

Agenda – Standing Policy Committee on Public Works – November 29, 2022

REPORTS

**Item No. 27 Pedestrian and Cycling Facilities as Integrated with Street Renewal
 Projects**

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

That this report be received as information.

Agenda – Standing Policy Committee on Public Works – November 29, 2022

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On September 7, 2022, the Standing Policy Committee on Infrastructure Renewal and Public Works laid the matter over for 30 days.

On July 7, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works passed the following motion:

WHEREAS Council policy, such as the active transportation policy of 2008, 2015, and 2021 prescribe that dependent upon the proposed street renewal treatment and the planning and priority status of the proposed pedestrian and/or cycling facility, the Regional and Local Street Renewal program may implement the intention of the Winnipeg Pedestrian and Cycling Strategies;

AND WHEREAS there are a number of cases where roads have been renewed or reconstructed where active transportation facilities were identified and for a variety of reasons were not built. Thus the funding that would come from the Regional and Local Street Renewal Program to build the new Active Transportation facilities is reinvested in the Regional and Local Road Renewal Program requiring re-budgeting to add the AT facilities retroactively;

AND WHEREAS when streets are renewed and the sidewalks are deemed to be in a condition that they should not be replaced, that the money not budgeted to replace sidewalks is reinvested in the Regional and Local Street Renewal Program and the value is not identified for other Sidewalk Renewals within Local Streets Program on residential streets;

AND WHEREAS the public service can calculate the average cost of construction per kilometer as well as the number of road kilometers that were built without the sidewalk being rebuilt;

AND WHEREAS the public service can review the last three years of road construction where an active transportation component was present and calculate the average cost of construction of active transportation per kilometer;

AND WHEREAS the Public Service was directed to provide, every September, an annual proposed work plan for the Pedestrian and Cycling Strategies document, highlighting any changes from the current five-year forecast;

Agenda – Standing Policy Committee on Public Works – November 29, 2022

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

THEREFORE BE IT RESOLVED:

1. That the Winnipeg Public Service be directed to report back annually in September, beginning in 2022, on the following:
 - A. Residential street renewal locations, not including minor rehabilitations and TBO's, constructed within the previous two calendar years (beginning with 2020-2021), that did not require sidewalk reconstruction and were therefore not constructed as part of the street renewal, and include the estimated length of sidewalk and associated cost.
 - B. Regional and local street renewal locations, not including minor rehabilitations and TBO's, constructed between the previous two calendar years (beginning with 2020-2021), that did not fully incorporate new sidewalks or active transportation improvements in accordance with the Pedestrian and Cycling Strategies, including the following:
 - i. reasons improvements were not incorporated in the renewal, including safety concerns, utility conflicts, property acquisition, route continuity/public engagement, construction staging and budget allocation; and
 - ii. the estimated average annual length and associated cost of the improvements which were not undertaken.

On June 10, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works further laid the matter over to its meeting on July 7, 2021.

On May 12, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works laid the matter over for 30 days.

Agenda – Standing Policy Committee on Public Works – November 29, 2022

DECISION MAKING HISTORY (continued):

COMMUNITY COMMITTEE RECOMMENDATION:

On May 3, 2021, the Assiniboia Community Committee passed the following motion:

WHEREAS the public service brings forward recommendations to Councillors for local and regional streets reconstructions;

AND WHEREAS some of the recommendations include constructing a sidewalk into the reconstructed street;

AND WHEREAS some of the sidewalks recommended are not in the Pedestrian and Cycling strategies, but are brought forward by the Public Works staff because the street is undergoing a reconstruction;

AND WHEREAS some of the public service's recommended sidewalks are not the top priority in a ward, but currently funding allocated for a sidewalk cannot be reallocated to a higher priority sidewalk;

THEREFORE BE IT RESOLVED that the Winnipeg Public Service be directed to consult with area Councillors on the reallocation of a portion of the existing local and regional street renewal budget from funding the reconstruction of sidewalks adjacent to streets undergoing renewal, to higher priority sidewalks in their ward.

ADMINISTRATIVE REPORT

Title: Pedestrian and Cycling Facilities as Integrated with Street Renewal Projects

Critical Path: Standing Policy Committee on Infrastructure Renewal and Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
B. Neirinck, P.Eng.	D. Patman on behalf of J. Berezowsky	N/A	M. Jack

EXECUTIVE SUMMARY

This report summarizes how residential sidewalk renewals are budgeted within the street renewal program and identifies the estimated value of residential sidewalks renewed under the 2020 and 2021 Local Street Renewal Program. The estimated unbudgeted value of sidewalks that were not renewed in those years is also presented.

