



ACTIVE TRANSPORTATION PLAN



May 2025

The background of the entire page is a light gray, stylized map of Steinbach, MB. The map shows a network of streets and roads, with several circular nodes or roundabouts highlighted in a slightly darker shade of gray. The lines representing the streets are thin and light gray, creating a complex, interconnected pattern.

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1.0 INTRODUCTION

The Steinbach Active Transportation Plan will guide the city's future investments in active transportation to create a network that meets the needs of its growing population. By identifying both a priority network within current city limits and key corridors to extend as the city grows, the Active Transportation Plan will also give Steinbach a tool with which to engage developers when new subdivisions are considered.

The Steinbach Active Transportation Plan establishes a vision for the future of active transportation in Steinbach, sets goals and targets for the near and medium timeframes, and identifies strategies and action items to help the city move towards its goals and ultimate vision. These strategies and actions take a holistic perspective and consider potential changes to city policies, service standards, infrastructure specifications, and program delivery to ensure that walking, cycling, rolling, and other active modes are accessible, comfortable, and convenient transportation choices for people of all ages and abilities.

The Steinbach Active Transportation Plan development process included a series of community and stakeholder engagement events, building on best practices, community and stakeholder input, and direction from the City of Steinbach.

The plan includes an active transportation network that adds to the city's existing trail and sidewalk network and identifies infrastructure improvements, implementation priorities, and cost estimates. The identified changes are intended to help increase comfort and safety for walking and biking in the community and could include sidewalks, crossing modifications, on-street bicycle routes, and multi-use pathways.

The goal of this active transportation plan is to create a comprehensive network of walking, cycling, and other non-motorized transportation options that prioritizes safety, accessibility, and connectivity for all users.

Key objectives of the Active Transportation Plan include:

- Encouraging people to walk, bicycle, or use other modes of active transportation, facilitating comfortable and safe movement throughout Steinbach.
- Developing key network priorities to help guide development and investment over the short, medium and long term.

To ensure the effectiveness and relevance of the Steinbach Active Transportation Plan, it is recommended that the plan be reviewed and updated regularly. This ongoing process will allow the city to adapt to changing needs, emerging trends, and new opportunities, ensuring that the active transportation network remains safe, accessible, and efficient for all residents.



1.1 BENEFITS OF ACTIVE TRANSPORTATION

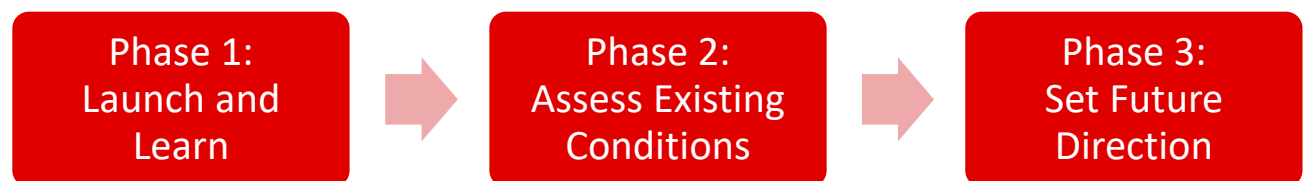
Over the past decade, communities of all sizes across North America have seen a significant interest in shifting away from a reliance on automobiles towards active forms of transportation, including walking and biking. The benefits of this shift towards active transportation include:

- **Health Benefits:** Investing in active transportation has been shown to create more physically active communities, which can in turn improve psychological well-being and reduce the risk of numerous chronic diseases.
- **Safety Benefits:** Properly designed active transportation facilities that provide dedicated spaces for cyclists and pedestrians and make people more visible within the roadway can reduce the risk of collisions. Further, roads designed for slower motor vehicle speeds decrease the probability of serious injury and death for cyclists and pedestrians.
- **Economic Benefits:** Neighbourhoods and destinations that are attractive and accessible for people walking and biking can attract more visitors, who will in turn be patrons of local services and amenities. Investing in active transportation can result in a more balanced transportation system that is cost-effective and more equitable, making sure that people of all socioeconomic backgrounds are able to travel safely throughout the community.
- **Environmental Benefits:** Transportation is one of the largest contributors to greenhouse gas emissions in Manitoba. Active transportation can help to lower emissions while also reducing air pollution and motor vehicle congestion. Encouraging more trips to be made by active transportation is an important part of climate change mitigation strategies.
- **Societal Benefits:** Active transportation enables and even encourages social interaction, which helps to build trust, respect, understanding, and a sense of co-operation amongst community members. Studies have shown that these important social interactions diminish when motor vehicle volumes increase and walking infrastructure decreases. These interactions are vital for people of all ages and abilities.

While Steinbach has a network of recreationally oriented multi-use paths, there are few facilities oriented towards commuting via active modes within the city.

1.2 THE PROCESS

The ATP was developed in collaboration with the City of Steinbach through three phases, with comprehensive input and engagement from key stakeholders and the public.



2.0 BACKGROUND AND CONTEXT

2.1 COMMUNITY CONTEXT

2.1.1 COMMUNITY PROFILE

The City of Steinbach is an industrious and vibrant community and regional hub surrounded by prime agricultural land, abundant recreational resources, and many small rural communities. Steinbach has seen extraordinary growth in recent years, with 5-year growth between census counts consistently higher than 10% since 2001 and even exceeding 20% between 2006 and 2011. Steinbach today is the third-largest municipality in Manitoba by population and is rapidly becoming more diverse.

Table 1: Steinbach Population Trends

Year	Population	5-year growth (%)
2001	9,227	8.8%
2006	11,066	19.9%
2011	13,524	22.2%
2016	16,022	16.8%
2021	17,806	11.4%

- In 2001, less than 3% of Steinbach's population was a visible minority. In 2021, the visible minority population had grown to more than 15% of the city's total population.
- In 2001, about 12% of Steinbach's population were immigrants. In 2021, that proportion increased to more than 21%.

