

Bike Winnipeg Suggested Add Ons Rationale

Category	Reference Number	Project Name	Ward(s)	Project Rationale
Structures	1.	Winnipeg Beach Chief Peguis Walk/Bike Bridge	Mynarski Old Kildonan North Kildonan	<ul style="list-style-type: none"> Provides a connection over the Chief Peguis Trail without forcing a detour to the Red River or travel through a diamond intersection (known to be uncomfortable for people on bike)
	2.	U of M/South St, Vital Walk/Bike Bridge	St. Norbert - Seine River	<ul style="list-style-type: none"> Provides best access from South St. Vital Trail and Burland Park Pathways Is not dependent on St. Mary's Road cycling infrastructure
	3.	Seven Oaks Kildonan Drive Walk/Bike Bridge	Mynarski North Kildonan	<ul style="list-style-type: none"> See Bike Winnipeg position paper - https://www.bikewinnipeg.ca/2018/10/09/seven-oaks-kildonan-dr-walkbike-bridge-background/
	4.	Fulton Grove Walk/Bike Tunnel	River Heights - Fort Garry	<ul style="list-style-type: none"> This tunnel would provide walk and bike access from a rapid transit station to multiple destinations with Grant Park Pavillion, Grant Park Festival, Grant Park Mall, and the Grant Park Recreation Campus Without this tunnel, key destinations across the rail line are beyond a reasonable walk/bike shed of the Beaumont rapid transit station
	5.	Wellington Av Walk/Bike Bridge	St. James Daniel McIntyre	<ul style="list-style-type: none"> Needed as Wellington Ave is split by the BNSF rail line, with cars parked in this location on a regular basis. Note that this structure would not be required if an at grade crossing could be negotiated.
	6.	South Perimeter Assiniboine River Bridge	Charleswood - Tuxedo	<ul style="list-style-type: none"> The province has stated that unless this bridge and connections to it are included in the City's proposed bike network they will not provide cycling facilities on the South Perimeter Bridge when the bridge is upgraded or rehabilitated.
	7.	Waverley West Walk/Bike Bridge	Waverley West	<ul style="list-style-type: none"> This walk/bike bridge would provide direct access from the Waverley West B trail system to Barnes/Markham Rd, providing access to: <ul style="list-style-type: none"> The U of M The Southwest Rapid Transit Corridor Paths Southeast Collegiate Superstore Bison Dr/Chancellor Matheson This project would allow people on bike to avoid the intersection of Waverley St and Bison DR
		John Brebeuf Walk/Bike Bridge	River Heights - Fort Garry	<ul style="list-style-type: none"> Likely not intended but implied by the proposed connection of the John Brebeuf-Fleet Bikeway as the bikeway crosses a rail yard that would exclude any possibility of an at grade rail crossing and thus necessitate a walk/bike bridge This is tied to the removal of Corydon Ave between Doncaster and Lockwood from the proposed cycling network, as that would be the route across the tracks in the absence of a walk/bike bridge.
		Point Douglas Station Walk/Bike Underpass	Point Douglas Mynarski	<ul style="list-style-type: none"> As authorised in Appendix 7: Eastern Corridor Study Update (March 2021) or the Report to March 11, 2021 Standing Policy Committee on Infrastructure Renewal and Public Works Regular Meeting reviewing passage of the Transit Master Plan. <ul style="list-style-type: none"> A connection to the heart of the Point Douglas Major Redevelopment Site on Higgins Avenue is proposed to be established via an underpass for people walking and biking, from the

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				<ul style="list-style-type: none"> intersection of Higgins Avenue & Waterfront Drive to a proposed station at Sutherland Avenue & Disraeli Street, directly across the railway This may be included within the proposed network, it's not necessarily clear
		Perimeter Grandmont Park Walk/Bike Bridge		<ul style="list-style-type: none"> This would provide a more direct and comfortable route from the Waverley West Pathway system into Richmond Lakes and along the route to the St. Norbert Farmers Market This was part of the 2015 Pedestrian and Cycling Strategies, but seems to have been removed in the proposed 2021 bicycle network
		South Perimeter Red River Crossing Alternative		<ul style="list-style-type: none"> If the South Perimeter Highway Red River Bridge has been dropped as part of the bike network because it has been determined that the bridge can not accommodate walk/bike traffic, then this site linking Kilkenny Dri to Frobisher Dr and Maple Grove Park should be added as its substitute connection in the proposed bicycle network.
		Wolseley/River Heights Walk/Bike Bridge	Daniel McIntyre River Heights - Fort Garry	<ul style="list-style-type: none"> A potential connection of our proposed Arlington bikeway to the Harrow bikeway
		Jubilee Station Walk/Bike Bridge/Tunnel	Fort Route - East For Garry	<ul style="list-style-type: none"> As proposed in the Transit Master Plan <ul style="list-style-type: none"> Part of the Priority 2 Infrastructure requirements Connects Jubilee Station to Pembina Hwy
Primary Network Additions	8.	Adsum Dr	Point Douglas Old Kildonan	<ul style="list-style-type: none"> Adsum would provide access to key destinations such as Maples Collegiate and the Adsum Park Recreation Complex (Pool, Multiplex, Park) Adsum provides a direct route to the Leila McPhillips Regional Mixed Use Centre via Leila and Monty Hall <ul style="list-style-type: none"> There is no reasonably direct route to this RMUC in the proposed network Provides direct access to the higher needs area in the southwest corner of Adsum and Pipeline Rd
		Leila Ave	Old Kildonan Mynarski	<ul style="list-style-type: none"> The cycling infrastructure along Leila needs to reach west across Main St to Scotia <ul style="list-style-type: none"> Adds network coherence Avoids significant detours necessitated by the Templeton alternative <ul style="list-style-type: none"> Leila is 450m south of Templeton. That's far too much of a detour for the primary bike network Adds lots of access along Leila
		Winnipeg Beach Pathway	Old Kildonan North Kildonan	<ul style="list-style-type: none"> Extend this pathway across Chief Peguis into Precinct G <ul style="list-style-type: none"> Depending on the treatment of the Main @ Chief Peguis intersection, this might be a more comfortable route across Chief Peguis. It's obviously easy if Chief Peguis does not go ahead.
		Burrows Ave	Point Douglas	<ul style="list-style-type: none"> Given that Burrows has been identified as a bike route west of the CPR Arborg line it makes sense to extend this treatment at least as far east as the Northwest Hydro Corridor, but ideally all the way to McPhillips or the Winnipeg Beach Rail Line. <ul style="list-style-type: none"> Improves network coherence Provides access to Sisler High School and Northwood Community Centre (Primary Trip Generator) Provides access to Gilbert Park (Higher Needs Area) Provides access to Shaughnessy Park Recreation Complex