The report also identifies 2020 and 2021 street renewal projects, not including minor rehabilitations and preservation treatments that did not fully incorporate new sidewalks and active transportation improvement in accordance with the Pedestrian and Cycling Strategies (PCS). General and location specific explanations are presented.

RECOMMENDATIONS

That this report be received as information.

REASON FOR THE REPORT

On July 7, 2021, the Standing Policy Committee on Infrastructure Renewal and Public Works considered the recommendation of the Assiniboia Community Committee and recommended the following:

1. That the Winnipeg Public Service be directed to report back annually in September, beginning in 2022, on the following:
 - A. Residential street renewal locations, not including minor rehabilitations and TBO's, constructed within the previous two calendar years (beginning with 2020-2021), that did not require sidewalk reconstruction and were therefore not constructed as part of the street renewal, and include the estimated length of sidewalk and associated cost.
 - B. Regional and local street renewal locations, not including minor rehabilitations and TBO's, constructed between the previous two calendar years (beginning with 2020-2021), that did not fully incorporate new sidewalks or active transportation

improvements in accordance with the Pedestrian and Cycling Strategies, including the following:

- i. reasons improvements were not incorporated in the renewal, including safety concerns, utility conflicts, property acquisition, route continuity/public engagement, construction staging and budget allocation; and
- ii. the estimated average annual length and associated cost of the improvements which were not undertaken.

IMPLICATIONS OF THE RECOMMENDATIONS

As this report is for information purposes only, there are no implications.

HISTORY/DISCUSSION

A – Residential Sidewalk Renewals – 2020 to 2021

Residential sidewalk renewals are included on street segments identified in the Local Street Renewal Program.

The street renewal definitions included on the [City of Winnipeg web site](#) generally identify the level of sidewalk renewal undertaken with the various street renewal treatments on both regional and local streets as follows:

- Street Reconstruction – Typically includes renewal of all sidewalks.
- Street Rehabilitation – Includes renewal of sidewalks in poor condition or requiring improvements for those with restricted mobility (i.e. accessibility improvements).
- Pavement Preservation – Only safety repairs to sidewalks (e.g. tripping hazards).

In addition, any substandard width sidewalk, less than 1.5 m wide, are replaced. All street renewal projects result in sidewalks that are in a safe and functional condition. However, even street reconstruction projects may not replace all sidewalks if portions of the sidewalk are in good condition and not affected by the reconstruction operations.

The Regional and Local Street Renewal Program is a scalable program. Estimated budget for each street renewal segment is developed on a parametric basis, based on the anticipated street renewal treatment. Parametric estimates are based on average historical costs, with assumed inflation, per length of street for each of the various street renewal treatments. These estimates are considered Class 4 (accuracy -30% to +60%) to Class 5 (accuracy -50% to +100%) in nature.

As the program is scalable, once detailed engineering commences, the estimated amount of restoration work can vary significantly within each of the various street renewal treatments. On occasion an expected rehabilitation treatment may be upgraded to a reconstruction treatment. That is, the number of streets programmed for renewal anticipates budget requirement fluctuations for each renewal with some renewals costing more and others costing less than

anticipated. After completion of all projects within the budget year for the program, any surpluses are reinvested within the program.

For residential street renewals, the amount of existing sidewalk varies with some streets having sidewalks on two sides, one side, or none at all.

Taking this into account, the parametric budget estimates for the various residential street renewal treatments generally anticipate replacing approximately 80% of existing sidewalks on residential street reconstruction treatments and approximately 50% of existing sidewalks on residential street rehabilitation treatments. Some rehabilitation projects may require full sidewalk replace with other having very little replacement.

Appendix A provides a high-level estimate of sidewalk renewal that was budgeted to be replaced with residential street renewals as well as the unbudgeted value of the sidewalk that was estimated to not be replaced in 2020 and 2021.

B – Street Renewals Not Fully Incorporating Pedestrian and Cycling Strategy Recommendations – 2020 to 2021

The Pedestrian and Cycling Strategies (PCS), and its predecessor, The City of Winnipeg Active Transportation Study, were each intended to be high-level documents conceptualizing various routes for active transportation. For a strategic route in the PCS to proceed to construction, an engineering study and stakeholder consultation must be undertaken to determine the appropriate facility and its viability and implications. Active transportation route studies have lagged behind street renewal needs and programming resulting in gaps that cannot always be addressed within a street renewal project.

