

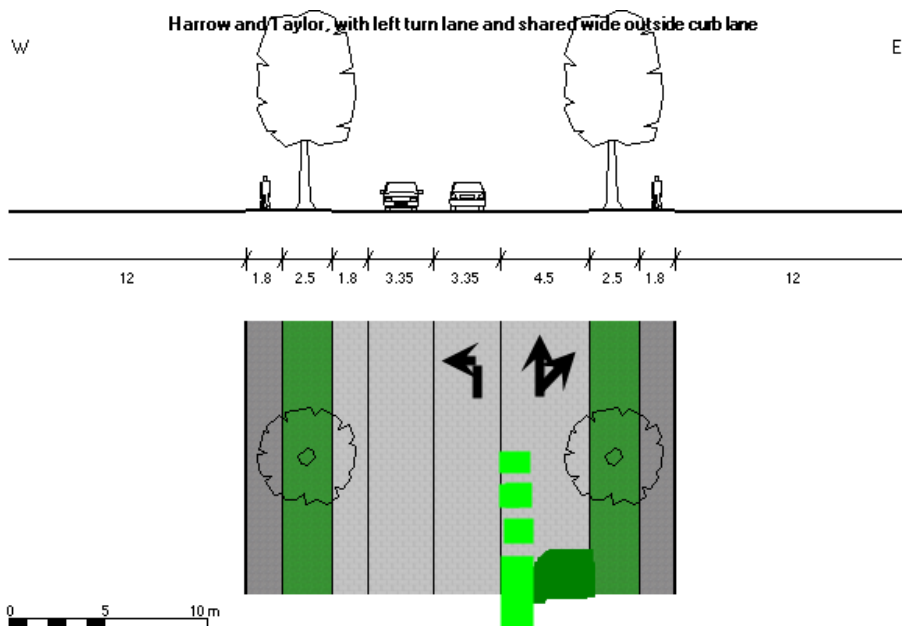
Bike to the Future Riel City Sub-Committee  
Pembina Corridor Meeting Minutes  
Wednesday November 30<sup>th</sup>

Present: Mark Cohoe, Kevin Champagne, James Benson, Kevin Lunn, Bob Kury

Key Decisions

Pembina-Jubilee Intersection

- Maintaining an AT route on the east side of Pembina is critical, especially for pedestrians
- The addition of an AT route connecting Harrow to Parker, which has been included in the city's AT network since its inception in 2008, is critical to remove a major barrier in the city's cycling network
- Inclusion of an AT path on the BRT overpass of Pembina is critical, and something we need to push hard to keep included in the plans.
- A Traffic signal at Jubilee and Lilac would be beneficial
- We need to make sure that cyclists will have access to the transit left turn coming off of Jubilee and onto the BRT route. A bike box/advanced stop line in front of the left turn lane, along with a wider crossing of Jubilee would facilitate this
- The existing pedestrian crossing of Pembina in front of the Pembina Hotel could be an important crossing
- An at grade or below grade crossing of the CNR tracks in the vicinity of Rockman would be beneficial, but might be too far for pedestrian access, especially for those connecting from the east side of Pembina to the shops in the Pembina/Stafford area.
- We would like to see geometric improvements at Harrow and Harrow East
- We might want to see a left turn lane added to Harrow and Taylor