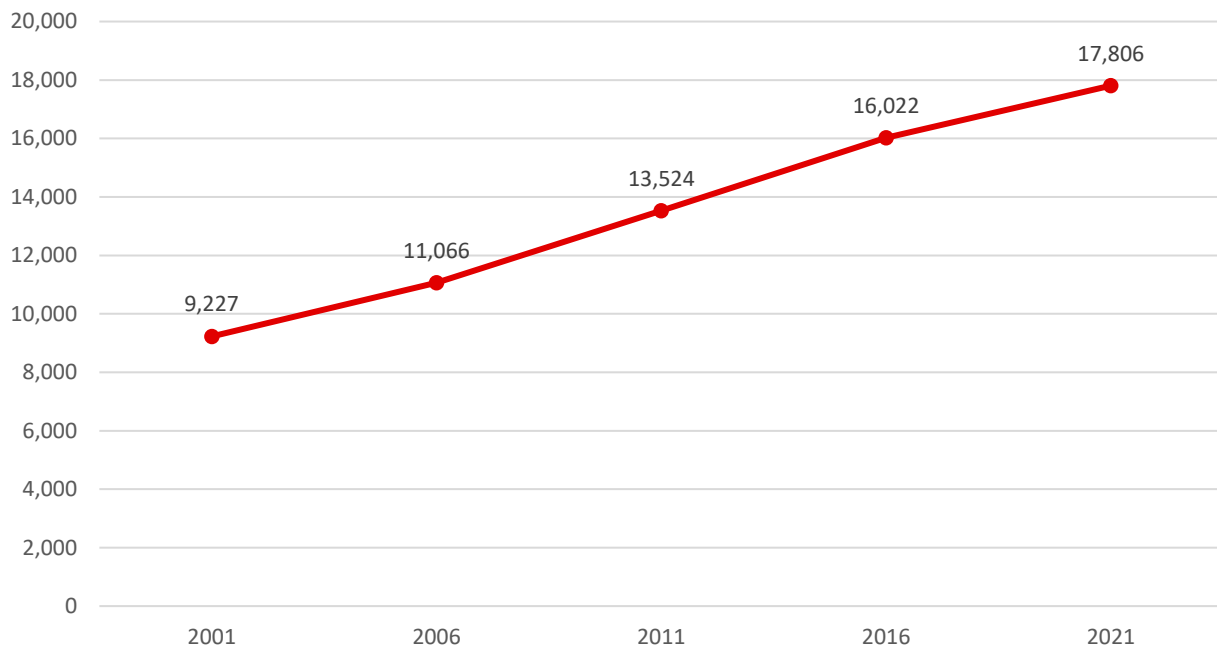


Figure 1: Steinbach Population, 2001 – 2021



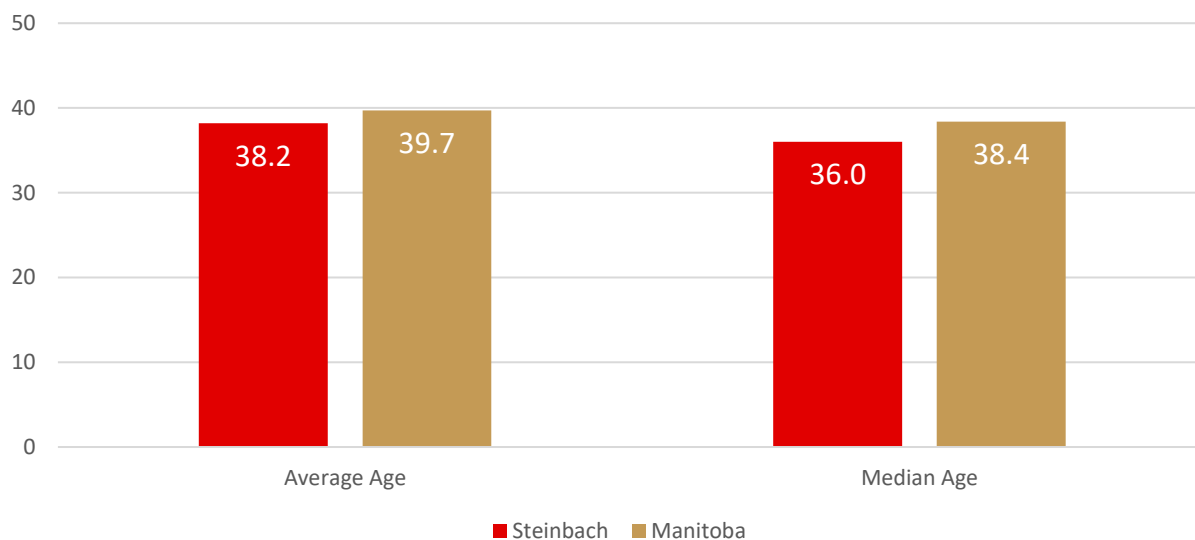


Figure 2: Average and Median Age in Steinbach and Manitoba, 2021

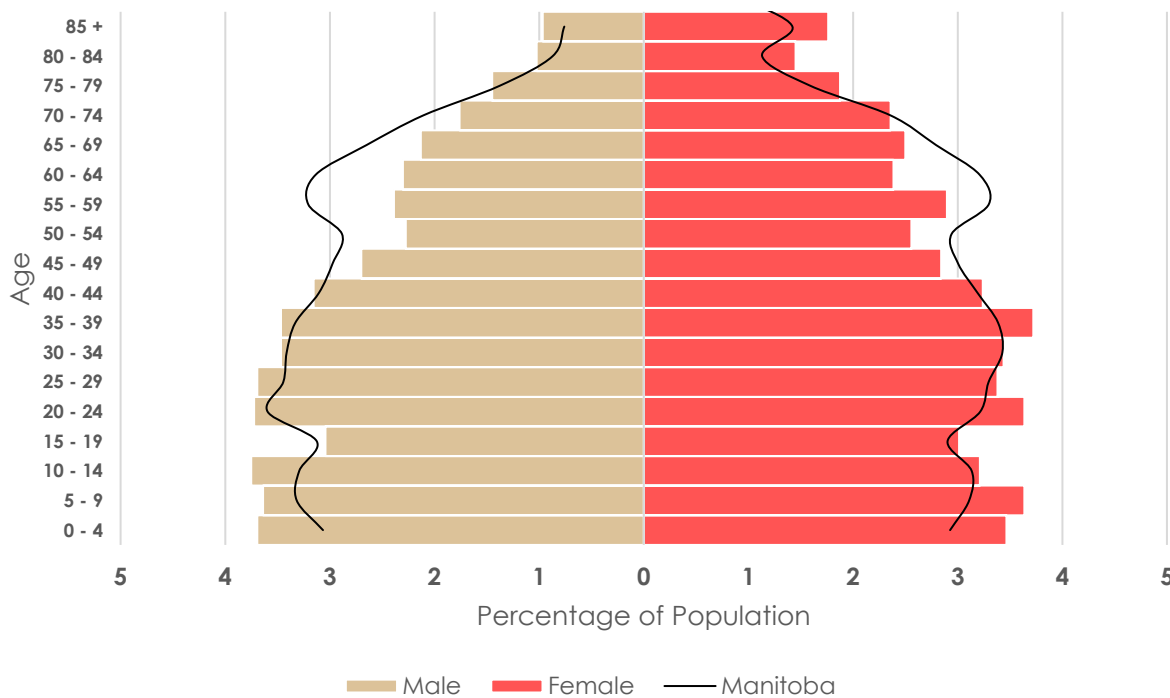


Figure 3: Steinbach Population by Age and Gender, 2021



2.1.2 POLICY CONTEXT

The development of this Plan was informed by Steinbach’s key planning and policy documents that contain pedestrian, cycling, and trail related policies, plans, and goals. These include the city’s Official Community Plan and Zoning By-law.

Table 2: Existing City of Steinbach Policies Supporting Active Transportation

PLAN	YEAR	RELEVANCE
Official Community Plan	2018	<p>2.6(C) “To provide for an interconnected system of natural areas throughout the city.”</p> <p>2.6(F) “To promote active transportation networks that include all forms of human-powered transport such as walking, running, cycling, roller blading and wheelchair use.”</p> <p>2.1.7 Council may request information about the active transportation network when new residential developments are proposed.</p> <p>Central Business District Policies</p> <p>Pedestrian Amenities: Encourages active transportation by providing a safe and convenient pedestrian environment.</p> <p>Parks, Recreation, Open Space and Active Transportation Policies</p> <p>Development Criteria: Establishes area to be dedicated to parks and AT networks and service radii.</p> <p>Natural Waterways: AT networks and connections are encouraged to establish in waterway buffers.</p> <p>Regional Active Transportation Network: Protects areas identified for future AT infrastructure, as identified on a reference map.</p>
Zoning By-law	2018	<p>Pg 69 – bike racks are a permitted projection</p> <p>Pg 74 – Parking Requirements - The owner must provide one lockable bicycle space per 20 required automobile parking spaces (Not less than two lockable spaces). Required bicycling parking must be located with convenient access to major building entrances.</p> <p>Pg 100 – 212.1(a) – Commercial/industrial/institutional development over 50K sq ft must comply: “Pedestrian and bicycle paths and pathways must be developed where indicated in the City’s adopted path and pathway plan and policies. Paths and pathways must be designed and constructed to the City of Steinbach standards”.</p>
Standard Design and Construction Specifications	2024	<p>D.3 – 11 Walkways should be provided to facilitate pedestrian movement to and from proposed transit routes, commercial areas, institutional areas, parks, etc.</p> <p>D.3 - 13 Sidewalk are to be provided on both sides of streets classified as arterials or collectors.</p> <p>D.3 - 14 Sidewalks are to be provided on one or both sides of streets classified as local if any one of the following warrants is met:</p> <p>a) Land uses adjacent to the street are expected to generate high pedestrian and vehicular volumes; e.g. schools, commercial areas, multiple family dwellings, recreational areas, etc.</p> <p>b) There is a potential accident or safety problem(s) related to pedestrians.</p> <p>c) There is a need for sidewalk(s) to provide sidewalk continuity, safe routes to schools, commercial areas, transit routes, etc.</p>



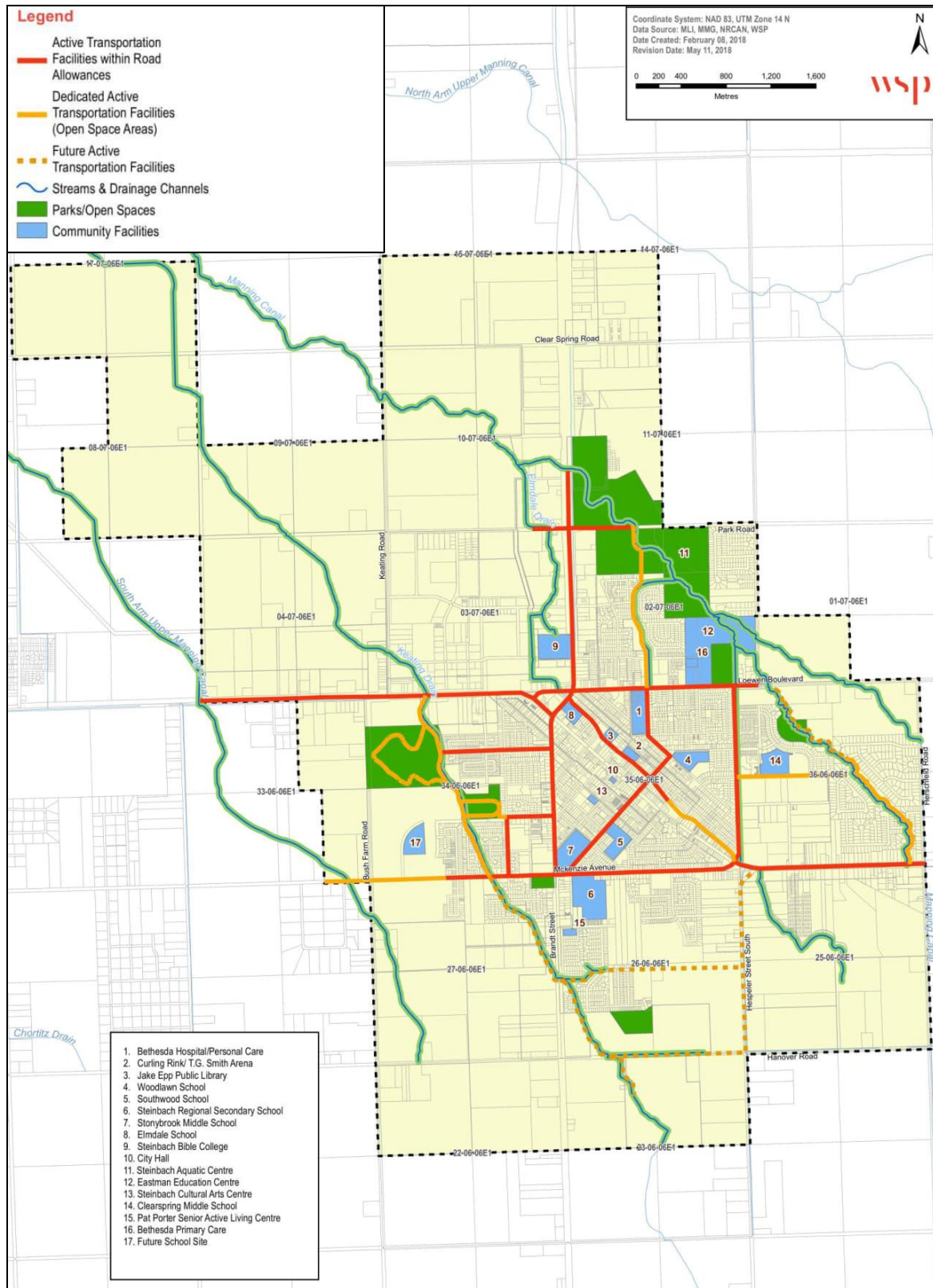


Figure 4: 2018 Official Community Plan - Active Transportation Network



2.1.3 EXISTING TRAVEL MODES

According to the 2021 Census, 7.1% of Steinbach residents travel to work on foot or by bicycle. Roughly 91% commute by car, either as a driver (81.5%) or a passenger (9.3%), while another 2% commute via another mode of transportation. Since 1996, the proportion of residents commuting to work as a driver has increased, while the proportion of Steinbach residents who walk or bike has decreased. The proportion of residents who commute as a passenger has remained relatively stable.

As of 2021, more than half of Steinbach residents commute less than 15 minutes to work. These relatively short commuting distances make the potential for active transportation trips high for roughly half of the working population.

