WALKBIKE PROJECTS



St. Boniface to Downtown Walk Bike Project

Winnipeg

About the project

The City of Winnipeg is committed to building pedestrian and cycling infrastructure for people of all ages and abilities. Building on the Council-approved Pedestrian and Cycling Strategies, this project is exploring options to improve travel choices, accessibility, and connectivity between the Esplanade Riel Footbridge / Provencher Bridge and the multi-use path on Archibald Street south of Nairn Avenue.

Key goals of the study include:

- Consider the needs of all road users, create a comfortable and attractive route, and accommodate users of all ages and abilities
- Work with stakeholders and the public to communicate clear overall project aspirations and restraints
- Ensure participants see their concerns, wants, and needs reflected in the final design where possible, and where not possible, see rationale as to why



The study also includes connections to the proposed Southeast Corridor, Tache Promenade, Aulneau Street, Seine River pathway, and Notre Dame Street active transportation bridge over the Seine River.

Timeline



Project start
SPRING 2020



Develop preliminary route and design options
2021



Refine preliminary design
SUMMER 2022 - SPRING 2023

WE ARE HERE

Recommend design and present for Council's consideration
FALL/WINTER 2023





Phase 1 public engagement: identify values and needs
AUGUST/SEPTEMBER 2020



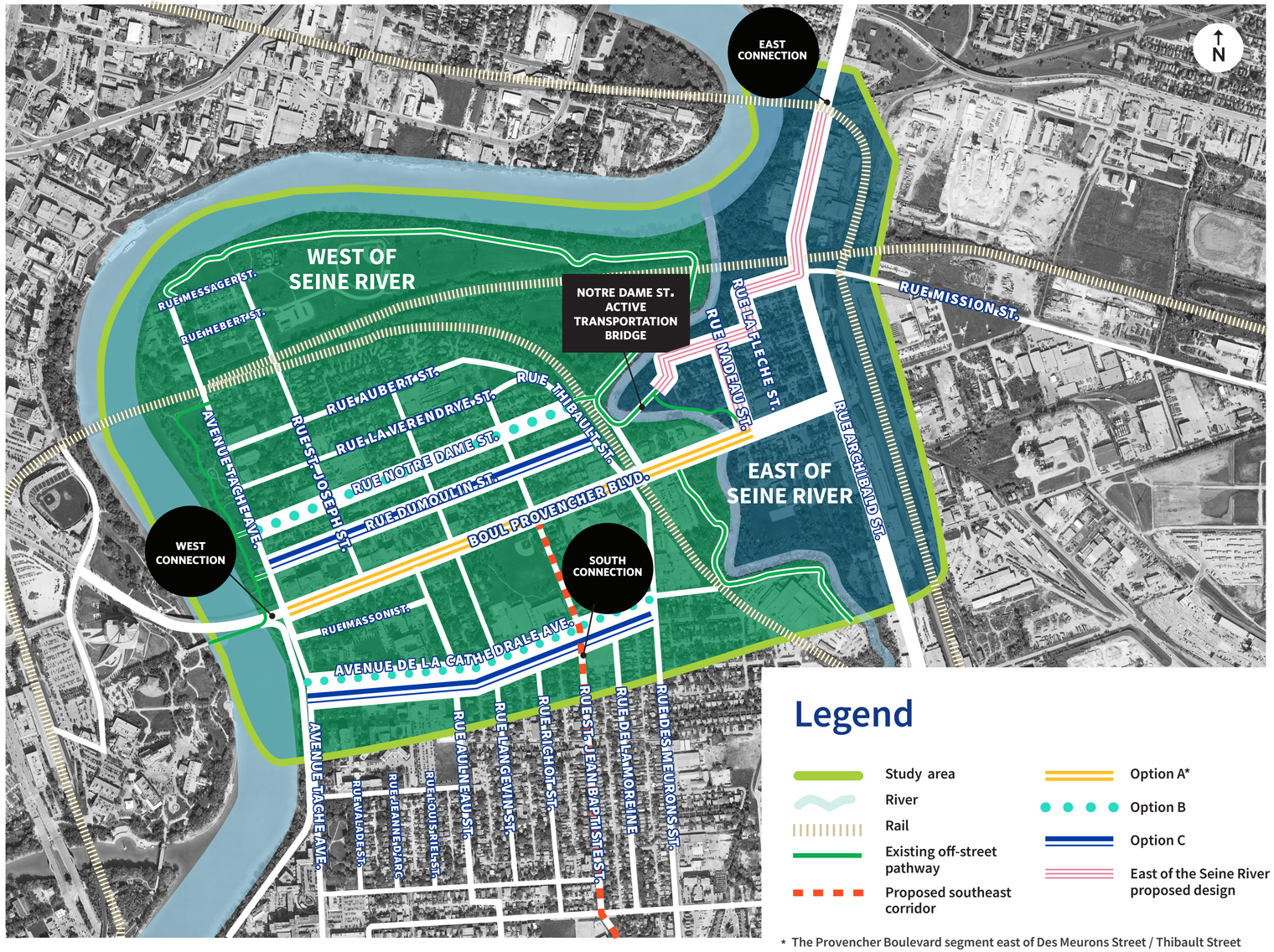
Phase 2 public engagement: exploring options
MAY/JUNE 2022



