Agenda – Standing Policy Committee on Public Works – April 15, 2026

REPORTS

Item No. 10 Granular Pedestrian Path Along Chalfont Road (Charleswood-Tuxedo-Westwood Ward)

WINNIPEG PUBLIC SERVICE RECOMMENDATION:

1. That this report be received as information.

Agenda – Standing Policy Committee on Public Works – April 15, 2026

DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On March 4, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Assiniboia Community Committee, as amended, and directed the Winnipeg Public Service to report back in 240 days with the costs of installing a granular pedestrian pathway along the east side of the Chalfont Road from Roblin Boulevard to the south side of Grant Avenue at the multi-use pathway.

ADMINISTRATIVE REPORT

Title: Granular Pedestrian Path Along Chalfont Road

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
D. Patman, P.Eng.	D. Konowich, acting for J. Berezowski	T. Graham	J. Dunford

EXECUTIVE SUMMARY

This report includes two design options for a multi-use pathway. The pathway is along Chalfont Road between Grant Avenue and Roblin Boulevard. The design options will connect existing multi-use pathways on those routes.

Chalfont Road is a local road with no sidewalks or pathways. The street has ditches on both boulevards. The west side of the street has single-family homes. The Assiniboine Forest is on the east side of the street. There is a well-used path along the edge of the Assiniboine Forest where people currently walk.

The Public Service completed a functional design for a pathway on the east boulevard with two surface options:

> **Option 1** – Granular (crushed limestone) surface – Class 3 cost estimate is $575,000 for construction of the pathway only.
>
> **Option 2** – Asphalt surface – Class 3 cost estimate is $665,000 for construction of the pathway only.

Option 2 provides a universally accessible path. Both options will require tree removal (estimated at $29,000). They will also require a new crossing for Grant Avenue for pathway users (estimated at $150,000).

A preliminary or detailed design process would confirm:

- Required work
- Design elements
- Alignments
- Tree removals

The Pedestrian and Cycling Strategies currently identifies this route as low priority. The Public Service will prioritize this project against other projects in the Pedestrian and Cycling Program in the future, subject to available budget.

RECOMMENDATIONS

1. That this report be received as information.

REASON FOR THE REPORT

On March 4, 2025, the Standing Policy Committee on Public Works concurred in the recommendation of the Assiniboia Community Committee, as amended, and directed the Winnipeg Public Service to report back in 240 days with the costs of installing a granular pedestrian pathway along the east side of Chalfont Road from Roblin Boulevard to the south side of Grant Avenue at the multiuse pathway.

IMPLICATIONS OF THE RECOMMENDATIONS

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

HISTORY/DISCUSSION

This report provides two design options to construct a multi-use pathway along Chalfont Road between Grant Avenue and Roblin Boulevard. The design proposes a 2.4 metre wide pathway that would connect existing multi-use pathways on Grant Avenue and Roblin Boulevard (See Appendix 1).

Chalfont Road is an existing local road with no sidewalks or pathways for pedestrians to walk on. The street has a rural cross section, with ditches on both boulevards. The west side of the street has single family homes. On the east side of the street is the Assiniboine Forest. There is a well-worn desire line along the edge of the Assiniboine Forest, within the road right-of-way, where people currently walk.

The Public Service completed a functional design for a pathway on the east boulevard with two options for surface type. The first option is for a granular (crushed limestone) surface. The second option is for an asphalt surface.

Option 1 is a granular (crushed limestone) surface pathway that runs along the east boulevard of the road between the existing ditch and the Assiniboine Forest. Option 1 has a Class 3 cost estimate of $575,000 for pathway construction only.

Option 2 is an asphalt surface pathway that runs along the east boulevard of the road between the existing ditch and the Assiniboine Forest. Option 2 has a Class 3 cost estimate of $665,000 for pathway construction only.

Both options have:

- The same pathway location and layout;
- 2.4 metre wide pathways;
- Four culvert ditch crossings to provide connectivity to residents on the west side of the road to cross the ditch to access the pathway on the east side.

Both options will require approximately 80 m^2 of trees/shrubs to be removed at the north end of Chalfont Road, approximately 100 to 150 metres south of Roblin Boulevard. Approximately 17 trees (16 Bur Oak, and one Poplar) as well as various shrubs would be removed. Both options would require the same tree removals and tree replacements, which would be a mix of new and young trees. The value of the forest that would be removed and subject to compensation cost is estimated at $29,000 (Class 5 estimate). The exact compensation amount would be determined at the detail design stage.

Both options would also require a controlled crossing of Grant Avenue for pathway users to be able to easily cross the street to access the Assiniboine Forest trailhead, parking lot, and additional trails. The preferred crossing type would be a half-signal. This crossing could be constructed as a separate phase from the Chalfont Pathway. The half-signal crossing has an estimated cost of $150,000.

Option 2 provides a paved accessible route. An asphalt paved pathway will have less chances for irregular surfaces that may make walking, wheeling, or pushing a stroller or wheelchair difficult. An asphalt paved path has a surface that would be easier to clear snow from and is more level. The difference in cost between a granular pathway and an asphalt pathway is less than a 15 percent increase in the project cost estimate.

All of the required work, design elements, alignments, tree removals, and cost estimate would be confirmed through a preliminary or detailed design process. This route is already identified in the Pedestrian and Cycling Strategies (PCS) and is currently identified as a “Low Priority” for implementation.

This project will be prioritized against other projects in the Pedestrian and Cycling Program in the future, subject to available budget and other PCS priorities.

FINANCIAL IMPACT

Financial Impact Statement Date: February 19, 2026

Project Name:

Granular Pedestrian Path Along Chalfont Road

COMMENTS:

As this report is for information purposes, there are no financial impacts.

As identified in the report, the pathway is currently identified as a low priority in the Pedestrian Cycling Strategy and will be prioritized against other projects in the Pedestrian and Cycling Program in the future, subject to available budget. Current estimates for the pathway based on the functional design, including tree removals and a half signal crossing, range from $754,000 to $834,000 depending on the pathway treatment.

A.Fischer CPA,CA 2-19-2026
for J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with: n/a

OURWINNIPEG POLICY ALIGNMENT

2.1 Climate Action Targets - Meet and exceed greenhouse gas emissions reduction targets of 20 percent by 2030, relative to 2011, and net zero by 2050, by working towards partnerships with the community, businesses, and government bodies including Indigenous, Federal and Provincial governments.

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

Action #1 Adopt a poverty reduction approach to service delivery
Action #2 Use poverty data to inform decision making

SUBMITTED BY

Department: Public Works
Division: Transportation
Prepared by: Erik Dickson, MCIP, RPP, Acting Senior Active Transportation Planner
Date: February 20, 2026

Attachment:
Appendix 1 – Chalfont Road Multi-Use Pathway Design