Considerations that need to be addressed in stakeholder consultation include the type of facility required, based on use/demand, as well as affects on adjacent property and businesses where applicable. Engineering considerations include user safety, roadway geometry, traffic implications, transit implications, parking implications, tree removal, utility relocations and property acquisition requirements.

Often the study requirements need to exceed the street renewal limits to determine if the route is viable or whether an alternate route is required. The length of the street renewal and resulting treatments at each end need to consider interim safety and viability of extending the route.

Map 4.3 in the PCS (see Appendix C) demonstrates examples of gaps in the sidewalk network and required sidewalks on transit routes and on collector and arterial streets in established areas. Missing sidewalks on local streets are not fully represented. The next version of the PCS will consider the findings of various neighborhood based public consultations such as the Safe Routes to School Program.

Regardless of whether they are identified in the PCS, sidewalk gaps are identified during the planning stages on street renewal projects and addressed where possible. However, constructing new sidewalks along residential streets requires stakeholder engagement and can be highly contentious. Sometimes these are cancelled after consultation with the area Councillor due to the opposition.

The Regional and Local Street Renewal Program detail sheet published annually with the Capital Budget identifies that:

On May 14, 2008, Council concurred in the recommendation that a policy be adopted to incorporate Active Transportation facilities into any reconstruction or rehabilitation required on any infrastructure identified as an Active Transportation facility in the Proposed Active Transportation Network. On July 15, 2015, Council adopted the Pedestrian and Cycling Strategies as the long-range pedestrian and cycling transportation policy for the City of Winnipeg.

However, the Regional Street Renewal Program identifies that:

Depending on the proposed street renewal treatment and the planning and priority status of the proposed pedestrian and/or cycling facility, the Regional Street Renewal program may implement the intention of the Winnipeg Pedestrian and Cycling Strategies.

and the Local Street Renewal Program identifies that:

Depending on the proposed street renewal treatment and the planning and priority status of the proposed sidewalk, the Local Street Renewal program may include new sidewalks where identified in the Winnipeg Pedestrian and Cycling Strategies or where the terms for New Non-Regional Sidewalks under the Pedestrian and Cycling Program are met.

The intent of these statements is to determine the feasibility of PCS improvement by undertaking the engineering and stakeholder consultation noted above. In addition, active transportation improvements were not considered for minor rehabilitations and preservation treatments such as Thin Bituminous Overlays (TBO) and mill and fills as the intent of these treatments is to maximize preservation with minimal changes to the roadway.

The 2022 Capital Budget now requires the Public Service to report on project locations where the intent of the PCS cannot be implemented.

Appendix B includes a list and explanation of new sidewalk locations and active transportation improvement locations identified in the PCS but not fully implemented within the street renewal project limits in 2020 and 2021.

Neighbourhood Greenways

A number of the deferred active transportation improvements relate to neighborhood greenways.

A neighbourhood greenway cycling facility is intended to operate on a low volume, low speed local street; usually a local residential street that serves local vehicular traffic.

Attempting to apply the neighbourhood greenway requirements on a street that serves more regional through traffic would not be appropriate. A separated facility such as a protected bike lane may be deemed more appropriate but usually requires further study.

Locations identified as neighbourhood greenways in the PCS were intended to be studied for suitability prior to proceeding with a precise treatment.

During the planning for the scope of the 2020 and 2021 local road renewals, the City did not have the authority to modify speed limits. Speed limits, as well as lower traffic volumes, are a critical element of the neighbourhood greenway concept. To ensure that vehicle operating speeds and traffic volumes remain within acceptable limits, traffic calming or even traffic diversion may be required. These extensive neighbourhood changes should not be undertaken without the engagement of stakeholders and residents. Without the ability to reduce speeds, it would be difficult to present these concepts to the public without extensive advance study.

When the Province of Manitoba delegated the authority to set and adjust speed limits to municipalities in 2019, the Public Service responded with the Neighbourhood Greenway Reduced Speed Pilot program which piloted four existing neighbourhood greenways by upgrading them to industry best practice of reducing the posted speed to 30 km/h, and adding a series of speed humps at intervals that would promote the operation of vehicles at 30 km/h.

