

RM OF ST. ANDREWS

TRAILS MASTER PLAN 2023



ACKNOWLEDGMENTS

The Rural Municipality of St. Andrews is located on Treaty 1 Territory, the traditional lands of the Anishinaabeg, Cree, Oji-Cree, Dakota, and Dene Peoples, and the National Homeland of the Red River Métis.

St. Andrews believes that transportation and recreation via trails system has the potential to break down barriers, unite residents, and create a strong and inclusive sense of community. Through the Trails Master Plan, the RM is committed to building on this potential in the spirit of reconciliation.

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The St. Andrews Trails Master Plan was created in collaboration with the municipality, taking into account input from various municipal organizations, facility operators, and the residents of St. Andrews. The consultant team would like to express their gratitude for the valuable contributions, ideas, and enthusiasm shared by all participants, which greatly influenced the development of this Master Plan.

A special acknowledgment is extended to the RM of St. Andrews Council and Administration for their support in public communications and strategic guidance throughout the study process.

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INTRODUCTION

1.0

INTRODUCTION

1.1 Background

The Rural Municipality (RM) of St. Andrews is primarily an agricultural community, encompassing residential areas and seasonal cottages. As of 2021, the total population stands at 11,723 individuals. Geographically, the RM is situated in close proximity to the Red River, and benefits from convenient access to urban centers such as Selkirk and Winnipeg. While St. Andrews prides itself on its active transportation and recreational offerings, particularly along the Trans Canada Trails that traverse the RM, there is presently a deficiency in the form of a comprehensive planning document that evaluates the existing requirements and guides future decision-making and planning concerning these trails. As the municipality undergoes further development, it is imperative for the RM's Public Works department to address the escalating demands associated with this growth. This entails ensuring the establishment of a secure and interconnected active transportation system that caters to residents of all age groups and abilities. A pivotal component in achieving this objective is the development and implementation of an effective Trails Master Plan that will effectively steer the municipality into the future.



1.2 Purpose and Intent

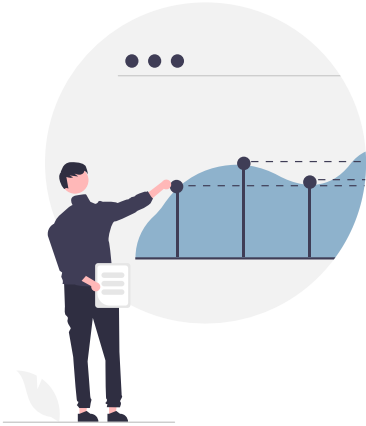
The Trails Master Plan (the Plan) for the Rural Municipality (RM) of St. Andrews is a comprehensive document designed to provide strategic direction and guidance for decision-making concerning the trail system and service delivery over the next 3-20 years. Its primary objective is to adopt a proactive approach towards managing evolving trails and transportation conditions, addressing persistent challenges and needs, and effectively seizing emerging opportunities in order to establish a well-connected and safe trails system. By doing so, the Plan aims to enhance predictability for residents, community organizations, facility operators, and other stakeholders who continually invest their time and resources in the RM's trails. Additionally, it endeavors to promote the shared aspirations of the community in terms of recreational and commuter transportation infrastructure for St. Andrews in the future.

Developed by Scatliff+Miller+Murray in collaboration with the RM of St. Andrews, the Plan has been meticulously crafted based on an in-depth analysis of background reports, on-site facility visits, and consultations with community members and stakeholders. Its purpose is to establish a unified vision for the ongoing growth and modernization of the Trails network in St. Andrews. Moreover, the Plan aims to identify recommendations and actions that align with this community vision and contribute to its realization.

The analysis and recommendations put forth in the Plan are rooted in the current situation and anticipate likely future developments based on the information available and provided by the consulted stakeholders. The Plan is structured into four main sections, each serving a specific purpose. The following provides an overview of the structure and scope of each section to facilitate effective utilization of this Plan:

- 1. Introduction:** This section offers a concise background and contextual information regarding the necessity of the Plan and its intended outcomes. It outlines the guiding principles that underpin the Plan's development and provides an overview of the Trails Master Plan Document.
- 2. Existing Conditions:** In this section, the current state of on-ground trails infrastructure in the RM of St. Andrews is comprehensively detailed. It also examines the gaps within the overall trails network, identifying areas that require attention and improvement.
- 3. Trails Classifications and Types:** Here, different types of trails infrastructure for walking and cycling are defined, taking into account their designated use, functionality, and location. The section delves into the design principles and considerations for these facilities, ensuring a comprehensive understanding of their specifications.
- 4. Proposed Trails Master Plan:** Building upon the findings from Section 2.0, which highlighted the gaps in the trails network, and Section 3.0, which explored potential types of trails infrastructure, this section presents the recommended overall Trails Master Plan for the community. Its primary focus is on closing the infrastructure gaps and improving connectivity between communities and within each community.

By adhering to the framework and content of this Trails Master Plan, decision makers and citizens can make informed decisions and effectively contribute to the development and enhancement of the trail system in the RM of St. Andrews.



Decision-makers

They can look to this Plan for guidance in making recreation service delivery decisions to ensure that a connected trail system is being developed, one that addresses the needs and desires of all residents of St. Andrews, of all ages and abilities.



Citizens

They can look to this Plan to see how their input has been used to shape the future of trails in the Municipality. They can also refer to the Plan to ensure that trail development is being delivered according to the guiding principles agreed upon in this Plan.

1.3 Guiding Principles for Trails Development

The following design principles, outlined in this sub-section, will guide considerations for trails investment and service delivery for the municipality. They are based on community values and the municipal responsibility for trails development in the RM.



A Complete Trails Network



A Network Connecting Key Local Destinations



A Safe Network for All Ages and Abilities



An Efficient and Affordable Network



Sustainable and Easy to Trails



Robust Programming to Support Trails Infrastructure

These principles act as a touchstone for the Plan's approach and aspirations for the municipality and each community.

EXISTING CONDITIONS

2.0

FACILITY TYPES

2.1 Introduction

The RM of St. Andrews is a spacious municipality spanning approximately 53 kilometers in length and 20 kilometers in width, as depicted in Figure 1. Communities are dispersed along major Provincial highways, with vast stretches of farmlands separating them. The largest settlement area within the RM is South St. Andrews, situated in the southern region of the municipality, followed by Petersfield, located in the central area



Figure 1: Communities in the RM of St. Andrews

There are four types of trails facilities that helps connect these communities via active transportation. They can be categorized in two broad categories, local and regional facilities.

