



St. Boniface to Downtown Walk Bike Project Notes - September 2020

Submitted September 24, 2020

Background

Bike Winnipeg has been a longtime proponent of the installation of protected bike lanes on Provencher Boulevard to help support sustainable transportation throughout the neighbourhood and to help ensure the health of businesses along Provencher. There has been a long-running campaign to build support for this concept, which over 50 local businesses and organizations have endorsed.

Planning a Local Bike Network vs Single Routes

Bike Winnipeg has recommended that the public engagement process currently underway expand its scope to review options for a Local Bike Network in Central and North St. Boniface, the study area. We feel that this approach makes the most of the public engagement process and the best chance to gain the highest advantage from limited resources.

While our preference would be for the City to allocate a sufficiently large budget to study, design, and construct the needed Local Bike Network and meet the goals of the Pedestrian and Cycling Strategies, we understand that there is a limited budget for construction in the short term. However, we feel that it is important to use this engagement opportunity to plan not just for the short term, but into the longer term as well. Planning for the longer term by identifying a suite of routes to serve as a Local Bike Network gets more bang for our dollar on the public engagement, but also allows the city to save on costs by having ready to go plans in place when rehabilitation projects can move forward and incorporate planned changes without the need for public engagement.

We have outlined a local bicycle network that aims to provide a complete,

Benefits

We feel that planning at a local bicycle network level offers many advantages over planning on a route by route basis. Some of these benefits are:

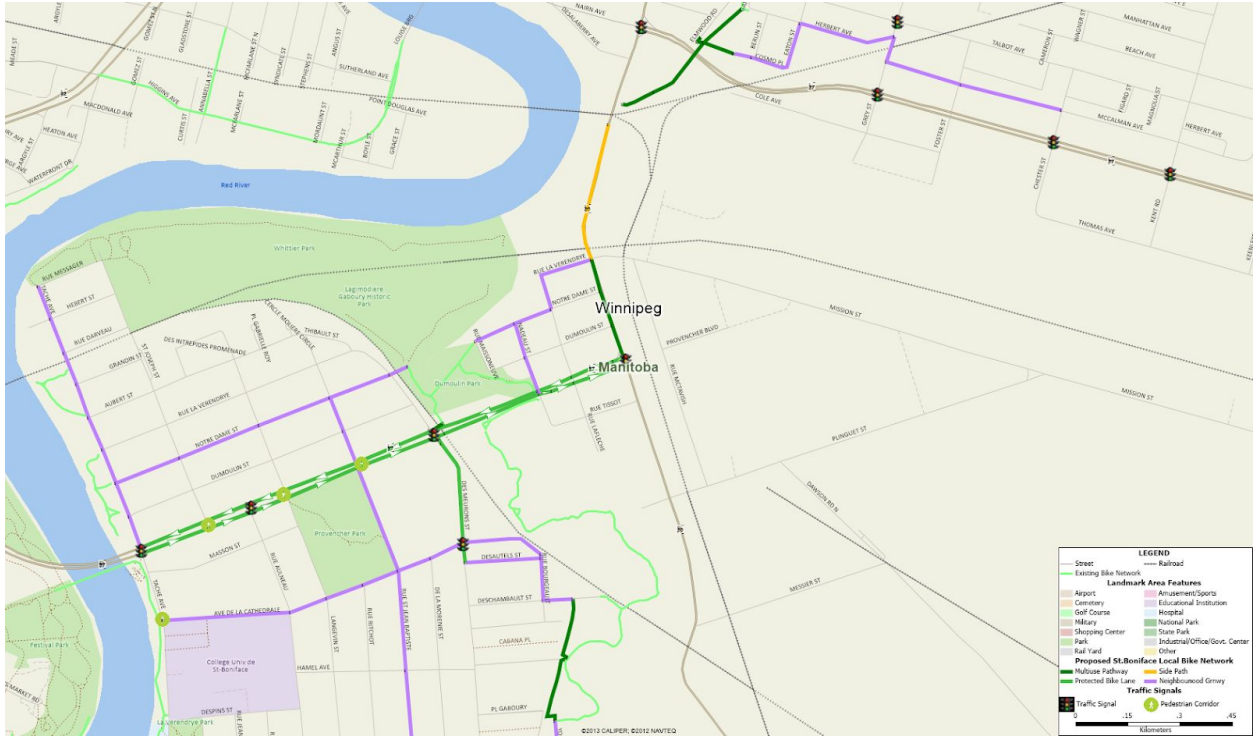
- Having a local bicycle network plan laid out and included in the overall bicycle network allows city staff to plan and budget local and regional street renewal projects with improvements in cycling facilities included in the renewal project. By piggybacking improvements to the bicycle network onto scheduled renewal projects, the city can:
 - Realize considerable savings compared to bicycle specific retrofit projects;
 - Limiting disruption to traffic and business as a single project can complete two needed tasks.
 - Plan complimentary bicycle specific improvement projects and include them with planned rehabilitation projects, saving money and limiting disruption.
- Regional and local road renewal projects can be planned better because staff are aware of expectations for accommodation of walking and cycling at the earliest stages planning, and can thus budget appropriately.