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				<ul style="list-style-type: none"> ○ Manitoba Av currently has no signalized crossing of McPhillips
		Keewatin St	Point Douglas	<ul style="list-style-type: none"> ● To improve connectivity between Burrows-Keewatin, Shaughnessy Park neighbourhoods and the Weston neighbourhood, a pathway needs to be added to the east side of Keewatin to match the west side of Keewatin. <ul style="list-style-type: none"> ○ These are all higher needs areas ○ This would also add connectivity to primary destinations to the northeast of the Keewatin Underpass <ul style="list-style-type: none"> ■ William Stevenson Library ■ Sisler High School, Shaughnessy Park School ■ Shaughnessy Park ■ Commercial Opportunities @ Burrows and Keewatin ■ Philippines Cultural Centre ○ Significant detours would be required to connect these neighbourhoods and destinations in the absence of an east side pathway ○ There seems to be space, although a constrained section might be required in the underpass ○ North of Selkirk, this path could use Shaughnessy Park to provide access to Dorset and to link back to Gilbert Ave, Burrows, and Churdley St. ○ South of the tracks, this path could link up to Worth @ Gallagher to provide access across Logan to Alexander Ave, a part of the primary network. ● North of the tracks, there seems to be space along the intermodal site <ul style="list-style-type: none"> ○ Though has to be put into the intersection of the intermodal site driveway, but this should be doable.
		Selkirk Av	Point Douglas	<ul style="list-style-type: none"> ● This would combine with the pathway on the east side of Keewatin St to provide access across the CPR rail lines for neighbourhoods and destinations east of Keewatin. <ul style="list-style-type: none"> ○ Links Keewatin to Chudley St ○ Could make use of embankment in intermodal site
		Arlington St	Mynarski	<ul style="list-style-type: none"> ● Adds coherence to the network ● Provides connectivity to the Winnipeg Beach Rail with Trail and across Inkster ● Provides an east side alternative to Sinclair along the Winnipeg Beach Rail line
		Bishop Grandin	St. Vital	<ul style="list-style-type: none"> ● As Bishop Grandin is a major barrier, the primary bike network needs to be developed on both sides of the highway. <ul style="list-style-type: none"> ○ Significantly reduces detours and improves comfort and coherence in the network
		Maple Grove Pathway	St. Norbert - Seine River	<ul style="list-style-type: none"> ● This would provide a connection to the South Perimeter Red River Bridge as well as to St Mary's and to the Normand Park p[athway]
		Sandusky	Waverley West	<ul style="list-style-type: none"> ● Provides connectivity between Kirkbridge Park pathways and Waverley West pathways
		Plaza Dr	River Heights - Fort Garry	<ul style="list-style-type: none"> ● Provides needed connectivity between the BGG, Pembina Hwy, SWRTC , and St. Vital Park <ul style="list-style-type: none"> ○ Provides direct access to a concentrated higher needs area
		Merriam Blvd	Fort Rouge - East Fort Garry	<ul style="list-style-type: none"> ● This is the direct connection from North Pembina and Harrow to Churchill Dr or the Elm Park Bridge.

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		Portage Av - Woodlawn to Assiniboine Park	St. James	<ul style="list-style-type: none"> Provides access from Lodge Av or Bruce Av via Woodlawn to the North Assiniboine Parkway and to the Assiniboine Park Walk/Bike Bridge
		Portage Av - Deer Lodge Pl to Deer Lodge Pl	St. James	<ul style="list-style-type: none"> Provides access from Linwood to the North Assiniboine Parkway and to the Assiniboine Park Walk/Bike Bridge. <ul style="list-style-type: none"> Provides a connection between the Yellow Ribbon Trail and the North Assiniboine Parkway
		Saskatchewan-Midland-Notre Dame-Flint- BSNFConnections	St. James Daniel McIntyre Point Douglas	<ul style="list-style-type: none"> Provides connectivity between <ul style="list-style-type: none"> Northwest Hydro Corridor Greenway Empress Bikeway Berry Sherwin Rd Clifton Wellington Yellow Ribbon Trail North & South Assiniboine Parkways Provides access between key destinations <ul style="list-style-type: none"> Polo Park The North Ed Daniel McIntyre Red River College Notre Dame Campus Downtown
		Inkster Av	Mynarski	<ul style="list-style-type: none"> A median pathway could be installed along Inkster with room on both sides of the pathway for a vehicle to queue outside of the travel lanes <ul style="list-style-type: none"> The median on Inkster is roughly 12m wide Trees are aligned on the edges, not the centre of the median The proposed network is already calling for a median bikeway from Main st to Aikens An Inkster pathway would provide access from the North Winnipeg Parkway all the way to the Northwest Hydro Corridor Closes a significant gap in the proposed network Provides far more network coherence than the Lansdowne bikeway that has been proposed
		Kenaston Pathway	Charleswood - Tuxedo River Heights - Fort Garry	<ul style="list-style-type: none"> This existing pathway is not shown in the proposed bike network, and should be maintained going forward.
		Doncaster St	Charleswood - Tuxedo	<ul style="list-style-type: none"> This short pathway would connect to the proposed bikeway network within the Naawi-Oodena Master Plan to neighbourhoods and amenities in adjacent neighbourhoods.
		Edgeland Bv	Charleswood - Tuxedo	<ul style="list-style-type: none"> Edgland is about 400m from Kenaston and would provide direct access form the Naawi-Oodena neighbourhood amenities including: <ul style="list-style-type: none"> Tuxedo Community Centre Tuxedo Park Shopping Centres Asper Jewish Community Campus Higher Needs Area bounded by Edgland, Tuxedo, Corydon, Doncaster
		BNSF South Pathway	River Heights - Fort Garry	<ul style="list-style-type: none"> Provides an alternative to Lindenwood Dr W if a non-separated cycling treatment is selected for this roadway.

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				<ul style="list-style-type: none"> • Provides quality connectivity to the Tuxedo/Lafarge Lands, especially if development of those lands includes a signalised crossing of Kenaston on the rail/hydro right of way <ul style="list-style-type: none"> ○ Could be extended across Kenston to McGillvray to provide additional access to a Regional Mixed Use Centre Fort Whyte Alive!, especially if a pathway were added to the north side of McGillivray to provide the connection to the Fort Whyte Alive site. • Adds connectivity to Tuxedo Business Park <ul style="list-style-type: none"> ○ Avoids Sterling Lyon @ Kenaston intersection
		RRC Notre Dame Campus Pathways	Point Douglas	<ul style="list-style-type: none"> • This pathway would provide a connection between the two major bikeway access points to the campus <ul style="list-style-type: none"> ○ Sherwin Road @Notre Dame Av ○ Lismore Ave @ King Edward St
		Arlington St	Daniel McIntyre Point Douglas Mynarski	<ul style="list-style-type: none"> • As one of the very few links across the CPR main line and rail yards, Arlington would provide a key primary network link from the Assiniboine Red River all the way to Inkster <ul style="list-style-type: none"> ○ A single bikeway along Arlington would provide for a far more cohesive route than the planned Arlington-McDermot-McPhillips-Notre Dame-Banning-Ruby route <ul style="list-style-type: none"> ■ The transition from Arlington @ McDermot to Banning @ Wellington is particularly confusing, unlikely to be of high quality - this is proposed as a primary network route - and far from direct - especially in terms of time ■ How would the intersection of McPhillips with Winnipeg Ave be dealt with? ■ The connection from Banning @ Notre Dame to McPhillips would create a high level of conflict between people on bike and foot. ■ The Banning route would require the following: <ul style="list-style-type: none"> • A new signalised crossing of Notre Dame on the east side of McPhillips • Closure of Winnipeg Ave @ McPhillips to meet safety requirements of a two-way bike path on the right side of a major two-way roadway ○ There is potential to connect northward all the way to Beecher Av via Diplomat ○ There is potential to connect this to Harrow at some future point via structures making use of city rights of way
		Sargent	Daniel McIntyre	<ul style="list-style-type: none"> • Protected bike lanes between Maryland and Edmonton combined with a pathway connection through Central Park to connect the Sherbrook/Maryland bike lanes to the Ellen/Carlton protected bike lanes (and ultimately the Bannatyne/McDermot bike lanes) <ul style="list-style-type: none"> ○ Could this be extended to Arlington? ○ Could Central Park pathway provide connection to Cumberland as well ○ There is desire to make Carlton/Ellen two-way to facilitate north/south travel • Would also provide connections to the Spence and Langside Neighbourhood Greenways to provide connections to the U of W and the Granite/Balmoral/Westminster bikeway • Provides needed connectivity through multiple higher needs and concentrated higher needs neighbourhoods
		Wellington - Cumberland Connector	Daniel McIntyre	<ul style="list-style-type: none"> • A short pathway between Sherbrook and Maryland to connect the Wellington Ave bike lanes to the Cumberland bike lanes
		Watt	Elmwood	<ul style="list-style-type: none"> • As a neighbourhood mixed use corridor, Watt St hosts many small-scale retail sales and services serving the immediate neighbourhood. Many of these shops and services are neighbourhood focal