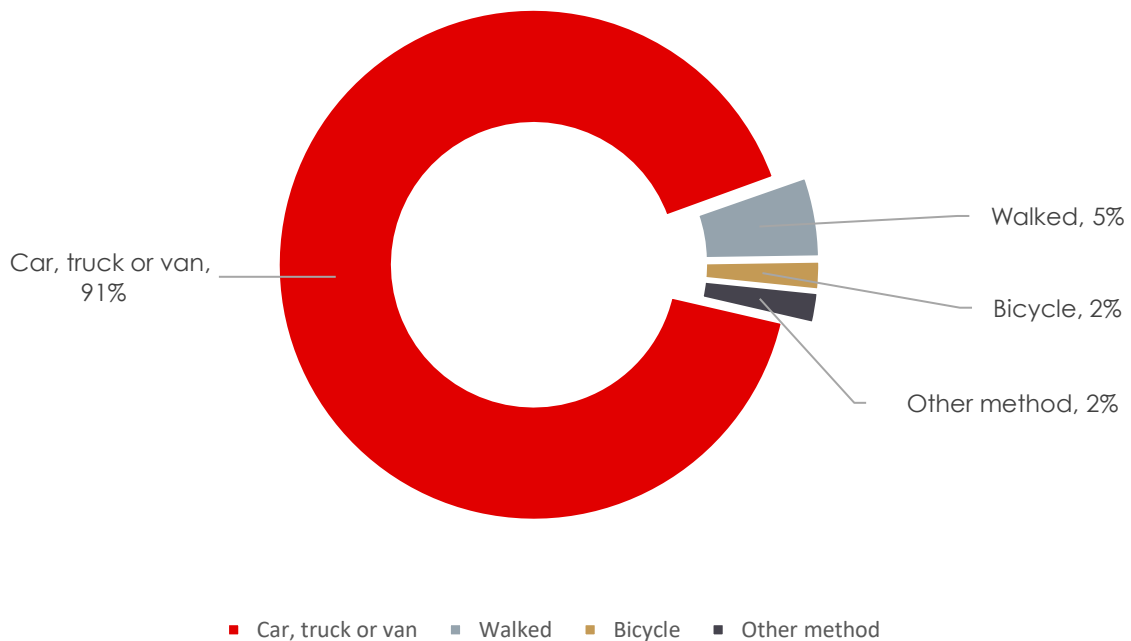


Figure 5: Mode of Travel to Work, 2021



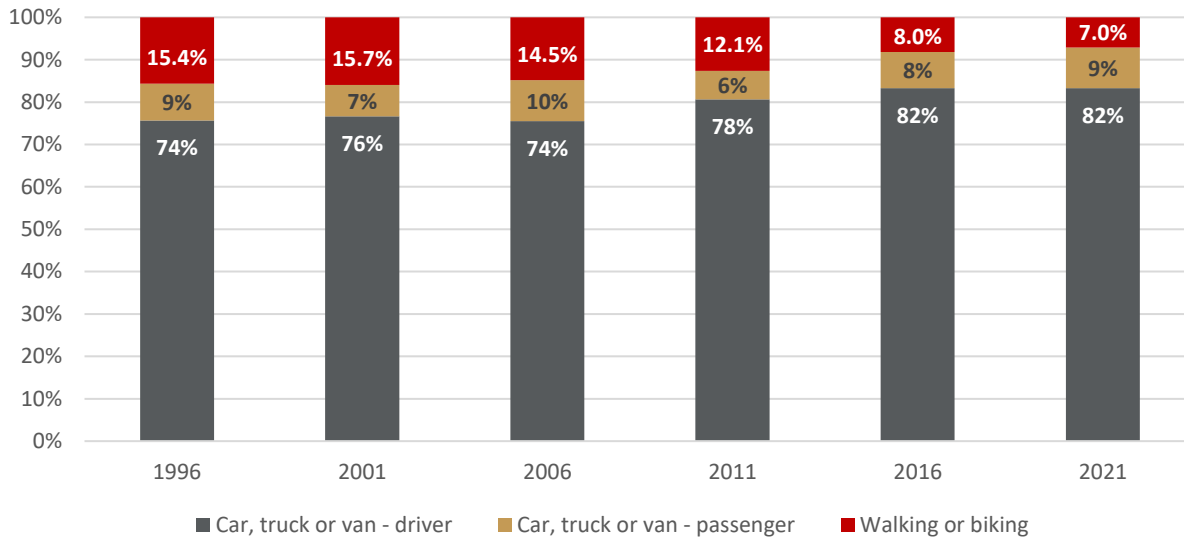


Figure 6: Mode of Travel to Work, 1996 - 2021

2.1.4 THE MARKET FOR ACTIVE TRANSPORTATION

Active transportation, such as walking and cycling, offers significant economic benefits to communities and regions. By reducing dependency on automobiles, active transportation lowers overall transportation costs for individuals and families through decreased fuel expenses, vehicle maintenance, and parking fees. This, in turn, enhances disposable income, which can stimulate local economies as residents spend more on goods and services within their communities.

Additionally, promoting active transportation can increase property values and attract businesses to areas with accessible and safe transportation options, thereby contributing to long-term economic growth and sustainability. Properties located near well-maintained and safe active transportation routes often experience increased desirability among homebuyers and renters who prioritize convenience, health, and sustainability. Studies have shown that proximity to bike lanes and pedestrian-friendly amenities can lead to higher property values, as they enhance neighborhood appeal and quality of life. Furthermore, areas with robust active transportation infrastructure tend to attract a diverse mix of businesses and services, creating vibrant, walkable communities that further boost property values. Investments in such infrastructure also signal local government commitment to sustainable urban development, which can instill confidence among investors and stakeholders, driving further economic growth and property appreciation over time. Thus, integrating and expanding active transportation infrastructure not only promotes healthier and more livable communities but also contributes to increased property values and economic vitality.



2.2 EXISTING CONDITIONS

2.2.1 EXISTING TRANSPORTATION NETWORK

The existing transportation network in Steinbach consists of a network of Provincial Highways, collector roads, and local streets with a supporting network of sidewalks, pathways, and designated cycling routes. The highest volume roadways in Steinbach are PTH 52 running east-west and PTH 12 running north-south. PTH 12 hosts the majority of the City's large retail centres and is the primary access point to Steinbach connecting to PTH 12 north of the City. PTH 52 provides a secondary access travelling to/from the west or southeast of Steinbach. PTH 52 doubles as Steinbach's Main Street with an array of commercial and institutional properties along it. McKenzie Avenue, Hespeler Street, and Loewen Boulevard are the major collector streets that connect the "old" central area of Steinbach and the newer developments areas to PTH 12 and PTH 52. A map of road classifications is illustrated in Figure 7.

The central area of Steinbach has a robust sidewalk network, with sidewalks on the majority of streets. Many of the newer areas of the City either currently have no sidewalks or only have sidewalks on the collector streets. The City anticipates the addition of sidewalks in much of the new development areas, but City policy is to complete the sidewalk network in a new development following buildout of the majority of the development to avoid construction damage. The developer cost-shares the sidewalks and the City includes the planned sidewalks in the long-term capital plan as future projects.

The existing cycling infrastructure in the City consists primarily of off-street facilities consisting of multi-use pathways/trails, primarily through the City's parks and green spaces and along PTH 12. There are a few on-street facilities consisting of sharrows and/or painted bike lanes. The City has identified four recreational loops and four linear routes as seen on the "Walk, Run, Cycle Steinbach" map in Figure 8.



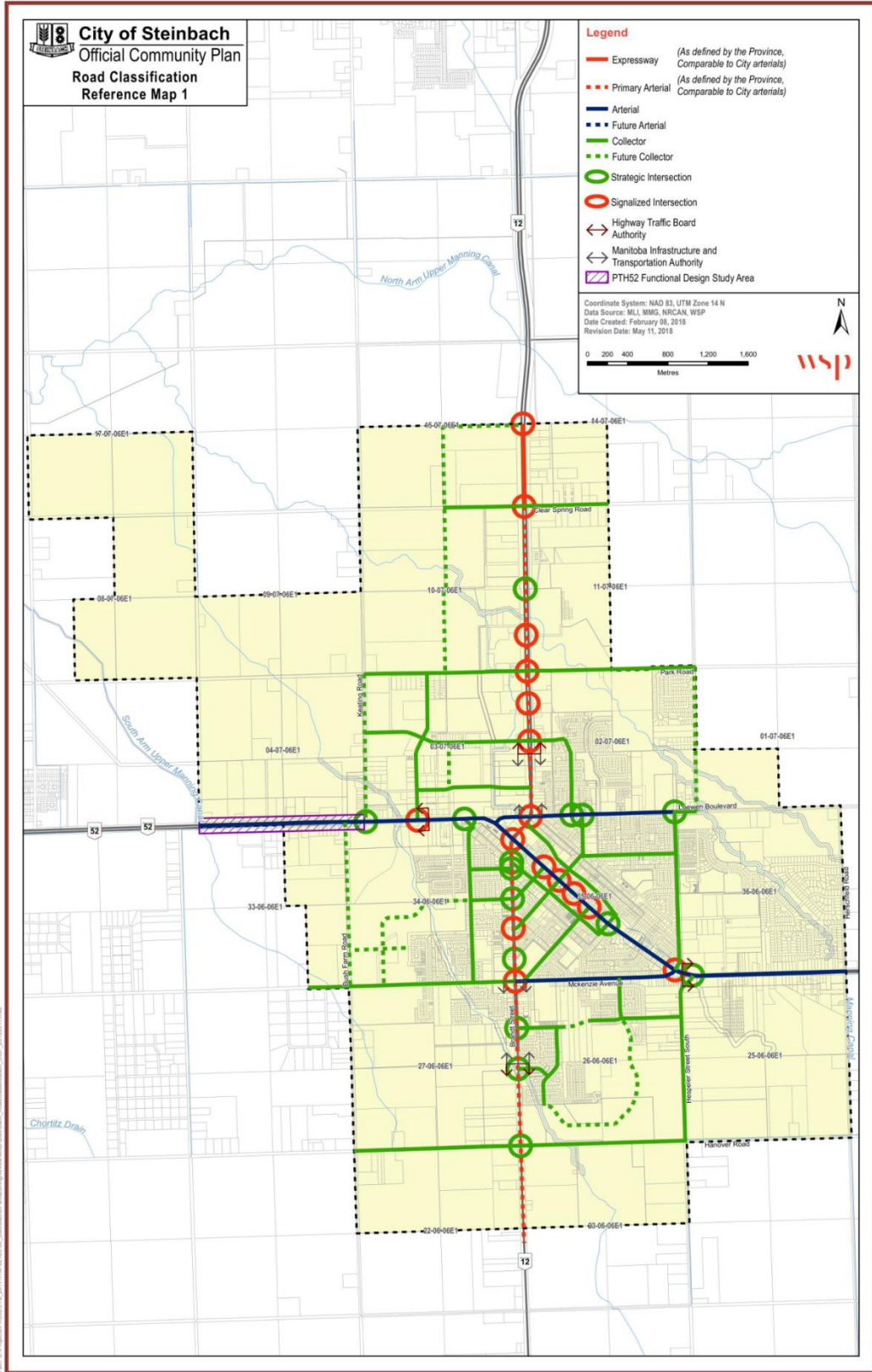


Figure 7: 2018 Official Community Plan - Road Classifications



WALK, RUN, CYCLE Steinbach



Figure 8: Existing Steinbach Active Transportation Routes



3.0 VISION AND GOALS FOR THE PLAN

3.1 VISION STATEMENT

“To maintain and promote a safe, affordable, environmentally-responsible community that prides itself on sustainable growth, a diverse economy and being an inclusive, generous community.”

3.2 GOALS

Setting goals in an active transportation plan is crucial for several reasons:

Direction and Focus: Goals provide a roadmap for what the plan aims to achieve, helping to prioritize actions and allocate resources effectively. They ensure that efforts are aligned with the overarching vision and objectives of the plan.

Measurable Progress: By establishing specific targets, goals allow for the monitoring and evaluation of progress over time. This helps in assessing whether the plan is on track and making necessary adjustments to stay aligned with the desired outcomes.