At the local level, the RM has invested in trails facilities to connect local residents to destinations they frequent. This infrastructure is concentrated in the southern end of the RM. There are the following two types based on surface materials of these facilities:

L1. Asphalt Trails

L2. Gravel Trails

At the regional level, to connect the various settlements to each other and other Municipalities the following two type of infrastructure is accessible in the RM based on ownership:

R1. Provincial Highway Shoulder
(Asphalt + Gravel)

R2. Trans Canada Trails (TCT)

2.2 Local Trail Infrastructure

Local trails are concentrated in the south end of the RM, near the largest settlement, South St. Andrews. The existing infrastructure connects residents to local destination within South St. Andrews and nearby destinations like the Lower Fort Garry National Historic Site. There are two types of trails classified by surface material, (L1) Gravel Trails, and (L2) Asphalt Trails.

Some examples of gravel trails



Rose Meadows Parkway in South St. Andrews

Some examples of asphalt trails



St. Andrews Road in South St. Andrews



PTH 9 in South St. Andrews



PTH 9 between River Road and Lower Fort Garry

Figure 2 illustrates existing gravel and asphalt trails in the RM.

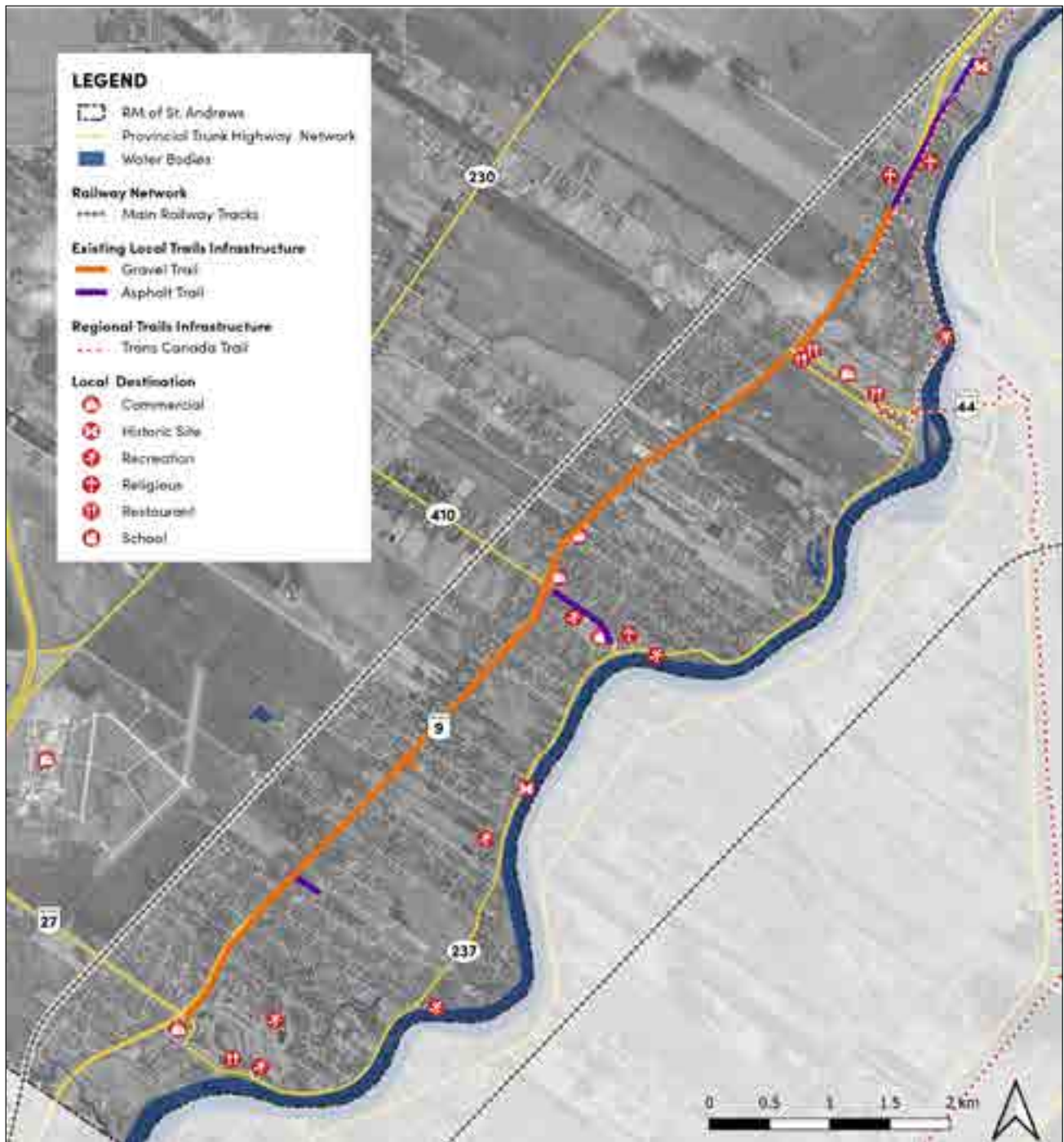


Figure 2: Existing Local Trails Infrastructure in the RM of St. Andrews

Low-volume streets, particularly those running alongside the river, are commonly used as local and regional routes for active transportation. These streets do not have separate facilities or additional shoulders designated for bicyclists or pedestrians. However, due to the low speeds of vehicles, all road users share the right of way. Some of these streets, despite their popularity, lack the necessary width to accommodate dedicated active transportation facilities due to factors like

ditches, private properties, or natural features such as rivers. Currently, most of these streets lack any treatments aimed at controlling or reducing vehicular speeds.

Presently, the RM of St. Andrews has approximately 9.0km of gravel trails and 2.4km of asphalt trails.

2.3 Regional Trails Infrastructure

To connect settlements within and outside the RM, there are two types of infrastructure: (1) Provincial Trunk Highway (PTH) Shoulder (Asphalt + Gravel), and (2) Trans Canada Trails.

Firstly, the (R1) Provincial Highway Shoulder network connects all settlements and most have dedicated shoulders which can be used for active transportation. These shoulders can be of gravel or asphalt and are critical for connecting the RM at a regional level with minimal municipal investment.

Some examples of gravel shoulders:



Edith Avenue in Petersfield

Some examples of asphalt shoulders:



PTH 8 in construction near Cloverdale Road



McPhillips Road (Rout 2230) near St. Andrews Road



River Road in South St. Andrews

Certain routes, such as River Road in South St. Andrews, experience high recreational use for active transportation. This popular local and regional bicycling route extends from PTH 9 near the Golf Course in South St. Andrews to PTH 9 near Little Britain Road, covering a total length of 11.6km. Although these streets lack separate facilities or additional shoulders to accommodate bicyclists or pedestrians due to limited right-of-way, including ditches, private properties, or

natural features like rivers, all road users share the right-of-way due to low vehicular speeds. The St. Andrews Recreation Centre further highlights the value and usage of this route for active transportation by organizing the Historical Bike Tour in St. Andrews along River Road, emphasizing its importance at the regional and local community level, despite the absence of dedicated infrastructure.