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				<p>points. As a transfer point between the Rose Rapid Transit Line and frequent and community transit routes, the intersection of Watt St and Nairn Ave will also become a critical destination.</p> <ul style="list-style-type: none"> ● Provide access to the Watt St mobility hub. ● Provide access to destinations along Watt St, a neighbourhood mixed use corridor with many small-scale retail sales and services serving the immediate neighbourhood. ● Improve access to a number of higher needs and concentrated higher needs areas south of Talbot Av. ● Reconfiguration of Watt St is listed as a desired outcome under priority 1 in the Chalmers Neighbourhood strategic plan, which calls for the community to be made pedestrian/bike friendly, accessible & safe.
		Chedley - Tyndall - Herman - Marble Bikeway	Point Douglas	<ul style="list-style-type: none"> ● Extension of the Manitoba bikeway west of Keewatin with connections to <ul style="list-style-type: none"> ○ Shaughnessy Park ○ Dorset Pathway ○ Shaughnessy Park School ○ William Stephenson Library ○ NorWest Co-op Community Health ○ Philippine Canadian Centre of Manitoba (PCCM) ○ Billy Mosienko Arena ○ Gilbert Park Resource Centre ○ Willow Park Housing Coop ○ Burrow Crossing Shopping Centre ○ Tyndall Market (via Smithurst) ○ Tyndall Park ○ Tyndall Park School ○ King Edward Bikeway
		Church Ave		<ul style="list-style-type: none"> ● Extension east of Fife provides connection to Northwest Hydro Corridor Greenway <ul style="list-style-type: none"> ○ Ensures proper transition to Church Ave bike lanes, signage @ hydro corridor, and crossing of Hydro corridor. ○ Ending Church at Fife forces detour to Machray
		Inkster Bv		<ul style="list-style-type: none"> ● Would provide a high quality east/west bike route from the Red River all the way to Route 90 <ul style="list-style-type: none"> ○ Would provides a continuous and uniform cycling facility in a major gap within the proposed network between Machray and Jefferson ○ Would connect reasonably well to a walk/bike bridge on the Rupertsland/Bronx PI alignment ● Could be implemented via a bike path in the median, at least east of the Northwest Hydro Corridor ● If a bike path cannot be accommodated in the median west of the Northwest Hydro Corridor, protected bike lanes could be built by narrowing the median as was done along Pembina Highway
		McGillivray Rd		<ul style="list-style-type: none"> ● Add a pathway segment on the north side of McGillvray between Colmbia Dr and the Fort Whyte Alive! Trails to provide direct access to Fort Whyte Alive, and to connect with pathways along the BNSF corridor pathway we are proposing between Sterling Lyon and McGillivray. <ul style="list-style-type: none"> ○ Provides access to Tuxedo Business Park ○ Provides access to Kenaston Common regional mixed use cengtre ○ Provides access ○ Improves cohesion on the McGillivray pathway as users would no longer be required to cross

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				McGillivray to connect to Forty Whyte Alive!, a major destination.
		BSNS Pathway		<ul style="list-style-type: none"> ● Develop a pathway that follows the BNSF rail/hydro corridor from Stovel St in the Brockville neighbourhood to the planned extension of the William R Clement Parkway <ul style="list-style-type: none"> ○ Extend the route via a pathway along the south side of the CNR mainline to connect with the existing Waverley pathways. <ul style="list-style-type: none"> ■ Provides direct connections to: <ul style="list-style-type: none"> ● Centro Caboto Centre ● Linden Christian School ● Potentially numerous churches and seniors housing ■ Would require right of way easements ○ Provides connectivity through Brockville and western Linden Woods neighbourhoods ○ Provides access to Linden Woods Community Centre and a connection from the Linden Woods pathway system via service roads ○ Would require crossings of Sterling Lyon, Wilkes, Kenaston ○ Provides access to the Kenaston Commons Regional Mixed Use Centre ○ Provides cohesion along the BNSF corridor vs the confusing mix of paths and roads proposed ○ Creates connections to Tuxedo Business Park from Lindenwoods ○ Might avoid the need for a neighbourhood greenway along Lindenwood Dr W, which is unlikely to be recommended for traffic calming necessary for a neighbourhood greenway as currently proposed. Bike lanes would be a more realistic treatment along Linden Woods Dr W.
Primary Network Facility Upgrades		Harrow St		<ul style="list-style-type: none"> ● Between Wellington Cr and Kingsway, there should be space to provide fully protected bike lanes. This is a school zone with many drop offs, so improving comfort levels should be pursued
Secondary Network Additions	9.	Nassau St S	Fort Rouge - East Fort Garry	<ul style="list-style-type: none"> ● provides direct access to a higher needs area ● Provides western alternative to Hay Street, mitigating the barrier posed by Osborne St ● Provides a safe crossing of Jubilee, which would mitigate a local barrier to travel between destinations west of Osborne
		Sturgeon Rd	St James	<ul style="list-style-type: none"> ● Provides connectivity to/from higher needs area ● Provides connectivity to Primary Destination - Grace Hospital, Parks & Recreation, Heritage/Victoria Community Centre ● Provides connectivity to Secondary Destinations - Shopping Mall ● Provides connection to Transit Station ● Provides parallel route to Sturgeon Creek Greenway ● Provides connection to Bruce & Lodge
		Waterford Green Pathways	Old Kildonan Point Douglas	<ul style="list-style-type: none"> ● These pathways exist, they just need to be added into the network model to help show connectivity.
		King Edward St	Point Douglas	<ul style="list-style-type: none"> ● Adds coherence to the network as riders will be able to continue south along the King Edward right of

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				<ul style="list-style-type: none"> way to reach the Keewatin Underpass This would be a much more pleasant and less stressful route than Keewatin St, which is planned as a side path.
		Keewatin - Dorset	Point Douglas	<ul style="list-style-type: none"> A pathway through Shaughnessy Park connecting to Dorset would provide low stress connectivity to high value amenities along the east side of Keewatin <ul style="list-style-type: none"> Connectivity through the Keewatin Underpass would be available via Manitoba Av and a back lane Pritchard and Selkirk Ave <ul style="list-style-type: none"> Modifications to the Selkirk @ Keewatin intersection could provide safe transitions from the Keewatin Underpass pathway this back lane Pushing the pathway behind sites along Keewatin would be more comfortable than a side path. An existing path in Shaughnessy Park leads from Gilbert Ave to Dorset Ave (or very near)
		Chudley	Point Douglas	<ul style="list-style-type: none"> Provides direct access from Gilbert Park proposed pathway through the east side of the Keewatin Underpass
		Gilbert	Point Douglas	<ul style="list-style-type: none"> Provides access through a concentrated high needs area linking Burrows Ave to a proposed pathway through the eastern side of the Keewatin Underpass
		Forest Park-Buttercup -Canna-Stardust	Old Kildonan	<ul style="list-style-type: none"> Provides continuity to the Harvard route through to the Northwest Hydro Corridor Greenway <ul style="list-style-type: none"> Provides access across McPhillips to a community mall, including Superstore (groceries)
		Diplomat Dr	Old Kildonan	<ul style="list-style-type: none"> Combined with an existing cut through between Kingsbury @ the Winnipeg Beach Rail line and Diplomat @ Laurel this provides a potential connection from Arlington to Beecher Ave <ul style="list-style-type: none"> The gap between Diplomat and Sinclair is greater than 400m
		Shaughnessy St	Point Douglas	<ul style="list-style-type: none"> Provides access to Sisler High across Burrows Av that can be used to connect to McNicoll Ave and any future route through McPhillips St Station and then across the CPR yards
		Lawrence St	Point Douglas	<ul style="list-style-type: none"> Provides access to Northwood Community Centre & Park via Manitoba or Pritchard
		Aberdeen Ave	Point Douglas	<ul style="list-style-type: none"> This extension of the Aberdeen Av bikeway provides connections to Sisler High School and potentially to Shaughnessy St and its connection across Burrows Ave
		Burrows Av	Mynarski Point Douglas	<ul style="list-style-type: none"> Burrows needs to be reviewed along with Aberdeen (and maybe Magnus) as an east/west connection for the North End, part of a larger grid study for the North End <ul style="list-style-type: none"> Burrows provides access from the North Winnipeg Parkway across all major roadways and railways to the Northwest Hydro Corridor and potentially across the Arborge rail line, Keewatin St, and King Edward St all the way to its terminus at Inkster The proposed bike network already includes sections of Burrows from Inkster Blvd to the Arborg rail line and from the North Winnipeg Parkway to Charles Av <ul style="list-style-type: none"> Connecting these segments along Burrows instead of along Aberdeen Av would improve network cohesion and intelligibility Burrows Av has signalised crossings in place to provide access across the major rail and roadway intersections Parking would need to be removed from Burrows to accommodate cycling facilities along Burrows. We should be aiming for a minimum grid width of 400m through the North End

