WALKBIKE PROJECTS

ST. BONIFACE TO DOWNTOWN WALK BIKE PROJECT

WSP TOOLE DESIGN Winnipeg

ABOUT THE PROJECT

The City of Winnipeg strives to build pedestrian and cycling infrastructure for people of all ages and abilities. The St. Boniface to Downtown Walk Bike Project will identify options to improve travel choices, accessibility, and connectivity between the Esplanade Riel Footbridge / Provencher Bridge and the multi-use path on Archibald Street (located approximately 300 metres 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 will also include connections to the proposed Southeast Corridor, Tache Avenue and Notre Dame Street active transportation bridge over the Seine River.

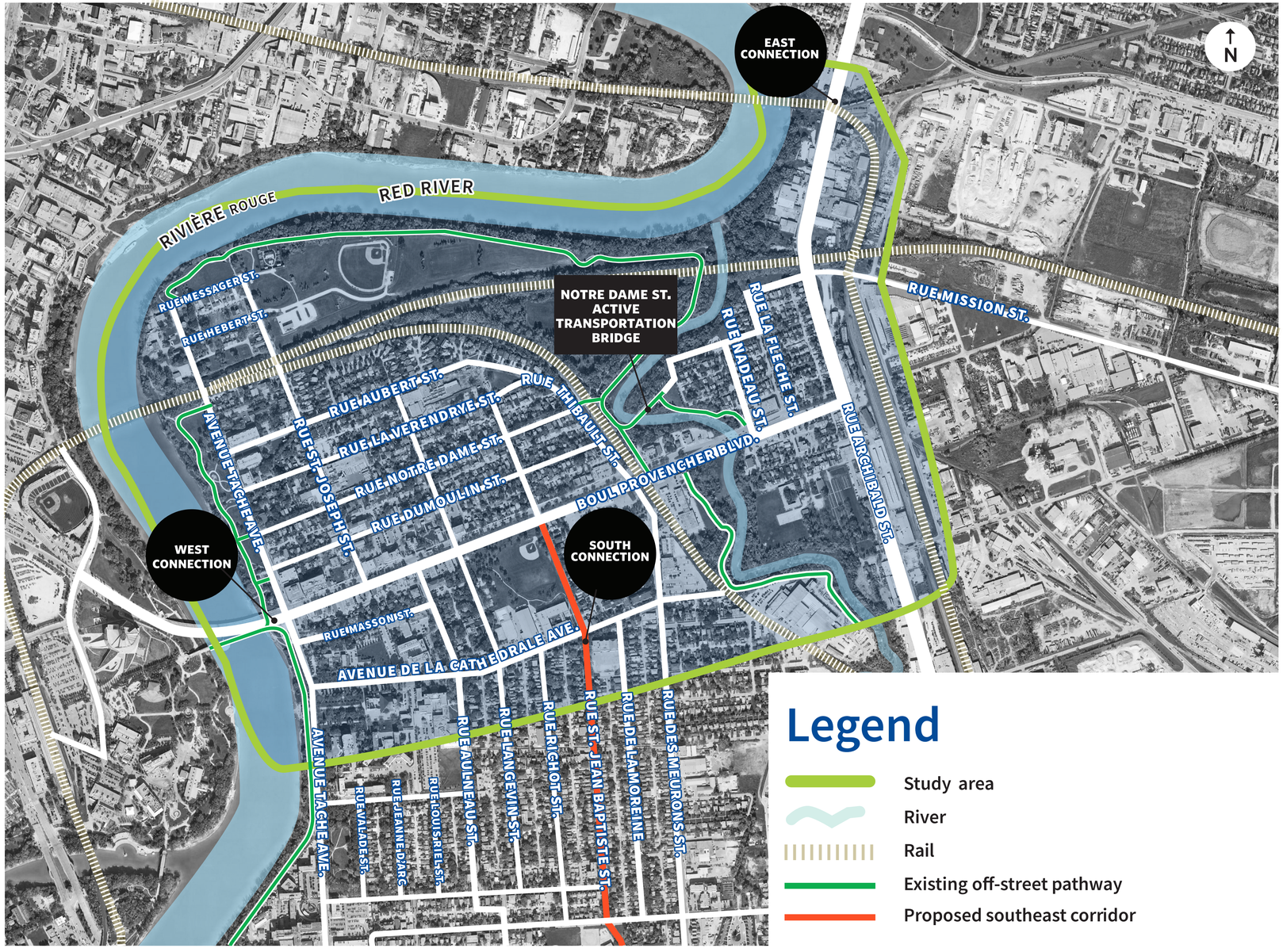
BACKGROUND

The City's Pedestrian and Cycling Strategies (PCS) were approved by City Council in 2015 and provide the long-term vision for accessible, convenient and safe walking and cycling infrastructure for people of all ages and abilities. The PCS also assists in prioritizing active transportation infrastructure projects throughout the city. **The PCS is currently undergoing an update as part of the Transportation Master Plan 2050 project.**

This project will provide an east-west walking / cycling connection through St. Boniface connecting to the Downtown.

The PCS recognizes the St. Boniface to Downtown connection as a priority.

STUDY AREA MAP



Legend

- Study area
- River
- Rail
- Existing off-street pathway
- Proposed southeast corridor

PROJECT TIMELINE

In the summer of 2020, the project team asked residents of and stakeholders in the study area for input on the best place for a bike route through the area, as well as their thoughts on a number of other active transportation-related topics. Based on what we heard, technical knowledge, and other planning considerations, we developed preliminary route and design options. Today, we want to know what you think.

Project Start
SPRING 2020

Develop Preliminary Route and Design Options
2021

Refine Preliminary Design
SUMMER 2022

Detailed Design and Construction
TO BE DETERMINED

Phase 1 Public Engagement: Identify values and needs
AUGUST/SEPTEMBER 2020

WE ARE HERE

Phase 2 Public Engagement: Exploring options
MAY/JUNE 2022

Phase 3 Public Engagement: Settle on design
FALL/WINTER 2022

PUBLIC ENGAGEMENT

THE PUBLIC ENGAGEMENT GOALS FOR THIS PROJECT ARE TO:

- Work with residents and stakeholders (businesses, schools, and organizations in the area) to ensure concerns with and aspirations for pedestrian and cycling improvements are reflected in the design.

- Allow for a variety of engagement opportunities to ensure the process is open and transparent, and captures the broadest range of feedback.

- Provide clear links between public and stakeholder feedback, and decisions made.

- Provide all public engagement and communications materials in French and English.

In Phase 1 of engagement (August 27 – September 23, 2020) we asked how you travel through the study area and what we could do to improve travel choices, safety, accessibility, and connectivity.

PHASE 1 ENGAGEMENT

We heard from a wide range of citizens through a survey and mapping tool on the City's website, in-person walking tours, and talking with stakeholders.

ONLINE SURVEY

received over

390

online survey responses

ONLINE MAPPING TOOL

88 pins

were dropped on the map, providing us with location-specific feedback on key destinations, safety issues, important parking, preferred routes, and areas of concern