Accountability: Clearly defined goals hold stakeholders accountable for their roles in implementing and supporting the plan. They provide benchmarks against which success can be measured and ensure that all parties are working towards common objectives.

Motivation and Engagement: Goals inspire and engage community members, policymakers, and partners by demonstrating commitment to tangible improvements. They encourage participation and support by highlighting the benefits and impact of the plan.

Communication: Goals serve as a tool for communicating the plan’s purpose and progress to the public and other stakeholders. They provide a clear narrative about what is being achieved and why it matters, fostering transparency and trust.

Goals transform the vision into actionable steps and provide a framework for achieving meaningful and lasting improvements in transportation and community well-being.

The goals for the Active Transportation Plan have been identified and are as follows

- Expand the active transportation network to connect all residential areas to key destinations (e.g., schools, parks, commercial centers).
- Increase the percentage of residents who use active transportation (walking or biking) for daily trips.

These goals aim to drive progress in enhancing safety, promoting health, and increasing connectivity in the community’s active transportation network.

3.3 STRATEGIES

To implement the active transportation plan and achieve the above goals requires a comprehensive approach that addresses the unique needs and challenges of the community. The following strategies outline targeted actions and initiatives designed to support the goals of the Active Transportation Plan. These strategies will help guide the development and implementation of infrastructure, programs, and



policies that prioritize safety, encourage healthy lifestyles, and build a connected and resilient community.

Infrastructure

Expand the network: Ensure new developments and new infrastructure projects are considering connections to the existing active transportation network to increase connectivity and expand the network.

Pedestrian Crossings: Upgrade and add new pedestrian crossings with appropriate safety features, such as high-visibility markings and appropriate crossing control.

Bicycle Infrastructure: Develop dedicated active transportation facilities that are physically separated from vehicular traffic

Signage and Lighting: Consider road signage and street lighting at key intersections and crossings

Landscape Enhancements: Incorporate features like tree plantings and/or solar lighting into new projects to enhance environmental benefits and beautification. Explore opportunities to use permeable pavements and recycled materials in the construction of active transportation infrastructure.

Rest Areas: Create well-designed rest areas along popular routes to enhance user comfort and encourage longer journeys.

Accessibility

Adopt Standards: Consider implementing industry standards such as ramps, tactile warnings, or lighting for new or redeveloped active transportation infrastructure.

Upkeep: Regularly maintain and inspect infrastructure to prevent hazards such as uneven surfaces or blocked pathways.

Community Engagement

Public Involvement: Facilitate community engagement to gather feedback and involve residents in the planning and implementation of active transportation projects.

Digital Tools: Develop online tools and resources, such as interactive maps and route planners, to provide residents with easy access to information about the active transportation network.

Wayfinding: Continue to provide up-to-date signage and route maps online and at key junctions of the active transportation network.

Partnerships and Collaboration

Local Organizations: Engage with other orders of government, local businesses, community groups, and non-profits to support active transportation initiatives and secure funding or resources. Work with the community to promote active transportation and drive policy changes that support the development of connected transportation options.



4.0 NETWORK CONFIGURATION OPTIONS

4.1 FACILITY TYPES

Selecting the right active transportation facility is essential for creating a safe and convenient environment for pedestrians and cyclists. Motor vehicles speeds and volumes are a primary consideration when determining the appropriate facility type. The higher the vehicle speeds and the higher the volumes of traffic, the more separation and protection is needed for a cycling facility to be safe and comfortable for users. On streets with low traffic volumes and/or low traffic speeds, separated cycling facilities may not be necessary to provide a safe and comfortable environment, however interventions may be needed to ensure that traffic speeds and volumes are low.

Other considerations include the connections to and continuity of adjacent facilities. Active transportation facilities should be easily accessible and well-connected to key destinations such as residential areas, schools, workplaces, and recreational areas. By providing a comprehensive network of bicycle facilities, it encourages more people to choose cycling as a mode of transportation, leading to reduced congestion and improved air quality.

A continuum of bicycle facilities is shown in **Figure 9**, illustrating the variance in level of comfort for the cyclist. The comfort of a cyclist has an inverse relationship with traffic volumes and traffic speeds, which are generally the key deciding factors in the selection of bicycle facilities for a specific corridor. An example of a facility selection tool from the Transportation Association of Canada's (TAC) Geometric Design Guide (2017) is illustrated in **Figure 11**.



Figure 9: Continuum of Bicycle Facilities

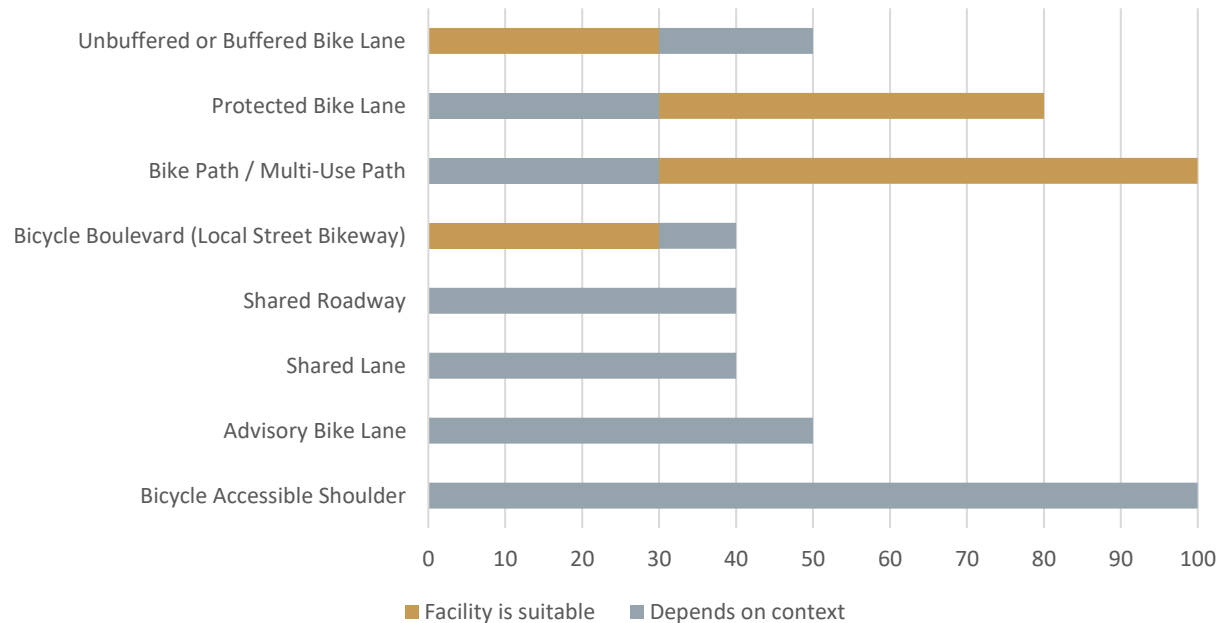


Figure 10: TAC Geometric Design Guide – Bicycle Facilities, By Posted Speed

Community engagement and feedback should also be considered in the facility selection process. Consulting with local residents, cyclists, and other stakeholders helps to understand their needs and preferences, ensuring that the chosen facility aligns with the community's vision for cycling infrastructure and provides a balance with the other infrastructure requirements of the City.

4.1.1 SHARED STREETS

Shared streets, also known as local street bikeways, neighborhood greenways or bicycle boulevards, are cycling facilities on local streets that are designed to enhance bicycle travel within residential areas. These bikeways aim to provide safe and convenient routes for cyclists, while also minimizing conflicts with motor vehicle traffic. Shared streets are generally considered on streets with low traffic volumes (<1,500 vehicles per day) and/or low traffic speeds (30 km/h). These metrics are based on industry research of thresholds that provide adequate user comfort and perceived safety to attract potential users to the facility. The main goal of shared streets is to create a more pleasant and secure environment for active transportation users, making it easier for people to walk and bike without the stress of navigating heavy traffic. Finding a balance between vehicle access and active transportation user comfort is key to creating an attractive environment to promote the use of active transportation. Every street is unique and varying levels of improvements may be needed in order to create a comfortable and attractive environment for active transportation users.

Shared streets feature design elements that create a comfortable and low-stress environment for cyclists. Some common features of shared streets include:

- Intersection Improvements:** To enhance safety at intersections, shared streets may have traffic signals with bicycle-specific features, such as advanced stop lines or bike boxes. These features give cyclists priority and improve their visibility to motorists. Other intersection improvements include painted crosswalks, crosswalks with rapid repeating flashing beacons (RRFBs), and pedestrian corridors, all of which improve pedestrian and cyclist safety at major intersections or crossing points.



- **Wayfinding and Signage:** Clear signage and wayfinding markers are often installed along local street bikeways to guide pedestrians and cyclists and indicate the preferred route. This helps cyclists navigate through residential areas and connect to other cycling infrastructure or destinations.
- **Traffic Calming:** Speed humps, raised crosswalks, or chicanes to slow down motor vehicle traffic and create a safer environment for cyclists.
- **Traffic Diversion:** In some cases, shared streets may incorporate traffic diversion, such as traffic barriers or one-way streets, to discourage through-traffic and prioritize local access for residents and cyclists.



Figure 11: Example of Traffic Calming Infrastructure

Table 3: Shared Streets Design Guidance (TAC Geometric Design Guide, 2021)

ITEM	INDUSTRY STANDARDS	NOTES
Traffic Speeds	Maximum: 40 km/h Preferred: 30 km/h or less	<ul style="list-style-type: none"> • Speeds up to 40 km/h are considered acceptable if traffic volumes are 1,000 veh/day or less.
Traffic Volumes	Maximum: 2,500 veh/day Preferred: 1,500 veh/day	

4.1.2 MULTI-USE PATHWAYS

A multi-use pathway refers to an off-street pathway that accommodates multiple modes of non-motorized transportation, such as pedestrians, cyclists, skaters, and joggers. These pathways provide a safe and convenient space for active transportation and recreation.

Key characteristics of multi-use pathways include:

- **Shared Space:** Multi-use pathways are designed to be shared by different user groups, allowing pedestrians, cyclists, and other non-motorized users to coexist in a single corridor. The pathways are wide enough to accommodate various modes of transportation comfortably.
- **Surface and Width:** Multi-use pathways can be constructed using various materials, such as asphalt, concrete, or compacted gravel, depending on the context.
- **Separation from Motor Vehicles:** One of the primary purposes of multi-use pathways is to provide a safe and separated space away from motor vehicle traffic. They are often located away from roadways or have physical barriers, such as curbs or landscaping, to create a distinct separation.
- **Signage and Markings:** Multi-use pathways typically have signage and markings to guide users and indicate appropriate usage. This can include signs indicating right-of-way, speed limits, directional arrows, and designated areas for specific activities.
- **Accessibility:** Multi-use pathways are designed to be accessible to users of varying abilities. They often incorporate features such as tactile indicators to accommodate individuals with disabilities or mobility aids.
- **Amenities:** Along multi-use pathways, amenities may be provided to enhance user experience and convenience. These can include rest areas, benches, water fountains, bike racks, and lighting for safety during low-light conditions.