Additionally, the Trans Canada Trail serves as another significant regional trails connection. It is a cross-Canada system consisting of greenways, waterways, and roadways, spanning over 24,000 km (15,000 mi) and currently holding the title of the world's longest recreational, multi-use trail network. The trail is named after a non-profit organization that raises funds for its continued development, but it is owned and operated at the local level. Within the RM, approximately 10 kilometers of this trail follows or runs near the Red River, primarily in the vicinity of Lockport.

Figure 3 illustrates the overall active transportation network in the RM.

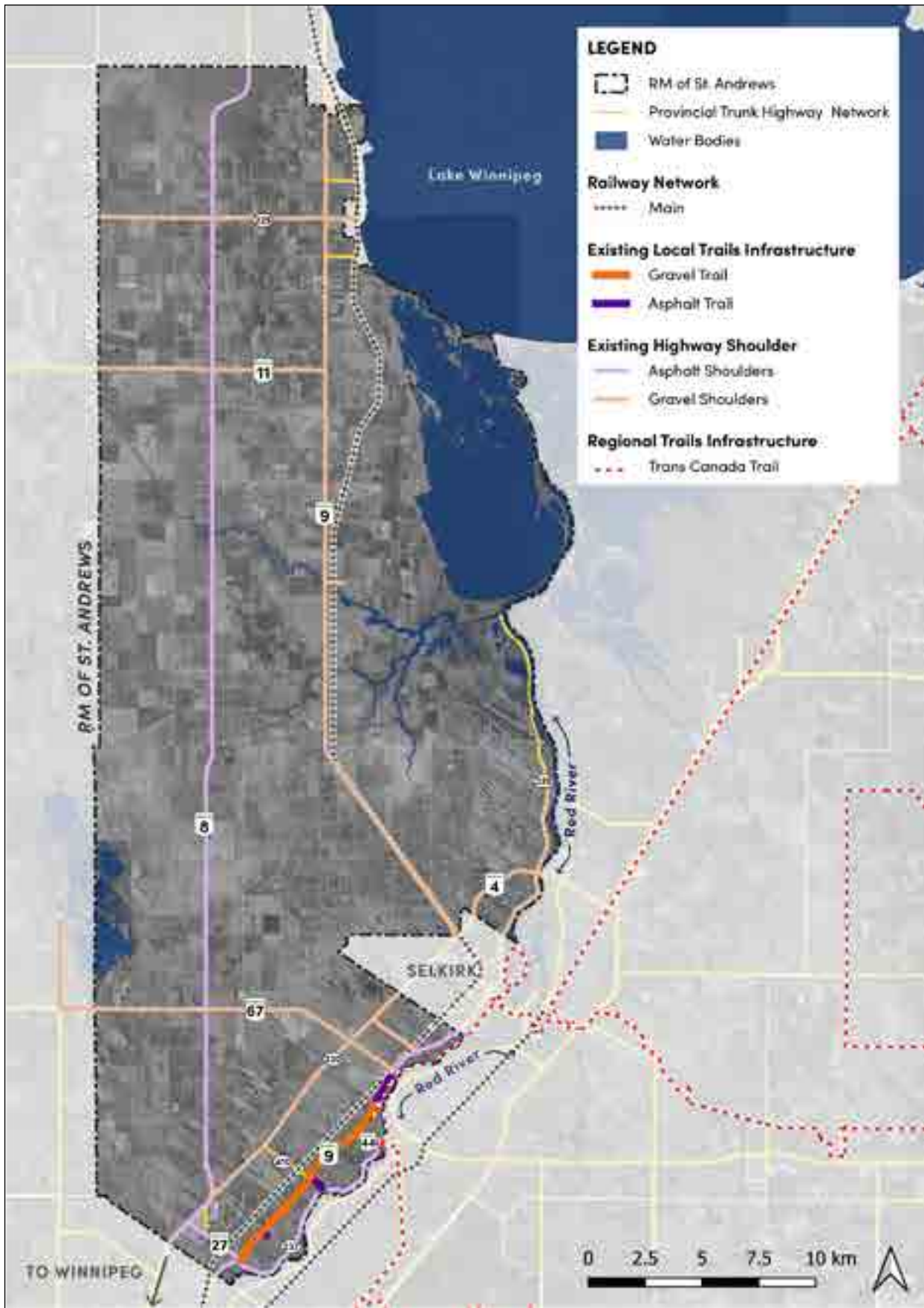


Figure 3: Existing Active Transportation Infrastructure in the RM of St. Andrews

**TRAIL
CLASSIFICATIONS
AND TYPES**

3.0

TRAILS CLASSIFICATION

The walking and cycling networks play a vital role in connecting key destinations, such as schools, parks, natural areas, the river, recreation centers, business areas, and residential neighborhoods. These routes are utilized for commuting, leisure, and fitness activities throughout the year.

As outlined in the Recreation Master Plan, it is recommended to develop a comprehensive Trails Master Plan for the long-term establishment of a multi-use trail network in the RM. The focus of this plan would include enhancing year-round connectivity within new and existing communities, establishing regional connections with neighboring municipalities, regional trail systems, and regional parks, ensuring accessibility and inclusivity, and identifying opportunities along natural heritage features and linear right-of-ways.

The Trails Master Plan provides guidance on improving walking and cycling connectivity and accessibility within each community center and along adjacent river corridors. This involves establishing connections between major population centers, such as Petersfield and South St. Andrews, as well as other municipalities.

The evaluation of the existing trail network and identification of potential opportunities followed a general approach, including building upon existing networks and desired routes, understanding the needs of seasonal users, addressing gaps or missing links through new connections, formalizing desired routes, incorporating amenities to enhance comfort and enjoyment, and improving accessibility and the overall quality of the user experience.

Various types of trails and corridors are utilized for walking and cycling within the community, with different designs based on their use, function, and location. The following sub-section provides details on the proposed types of trails and pathways, which help evaluate existing facilities and determine the most suitable options for users and their respective contexts.

3.1 Multi-use Trail

A dedicated wide walking and cycling route, with a minimum width of 3 meters, is recommended. This route should have a hard compact surface, such as concrete or asphalt. It can be separated, parallel, or adjacent to roadways, or located within parks. These routes are commonly found in park areas, along roadways with heavy vehicle traffic, or designated as active transportation corridors. Typical sections are illustrated below.