Adding only neighbourhood greenway infrastructure to the road renewals ahead of analysis of the pilot program, a study of the entire route, and public engagement is not recommended.

In addition, several of the renewal segments were only short sections of a larger route. These types of facilities need to be considered as a whole. Upgrading the coincident routes would require minimal additional infrastructure or adjustments to the existing street. Therefore, deferring these improvements was determined to be the best option compared to deferring the street renewal.

FINANCIAL IMPACT

Financial Impact Statement Date: August 4, 2022

Project Name:
**Pedestrian and Cycling Facilities as Integrated with
Street Renewal Projects**

COMMENTS:

There are no financial implications associated with this report.

J. Ruby, 2022-08-04

J. Ruby, CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: N/A

OURWINNIPEG POLICY ALIGNMENT

3.17 Sustainable Transportation Connectivity

Prioritize enhancements to the integrated and sustainable transportation system that improve its viability and access to places such as educational institutions, employment opportunities, recreation and library facilities, providers of essential goods and services and health providers, especially for children, and for neighbourhoods most impacted by poverty.

4.10 Transportation Safety

Design, construct, maintain, and regulate an integrated and sustainable transportation system and related infrastructure that optimize safe, connected and reliable mobility, and minimize severe injuries and fatalities for all road users.

WINNIPEG CLIMATE ACTION PLAN ALIGNMENT

Strategic Opportunity #3 Advancing Sustainable Transportation 3.4 Increase Active Transportation Rates

Strategic Opportunity #3 Advancing Sustainable Transportation 3.5 Reduce Traffic Congestion

WINNIPEG POVERTY REDUCTION STRATEGY ALIGNMENT

N/A

SUBMITTED BY

Department: Public Works
Division: Engineering
Prepared by: MN Stainton, P.Eng., B. Neirinck, P. Eng.
Date: August 9, 2022

Attachments:

Appendix A – Summary of Estimated Sidewalk Reconstruction on Residential Street Renewals – 2020 & 2021

Appendix B – Summary of PCS Improvements Not Constructed with Street Renewals in 2020 and 2021

Appendix C - Map 4.3 of the Pedestrian Cycling Strategies 2015

Appendix A – Summary of Estimated Sidewalk Reconstruction on Residential Street Renewals – 2020 & 2021

2020 Residential Streets	Project Budget	Project Sidewalk Length (m)	Project Sidewalk Area (m ²)	Estimated % replaced	Estimated Sidewalk Replacement (area; m ²)	Estimated Sidewalk not Replaced (area; m ²)	Estimated Sidewalk Replacement (\$)	Replacement Value of Sidewalk not Replaced (\$)
Reconstruction Total	\$10,497,915	6,033	9,050	80%	7,240	1,810	\$724,016	\$181,004
Rehabilitation Total	\$21,130,085	23,124	34,685	50%	17,541	17,144	\$1,754,126	\$1,714,406
Residential Total	\$31,628,000	29,157	43,736		24,781	18,954	\$2,478,142	\$1,895,410

2021 Residential Streets	Project Budget	Project Sidewalk Length (m)	Project Sidewalk Area (m ²)	Estimated % Replaced	Estimated Sidewalk Replacement (area; m ²)	Estimated Sidewalk not Replaced (area; m ²)	Estimated Sidewalk Replacement (\$)	Replacement Value of Sidewalk not Replaced (\$)
Reconstruction Total	\$6,100,000	3,283	4,925	80%	3,940	985	\$394,006	\$98,501
Rehabilitation Total	\$24,056,000	16,758	25,137	50%	12,568	12,568	\$1,256,843	\$1,256,843
Residential Total	\$30,156,000	20,041	30,062		16,508	13,553	\$1,650,849	\$1,355,345

Note: The replacement value of sidewalk shown is a calculated number based on the sidewalk remaining after repairs/replacement. This amount was not budgeted to the respective projects.

Appendix B – Summary of PCS Improvements Not Constructed with Street Renewals in 2020 and 2021

2020 Sidewalks

2020 Locations	Comments
Industrial	
Rehabilitation	
<u>Park Lane Av – Selkirk Ave/End</u>	The PCS identified a sidewalk gap on King Edward Street/Park Lane Avenue from Selkirk Avenue to approximately 350 m south. This sidewalk was scoped with the rehabilitation but was not constructed. This missing sidewalk will be constructed in 2023.