Multi-use pathways are commonly found in parks, urban areas, suburban neighborhoods, and recreational areas.

Table 4: Multi-Use Pathways Design Guidance

ITEM	INDUSTRY STANDARDS	NOTES
Multi-Use Pathway Width	Min: 2.5 m Preferred: 3.5 – 4.5 m	<ul style="list-style-type: none"> • 2.5m acceptable in constrained locations • 4.5m width allows for 3.0m painted bikeway and 1.5m painted walking path





Figure 12: Multi-Use Pathways

4.1.3 TRAILS

Trails refer to pathways or routes that are designed and designated for recreational activities, outdoor exploration, or transportation on foot, bicycle, or other non-motorized means. Trails can be found in a variety of settings, including urban areas, parks, forests, mountains, and rural landscapes. They provide opportunities for individuals to connect with nature, engage in physical activity, and explore the outdoors. Trails come in different types and may serve specific purposes or cater to particular user groups. Here are some common types of trails:

- **Hiking Trails:** These trails are primarily designed for pedestrians and hikers. They vary in difficulty, ranging from easy and well-groomed paths suitable for beginners to rugged and challenging routes for experienced hikers. Hiking trails often lead to scenic viewpoints, natural landmarks, or points of interest.
- **Biking Trails:** Biking trails are specifically designed for cyclists and mountain bikers. They can range from paved paths suitable for casual riders to single-track trails with technical features for more experienced riders. Biking trails may be found in parks, forests, or dedicated biking areas.
- **Multi-Use Trails:** Multi-use trails accommodate various activities and users, such as pedestrians, cyclists, and equestrians. These trails typically have wider paths to accommodate different modes of transportation and may include specific design features to ensure safe interactions among users.
- **Nature Trails:** Nature trails are designed to provide an educational and interpretive experience by highlighting the natural features, flora, and fauna of an area. They often have informative signage, observation points, or guided tours to enhance visitors' understanding and appreciation of the environment.

- **Urban Trails:** Found in urban areas, urban trails provide opportunities for pedestrians and cyclists to navigate through the city, connect parks, waterfronts, or neighborhoods. These trails often promote active transportation and provide alternative routes for commuting or leisure activities.

Trails offer numerous benefits, including physical fitness, mental well-being, access to nature, environmental education, and recreational opportunities.

Table 5: Trails Design Guidance

ITEM	INDUSTRY STANDARDS	NOTES
Trail Width	2.5 – 3.5 m	



Figure 13: Unpaved Trails

4.2 PROPOSED NETWORK EXPANSION

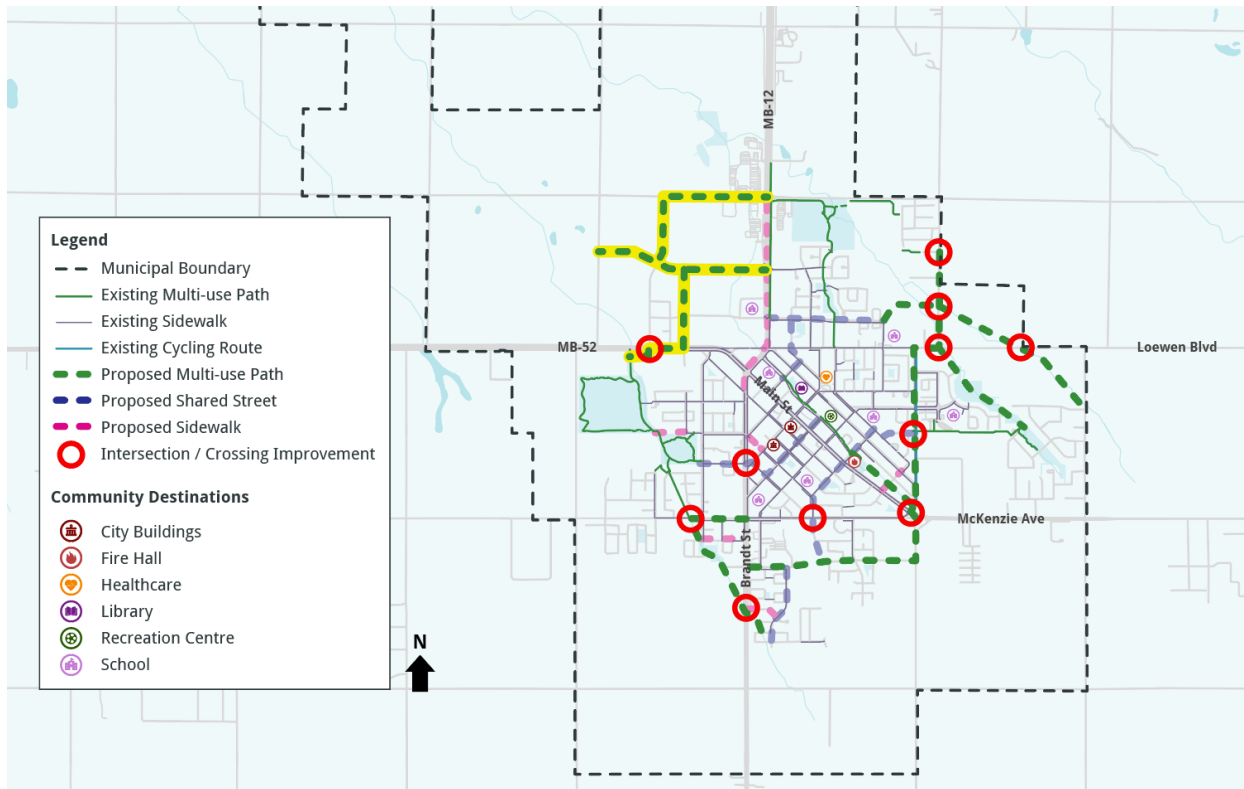
The improvement of the active transportation network in Steinbach aims to enhance connectivity between existing trails. By linking the current network of urban trails, the city can create a more cohesive and accessible system that encourages walking, cycling, and other forms of active transportation. This not only facilitates easier and safer movement for residents and visitors alike but also supports the city's goals of aligning the network to service key destinations and enhancing overall quality of life.

One of the primary focuses of the expansion will be to bridge the gaps between existing trails, increasing the level of interconnectivity between all parts of the City. This will involve constructing new trail segments and upgrading existing ones to align with industry standards through future renewal projects. By doing so, Steinbach can accommodate a variety of users, from pedestrians and cyclists to families with strollers and individuals with mobility devices.

In addition to connecting trails, the network expansion will prioritize linking these pathways to important community destinations, such as parks, schools, and commercial areas. This strategic approach aims to make active transportation an appealing and viable option for daily commutes, errands, and recreational outings.



4.2.1 LUND ROAD – ACRES DRIVE – INDUSTRIAL ROAD – PARK ROAD WEST



Facility Description

Asphalt multi-use pathway in the boulevards along North Front Dr between Industrial Road and Lund Road, Lund Road from North Front Drive to Acres Drive, Acres Drive from PTH 12 to Keating Road, Industrial Road from Acres Drive to Park Road West, and Park Road West from Industrial Road to PTH 12.

Key Connections

This section of the proposed network provides access to the northwest quadrant of Steinbach. There are two tie-in points to the multi-use path along PTH 12 at Acres Drive and Park Road West. There is also a connection to the multi-use path running beside the Soccer Park and a critical connection across PTH 52 at Industrial Road. This network extension would provide improved access to businesses along Industrial Road and Acres Drive, to Clearspring Centre, and to the new development occurring along Park Road West. The other future planned residential developments in the area will continue to add to the need for these pathways in the area.

Timeframe

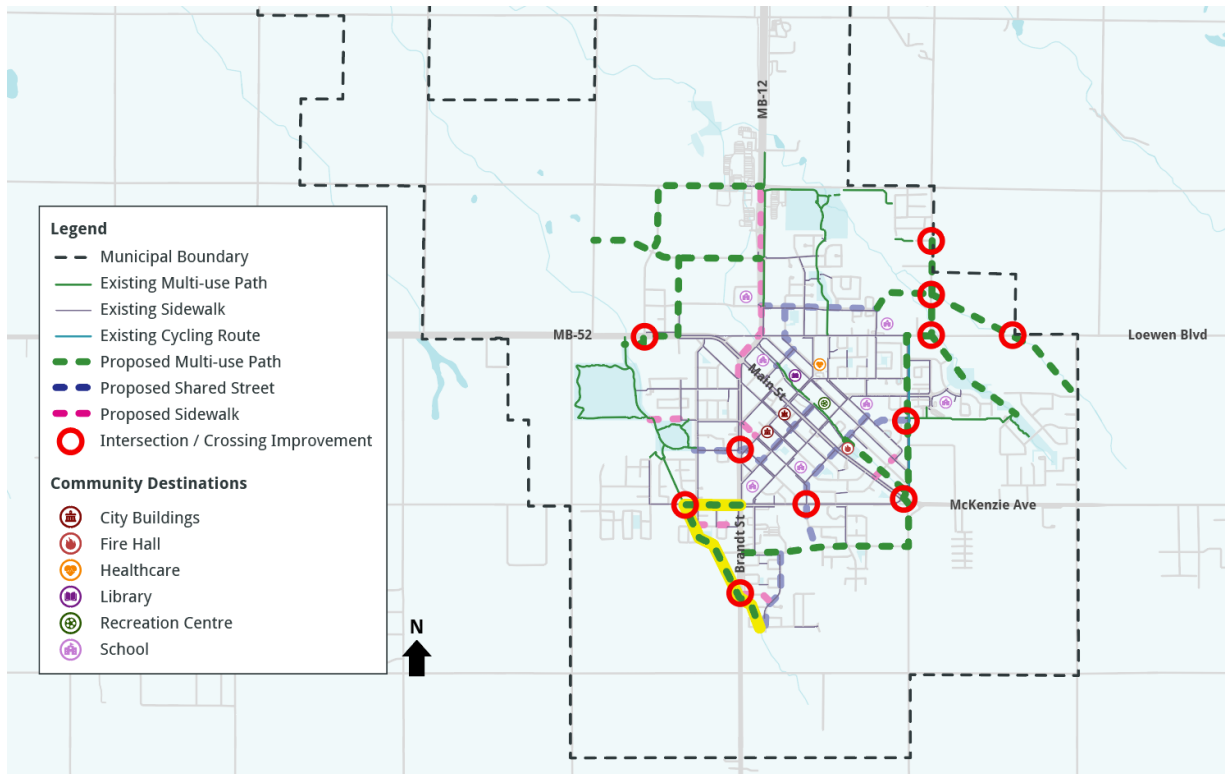
This section of the active transportation network is anticipated to be completed in the **medium term**. The following network components will require further investigation prior to detailed design and construction:

- Enhanced active transportation crossing of PTH 52 at Industrial Road
- Connection between Millwork Drive and Acres Drive along Lund Road

No private property is required.