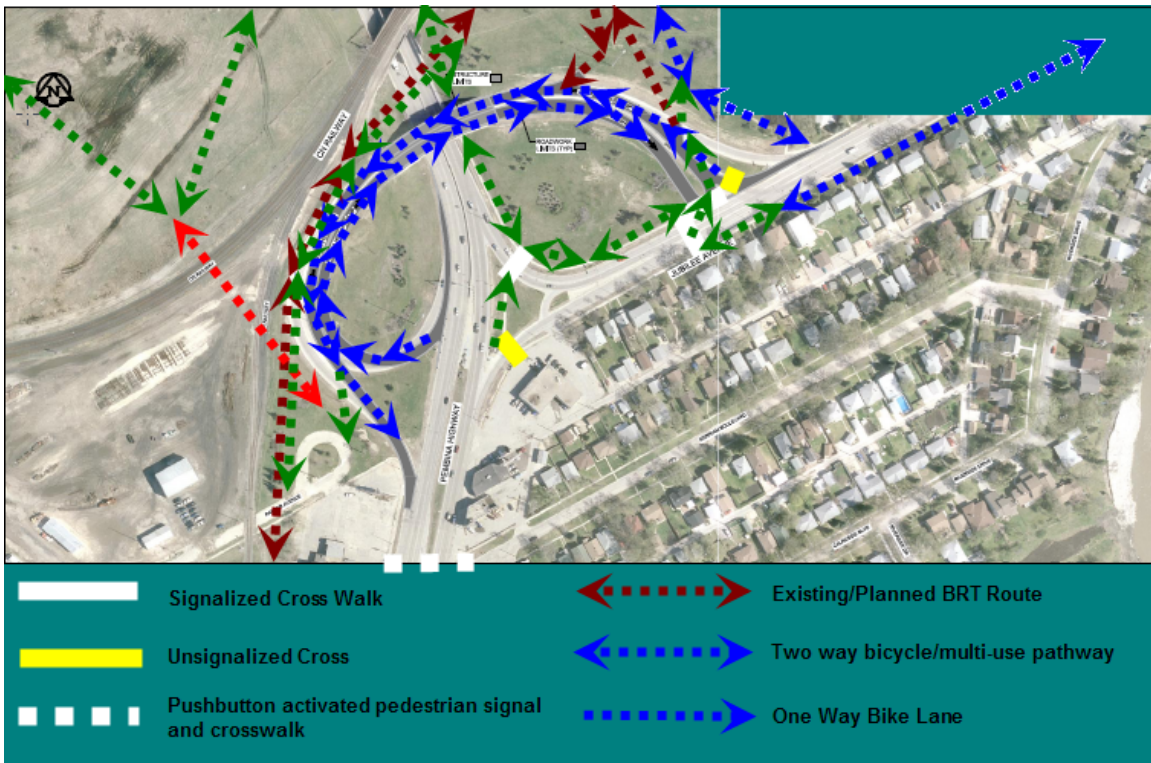


Preferred Facilities – All options assume inclusion of the east side AT tunnel beneath the rail line and inclusion of an AT pathway on the BRT overpass of Pembina.

### 1.1. Rail Lines/BRT Tunnel

This option would see a tunnel under the rail lines and BRT line connecting the north side of the tracks to the loop at the eastern end of Parker.

- The length of the tunnel (80-100 meters) might make this option cost prohibitive/uncomfortable
- A tunnel under just the CNR mainline combined with an at grade crossing of the Letellier line and BRT route could also be considered as a cheaper option.



## 1.2. North Side AT Flyover and East Side Tunnel

This option would see a north side flyover of Pembina combined with an east side tunnel beneath the rail lines and a switchback trail between the Pembina Underpass and Jubilee Overpass. A crossing of the BRT off ramps to connect the Fort Rouge Yards pathway and development would also be required.

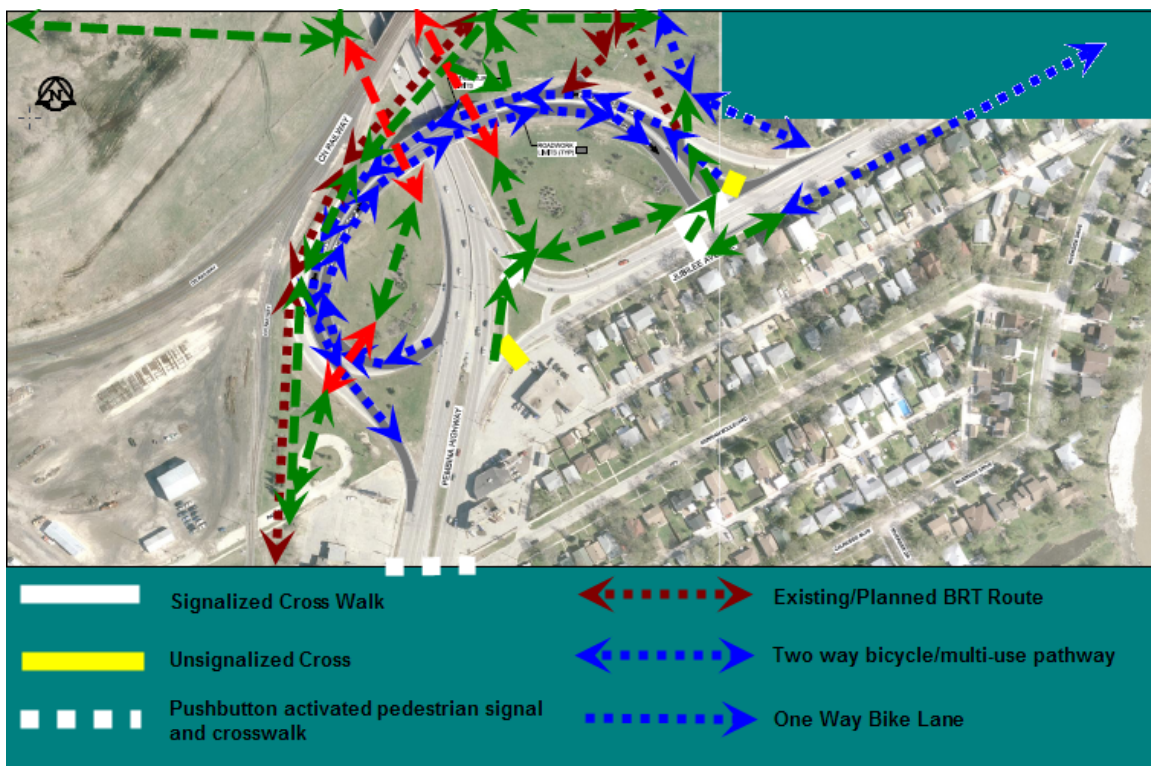
- Depending on the volume and speed of buses on this stretch, it might also make sense to include a tunnel beneath the BRT roadways to improve safety crossing the BRT off ramps and decrease disruption to the BRT line.
- This option involves a fair bit of detour and elevation gain/loss for cyclists heading north/south between Harrow and the routes along the west side of Pembina.