- As plans are on the books, city staff are much better prepared to take advantage of funding sources that may be time constrained (such as stimulus packages from the provincial or federal governments).
 - As we transition to a carbon neutral economy, this will become an evermore important source of revenue for the city.
- Knowing what is planned for the future allows designers to develop projects on or near the planned pedestrian and cycling infrastructure in a way that compliments that future design. While this might cause a nominal increase to current projects, by minimizing work that will have to be rebuilt or adjusted in the future the overall savings can be considerable.
- Knowing what is planned for the future allows designers to stage their design work to meet limited budgets, knowing that work done within the current project will not limit future plans or have to be moved to accommodate those plans.

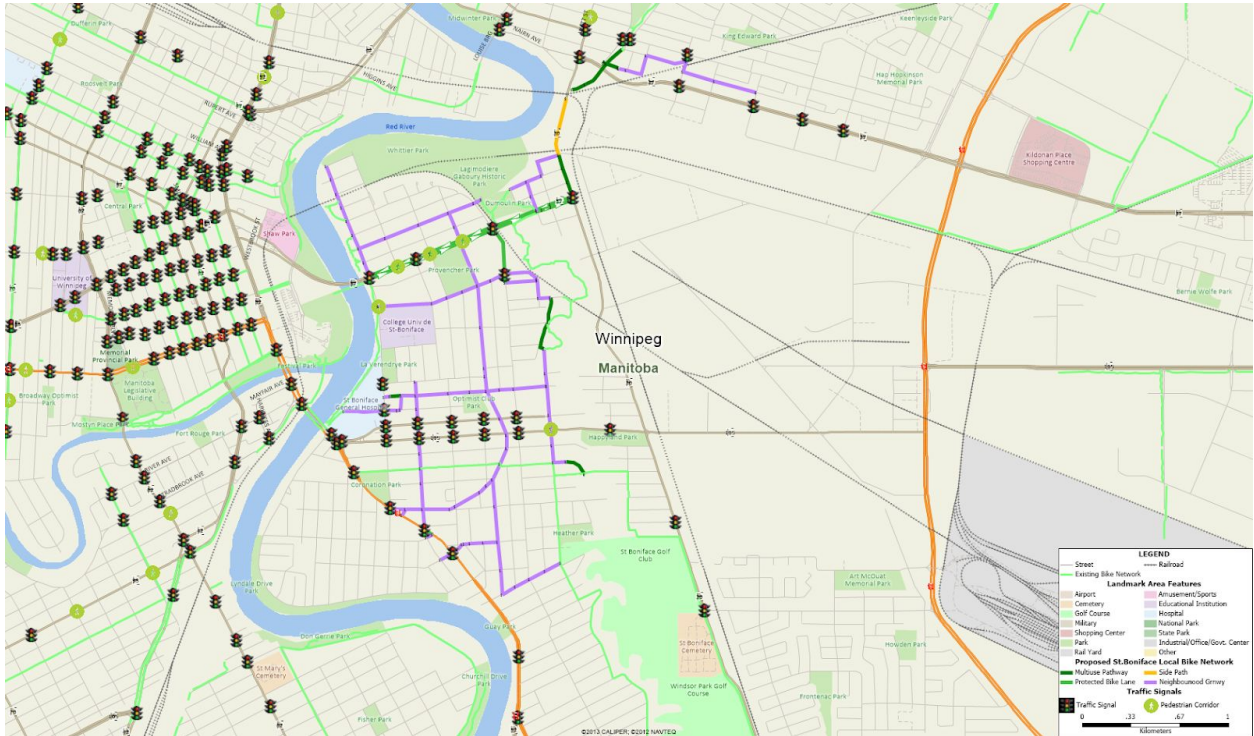
Proposed Local Bike Network

Working toward a complete, connected, and dense bicycle network throughout the City, we have developed the local bike network described on the pages that follow as a starting point. The goals set out in designing the network were to try and present users with a regularly spaced network that provides comfortable, direct routes to most destinations within the neighbourhood as well as to routes connecting the neighbourhood into the city's wider network of bike routes.

Such a network would provide access to highly trafficked destinations throughout the neighbourhood on direct routes for most origins and destinations. It would also provide direct routes and network redundancy so that construction work on any single route (say the closing of a rail crossing) does not break the network



Proposed Local Bike Network through study area



Proposed Local Bike Network in wider context

Within the study area, we have selected the following routes:

- East/West
 - Whittier Park Pathway
 - Notre Dame/La Verendrye Neighbourhood Greenway
 - Provencher Boulevard Protected Bike Lanes
 - Avenue de la Cathédrale Neighbourhood Greenway
- North/South
 - Tache Promenade/Red River Pathway
 - Kenny St Neighbourhood Greenway
 - St. Jean Baptiste/Enfield Cr Neighbourhood Greenway
 - Des Meurons (Avenue de la Cathédrale to Provencher)