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				<ul style="list-style-type: none"> • Burrows and Mountain provide direct connections to multiple higher needs areas bounded by Main, Burrows, Mountain, and Airliesm • Burrows provides direct connections to multiple higher needs areas bounded by Main St and the Red River, Burrows, the CPR Mainline, and McPhillips St
		Aikins St	Mynarski	<ul style="list-style-type: none"> • Corrects error in proposed network by bypassing the North Winnipeg Transit Garage
		Mountain Av	Mynarski Point Douglas	<ul style="list-style-type: none"> • Similar to Burrows, Mountain Av has high potential for east/west bike connections through the North Ed <ul style="list-style-type: none"> ○ Bump outs along Mountain Ave already preclude travel in the curb lanes. ○ We need a tight grid within the North End to encourage cycling through a region with high potential for cycling stemming from the existing roadway network and higher densities ○ Crossing treatments at major roads and at rail lines need to be provided on east/west corridors to ensure network cohesion and intelligibility. <ul style="list-style-type: none"> ■ The network needs to avoid disjointed routes necessitated by a lack of crossing treatments along its chosen corridors. ○ We should be aiming for a minimum grid width of 400m through the North End
		Kimberley Av	Elmwood - East Kildonan	<ul style="list-style-type: none"> • Kimberley Av has the potential to provide an uninterrupted east/west connection from the Red River to Lagimodiere <ul style="list-style-type: none"> ○ When combined with the proposed Seven Oaks-Kildonan Dr Walk/Bike Bridge and a potential bikeway along Jefferson, 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
		De la Cathedrale	St. Boniface	<ul style="list-style-type: none"> • A bicycle friendly Rue de la Cathedrale would provide a low stress connection across North St. Boniface from the Tache Promenade to the Youville-Eggerton bikeway <ul style="list-style-type: none"> ○ Connects the Tache, Aulneau, St. Jean Baptiste, and Youville-Eggerton bikeways ○ Provides access to Cathédrale Saint Boniface, Collège Saint Boniface, Notre Dame Community Centre, Collège Louis Riel, École Provencher, Centre La Vérendrye • See Bike Winnipeg submission re St. Boniface to Downtown Walk/Bike Project for details on potential intersection treatment at Tache
		Youville-Des Meurons	St. Boniface	<ul style="list-style-type: none"> • This would provide an extension of the Eggerton bikeway creating a continuous connection from the Provencher and La Vérendrye bikeways to the Niakwa Trail/Niakwa Rd bikeways • The Des Meurons segment would require one lane of traffic on Des Meurons from de la Cathédrale to Provencher • See Bike Winnipeg submission re St. Boniface to Downtown Walk/Bike Project for details

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		Pulberry Beliveau St Michael	St. Vital	<ul style="list-style-type: none"> ● Pulberry provides a western alternative to the Dakota/Dunkirk Pathway (which is on the east side of the roadway and hard to access from the west) <ul style="list-style-type: none"> ○ Provides direct access to a concentrated higher needs area ○ Provides access to Hastings and Marie-Anne Gaboury School ○ Connects the St. Vital Rd bikeway to Bishop Grandin Greenway and Mercy Tunnel under Bishop Grandin ● St. Michael & Beliveau provide a connection from the Bishop Grandin Greenway and Mercy Tunnel under Bishop Grandin as well as a potential route across St. Mary's Rd and Dakota <ul style="list-style-type: none"> ○ Provides direct access to multiple concentrated higher needs area ○ Provides a direct connection to a high density area enclosed by St. Mary's, Dakota, and Bishop Grandin ○ St. Michael would connect to Beliveau via the St. Mary's back lane between Chesterfield and Beliveau ● Together, these added bikeways cut down on detours that would otherwise be required, and increase connectivity in an area of dense trip generators <ul style="list-style-type: none"> ○ Shopping ○ Education ○ Leisure and Recreation
		Greenwood-Greendell	St. Vital	<ul style="list-style-type: none"> ● This is the direct route from the John Bruce Bridge to the proposed Transit/Walk/Bike Bridge over the Red River to the U of M <ul style="list-style-type: none"> ○ Meadowood is 870m away from Nova Vista, which creates a significant detour for many people along this route ○ The proposed network provides no connection along Meadowood as this bike route terminates at Dakota ○ Having a route between Meadowood and Nova Vista a region greatly improves directness and connectivity in a neighbourhood for high potential for cycling traffic, both internally generated and through traffic. ○ Having no route other than Nova Vista south of Bishop Grandin produces massive gaps and detours that will drastically reduce usage ● A signalised crossing of St. Mary's combined with protected bike lanes on St. Mary's would provide the needed connection between Greenwood and Grenndell ● Provides direct, comfortable connectivity between John Bruce Walk/Bike Bridge, the proposed Transit/Walk/Bike Bridge over the Red River, St. Amant Centre, D W Penner School ● Improves connectivity between John Bruce Walk/Bike Bridge, Greendale Community Club, MInnetonka School & Park ● Meadowood can replace the natural Forester-Wales connection if signalization of the St. Anne's crossing is a barrier.
		Kingsbridge-Gascon-Gosford	St. Vital	<ul style="list-style-type: none"> ● Provides a connection from the proposed Sterling bikeway to key destinations and neighbourhoods just west of St. Anne's Rd, including <ul style="list-style-type: none"> ○ Victor H L Wyatt School ○ Riel Park ○ Nancy Allen Skate Park ○ St. Vital Centennial Arena ● Provides a direct connection to a concentrated higher needs area west of St. Anne's Rd that is

Category	Reference Number	Project Name	Ward(s)	Project Rationale
				otherwise isolated from the proposed bicycle network
		Brentford-Hawkins-Polydore-Goldthorpe-Queensbury-Balhan	St. Vital St. Norbert - Seine River	<ul style="list-style-type: none"> ● This bikeway would provide a low stress alternative to the Dakota/Dunkirk pathway, which is on the opposite side of Dakota and harder to access from neighbourhoods to the east. <ul style="list-style-type: none"> ○ Provides access to Dakota Park, which includes <ul style="list-style-type: none"> ■ Schools ■ Community Centres ■ Libraries ■ Parks
		Ravensden-Creek Bend Rd	St. Norbert - Seine River	<ul style="list-style-type: none"> ● Provides connectivity between the John Forsyth/Burland Park pathways and the Creek Bend area as well as potential connections across Precinct K and into Sage Creek, as well as south into the Vermette Neighbourhood
		Ulster-Greyfriars	St. Norbert - Seine River	<ul style="list-style-type: none"> ● This bikeway would provide a connection to the U of M and the SmartPark area through a number of concentrated higher needs areas to the south leg of Dalhousie Dr. Connections provided would include: <ul style="list-style-type: none"> ○ Fort Richmond Collegiate ○ Acadia Jr High ○ Community Shopping Centre, including a grocery store via ● If desired, this route could be extended to Kilkenny Dr via Rice Rd or Rochester & Winterhaven to provide a connection to any future walk/bike bridge across the Red River to Maple Grove Park if an alternative to the South Perimeter Highway Bridge is required.
		Rochester-Winterhaven	St. Norbert - Seine River	<ul style="list-style-type: none"> ● If needed, this route provides a connection from Dalhousie Dr to Kilkenny Dr via Rice Rd or Rochester & Winterhaven to provide direct connectivity to any future walk/bike bridge across the Red River to Maple Grove Park if an alternative to the South Perimeter Highway Bridge is required.
		Perimeter Grandmont Park Pathways		<ul style="list-style-type: none"> ● Provides a more direct route from Waverley @ the South Perimeter Highway into Richmond Lakes and on toward the St. Norbert Farmers Market <ul style="list-style-type: none"> ○ Could be combined with a grade separated crossing of the South Perimeter Highway as was proposed as part of the 2015 Pedestrian and Cycling Strategies
		St. Mary's Road		<ul style="list-style-type: none"> ● This addition matches up to the proposed St. Mary's Interchange at the South Perimeter Highway <ul style="list-style-type: none"> ○ The South Perimeter Study calls for rerouting of St. Mary's south or Burland as part of the St. Mary's Interchange project ○ Connectivity to Maple Grove Park would be maintained by converting the old St. Mary's alignment to a local road with a new segment connecting this old alignment of St. Mary's to Renfrew Drive, and thus also to the Normand Park Pathway ○ The Pedestrian and Cycling Strategies should be calling for an extension of cycling facilities included in the St. Mary's section of the Interchange project to reach south from Burland Ave to provide connectivity between Burland Ave (and the Burland Park/Forsyth Park pathways) to the Normand Park pathway and to Maple Grove Park
		Snow St	Waverley West	<ul style="list-style-type: none"> ● Provides low stress access between Victoria General Hospital, the U of M's Central Sport and Active Living Area and SmartPark <ul style="list-style-type: none"> ○ Access between these destinations is a goal of the University's Visionary (re)Generation Plan ○ Exact routing may need to change, but this critical link through the campus is needed to meet