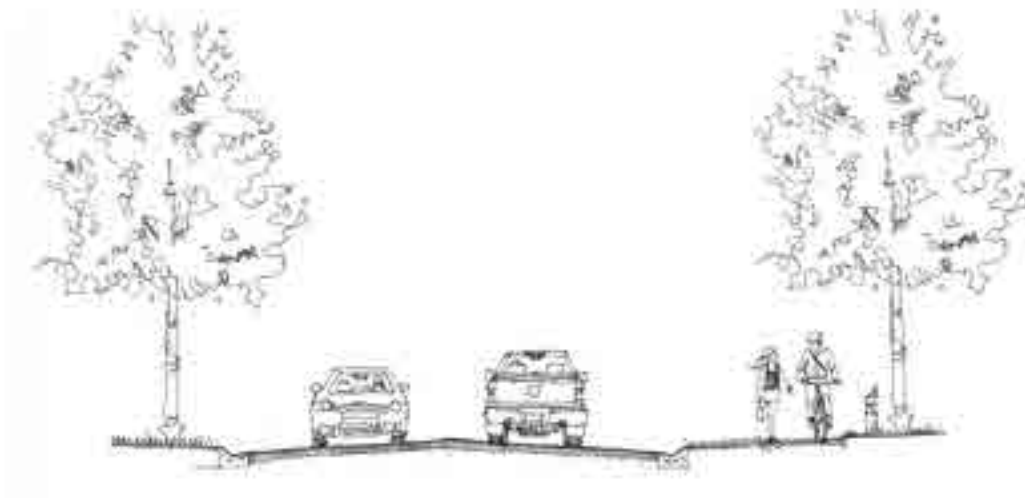


Figure 4: Multi-use Trail adjacent to roadway

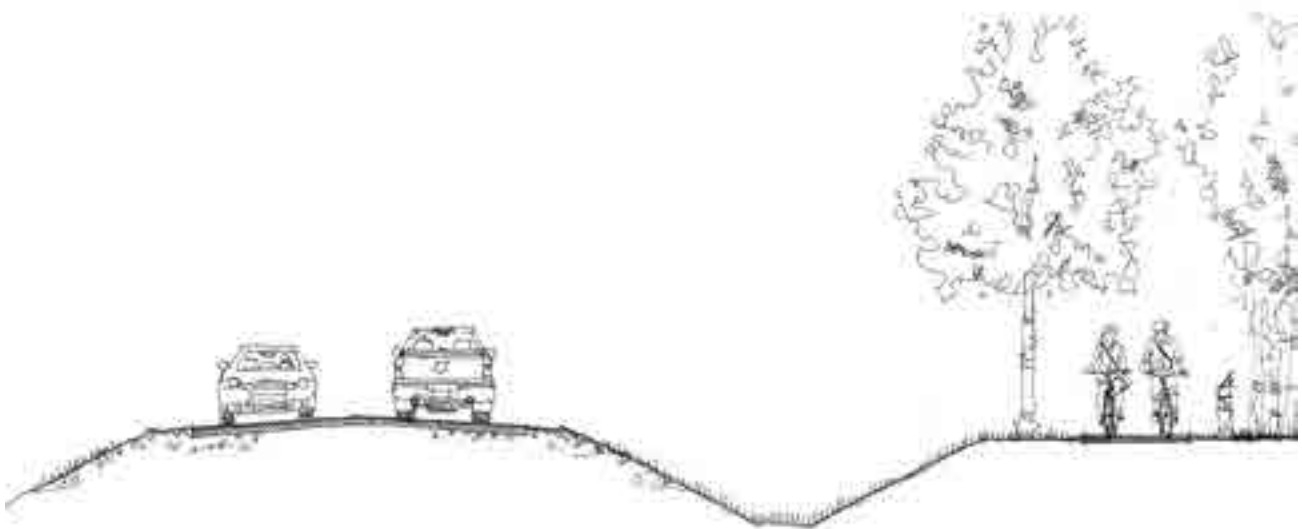
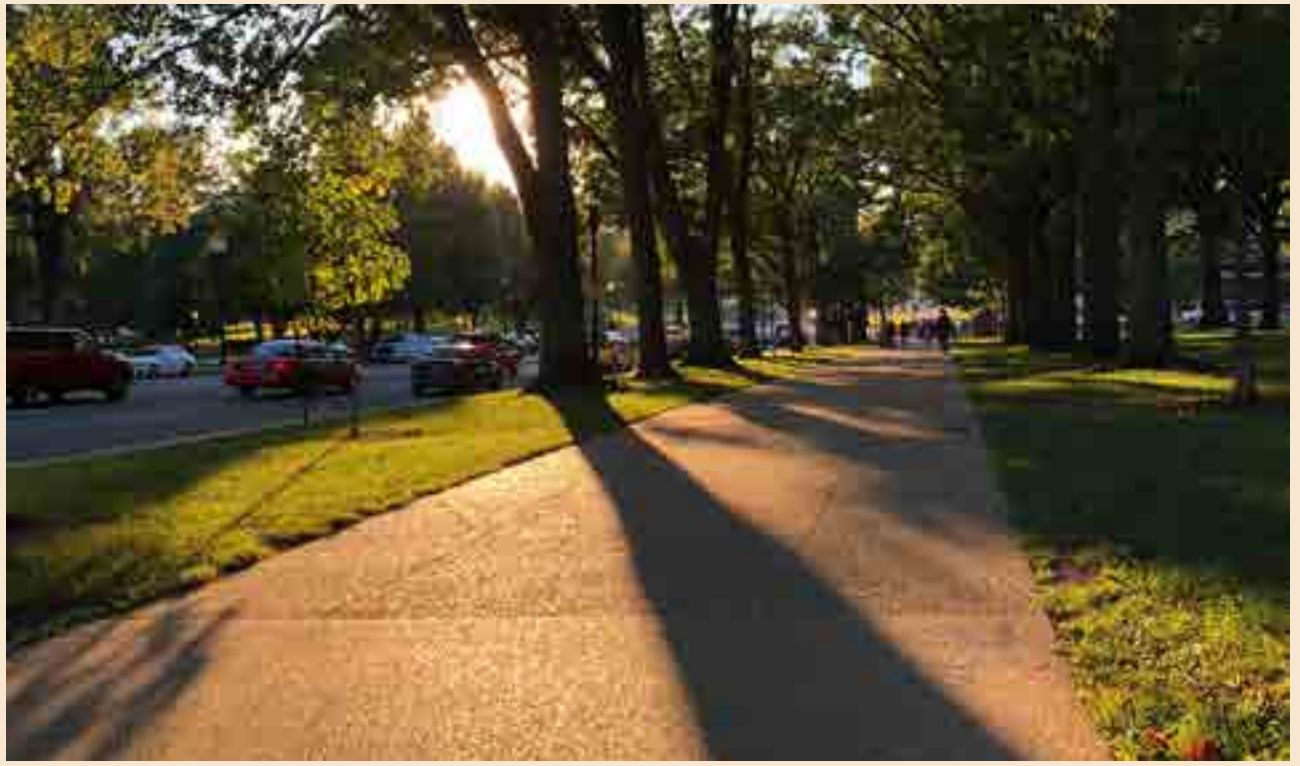


Figure 5: Multi-use Trail parallel to roadway

Multi-use Trails Example



3.2 Sidewalk

Dedicated sidewalks (min. 1.8 m width), concrete or asphalt surface, located adjacent or parallel to the roadway. Cyclists share the road with vehicles. Mostly found in urban centers, commercial areas, around schools, and in places with high number of pedestrians. A typical Section is illustrated below.