 - Youville/Egerton Neighbourhood Greenway

A number of routes have been identified further south to provide complimentary advice to the Moving on Marion project and show points of intersection between our proposed local bicycle network and evolving plans, such as the Transit Master Plan.

Main Connections to Local Bike Network

- Northeast Pioneers Greenway
- McCalman/Herbert Neighbourhood Greenway
 - Mission
- Archibald/Watt
- Esplanade Riel
- Norwood Bridge (NB & SB)
- Marion
- Tremblay Bridge/Archibald Pathway
- Youville
- St. Mary's
- Churchill Drive (via walk/bike bridge proposed in Transit Master Plan draft)

East/West Routes

Whittier Park Pathway

The Whittier Park Pathway is part of The Great Trail and provides important park connections and recreational opportunities.

Notre Dame/La Verendrye Neighbourhood Greenway

Notre Dame would provide a reasonably direct route between Esplanade Riel and the entrance to Lagimodiere-Gaboury Park and the Notre Dame Walk/Bike Bridge. Continuing east to La Fleche St and La Verendrye provides a connection to Archibald along calm, low traffic streets.

For routes starting/ending north of Notre Dame, this route will provide direct access between North St. B and the Notre Dame Walk/Bike Bridge.

We prefer this route over Dumoulin because it requires fewer turns between Esplanade Riel and the Notre Dame Walk/Bike Bridge, and because it likely has less traffic.

We recommend narrowing Tache with bulb outs at Tache and Notre Dame to shorten crossing distance and improve sight lines.

We recommend narrowing Saint Joseph with bulb outs at Notre Dame to shorten crossing distance and improve sight lines and giving Notre Dame priority over Saint Joseph.

Provencher Boulevard Protected Bike Lanes

Protected bike lanes on Provencher would provide direct access along a mixed use community corridor and fits with recommendations from the Riel Community Committee and Infrastructure Renewal and Public Works Committee (requesting that the Winnipeg Public Service consider installation of the most suitable cycling facility on Provencher Ave during any future Pedestrian and Cycling consultation for the respective area) and the vision of Complete Streets called for in the Pedestrian and Cycling Strategies, the Complete Communities Policy Document, and the North St. Boniface Secondary Plan.

