

**APPENDIX M**  
**Priority Facility Recommendations by Geographic Region and Treatment**



### Proposed Priority Facilities - by Region and Treatment

Legend
<ul style="list-style-type: none"> <li><u>Geographic Quadrants:</u>                      Northwest = North of Assiniboine River &amp; West of Red River                      Southwest = South of Assiniboine River &amp; West of Red River                      Northeast = North of Mission St./ CNR Reddit rail line &amp; East of Red River                      Southeast = South of Mission St./ CNR Reddit rail line &amp; East of Red River</li> <li>Facilities are subdivided by treatment within each Geographic Quadrant &amp; then listed alphabetically</li> <li>D.I. = Indicates facilities included in the Demonstration Initiatives – as discussed in Chapter 8</li> </ul>

Facility Recommendation	Details	In 1993 Study	km	D.I.
<b>Northwest</b>				
<b>Bicycle Routes</b>	- refers to type of signage			
• Airlies (as per 1993 study)	(North-south access in the north-western area)	Yes	2.68	
• Alexander Ave (starting at Red River and ending at King Edwards)	Links the Red River College Main Campus and Downtown campus. (Alternative route to Logan	Yes	6.50	
• Assiniboia Parkway	- Requires bicycle route signage on pathways	Yes	3.59 (signage)	
• Machray Ave to Fife, to Church to Plymouth St to Burrows Ave to Inkster Blvd. (east-west access in the north-western area)	Consistent with recommended route on Winnipeg cycling map	No	8.99	
• North Assiniboine Parkway	Requires bicycle route signage on pathways		3.24	
• North Winnipeg Parkway	Requires bicycle route signage		7.58	
• Selkirk (Keewatin to Inkster)		No	1.63	
• St. James Parkway	- Requires bicycle route signage on pathways		0.4 (signage)	

Facility Recommendation	Details	In 1993 Study	km	D.I.
<b>Northwest Continued</b>				
<b>Bicycle Commuter Routes</b>	- refers to type of signage,			
• Cumberland (full length)	- parallel's one-way section of Notre Dame ave.	No	1.30	
• Donald (Osborne, north to Smith St.)			1.33	
• Isabel / Salter (Notre Dame to Dufferin) Slaw Rebchuk Bridge		Yes	1.55	
• Leila/ Partridge Ave. (full length)		Yes modified	5.74 (Leila) 1.17 (Partridge)	
• Main Street (full length)		No	9.99	
• Maryland (full length)		Yes	2.75	
• McPhillips St. (full length)		Yes	6.41	
• Moray St. (south side of Bridge to Saskatchewan) / Moray St. (Murray Park Rd to Sturgeon)		No	1.47	
• Notre Dame (full length) / Keewatin (up to Selkirk)		No	4.71 (Notre D.) 1.64 (Keewatin)	
• Portage Ave (full length)		Yes	14.86	
• Princess (Alexander to Cumberland) / Donald (Cumberland to Osborne)		Yes	1.08 (Princess) 2.58 (Donald)	
• Sherbrook (full length)		Yes	2.74	
• Smith (Midtown bridge to Notre Dame) / King (Notre Dame to Alexander)		Yes	1.34(Smith) 0.72 (King)	
• St. Matthews Ave (Empress to Sherbrook/Maryland)	Alternate route to Ellice Ave.	Yes	2.55	
<b>Bicycle Lanes</b>				
• Moray (Ness to Saskatchewan Ave)		No	1.88	X
• Murray Park Rd (Moray to Sturgeon)		No	1.21	X
<b>Shoulder Bikeways</b>				
n/a				

Facility Recommendation	Details	In 1993 Study	km	D.I.
<b>Northwest Continued</b>				
<b>Multi-use Paths</b>				
<ul style="list-style-type: none"> <li>West St. Paul trail link</li> </ul>	Short trail link within the City limits along the East side of North Main to connect with trail system in the R.M of West St. Paul. Construct a limestone trail within the City limits to connect the City of Winnipeg trail system to trails in West St. Paul.	No	0.49	
<b>Sidewalks</b>				
<ul style="list-style-type: none"> <li>Moray (Ness to Saulteaux)</li> </ul>		No	1.16	X
<ul style="list-style-type: none"> <li>Murray Park Rd (Moray to Sturgeon)</li> </ul>		No	1.26	X
<b>Capital Intensive</b>				
n/a				
<b>Other</b>				
<ul style="list-style-type: none"> <li>Completion of Assiniboine Parkway</li> </ul>	Mostly complete. 9% to be completed. Land acquisition/easements.	Yes		
<ul style="list-style-type: none"> <li>Completion of North Winnipeg Parkway</li> </ul>	Land acquisition/easements/ river bank stability - will also require bicycle route signage	Yes	0.75	
<ul style="list-style-type: none"> <li>Bike lockers at Graham Ave Mall or downtown area</li> </ul>	Safe secure bicycle lock up facility, where bicycles are protected from the elements and out of sight. Lockers should be placed in a visible area. (Introduce as part of Library expansion)	No		
<ul style="list-style-type: none"> <li>Bike lockers at The Forks</li> </ul>	High volume bicycle destination. High recreational use area.	No		
<ul style="list-style-type: none"> <li>Bike lockers at Polo Park Mall</li> </ul>		No		
<ul style="list-style-type: none"> <li>Remove bike route signs on Empress, Valour Rd and Portage Ave west of Perimeter to John Blumberg</li> </ul>		No		
<b>Capital Works</b>				
<ul style="list-style-type: none"> <li>Disraeli Bridge &amp; Overpass –</li> </ul>	make it AT-friendly		1.32	