Figure 6: Sidewalk corridor

Sidewalk Example



3.3 Shared Road, Shoulder

Locations where sidewalks or dedicated walking/cycling areas are not present. Walkers and cyclists share the road with vehicles or travel along the shoulder of the roadway. Sharing the road is comfortable where vehicle volumes and speed limits are low, there is distance between the vehicles and pedestrians/cyclists, and limited large vehicles. Shared roads are primarily located on roads in residential areas where there are lower vehicles volumes or low vehicle speeds, or in areas where there are gaps in the sidewalk network.



Figure 7: Shared Road, Shoulder

Shared Road, Shoulder Example



3.4 Wilderness Trail

Formalized pathway for walking or cycling, winter activities and uses. May not be fully accessible for wheeled devices.



Figure 8: Wilderness Trail

Wilderness Trail Example



3.5 Seasonal / Winter Trails

Pathways and trails that are created on river corridors or other water bodies through the winter seasons. Typically used for activities walking, skating, snowshoeing, cross-country skiing and sometimes snowmobiling. Creation and maintenance of seasonal river trails is typically coordinated by volunteers and local users and groups.



Figure 9: Seasonal Multi-use Trail in natural area

Seasonal/Winter Trails Example



<https://www.tourismwestman.ca/>

3.6 Informal Pathway or Trail

Pathways that are being used for walking, cycling, or winter activities on private property. Users may or may not have formal permission to use the trails.

Informal Pathway or Trails Example



Source: Nicole Geissberger

PROPOSED TRAILS MASTER PLAN

4.0

ST. ANDREWS TRAILS MASTER PLAN

4.1 Introduction

An analysis of existing conditions and engagement with the City resulted in the development of 12 trails projects in the RM of St. Andrews. This chapter presents the Trails Master Plan. It encompasses the 12 projects identified across the RM, classified based on priority, and cost.

4.2 Purpose and Intent

The Trails Master Plan for the RM of St. Andrews is a guiding document intended to provide direction and guidance for decision-making regarding the modernization of trails and the delivery of active transportation services over the next 3-20 years. Its primary objective is to ensure a proactive approach is adopted to effectively manage evolving conditions, address persistent challenges, and seize emerging opportunities in order to establish a well-connected trails system.

4.3 Overall Plan

The proposed routes outlined in Figure 10 on the following page depict the Trails Master Plan for the RM of St. Andrews with each proposed trails infrastructure numbered from 1-12.

Trails 1-8 are located in the southern half of the RM, below East Selkirk. These projects are specifically designed to cater to the most densely developed areas, with the objective of improving and expanding the existing trail network for local connections.

On the other hand, trails 9-12 are situated in the northern half of the RM, north of East Selkirk. These projects primarily focus on establishing regional connections, linking East Selkirk and South St. Andrews to Clandeboye, Petersfield, Netley, Matlock, Dunnottar, and Winnipeg Beach. The aim is to facilitate convenient travel and connectivity between these areas, promoting accessibility and enhancing the overall regional trail system.

All distances in this section have been calculated using satellite imagery and should be confirmed on site. All costs are high level estimates and are classified as low (\$), moderate (\$\$), or high (\$\$\$). The cost of implementing the necessary infrastructure will depend on various factors, including type of infrastructure, its length, amenities provided, intersection treatments, and the specific materials chosen for the trail construction, such as asphalt or gravel. The selection of appropriate materials will be made based on considerations of durability, maintenance requirements, and user preferences. Careful evaluation and planning will ensure that the chosen infrastructure and materials align with the desired functionality and longevity of the trail, while also taking into account budgetary constraints and overall project objectives.