Critically, protected bike lanes on Provencher would support access to businesses along the corridor, helping ensure the long term health of these businesses. With a 40m right of way, there is plenty of room to install protected bike lanes along Provencher without removing travel lanes or removing parking lanes.

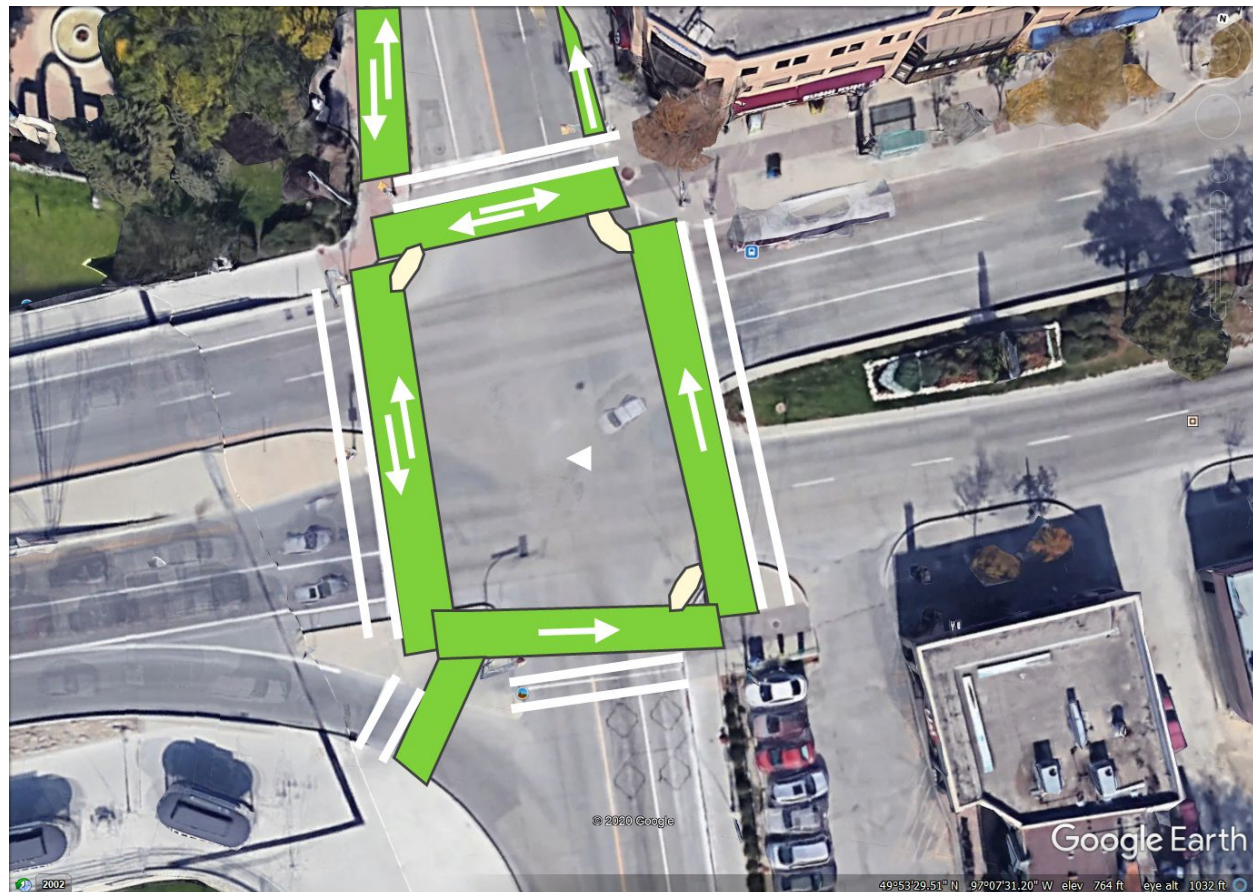
While we recognize that constructing protected bike lanes along Provencher would likely fall outside of the budget for this project, we feel that the study needs to at least provide the city and public with a preliminary design along with a class 3 estimate that can be

used to plan for the future and allow the city to take advantage of Provincial or Federal funding programs that may offer funding for this project.