Phase 3 public engagement: gather feedback on proposed design
JUNE 2023

Detailed design and construction
TO BE DETERMINED - BASED ON COUNCIL DIRECTION AND FUNDING

Phase 2 public engagement: what we heard



Legend

- Study area
- River
- Rail
- Existing off-street pathway
- Proposed southeast corridor
- Option A*
- Option B
- Option C
- East of the Seine River proposed design

* The Provencher Boulevard segment east of Des Meurons Street / Thibault Street may be implemented as a second phase due to the high cost associated with the river crossing modifications.

As part of Phase 2 engagement, **we asked for feedback on three possible routing options west** of the Seine River and a **single proposed design east** of the Seine River to connect to Archibald Street.

What we heard

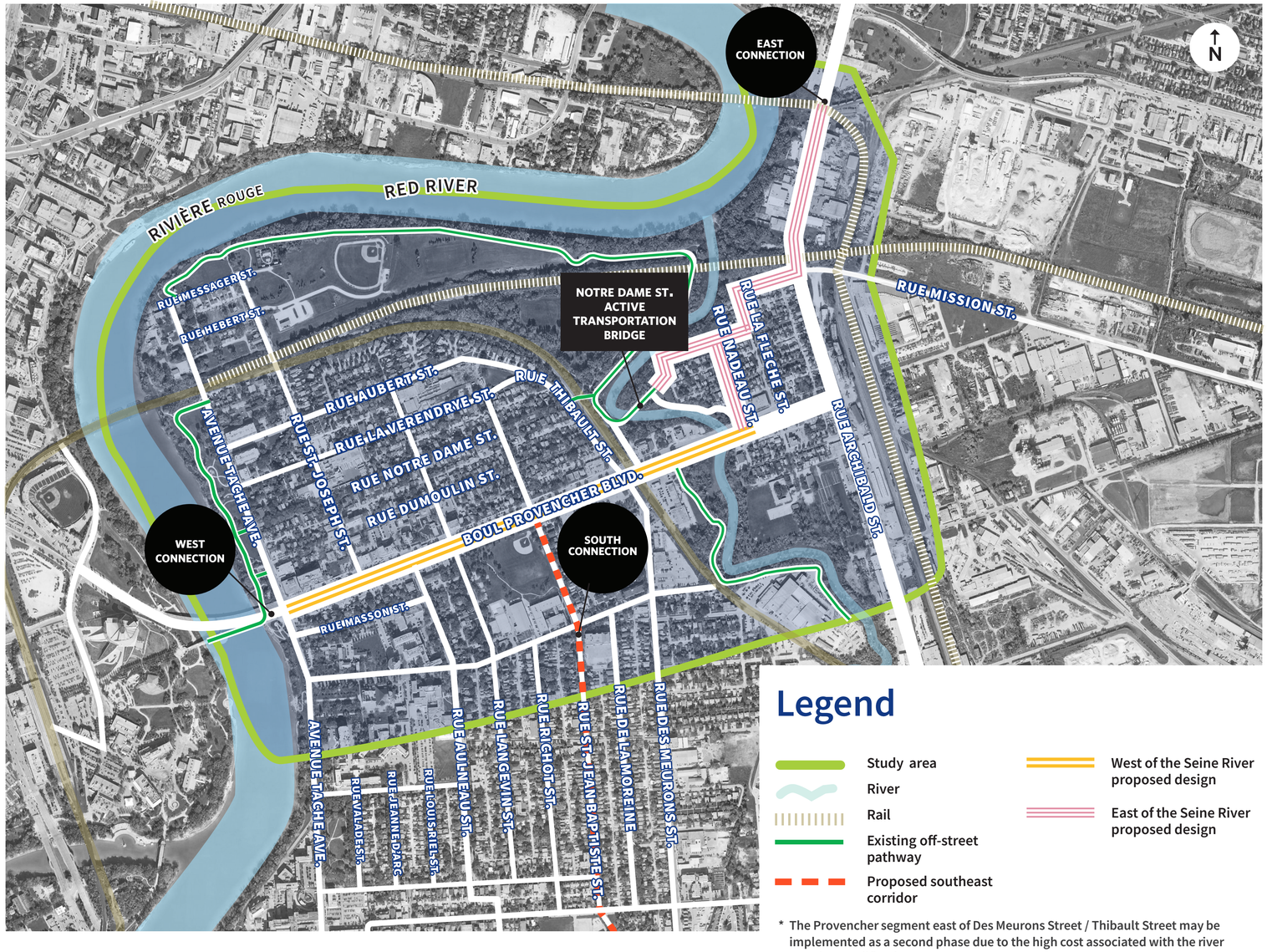
77%

of respondents indicated that they prefer Option A: Provencher Boulevard, given that it would get commuters safely to/from Downtown and bring cyclists to destinations along Provencher Boulevard.

