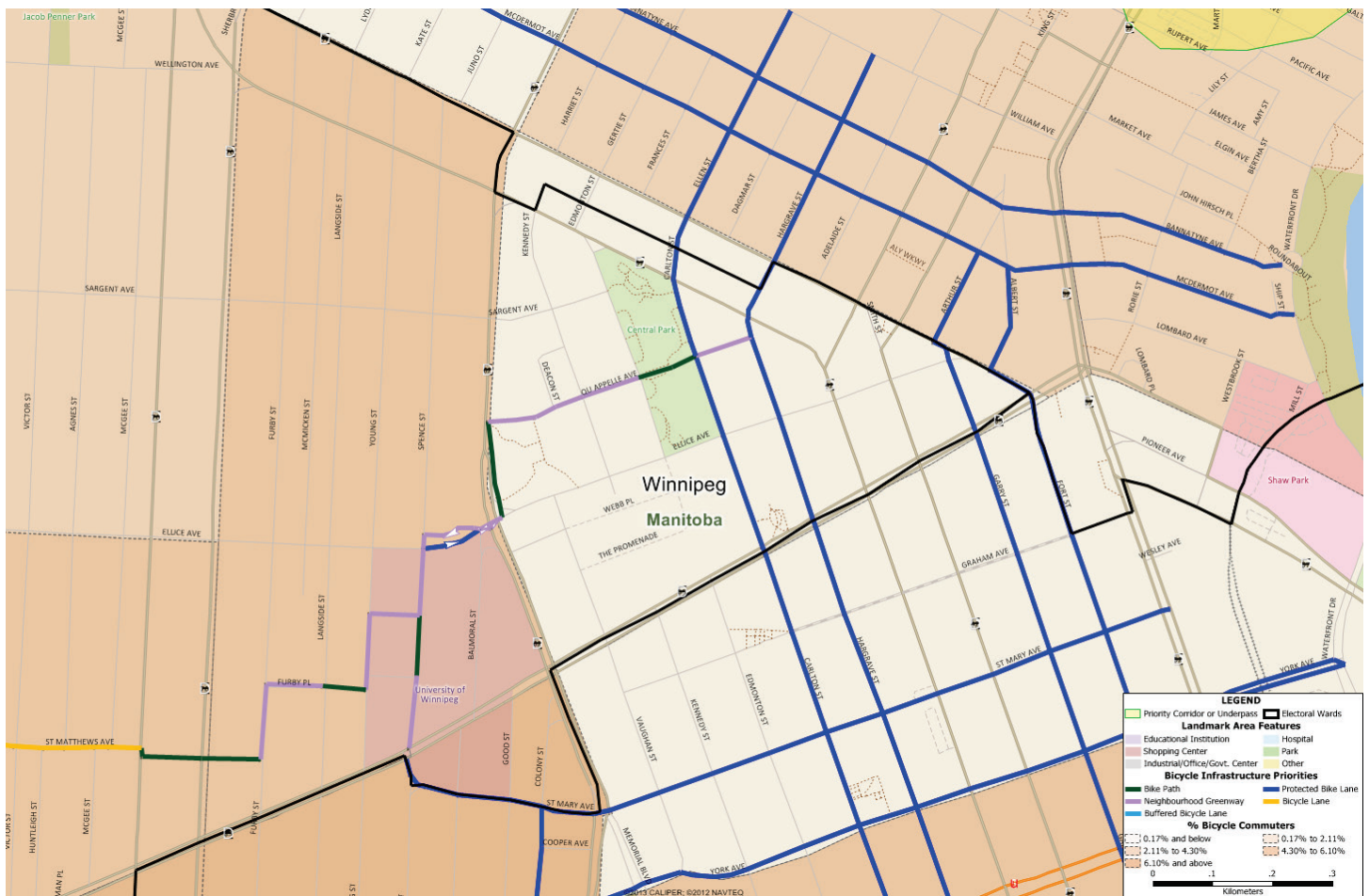


## Qu'Appelle – Spence Bikeway 2015 Street Renewals Opportunity

Bike Winnipeg believes that there is potential to create a bikeway that would link the Carlton/Hargrave bike lanes through to the U of W via Qu'Appelle Avenue, Balmoral Street, Ellice Avenue and Spence Street. With planned improvements to develop protected bike lanes along St. Mathews and in the downtown in the short term (including Balmoral Street), a Qu'Appelle/Spence bikeway would act as a key connection between these protected bike lanes and into/out of the University of Winnipeg campus. In particular, the connection to Spence Street would connect the bikeways to the University's main bicycle parking area and the UWSA Bike Lab.

As the section of Ellice between Maryland and Balmoral is slated for a mill & fill rehabilitation in 2015, we think that there is a strong opportunity to include changes to Ellice and the Ellice/Balmoral intersection in the scope of the 2015 mill & fill work that would support the eventual completion of this bikeway.



Connectivity to the University of Winnipeg could be greatly improved by a bikeway along the Qu'Appelle/Spence Corridor.

## Ellice Segment- Spence to Balmoral

East bound bicycle traffic would be accommodated between Spence and Balmoral by combining the following infrastructure:

- Adding a raised bicycle lane on the south side of Ellice between Spence and the driveway in front of the University (there is space available).
- Providing cyclists with a connection from the driveway in front of the U of W to the northbound bus lane leading out of the Balmoral Transit Station.
- Adding bike lanes and a bike box to the north end of the bus lane.
- Reprogramming of the traffic signal to ensure that there is a protected phase for cyclists connecting diagonally across the intersection.
- A redesign of the traffic island and merge lane on the northeast corner of the Ellice/Balmoral intersection that would:
  - Reduce the speed of vehicles turning off Ellice onto Balmoral
  - Add a two way bike path across the traffic island.
  - Provide a raised crossing for pedestrians and cyclists coming off of the traffic island
  - Add stop control to protected cyclists and pedestrians crossing the merge lane.



