

APPENDIX K
Comprehensive List of All Facility Recommendations

Complete Facility Recommendation List By Geographic Area

NorthWest

(North of Assiniboine/ West of Red River)

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #.	Comments
Airlies Street	Bicycle Route signage				3.1	-low traffic road which may provide alternative for portions of McPhillips St -intersection with Jefferson Ave may require special treatment
Alexander Ave	Bicycle Route signage				3.2	-provides NW to SE commuting corridor between Red River College & downtown -alternative to Logan Ave-design treatments to veer to Red River Campus, plus in vicinity of McPhillips St (perhaps pass through park and school yard at western end of Alexander Ave to head south)
Arlington St	Bicycle Commuter Route: Shared Roadway -widened curb lane	-bicycle route: shared roadway -non-pavement facilities OR - alternate route: Powers St			3.3	-narrow ROW
Arlington St.	Bicycle Route - widened curb lane	-no short-term treatment on bridge and road or alternate route of Sherbrook St- Maryland St			1.1	- narrow ROW limits options -Arlington Bridge upgrades just completed with steep grades and narrow lanes maintained -still a major north-south route
Assiniboine Ave (one-way section behind Legislature) plus connections to Memorial, York Vaughan, the Promenade, Edmonton and Central Park	Bi-directional Bike Path on Assiniboine Ave; lanes or routes on other roads	-possible bicycle only			1.2	-allows cyclists to access Osborne St northbound, plus could facilitate connections to river trails and underpass to Westminster and Wolseley Aves

¹ Winnipeg Bicycle Facilities Study, February 1993

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID # ¹	Comments
Assiniboine Ave (east of Assiniboine Park)	Bicycle Route signage				2.1	-with appropriate connections, continuity with Wolseley Ave Sunday bicycle route -largely recreational use -would require changes in signage and more direct routing under St. James Bridge to appeal to commuters to Bruce/Lodge Aves
Assiniboine Parkway	Bicycle Path: Multi-use 9% remaining				1.14	-path continuity from Forks to legislature grounds to Mostyn Park- links to cycling streets Wolseley Ave & Wellington Cres; also bicycle path on south bank at Munson Park -could serve commuter -special consideration required for connection at Cornish Ave and crossing of Sherbrook St and Maryland St
Broadway Ave	Bicycle Commuter Route signage	-alternate route on Assiniboine Ave; or -no treatment in short-term			1.3	-trees may prevent narrowing of median to create lane -currently lanes are already narrow
Burrows Ave	Bicycle Route: Shared Roadway -widened curb lane	-bicycle route shared roadway -non-pavement facilities			3.4	-large median with few trees (closer to centre trees older, but more space by sidewalk) -likelihood of Northwest Transit Bus Corridor could limit capital expenditures -perhaps limit parking -services Tyndall Park area
Cumberland	Bicycle Commuter Route: Share the Road	Share the road signage			N/a	- full length

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #.	Comments
Disraeli Bridge & Overpass	Make AT Friendly		X		1.5	-major north-south connector -see also Princess St/King St -road works just completed -remove one parking lane to create -lanes tight on Midtown Bridge. May need to twin bridge (3 lanes plus paved shoulder per bridge)
Donald St/Smith St	Bicycle Commuter Route: Widened Curb lane					
Donald St cut off at Gertrude	Bicycle Lane: Delineated	-bicycle route -wider curb lane			1.6	-could be replaced by SW Transit Corridor -contingent on improvements elsewhere
Ellice Ave (St James to Downtown)	Bicycle Commuter Route: Shared Roadway -widened curb lane	-alternate route along St Matthews Ave with connection north on McGee St -parking restrictions possible option			1.7	-narrow street, thus limits to implementation -alternate route is short, and does not solve difficulty in downtown core -recent upgrades of sidewalks, street lamps, etc
The Forks	Bicycle Lockers			Yes		
Graham Ave. Mall	Bicycle Lockers	Possible location: by the Centennial Library		Yes		
Inkster Blvd	Bicycle Commuter Route: Shared Roadway -widened curb lane	-alternate route along Church Street -or multi-use designation of sidewalks beyond (west) McPhillips St			3.6	
Isabel/Salter St	Bicycle Commuter Route: Widened Curb Lane	-alternate routes: Sherbrook St/Maryland St or Donald St/Smith St			1.10	-narrow street limits options -connects to one of few crossings of tracks -no facilities recommended for 1993 capital works