We have refined this option and are now presenting it as our proposed design.

Proposed route and design

Provencher Boulevard



Legend

- Study area
- River
- Rail
- Existing off-street pathway
- Proposed southeast corridor
- West of the Seine River proposed design
- East of the Seine River proposed design

* The Provencher segment east of Des Meurons Street / Thibault Street may be implemented as a second phase due to the high cost associated with the river crossing modifications.

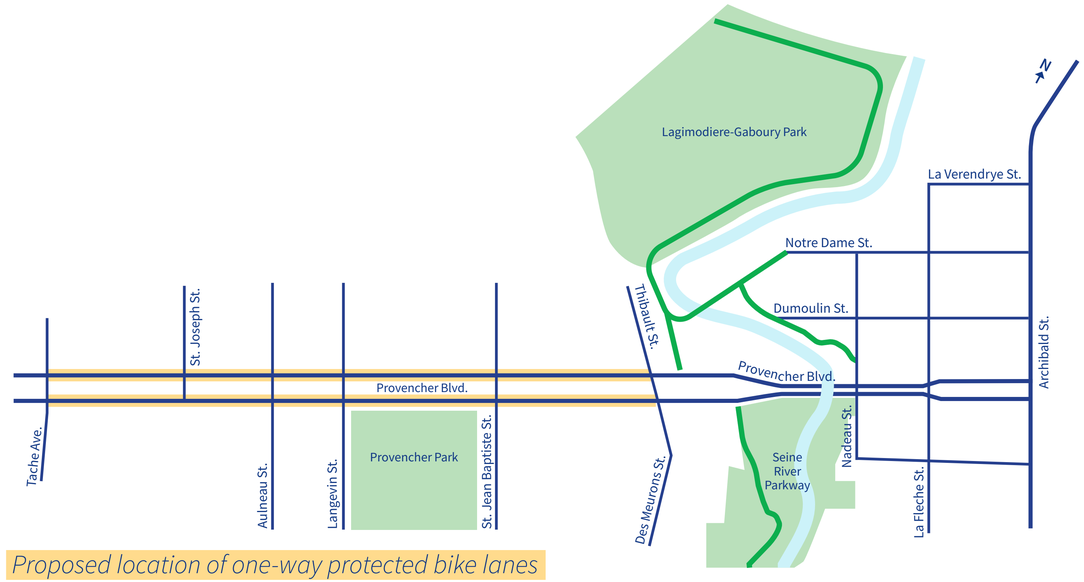
What we heard

- Most direct route, with a lot of commercial destinations and attractions
- Directly connects to existing cycling routes along Esplanade Riel and Tache Promenade
- Protected bike lanes provide a sense of safety from the types and speeds of vehicles on Provencher Boulevard

Design features

One-way protected bike lanes

These physically separated, on-street lanes are for one-way bike travel. Cyclists would be physically separated from vehicles by a raised curb and the bike lane would be located behind the parking lane. Cyclists could enter/exit at intersections. The proposed design includes a one-way protected bike lane on both sides of Provencher Boulevard from Tache Avenue to Des Meurons Street.



Proposed location of one-way protected bike lanes

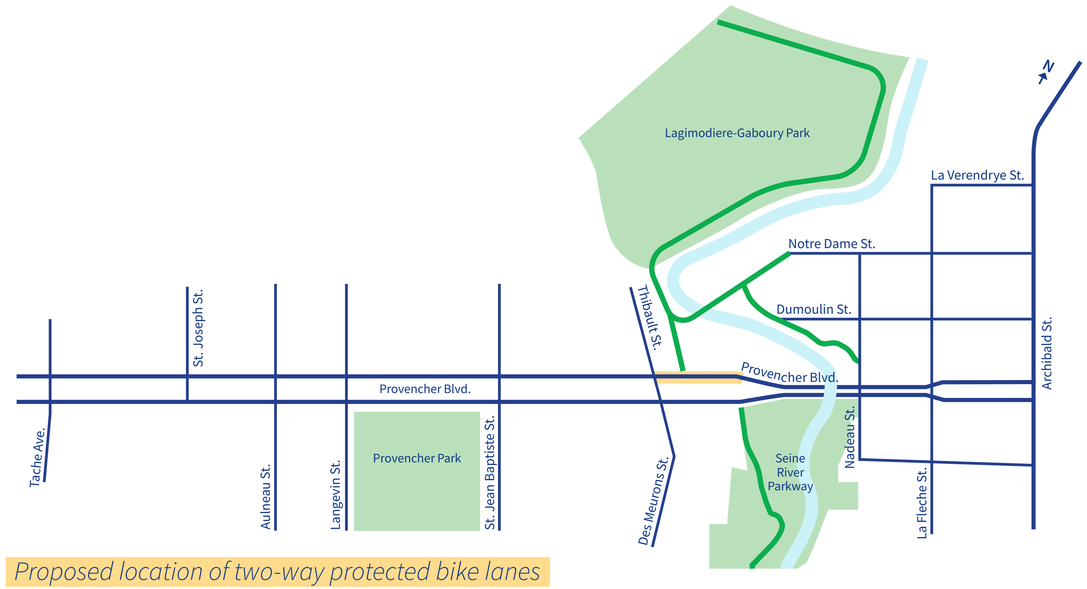


Sample cross section of one-way protected bike lanes on Provencher Boulevard facing east

Design features

Two-way protected bike lanes

These physically separated, on-street lanes are for bike travel in both directions. Cyclists would be physically separated from vehicles as the bike lane itself is raised. Cyclists could enter/exit at intersections and vehicles would be blocked from entering the bike lane. The proposed design includes two-way protected bike lanes on the north side of Provencher Boulevard from Des Meurons Street to the Seine River.