### 1.3. West side rail tunnel combined with tunnel beneath west side off ramps

This option would see a west side tunnel built beneath the CNR tracks combined with a pathway leading under the Jubilee Overpass to the Parker loop, preferably via a tunnel under the off ramps, but potentially via an at grade crossing of the off ramps.

- Sight lines for an at grade crossing of the Pembina off ramps might not be great.
- It might be possible to maintain the elevation of the BRT overpass of Pembina to allow an AT pathway to be run underneath until it can connect to the Parker loop.
- The Hydro right of way BRT routing may heighten the opportunity for this option, especially if it includes an above grade crossing of the rail lines in to the Parker lands, which would eliminate the need for cyclists/pedestrians to cross the Pembina/Jubilee off ramps in the southwestern corner of the intersection



## Pembina Corridor Discussion/Options

Availability/Feasibility of easements means several routes will need to be considered between Parker and McGillvray

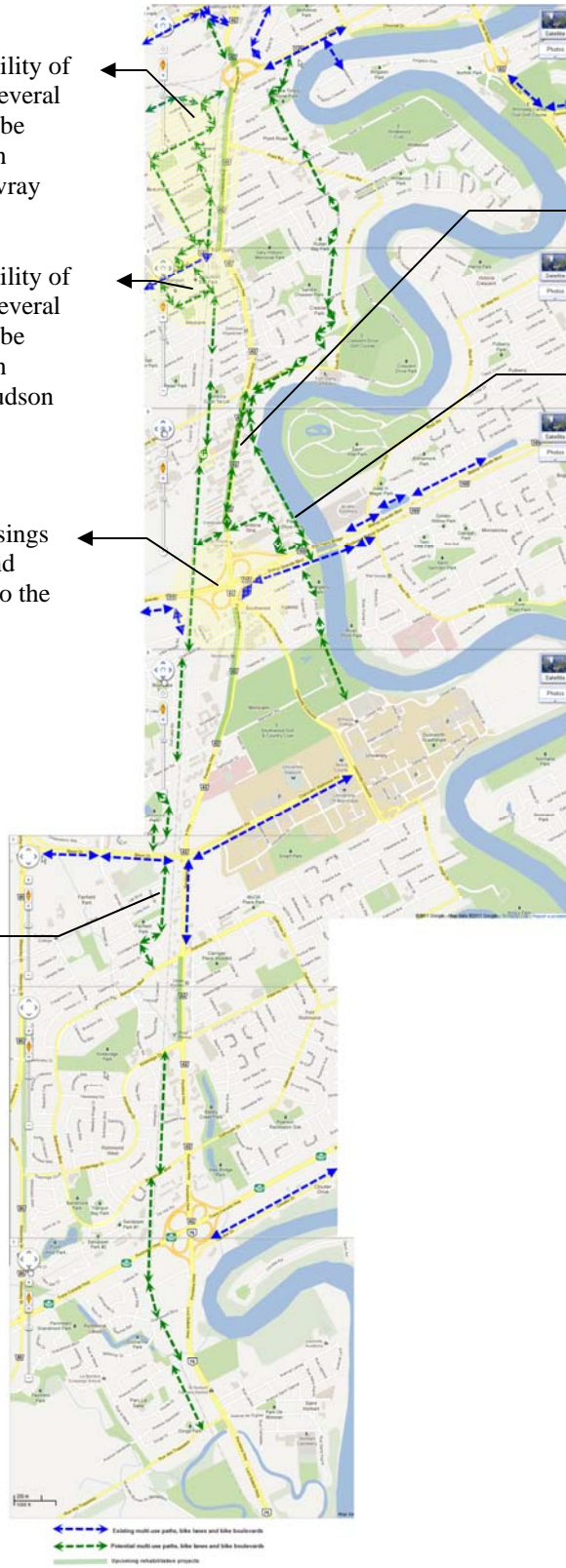
Availability/Feasibility of easements means several routes will need to be considered between McGillvray and Hudson