4.2.2 SOUTHWEST DRAINAGE CHANNEL



Facility Description

Asphalt multi-use pathway at top of bank along drainage channel connecting from McKenzie Avenue across PTH 12 at Madison Drive, and continuing to Clearwater Avenue. Also included is an asphalt multi-use pathway from the drainage channel to PTH 12 along McKenzie Avenue. This pathway will enhance recreational activity in this area of the City and provide access from the southern residential area to LA Barkman Park.

Key Connections

This section of the proposed network provides access to the southwest quadrant of Steinbach. There are connections to the following active transportation routes and other streets:

- Existing multi-use pathway to LA Barkman Park at McKenzie Avenue
- Coral Crescent
- Madison Drive and Clearwater Avenue
- PTH 12 via McKenzie Avenue

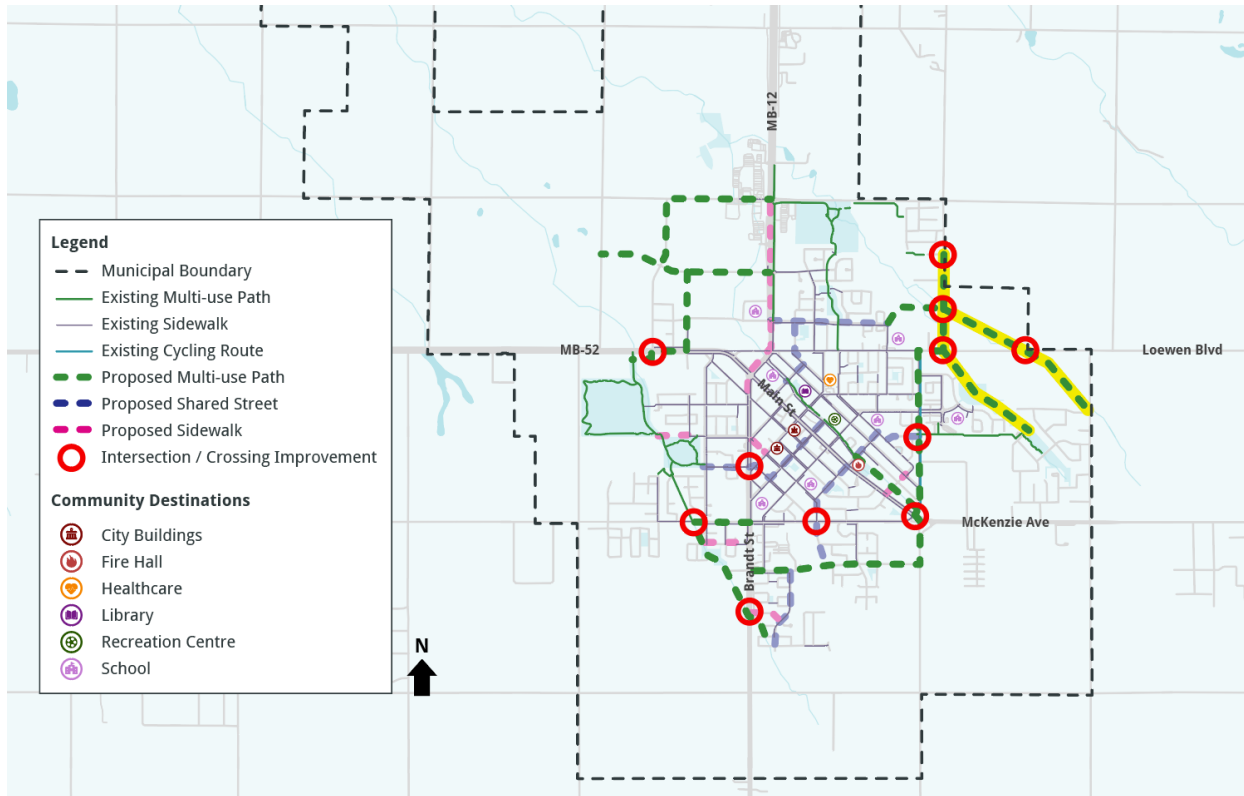
Timeframe

This section of the active transportation network is anticipated to be completed in the **long term**. The following network components will require further investigation prior to detailed design and construction:

- Active transportation crossing of McKenzie Avenue
- Active transportation crossing of PTH 12 at Madison Drive (future signalized intersection)
- Acquisition of private property as part of land development



4.2.3 NORTHEAST DRAINAGE CHANNEL – OLD TOM ROAD



Facility Description

Multi-use pathway at top of bank along the drainage channels in the Deerfield Estates region, extending from Deerfield Trail to Loewen Boulevard and from Hirschfield Road to Old Tom Road. Asphalt multi-use pathway along the east side of Old Tom Road, crossing Old Tom Road at a future intersection at the approximate extension of Stone Bridge Crossing and at Lionsgate Drive. An asphalt multi-use pathway through property north of Red River College (RRC) and Steinbach Heritage Cemetery extending to Stone Bridge Crossing.

Key Connections

This section of the proposed network provides access to the east and northeast quadrants of Steinbach. It connects to the Deerfield path in the residential area east of Hespeler Street, ties into Stone Bridge Crossing for access west towards PTH 12, and ties into Rams Gate and the Park Road multi-use pathway.

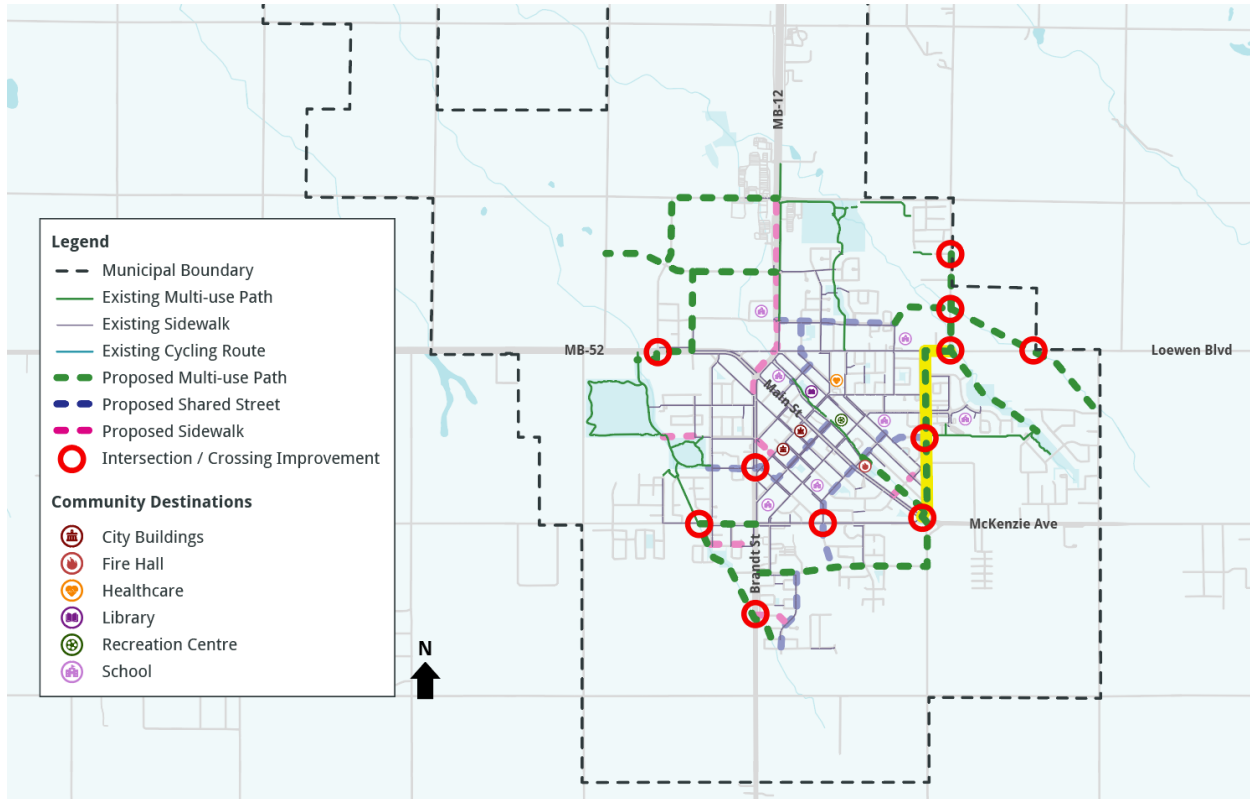
Timeframe

This section of the active transportation network is anticipated to be completed in the **long term**. Development of parts of this section of the network will be developer driven. The following network components will require further investigation prior to detailed design and construction:

- Active transportation crossings of Loewen Boulevard
- Active transportation crossings of Old Tom Road
- Acquisition of private property as part of land development



4.2.4 HESPELER STREET



Facility Description

Multi-use pathway along west boulevard of Hespeler Street through widening of existing sidewalk area.

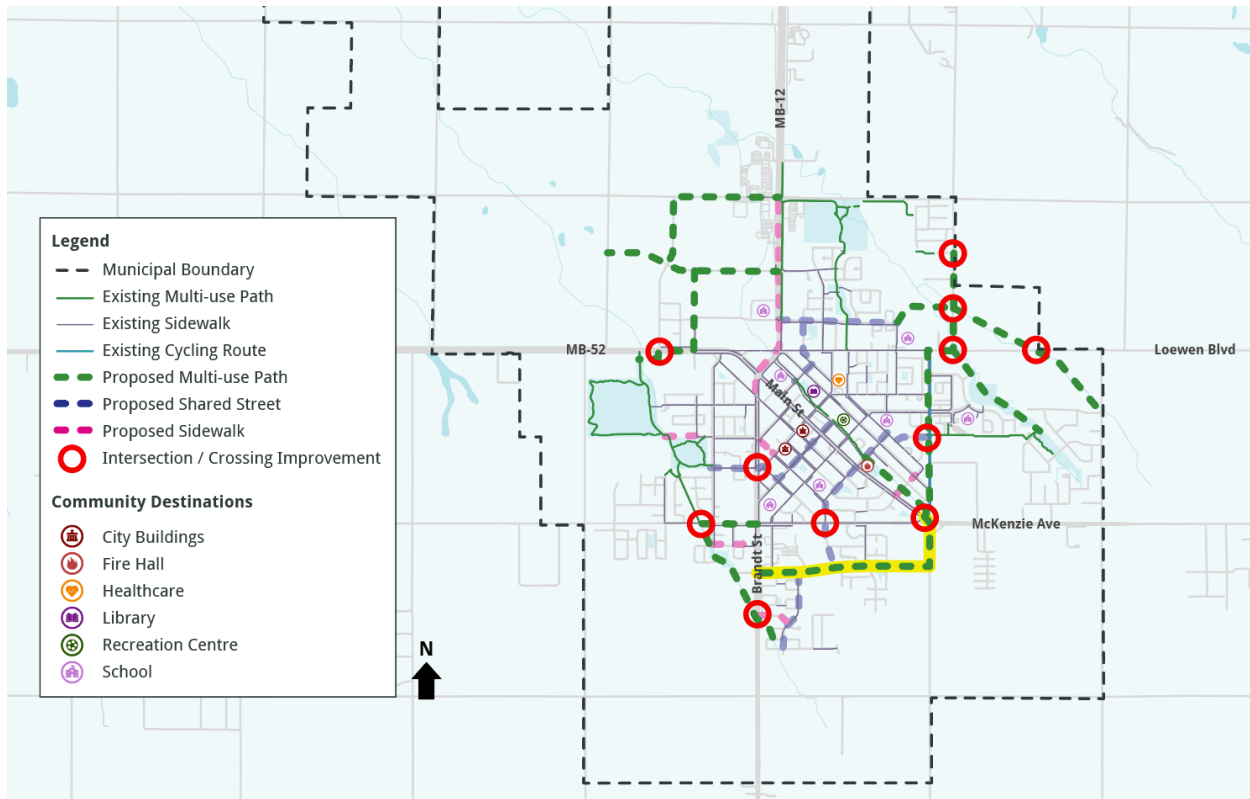
Key Connections

This section of the proposed network provides improved north-south access along the east edge of Steinbach's historic core. There is a tie-in to the existing pathway extending west from Hespeler, to Loewen Boulevard and Old Tom Road in the north, to the proposed Elmdale Extension pathway, and to the proposed Hespeler Street South pathway in the south.

