



Preliminary Notes on Local Bike Network Options

Lagimodiere Twin Overpasses Rehabilitation

February 24th, 2023

Comments on Planned and Potential Local Bike Network

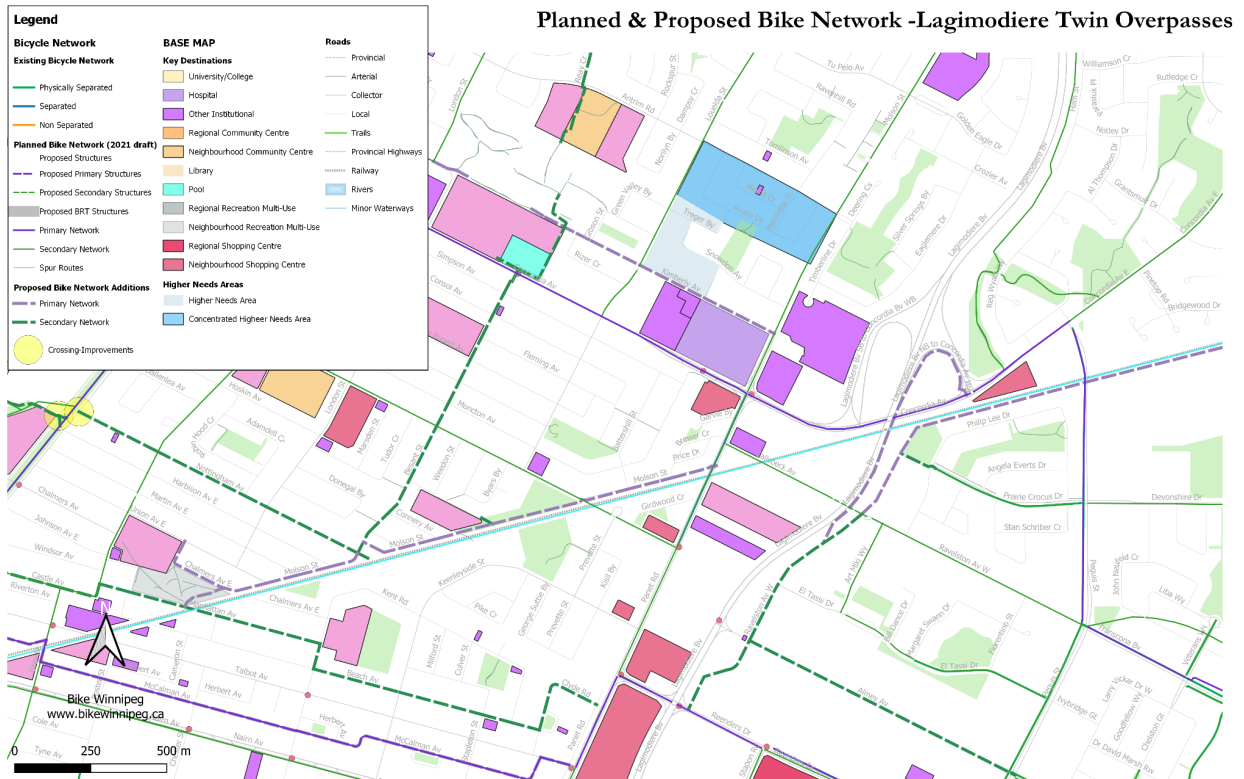
Planned Bike Network - 2021

In response to the proposed bike network released as part of the second phase of public engagement for the update of the Transportation Plan, Bike Winnipeg provided the following comments:

- The network lacks cohesion and is far too disjointed - We want seamless connectivity, which demands long stretches of low stress bike routes.
 - Routes end along roadways that continue
 - Routes do not cross spine routes (Kingsbury does not cross the Northwest Hydro Corridor)
 - Connections are often missing (Wellington does not connect to Cumberland, Diplomat does not connect from Leila to Kingsbury)
 - I suspect the disjointed nature of the network is a result of trying to meet a 500m grid width, but ignoring barriers
- The network ignores barriers caused by roads. So a path along one side of high speed/high volume roads like Dakota or Bishop Grandin is deemed to be good enough (it fits within 500m, so that's fine). The reality is that a pathway along one side of a busy road will generally not be accessible from the opposite side of the road, so the network needs to be duplicated on the opposite side of the road.
- The grid is too widely spaced
- High needs areas are underserved;

We have provided a number of suggestions for route changes and additions, but would like to share these again so that they can be evaluated in the context of this study.