TOUR-IT TUESDAYS

20+

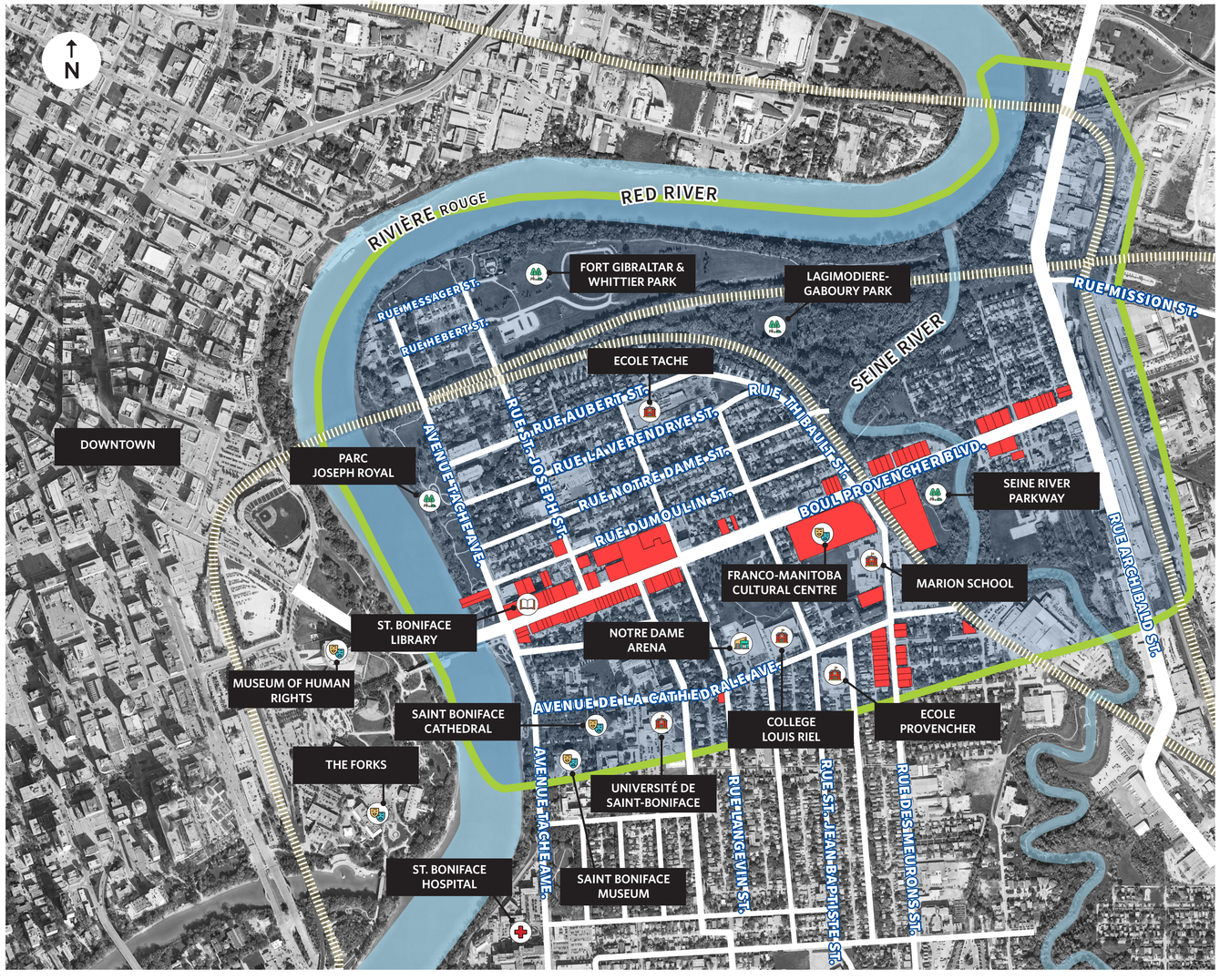
participants joined us on a walking tour of the neighbourhood to identify key barriers and opportunities

STAKEHOLDER MEETINGS

13

community organizations, businesses, institutions, and resident associations provided input on priorities, interests, and concerns

PHASE 1 ENGAGEMENT: KEY DESTINATIONS FROM MAPPING TOOL



Destinations legend

- Study area
- River
- Commercially-zoned land
- Schools
- Parks
- Community centres
- Libraries
- Hospitals
- Cultural attraction

PHASE 1 ENGAGEMENT: WHAT WE HEARD

SIDEWALKS & CROSSWALKS

- Many of the sidewalks in the area are uneven and create potential safety concerns for pedestrians.
- Accessibility issues exist throughout the study area where sidewalks are disconnected from one another, making travel difficult for pedestrians (especially during winter).

BICYCLE PARKING

- Some businesses and organizations provide bicycle parking for staff and visitors.
- Cyclists typically park their bikes on Provencher Boulevard or occasionally along one of the adjacent streets.

PARKING

- Businesses and organizations have off-street parking for employees and visitors; however, parking does not always meet the demand. People also park along streets adjacent to Provencher Boulevard.
- Hospital staff park along residential streets. On-street parking demand from hospital staff and visitors can overwhelm these side streets.

SAFETY

- Cyclist safety could be improved with a safe, designated bike route.
- Provencher Boulevard is extremely busy, with heavy truck traffic, particularly on weekdays. The truck traffic can be intimidating for cyclists.

PHASE 1 ENGAGEMENT: WHAT WE HEARD - ROUTE OPTIONS

PROVENCHER BOULEVARD

- Most direct route, with a lot of destinations and attractions.
- Directly connects with existing cycling routes along Esplanade Riel and Tache Avenue.
- Although this option may be the most expenseive due to major reconstruction requirements, phasing could be explored.

DE LA CATHEDRALE AVENUE

- Runner up preferred route to Provencher Boulevard, due to proximity to several key neighbourhood destinations.
- This option should not be considered due to high traffic volumes (university and hospital traffic), heavily utilized on-street parking, the narrow street, and significant pedestrian traffic.

Provencher Boulevard was identified during Phase 1 engagement as an obvious option for a bike route; however, this alignment would require a major reconstruction of the street due to its current traffic volumes, limited right-of-way space, and high on-street parking utilization.

The City communicated this as a consideration, as the funding identified for construction of this project is insufficient for what is needed on Provencher Boulevard. If Provencher Boulevard is determined to be the preferred alignment, the project would be added to and prioritized against a list of other unfunded active transportation projects; if another route is recommended, it would proceed to construction upon approval.

PHASE 1 ENGAGEMENT: WHAT WE HEARD - ROUTE OPTIONS

NOTRE DAME STREET

- Aligns best with the existing active transportation bridge.
- Too far north of Provencher Boulevard to be a preferred route.

DUMOULIN STREET

- A preferred route for proximity to a neighbourhood school, daycare, Fort Gibraltar, Whittier Park, and residential areas.
- Close to Provencher Boulevard and neighbourhood businesses.
- Some thought it was not a good route due to high traffic volumes and heavily used on-street parking.

Most participants noted their preferred cycling route for travelling through and within the study area would be Provencher Boulevard, if proper designated facilities / connections existed.

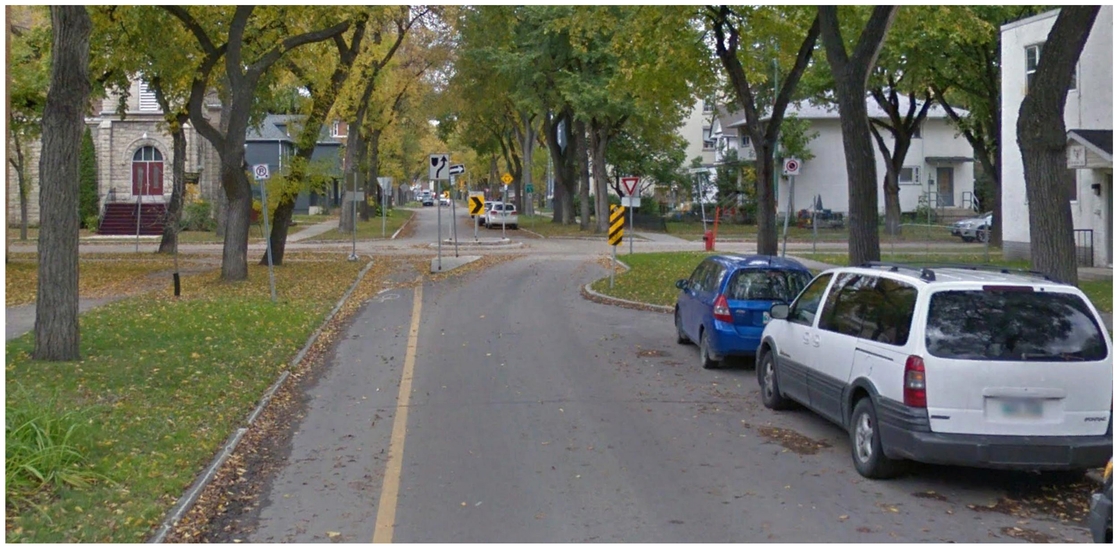
Each of the proposed routes could function as a cycling route because they serve different purposes in terms of who is riding their bike and where they are going. For example, the side streets are great for accessing schools, parks, and many community organizations, while Provencher Boulevard is great for getting commuters safely to / from Downtown, and bringing cyclists to destinations along Provencher Boulevard.

ROUTE TYPE OPTIONS

WE CONSIDERED A VARIETY OF INFRASTRUCTURE TYPES:

Neighbourhood greenways

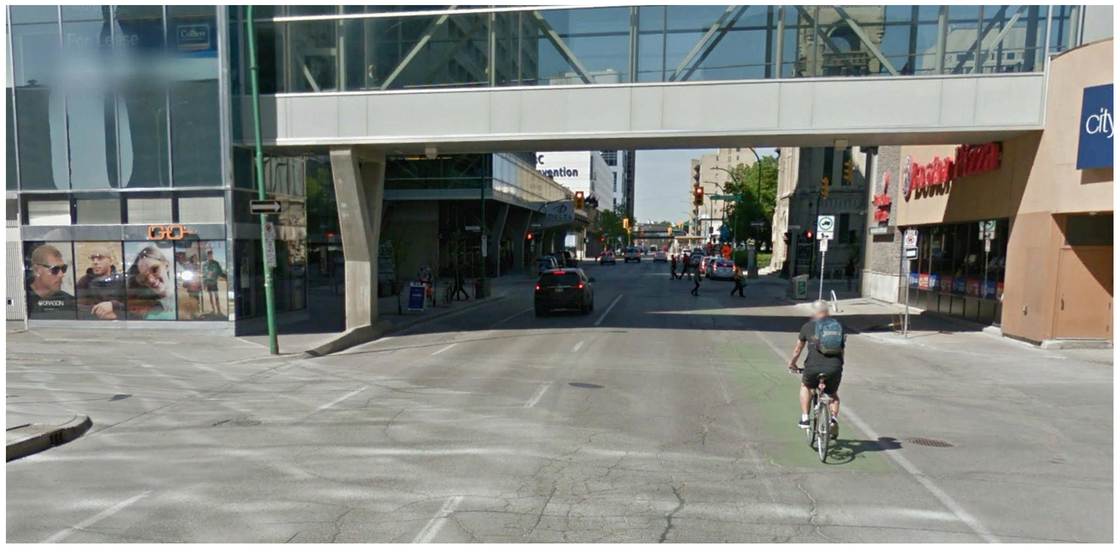
Neighbourhood greenways are on-street routes designated to comfortably and safely move both cyclists and pedestrians and motor vehicles. Greenways typically include a range of treatments from low-impact things like signage, bike signals, and pavement markings to varying degrees of traffic calming including a best-practice speed limit of 30 km/h.



