add pedestrian refuge islands
- improve bus stop landing pads
- opportunity for median pathway like Wellington Cres.

Redwood Ave

Site notes
Shaughnessy to Sheppard

Improvement Opportunities

- Adjacent to Sisler High School and Northwood Park
- missing sidewalks?
- room for protected bike lane
- lots of employment
- connection to planned Hydro Corridor bike path
- missing sidewalk would link to Sheppard which is a bus route with no sidewalks

- add protected bike lane
- add pedestrian refuge islands
- talk to school to identify traffic issues

Redwood Ave

Site notes
Battery to Sgt. Tommy Prince

Improvement Opportunities

- direct E/W bicycle connection to Redwood bridge

- add protected bike lane with temporary measures at both ends
**Rose Hill Way**

*Site notes*
Garton to Rose Hill Pl and Rose Hill Pl

- Surrounds Meadow West school and Rose Hill Park
- Cutthroughs at Petriw and Johnathan
- Missing sidewalk on one side

*Improvement Opportunities*
- add raised crossings at Petriw and Jonathan
- add sidewalks or traffic calming

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**Renfrew St**

*Site notes*
Wellington to Academy

- Terminus is Wellington
- Crescent Park / Lanark Park
- BNSF bicycle/pedestrian bridge over crossing of Assiniboine
- room on Wellington for protected bike lane asap
- automobile short cut traffic

*Improvement Opportunities*
- carefully design approaches to median pathway on Wellington, and to path to bridge
- narrow roadway at Academy end?
- opportunity for a northbound right left bicycle connection for straight crossing of Wellington

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**Clarence Ave**

*Site notes*
Hudson to Marshall Bay (W)

- important connection between Southwest Rapid Transit and Pembina

*Improvement Opportunities*
- opportunity to replicate plans for Chevrier bicycle facilities between Pembina and the SWRTC
- see details from Bike Winnipeg proposal
Mathers Ave

Site notes
Waverley to Ash

Improvement Opportunities

- Gateway effect calming opportunity for traffic turning off Waverley
- Waverley Underpass plan calls for pathway to Mathers as does the proposed cycling strategy
- Route to William Mathers Park
- Long straightaway
- Provides quieter EW bicycle alternative to Taylor or Grant

Autumnwood Dr

Site notes
Cottonwood to Fermor

Improvement Opportunities

- Critical connection to Ecole Lacerte, Windsor Park Library, Little People’s Place, 7-11, fast food, Windsor Park collegiate, Windsor Park CC, route to College Beliveau*
- “Historical note: This is the author’s former route to high school in 1990.”
- Improve pedestrian environment at Cottonwood intersection
- Improve pedestrian environment at Fermor intersection
- Culvert crossing under Autumnwood at Niakwa Trail

Saint Boniface

Rue Valade

Site notes
Despins to Dollard

Improvement Opportunities

- On Verendrye Park
direct connection to large senior’s centre
across from Hospital, University
historical area popular with tourists
- Carefully plan curb cuts, pathway egress, crossing of Despins from Park to seniors centre incl. shortcut to hospital
- Raised crossing on DesPins to slow traffic running in front of seniors centre
Brebeuf Rd

Site notes
Cottonwood to Dussault

- Dussault Ave is a north/south bike route
- No sidewalks on Brebeuf
- Dussault is critical connection to Windsor Park CC, Windsor Park (the park that gave the name to the area) and pedestrian pathways leading to College Beliveau

Improvement Opportunities

- Add sidewalks or traffic calming
- Existing break in fence to allow access to school, formalize this connection to College Beliveau grounds at bend in Brebeuf

Elizabeth Rd

Site notes
Speers to Bleau

- Missing sidewalk on north side
- Nightclub and liquor store

Improvement Opportunities

- Add sidewalk on north side
- Reduce crossing distances of Elizabeth

Rue Des Meurons

Site notes
Horace to Carriere

- Critical North South bike route and access to St.Vital, Esplanade Riel, Elmwood, Provencher, etc.
- Room for protected bike lanes
- Almost all houses have back lane and garages access
- Bus route

Improvement Opportunities

- Add protected bike lane
- Add improved pedestrian crossings at all intersections
- Add improved bicycle crossing at Eugenie/Edgewood EW bikeway to bicycle pedestrian bridge connecting to Archwood
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**St. Charles**

**Dohaney Cr**
Site notes
Hamilton to Acheson

- No sidewalks
- Direct connection to playground in Goodridge park

Improvement Opportunities
- Add sidewalks or traffic calming
- Add crossing to playground

**N/B Buchanan Blvd**
Site notes
Portage to Livinia

- Very wide.
- Median.
- Room for protected bike lanes.
- Gateway to neighbourhood, Buchanan school, etc.

Improvement Opportunities
- Add protected bike lane
- Add pedestrian refuge island at back alley and at Livinia

**Cavalier Dr**
Site notes
Hedges to Hillary

- Too many parking lot access egress for street of this size on east side

Improvement Opportunities
- Reduced unnecessary parking lot turn in turn out crossings of sidewalk
- pedestrian refuge islands on Hamilton
- reconsider four way at Hamilton?
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Thompson Dr
Site notes
Portage to Assiniboine

Improvement Opportunities
• North Assiniboine Parkway
  • Add curb bumpouts near Portage to reduce pedestrian crossing distance and slow car speeds before entering neighbourhood.