Facility Recommendation	Details	In 1993 Study	km	D.I.
<b>Northwest Continued</b>				
<i>Capital Works Continued</i>				
• Maryland Bridge –	pedestrian/cycle ramp on north side to connect with pathway underneath the bridge			
<b>Southwest</b>				
<b>Bicycle Routes</b>				
• Chalfont / Cathcart / Eldridge /Harstone/ Rannock (Whitetail to Dale)	Linkages with existing trails	Partially Yes	7.04	
• Charleswood Parkway	Requires bicycle route signage	No	5.81 (signage)	
• Churchill Drive Parkway	Requires bicycle route signage	Yes	2.75 (signage)	
• Fort Garry Parkway	Requires bicycle route signage	Yes	2.22 (signage)	
• Fort Rouge Parkway	Requires bicycle route signage	Yes	0.83 (signage)	
• Grosvenor (Harrow to Centennial)	Provides a more direct east –west route alternative to Corydon Ave. (linkage & geographic variation)	Partially	2.63	
• Jubilee to Osborne (Cockburn to Kylemore to Daly, through backlane to Brandon to Osborne.)	Recommended as an alternative to Osborne, which is high traffic and narrow	No	1.84	
• King’s Park Parkway	Requires bicycle route signage	Yes	6.07 (signage)	
• St. Norbert Parkway	Requires bicycle route signage & bicycle commuter route signage on Pembina Highway sections	Yes	2.64 (signage)	
<b>Bicycle Commuter Routes</b>				
• Kenaston (Academy to Taylor)	- identified in Capital Works. Widen curb lane.	No	2.93	
• Pembina Hwy (full length)	Most frequently specified route in consultation process. Other considerations – diamond lane, Multi - use path along the rail line.	Partially	15.37	
<b>Bicycle Lanes</b>				
n/a				

Facility Recommendation	Details	In 1993 Study	km	D.I.
<b>Southwest Continued</b>				
<b>Shoulder Bikeways</b>				
• Bishop Grandin (Kenaston to west side of Red River)	-paved shoulder should be 2.5 m, on sections where speed exceeds 80 km/hr or higher. Raised Pavement bike lane might be an alternative.	Partially	4.0	
• Kenaston (Wilkes to Bishop Grandin)	-paved shoulder should be 2.5 m, on sections where speed exceeds 80 km/hr or higher	Yes	4.23	
• Waverley (McGillivray to Perimeter)	-paved shoulder should be 2.5 m, on sections where speed exceeds 80 km/hr or higher	Partially	7.2	
<b>Multi-use Paths</b>				
• Cloutier Drive (full length) South of Perimeter in East-West section.	Resident Assoc. has put a plan in place of what to do. Trail permit on Crown Land on North Side	No	1.86	
• Midland Way (Wellington Cres. to Taylor – CPR Midland)	Links to footbridge that crosses Assiniboine River. Along active rail line. Could take pressure off using Kenaston	Yes	2.95	
• Waverley (Wilkes to McGillivray)	Complete linkages in Multi-use path	Yes	1.88	
• Fort Whyte Centre trail extension	Fort Whyte Centre is contemplating extending their trail network		2.78	
<b>Sidewalks</b>				
n/a				
<b>Capital Intensive</b>				
• Kenaston Underpass / Sterling Lyon Parkway	Include AT into design.			
<b>Other</b>				
• Completion of Churchill Parkway	Mostly complete. Land acquisition required.	Yes		
• Completion of Fort Garry Parkway	Land acquisition/easements/ riverbank stability - will also require bicycle route signage	yes	1.25	
• Completion of Fort Rouge Parkway	Mostly complete. 7% outstanding Land acquisition/easements/ riverbank stability	Yes		