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #.	Comments
Jarvis and Dufferin Aves	Bicycle Commuter Route: Shared roadway -non-pavement facilities				3.7	-provides east-west connection -although narrow, low traffic streets with few stop signs -may not require signage
Jefferson Ave (Mandalay to Little Mountain Park)	Bicycle Route	Bicycle Lane		Yes	3.8	-principally for recreational -good because little car use now; important to establish facilities before future development arrives-could be as little as R.O.W. development -may not be priority because don't get immediate benefit
Keewatin Street	Bicycle Commuter Route: Shared roadway -widened curb lane	Bicycle Lane delineated (due to speed of traffic)		Yes	3.9	-serves as north/south commuting route, especially for students headed to Red River college -also recreational connection to Jefferson Ave and Little Mountain Park -underpass at rail line may need different treatment, eg. Shared sidewalk -adjustments may be possible to median because few left hand storage lanes
Leila/Partridge Aves	Bicycle Commuter Route: Shared Roadway -widened curb lane or non-pavement facilities			Yes	3.10	-although busy, streets provide commuting and recreational corridors -treatment different for one-way or two-way stretch (reduce median to widen curb lane on two-way) -design details needed for connections to West side Red River Bikeway across Main St. -access to hospital -perhaps reduce medians
Machray to Fife to Church to Plymouth to Burrows to Inskster	Sign as Bicycle Route			Yes	3.5	-alternate to Inkster Blvd -signalization (e.g. crossing McPhillips St) -connection along Keewatin St to Burrows Ave

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #.	Comments
Main St	Bicycle Lane: Delineated (in conjunction with dedicated bus lane)	None in short-term or -alternate route: Donald St/Smith St and Princess St/King St with limited parking			1.12 (see also 3.11)	-narrow ROW limits possibility unless reduce sidewalks -underpass at Higgins Ave key barrier, plus junction with Disraeli Freeway -possible use of tunnels through the rail embankment east of Main Street could be explored
Main St (in exclusive bus lane)	Bicycle Route: Restricted Roadway (commuting)	-bike lane (alternate but not necessarily preferred) OR -widened curb lane			3.11 (see also 1.12)	-in proposed bus corridor ROW as per Plan Winnipeg -could be within same facility -if not implemented in bus facility, may be difficult to add special bike facility -final configuration depends on Transit plans
Main St. Trail link to East St. Paul	Multi-use path			Yes		
Maryland Bridge	Pedestrian cycling ramp connection under bridge on north side		X			
McDermot Ave & Bannatyne Ave (1 way pairs)	Bicycle Route signage	-wider right hand curb lane by paint			1.13	-adjustments to parking -alternate route to Notre Dame Ave -one-way for portion -signalization and other changes to enhance -extend eastward to allow connection to riverbank system (eg. Stephen Juba Park).
McGregor ST	Bicycle Route: Shared Roadway -widened curb lane	Bicycle Route signage shared roadway			3.12	-alternative to Salter ST -still reasonably busy and narrow -existing traffic lights
McPhillips ST	Bicycle Commuter Route: Shared Roadway -widened curb lane				3.13	-see comments for District 2 -CPR underpass key barrier -could use some of median

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID # ¹	Comments
McPhillips St north to rail underpass (see also 3.13)	Bicycle Commuter Route: Bicycle Lane: Delineated	-bicycle route: shared roadway -widened curb lane			2.4	-could reduce sidewalk -railway underpass key barrier -no long distance paralleled routes -lane widths may presently be fairly wide -should confirm origin-destination usage before capital expenditure
Moray Street Starting on the south side of bridge to Ness Ave/	Bicycle Commuter Route: Widened Curb-lane			Yes	2.5	- signage required
Moray St. Ness to Saskatchewan	Bicycle Commuter Route: Bicycle lane. Sidewalks to Salteaux			Yes		
Murray Park Rd Moray to Sturgeon	Bicycle Commuter Route: Bicycle Lane Sidewalks Moray to Sturgeon			Yes		
Ness Ave	Bicycle Commuter Route:	-alternate street: Bruce Ave -narrower median painted wider curb			2.6	-road works just completed
Northwest Transit Bus Corridor	Bicycle Route: Restricted roadway (commuting)	-adjacent bike path: bicycle only or multi-use recreational pathway			3.14	-proposed in Plan Winnipeg -shared or parallel facilities -final configuration depends on Transit plans -could replace Burrows Ave

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #.	Comments
North Winnipeg Parkway	Bicycle Path: Multi-use recreational pathway				3.18	-connections needed for river pathway to start Point Douglas-to St John's Park-to Scotia St -to Kildonan Park with one path continuing north, one looping over Kildonan Bridge & back downtown on east side of Red River -see connections noted in District 1 -meets survey need of long distance recreational route -a small portion could use a shared sidewalk to make connection between Kildonan Park and Kildonan Bridge -need solution for Redwood Centre/St. John' Park area, particularly how to cross from one side of Redwood Bridge to other side (underpass?) -path system could continue north of Kildonan Bridge
North Winnipeg Parkway	Bicycle Path -with connectors along Bicycle Route				1.27	-specific treatments required to facilitate connection between Stephen Juba and -planned developments in Point Douglas
Notre Dame Ave	Bicycle Commuter Route:	-alternate side street on McDermot Ave, Bannatyne Ave or Alexander Ave for most western reaches (District 3)			1.15 (see also 3.2)	-may need to put one lane (Northwest bound) to match McDermot Ave lane -3 lanes are narrow already
Notre Dame Ave (see also 3.2)	Bicycle Commuter Route:	-alternate route on Alexander Ave (see District 3)			2.7	