Category	Reference Number	Project Name	Ward(s)	Project Rationale
				<ul style="list-style-type: none"> ○ the Visionary (re)Generation Connected planning principle (pg. 32) ○ In the absence of any cycling facilities along Pembina between Markham Rd and Chancellor Matheson, this is especially important.
		Markham Rd	Waverley West	<ul style="list-style-type: none"> ● To maintain network cohesion, we are asking that the full length of Markham Rd be provided with one consistent cycling treatment to provide an intuitive, coherent, low stress cycling route along this important route.
		Chancellor Dr	Waverley West	<ul style="list-style-type: none"> ● Extending protected bike lanes from the SWRTC to Pembina Highway along Chancellor Drive would: <ul style="list-style-type: none"> ○ provide access between a rapid transit line and a community shopping centre ○ Improve connectivity from the Bishop Grandin Greenway and the community shopping centre south of Chancellor and the concentrated higher needs areas in the Montcalm neighbourhood
		Barnes Cut Throughs	Waverley West	<ul style="list-style-type: none"> ● Bike paths need to be added next to the sidewalks on these cut throughs to complete the secondary bike network that seems to be intended along this stretch or Barnes.
		Kirkbridge Park Pathways	Waverley West	<ul style="list-style-type: none"> ● This short pathway extension would provide a connection from the northern Kirkbridge Park pathway to the proposed connections along Sandusky to the Waverley West trail network.
		Caron Park Path	Charleswood - Tuxedo	<ul style="list-style-type: none"> ● This short pathway would provide a connection from the River West Park neighbourhood to the South Perimeter Bridge over the Assiniboine River ● If this connection is not included in the city's bicycle network, the province has stated that it will not upgrade pedestrian and cycling facilities on the South Perimeter Assiniboine River Bridge as part of any future road/bridge rehabilitations.
		Station-Beresford	Fort Rouge - East Fort Garry	<ul style="list-style-type: none"> ● This is part of the direct route between the SWRTC Pembina Highway bridge and Churchill Dr ● This also adds a direct route to South Osborne
		Walker	Fort Rouge - East Fort Garry	<ul style="list-style-type: none"> ● This addition between the SWRTC and Argue helps ensure a continuous and coherent route from the SWRTC pathway through Lord Roberts to South Osborne, Riverview, and across the walk/bike bridge over the Red River connecting to St. Mary's Rd and St. Vital
		Grant Pavillion Pathways	River Heights - Fort Garry	<ul style="list-style-type: none"> ● Along with the Fulton Grove tunnel linking Beaumont Station on the SWRTC route under the CPR main line connecting the SWRTC and Taylor Strip, this pathway would provide access to a regional shopping and employment area.
		Oakwood Pathway	Fort Rouge - East Fort Garry	<ul style="list-style-type: none"> ● Ensures a continuous and coherent route from the SWRTC pathway through Lord Roberts to South Osborne, Riverview, and across the walk/bike bridge over the Red River connecting to St. Mary's Rd and St. Vital
		Edmonton St	Fort Rouge - East Fort Garry	<ul style="list-style-type: none"> ● Adds extra connectivity through a high employment/service area. <ul style="list-style-type: none"> ○ Reduces trip distances and minimises the need for detours
		Kennedy St	Fort Rouge - East Fort Garry	<ul style="list-style-type: none"> ● Adds extra connectivity through a high employment/service area. <ul style="list-style-type: none"> ■ Reduces trip distances and minimises the need for detours
		Qu'Appelle-Balmoral-Ellice	Danielle McIntyre	<ul style="list-style-type: none"> ● Provides important connectivity from the Hargrave/Carlton bike lanes to the U of W Campus <ul style="list-style-type: none"> ○ See "Improve Bicycle Connections to the U of W" backgrounder in the Daniel McIntyre section

Category	Reference Number	Project Name	Ward(s)	Project Rationale
				<ul style="list-style-type: none"> ○ of Bike Winnipeg Infrastructure Priorities web page ○ Could be replaced by Spence - Sargent route
		Woodlawn	St. James	<ul style="list-style-type: none"> ● Woodlawn provides potential access to the South and North Assiniboine Parkways and Assiniboine Park Pedestrian Bridge from Bruce Av and Lodge Av when combined with a short segment of pathway along Portage Ave ● The removal of Overdale from the proposed bike network makes this more important as a substantial detour is needed to reach the Assiniboine Park Pedestrian Bridge from Bruce or Lodge without this addition.
		Lodge	St. James	<ul style="list-style-type: none"> ● Lodge is generally a more comfortable road to ride on than Bruce, so this addition adds connectivity and redundancy to the proposed bike network. <ul style="list-style-type: none"> ○ It also reduces the need to detour as long as Portage Av lacks needed cycling facilities
		Thompson Dr-Strauss Dr	St. James	<ul style="list-style-type: none"> ● This route would provide a connection between the Woodlawn and Birchwood neighbourhoods (and William R Clement Parkway) to the Yellow Ribbon Trail <ul style="list-style-type: none"> ○ Links two On Request Transit areas to Rapid Transit on Portage Ave ○ Connects two east/west primary network corridors ○ Serves as a potential replacement to the Moray bikeway, which is removed in the current plan.
		Apple Ln-Delaney Dr	St. James	<ul style="list-style-type: none"> ● Provides east/west connections in the absence of any cycling facilities along this segment of Saskatchewan Rd
		Parkhill St	St. James	<ul style="list-style-type: none"> ● Provides access south to Livonia and Portage Ave <ul style="list-style-type: none"> ○ Connects St. James Assiniboia Centennial Pool ○ A council motion calls for a 4-way stop at Hamilton and Parkhill/Crescent Park Dr
		Livonia Av	St. James	<ul style="list-style-type: none"> ● Provides connectivity to St. James Assiniboia Centennial Pool from Parkhill and adds a connection from Parkhill to Muriel and to Fairlane Ave ● Proper facilities along Portage Ave could alleviate the need for this route
		Muriel St	St. James	<ul style="list-style-type: none"> ● Part of a connection from Fairlane Ave to Parkhill St ● Could provide a connection across Portage Ave ● Proper facilities along Portage Ave could alleviate the need for this route
		Voyageur Park Pathway	St. James	<ul style="list-style-type: none"> ● This pathway was recommended in the Saskatchewan Avenue Road Reconstruction and Sturgeon Creek Culvert Replament study <ul style="list-style-type: none"> ○ IMproves the directness of routes from Saskatchewan Rd and Hamilton Ave ○ Provides a direct connection to Voyageur Park & School
		Deer Lodge Pl	St. James	<ul style="list-style-type: none"> ● Combined with a short two way pathway along Portage Ave, the east and west arms of Deer Pl could provide a connection from the North Assiniboine Parkway to the Yellow Ribbon Trail
		Tuxedo Av	Charleswood - Tuxedo River Heights - Fort Garry	<ul style="list-style-type: none"> ● To provide a continuous, coherent route, the proposed cycling treatment along Tuxedo Av should be extended across Kenaston to its natural terminus at Lockwood Ave
		Hamilton Av	St. James	<ul style="list-style-type: none"> ● This bike route needs to be extended to serve the planned Airport Area West development