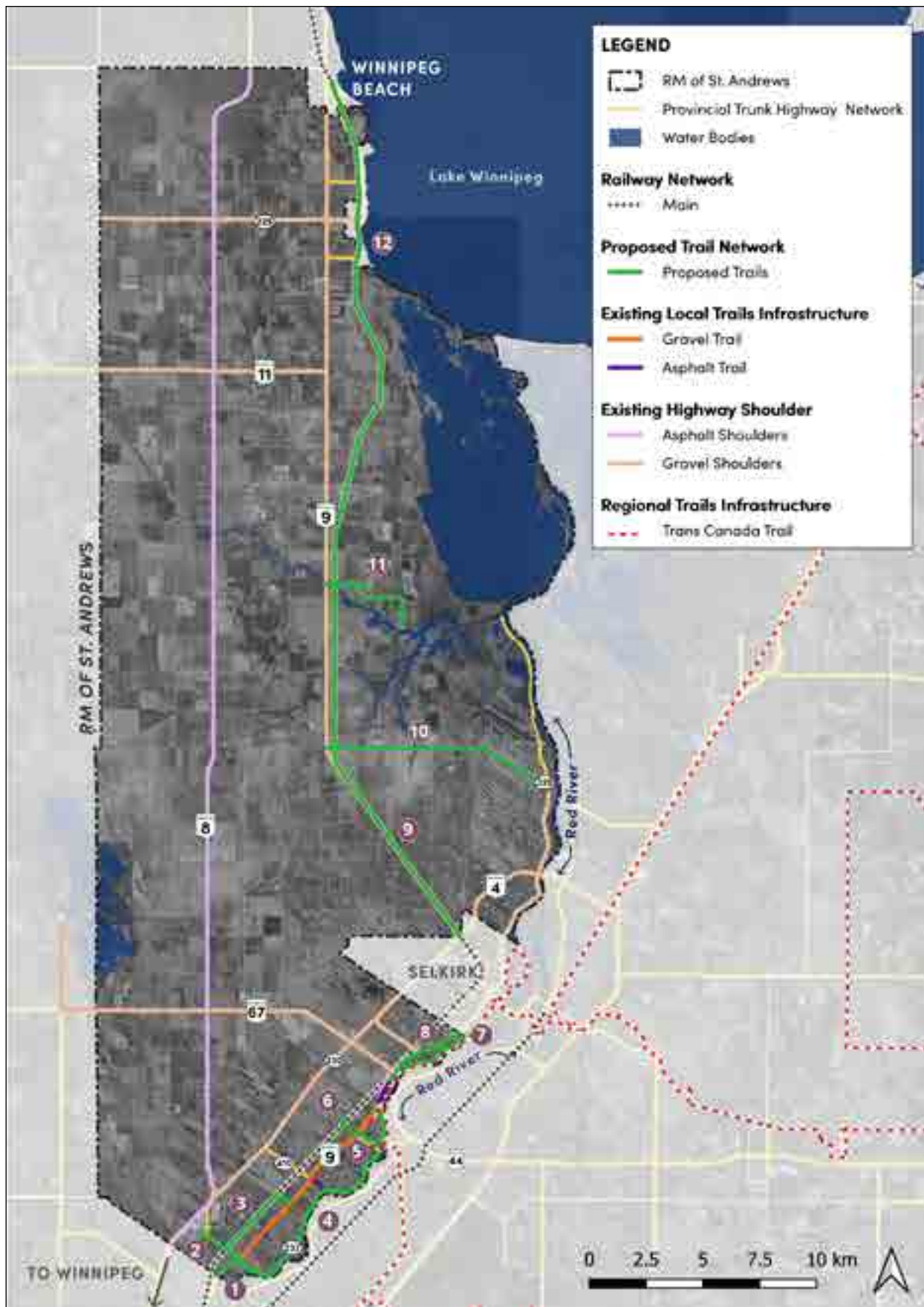


Figure 10: Proposed Trails in the RM of St. Andrews

1

PTH9 Connection to RM of West St. Paul



Figure 11: Proposed Trail along PTH9 Connecting to RM of West St. Paul

- Type:** Multi-use trail adjacent or parallel to roadway
- Location:** West side of PTH 9 from River Road/Parkdale Road (A) to southern RM boundary (B) [1.4 km]
- Existing:** The route has approximately 3.5m wide asphalt shoulders, followed by a ~12m ditch.
- Details:** This route serves as a regional connection for the Rural Municipality (RM) of West St. Paul, linking West St. Paul to the well-known recreation route on River Road. The cost of the infrastructure will be contingent upon the materials chosen for the trail, such as asphalt or gravel.
- Priority:** High
- Cost:** \$\$

2

Parkdale Road



Figure 12: Proposed Trail along Parkdale Road

- Type:** Multi-use trail adjacent or parallel to roadway
- Location:** South side of Parkdale Road from PTH 9 (A) to Cessna Way (B) [2.2 km]
- Existing:** A service lane exists parallel and to the south of Parkdale Road, extending from PTH 9 to Cessna Way. However, this service lane does not provide a direct connection to the intersection of Parkdale Road and PTH 9, nor does it extend across the railway tracks situated midway along this route.
- Details:** At point A, it is recommended to develop new infrastructure that spans over the ditches in order to establish a connection between the Parkdale service road and the intersection of Parkdale Road and PTH 9. Furthermore, this infrastructure should extend across the intersection, linking it to River Road, a local and regional recreation route. It is also advisable to install a railway crossing specifically designed for active transportation where the railway tracks intersects this route to facilitate seamless connectivity for all users.
- Priority:** Medium
- Cost:** \$\$

3

South St. Andrews Railway Trail + Liss Road



Figure 13: Proposed South St. Andrews Railway Trail

Type: Multi-use trail (separated and parallel to roadway)

Location: Railway tracks from Parkdale Road (A) to Liss Road (B) and Liss Road (B) from railway tracks to PTH 9 (C) [4.0 km]

Existing: Currently, the railway tracks do not have any other infrastructure and Liss Road is a single lane road in both directions with no shoulders.

Details: It is recommended to develop a separated multi-use trail along the railway tracks. Ensuring connection to residential areas east of the railway tracks (D) is critical for its success. A thorough assessment of Liss Road should be conducted to determine the need for permanent, seasonal (summer), or quick-build infrastructure to reduce vehicular speed. This decision should be based on the community's needs and usage patterns. Prior to making significant investments, it is advisable to pilot the proposed infrastructure to evaluate its effectiveness.

Priority: Low

Cost: \$\$\$

CASE STUDY - RAIL TO TRAILS

Kawartha Trans Canada Trail, Ontario



Source: Kawartha Trans Canada Trail Website

The Kawartha Trans Canada Trail offers a scenic recreational corridor suitable for people of all ages and abilities. This historic railway bed has been transformed into a magnificent 53.8 km recreational corridor, stretching across Kawartha Lakes from east to west. The trail surface is made of a 3-meter wide, hard-packed limestone, providing a level and smooth pathway that accommodates a variety of trail activities.

In December 2000, the Province of Ontario successfully acquired the abandoned railway corridor, previously owned by CN, which spans from Uxbridge to Corbyville. Subsequently, in 2006, the Ontario Government leased the abandoned rail line to the Kawartha Trans Canada Trail Association. By 2010, 95% of the trail construction was completed, and the entire trail was fully finished by 2014. This achievement marked the culmination of efforts to repurpose the railway corridor into a vibrant recreational resource for the community.



4

River Road in South St. Andrews



Figure 14: Proposed Trail along River Road

- Type:** Greenway with traffic calming strategies
- Location:** West side (away from river) of River Road from PTH 9/Parkdale Road to PTH9 near Little Britain Road [11.8 km]
- Existing:** Currently, River Road has no trail infrastructure and is a popular recreational route. The route has as ~2.25 wide asphalt shoulders on both sides.
- Details:** It is advisable to create a greenway trail on River Road, incorporating strategies to reduce vehicular speed. Care should be taken to ensure that cyclists and pedestrians are not obstructed due to its popularity for recreational use. The implementation of improved lookout points and resting areas along this route is recommended. Additionally, if there is enough space on the east side of the road, along the river, a sidewalk to enhance pedestrian safety and comfort is suggested. At the intersection of River Road and St. Andrews Road (C), the asphalt trail along St. Andrews Round should be extended to River Road.
- Priority:** High
- Cost:** \$ - \$\$

5

PTH 44 Near St. Andrews Lock and Dam



Figure 15: Proposed Trail along PTH 44

- Type:** Multi-use trail parallel to roadway
- Location:** North side of PTH 44 from PTH 9 to St. Andrews Lock and Dam [1.3 km]
- Existing:** The RM has started conceptual design and engineering for PTH 44, extending from PTH 9 to the eastern boundary near St. Andrews Lock and Dam. As of Spring 2023, efforts are underway. The intersection of PTH 9 and PTH 44 is crucial for cycling and walking. To ensure comfort and safety, it is recommended to implement intersection treatments at location (A) when crossing PTH 9.
- Details:** A multi-use trail north of PTH 44 is highly recommended. However, additional study is required to assess local contexts, engineering requirements, and community needs in order to successfully implement this project.
- Priority:** High
- Cost:** \$\$

6

Stevens Avenue West to Lockport School



Figure 16: Proposed Trail along Stevens Avenue West to Lockport School

Type: Multi-use trail adjacent to roadway

Location: PTH 9 from PTH 44 (A) to Stevens Avenue West (C), Stevens Avenue West from PTH 9 (C) to Lockport Road (D), and Lockport Road from Stevens Avenue West(D) to Lockport School (B) [1.4 km]

Existing: On the west side of PTH 9, there is an approximately 2m wide asphalt shoulder, followed by a 10-15m ditch. Stevens Avenue West is a local street with one lane in each direction, lacking shoulders but featuring wide ditches on both sides. Along this route, there are multiple houses with driveways. Lockport Road is also a local street with one lane in each direction, without shoulders but with ditches on both sides. There is a railway crossing along Lockport Road at (C).

