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

REPORTS

Item No. 11 Pedestrian Connections at Shaftesbury Boulevard (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, and directed the Winnipeg Public Service to report back in 240 days on the following:

1. The installation of a sidewalk or multi-use pathway connection along the east side of Shaftesbury Boulevard from 905 Shaftesbury Boulevard to Sterling Lyon Parkway.

2. A pedestrian crossing on the east side of the intersection of Shaftesbury Boulevard and Sterling Lyon Parkway to connect the north and south sides.

3. The completion of the multi-use pathway along the north side of Sterling Lyon Parkway from 835 Sterling Lyon Parkway to the intersection at Shaftesbury Boulevard.

ADMINISTRATIVE REPORT

Title: Pedestrian Connections at Shaftesbury Boulevard

Critical Path: Standing Policy Committee on Public Works

AUTHORIZATION

Author	Department Head	CFO	CAO
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EXECUTIVE SUMMARY

This report provides two design options to create pedestrian connections from:

- 905 Shaftesbury Boulevard to Sterling Lyon Parkway, and
- 835 Sterling Lyon Parkway to the intersection at Shaftesbury Boulevard.

These new sidewalk and pathway connections would:

- Provide important connectivity to bus stops.
- Connect to pathways, including the Harte Trail, Thundering Bison Trail, and FortWhyte Alive.
- Provide alternatives for people who are walking and/or cycling in the area.

Option A – East side Shaftesbury Boulevard and north side Sterling Lyon Parkway

This option would:

- Follow direction from the Assiniboia Community Committee.
- Likely decrease the amount of road crossings a pedestrian would need to make.
- Require construction on CN property for a new sidewalk at-grade rail crossing.
- Provide a minimum width multi-use pathway located at the back of curb on a 70 km/h street.
- Lead pedestrians to a pathway on private property. The pathway is not continuous with the City sidewalk or pathway network.

The Class 3 cost estimate for sidewalk and pathway construction is $330,000. This does not include costs for the rail crossing or signal improvements. More work would be required to determine all costs for Option A.

Option B – West side Shaftesbury Boulevard and Sterling Lyon Parkway signalized crossing

This is an alternate option that:

- May require pedestrians to cross the road more. This will depend on where they are travelling to and from.
- Uses existing sidewalk and pathways.

- Does not require any construction on CN property.
- Provides an opportunity to create two new bus stops. This is an area where there is currently a gap of more than 1.2 km between stops.

The Class 3 cost estimate for sidewalk and pathway construction is $85,000. This does not include costs for the rectangular rapid flashing beacon and the signal improvements. Those would range from $50,000 - $85,000 (Class 5 estimate).

The Public Service favours Option B.

All required work, design elements, alignments, and cost estimates would be confirmed through a preliminary or detailed design process.

Public Works is currently working with Winnipeg Transit to possibly include Option B into the Primary Transit Network Improvement program for construction in 2026 or 2027. Additional budget support would come from the Pedestrian and Cycling program capital budget.

As of the writing of this report, no commitment has been made to deliver this work.

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, and directed the Winnipeg Public Service to report back in 240 days on the following:

1. The installation of a sidewalk or multi-use pathway connection along the east side of Shaftesbury Boulevard from 905 Shaftesbury Boulevard to Sterling Lyon Parkway.

2. A pedestrian crossing on the east side of the intersection of Shaftesbury Boulevard and Sterling Lyon Parkway to connect the north and south sides.

3. The completion of the multi-use pathway along the north side of Sterling Lyon Parkway from 835 Sterling Lyon Parkway to the intersection at Shaftesbury Boulevard.

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 create pedestrian connections from 905 Shaftesbury Boulevard (Shaftesbury Park Retirement Residence) to Sterling Lyon Parkway and from 835 Sterling Lyon Parkway (LXTX Luxury Apartments) to the intersection at Shaftesbury Boulevard.

These new sidewalk and pathway connections would provide important connectivity to Winnipeg Transit stops. The proposed infrastructure would connect to existing pathways including the Harte Trail and the Thundering Bison Trail as well as connect to FortWhyte Alive. The construction of these new connections would provide alternatives for people who are currently walking and/or cycling in areas where no formal infrastructure exists.

Two design options are:

Option A – East side Shaftesbury Boulevard and north side Sterling Lyon Parkway

A new sidewalk would be located on the east side of Shaftesbury Boulevard from the southern approach at 905 Shaftesbury to the intersection at Sterling Lyon Parkway (approximately 175 metres). The sidewalk will require a new at-grade crossing of the CN Rivers rail line on CN property. A new crosswalk would be constructed on the east leg of the Shaftesbury/Sterling Lyon Parkway intersection to provide connectivity between this new sidewalk and the existing Thundering Bison Trail.