Timeframe

This section of the active transportation network is anticipated to be completed in the **long term**. It may be completed as part of the regular street renewal schedule. The intersection with Main Street will require further investigation prior to detailed design and construction to consider enhanced active transportation crossings.

4.2.5 CHRYSLER GATE – HESPELER STREET SOUTH



Facility Description

Asphalt multi-use pathway along the boulevard of Chrysler Gate and Hespeler Street South from PTH 12 to McKenzie Avenue.

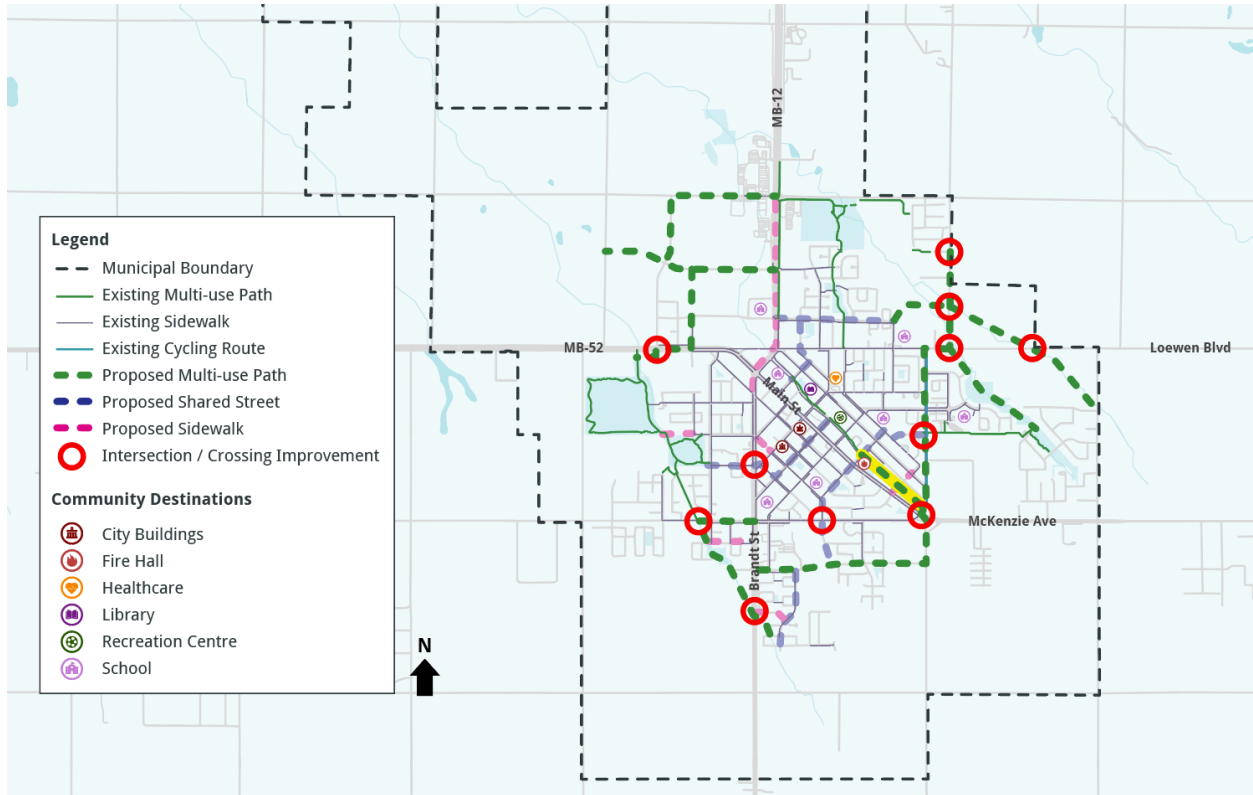
Key Connections

This section of the proposed network provides improved east-west access across the south end of Steinbach. Key connections are made to Steinbach Regional Secondary School (SRSS), between residential areas south of McKenzie Avenue, and to the proposed Hespeler Street multi-use pathway.

Timeframe

This section of the active transportation network is anticipated to be completed in the **long term**. Private property is required in order to connect the two existing residential areas and conversion of existing ditch along Hespeler Street South to land drainage sewer will need to be investigated.

4.2.6 ELMDALE EXTENSION



Facility Description

Multi-use pathway along right-of-way parallel to Main Street.

Key Connections

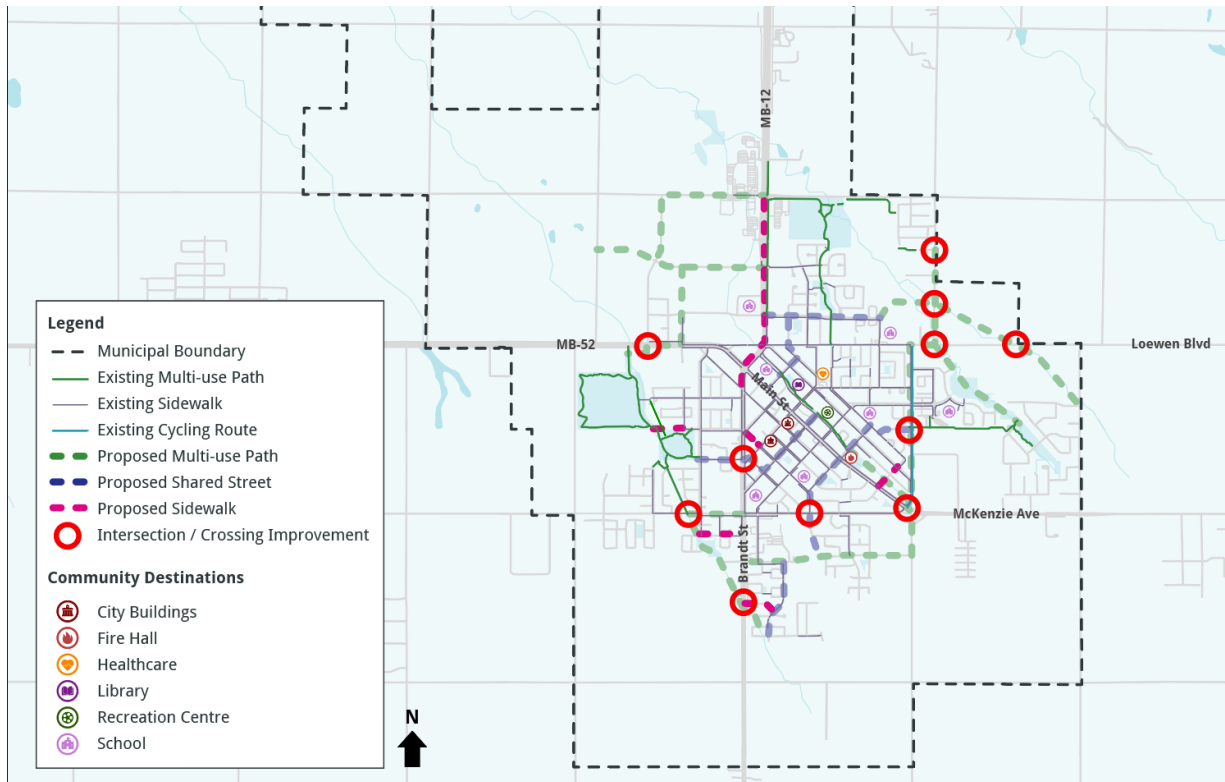
This section of the proposed network provides improved access through the southeast corner of the historic core of Steinbach. It ties into the existing Elmdale Street pathway and connects to the Hespeler Street multi-use pathways.

Timeframe

This section of the active transportation network is anticipated to be completed in the **long term**. Acquisition of private property or easements are required.



4.2.7 PROPOSED SIDEWALK NETWORK



Facility Description

1.5m wide concrete sidewalks within the public right-of-way.