Proposed Additions and Modifications to Bike Network



Map of Lagimodiere Twin Overpasses showing Bike Winnipeg’s proposed bike network.

CPR Keewatin Rails to Trails/Rail with Trails Pathway

This bikeway would combine neighbourhood greenway segments along Molson St with multi-use pathway segments through parks and alongside the CPR Keewatin mainline. It would run from Manhattan or perhaps Hebert or further south, crossing under Lagimodiere, and ending at Plessis or Day St.

A connection as far as Plessis @ Gunn Rd would provide a connection across the North Perimeter Highway to the Duff Roblin Trail if planned bike lanes and multi-use pathways were ever installed along Gunn Road.

Possibly more of a clarification than a modification of the facility included in the 2015 and 2021 bike networks, but we feel that it is more feasible to locate the pathway along the north side of the tracks than along the south side of the tracks where it has typically been indicated. Perhaps paths along both sides of the tracks should be developed.

There seems to be space on the north side of the tracks to develop a bikeway that makes use of low volume segments of Molson interspersed with trails connecting those segments. Parking lots along the south side of the tracks would likely exclude any possibility of a pathway on the south side of the tracks.

Almey Ave Neighbourhood dGreenway

To provide a direct connection to the Transcona Trail at the Flamingo Triangle, via the paths along Cal Gardiner Way, we recommend adding Almey to the city's bike network. This would amount to no more than a safe crossing of Peguis St.

Glenwood-Larsen-Harbison-Nottingham-Neighbourhood-Greenway-Route

We strongly recommend extension of the existing/proposed Harbison Neighbourhood Greenway east across Gateway to Nottingham and west across Henderson Highway. This would provide the bike network with an east-west connection accessing critical destinations such as:

- The Harry Lazarenko Bridge & the North Winnipeg Parkway
- Elmwood Park (and a safe crossing of Henderson Highway)
- Elmwood Curling Club
- A safe crossing of Watt St
- The East End Culture & Leisure Centre
- Elmwood High School (although a direct connection will be required)
- The planned Molson/CPR Keewatin bikeway (see above)

Castle - Manhattan - Beach - Clyde Neighbourhood Greenway

We strongly recommend the addition of a neighbourhood greenway north of Talbot Ave to complement the planned route along Herbert and McCalman to the south of Talbot. Linear barriers such as Talbot Ave need to accommodate cycling on both sides of the barrier, as limited access across the barrier will lead to excessive detours and effectively disconnect people from their destinations.

Manhattan also serves as a logical end to any rail with trail pathway along the CPR Keewatin line, especially as any route along the line will likely need to make use of Molson St. People cycling south along the rail corridor could easily transition to Manhattan to complete their connection to the Northeast Pioneers Greenway, to the planned Archibald pathway, or to the Harry Lazarenko (Redwood) Bridge.

A neighbourhood greenway along the Castle - Manhattan - Beach - Clyde route would provide a connection to the Reenders pathway currently nearing completion.

Besant-Civic Park-Reay Neighbourhood Greenway

This neighbourhood greenway/pathway treatment would provide a connection from the Molson/CPR Keewatin bikeway to Kildonan East Collegiate and the Elmwood/East Kildonans Pool at Concordia, through to Civic Park and the Terry Sawchuk Arena to Valley Gardens Community Centre, then along Reay Crescent where it would connect via sidewalk cut-throughs to Mutchmor Close and the Hydro Right of Way.