Proposed location of two-way protected bike lanes

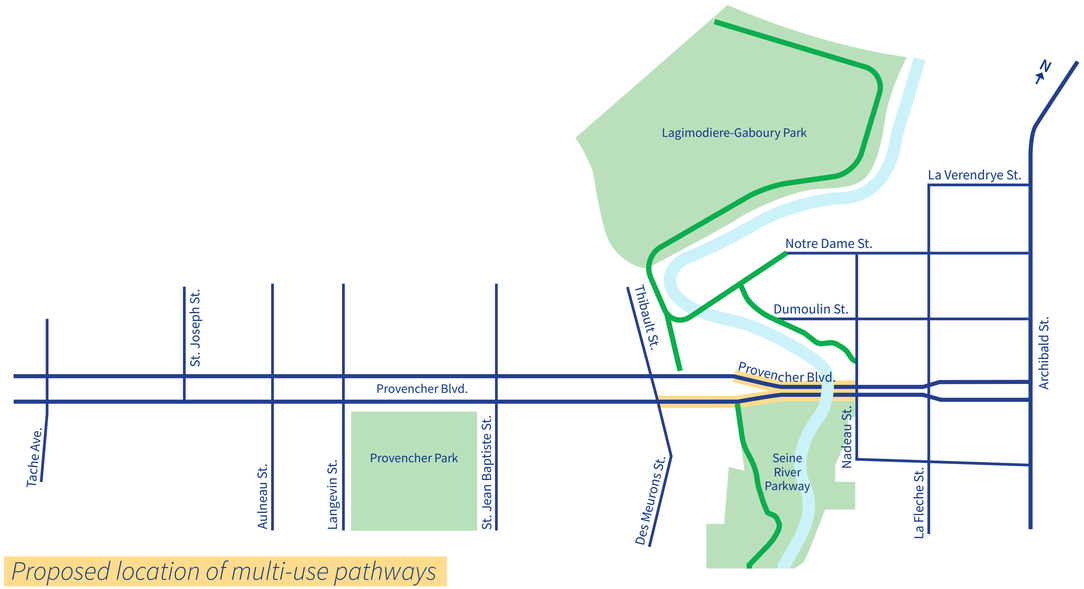


Sample cross section of two-way protected bike lanes on Provencher Boulevard facing east

Design features

Multi-use pathways

Multi-use pathways are off-street paths that are physically separated from vehicles and run alongside or nearby roadways. Multi-use paths allow for bi-directional travel and are shared by cyclists and other non-motorized users. The proposed design includes a multi-use pathway on the south side of Provencher Boulevard east of Des Meurons Street and on the north side of Provencher Boulevard over the Seine River bridge.



Proposed location of multi-use pathways



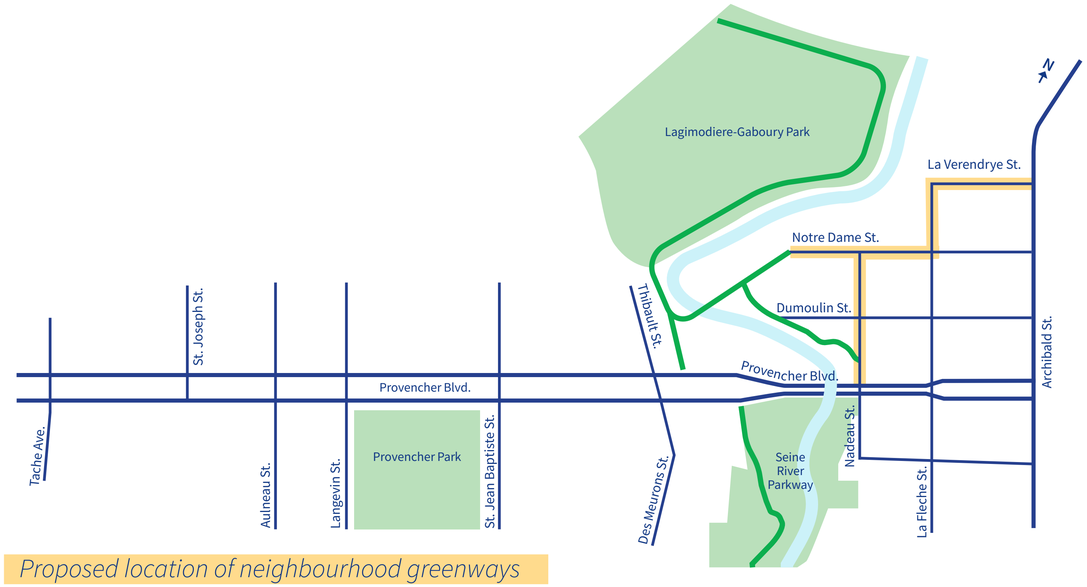
Sample cross section of multi-use pathway on Provencher Boulevard facing east