Provencher @ Tache Protected Intersection

While a connection from the Tache Promenade to the north side of Provencher is highly desirable, the current connection under the Provencher Bridge is vulnerable to flooding and hard to negotiate with a child trailer or cargo bike as the pathway is quite narrow, especially through its many switchbacks.

We recommend design of a protected intersection similar to the design shown below:



We recommend removal of the right turn channelized lane coming off of eastbound Provencher onto southbound Tache. At minimum, we would recommend realignment of the channelized right turn lane to reduce speeds, and raising of the crosswalk/cross bike leading to the separator island.

Avenue de la Cathédrale Neighbourhood Greenway

Avenue de la Cathédrale provides connectivity to a large number of important destinations (Saint Boniface Cathedral, Université de Saint-Boniface, Notre Dame

Recreation Centre, Collège Louis-Riel, École Provencher, ...) along a continuous roadway between Tache Promenade and the proposed St. Jean Baptiste/Enfield Crescent neighbourhood greenway.

As shown below, it's also possible to provide a connection south to the Youville/Egerton neighbourhood greenway along this route, as well as north to Provencher and a second access path to the Notre Dame Walk/Bike Bridge..

The connection across Tache needs to be redesigned.

- The current design forces people cycling this route onto the south sidewalk of Avenue de la Cathédrale
- Placement of the pushbutton on the west side of Tache makes it very hard to navigate a bike with a child trailer through this intersection.
- Given the width of Avenue de la Cathédrale is 11.67m wide at Tache, it should be possible to install a median protected bike lane at Tache and de la Cathedrale.
 - The median bike lane would include curb protected on both sides
 - People on bikes would access the protected bike lane via a mixed use lane.
 - Once in the bike lane, a person has access to a push button to activate the signal.
 - As much widening as possible should be used on the west side of Tache to create stacking space for people on bikes waiting to cross Tache.

The intersection at Aulneau needs to be narrowed.



Bertrand St Neighbourhood Greenway

With so few safe crossings of Des Meurons, a neighbourhood greenway along Bertrand provides needed connections between Youville and Kenny, and potentially between Youville and The Great Canadian Trail along the Red River if a connection through the St. Boniface Hospital Complex to the pathway can be negotiated (likely via Thomas Berry).

The Bertrand Neighbourhood Greenway would provide connections to St. Boniface Hospital, Bertrand Arena, and École Henri-Bergeron.

Marion/Goulet Protected Bike Lanes

We recommend that protected bike lanes be along the Marion/Goulet couplet (currently under consideration as part of the Moving on Marion study), and that connections be provided:

- Across St. Mary's into the Norwood Flats neighbourhood;
- East of Youville to Lagimodiere (or possibly Holden if that route is preferred to Lagimodiere)

Protected bike lanes on Marion/Goulet would provide a direct route to the Norwood Bridges for people on bikes, and as a mixed use street, access to destinations along Marion/Goulet will be desirable as well.

Eugenie St Neighbourhood Greenway

This is an existing connection between the Tremblay Bridge and the Norwood Flats neighbourhood. An improved crossing of Tache is recommended, along with the improved crossing of Des Meurons as recommended in the Southeast Corridor study.

North/South Routes

Tache Promenade/Red River Pathway

Between the Norwood Bridge and Provencher, this route provides a scenic route that encompasses part of The Great Trail and provides connections to:

- Esplanade Riel
- Avenue de la Cathedrale (multiple high value destinations)
- St. Boniface Hospital Complex
- Potentially Bertrand via St. Boniface Access Road and Thomas Berry
- The Norwood Bridge
- Lyndale Drive

This trail could definitely be upgraded, as it is narrow, in poor condition, and is prone to flooding.