A new 2.4-metre-wide asphalt multi-use pathway would be constructed on the north side of Sterling Lyon Parkway from the intersection at Shaftesbury to connect to the existing pathway located on private property at 835 Sterling Lyon Parkway. This multi-use pathway is located at the back of curb along this 70 km/h roadway to avoid being constructed on CN private property. This pathway would require filling in some of the existing ditch on the north side of Sterling Lyon Parkway and the installation of catch basins to handle stormwater runoff from the road. The pathway is the minimum width for a multi-use pathway. The pathway cannot be located in the area where pedestrians are currently walking, creating a desire line, as that is on CN property.

Option A has a Class 3 cost estimate for the pathway and sidewalk construction of $330,000. This cost estimate does not include any costs for the at-grade rail crossing of the sidewalk or traffic signals improvements at the intersection of Shaftesbury and Sterling Lyon Parkway for the new crosswalk.

As this sidewalk would require a new at-grade rail crossing on CN private property, this sidewalk is not preferred. Also, as the north side multi-use pathway is a minimum width path, that is located at the back of curb of a 70 km/h road, requires land drainage improvements, and it connects to a privately owned pathway that is disconnected from the public pathway and/or sidewalk network. This pathway is not preferred by the Public Service.

Option B – West side Shaftesbury Boulevard and Sterling Lyon Parkway signalized crossing

A new sidewalk would be located on the west side of Shaftesbury Boulevard. This sidewalk would be accessed by a new rectangular rapid flashing beacon (RRFB) crossing of Shaftesbury in front of 905 Shaftesbury. The RRFB would provide connectivity for Winnipeg Transit users between the two Transit stops (Transit stops 62166 and 62071) located on either side of Shaftesbury Boulevard. The new west sidewalk would extend south from the existing Transit stop to connect to the existing multi-use pathway on Shaftesbury at the trailhead for the Harte Trail. There is an existing pathway crossing of the CN Rivers rail line at this location already.

Pedestrians would be able to use the existing multi-use pathway on the west side of Shaftesbury to cross Sterling Lyon Parkway to access the Thundering Bison Trail on the south

side of the street. This pathway is continuous with the City's pathway and sidewalk network and it also connects to the FortWhyte Alive trail.

A new pathway with a culvert ditch crossing would be constructed to connect to the existing traffic signal at the private approach to 835 Sterling Lyon Parkway. This new pathway crossing of Sterling Lyon Parkway would provide connectivity for residents on the north side of the street to the pathway system on the south side.

There are two additional benefits for Winnipeg Transit with Option B. The first is the west sidewalk on Shaftesbury provides a sidewalk connection to the existing bus stop located here that is currently not connected to the sidewalk network. The RRFB crossing on Shaftesbury also provides a controlled crossing location for the Transit stop pair located in front of 905 Shaftesbury.

The second benefit for Winnipeg Transit is the new crosswalk proposed at the signalized approach to 835 Sterling Lyon Parkway would provide Transit the opportunity to construct new transit stops here to service the residents on the north side of the street. These new transit stops would break up an existing 1.2 kilometre gap between existing stops on Shaftesbury and Sterling Lyon Parkway.

Option B has a Class 3 cost estimate of $85,000 for the construction of the sidewalk and pathway. The RRFB crossing of Shaftesbury would be an additional cost that may range between $40,000-75,000 depending on whether a solar or wired RRFB is required. The traffic signals at the approach to 835 Sterling Lyon Parkway would also require the addition of pedestrian signal heads. This would be an additional cost of approximately $10,000.

Depending on a pedestrian or cyclist's origin and destination, they may be required to cross the street more often with Option B. These crossings would, however, be accommodated at controlled crossings.

For these reasons, as well as the significantly reduced cost, the Public Service favours Option B.

The Public Works Department is currently in discussions with Winnipeg Transit who are considering including the Shaftesbury sidewalk, the Sterling Lyon Parkway crossing improvement, as well as the construction of new transit platforms on Sterling Lyon Parkway as part of their future Primary Transit Network Improvement program.

It is anticipated that Option B could be constructed in 2026 or 2027 through a combination of the Primary Transit Network Improvement program and to the extent required, the Pedestrian and Cycling program.

As of the writing of this report no commitment has been made to deliver this work.

Option A could still be considered in the future as part of a larger road rehabilitation project.

FINANCIAL IMPACT

Financial Impact Statemen Date: February 19, 2026

Project Name:

Pedestrian Connections at Shaftesbury Boulevard

COMMENTS:

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

As of the writing of this report no commitment has been made to deliver the project. As identified, the Public Works Department is working with Transit with the intention of implementing of Option B through a combination of the Primary Transit Network Improvement program and the Pedestrian and Cycling program as required.

A. Fischer CPA,CA 2-19-2029
for J. Ruby CPA, CA
Manager of Finance & Administration

CONSULTATION

This Report has been prepared in consultation with:

- Winnipeg Transit

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

Attachments:

Appendix A: Shaftesbury Boulevard Pedestrian Connections Option A

Appendix B: Shaftesbury Boulevard Pedestrian Connections Option B