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #.	Comments
Osborne ST North	Bike Commuter Route: -Widened Curb lane	-alternate routes: Assiniboine Ave plus north-south connection along Legislative grounds, Colony and Vaughan Streets to Central Park area			1.18	-would serve both commuting and recreational needs, particularly providing access to riverbank system for densely populated area around Central Park -may not require substantial changes to pavement
Polo Park Mall	Bicycle Lockers					
Portage Ave (Empress ST underpass)	Bicycle Lane: Delineated (in conjunction with dedicated bus lane)				1.20	-no other improvements for cycling along length of Portage Ave, especially to west -could continue as far east as Raglan Road and connection to Wolseley Ave -opportunity for wider curb lanes if kept as six lane divided rather than eight-lane divided
Portage Ave (see also 2.8)	Bicycle Lane: Delineated (in conjunction with dedicated bus lane)	Alternate streets -Assiniboine Ave -Wolseley Ave or incorporate bike lane into planned exclusive bus lane			1.21	-use of alternate streets limited in distance, may be far from downtown destinations, and some would require non-pavement facilities to encourage use -problems of intersections -need details of transit planning
Portage Ave (Perimeter to St James St)	Bicycle Lane: Delineated (as part of dedicated bus lane)	Or alternate side street: Bruce Ave (or Lodge Ave) with connections down Overdale St and Ferry Road to Assiniboine Ave (reduce speed limit, remove stops)			2.8	
Powers St	Bicycle Commuter Route: Shared Roadway -non-pavement facilities				3.15	-many existing 4 way stops and may need improved signalization e.g. at Inkster Blvd -some possible limitations at southern end

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID # ¹	Comments
Princess/King St	Bicycle Commuter Route: Widened Curb Lane				1.22	-major north-south connector -see also Donald/Smith Streets -volumes lower, but maintain continuity -remove 1 parking lane to create bike lane -sidewalk widening has been constructed through the exchange district on King St and could conflict
Route 90 Century to King Edward Streets	Bicycle Lane	-bicycle path in Midland rail line ROW (Wellington Ave to river) and other alternate routes			2.10	-difficulty obtaining permission on alternate -good connections to Wolseley Ave and areas south of Assiniboine River -bridge & underpass likely do not merit attention
Salter St	Bicycle Commuter Route: Shared Roadway -widened curb lane	-alternate route, perhaps Powers St or Mcgregor St			3.16	-largely commuting -advantage of leading to Salter Bridge -limited opportunity for expansion -parking limitation
Sargent Ave (St James to Downtown)	Bicycle Commuter Route: Shared Roadway -widened curb lane	-alternate route along ST Matthews Ave and Wellington Ave with connection to McDermot Ave -parking restrictions possible option			1.23	-narrow street, thus limits to implementation -road works just completed
Selkirk Ave. (Keewatin to Inkster)	Bicycle Commuter Route:	Sign as bicycle route			N/a	
Sherbrook ST Maryland ST (Route 70)	Bicycle Commuter Route: Widened Curb Lane	-mark 3 lanes as 11 11 14' (shared lane) -keep parking on left side of one way streets			1.24	-roads appear wide now, especially south of Portage Ave: repaint lanes to create wider curb lane -modification to parking may also improve

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID # ¹	Comments
Slaw Rebchuk Bridge	Bicycle Lane: Delineated				1.25	-one of few crossings of tracks -existing wider curb lanes accommodate cyclists but difficulty with turning/exits -on west side of intersection a turning island could assist -road narrows considerable to south- perhaps connect along Rue Archibald to Princess St/King St -largely to serve commuting
St Matthew Ave and Wellington Ave plus Cumberland	Bicycle Commuter Route: -non-pavement facilities				1.26	-signage especially for interconnecting streets -little required for implementation -may be possible to develop a facility through small park at eastern end of Wellington Ave to allow continued travel down Cumberland
York and St. Mary's Avenue extension and/or Portage Ave East	Bicycle Commuter Route: Widened curb lane				1.29	-implement if extensions(s) are constructed -important community link -must mesh with any facility development on Provencher Bridge
St James St Route 90 Bridge	Bicycle Lane: Protected	-bicycle path on Midland rail line bridge and alternate streets			2.11	-very difficult area to apply solutions