Category	Reference Number	Project Name	Ward(s)	Project Rationale
		Beaverhill Bv	St. Boniface	<ul style="list-style-type: none"> By extending this bikeway west to the Shorehill Dr spur, you create a second connection point to the primary bike network, but more importantly you also create a connection to the proposed northside Bishop Grandin Greenway trail, which improves connectivity between the higher needs areas bounded by Bishop Grandin, Beliveau, Dakota, and the Seine River.
		Bergen Cutoff Pathway	Old Kildonan Point Douglas	<ul style="list-style-type: none"> This pathway is needed to provide connections to Amber Trails, Castlebury Meadows, and Waterford Green precincts whose pathway networks were designed with the assumption that the Chief Peguis trails would follow the Bergen Cutoff.
		Allen St	Elmwood	<ul style="list-style-type: none"> Provides access through a concentrated high needs areas Provides access to grocery store and community centre for concentrated higher needs areas Basically just need to add a half signal at Talbot and Allan St. Provides a safe crossing of Talbot for transit stops at Talbot and Allan St.
		Castle / Manhattan / Beach / Clyde	Elmwood	<ul style="list-style-type: none"> Northern alternative to Talbot Connects to Reenders pathways Connects to Molson Rail with Trail A decision needs to be made as to whether Riverton or Castle (or both) should be the connecting point to the Northeast Pioneers Greenway
		Riverton	Elmwood	<ul style="list-style-type: none"> Extend west fro Brazier to MBCI or if possible to Henderson and the Disraeli AT Bridge If any future work is planned along Elmwood Road, the city should look at moving the road a few meters east to provide better sight lines at the street crossings.
		Stadacona Plaza Crossing	Elmwood	<ul style="list-style-type: none"> Provides connection from Stadacona pathway into important destination Half signal somewhere between Gordon and Poplar Provides safe crossing for transit stop Adds access to grocery store for multiple concentrated higher needs areas
		Poplar Ave	Elmwood	<ul style="list-style-type: none"> Extend neighbourhood greenway all the way to Stadacona Connection to Thames and grocery store
		Thames Ave	Elmwood	<ul style="list-style-type: none"> Connects grocery shopping to Riverton Bikeway Adds additional connections between concentrated higher needs area, Northeast Pioneers Greenway, and Disraeli AT Bridge Basically just a half signal at Watt and a short pathway to connect into the grocery store parking lot at the west end of Thames. Provides access to Manitoba Institute of Trades and Technology Adult Learning Centre from west side of Watt Provides access to Winnipeg Islamic Centre from west side of Watt Could also provide access to Chalmers Community Centre and Park
		Hoka (north of the tracks)	Transcona	<ul style="list-style-type: none"> Completes connectivity from Transcona and Transcona Trail into Devonshire Park
		Sanford Fleming / Spring Meadows & Hoka Sanford Fleming Connector	Transcona	<ul style="list-style-type: none"> Adds connectivity to Devonshire Park and Lakeside Meadows Park Adds connectivity to Park City West Community Centre Adds connectivity to Transcona Trail Adds connectivity across Plessis Drive to Kildonan Meadows Park

Category	Reference Number	Project Name	Ward(s)	Project Rationale
				<ul style="list-style-type: none"> • Adds connectivity to shopping @ Devonshire and Plessis
		Spence/Juno	Daniel McIntyre Fort Rouge - East Fort Garry	<ul style="list-style-type: none"> • Neighbourhood Greenway along Spence/Juno is extended north to reach Bannatyne and south to reach Granite/Balmoral/Young/Westminster bikeway <ul style="list-style-type: none"> ○ Increases connectivity of network through higher needs/concentrated higher needs areas ○ Adds access to Broadway in the absence of any cycling facilities on Broadway ○ Adds coherence and intelligibility to the network ○ Acts as a substitute to Balmoral, which has a dog leg crossing of Broadway that may be hard to accommodate with cycling facilities ○ Provides access to West Broadway Park ○ Provides access to the U of W from the east. • Spence @ Portage is a transit hub, and therefore a major destination in its own right • Requires reconfiguration of Portage/Spence/St. Mary intersection
		McMillan Ave	Fort Rouge - East Fort Garry	<ul style="list-style-type: none"> • Extension of the planned neighbourhood greenway along McMillan through Osborne Village Community Centre across Pembina/Corydon/McMillan/Donald to connect with the Pembina/Corydon/Donald protected bike lanes • Would include 4 way crossings of Pembina @ Osborne @ Corydon • Connection from McMillan back lane to Pembina @ Osborne @ Corydon transit island • Parking lot next to community centre could be narrowed to allow for bike path without affecting parking as it is very wide
		Hugo St	Fort Rouge - East Fort Garry	<ul style="list-style-type: none"> • Provides a signalised connection to Wellington Cr bikeway from: <ul style="list-style-type: none"> ○ McMillan Neighbourhood Greenway ○ Warsaw Neighbourhood Greenway (making use of Pedestrian Corridor @ Corydon) ○ Pembina Bike Lanes (and across Pembina if you extend to Gertrude and Daly as shown) • Gertrude spur provides access to Earl Grey School and Community Centre • 400+ m from Nassau, 500+ m from Lilac • Provides access to Corydon-Hugo Plaza • Use a diagonal diverter at McMillan and Hugo to eliminate cut through traffic from Wellington Cr to Corydon, two arterial roadways • Look at ways to provide access from Gertrude onto Wellington Cr. <ul style="list-style-type: none"> ○ Gertrude gets heavy cut through traffic ○ Look at examples in Vancouver of where this type of intersection has been redesigned to favour people on bikes. ○ Gertrude provides access to Gladstone School and New Mixed Use Development at Gertrude and Osborne (with provisions for bike parking) ○ The Gertrude @ Wellington Cr intersection would not be compatible with protected bike lanes on Wellington Cr anyway • Note that since Gertrude will likely have to be cutoff at Wellington Cr, it is probably a better neighbourhood greenway candidate than Wardlaw, which has extra width that encourages higher speeds. <ul style="list-style-type: none"> ○ Gertrude would be a lilley touch down point for any walk/bike bridge connection over Donald that is constructed as part of the Osborne Underpass rehabilitation, ideally with multiple ramps to create multiple connection points, and possible a bit of elevated bikeway.
		Sargent Tommy Prince / Radford /		<ul style="list-style-type: none"> • A Northwest Hydro Corridor alternate on the east side of McPhillips that could provide connectivity to:

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		Wiginton / Cottingham / Fir / Arrowood /Vioa Neighbourhood Greenway		<ul style="list-style-type: none"> ○ Destinations <ul style="list-style-type: none"> ■ Garden City Shopping Centre ■ R. F. Morrison School ■ Collicutt School ■ Northgate Shopping Centre ■ École Lansdowne School ■ Robertson School ■ Burrows Resource Centre ■ ○ Bikeways <ul style="list-style-type: none"> ■ Kingsbury Ave ■ Buttercup / Forest Park / Hartford Bikeway ■ Jefferson Bikeway ■ Macklin / Primrose / Enniskillen Bikeway ■ Inkster Bikeway ■ Machray Bikeway ■ Aberdeen Bikeway ■ Manitoba Ave ● Morrison / Tulip may be more useful than Fir / Viola <ul style="list-style-type: none"> ○ Possibly adding Petunia
		College Ave		<ul style="list-style-type: none"> ● Potential alternative to Mountain Ave providing east/west connectivity between Redwood and Mountain. ● Important destinations along Mountain/College Ave include: <ul style="list-style-type: none"> ○ Young's Market (Mountain @ McPhillips) ○ Burrows Resource Centre (College @ Radford / Sargent Tommy Prince) ○ Blessed Virgin Mary Parish Hall (College @ Artillery) ○ Keystone Medical English (College @ Artillery) ○ Faraday School (Mountain @ Parr) <ul style="list-style-type: none"> ■ Signalised crossing of Mountain ○ St. John's Anglican Church (College @ McKenzie) ○ Safeway (Mountain @ McGregor) ○ Faith Church (Mountain @ McGregor) ○ Win Gardner Place (College @ McGregor) ○ Assiniboine Credit Union (College @ McGregor) ○ St. Joseph's Catholic Church (Mountain @ Andrews) ○ St. Joseph's Parish and Community Centre (College between Andrews and Powers) ○ Church of Pentecost Amazing Grace Assembly (Mountain @ Salter) ○ Mom and Dads Grocery (Mountain @ Aikens) ○ Machray School (Mountain/College @ Charles) ● Important Connections <ul style="list-style-type: none"> ○ Northwest Hydro Corridor ○ Radford (potential bikeway to the east of McPhillips) ○ Winnipeg Beach Rail with Trail ○ Arlington ○ Powers Bikeway ○ Aikens