2020 Active Transportation

2020 Locations	Comments
Regional	
Reconstruction	
Fort St NB – Graham Broadway	<p>Fort Street was programmed for reconstruction as part of the Accelerated Roads Program. It currently has a painted bike lane that existed prior to construction.</p> <p>Transit is conducting traffic study of Portage and Main area related to planned rapid transit station upgrades. Fort St will be included and they will be considering upgrading the bike lane at that time. At minimum the bike lane would be converted to a protected bike lane between the parking lane and curb/sidewalk.</p>

2020 Locations	Comments
Rehabilitation	
Roblin Bv – Dieppe Rd/PTH 101	<p>The PCS identified a painted bike lane in this stretch which is no longer the desired standard. Prior to construction, this segment of street had a shared use lane marking (i.e. sharrow). After construction, the sharrow markings were not repainted as sharrow facilities on regional streets are under review pending the Pedestrian and Cycling Strategies update.</p> <p>Roblin was programmed as part of the Accelerated Roads Program to renew 74 road segments across the City. Programming was identified by mid-2018 with a business case sent to the Federal and Provincial Governments to share funding under the New Building Canada Fund. The programming was done to meet the application timelines and did not identify or include an upgraded cycling facility for Roblin as part of the Class 5 project estimate.</p> <p>Upon preliminary engineering it was determined that the facility would require burying major Hydro infrastructure which was well beyond the budget and scope of the work for this project.</p>
Local	
Reconstruction	
Alexander Av – Princess St/Stanley St	See Neighbourhood Greenway deferral explanation in the report.
Rehabilitation	
Burrows Av WB - Main St/Powers St	See Neighbourhood Greenway deferral explanation in the report.
Duke St – Polson Av/Bannerman Av	The route marked in the PCS along Duke is part of the Northwest Hydro Corridor, currently under construction.
Grey St – Nottingham Av/Union Av E	<p>See Neighbourhood Greenway deferral explanation in the report.</p> <p>In addition to being a short segment of a longer proposed neighbourhood green route, this street is not appropriate for a neighbourhood greenway as traffic volumes and speeds may be high. This street may accommodate regional through traffic.</p>
Manitoba Av – Sheppard St/Chudley St	See Neighbourhood Greenway deferral explanation in the report.

2020 Locations	Comments
Springfield Rd – Gateway Rd/Brian St	<p>See Neighbourhood Greenway deferral explanation in the report.</p> <p>This street is not appropriate for a neighbourhood greenway as traffic volumes and speeds are high. In addition, this street accommodates regional through traffic.</p> <p>As part of the design, bump-outs were constructed to narrow the road and slow traffic. The feasibility of an off-road multi-use path will be studied in the future.</p>

2021 Sidewalks

2021 Locations	Comments
Local	
Rehabilitation	
Kingston Rw – Edinburgh St/Rosewarne Av	<p>There is an existing sidewalk on one side of the street. Examination concluded that adding a sidewalk on the other side would have a negative impact on area residents, and affect too many mature trees. Connectivity to neighbouring park was ensured.</p>
Kingston Rw – Rosewarne Av/St Mary's Rd	<p>There is an existing sidewalk on one side of the street. Examination concluded that adding a sidewalk on the other side would have a negative impact on area residents, and affect too many mature trees. Connectivity to neighbouring park was ensured.</p>

2021 Active Transportation

2021 Locations	Comments
Regional	
Reconstruction	
Hargrave St NB – Broadway/York Av	<p>An existing painted bike lane exists on Hargrave from Broadway to just south of Graham Avenue. An upgraded standard would need to be installed as a protected bike lane between the east parking and the east curb/sidewalk.</p> <p>Early discussion with respect to the integration of AT improvements on Hargrave in this section concluded that provision of a protected bike lane for one block and then transitioning back to a painted bike lane across the York intersection would be a significant safety concern, and for that reason it was not implemented. The street renewal work on Hargrave will not require rework to implement AT improvements once the remainder of the route is studied and stakeholders are consulted.</p> <p>The Public Service will be conducting a study to implement consistent AT improvements along the lengths of Hargrave and Carleton as part of upcoming road renewals on both of these streets forecasted in the 2022 Capital Budget between 2023 and 2026. Preliminary design for both routes would be undertaken in 2023.</p>