Example: Nassau Street

Painted bicycle lanes

There are lanes designated exclusively for bicycle travel. Cyclists can enter/exit anywhere but are vulnerable to vehicular traffic making them less comfortable/desirable for cyclists.



Examples: St. Mary Avenue and Harrow Street

ROUTE TYPE OPTIONS

Protected bicycle lanes

These physically separated, on-street lanes are designated exclusively for bike travel. The physical separation from vehicles includes a variety of treatments such as raised curbs, parking, or the bike lane itself is raised. Cyclists can enter/exit at intersections and vehicles are blocked from entering.

Example: Sherbrook Street

Multi-use paths

These off-street paths are physically separated from vehicles and run alongside or nearby roadways. Multi-use paths allow for bidirectional travel and are shared by cyclists and other non-motorized users.

Example: Bishop Grandin Greenway

ROUTE CRITERIA

THE PROJECT TEAM WILL EVALUATE ROUTES BASED ON:

USER DEMAND

How well would the route connect to key community destinations?

ROUTE CONNECTIVITY

How direct and continuous would the route be?

CONFLICTS AND MITIGATIONS

How many safety risks are posed by conflict points with intersections, accesses, and driveways?

COMFORT

How attractive is the route to the broadest number of users (all ages and abilities) and how safe would people feel cycling along the route?

IMPACTS

What are the impacts to pedestrians, motor vehicles, parking, loading and deliveries, transit operations, and emergency services?

COMMUNITY CONTEXT AND SUPPORT

How would the route impact the community and area businesses? How does the route align with previous feedback?

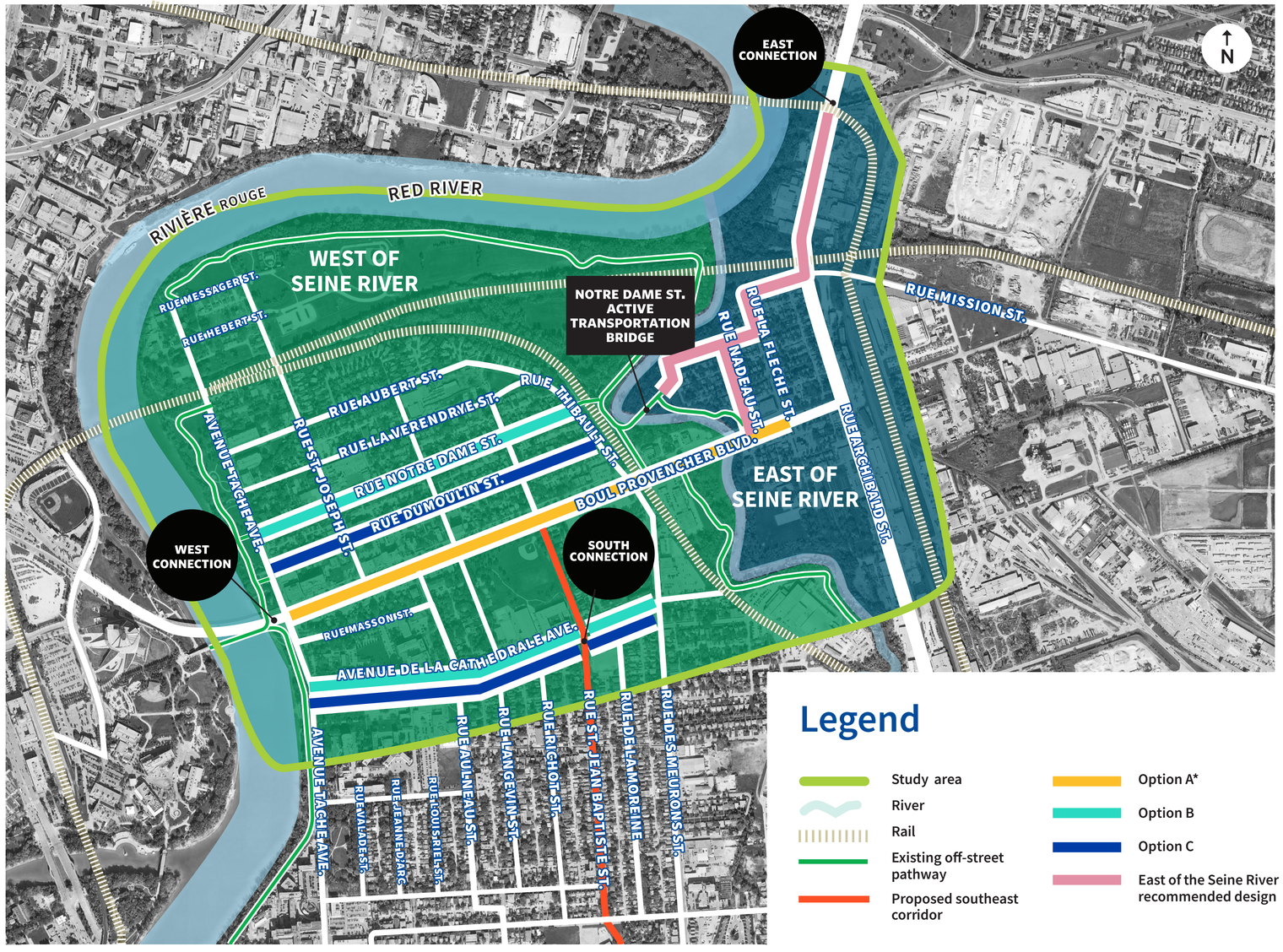
COST AND CONSTRUCTIBILITY

What are the capital costs, difficulty of construction, and scheduling risks?

OPERATIONS AND MAINTENANCE

How well could the route be maintained throughout the year, for all-seasons travel?

ROUTE OPTIONS



Legend

- Study area
- River
- Rail
- Existing off-street pathway
- Proposed southeast corridor
- Option A*
- Option B
- Option C
- East of the Seine River recommended 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 are asking for feedback on **three possible routing options west of the Seine River and a single recommended design east of the Seine River** to connect to Archibald Street:

Option A: Provencher Boulevard (as a standalone route through the area)

Option B: A combination route with segments on both de la Cathedrale Avenue (south of Provencher Boulevard) and Notre Dame Street (north of Provencher Boulevard)

Option C: A combination route with segments on both de la Cathedrale Avenue (south of Provencher Boulevard) and Dumoulin Street (north of Provencher Boulevard)

East of the Seine River recommended design: Nadeau Street / Notre Dame Street / La Fleche Street / La Verendrye Street to connect to Archibald Street

HOW TO READ THE ROUTE OPTIONS

OPTION A:
PROVENCHER BOULEVARD

- A great option for getting commuters safely to / from Downtown and bringing cyclists to destinations along Provencher Boulevard.
- This route would require major reconstruction of Provencher Boulevard due its current traffic volumes, limited right-of-way space, and high on-street parking utilization.
- The funding identified for construction is insufficient for what is needed on Provencher Boulevard. This project would be added to and prioritized against a list of other unfunded active transportation projects.