Design features

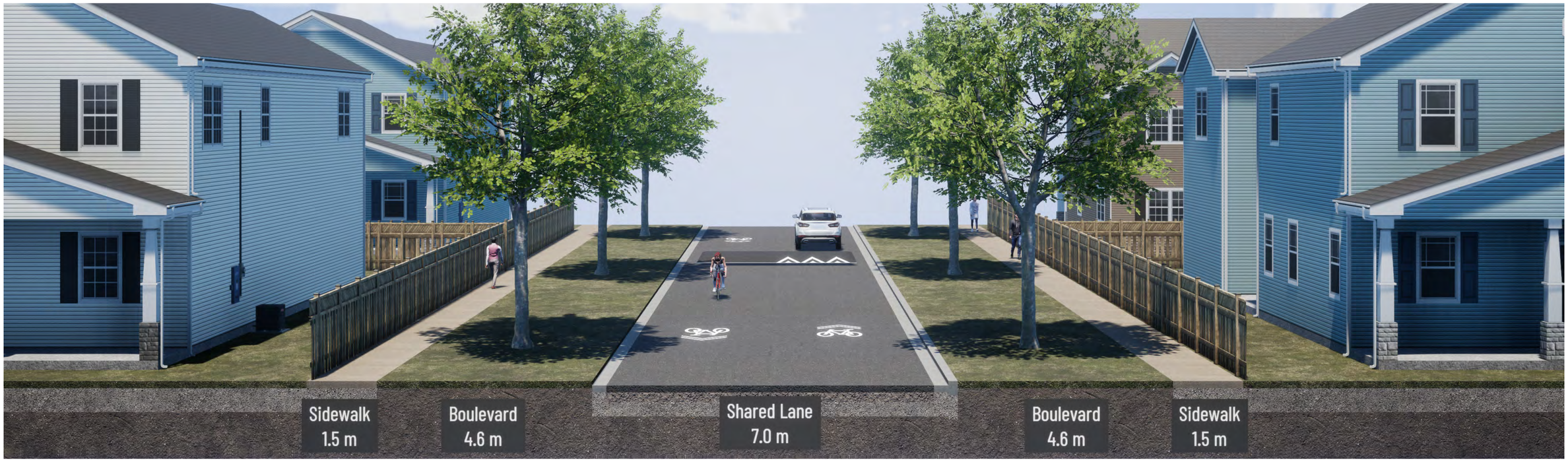
Neighbourhood greenways

Neighbourhood greenways are on-street routes designed to move cyclists, pedestrians, and vehicles comfortably and safely. Neighbourhood greenways typically include a range of treatments such as signage, bike signals, pavement markings, reduced speed limits, and traffic calming.

Future neighbourhood greenways are proposed on Nadeau Street, Notre Dame Street, La Fleche Street, and La Verendrye Street.



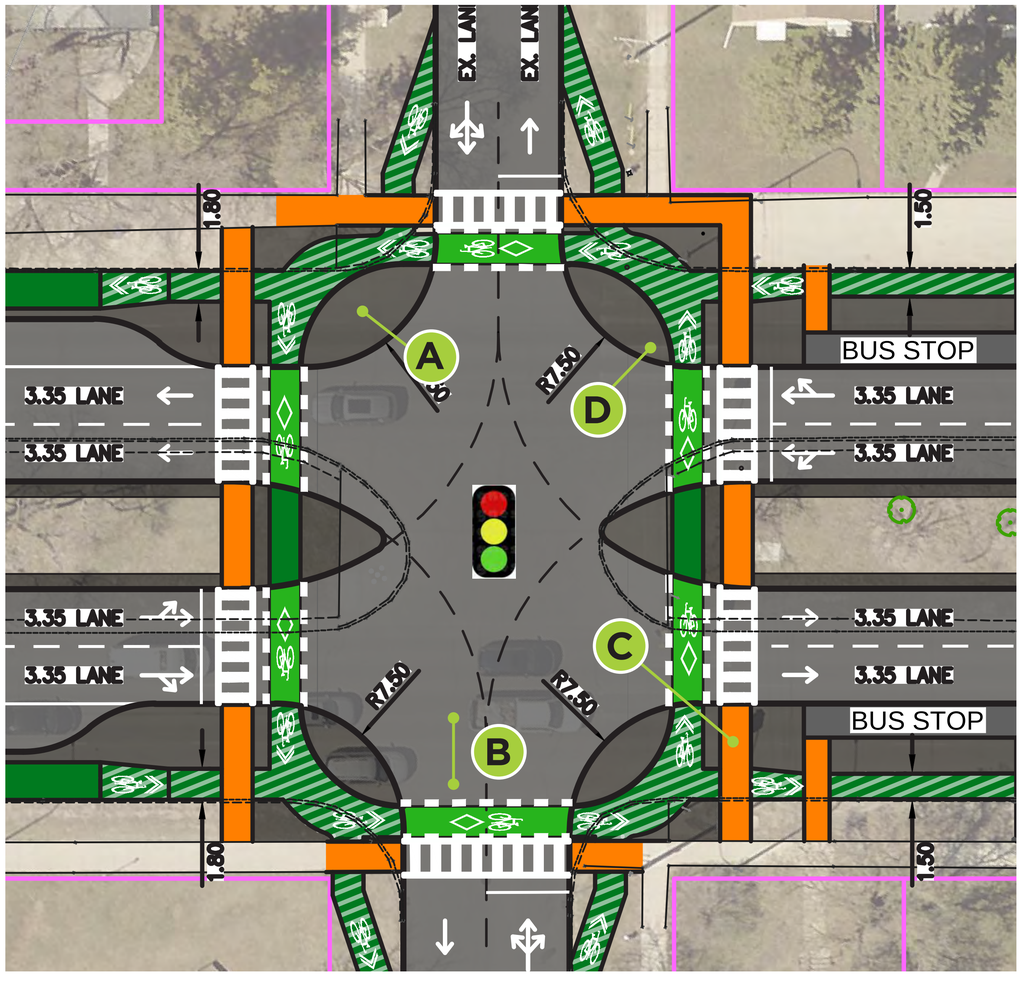
Proposed location of neighbourhood greenways

