Welcome to the Open House for the Chief Peguis Greenway Extension:
Recommended Pedestrian and Cycling Improvements

Please feel free to:
- View the information presented
- Ask questions and talk with study team members
- Complete a comment sheet
Study Background

» The City of Winnipeg is undertaking a design for an off-street pedestrian and cycling pathway along Chief Peguis Trail (CPT) from Henderson Highway to Main Street.

» The pathway will be an extension of the existing Chief Peguis Greenway which currently runs along Chief Peguis Trail from Lagimodière Boulevard to Henderson Highway.

» Connecting Henderson Highway to Main Street is identified in the Winnipeg Pedestrian and Cycling Strategies as a priority to create a continuous active transportation corridor along Chief Peguis Trail.

» This is an engineering study. Funding for construction is currently not in place.

Existing Conditions
Study Area & Project Objectives

The objectives of the project are to:

» Provide safe and attractive infrastructure for all ages and abilities.

» Eliminate a gap in the pedestrian and cycling network.

» Improve transit amenities.

» Improve traffic flow at the Main Street and Chief Peguis Trail intersection.

» The Chief Peguis Greenway is an important link for the Trans Canada Trail in Winnipeg. The proposed Chief Peguis Greenway Extension would provide an improved and more convenient route to and across the Kildonan Settler’s Bridge for the Trans Canada Trail.
Study Timeline

- **Study Initiation**: Sept 2016
- **Information Gathering**: Oct-Nov 2016
- **Stakeholder Meetings**: Nov 2016
- **Design Options**: Dec 2016-Jan 2017
- **Open House Present Recommended Design**: Jan 2017
- **Submit Recommended Design to City of Winnipeg**: Feb 2017

**We Are Here**
Site Constraints & Opportunities

Constraints and opportunities will influence the alignment of the pedestrian and cycling pathway.

<table>
<thead>
<tr>
<th>CONSTRAINTS:</th>
<th>OPPORTUNITIES:</th>
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<tbody>
<tr>
<td>» Safety and comfort adjacent to a high speed route (80 km/hr).</td>
<td>» Peguis Creek flows under the road through a <strong>box culvert</strong>. The new path</td>
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<td>» Existing sound wall restricts alignment options as private property is</td>
<td>will cross the creek using the existing box culvert.</td>
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<td>south of the sound wall.</td>
<td>» <strong>Sidewalk on south bridge</strong> (eastbound bridge). It is cost effective to</td>
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<td>» Avoidance to <strong>regular flooding</strong>. The path will be setback from the</td>
<td>modify/widen the existing sidewalk rather than add a new sidewalk to the</td>
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<td>Red River and above regular high water levels.</td>
<td>north bridge.</td>
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<td>» Bridge embankment slopes. The new pathway will have gradual slopes so</td>
<td>» <strong>City owned property</strong> is wide, and therefore, private property acquisition</td>
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<td>it is accessible for all ages and abilities.</td>
<td>is not necessary.</td>
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<td>» Privacy of tenants adjacent to the path. The alignment will be</td>
<td>» <strong>Existing gravel paths</strong> west of the bridge. The new path can utilize the</td>
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<td>influenced by the proximity to the nearby apartment tenants to ensure</td>
<td>existing alignments and materials.</td>
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<td>their privacy is respected.</td>
<td>» <strong>Lighting from existing street lights</strong>. The new path can utilize the</td>
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<td>existing street lights where feasible.</td>
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Site Constraints & Opportunities

Constraints:
- Riverbank
- Kildonan Park Golf Course
- Soundwall
- High Speed Road
- Bridge Embankment Slope
- Ditch
- Transit Stop
- Proximity to Apartment Buildings

Opportunities:
- City Owned Property
- Synergies in Construction Efforts
- Improve Traffic Operations at Main Street
- Culvert
- Sidewalk on Bridge
Public Engagement

Public engagement is important to the success of this project.