Kenny St Neighbourhood Greenway

A neighbourhood greenway along Kenny would provide a connection between Dollard and St. Mary's giving people on bike access to the St. Boniface Hospital Complex (via Dollard, Bertrand/Rinella, Thomas Berry), École Précieux-Sang, and to Nelson McIntyre Collegiate. It could easily be extended to Rue Despins to provide access to Université de Saint-Boniface.

St. Jean Baptiste/Enfield Cr Neighbourhood Greenway

As proposed in the Southeast Corridor study, the St. Jean Baptiste/Enfield Cr. Neighbourhood Greenway would provide a scenic and low stress route from the Eugenie Neighbourhood Greenway north across Marion/Goulet, Bertrand, Avenue de la Cathedrale, Provencher, and Notre Dame.

We recommend extending the Enfield Neighbourhood Greenway west along Enfield all the way to St. Mary's to provide connections to Kenny and to a likely rapid transit station at Enfield and St. Mary's that will be proposed in the Transit Master Plan.

We recommend continuing the Enfield Neighbourhood Greenway south along Braemar from Enfield to Carriere to provide access to Carriere and a route through to Youville.

Des Meurons

With its mix of commercial, institutional, and residential uses, Des Meurons would be a natural north/south candidate route for the local bike network. However, having just 20.1m of right of way, 4 lanes of traffic, and an AADT of 12,700, it also presents a challenging route for the inclusion of cycling infrastructure. If not selected as a north/south bike route, it presents a clear barrier to anyone attempting to walk or bike to their destinations.

St. Jean Baptiste/Enfield Crescent present a very reasonable candidate neighbourhood greenway that would service people on the west side of Des Meurons, but with very limited crossing locations (Avenue de la Cathedrale is the only signalized crossing of Des Meurons between Goulet and Provencher) a parallel route on the eastern side of Des Meurons is needed to compliment it. **We recommend that a neighbourhood greenway along Youville/Bourgeault be planned as the eastern connection.**

As Egerton/Youville has been selected as the north/south connection south of Eugenie, continuing this route north of Marion/Goulet would provide a natural continuation of a planned route as well as a connecting point to an otherwise unconnected part of the city. Vacant land at the north end of Youville should make it easy to construct a pathway linking Youville to Deschambault, which in turn provides a connection to Bourgeault and onto Des Meurons @ Avenue de la Cathédrale. The pathway would provide a second access point to the Seine River Greenway Trail, allowing people to avoid a steeper section of the trail if desired.

North of Avenue de la Cathedrale, or more properly rue Desautels as Bourgeault degrades into a back lane north of Desautels, there is no alternative to Des Meurons or St. Jean Baptiste as a bike route. Connections between Avenue de la Cathédrale @ Des Meurons and Provencher @ Des Meurons (where a connection across the rail line to the pathway connecting to the Notre Dame Walk/Bike Bridge could be provided) are highly desirable, and should be provided. As the detour to St. Jean Baptiste from Des Meurons is well beyond the threshold that people will likely tolerate, **we recommend that Des Meurons be narrowed to three lanes between Desautels and Provencher to accommodate installation of a two-way protected bike lane on the east side of Des Meurons.** This would provide direct connections between Avenue de la Cathédrale and the Youville/Bourgeault neighbourhood greenway, between the Youville/Bourgeault neighbourhood greenway and the Notre Dame Walk/Bike Bridge, and a second connection between the Avenue de la Cathédrale neighbourhood greenway and the Notre Dame Walk/Bike Bridge.

Given that the entrance to Lagimodiere-Gaboury Park providing access to the Notre Dame Walk/Bike Bridge from from Notre Dame has been closed for over a year, this second connection to the Notre Dame Walk/Bike Bridge is essential to the reliability of both the local and spinal bike network.

While property acquisition may be required to provide space for bicycle by-passes of transit stops along this route, the two stops are in front of an empty space/parking lot and a hydro station, so that the needed space could likely be acquired. A second option would be to reconfigure the entrance and exit to the parking lot for 614 Des Meurons (LaVérendrye Bowling Lanes, Conseil-Development Econo) through an upgraded Bourgeault across from Avenue de la Cathedrale. This would mean that instead of entering/exiting onto Des Meurons through an unsignalized drive, entry and exit to the property would be via a signalized intersection, which would presumably improve safety.