Southwest
(South of Assiniboine / West of Red River)

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #. ²	Comments
Bishop Grandin Blvd	Shoulder Bikeway Bicycle Lane: Delineated	- bicycle path in ROW			6.1	-Street improvement is west of Waverley Street -Bishop Grandin Blvd west of Red River has 10 foot wide paved shoulders, could be used by cyclists, future connection of similar standard with Kenaston Blvd -connections to other commuting and recreational pathways
Chalfont / Cathcart/Eldridge /Harstone / Rannock	Bicycle route Signage			Yes	6.2	- part of a loop from Assiniboine River through Charleswood
Chancellor Matheson Road	Bicycle Route: Shared Roadway - wider curb lane	- partial alternate route for local cyclists on Markham Road and Kings Dr			6.3	- most important for commuting cyclists coming from Waverley St - could be replaced by changes to western end of Bishop Grandin Blvd plus improvements to riverbank - sidewalk scheduled for renewal, possibility to widen and make multi-use bi-directional

² Winnipeg Bicycle Facilities Study, February 1993

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #. ²	Comments
Charleswood Rail-Line Path	Bicycle Path: Trail	- multi-use recreational path way			6.5	<ul style="list-style-type: none"> - Remain as is with ground maintenance and preservation of slight lines at intersections - Requires intersections to be sloped back, as the but thoughts are steep - Take out dips at intersections - Multi-use pathway would require greater development (eg. For winter cross country skiing) - Could be part of a loop from Assiniboine River through Charleswood - Eastern connection to Shaftesbury - Present termination is at Perimeter Highway: continuation west to Beaudry Park would require working with other jurisdictions
Charleswood Parkway	Bicycle Route Signage			Yes		-extending from Assiniboine Park, along the south side of the river to the west Perimeter Hwy, utilizing Beaver Dam Creek Parkway, Xavier Park, & St. Charles riverbanks (north side of Assiniboine River)
Churchill Parkway	Bicycle route signage Land acquisition			Yes		
Cloutier Drive Full length South of Perimeter in east-west section	Multi-use path			Yes		-Trails Association wants to build a multi-use trail
Cloutier Dr/ Pembina Hwy To Turnbull Dr	Bicycle Route signage Shared Roadway			Yes	6.6	<ul style="list-style-type: none"> - Turnbull Dr would require widening and connections - Route would bring cyclists into two parks and along river bank of Red River - Lead to La Barriere and Camp Amisk

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #. ²	Comments
Corydon Ave	Bicycle Route	-Bicycle route on Grosvenor and Fleet St. provide alternative to Corydon, East of Midland Rail line			1.14	-links to Assiniboine Park bicycle path -possible connections to Churchill Dr trail -narrow streets with lots of parking -recent road improvements -would require detailed community consultation
Corydon Ave	Bicycle Route : Shared Roadway - non-pavement or widened curb lane	- Alternative routes are Grosvenor Ave and Wellington Cres for portions of Corydon			6.7	- Sections from west park gate to Chalfont recommended for widened curb lane
Corydon	Bicycle Lockers			Yes		- possible location at corner of Corydon & Arbothnot
Cullen Dr	Bicycle Route signage:				6.8 (see also 6.10)	- Part of a loop from Assiniboine River through Charleswood
Eldridge Ave	Bicycle Route signage				6.10	- Part of a loop from Assiniboine River through Charleswood - Would require resurfacing firm foundation because a fire break - East connection through Assiniboine Forest, along fire break and to Taylor Ave - West connection to Harstone Rd/Rannock Ave loop

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #. ²	Comments
Eldridge Ave Extension through Assiniboine Forest	Bicycle Path - multiple use				6.11	- If overcome barrier of Assiniboine Forest, can develop long distance - Design details on Eldbridge Ave - Eldbridge Ave requires re-surfacing if to get cycle route designation. Requires strong foundation to accommodate fire trucks, as it is a fire break - Could link to greater development of Charleswood rail line trail past Assiniboine Forest
Elm Park Bridge (BDI)	Bicycle Path: Multi-use				6.12	- With linkage of paths on east side of Red River and other commuting and recreational facilities - Put asphalt “ped” & “bike” signs on bridge deck as overhead signs are too far up and many don’t see it so lanes get mixed up
Fort Garry Parkway	Bicycle Route signage					-land acquisition, easements, riverbank stability
Fort Rouge Parkway	Bicycle Route signage					7% outstanding -land acquisition, easements, riverbank stability
Fort Whyte Centre Connection via McCreary Rd	Bicycle Lane: Delineated	- Bicycle path multi-use on cement plant lands			6.14	- Recreational purpose - Problems of higher speeds and gravel roads - Connects to Shafetsbury Blvd and Charleswood rail line
Grant Ave	Bicycle Route Shared Roadway -widened curb lane	-alternate route on Eldridge Ave			6.15	-mainly for commuting -note that surface is poor on Eldridge Ave
Grosvenor Ave Harrow to Centennial	Bicycle Route signage				6.44	-alternate route to Corydon -consider repainting lane widths
Harstone Rd (see also 6.10)	Bicycle Route signage				6.17	-part of a loop from Assiniboine River through Charleswood