2021 Locations	Comments
Rehabilitation	
Day St – Pandora Av/Regent Av E	<p>The PCS identified Day St for a Neighborhood Greenway. Upon review, an extra wide boulevard exists along most of its length to provide a higher order off road facility with a multi-use path, which is preferable.</p> <p>The intersection of Day and Regent is not appropriate for a neighbourhood greenway, as traffic volumes and speeds are high and this intersection accommodates regional through traffic.</p> <p>In 2021 a rehabilitation of Day Street was programed between Pandora and Regent. However, implementation of the multi-use path (MUP) between Melrose and Bond across Regent requires further study and stakeholder consultation. Day Street becomes four-lane divided in this three-block section with a traffic signal at Regent and diagonal parking south of Regent without the extra-wide boulevard. This area has to be carefully studied for loss of parking, loss of traffic lanes, and traffic movement/signal implications as well as consulting the surrounding stakeholders. This study was well beyond the scope of the rehabilitation project planned.</p> <p>This would have meant only undertaking one block of MUP between Pandora and Melrose which would have provided no benefit from a cycling network point of view. There would be little rework involved in implementing it with improvement further north in the future.</p> <p>A study for this section of Day Street will be programmed in the future.</p>

2021 Locations	Comments
Keewatin St – Selkirk Av/Logan Av	<p>This section of Keewatin Street was identified for a Regional Mill and Fill/Overlay Preservation Work in the 2021 Capital Budget. As such, it was a preservation treatment and the \$2.8 million did not include AT improvements. In that year’s budget, the Pedestrian and Cycling Program detail sheet identified the \$1.3 million for AT improvements, which was, unfortunately, an oversight.</p> <p>Further the \$1.3 million did not relate to the actual scope of work required for AT. Work through the railway underpass required extra study to determine slope stability and incorporation of structural retaining walls under and near the railway bridge. Further, this project would leave a gap in the AT networks between Selkirk Avenue and Burrows Avenue.</p> <p>The engineering assignment for the project included conducting a Preliminary Design Study to determine a Class 3 cost estimate to undertake the AT improvements. The scope was expanded to include the gap between Selkirk Avenue and Burrows Avenue. The study is being undertaken in 2022, and once costs are known, the Public Service will develop a plan to program its construction.</p> <p>The active transportation facility will be an off-road multi-use path to connect with the path north of Burrows. There will be no rework involved with road renewal preservation work that was undertaken in 2021.</p>
Portage Av EB – David St/Charles St	Identified as a corridor study in the PCS
Local	
Reconstruction	
Grosvenor Av – Stafford St/Harrow St	See Neighbourhood Greenway deferral explanation in the report.
Rehabilitation	
Grosvenor Av – Ash St/Cordova St	There is not sufficient right-of-way to provide a protected cycling lane. Further traffic calming can be investigated in the future.
Grosvenor Av – Cordova St/Lindsay St	There is not sufficient right-of-way to provide a protected cycling lane. Further traffic calming can be investigated in the future.
Kingsbury Av – Petunia St/McPhillips St	See Neighbourhood Greenway deferral explanation in the report.
Kingsbury Av – Petunia St/Sinclair St	See Neighbourhood Greenway deferral explanation in the report.
Larsen Av – Brazier St/Roch St	See Neighbourhood Greenway deferral explanation in the report.

2021 Locations	Comments
Nathaniel St – Fleet Av/Dudley Av	<p>See Neighbourhood Greenway deferral explanation in the report.</p> <p>This street is not appropriate for a neighbourhood greenway as traffic volumes and speeds exceed the acceptable thresholds. The intersection of Grant and Nathaniel is a multi-lane busy intersection and would be not appropriate for a neighbourhood greenway.</p>
Nathaniel St – Grant Av/Lorette Av	<p>See Neighbourhood Greenway deferral explanation in the report.</p> <p>This street is not appropriate for a neighbourhood greenway as traffic volumes and speeds exceed the acceptable thresholds. The intersection of Grant and Nathaniel is a multi-lane busy intersection and would be not appropriate for a neighbourhood greenway.</p>
Rouge Rd - Erlandson Dr/Assiniboine Av	<p>See Neighbourhood Greenway deferral explanation in the report.</p>
Springfield Rd – Brian St/Rothesay St	<p>See Neighbourhood Greenway deferral explanation in the report.</p> <p>This street is not be appropriate for a neighbourhood greenway as traffic volumes and speeds are high. In addition, this street accommodates regional through traffic.</p> <p>As part of the design, bump-outs were constructed to narrow the road and slow traffic. The feasibility of an off-road multi-use path will be studied in the future.</p>