Category	Reference Number	Project Name	Ward(s)	Project Rationale
				<ul style="list-style-type: none"> ○ Charles Bikeway ○ Main Street ○ North Winnipeg Parkway (Mountain) ● Numerous (six) Concentrated Higher Needs Neighbourhoods ● If cycling facilities cannot be added to Mountain Ave, College should be added as a neighbourhood greenway stretching from Main St to the Northwest Hydro Corridor ● As with the east end of Mountain between Main and Charles, if cycling facilities cannot be added to the full length of Mountain, they should be added between (at least) Radford (but preferably the Winnipeg Beach Rail with Trail) and the Northwest Hydro Corridor to provide a safe crossing of McPhillips.
		Grandmont Park Pathway		<ul style="list-style-type: none"> ● Connects the Waverley bikeway (Perimeter Highway crossing) directly into the Grandmont Park trials system <ul style="list-style-type: none"> ○ Ties in with existing pathways through Ducharme Park, to provide increased access to St. Norbert Farmers Market and through the Richmond Lakes and Parc La Salle neighbourhoods
		Ambergate Dr		<ul style="list-style-type: none"> ● Make use of service street along Ambergate Dr to provide a connection between Amber Trails pathways at Amber Trail & Ambergat Dr and Ambergate Dr and Court Ave <ul style="list-style-type: none"> ○ This is a common Dutch practice ○ Bikeways on service streets and connecting cycle paths could be one-way if necessary. ○ The absence of a bikeway along this section of Ambergate Dr creates a major gap in the network, disconnecting major residential areas to a regional mixed use centre.
		Bergen Cutoff Pathway		<ul style="list-style-type: none"> ● Provides planned connections to pathways included in Waterford Green Precinct Plan
		Waterford Green Pathways		<ul style="list-style-type: none"> ● Ensure Waterford Green Pathway connects to Bergen Cutoff Pathway as provided for in the Waterford Green Precinct Plan
		Manilla Rd		<ul style="list-style-type: none"> ● Continues the proposed facility along Allan Byle Dr to Adsum Park, which is noted as a Proimary Trip Generator <ul style="list-style-type: none"> ○ Maples Collegiate ○ Seven Oaks Pool ○ Maples Multiplex Arena ○ Elwick Centre ○ Adsum Park
		Amber Trail Dr		<ul style="list-style-type: none"> ● Add a two-way bike path next to the sidewalk along Amber Trail to provide a connection to Ecole Leila North Community School and between the internal Amber Trails Pathway system and the proposed bike lanes along Allan Byle Dr, which provides connections to Arthur E Wright School and Adsum Park.
		Strasbourg Dr		<ul style="list-style-type: none"> ● Provides connection between the Leila Ave Bikeway and the Chief Peguis Trail Pathways at one of the walk/bike bridges planned over the Chief Peguis Trail ● Fills a gap in the internal Amber Trails Pathway network ● Would connect with planned Mandalay bikeway if that route were extended north to Leila
		Mandalay Dr		<ul style="list-style-type: none"> ● Extend the proposed protected bike lanes south to Inkster Ave to create a continuous north/south route between Inkser and Chief Peguis Trail <ul style="list-style-type: none"> ○ Provides connections to Inkster Industrial Park, a critical employment centre ○ Provides connections to retail at Mandalay and Wyatt/Mapleton

Category	Reference Number	Project Name	Ward(s)	Project Rationale
		Sheppard St		<ul style="list-style-type: none"> • Provides a connection between Inkster Blvd and Burrows Ave through Inkster Industrial Park, a major employment centre • Provides a north/south connection 900m from the Northwest Hydro Corridor, adding density to the cycling network • Provides connectivity to: <ul style="list-style-type: none"> ○ Sisler High School ○ Northwood Park ○ Northwood Community Centre (Regional Community Centre) ○ Shaughnessy Park (Regional Park) via Burrows • Connects areas of concentrated higher needs <ul style="list-style-type: none"> ○ Elwick ○ Gilbert park
		Swiftwater Trail		<ul style="list-style-type: none"> • Provides connection between INKster gardens/Meadows West trail system and King Edward St Multi Use Pathway
		Meadowood Dr/River Road		<ul style="list-style-type: none"> • Fills a major gap in the proposed network and provides connections to St. Vital Centre Regional Mixed Use Centre <ul style="list-style-type: none"> ○ The lack of a cohesive, direct route to and through the south side of St. Vital Centre leaves the network utterly disjointed. ○ Without this link, there is no connection other than the Dakota pathway to St,. Vital Centre from the south, which is unacceptable.
		Greenwood/Greendell/Woodlawn Neighbourhood Greenway		<ul style="list-style-type: none"> • Fills an east/west gap through the Meadowood/Vista/Minnetonka neighbourhoods, providing a connection between Meadowood Dr and Nova Vista Dr <ul style="list-style-type: none"> ○ There are no north/south connections across either Meadowood Dr or Nova Vista Dr in the Vista Neighbourhood, making development of an east/west connection critical • There is potential to connect the eastern end of this neighbourhood greenway to the John Bruce Bridge via Wales and Forrester • There is potential to connect the western end of thei neighbourhood greenway to a potential Red River pathway via Woodlawn and Settlers Rd. • Would require crossings of St. Annes., Dakota, and St. Mary's Rd
		Glenthorne/Darwin/Nicollet Neighbourhood Greenway		<ul style="list-style-type: none"> • This north-south route would provide connectivity between the Mercy Tunnel (Bishop Grandin) and River Rd and any pathway along the Red River. <ul style="list-style-type: none"> ○ Darwin between Avalon and Riverbend might be added over the proposed neighbourhood greenway along Glen Meadow Stto provide access to Darwin School to improve network cohesion. • Without designation, wayfinding signage might not be provided, and intersections might not be improved
		Southbourne Neighbourhood Greenway		<ul style="list-style-type: none"> • Provides connectivity north of Roblin Boulevard, including connections to the Perimeter Highway Bridge over the Assiniboine River <ul style="list-style-type: none"> ○ Critical to any future improvements of the South Perimeter Highway Bridge over the Assinibline River
Promotions to Primary	10.			