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #. ²	Comments
Jubilee Ave (Churchill Dr to Riverside Dr via Brandon Ave and Lilac St)	Bicycle Lane: Protected -bi-directional -signed as bike route	Bicycle path multi-use recreational pathway (shared sidewalk) or riverbank path			6.18	-serves as connection especially for recreational use -limited space available for lane -riverbank path requires concept review and design details
Jubilee to Osborne (Cockburn to Kylemore to Daly, through back lane to Brandon to Osborne)	Bicycle Route Signage					
Kenaston Academy to Taylor	Bicycle commuter Route Widen curb lane,		X			
Kenaston Underpass/ Sterling Lyon Parkway	Include AT into design		X			
Kenaston Blvd	Shoulder Bikeway or Bicycle Lane: delineated	-multi-use pathway replace sidewalk south of Wilkes			6.19	-not liked by cyclists -is a truck route -commuting and possible some recreation -particularly south of CNR tracks -no need for sidewalk so use ROW for multi-use pathway south of Wilkes Ave
Kilkenny Dr/Cloutier Dr/Pembina Hwy/Grandmont Blvd.	Bicycle Route: Shared Roadway			Yes	6.20	-difficult connection under south perimeter bridge -difficult connection/design treatment of Cloutier Dr/Pembina Hwy/Grandmont Blvd. -then possibility of new St. Norbert routes or link into Fort Richmond subdivisions and to SW transmission corridor and to La Barriere Park

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #. ²	Comments
King's Park Parkway	Sign as Bicycle Route			Yes		From the University of Manitoba riverbanks, along the west side of the Red River, to the south Perimeter Hwy; utilizing Kings Park, and the Kilkenny Drive riverbanks.
Midland Rail Line	Bike Path along rail line			Yes	2.12	-alternate to major north-south routes such as Route 90
Midland Way (ROW)	Bicycle Path: Multi-use				6.21	-part of City Plan -connections for commuting and recreations -could reduce need for treatment in River Heights -design details needed for crossing of major routes -crosses many busy roads, which will require treatment
Osborne Village - at River	Bicycle Lockers					
Osborne St (Assiniboine River to St Vital Bridge)		-alternate route: Churchill Drive pathway (west side Red River pathway)			1.16 (see also 6.42)	-many constraints -narrow village -railway underpass -restricted ROW in south -few alternate roads
Osborne St. Bridge	Bike Lane: Delineated	-protected bike lane			1.17	-median can be removed to provide additional space -protected bike lane suggested if trail development occurs on both north and south banks -feasible for northbound (wider shared lane) but not southbound due to longitudinal centre expansion joint in median
Osborne-Pembina Intersection					1.19	-unusual intersection -review once results of study released

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID # ²	Comments
Pembina Hwy – Jubilee Ave underpass	Bicycle Lane: Delineated	-combined bicycle lane & sidewalk or bypass especially to connect to Transit Corridor			6.23	-possibility to connect with Southwest Transit Corridor -1997 Capital Works – add 3rd northbound lane in underpass with pedestrian tunnel on east side. Tunnel could be widened for joint use
Pembina Hwy – Bishop Grandin Bridge	Bicycle Route: Restricted Roadway -commuting				6.24	-bicycle lane in transit turn onto University Cres (further discussions with Transit Required) -for U of M cyclists -requires adjustment to timing of lights -could be replaced or augmented by Riviera Cres to Darcy Dr route or Southwest Transit Corridor
Pembina Hwy	Bicycle Lane: Delineated for southern portion or Bicycle Commuter Route: Widened Curb Lane	-bicycle lane in SW transit corridor or bicycle route -wider curb lane			6.25 (see also 6.34)	-street renewal is south of perimeter -parking and many intersections limits lane options: widening of curb lane -bicycle lane in SW Transit corridor preferred option -if Transit doesn't go ahead with rail line corridor, develop bicycle access without Transit -south of Perimeter pave shoulder can be used
River Heights Generally		-bicycle route on alternate streets			6.28	-if any substantial changes are made to these streets, options for inclusion of bicycle facilities should be considered -requires detailed planning dependent on Streets & Transportation plans and origin-destination information for cyclists -not a high problem area now, but could provide opportunities for recreational and commuting links