OPTION B:
NOTRE DAME STREET AND DE LA CATHEDRALE AVENUE

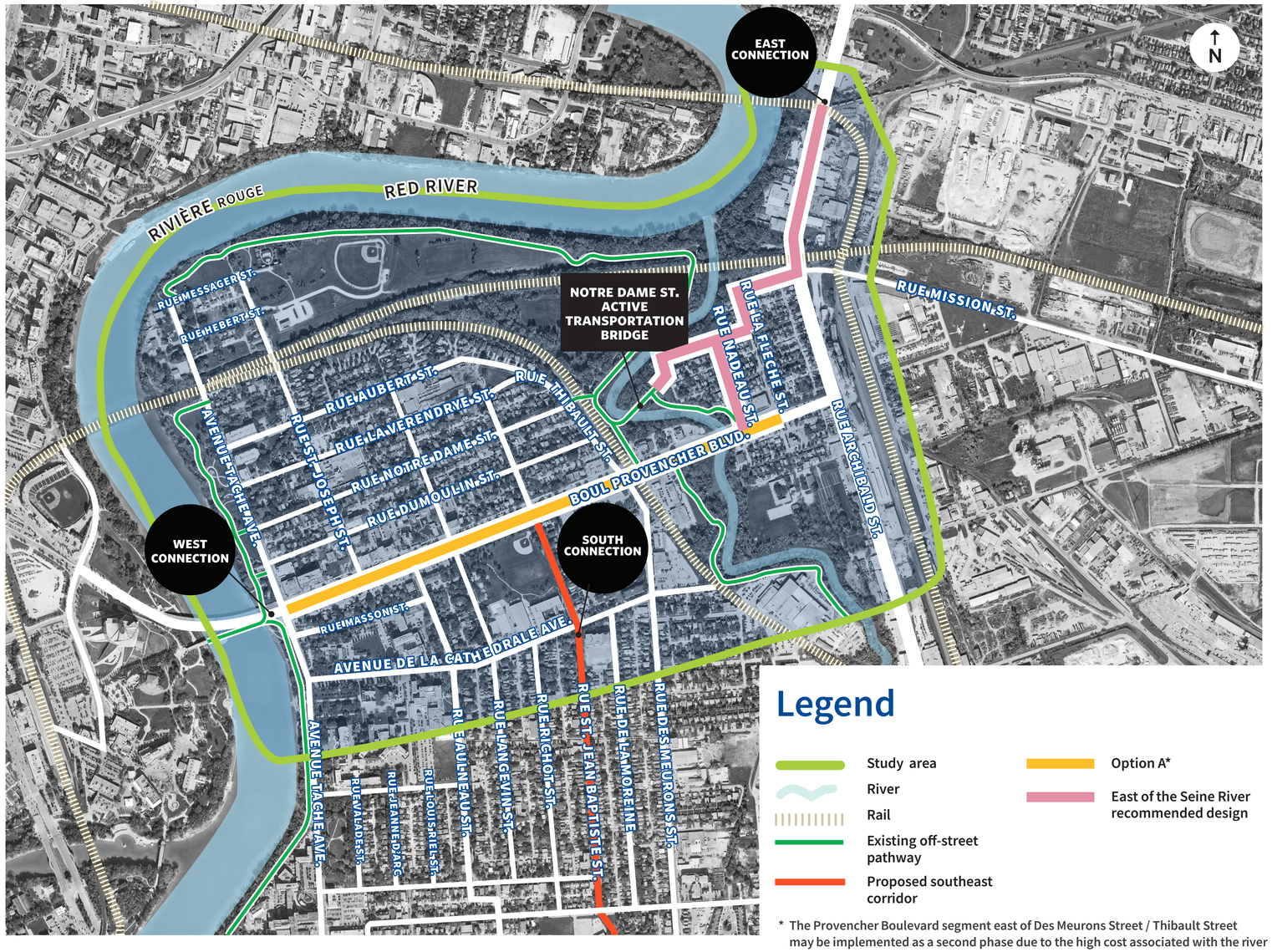
- A great option for accessing schools, parks, and many community organizations.
- This route would align with available funding and could be constructed after this study.

OPTION C:
DUMOULIN STREET AND DE LA CATHEDRALE AVENUE

- A great option for accessing schools, parks, and many community organizations.
- This route would align with available funding and could be constructed after this study.

West of the Seine River, there are three possible route options. Each of the proposed options could function as a cycling route because they serve different purposes in terms of who is riding their bike and where they are going.

OPTION A: PROVENCHER BOULEVARD



Legend

- Study area
- River
- Rail
- Existing off-street pathway
- Proposed southeast corridor
- Option A*
- East of the Seine River recommended 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.

Option A: Provencher Boulevard (as a standalone route through the area)

The **proposed design for Provencher Boulevard** includes a one-way protected bike lane on both sides of the street. East of the Seine River, a neighbourhood greenway along Nadeau Street would provide a connection to Archibald Street (see East of the Seine River Recommended Design).

OPTION A: CONSIDERATIONS

USER DEMAND

- Good transit access
- Direct access to destinations

ROUTE CONNECTIVITY

- Most direct route
- Would transitions easily to the pathway along the Red River and at Nadeau Street

CONFLICTS AND MITIGATIONS

- Very busy intersections and commercial driveways
- Most potential conflicts of all route options
- Enhanced signal phasing and signage will be required to mitigate conflicts

COMFORT

- More eyes on the street
- More separation of pedestrians from vehicles
- Parking lane and curb provides comfort

IMPACTS

- Loss of approximately eight on-street parking spaces on the north side of Provencher Boulevard, between the rail line and bridge and one space at the Franco-Cultural Centre access
- Loss of approximately eight trees in the median adjacent to left-turn lanes (to be confirmed by the City) as the median would need to be narrowed
- Trees will be replaced (locations TBD)

COMMUNITY CONTEXT AND SUPPORT

- Consistent with community feedback (44% supported in Phase 1 Engagement)

COST AND CONSTRUCTIBILITY

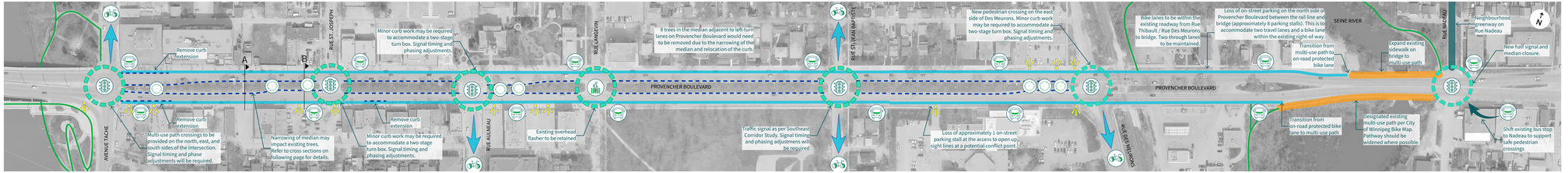
- $$$$ - high cost
- Would require complete reconstruction

OPERATIONS AND MAINTENANCE

- Suitable for all-seasons use
- Requires additional maintenance

OPTION A: PROVENCHER BOULEVARD

PLAN VIEW



Alignment of proposed one way protected bike lane

Multi-use path (existing sidewalk replacement)

