Welcome to the Pedestrian and Cycling Improvements Open House

Join us for light refreshments and a review of the proposed improvements!
Visionary (re)Generation Master Plan

Mobility in the (re)Generation Master Plan is largely dependent on the integrated circulation systems that support a variety of transportation forms and allow them to co-exist. The Plan identifies pedestrian activity and accessibility for people of all mobility levels as major factors in how the campus is navigated and experienced. Streets will be designed consistent with the established 30 km/h speed limit on campus. The Plan acknowledges the important link between walking and cycling and focuses on ensuring the two remain related in street and pathway designs to facilitate the connection between interior and exterior spaces.

Sustainable Transportation Strategy

The Sustainable Transportation Strategy defines our future transportation system as an “equitable, integrated, flexible, responsible and innovative network that meets the needs of our University community”. The goals and actions in this document have been strategically aligned with Taking Our Place: The University of Manitoba Strategic Plan 2015-2020; Visionary (re)Generation Master Plan; Bannatyne Campus Master Plan; and the Sustainability Strategy 2016-2018.

2016 Transportation Survey

Potential infrastructure and program changes and their influence on commute choice

- Secure bike parking
- On-campus bike share
- Lockers
- Showers
- Improved cycling infrastructure
- Improved walking infrastructure

2017 Pedestrian and Cyclist Counter Data

Counters are currently located at Kings Drive at Freedman Crescent and at Gate U to count cyclists and pedestrians entering and leaving campus

- Over 15,000 bicycle trips
- Over 25,000 pedestrian trips

Important for commute choice

- Secure bike parking: 20%
- On-campus bike share: 30%
- Lockers: 40%
- Showers: 50%
Glossary of Terms

**Sustainable Transportation**
Transportation methods including walking, cycling, carpooling, transit, and park and ride options, that have reduced negative impacts on the environment.

**Active Transportation**
Any form of human-powered transportation. Examples include walking, cycling and skateboarding.

**Multi-use path**
Infrastructure supporting multiple forms of active transportation on the same path; also known as shared-use path.

**Removable rubber curbs**
Used to effectively guide and delineate bikes and cars and can be relocated.

**Reflective bollards**
Sturdy, short, vertical posts installed along pathways to separate vehicle traffic from pedestrians and cyclists.

**Painted crossing**
Painted lines to alert vehicles of pedestrian and cyclist crossing points.

**Raised crossing**
Elevated pavement placed at pedestrian crossings to slow vehicle speed, improve accessibility and increase visibility for those crossing.

**Protected bike lanes**
Bicycle lanes physically separated from motor vehicle traffic by bollards, curbs, planters or parked cars.

**Curb extensions**
Extension of the sidewalk to reduce the crossing width for pedestrians and increase visibility to vehicle traffic.

**Signal lights**
Automatically operated lights for controlling traffic at road junctions and crosswalks.
**Goals:** The University of Manitoba campuses are safe and welcoming for those arriving on foot or by bicycle. Active transportation enhancements physically connect our community to the wider city and to the land and water on which it resides.

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**Sustainable Transportation Strategy**

This year the University of Manitoba adopted a Sustainable Transportation Strategy. Pedestrian and cycling improvement strategies identify the need to create pedestrian and cycling facilities on campus to meet current and future demand, through:

- The development of a pedestrian and cycling plan, and
- Phased construction of active transportation routes and crossings on campus.

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**Sidney Smith AT Path (Under Construction)**

**Purpose:** Improved connection from Southwood Lands via Gate U. Future consideration for expansion south from Dysart Road to Currie Place.

**Features**

- 4.5m multi-use path for pedestrians and two-way cycling
- Pathway delineator features include removable reflective bollards and paint markings
- Vehicle traffic converted to one-way northbound
- Installation of new asphalt pavement to improve surface condition

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Sifton Road to Dysart Road Study Area

**Purpose:** Improved connection from Southwood Lands to the north-east corner of campus.

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**Considerations:**
- Existing access and desire lines
- Number of street crossings
- Ease of access
- Effects on existing infrastructure (planters, parking, lighting and trees)
- Culvert and drainage challenges
- River bank stability

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**Questions:**
- Does this path get you to your destination?
- What features do you like?
- What features would you like to see changed?
Service Street 3S Study Area

**Purpose:** Improved connection from Fort Richmond neighbourhood to Fort Garry campus.

**Considerations:**
- Improved crossing options at existing intersections
- Possible removal of 1 - 4 parking stalls
- Possible removal of planting bed at Freedman Crescent and Kings Drive intersection to improve access

**Questions:**
- Does this path improve your journey?
- What features do you like?
- What features would you like to see changed?
The University of Manitoba campuses are located on original lands of Anishinaabeg, Cree, Oji-Cree, Dakota and Dene Peoples, and on the homeland of the Métis Nation.
WE WANT TO HEAR FROM YOU!

Share your ideas for pedestrian and cycling improvements

Place your comments here!