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #. ²	Comments
Riviera Crescent to Darcy Dr	Bicycle Path” Multi-use -riverbank				6.30	-provides commuting link to U of M (could become major north-south connection) -good recreational details -should plan in conjunction with any changes to University Crescent -many details to be resolved -relate to Bishop Grandin Blvd/Pembina Hwy -connect down Glengarry and Thatcher Drives to University Cres
River Ave/ Stradbrook Ave	Bicycle Route: Shared Roadway -non-pavement	Bi-directional bike lane on River Ave or Riverbank trail			1.30	-feeder route to and from downtown -could be replaced by riverbank trail -bi-directional bike lane on a one-way street is least desirable option
Roblin Blvd	Bicycle Commuter Route: -widened curb lane				6.31	- recently upgraded - recreational and commuting potential - few alternate routes for much of road - narrowest section from intersection with Grant Ave to perimeter - of greatest concern to cyclists. Major deterrent.
Southwest Transit Corridor	Bicycle Commuter Route: Restricted Roadway - commuting	- adjacent bicycle lane			6.34 (see also 6.25)	- could serve major community and recreational needs - actual treatment would depend on design of corridor
Stafford Street	Bicycle Commuter Route: Shared Roadway - non-pavement facilities	- alternate route: Harrow St			6.35	- turning signal lights encourages cyclists to use. Signs could direct cyclists past and onto Harrow St.
St. Norbert Parkway	Bicycle Route Signage					

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID # ²	Comments
University of Manitoba Campus	Bicycle Route signage				6.37	<ul style="list-style-type: none"> - should be implemented in conjunction with any traffic planning initiatives on campus - could include treatments for University Cres, Sifton Rd, Sanderson St, Freeman Cres, Kings Dr and Dafoe Rd - possible connections to recreational areas, eg. Kings Park
University Cres	Bicycle Route signage	- bicycle land delineated or bike path through golf course			6.38	<ul style="list-style-type: none"> - peak volumes high and ADT high - high demand for cyclists - ditches provide options for land & few intersections (although ditches required to permit drainage for golf course) - possibility to narrow median to create space for bike lane
Vialoux Dr	Bicycle Route signage				6.39	<ul style="list-style-type: none"> - part of a loop from Assiniboine River through Charleswood - would be impacted by Charleswood Bridge project - connection already exists to Assiniboine River
Waverley St	Shoulder Bikeway Bicycle Lane: Delineated	- alternate route of SW transit corridor or river bank route			6.40	<ul style="list-style-type: none"> - commuting, especially to university and also for suburbs - apply south of CNR tracks - problems with frequent bus bays - far too busy, not liked by cyclists at present - only recommended if Capital Works money spent to fully implement - possibility to narrow medians?
Waverly St	Multi-Use Path	Complete linkages in current multi use path & sign as multi-use				

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #. ²	Comments
Wexford St	Bicycle Route signage				6.43 (see also 6.39)	- recreationalist - part of a loop from Assiniboine River through Charleswood

Northeast
(North of Mission St./CNR Reddit Line & East of Red River)

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID # ³	Comments
Bond St. Pandora to Kildare	Bicycle Route signage			Yes		- linkages
Bournais Dugald Rd to Pandora	Bicycle Lane: Delineated & Demarcated			Yes		
Bunns Creek	Bicycle Path: Multi-use Recreational Pathway				4.1	-possible connections to Sun Valley and Kilcona -may require upgrades. Complete linkage
Day St or Cordite Ditch	Bicycle Route	-bicycle path			4.2	-possible recreational connection for Transcona to Kildonan -details to be developed -out of city boundary
Eastern Transit Corridor	Bicycle Route: Restricted Roadway -commuting	-bicycle path multi-use recreational pathway			4.3	--proposed transit corridor along Mission -also in District 5 -can serve commuting & recreational needs
Elmwood Parkway Louise Bridge to Seine River	Bicycle Route Signage			Yes		-land acquisition, river bank stability, easements
Glenwood Cres	Bicycle Route signage	-bicycle path bi-directional path			4.4	-one-way road -part of Kildonan Parkway -problems with Redwood Bridge passage
Henderson Hwy	Bicycle Commuter Route: Shared Roadway -wider curb lane	-alternate roadway :Roch or Raleigh: Gateway or Kildonan Dr			4.5	-provide link to bicycle lane-north perimeter to Lockport -recently upgraded -some very narrow stretches -important travel corridor -many intersections & parking
Henderson Hwy (Harbison Ave to Kildonan Dr)	Segregated Bicycle Path and sidewalk	-bi-directional, multi-use, protected pathway			4.6	-to provide continuity of east side Red River path around riverbank private property owners -part of Kildonan Parkway
Kildare Ave.	Bicycle Route Signage			Yes		- alternative to Regent