Details: A multi-use trail alongside the proposed route is highly recommended. While it may be longer, this route provides a safer path to Lockport School, making dedicated infrastructure crucial to encourage pedestrian and cyclist use. Furthermore, incorporating place-making infrastructure that captures the interest of Lockport School students can contribute to its popularity. Further study is needed to determine the specific type and location of this infrastructure.

Priority: High

Cost: \$ - \$\$

7

River Road from Lower Fort Garry Historic Site to Selkirk



Figure 17: Proposed Trail River Road to City of Selkirk

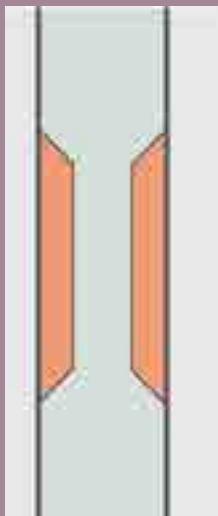
- Type:** Greenway with traffic calming strategies or Multi-use trail adjacent to roadway
- Location:** North/west side of River Road from PTH 9 near Lower Fort Garry National Historic Site (A) to municipal boundary shared with City of Selkirk (B) [3.3 km]
- Existing:** Currently, the route consists of a local road with a single lane in each direction. There are no shoulders, but there are spacious open areas to the north and west of the street within the RM's jurisdiction.
- Details:** From initial assessments, this route can be designed as a greenway or a multi-use path. Community input, engineering requirements, availability of public property, and community usage should determine the type of infrastructure. If a greenway is recommended then traffic calming strategies should be implemented. The RM should make a decision to develop Project 7 or 8 based on trails infrastructure development in the City of Selkirk.
- Priority:** Medium
- Cost:** \$-\$\$

CASE STUDY - TRAFFIC CALMING STRATEGIES

Global Street Design Guide

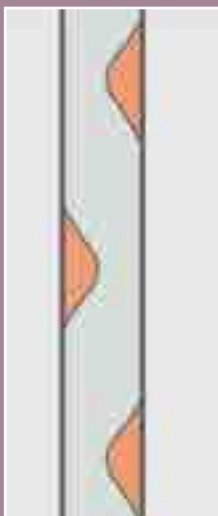
Some traffic calming strategies, from the [National Association of City Transportation Officials \(NACTO\) Guide](#), that are appropriate for RM of St. Andrews, are highlighted below.

Pinchpoints | It narrows the roadway at a mid-block point.



Source: NACTO

Chicanes | They form an S-shaped path of travel which lowers vehicular speeds.



Source: NACTO

CASE STUDY - TRAFFIC CALMING STRATEGIES

Global Street Design Guide

Roundabout | Mini roundabouts are round islands at intersections that serve to both reduce speeds and organize traffic, routing vehicles around the island rather than directly across the intersection.



Speed Humps | Speed humps are formed by raising sections of the road in a sinusoidal shape, typically 10–15 cm high and 4–6 m long. The dimensions can be tailored to match the target speed of the street.

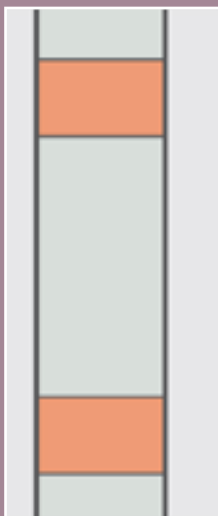




Figure 18: Proposed Trail PTH 9 to City of Selkirk

Type:	Multi-use trail adjacent or parallel to roadway
Location:	East side PTH 9 from Lower Fort Garry Historic Site (A) to municipal boundary shared with City of Selkirk (B) [3.8 km]
Existing:	On the east side of PTH 9, there are currently 3.0m wide asphalt shoulders.
Details:	A protected multi-use trail adjacent or parallel to roadway is recommended on the east side of PTH 9 due to high vehicular volumes and speeds on PTH 9. The RM should make a decision to develop Project 7 or 8 based on trails infrastructure development in the City of Selkirk.
Priority:	Medium
Cost:	\$\$



Figure 19: Proposed Trail along Rail Tracks

- Type:** Multi-use trail (separated or parallel to roadway)
- Location:** Railway tracks parallel to PTH 9, from boundary shared between the RM and City of Selkirk (A) to Petersfield (B), or along PTH 9 for the same extents. [17.0 km]
- Existing:** Currently, the railway tracks are not owned by the RM. However, they are not frequently used. PTH 9 has asphalt shoulders on both sides of roadway.
- Details:** It is recommended to develop a separated multi-use trail along the railway tracks as a regional connection to Petersfield and in turn, Winnipeg Beach. If the railway tracks cannot be acquired by the RM in the long term, multi-use trails running parallel to PTH 9 on the East side should be considered.
- Priority:** Medium
- Cost:** \$\$\$

10

Clandeboye Road



Figure 20: Proposed Trail Clandeboye Road

- Type:** Multi-use trail adjacent to roadway or Greenway
- Location:** Clandeboye Road from PTH 9 (A) to Breezy Point Road (B) [10.2 km]
- Existing:** Single lane road in both directions with gravel shoulders
- Details:** Use and need should be studied to determine appropriate trails infrastructure on the north side of the roadway. Quick build infrastructure can be trialled initially to understand the same. If high use and need is determined then adjacent multi-use trails should be developed. If not, the gravel shoulders should be improved with appropriate traffic calming strategies along the roadway.
- Priority:** Low
- Cost:** \$\$ - \$\$\$

CASE STUDY - QUICK BUILD INFRASTRUCTURE

Rapid Implementation Design Guide for Bikeways in Metro Vancouver

Rapid implementation allows for the faster and more cost-effective implementation of complete cycling networks. It also provides more flexible infrastructure that can be quickly adjusted in response to public and stakeholder input. This ultimately contributes to a smoother transition towards permanent bikeways.

In municipalities with long and harsh winters, quick build infrastructure can be used to implement seasonal infrastructure to assess long term investments.