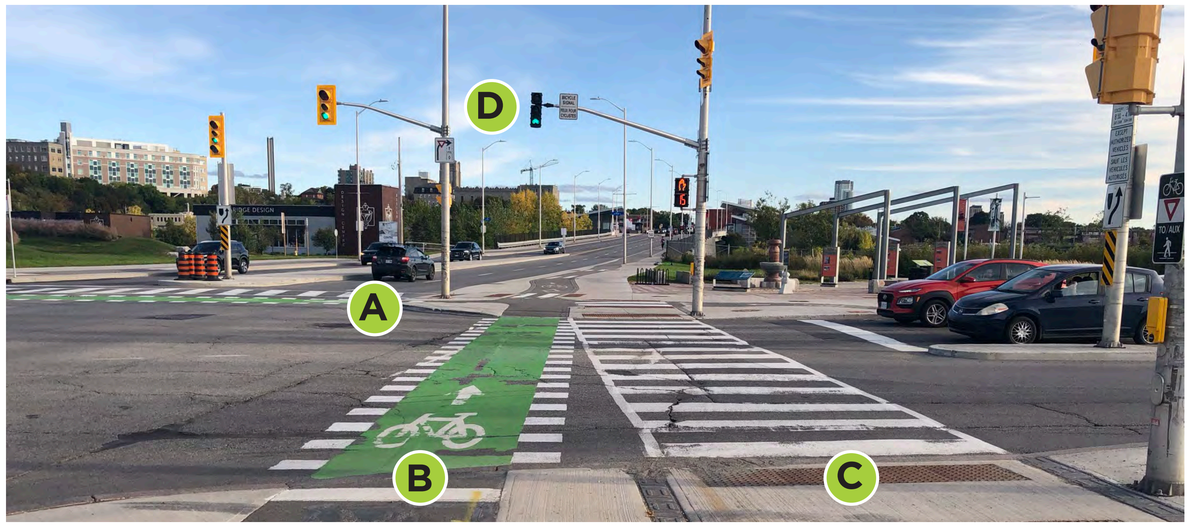


Sample cross section of neighbourhood greenway on Nadeau Street facing north

Design features

Protected intersections





The proposed design includes protected intersection design elements on Provencher Boulevard at Tache Avenue, St. Joseph Street, Aulneau Street, Langevin Street, St. Jean Baptiste Street, and Des Meurons Street

A **Raised corner island:** provides physical separation between cyclists and turning vehicles

B **Set-back cyclist crossing**: requires a vehicle to complete its turn before crossing the path of a cyclist, which improves driver sight lines and cyclist safety

C **Multi-stage pedestrian crossing:** provides a designated space for pedestrians, minimizes the pedestrian crossing distance, and supports shorter traffic signal cycles

D **Bicycle signal**: provides direction to cyclists when crossing a street and provides the opportunity for an advanced green signal to give cyclists a head start before motorists enter the intersection

Design features

Intersection safety features

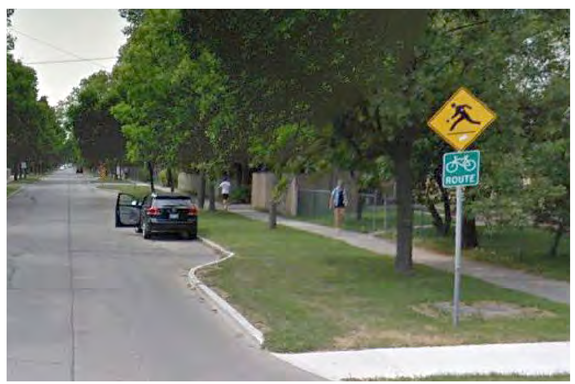
Pavement markings



Example of green paint through a major intersection

Pavement markings (i.e., green paint) would be used to indicate the path for cyclists through intersections and driveways. This treatment would improve the safety of the intersection by increasing the visibility of the bike lane and helping to reinforce that cyclists have priority in these areas.