Neighbourhood greenway

Remove and relocate curb

Existing off-street bike paths

Conflict point

Intersection w/ future bike route facility type to be determined

Crossing location refer to drawing notes for treatment

Crossing w/ overhead flashing beacon

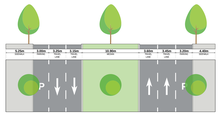
Traffic control

Bus stops

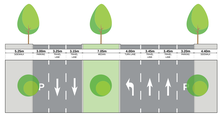
Potential tree removals

CROSS-SECTIONS

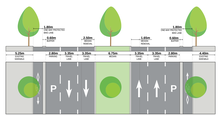
A - EXISTING



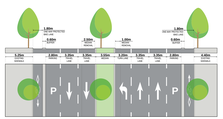
B - EXISTING



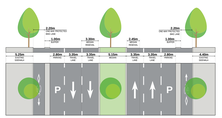
A - MINIMUM WIDTHS



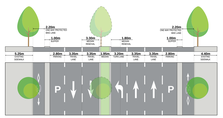
B - MINIMUM WIDTHS



A - MAXIMUM WIDTHS

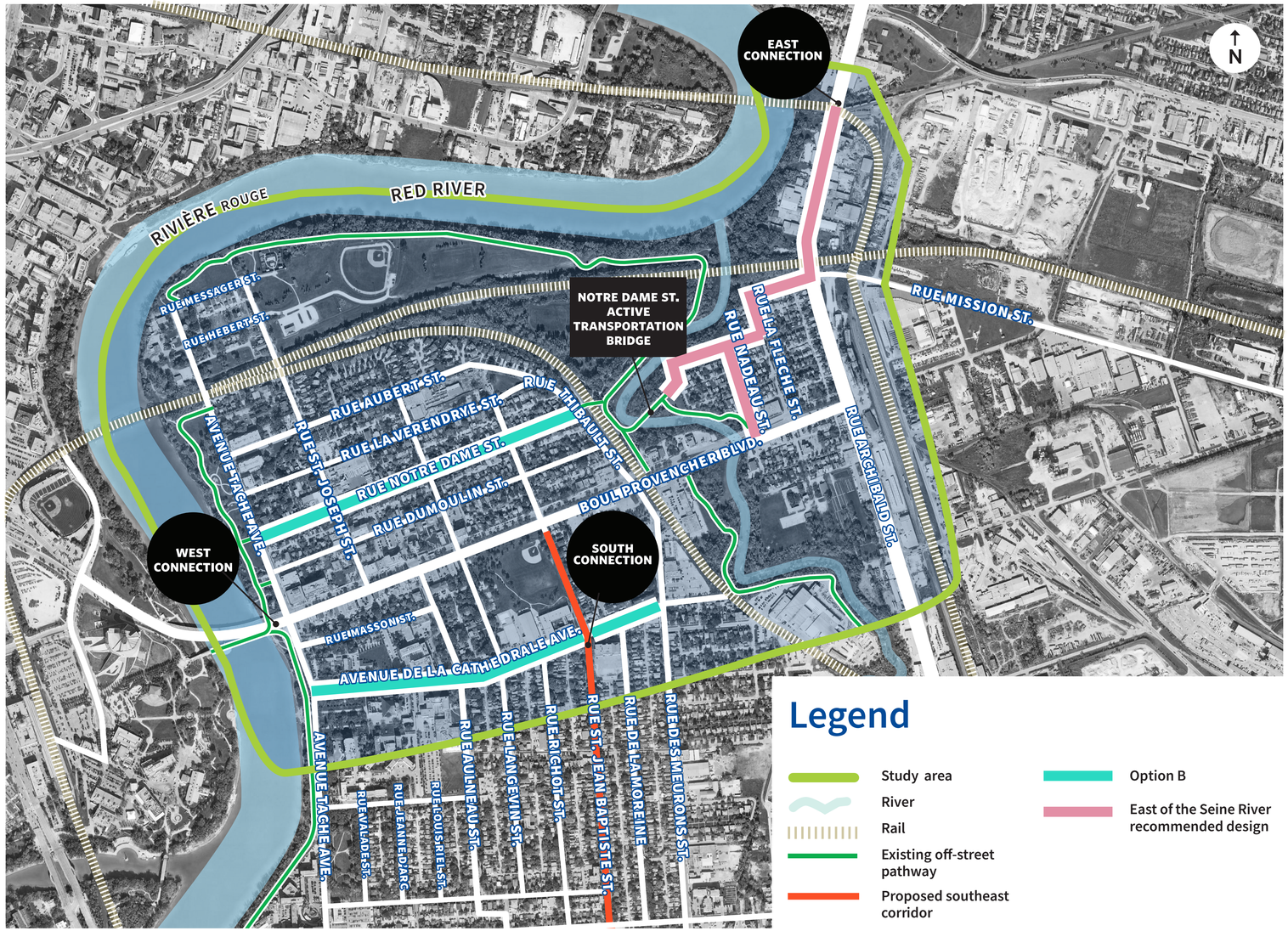


B - MAXIMUM WIDTHS



The Seine River crossing and the neighbourhood greenway along Nadeau Street east of the Seine River may need to be completed in a future phase. An existing off street bike path north of Provencher Boulevard, on the east side of Des Meurons Street provides an interim connection to Lagimodiere-Gaboury Park / Seine River Bridge through to Notre Dame Street east.

OPTION B: NOTRE DAME STREET AND DE LA CATHEDRALE AVENUE



Legend

- Study area
- River
- Rail
- Existing off-street pathway
- Proposed southeast corridor
- Option B
- East of the Seine River recommended design

Option B: A combination route with segments on both de la Cathedrale Avenue (south of Provencher Boulevard) and Notre Dame Street (north of Provencher Boulevard).

The **route south** along de la Cathedrale Avenue would be a two-way protected bike lane between Tache Avenue and Aulneau Street (raised and on the north side of the road) and a multi-use path east of Aulneau Street to Des Meurons Street (on the north side of the road). The bicycle facility is separated from vehicular traffic since de la Cathedrale Avenue is a transit route and has higher vehicular volumes.

The **route north** of Provencher Boulevard along Notre Dame Street would be a neighbourhood greenway between Tache Avenue and Thibault Street providing connections to Lagimodiere-Gaboury Park / Seine River Bridge (see East of the Seine River Recommended Design). A new multi-use path is identified on the west side of Tache Avenue to connect to Parc Joseph Royal / Esplanade Riel.

OPTION B: CONSIDERATIONS

USER DEMAND

- Both routes provide good access to destinations along Provencher Boulevard
- Accommodates transit on de la Cathedrale Avenue
- No transit operations on Notre Dame Street

ROUTE CONNECTIVITY

- De la Cathedrale Avenue provides a direct route from Tache Avenue to Des Meurons Street
- Notre Dame Street provides a direct route, with some navigation to the Seine River pathway bridge connections

CONFLICTS AND MITIGATIONS

- Average number of conflicts with vehicles at intersections, accesses, and driveways on de la Cathedrale Avenue
- Few number of conflicts with vehicles at intersections, accesses, and driveways on Notre Dame Street

COMFORT

- De la Cathedrale Avenue will be a separated facility on a lower volume street (compared to Provencher Boulevard)
- Traffic calming measures would be required on Notre Dame Street
- Notre Dame Street has low vehicle volumes

IMPACTS

- Loss of approximately 27 on-street parking spaces and four loading zones on de la Cathedrale Avenue
- Loss of approximately two trees (to be confirmed by the City) on de la Cathedrale Avenue
- Traffic calming measures on Notre Dame Street would require changes to travel behaviour for drivers
- No impacts to parking spaces or trees on Notre Dame Street

COMMUNITY CONTEXT AND SUPPORT

- 20% of Phase 1 participants identified de la Cathedrale Avenue as a preferred route
- 10% of Phase 1 participants identified Notre Dame Street as a preferred route

COST AND CONSTRUCTIBILITY

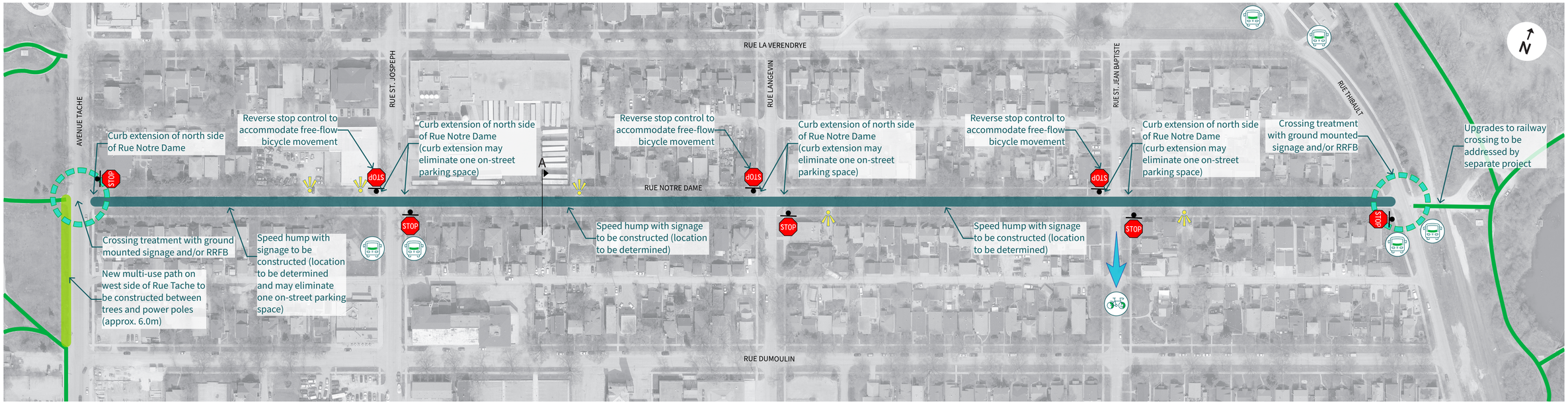
- $$ - moderate cost for de la Cathedrale Avenue
- $ - low cost for Notre Dame Street

OPERATIONS AND MAINTENANCE

- De la Cathedrale Avenue is suitable for all-seasons use and would require additional maintenance
- Notre Dame Street is suitable for all-seasons use if designated for enhanced winter maintenance