Grade separated crossings of Bishop Grandin and Pembina are critical to the viability of the city's cycling network

Continuing cycling routes south of Bison Drive is seen as a critical part of a cycling network connecting into the University of Manitoba and important destinations along Pembina Highway

Several options exist for cycling facilities within the Pembina right of way between Crescent/Chevrier and Plaza

Potential river side trail connecting Riviera to Fort Garry Bridges and Bishop Grandin Greenway



## Recommendations:

- We need viable routes on both sides of Pembina to facilitate commuter traffic
  - Routes within the Pembina right of way offer the best access to shops and other destinations on Pembina
  - Separated pathways or routes on lower volume routes outside the Pembina right of way, with fewer driveways and intersections, may prove more valuable to through commuter cyclists than routes within the Pembina row
  - Routes outside the Pembina right of way may be able to mitigate their lack of direct access to shops with signage and frequent connections to Pembina, although the ability to include connections varies with the different route choices, and cooperation from property owners.
- A west side bike boulevard option similar to the proposed east side Riverside bike boulevard option seems feasible. Trouble spots would be:
  - Somerset to McGillvray. Options are to:
    - Choose a routing more or less adjacent the rail right of way that would require the acquisition of several easements
    - choose a Daniel/Riverwood/Letellier routing that requires a single property easement
    - choose a Daniel/Riverwood/Beaumont routing
  - McGillvray to the northern end of Hudson. Options are to:
    - Route cyclists through to Waller via the cut through on the western end of Rampart Bay
    - Route cyclists through to Waller via McGillvray place, which would require the acquisition of an easement on the northwest corner of the intersection of Waller with the Letellier rail line
    - An easement in the southeast corner of the intersection of Waller with the Letellier rail line
    - Install a pedestrian/bike only crossing of the Lettelier line to connect the southern back lane on Waller to Hudson
  - Connecting the southern end of Hudson to the Hydro right of way. Options are to
    - Build a pathway from the southern end of Hudson to the Hydro right of way. This would cut through the northwestern end of the Georgetown Park apartment blocks parking, which could hopefully be relocated within a short distance to make way for the bike path.
- In the long term, we want to see a river side trail between Crescent Drive and the Fort Garry Bridges.
  - Requires considerable land acquisition, but greatly benefits the land users who would be allowing easements or giving up property
- We want to see inclusion of an AT path in the BRT overpass of Bishop Grandin
- We want to see an AT path along the Letellier Line/MB Hydro right of way from the southern end of Hudson to Markham
  - Except for one small corner of parking at the Georgetown Park apartments (could this be replaced near by?), there seems to be adequate room within the rail/hydro rights of way for this.

- South of Markham, such a pathway could be routed onto Chancellor Drive (which has much less traffic south of Markham) to connect cyclists through to Bison Drive.
- We would like to see a grade separated crossing of Pembina connecting the eastern and western halves of the Bishop Grandin Greenway as a high priority project of regional significance.
- We would like to see a Pembina Corridor cycling route continue south of Bison Drive.

Areas we are still investigating:

- Possible routing from Daniel and Riverwood to the northern end of Hudson
- Letellier rail line/Hydro rights of way widths between the south end of Hudson and Markham
- Bike boulevard options south of Bison
- The implications/options that the Hydro right of way BRT routing may present

Strategies

- Engage Councilors at the Community Committee Level
- Reach out to community groups
  - Parent Teacher Groups
  - Student Unions
  - Tenants Organizations
  - Neighbourhood Groups
  - BIZ Groups