We ask the public to:

» Provide designers with local knowledge of the area.
» Inform the project team of concerns with existing conditions.
» Identify preferred routes and desire lines for pedestrians and cyclists.
» Provide input on issues such as connectivity, safety, access, or conflicts.
» Identify areas requiring improvements.
» Provide feedback on the recommended design.
What We Heard: Stakeholder Meetings

In November 2016, three meetings were held with:

» Active transportation groups
» Local school
» Landowners and property managers of buildings adjacent to Chief Peguis Trail
» Utility Companies

These stakeholders each represented a specific interest in the project.

Individuals were asked to share their input on the project to help identify suitable areas as well as concerns for the pathway extension.

Feedback included the following:

» Placing the pathway a safe distance away from Chief Peguis Trail, yet not too far into the wooded area, will help increase pedestrian and cyclist comfort and reduce traffic noise.

» Placing the pathway an appropriate distance away from the apartment buildings along Valhalla Drive is important to help maintain a buffer.

» Practical amenities, such as places to rest, garbage cans, and signage should be included.

» There is plenty of wildlife in the area and it would be desirable to keep the “natural” feeling of the area.

» Ensuring good visibility and lighting along the path is important to help ensure that people feel safe using the path.

» Increasing visibility and lighting under the Kildonan Settlers Bridge is important for pedestrian and cyclist safety and comfort.
Recommended Design: Main Street to Kildonan Settlers Bridge

NEW MULTI-USE PATH
EXISTING PATH
EXISTING GROUND PROFILE
TRANSIT STOP

Frog Plain Park
Monument

New path connection west of Main Street to the Riverbend neighbourhood.

Potential for signage and wayfinding.

The existing path under the bridge will be widened to 3.5 metres.

Existing two-directional granular paths will be upgraded to paved 3.5 metre paths.

See next board for detailed cross section (A-A)
Recommended Design: Main Street to Kildonan Settlers Bridge

Cross Section: A-A

**LOOKING EAST**

Examples of similar path designs

**LEGEND**
- NEW MULTI-USE PATH
- EXISTING PATH
- EXISTING GROUND PROFILE
The City is currently conducting a technical review to select one of two recommended designs.
Recommended Design: Kildonan Settlers Bridge to Henderson Hwy.

- **Conception Design of Multi-Use Path**: East Side
- **Recommended Design**: Kildonan Settlers Bridge to Henderson Hwy.
  - See next two boards for detailed cross sections (D-D and F-F)

- **Improving safety under the Kildonan Settlers Bridge by increasing visibility and lighting.**

- **3.5 metre paved path.**

- **Shared-use path for pedestrians and cyclists.**

- **Lighting and rest stops will be included along the path.**

- **Provide Buffer to apartments.**

- **Connects to the adjacent apartment buildings and bus stops on the north side of Chief Peguis Trail.**

- **Potential for signage and wayfinding.**

- The existing path under the Kildonan Settlers Bridge will be widened to 3.5 metres.
Recommended Design: Kildonan Settlers Bridge to Henderson Hwy.

Cross Section: D-D

SECTION D-D
LOOKING EAST

Examples of similar pathway designs
Recommended Design: Kildonan Settlers Bridge to Henderson Hwy.

Cross Section: F-F

Examples of similar pathway designs
Recommended Design: Main Street Intersection

- Potential location for bike parking.
- Demarcation of pedestrian and cycling pathway at the transit stop.
- Potential location for signage and wayfinding.
- Improved island geometry to improve sightlines to see pedestrians and cyclists.
- Bicycle cross-ride signal adjacent to the crosswalk.
- Double left turn lane from Main Street to Chief Peguis Trail.

Example of similar bicycle cross-ride signal
Thank you for attending.

Please fill out a comment form before you leave. The presentation boards and online survey are available at:

www.winnipeg.ca/chiefpeguisgreenway

The online survey will be active until February 14, 2017

If you have any questions, please contact:

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