Facility Recommendation	Details	In 1993 Study	km	D.I.
<b>Southwest Continued</b>				
<i>Other Continued</i>				
• Completion of St. Norbert Parkway	Land acquisition/easements/ riverbank stability - will also require bicycle route signage	Yes	1.98	
• Bike lockers in Osborne Village		No		
• Bike lockers in Little Italy on Corydon		No		
<b>Capital Works</b>				
• Kenaston (Academy to Taylor)	– widen curb lane	Partially	2.72	
• Kenaston Underpass / Sterling Lyon Parkway	– make AT-friendly	Partially		
<b>Northeast</b>				
<b>Bicycle Routes</b>				
• Bond St. (Pandora to Kildare)	- linkage	No	0.82	X
• Elmwood Parkway	Requires bicycle route signage	Yes	0.31 (signage)	
• Kildare Ave	- Streets are wide/ alternative to Regent	No	4.08	X
• Kildonan Parkway	Requires bicycle route signage	Yes	7.24	
• McMeans Ave		No	3.86	X
• Munroe Ave	East-West access in Northeastern section	Yes	3.5	X
• North Kildonan Parkway	Requires bicycle route signage	Yes		
<b>Bicycle Commuter Routes</b>				
• Henderson Hwy (full length)		No	6.72	
• Panet/Molson (Nairn to Springfield)		Yes	4.08	X
• Plessis (Regent to CNR Pine Falls line)		No	1.06	X
• Ravelston Ave W (Plessis to Almey)	Ravelston requires paving before signage.	Yes	3.24	X
• Reenders (Lagimodiere to Panet)		No	0.23	X
<b>Bicycle Lanes</b>				
• Bournais (Dugald to Pandora)	- Delineated and stencilled on roadway	No	0.89	X
• Pandora (Bournais to Bond)	- Delineated and stencilled on roadway	Partially	2.53	X



Facility Recommendation	Details	In 1993 Study	km	D.I.
<b>Northeast Continued</b>				
<b>Shoulder Bikeways</b>				
• Molson (Concordia to Springfield)	1.5 m recommended width	Partially	2.51	
<b>Multi-use Paths</b>				
n/a				
<b>Sidewalks</b>				
n/a				
<b>Capital Intensive</b>				
• Pedestrian/cyclist Access - linking Kilcona Park with All Seasons Estates	Project should be compatible with Chief Peguis Extension. Underpass or overpass possibly located at McIvor Rd.	No	111m	
• Pave Ravelston Ave W between Plessis to Bradley		Yes	0.71	X
<b>Other</b>				
• Completion of Kildonan Parkway	- 23% outstanding Land acquisition/easements/ river bank stability - will also require bicycle route signage	Yes	1.89	
• Completion of the Elmwood Parkway	- Land acquisition/easement - will also require bicycle route signage		0.81	
• North Kildonan Parkway	- Land acquisition/easements - will also require bicycle route signage		1.16	
• Remove bike signs on Regent Ave		No		
• Bike Lockers at Kildonan Place Mall		No		
<b>Capital Works</b>				
• Redwood Bridge – make AT-friendly (e.g. cantilever sidewalk)		Yes	195 m	

Facility Recommendation	Details	In 1993 Study	km	D.I.
<b>Southeast</b>				
<b>Bicycle Routes</b>				
• St. Boniface Parkway	- Partially signed around Lyndale Drive - Requires bicycle route signage	Yes	3.15 (signage)	
• St. Vital Parkway	- Partially signed around Kingston Row/Crescent - Requires bicycle route signage	Yes	5.45 (signage)	
• South St. Vital Parkway	- Requires bicycle route signage	Yes	2.66 (signage)	
<b>Bicycle Commuter Routes</b>				
• Archibald (Marion to Elizabeth)	- linkages: to path on Archibald between Elizabeth and Fermor	No	1.28	
• Dunkirk/Dakota		Partially	6.45	
• Goulet (Youville to St. Mary's Rd)		No	1.56	X
• Marion (St. Mary's Rd. to Archibald)		Yes	2.1	X
• St. Anne's Rd		Yes	6.95	
• St. Mary's Rd		Yes	11.24	
<b>Bicycle Lanes</b>				
N/a				
<b>Shoulder Bikeways</b>				
• Bishop Grandin (Seine River to Lagimodiere)			2.81	
• Dugald Rd (Lagimodiere to Plessis)		No	3.29	X
• Lagimodiere (Perimeter to Perimeter) [Marion to Dugald section part of showcase]		Partially	16.03	X
• Marion (Archibald to Lagimodiere) – raised bike shoulder/sidewalk	- Innovative form of bike lane used in Denmark	No	1.91	X
<b>Multi-use Paths</b>				
• Bishop Grandin (between Seine & Red Rivers) Includes Bishop Grandin Greenway	- interest from residence association to expand trails along Bishop Grandin	Yes	2.15 (Red River to St. Mary's) 1.64 (Dakota to Seine River)	

Facility Recommendation	Details	In 1993 Study	km	D.I.
	<b>Southeast</b>			
<b>Sidewalks</b>				
N/a				
<b>Capital Intensive</b>				
N/a				
<b>Other</b>				
• Marion - cantilever over Seine River bridge		No	68.3 m	
• Completion of the St. Boniface Parkway	- 25% outstanding,, land acquisition/ easements - will also require bicycle route signage	Yes	0.62	
• Completion of the St. Vital Parkway	- Requires land acquisition, easements , mostly by the Canoe Club - will also require bicycle route signage	Yes	1.61	
• Completion of the South St. Vital Parkway	- Requires development (land acquisition, easements) - will also require bicycle route signage	Yes	4.69	
• Bike Lockers at St. Vital Centre		No		
<b>Capital Works</b>				
• St. Anne's Rd – (Novavista to Warde) – widened curb lane & paved shoulder		Partially	1.12	