Youville/Egerton Neighbourhood Greenway

Between Goulet and Provencher, Des Meurons is a 4 lane roadway with average annual daily traffic (AADT) of 12,700 vehicles/day. The only controlled stop between Goulet and Provencher along Des Meruons is at Avenue de la Cathédrale. If no provisions are made for people on bike along Des Meurons south of Avenue de la Cathédrale, it will act as a barrier, and any destinations east of Des Meurons will be essentially disconnected from the the bike network unless an alternate route is planned along roads and/or pathways east of Des Meurons.

We recommend that a neighbourhood greenway along Youville/Bourgeault be planned as the eastern connection, and that the Moving on Marion project incorporate this need into its planning.

As Egerton/Youville has been selected as the north/south connection south of Eugenie, continuing this route north of Marion/Goulet would provide a natural continuation of a planned route as well as a connecting point to an otherwise unconnected part of the city. Vacant land at the north end of Youville should make it easy to construct a pathway linking Youville to Deschambault, which in turn provides a connection to Bourgeault and onto Des Meurons @ Avenue de la Cathédrale. The pathway would provide a second access point to the Seine River Greenway Trail, allowing people to avoid a steeper section of the trail if desired.

See above for the description of the connections between Rue Desautels and Avenue de la Cathédrale and from both north to Provencher.

Key Elements in Proposed Local Bike Network

- **Intersection Improvements**
 - Provencher @Tache/Esplanade Riel
 - Intersections along Notre Dame between Tache and Thibault
 - Provencher @ St. Jean Baptiste as per recommendations in Southeast Corridor study.
 - Improvements to intersection of Archibald and La Verendrye/Mission
 - Provencher @ Rue Nadeau (Half signal or Pedestrian Corridor)
 - Avenue de la Cathedrale @ Tache
 - Avenue de la Cathedrale @ Aulneau
 - Enfield @ Goulet & Enfield @ Marion
 - Should be covered by Moving on Marion project
 - Enfield @ Eugenie - as per recommendations in Southeast Corridor Study
 - Des Meurons @ Provencher (protected intersection)
 - Bertrand @ Des Meurons (half signal)
 - Eugenie @ Des Meurons (half signal)
 - Eugenie @ Tache (half signal)
 - Marion & Goulet @ Youville
 - Should be covered by Moving on Marion project
 - Marion & Goulet @ Kenny
 - Should be covered by Moving on Marion project
 - Kenny @ St. Mary's
 - Includes pathway from Kenny to Highfield
 - Thomas Berry - St. Boniface Hospital - Great Trail Connection
 - Enfield @ Braemar
- **Road Segment Improvements**
 - Protected Bike Lanes on Provencher (Tache to Des Meurons)
 - Protected Bike Lanes on Provencher (Des Meurons to Archibald)
 - Avenue de la Cathedrale neighbourhood greenway improvements (Tache to Enfield)
 - Des Meurons Protected Bike Lane (Desautels to Provencher)
 - Tache Neighbourhood Greenway Improvements (Provencher to Messenger)
 - Thomas Berry - St. Boniface Hospital - Great Trail Connection
 - Neighbourhood Greenway improvements to Carrier
- **Sidewalk Improvements**
 - New St. Jean Baptiste Sidewalk (Provencher to College Louis Riel)
 - New St. Jean Baptiste Sidewalk (Dollard to Goulet back lane)
- **Pathway Improvements**
 - Archibald Pathway (La Verendrye to Rail Underpass)
 - Archibald Pathway (Provencher to La Verendrye)
 - Extension of Northeast Pioneers Greenway to Archibald
 - Extend Lagimodiere-Gaboury pathway across tracks to Des Meurons @ Thibault
 - Deschambault-Youville Pathway

- Great Trail Pathway improvements (Tache Promenade to Norwood Bridge)
- Bertrand - Rinella Pathway

Next Steps

Once a local bike network is confirmed, we recommend that elements of the Local Bike Network that fall within the study area be costed to aid in the prioritization process. Once estimated costs have been determined, we recommend that the next phase focus on prioritizing expenditures on elements of the local bike network within the study area.