There is room to add a raised bike lane on Ellice just east of Spence Street.

West bound cyclists could be accommodated by combining the following infrastructure:

- A bike box and bike signal using a leading bicycle interval that would permit a cyclist to cross Balmoral and reach the laneway on the north side of Ellice prior to westbound motorized traffic. Alternatively, cyclists may choose to take the left lane on Ellice and make a vehicular turn onto Spence. The bike box accommodates both options. There is already space against the traffic island for the bike lane leading into the bike box (short bike lanes such as this are often referred to as pocket bike lanes).



Accommodating people on bikes to create a connection between Spence and Balmoral

## Balmoral Segment – Ellice to Qu’Appelle

Once across the Ellice/Balmoral intersection, cyclists could be accommodated by building a two way bike path on the east side of Balmoral between Ellice and Qu’Appelle. There is adequate space available for such a pathway. The cycling strategy calls for protected bike lanes on Balmoral. If this path is followed, there would be no need for this pathway as cyclists would make use of the protected bike lanes on Balmoral.



Small changes to eastbound Ellice Avenue and the Ellice/Balmoral intersection would provide quality bicycle access to the north side of the University of Winnipeg, and in particular, the UWSA bike lab and bicycle parking area.



The east side of Balmoral between Ellice and Qu'Appelle has space to provide a separated bicycle pathway or protected bike lane

## East of Balmoral

East of Balmoral, Qu'Appelle would function as a neighbourhood greenway with mixed traffic. A pathway could be built through Central Park to connect between Edmonton and Carlton, which have existing painted bike lanes that are scheduled to be converted into protected bike lanes as a short term goal of the cycling strategy. There would be a need to improve the intersection treatments at Kennedy, Edmonton, Carlton and Hargrave utilizing curb bump-outs and traffic signals where traffic demands. These changes would benefit pedestrian and bicycle users.



Qu'Appelle approaching Central Park. Qu'Appelle is a low volume roadway well suited for use as a neighbourhood greenway.