Category	Reference Number	Project Name	Ward(s)	Project Rationale
Network				
Route Realignment Suggestions	11.	Sturgeon Rd	St. James	<ul style="list-style-type: none"> ● Realign the path along the west side of Sturgeon Rd west so that it abuts development instead of the roadway. <ul style="list-style-type: none"> ○ Provides better connectivity to the neighbourhood ○ Adds comfort by providing a buffer between Sturgeon Rd and the pathway ○ A midblock crossing of Silver could provide an alternative to crossing at the Sturgeon Rd/Silver Roundabout.
		Northwest Hydro Corridor Greenway	Point Douglas	<ul style="list-style-type: none"> ● There are no longer any parking lots leased along the hydro corridor between College and Aberdeen, so there is no longer any need to detour the pathway out to Fife
		Northwest Hydro Corridor Greenway	Point Douglas	<ul style="list-style-type: none"> ● Given the short distance between roadways south of Burrows, it may make more sense to shift the bike network over to McNichol St south of Burrows to the McPhillips Street Casino property,
		Dunkirk Pl	St. Vital	<ul style="list-style-type: none"> ● This route avoids conflict and provides better connectivity to any Red River crossing
		Barnes to Waverley Path	Waverley West	<ul style="list-style-type: none"> ● This would be an alternate route to Lee, providing a more direct connection between Markham/Barnes route and the Waverley West B pathways. <ul style="list-style-type: none"> ○ Connected across Waverley West B either via a grade separated crossing or as a walk/bike bridge. ○ The Barnes/Markham route provides direct access to shopping and the SWRTC and to tParkhe U of M and St. Vital
Route Verification Requests		De Vos to Waverley		<ul style="list-style-type: none"> ● Can you confirm that the city has available property to link the pathway from Waveley to Pembina along the de Vod Rd right of way? ● The area we are concerned about is the link between 219 Polnt West Dr and 12 Leon Bell Dr
Spurs	12.	Simkin	Old Kildonan	<ul style="list-style-type: none"> ● Provides a connection from Kingsbury across the Northwest Hydro Corridor to Pipeline Rd and on to Monty Hall and Adsum
		Buffalo Pl	River Heights - Fort Garry	<ul style="list-style-type: none"> ● Provides access from the SWRTC pathway to Buffalo Pl and Buffalo Industrial Park
Notes on Suggested Network Removals		Roblin Blvd - Stack St to South Perimeter Highway		<ul style="list-style-type: none"> ● The province has noted that without a proposed facility along Roblin, they will not provide upgraded walk/bike facilities as part of any Perimeter Highway South widening projects, including the bridge over

Category	Reference Number	Project Name	Ward(s)	Project Rationale
				the Assiniboine River
		Community Row - Rannock to Roblin		
		Roblin -Grant/Roblin to William R Clement		
		Park Boulevard West		
		Corydon - Doncaster to Lockwood		
		McMillan - Cambridge to Lilac		
		Warsaw - Pembina to Osborne		
		Grant- Pembina to Argue		
		Argue-Station-Walker-Hugo South		
		Kylemore - Maplewood - Argue to Eccles		
		Pembina - Rue Trappiste to Minerva		
		South Perimeter Highway - Red River to St. Mary's		
		River Road Park to St. Mary's Connection		Planned as a connection connection to U of M from St. Mary's and Dakota Park
		Southglen - Ashworth St South - St. Anne's to Awsorth @ South St. Vital Trail		
		Rilwood Pl and Rilwillow Pl		Nova vista bikeway negates the need for these
		St. Anne's - Creek Bend Rd to south end of city		
		Lagimodiere		
		Old Dawson Rd		
		Plessis Rd - Camiel Sys to Fermor Ave		
		Morier - Haig - Egerton		

Category	Reference Number	Project Name	Ward(s)	Project Rationale
		Prosper - Archibald to Evans		
		Goulet - Doucet - Donald		
		Dufresne - Kavanaugh to Giroux		
		Traverse - Dolard to Niverville		
		Archibald - CNR Keewatin Underpass to Nairin pl;us Nairin connection to southern terminus of Northeast Pioneers Greenway		
		Manhattan - Beach- Clyde - Grey to Panet		
		Talbot - Glenwood - Hespler to Miidwinter		
		Larsen - Martive Ave - Roch to Elmwood High		
		Day St - Ravelstone to Pandora		
		Grassie - Lagimodiere to Plessis		
		Knowles Ave - Knowles Ave to Lagimodiere		
		Main St - Ridgecrest Ave - Ridgecrest to Red River Boulevard plus Main St to Ridgegrove Dr		
		Harmworth Dr - Rivergrove Dr to River Ridge Dr @ River Ridge Path		
		Leila - Diplomat to Marymound		
		Blechner - Maevists - Massena PI - Massena Cr		
		Bergen Cutoff		Note noted as a removal, but?
		Mountain - Charles to Northwest Hydro Corridor		<ul style="list-style-type: none"> ● Important destinations along Mountain Ave include: <ul style="list-style-type: none"> ○ Young's Market (Mountain @ McPhillips) ○ Burrows Resource Centre (College @ Radford / Sargent Tommy Prince) ○ Blessed Virgin Mary Parish Hall (College @ Artillery) ○ Keystone Medical English (College @ Artillery) ○ Faraday School (Mountain @ Parr)

Category	Reference Number	Project Name	Ward(s)	Project Rationale
				<ul style="list-style-type: none"> <ul style="list-style-type: none"> ■ Signalised crossing of Mountain ○ St. John's Anglican Church (College @ McKenzie) ○ Safeway (Mountain @ McGregor) ○ Faith Church (Mountain @ McGregor) ○ Win Gardner Place (College @ McGregor) ○ Assiniboine Credit Union (College @ McGregor) ○ St. Joseph's Catholic Church (Mountain @ Andrews) ○ St. Joseph's Parish and Community Centre (College between Andrews and Powers) ○ Church of Pentecost Amazing Grace Assembly (Mountain @ Salter) ○ Mom and Dads Grocery (Mountain @ Aikens) ○ Machray School (Mountain/College @ Charles) ● Important Connections <ul style="list-style-type: none"> ○ Northwest Hydro Corridor ○ Radford (potential bikeway to the east of McPhillips) ○ Winnipeg Beach Rail with Trail ○ Arlington ○ Powers Bikeway ○ Aikens ○ Charles Bikeway ○ Main Street ○ North Winnipeg Parkway (Mountain) ● If cycling facilities cannot be added to Mountain Ave, College should be added as a neighbourhood greenway stretching from Main St to the Northwest Hydro Corridor ● As with the east end of Mountain between Main and Charles, if cycling facilities cannot be added to the full length of Mountain, they should be added between Radford and the Northwest Hydro Corridor to provide a safe crossing of McPhillips.
		Burrows Ave - Main St to Northwest Hydro Corridor Greenway		
		Pritchard Ave - Sinclair to CPR Arborg		
		Selkirk - Andrews to Main		
		Winnipeg Beach Rail Line - McPhillips to Pritchard Ave		
		McPhillips St - McDermot to Inkster		
		Main St - CPR Mainline to Red River		
		Disraeli - King St to Red River		
		Provencher - Pioneer - Main St to North Winnipeg Parkway		
		St Mary - Main St to Fort St		

Category	Reference Number	Project Name	Ward(s)	Project Rationale
		Cumberland - Hargrave to Donald		
		Qu-Appelle - Colony to Edmonton		
		Sargent Ave - Maryland to Edmonton		
		Balmoral/Colony/Isabel - Portage to Logan		
		Notre Dame - Sherbrook to Maryland		Replaced with Olivia spur and signal
		Arlington/Palmerston - St. Matthews to Palmerston plus Palmerston between Arlington and Ruby		
		Overdale - Portage Ave to Bruce		<ul style="list-style-type: none"> We would want to see this replace with the Linwood/Deer Lodge PI neighbourhood bikeway we have recommended.
		St. Jean-Baptiste = Notre Dame to La Verendrye		<ul style="list-style-type: none"> As Ecole Tache is located on La Verendrye, it makes no sense to end this route at Notre Dame. Extending this route all the way to La Verendrye ensures that crossing treatments and speed requirements will be in place to complete this as a safe route to school
		Forester-Wales-Arrowood-Greenwood-Woodlawn		<ul style="list-style-type: none"> This is the direct route from the John Bruce Bridge to the proposed Transit/Walk/Bike Bridge over the Red River to the U of M <ul style="list-style-type: none"> Arrowwood is 560m away from Nova Vista Meadowood is 870m away from Nova Vista The proposed network provides no connection along Meadowood as this bike route stops at Dakota This produces needless gaps and detours that will drastically reduce usage We have recommended a number of secondary routes that would provide needed access through the Meadowood, Vista, and Minnetonka neighbourhoods that provide multiple route options through these neighbourhoods.
		McMillan - Cambridge to Lilac		<ul style="list-style-type: none"> We would want to see this route extended as least as far as Wentworth so that wayfinding and intersection improvements would extend along with it to provide connectivity into the Corydon BIZ