Curb bump-outs



Example of curb bump-outs

Curb bump-outs would decrease the pedestrian crossing distance and reduce the speed of vehicles.

Two-stage queue boxes



Example of two-stage queue box

In-boulevard two-stage turn queue boxes would be added at Provencher Boulevard / Nadeau Street and Archibald Street / Mission Street to provide a safe waiting areas for left-turning cyclists at intersections.

Zebra pavement markings



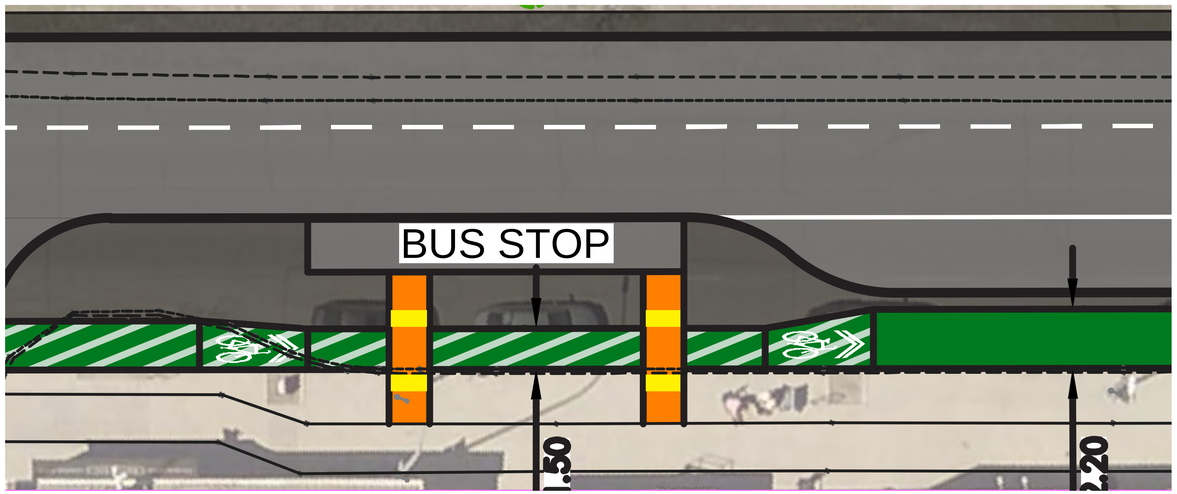
Example of zebra pavement markings

Zebra pavement markings would be added to proposed pedestrian crossing locations to enhance the crosswalk visibility.

Transit stops

- The proposed design recommends changes to transit stops along Provencher Boulevard to align with the **Winnipeg Transit Master Plan**
- The proposed design consolidates existing stops and includes future transit stop locations at Tache Street, Aulneau Street, St. Jean Baptiste Street, and Nadeau Street
- The transit stops feature a transit island, where the bike lane is raised to the level of the sidewalk and pedestrians cross the raised bike lane to access the transit stop. The bike lane is narrowed at these locations to promote slower cycling speeds through the transit stop area.

Transit stop islands



Example of a transit stop island from the Provencher design



Photo of transit stop island in Winnipeg on McDermot Ave.

Parking and loading lanes

- The proposed design maintains existing parking and loading lanes on both the north and south sides of Provencher Boulevard between Tache Avenue and Des Meurons Street
- Adding the bi-directional protected bike lane on the north side of Provencher Boulevard between Des Meurons Street and the Seine River would result in a loss of eight on-street parking spaces



Accessible loading zones

- The proposed design includes locations for possible accessible loading zones based on existing Transit Plus ridership data

Trees and amenities

- Adding the protected bike lanes on Provencher Boulevard would require a narrower median
- Most trees in the median would remain
- Four trees would need to be removed and the “Welcome to St. Boniface” sign would need to be relocated or modified to accommodate the proposed design
- Locations for new community amenities, such as bike parking, rest areas, and planting areas are included in the proposed design to enhance the pedestrian and cyclist experience through the area





Improved walking and cycling connections

- Bi-directional bicycle lanes between Des Meurons Street and the Seine River would improve the connection to the Lagimodiere-Gaboury Park pathway and the Seine River Parkway pathway
- New pedestrian and cyclist crossings on the west side of Tache Avenue would improve the connection to the Tache Promenade and the Esplanade Riel Bridge
- Protected intersections at Aulneau Street and St. Jean Baptiste Street and two-stage turn queue boxes at Nadeau Street would allow cyclists to safely transition to the future neighbourhood greenways