³ Winnipeg Bicycle Facilities Study, February 1993

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #.	Comments
Kilcona Park access	Underpass or Overpass			Yes		- provide access between All Season's Estates with Park across Lagimodiere - project should be compatible with Chief Peguis Extension project
Kilcona Park	Bicycle Path: Multi Use				4.7	-connects Springfield to NW Perimeter
Kildonan Beltway/Chief Peguis Trail Extension ROW	Bicycle Path: Multi-use recreational pathway And Bicycle Lane: Springfield Road for various sections				4.8	-provide future link of Red River bicycle path to Hwy 59 bicycle lane and Bird's Hill Park -ROW exists but road development uncertain provides opportunity -connections to other recreational and commuting routes
Kildonan Parkway	Bicycle Route Signage			Yes		23% outstanding -land acquisition, easements, river bank stability
Kildonan Place	Bicycle Lockers					
Lagimodiere Blvd	Shoulder Bikeway Bicycle Lane: Delineated	-bicycle path in ROW or alternate route. Panet and Molson Rd		Yes	4.10	-low comfort: high truck volume, high speeds, low O/D plus many overpasses & underpasses
Mc Means	Bicycle Route Signage			Yes		
Munroe Ave- Raleigh St- Concordia Ave- Grassie	Bicycle Route: Shared Roadway -non-pavement facilities				4.11	May use all or some depending on facilities and details of road -need east-west connection
Nairn Overpass/ Archibald/ Provencher/ Seine River Conservation Area	Bicycle Lane: Protected	-alternate route through Gray and Mission; may include non-pavement facilities -grade-separated off highline			4.12	-difficult treatment area but key needs solving. this would provide important commuting & recreational opportunity -tie into Eastern transit corridor
Northwest Perimeter Highway Corridor	Bicycle Path (recreation)	-paved shoulder			4.13	-connects Transcona to Kilcona Park & Springfield Rd -outside City boundary
Pandora Bournais to Bond St.	Bicycle Lane: Delineated & Demarcated			Yes		
Panet and Molson Rds	Bicycle Commuter Route: Shared Roadway			Yes	4.14	-treatment may depend on local user review -connections to other facilities

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID # ³	Comments
Plessis Rd Regent to CNR Pine Falls line	Bicycle Commuter Route: Shared Roadway					
Raleigh St/ Gateway St	Bicycle Lane: Delineated	-bicycle path in railway R.O.W. -multi-use recreational pathway			4.15	-either alternative may work -could serve both commuting and recreation -rail ROW allows passage under Nairn: solving this segment would be important -connections to Transit Corridor and many other recreational areas
Ravelston & Peguis	Bicycle Route: Shared Roadway				4.16	- Ravelston requires paving prior to signage
Redwood Bridge	Cantilever Sidewalk Bicycle Lane: Protected		X		4.18	-currently a difficult problem -possibility of suspending lane on side of bridge
Reenders Lagimodiere to Panet	Bicycle Commuter Route: Shared Roadway					
Regent Ave- Pandora Ave	Bicycle Commuter Route: Shared Roadway -wider curb lane				4.19	-connection to CNR Yards and New Flyer Industries -Could be supplemented or replaced by Transit Corridor :thus plan together
Springfield Rd (see also 4.8)	Bicycle Lane				4.22	-connect to Kilcona Park
Tyne & Thomas Aves	Bicycle Route signage				4.23	-connect to Grey under train tracks
Transcona Trail, Larch to Bradley	Multi-use path:					Informal trail exists. Links Bio-reserve to Rotary Prairie Nature Park

Southeast

(South of Mission St./CNR Reddit Line & East of Red River)

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #. ⁴	Comments
Archibald/Transit Corridor	Bicycle Path: Multi-use or Bicycle Route: Restricted Roadway -commuting				5.1	-connect to existing and planned facilities -consider plans with Transit Corridor -serve commuting needs primarily
Archibald Marion to Elizabeth	Bicycle Commuter route					-linkages to paths south of Elizabeth on Archibald
Bishop Grandin Blvd (+Seine River Bridge)	Bicycle Lane: Delineated	-bicycle path in ROW on north side			5.2	-need to verify recreational potential prior to path development -design details for intersection -possible connections
Dugald Rd. Lagimodiere to Plessis	Bicycle Commuter route Shoulder Bikeway: Bicycle Lane					
Dunkirk Dr-Dakota St	Bicycle Commuter route Bicycle Lane: Delineated	-bicycle lane protected (both sides or bi-directional) -bicycle path on west side between St.Vital Rd & Kingston Row			5.4	-connects heavily travelled Osborne St. to St Vital -protected lane serves high recreational demands and serves need for long-distance connections
Eggerton-Youville	Bicycle Route: -non-pavement facilities				5.5	-design details for Marion -alternate to Seine and St Mary's -would provide recreational as well as commuting opportunities
Fermor Ave (Archibald to Seine River Bridge) plus East of Archibald	Bicycle Lane: Delineated	-bicycle path in ROW -multi-use recreational			5.6	-improve connections to existing paths including possible path to south -adjacent bicycle and road bridge -design details to allow connections to commuting routes e.g. Des Meurons
Fermor Ave Dunkirk to CNR Emerson	Bicycle Path	Shared Roadway -delineated lane			5.7	-bicycle path and vehicle lanes