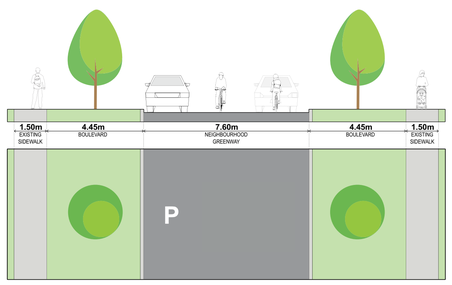
OPTION B: NOTRE DAME STREET

PLAN VIEW



CROSS-SECTION

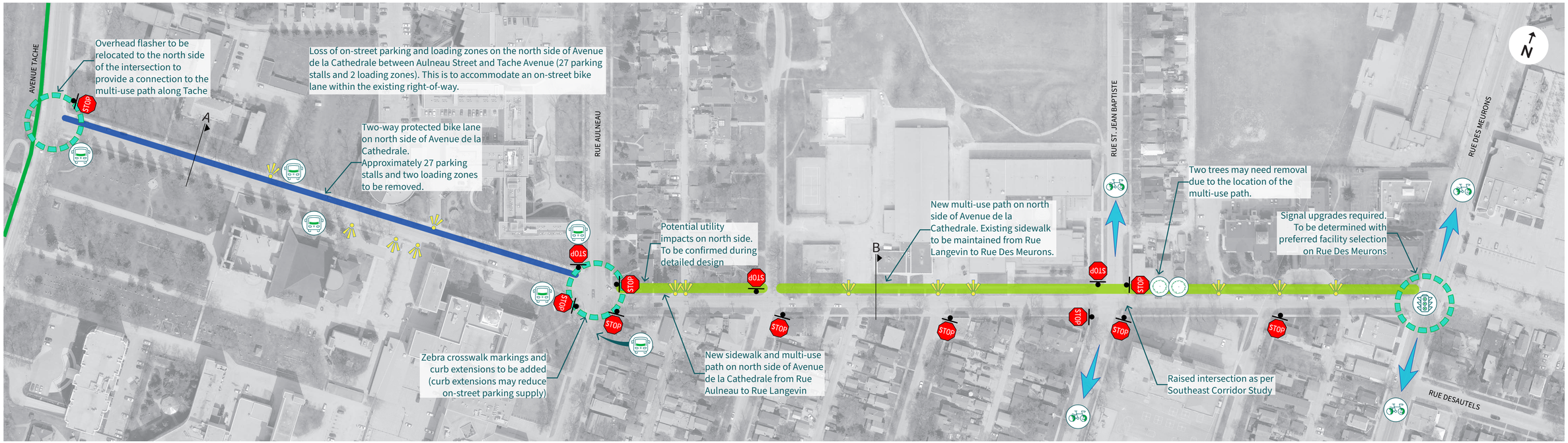
A



- Neighbourhood greenway
- Multi-use path (new construction)
- Intersection w/future bike route facility type to be determined
- Existing off-street bike paths
- Traffic control
- Bus stops
- Conflict point
- Crossing location refer to drawing notes for treatment

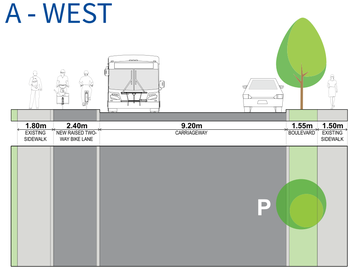
OPTION B: DE LA CATHEDRALE AVENUE

PLAN VIEW

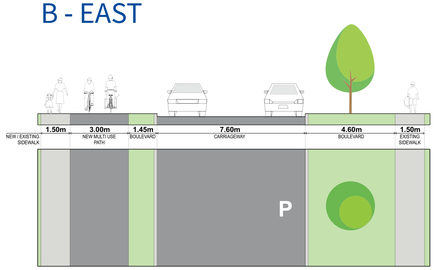


CROSS-SECTIONS

A - WEST



B - EAST



Multi-use path (new construction)

Two-way protected bike lane

Intersection w/future bike route facility type to be determined

Existing off-street bike paths

Potential tree removals

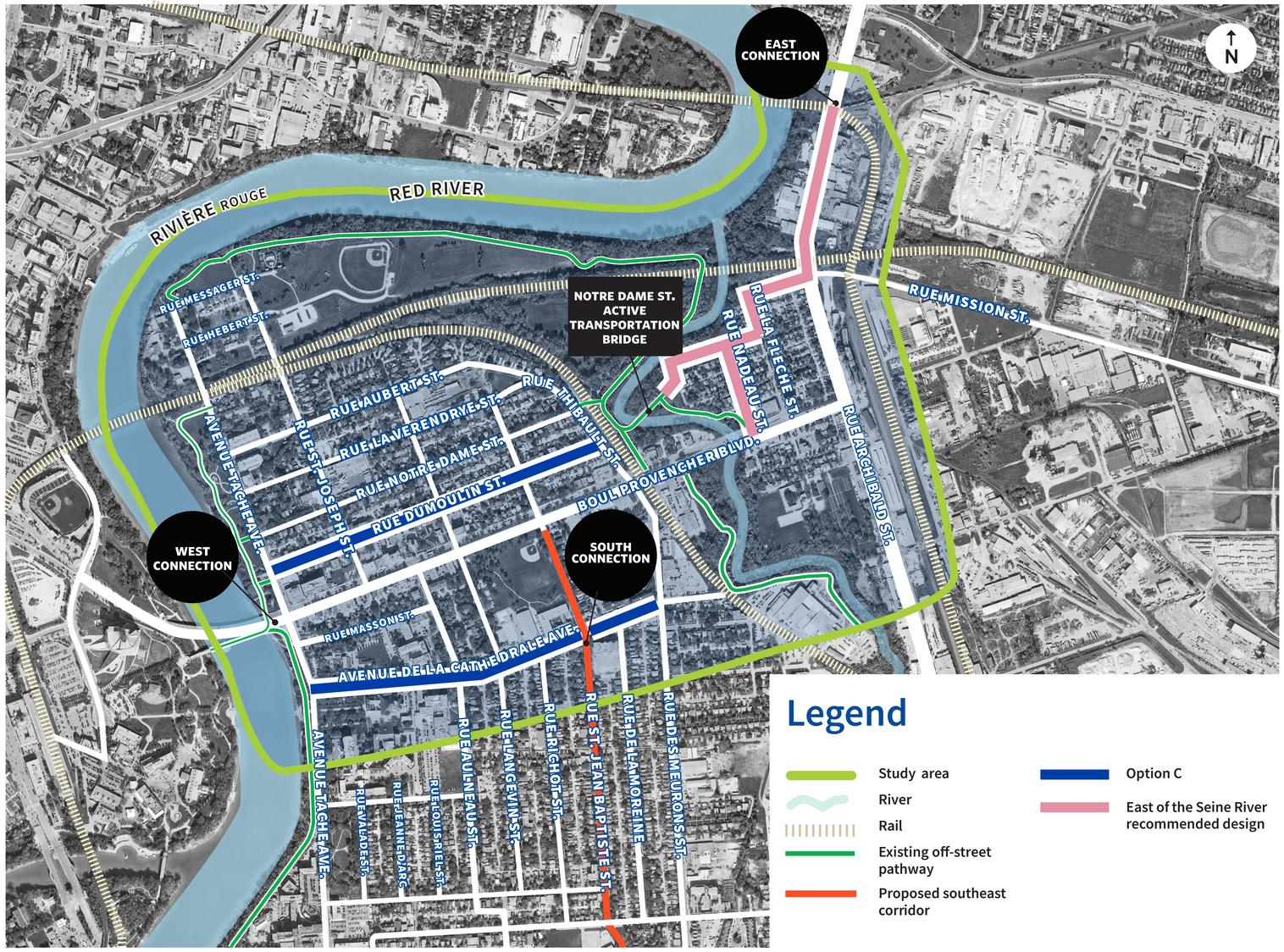
Conflict point

Traffic control

Bus stops

Crossing location refer to drawing notes for treatment

OPTION C: DUMOULIN STREET AND DE LA CATHEDRALE AVENUE



Option C: A combination route with segments on both de la Cathedrale Avenue (south of Provencher Boulevard) and Dumoulin Street (north of Provencher Boulevard)

The **route south** along de la Cathedrale Avenue would be a two-way protected bike lane between Tache Avenue and Aulneau Street (raised and on the north side of the road) and a multi-use path east of Aulneau Street to Des Meurons Street (on the north side of the road). The bicycle facility is separated from vehicular traffic since de la Cathedrale Avenue is a transit route and has higher vehicular volumes.

The **route north** of Provencher Boulevard along Dumoulin Street would be a neighbourhood greenway between Tache Avenue and Thibault Street with a multi-use path along Thibault Street to Notre Dame Street providing connections to Lagimodiere-Gaboury Park / Seine River Bridge (see East of the Seine River Recommended Design). A multi-use path on the west side of Tache Avenue connects to Parc Joseph Royal / Esplanade Riel.