Source: Brandon Green West Grand Boulevard, City of North Vancouver)



Figure 21: Proposed Trail in Petersfield

- Type:** Multi-use pathway adjacent to the roadway
- Location:** Edith Avenue from PTH 9 (A) to Janisch Road (C), Janisch Road from Edith Avenue (C) to Tom Prince Drive (D), and Tom Prince Drive from Janisch Road (D) to Netley Creek Resort (B) [5.2 km]
- Existing:** This route has single lanes in both directions with gravel shoulders. There is currently no roadway on Janisch Road along this route.
- Details:** From initial assessments, this route can be designed as a greenway or a multi-use path. Community input, engineering requirements, availability of public property, and community usage should determine the type of infrastructure. If a greenway is recommended then traffic calming strategies should be implemented.
- Priority:** Medium
- Cost:** \$\$

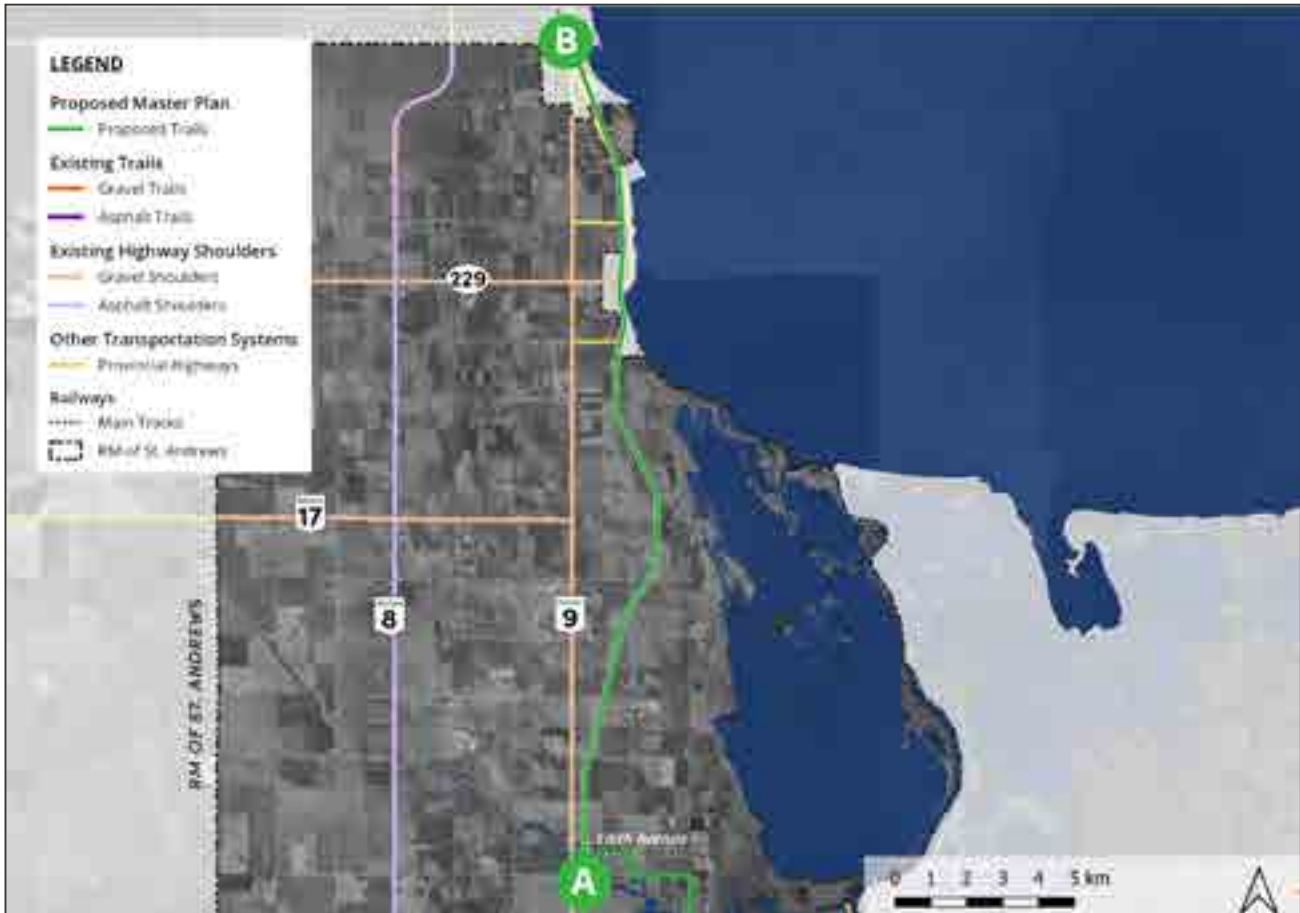


Figure 22: Proposed Trail on Railway Tracks to Winnipeg Beach

- Type:** Multi-use trail (separated or parallel to roadway)
- Location:** Railway tracks parallel to PTH 9, from Edith Avenue (A) to Winnipeg Beach (B) [22.7 km]
- Existing:** Currently, the railway tracks are not owned by the RM. However, they are not frequently used. PTH 9 has asphalt shoulders on both sides of roadway.
- Details:** It is recommended to develop a separated multi-use trail along the railway tracks as a regional connection to Winnipeg Beach from Petersfield. If the railway tracks cannot be acquired by the RM in the long term, multi-use trails running parallel to PTH 9 on the East side should be considered.
- Priority:** Low
- Cost:** \$\$\$

4.4 Implementation Plan

The projects are classified as short (0-3 years), medium (3-7 years), and long (7-12 years) term projects for implementation based on need, priority and overall costs.

#	NAME	LENGTH	PRIORITY	COST
SHORT TERM				
1	PTH9 Connection to RM of West St. Paul	1.4	High	\$\$
4	River Road in South St. Andrews	11.8	High	\$ - \$\$\$
5	PTH 44 Near St. Andrews Lock and Dam	1.3	High	\$\$
11	Petersfield	5.2	Medium	\$\$

TOTAL 19.7 km

MEDIUM TERM				
2	Parkdale Road	2.2	Medium	\$\$-\$
6	Stevens Avenue West to Lockport School	1.4	High	\$\$-\$
7	River Road from Lower Fort Garry Historic Site to Selkirk	3.3	Medium	\$\$-\$
8	PTH 9 from Lower Fort Garry Historic Site to Selkirk	3.8	Medium	\$\$

TOTAL 10.7 km

LONG TERM				
3	South St. Andrews Railway Trail + Liss Road	4	Low	\$\$\$
9	Railway Tracks/PTH 9 from Selkirk to Petersfield	17	Medium	\$\$\$
10	Clandeboye Road	10.2	Low	\$\$\$-\$-\$
12	Railway Tracks to Winnipeg Beach	22.7	Low	\$\$\$

TOTAL 53.9 km





RURAL MUNICIPALITY OF
ST. ANDREWS