⁴ Winnipeg Bicycle Facilities Study, February 1993

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID # ⁴	Comments
Goulet Youville to St. Mary's Rd.	Bicycle Commuter Route Shared Roadway					Diamond lane starts just past Tache Ave., heading west
John Bruce Rd	Bicycle Route signage				5.8	-connect to CNR Emerson bike path
Marion Archibald to Lagimodiere	Raised Shoulder Bike lane			Yes		
Marion Ave (St. Mary's to Archibald)	Bicycle Commuter route Shared Roadway -widened curb lane	Bicycle Lane: Delineated		Yes	5.11 and 5.12	-relatively wide road and one-way improves comfort -many intersections & parking limit lanes limits use of bicycle lane -treatment of bridge would depend on implementation of Seine River Plan -connect to paths/lanes on Archibald -relatively few intersections, but parking
Marion – Seine River Bridge	Cantilever Sidewalk	Make current sidewalk bicycle lane		Yes		
Provencher Blvd	Bicycle Commuter Route: Shared Roadway -widen curb lane or alternate route on Rue Notre Dame on Cathedral				5.13	-lots of intersections and parking limits lanes, prevents use of bicycle lane -some possibilities to widen, dependent on tree -alternate routes limited by stops and access to bridge
River Road and St Vital	Bicycle Route: Shared Roadway and Restricted Roadway				5.15	-improved signage & all at city-wide standards -riverbank path -works well with improvements to Dunkirk
Rue Cathedral	Bicycle Route: Shared Roadway -non-pavement facilities				5.17	-could be replaced by Transit Corridor -stop signs a problem -design connections to Provencher Bridge -commuting & recreational

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID #. ⁴	Comments
Saint Boniface Parkway	Bicycle Path: Multi Use And Bicycle Route: Non-Pavement Facilities (in various sections) 25% outstanding			Yes	5.27	-would extend from mouth of Seine River along east side of Red River to Guay Park -utilizes many existing paths and alternate routes such as Lyndale Drive -design needs to integrate with St. Mary's Road
Seine River	Bicycle Path on Riverbank	-alternate route: Eggerton-Youveille			5.18	-connect developed paths with available "developable" land
South St. Vital to Maple Grove Park	Bicycle Path: Multi-use				5.19	-allow connection to parks east & west of river -design details to cross St. Mary's & Perimeter Bridge (protection needed) -may be limited by development
South St. Vital Parkway	Bicycle Route Signage			Yes		
St Mary's Rd	Bicycle Commuter route Shared Roadway -wider curb lane			Yes	5.21	-lane limited by parking and many intersections -alternate route on Des Meurons for only a portion of St. Mary's length
St Mary's Rd (Lyndale Dr to Mager Rd)	Bicycle Lane: Protected	-bi-directional path			5.22	-apace limitations in this section -commuting, but this stretch is an important recreation ling -may need to separate path at northern end to connect to Lyndale
St Anne's Rd	Bicycle Commuter route Bicycle Lane: Delineated	-minimum treatment is wider curb lane	X Nova Vista to Warde	Yes	5.20	-many intersections north of Bishop Grandin -land may serve commuting needs plus some recreational -connections to path along Hydro ROW
St Vital Bridge	Bicycle Lane: Protected	- bicycle path on riverbank			5.23	- recognize recent upgrading - best treatment in long term for recreation
St.Vital Centre	Bicycle Lockers			Yes		-place by transit loop
St. Vital Parkway	Bicycle Route Signage			Yes		-partially signed around Kingston Row/Crescent

Road/Facility	Model Treatment	Preferred Over Model Treatment	Capital Works	2005 Priority Proposal	1993 Study ID # ⁴	Comments
Tache Ave	Bicycle Route signage: Shared roadway - non-pavement facilities			Yes	5.24	-recent upgrade -alternate of bicycle path parallel which connects to other parks -limited space to upgrade
Wpg Canoe Club	Bicycle Path on Riverbank Multi-use recreational pathway				5.26	-recent developments and upstream private property limit riverbank options - but upland route, closer to road, may assist commuters (see Dunkirk)