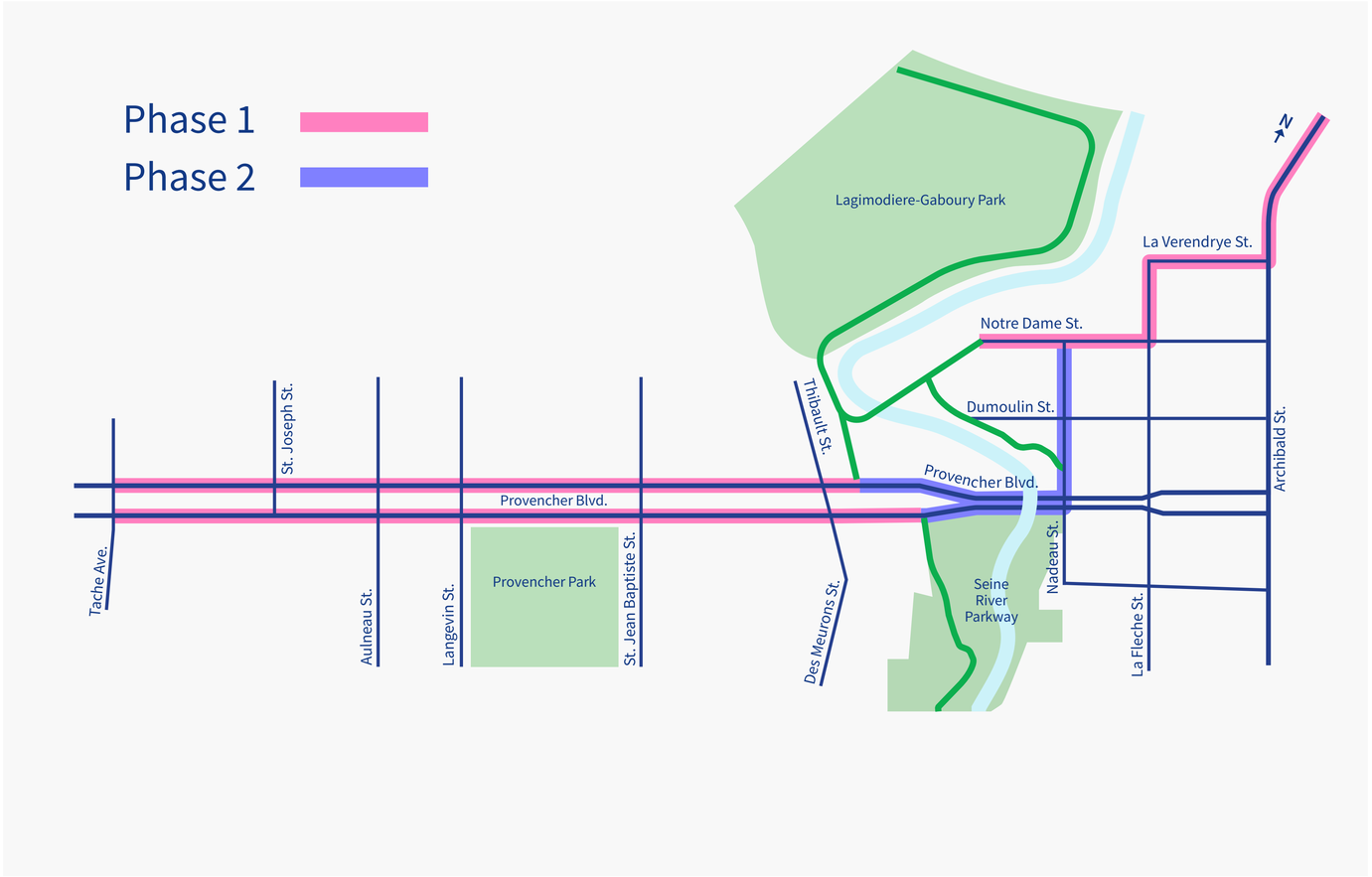




Phasing

If approved, the project would be developed in two phases:

- **Phase 1** would include implementation of the proposed design on Provencher Boulevard from Tache Avenue to the Lagimodière-Gaboury Park pathway on the north side and the Seine River Parkway pathway on the south side. Cyclists would travel through the park to get to the east side of the Seine River and use the proposed neighbourhood greenways on Notre Dame Street, La Fleche Street, and La Verendrye Street to connect to Archibald Street.
- **Phase 2** would include implementation of the remaining portion of the proposed design on Provencher from the Lagimodière-Gaboury Park and Seine River Parkway pathways to Nadeau Street. Cyclists would use the proposed neighbourhood greenways on Nadeau Street, Notre Dame Street, La Fleche Street, and La Verendrye Street to connect to Archibald Street.



Thank you

Thank you for attending and participating in today's conversation about the

St. Boniface to Downtown Walk Bike Project

Learn more at:
winnipeg.ca/stbtodowntown

Please fill out a **survey online or in person** at the welcome table

A **public engagement report** will be **available online** at the end of the project

For more information, please contact: Meagan Boles

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