The Hydro right of way north of Mutchmor Close in turn connects with Tu-Pelo Ave and with the Northeast Pioneers Greenway near Linden Ave, which has an existing connection across Raleigh St.

- An existing pedestrian corridor at the northern terminus of Besant St leads directly to East Kildonan Pool.
- It would be easy to create a short bicycle path spur along the northern side of Concordia that would run from the eastern edge of the student parking lot of East Kildonan Collegiate to the east side of the pool, where a multi-use path could connect to Kimberley along an existing empty easement – there is plenty of width
- This routing is rich with destinations
 - Concordia Hospital
 - Schools
 - Community Centres
 - Terry Sawchuk Arena
 - Parks
- There is an existing pedestrian corridor connection across Concordia that would be open to bicycles and pedestrians only
- There is plenty of room for the trail between the pool's eastern wall and its parking lot to continue the route north to Civic Park and Terry Sawchuk Arena.
- Potential for route to continue north-westerly along Raey if you make use of Terry Sawchuk parking lot and CC parking lot.
- Provides excellent access to large multi-family dwelling at Reay & Antrim
- Provides easy access to shopping along Tu-pelo
 - Superstore
- Connects to either Kimberly or Concordia, whichever route is developed.
- Hydro right of way provides opportunity for another connection to the Northeast Pioneers Greenway at Linden Ave, which already has a pathway connection crossing Raleigh St,

East Kildonan Hydro Corridor Greenway

A pathway along the hydro corridor north of Mutchmor Close provides an excellent opportunity to add a pathway connection between the Northeast Pioneers Greenway (near East Kildonan Central Park), the Besant-Civic Park-Reay Neighbourhood Greenway described above, and McLeod Ave. Connections to Tu-Pelo and McLeod Aves would provide needed access to retail and employment areas located along these streets.

The hydro corridor intersects the Northeast Pioneers Greenway near Linden Ave, which has an existing connection across Raleigh St, just north of East Kildonan Central Park.

Kimberley Bikeway

Kimberley Av has the potential to provide an uninterrupted east/west connection from the Red River to Lagimodiere. When combined with the proposed Seven Oaks-Kildonan Dr Walk/Bike Bridge and a potential bikeway along Jefferson (or perhaps Enniskillen), this would provide a continuous connection from Lagimodiere to Dr. Jose Rizal Way.

Kimberley provides access to high value destinations such as hospitals, shopping, recreation, parks, and schools. Kimberly would replace Helmsdale on the proposed bike network, which would bypass critical destinations, and which currently lacks any signalized crossings at its intersections with Gateway, Raleigh, Watt, or Henderson Highway.

Kildonan Drive - Seven Oaks Walk/Bike Bridge

The City of Winnipeg's Pedestrian & Cycling Strategies (2015) call for a dense, connected bicycle network to be developed over the next 20 years that will provide direct routes to key destinations. Included in the strategies is a recommendation to develop a new pedestrian & bicycle crossing of the Red River connecting Scotia Street (near Rupertsland) to Kildonan Drive (Bronx Pl.).

A new Scotia St – Kildonan Dr AT Bridge would provide an important walking and cycling connection across the Red River at a point where access along the east bank of the Red River is restricted to Henderson Highway and beyond. This would create shortened travel distances for people walking or cycling between the Munroe West and Scotia Heights communities, as the nearest bridges are currently the Kildonan Settlers Bridge (Chief Peguis Trail) and the Harry Lazarenko Bridge (Redwood). As the Harry Lazarenko Bridge is not a particularly bicycle friendly bridge, in reality, most people riding their bikes are currently choosing between the Kildonan Settlers Bridge and the Disraeli AT Bridge.

The city owns properties on either side of the river opposite each other that could be used as landing points for such a bridge.

- See [Bike Winnipeg backgrounder](#)

Sincerely,



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