At completion of the study, we recommend that motions to amend the city's proposed cycling network to include the local bike network recommendations be drafted and put before council.

Policy Framework

A review of the City's major policy documents includes the following policy guidance.

[Pedestrian and Cycling Strategies](#)

Local Bike Networks

In general, people of all ages and abilities should be able to access all major destinations using the recommended bicycle network. To support this hub and spoke concept, a complementary **local bicycle network** will also provide neighbourhood-specific bicycle routes. Similarly, the local connecting routes will parallel the overall hub and spoke network, but will serve primarily local destinations and routing and will bring cyclists to the major routes that have city-wide connectivity. Local connecting routes will be composed of bicycle facilities that are appropriate for people of all ages and abilities where possible. (PCS pg 157)

The recommended bicycle network in Winnipeg is comprised of both on-and off-street facilities and seek[s] to apply high quality facilities for a complete, connected and dense bicycle network throughout the City. The recommended bicycle network will support a higher density of routes in urban centres and areas of high cycling potential, with a less dense network in areas with lower cycling potential. Especially in areas of high cycling demand, bicycle facilities should be protected from vehicle traffic and comfortable for all users. While implementing the recommended bicycle network will take time, it is important to seize opportunities at the time of new road construction and road rehabilitatee projects to install bicycle facilities, (PCS pg. 157)

Recommendation 1B iv - Develop local bicycle networks for each neighbourhood that connect to the spine network and to the Downtown. (PCS pg. 174).

Complete Streets

OurWinnipeg and the CCDS direct the City to embrace the concept of Complete Communities and Complete Streets. Complete Streets aim to provide a range of transportation options, including private automobiles, transit, cyclists and pedestrians in a safe and efficient manner. Complete streets are context sensitive and generally incorporate road treatments that address the unique issues of each corridor. (PCS pg 257)

The CCDS identifies mixed use centres and corridors as focal points of the community, to be defined as areas with mixed uses, high densities, spaces for gathering, and high-levels of accessibility by different modes. (PCS, pg 257)

Accommodate cyclists to travel through and within mixed use corridors and centres, so that cyclists can easily access and enjoy the services and amenities within areas, and effectively contribute to the local vibrancy. By ensuring that people can access mixed use corridors and centres throughout Winnipeg by sustainable transportation, there can be less reliance on the need to drive (and park) in these areas, contributing to more pedestrian, cycling, and transit-friendly environments. (PCS pg. 258)

Recommendation 5B ii - Ensure the bicycle network provides access to mixed use corridors and centres. (PCS pg. 261)

North St. Boniface Secondary Plan

4.1.1 Transportation Objectives

1. To provide an efficient and accessible transportation system that takes into account all users and modes of transportation.
2. To design the transportation network to improve personal mobility, promote healthy living, and reduce greenhouse gas emissions.
3. Given the proximity to the Downtown, ensure that the transportation network focuses on providing infrastructure that focuses on the accessibility, comfort, and safety of cyclists, pedestrians, and transit users.
5. To incorporate “complete streets” wherever possible.
8. To ensure that changes to the cycling and pedestrian networks meet local needs while aligning with the vision and direction strategies of the City of Winnipeg Pedestrian and Cycling Strategies.

Infrastructure Renewal and Public Works Committee Motions

[Item #4. November 3, 2015](#)

" The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee, as amended, and requested the Winnipeg Public Service to consider the installation of the most suitable cycling facility on Provencher Ave during any future Pedestrian and Cycling consultation for the respective area."

[Item #22. March 14, 2016](#)

" The Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Riel Community Committee that the Winnipeg Public Service be requested to conduct a functional design study for the idea of the Protected Provencher Boulevard Bike Lane, and that it be considered for the 2017 Active Transportation Action Plan."