OPTION C: CONSIDERATIONS

USER DEMAND

- Both routes provide good access to destinations along Provencher Boulevard
- Accommodates transit on de la Cathedrale Avenue
- No transit operations on Dumoulin Street

ROUTE CONNECTIVITY

- De la Cathedrale Avenue provides a direct route from Tache Avenue to Des Meurons Street
- Dumoulin Street provides a direct route, with some navigation to the Seine River pathway bridge connections, but is a less direct westerly connection

CONFLICTS AND MITIGATIONS

- Average number of conflicts with vehicles at intersections, accesses, and driveways on de la Cathedrale Avenue and Dumoulin Street

COMFORT

- De la Cathedrale Avenue will be a separated facility on a lower volume street (compared to Provencher Boulevard)
- Traffic calming measures would be required on Dumoulin Street
- Dumoulin Street has low vehicle volumes

IMPACTS

- Loss of approximately 27 on-street parking spaces and four loading zones on de la Cathedrale Avenue
- Loss of approximately two trees (to be confirmed by the City) on de la Cathedrale Avenue
- Traffic calming measures on Dumoulin Street would require changes to travel behaviour for drivers
- No impacts to parking spaces or trees on Dumoulin Street

COMMUNITY CONTEXT AND SUPPORT

- 20% of Phase 1 participants identified de la Cathedrale Avenue as a preferred route
- 9% of Phase 1 participants identified Dumoulin Street as a preferred route

COST AND CONSTRUCTIBILITY

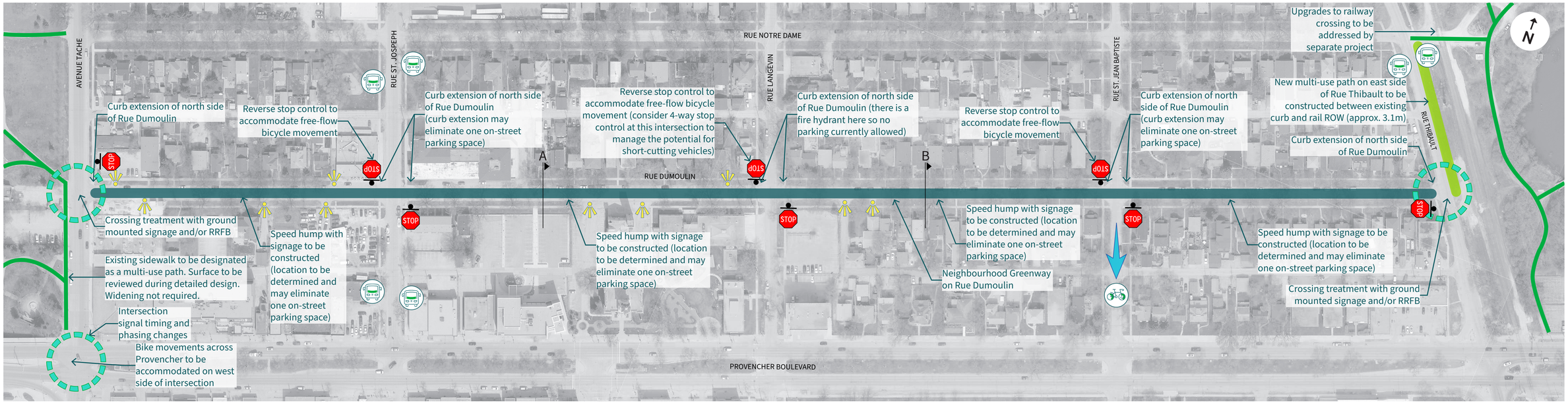
- $$ - moderate cost for de la Cathedrale Avenue
- $ - low cost for Dumoulin Street

OPERATIONS AND MAINTENANCE

- De la Cathedrale Avenue is suitable for all-seasons use and would require additional maintenance
- Dumoulin Street is suitable for all-seasons use if designated for enhanced winter maintenance

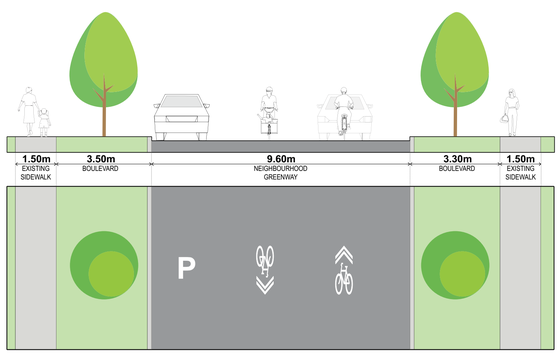
OPTION C: DUMOULIN STREET

PLAN VIEW

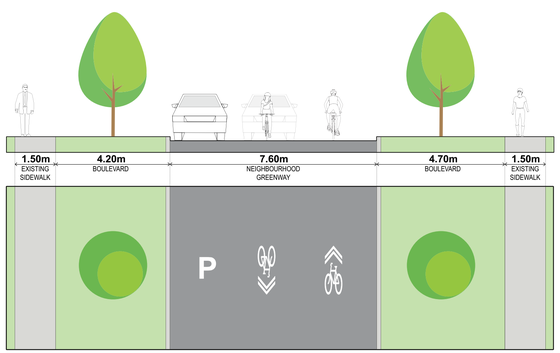


CROSS-SECTIONS

A - WEST



B - EAST



Neighbourhood greenway

Multi-use path (new construction)

Intersection w/future bike route facility type to be determined

Existing off-street bike paths

Traffic control

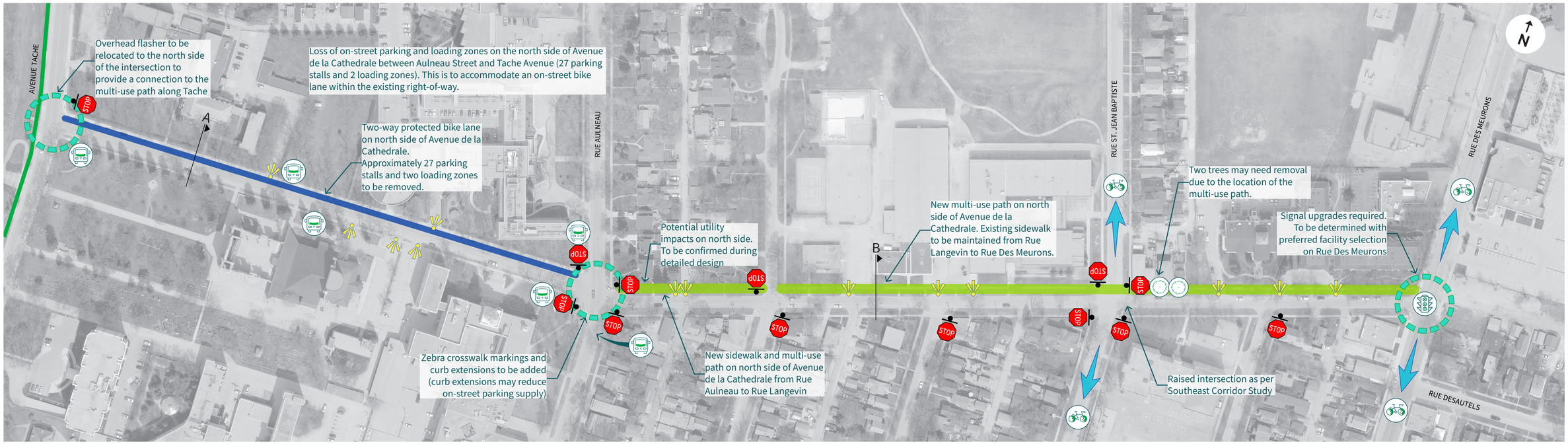
Bus stops

Conflict point

Crossing location refer to drawing notes for treatment

OPTION C: DE LA CATHEDRALE AVENUE

PLAN VIEW



CROSS-SECTIONS

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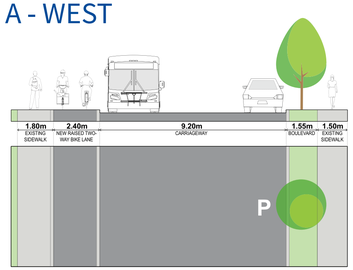
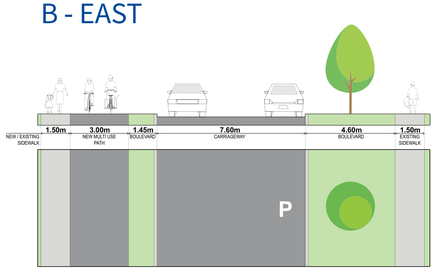


B - EAST



Multi-use path (new construction)