Pacific Ave
Site notes
Keewatin to Oddy

Improvement Opportunities
• Oddy makes a good EW route for bikes
  • Bicycle connection Dee to Oddy/Pacific - see Bike Winnipeg for details

Athlone Dr (E Leg)
Site notes
Prairie View to Ronald

Improvement Opportunities
• Important connection for Bruce Middle School Grace Hospital, Ronald Lodge Park, Deer Lodge
• Connects Grant’s Old Mill and Living Prairie Museum
• Has sidewalks
  • Bicycle connection possible without removing parking using room on boulevards
  • Talk to Bruce Middle School for further possibilities
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St. James Brooklands cont.

Prairie View Rd
Site notes
Athlone to Ness

Improvement Opportunities

• Similar to Athlone above

Swan Lake Bay
Site notes
Entire (Chancellor ot Chancellor)

Improvement Opportunities

• No sidewalks on either side
• Important cut through to Albrin Park and all points Northeast along Bishop Grandin Greenway

Greyfriars Rd
Site notes
Killarney to Dalhousie

Improvement Opportunities

• Sidewalks on one side only
• Critical connection to Acadia School, Fort Richmond Collegiate, Dalhousie School, Skateboard park, etc.

St. Norbert

St. James Brooklands  cont.
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St. Vital

River Rd

Site notes
Nicollet to Minnetonka

Improvement Opportunities

- In front of Minnetonka School
- adjacent to River Road park west
- missing sidewalk piece on Red River side.
- beautiful views of river / place to linger
- Connections into Dakota Park, South St. Vital Trail

- Slow traffic before crossing at Minnetonka school with raised crossing or curb bumpouts
- Finish sidewalk / add multi-use path along Red River
- Consider widening/road diet for bike lanes

Hull Ave

Site notes
St. Anne's Road to St.David

Improvement Opportunities

- Should be on bicycle network due to existing narrow crossing at St. Annes
- Tim Horton's at St.Anne's
- Extra wide for one block near St.Anne's
- Long crossing of Hull at St.Anne's
- Bus stops on Ste.Anne's

- Review opportunities to provide connection from Hull to Niakwa Road Pedestrian Bridge.
- Narrow the roadway (pedestrian crossing distance) at St. Anne's with curb bumpouts at SE corner

Hawkins Cr

Site notes
Dakota to Novavista

Improvement Opportunities

- Create Dells-Hawkins Connection - Hawking/ Polydor is a good n/s bicycle route connecting to Wales
- Brentford Park access at corner
- Key route to Ecole Julie Riel
- Sidewalks on one side only
- Pedestrian refuge islands missing on Dakota

- Consider curb bumpouts on Nova Vista to reduce crossing distance.
- Formalize access to Brentford Park, carefully consider bicycles heading from Park onto Hawkins (slow traffic)
- Formalize connection to Dells
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St. Vital

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- In front of Minnetonka School
- adjacent to River Road park west
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- beautiful views of river / place to linger
- Connections into Dakota Park, South St. Vital Trail

Improvement Opportunities
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- Finish sidewalk / add multi-use path along Red River
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- Formalize connection to Dells

Bienvenue

Site notes
Ravelston W to Regent W

- sidewalk cut through (Atwood@Pandora to Regent) terminates at south end of Bienvenue
- industrial
- no sidewalks
- very low density
- parking/employment
- no sidewalks on Ravelston

Improvement Opportunities
- consult with employees of local business re: need for sidewalks
- see dev’t plans for area NW of here for future demand

Kildare

Site notes
Day to Wayoata

- runs adjacent to outdoor pool, arena, baseball field
- children playing sign just East of Day
- large medians suitable for protected bike lanes
- on direct route from schools to subway, grocery store, seniors centre
- bus route, beautiful trees
- sidewalks both sides
- bright painted xwalk near Leola

Improvement Opportunities
- consider protected bike lanes in median space under tree canopy for young people on bikes, roller blades, local travel
- enhance and formalize pedestrian approaches to stadium and wading pool
- focus traffic calming near Wabasha

Transcona

Site notes
Fitzpatrick to St. Mary’s

- fairly narrow
- sidewalks both sides
- sidewalk crossing on NE corner of St. Mary’s intersection is not universal design friendly
- no pedestrian refuges on St. Mary’s itself
- parking on north side
- bus stop at SE corner St. Mary’s intersection

Bienvenue cont.

- align sidewalk to future addition of pedestrian refuge on St. Mary’s
- curb bumpout at St. Mary’s in front of parking (to reduce turning speeds and crossing distances for elderly)
IMPORTANT NOTE ON THIN BITUMINOUS OVERLAYS AND ALLEYWAYS

This document does not contain a review of any projects slated for Thin Bituminous Overlay (TBO) or back lanes and alleyways rehabilitations. These too represent considerable opportunities to improve the pedestrian and cycling realm in Winnipeg at a micro-site level.

For TBOs, we recommend considering the opportunities afforded by the ability to repaint lines and realign lanes. In occasional circumstances, curbs will be rebuilt (if they are in very poor shape) and this is a chance to realign sidewalks and provide traffic calming.

Back lanes and alleyways, like roads, function as multi-modal facilities, provide important walking connections to parking garages, maintenance doors, rear apartment building doors, and local homes. Occasionally, they are very important for cycling, especially downtown and as shortcuts on one way streets. All backlanes are, by nature, low speed, mixed use facilities and represent particularly good opportunities for shared space design principles.

In short, we recommend that a similar perspective be applied to these projects. Opportunities to maximize improvements to the healthy built environment should be harnessed whenever any form of construction or road repair takes place.
Feedback

To provide feedback on this document or for more information, please contact the Winnipeg Trails Association Coordinator at info@winnipegtrails.ca or by phone at 204-797-1962