Two-way protected bike lane

Intersection w/future bike route facility type to be determined

Existing off-street bike paths

Potential tree removals

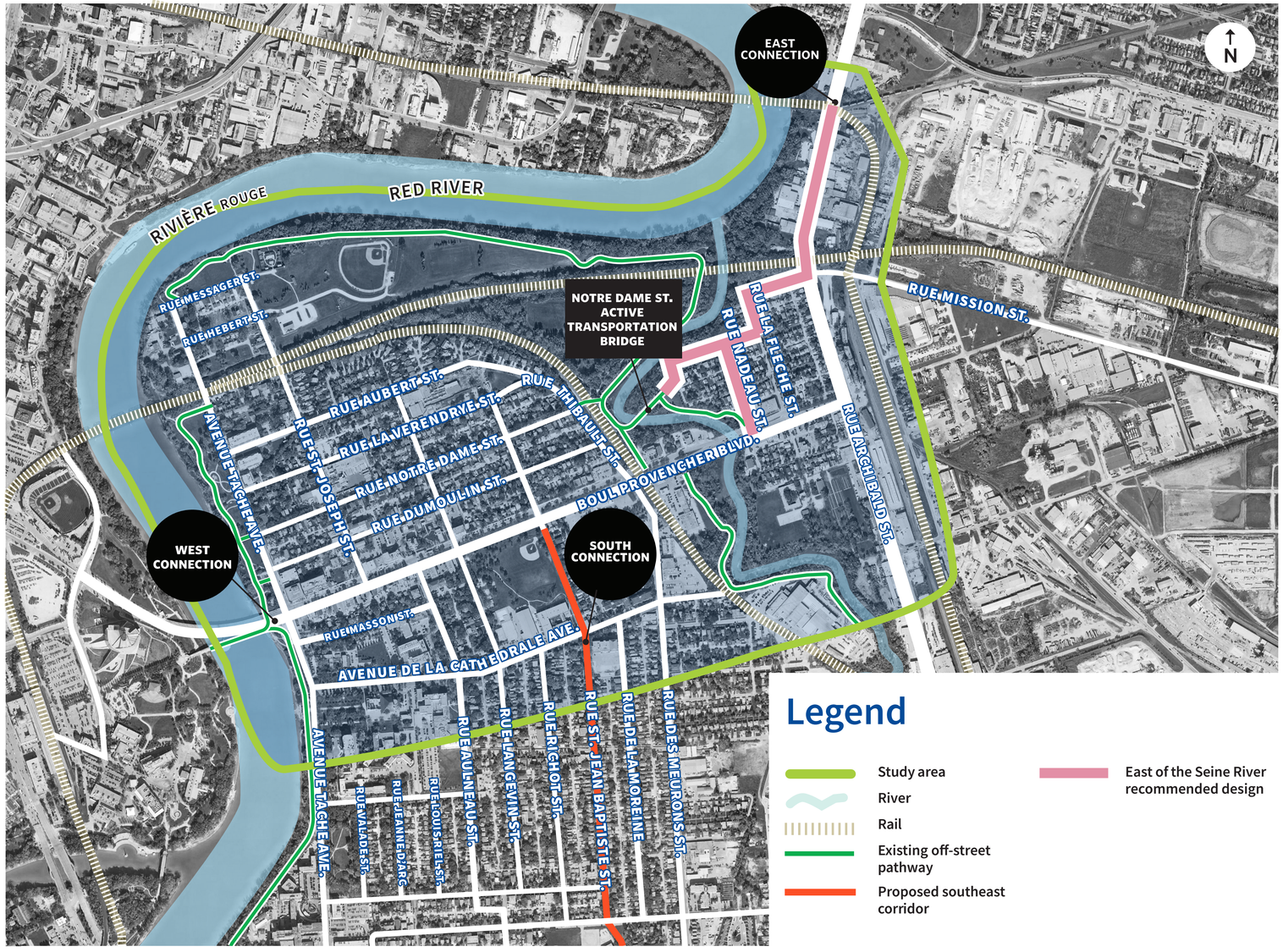
Conflict point

Traffic control

Bus stops

Crossing location refer to drawing notes for treatment

EAST OF THE SEINE RIVER RECOMMENDED DESIGN



East of the Seine River recommended design: Nadeau Street / Notre Dame Street / La Fleche Street / La Verendrye Street to connect to Archibald Street.

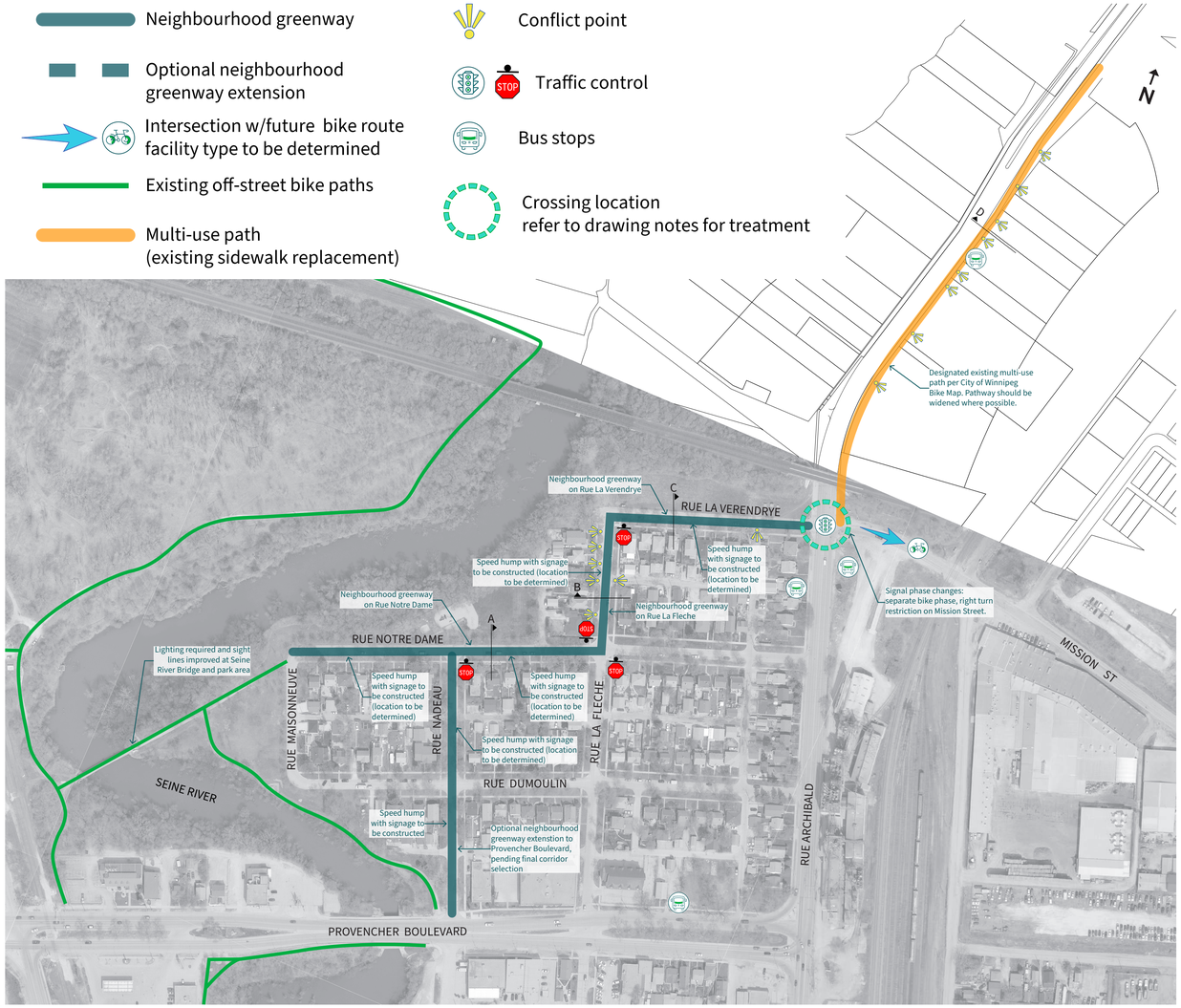
Legend

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

EAST OF THE SEINE RIVER RECOMMENDED DESIGN

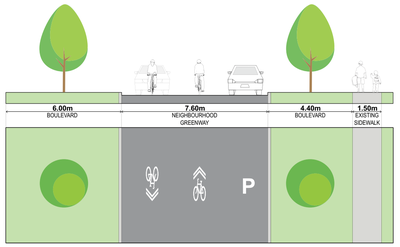
PLAN VIEW

- Neighbourhood greenway
- Optional neighbourhood greenway extension
- Intersection w/future bike route facility type to be determined
- Existing off-street bike paths
- Multi-use path (existing sidewalk replacement)
- Conflict point
- Traffic control
- Bus stops
- Crossing location refer to drawing notes for treatment

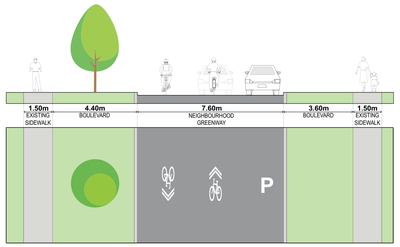


CROSS-SECTIONS

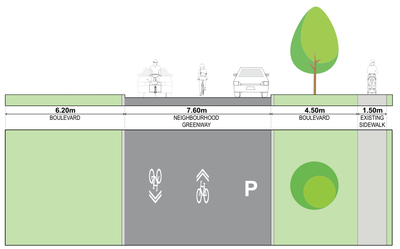
A - NOTRE DAME STREET



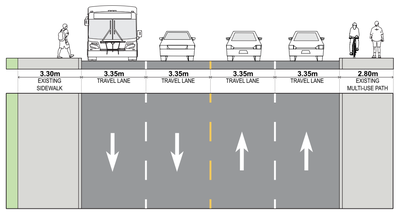
B - LA FLECHE STREET



C - LA VERENDRYE STREET



D - ARCHIBALD STREET



THANK YOU

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

ST. BONIFACE TO DOWNTOWN WALK BIKE PROJECT

For more information, please contact:

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e: erika.blackie@wsp.com