Key Connections

The proposed additions to the existing sidewalk network are intended to close key gaps identified in the pedestrian network and to provide connections to other active transportation facilities, such as multi-use paths. These are priority sidewalk segments only and do not replace the City of Steinbach's existing queue of planned sidewalk projects. Proposed sidewalk extensions include:

- Goosen Avenue from Hanover Street to Main Street
- Third Street from Reimer Avenue to Brandt Street
- Woodhaven Avenue from Lund Road to the Soccer Park pathway
- Coral Crescent from Lilac Bay to Giesbrecht Street
- Madison Drive from South Park Drive to PTH 12
- PTH 12 from Park Road West to First Street
- From Brentwood Drive to the pathway along the drainage channel

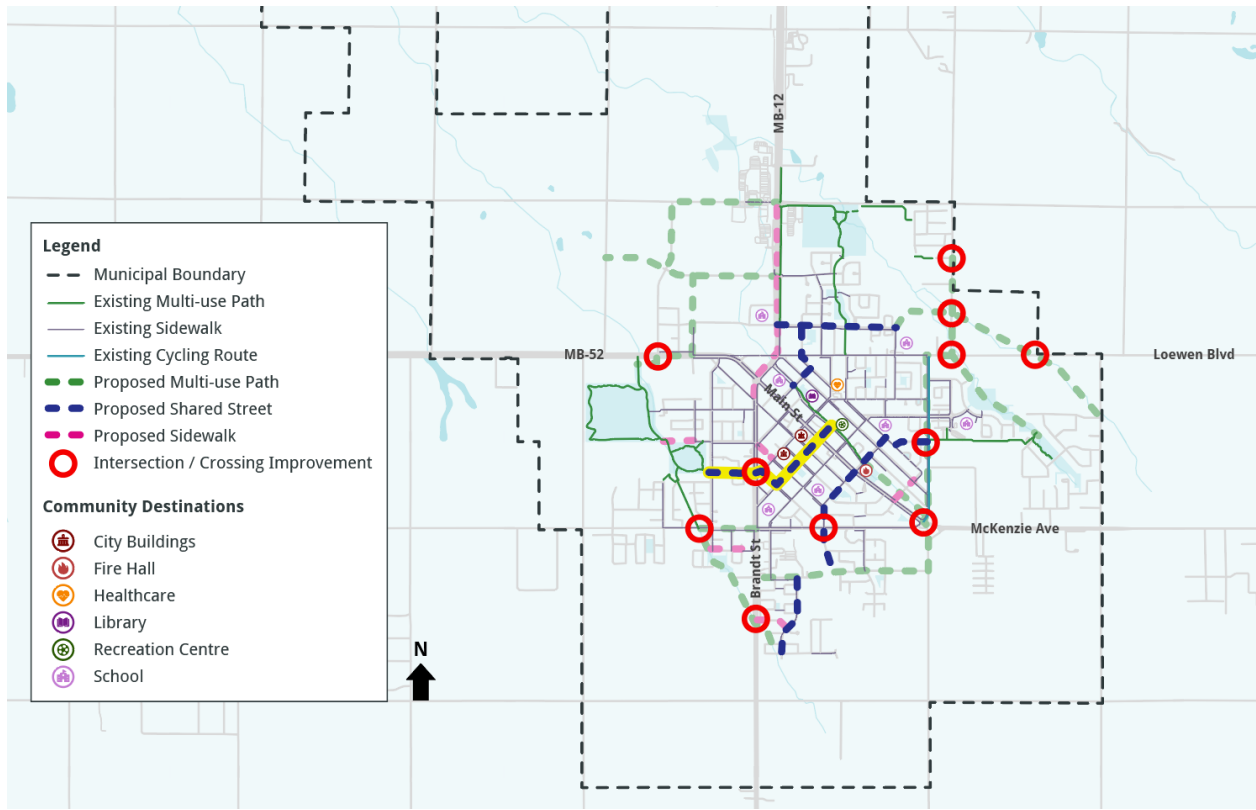
Sidewalks will also be required for key connections to schools, school bus pick-up locations and other segments of the active transportation network in new development areas.

Timeframe

The proposed extension of the sidewalk network is anticipated to be completed in the **medium term**. The timeframes for individual projects mentioned above will be determined according to level of priority, asset renewal timelines, and budget availability.



4.2.8 REIMER – FOURTH – LUMBER



Facility Description

Shared street along Reimer Avenue from Giesbrecht Street to Fourth Street, Fourth Street from Reimer Avenue to Lumber Avenue, and Lumber Avenue from Fourth Street to Elmdale Street.

Key Connections

This shared street connects residential areas in the west of Steinbach to Downtown and Main Street. Connections are provided to LA Barkman Park, Stony Brook Middle School, and the Southeast Event Centre.

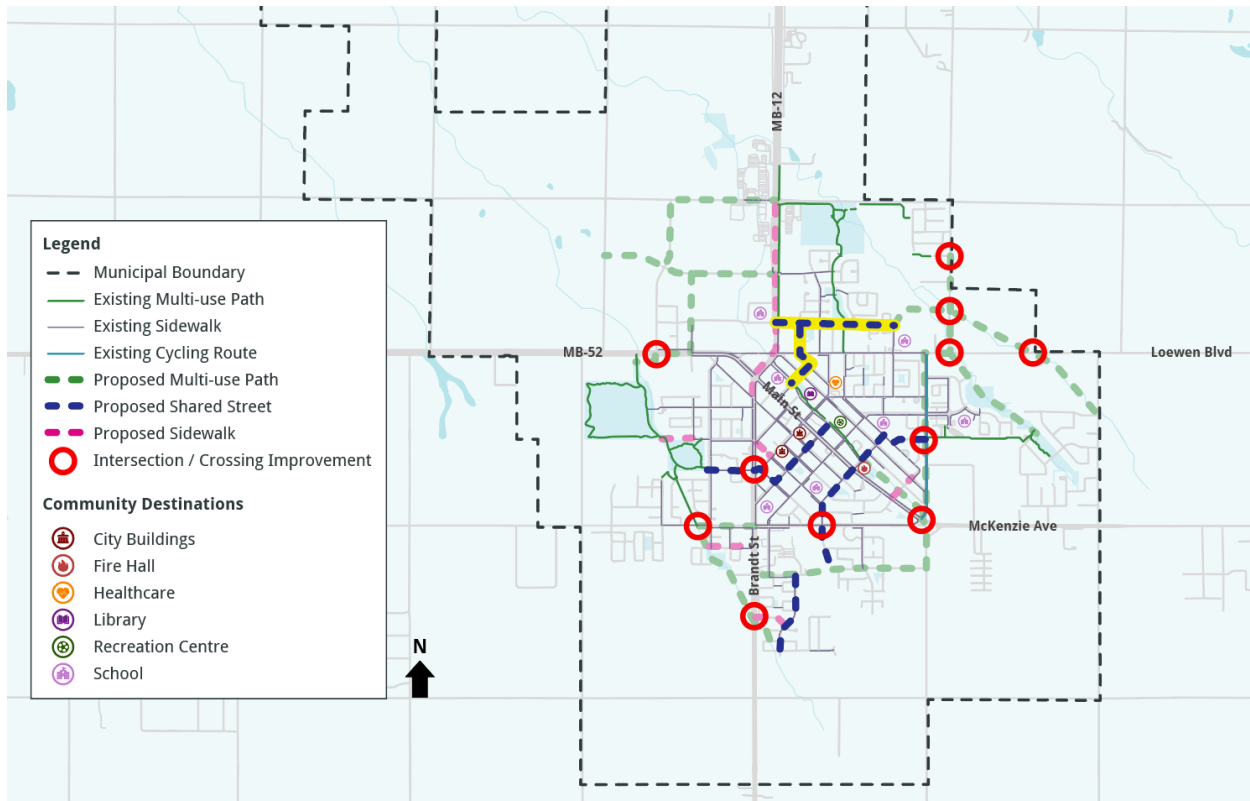
Timeframe

This section of the active transportation network is anticipated to be completed in the **short term**. While there are minimal infrastructure costs expected, the following network components will require further investigation prior to implementation:

- Pavement markings to enhance the active transportation crossing at the existing signalized intersection at Brandt Street
- Pavement markings to enhance the active transportation crossing at the existing signalized intersection at Main Street
- How to mitigate risks of mixed traffic



4.2.9 STONE BRIDGE – HOME – ELM



Facility Description

Shared street along Stone Bridge Crossing from PTH 12 to Heritage Parkway, Home Street from Stone Bridge Crossing to Elm Avenue, and Elm Avenue from Home Street to Elmdale Street.

Key Connections

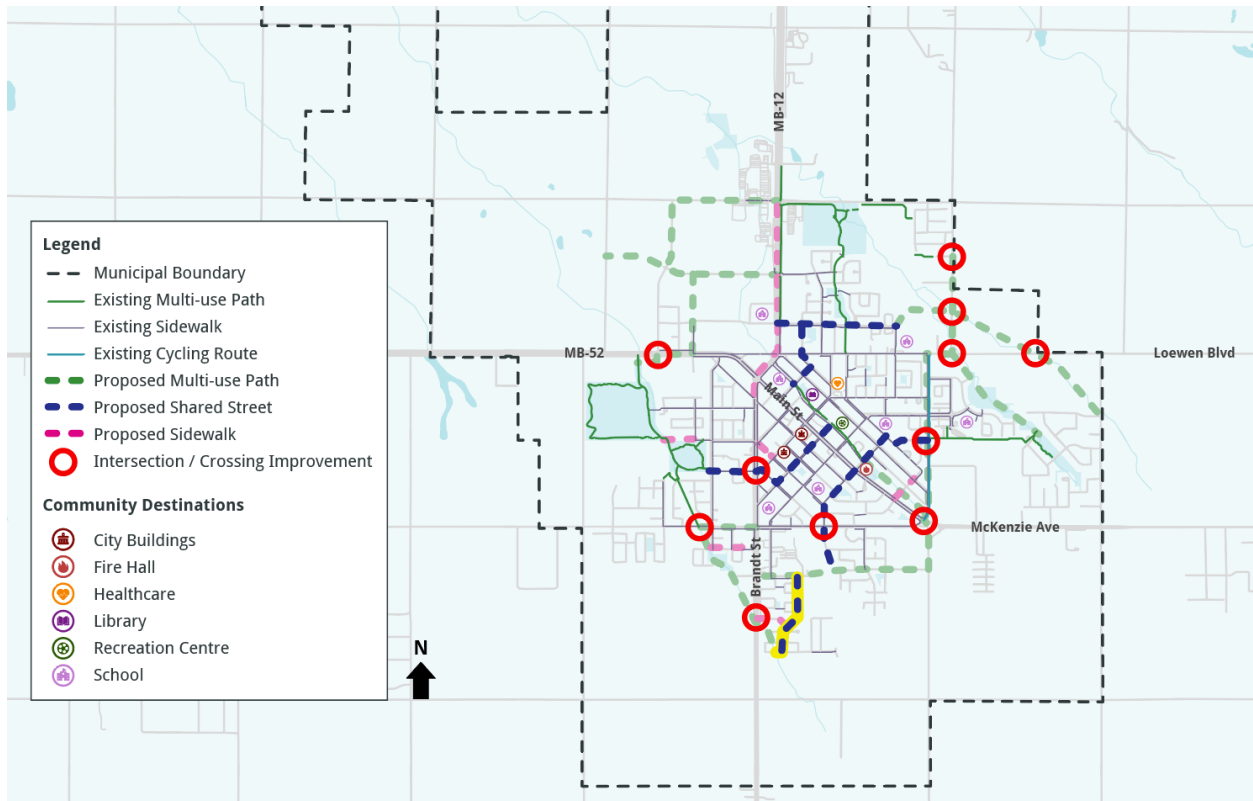
These shared streets connect the existing PTH 12 pathway and proposed Old Tom Road multi-use pathway to Downtown Steinbach, including connections to the residential areas in the north of Steinbach and Bethesda Regional Health Centre.

Timeframe

This section of the active transportation network is anticipated to be completed in the **short term**. While there are minimal infrastructure costs expected, the following network components will require further investigation prior to implementation:

- Active transportation crossing of Loewen Boulevard at Home Street
- How to mitigate risks of mixed traffic

4.2.10 SOUTH PARK DRIVE



Description of the route

Shared street along South Park Drive from Clearwater Avenue to Chrysler Gate.

Key Connections

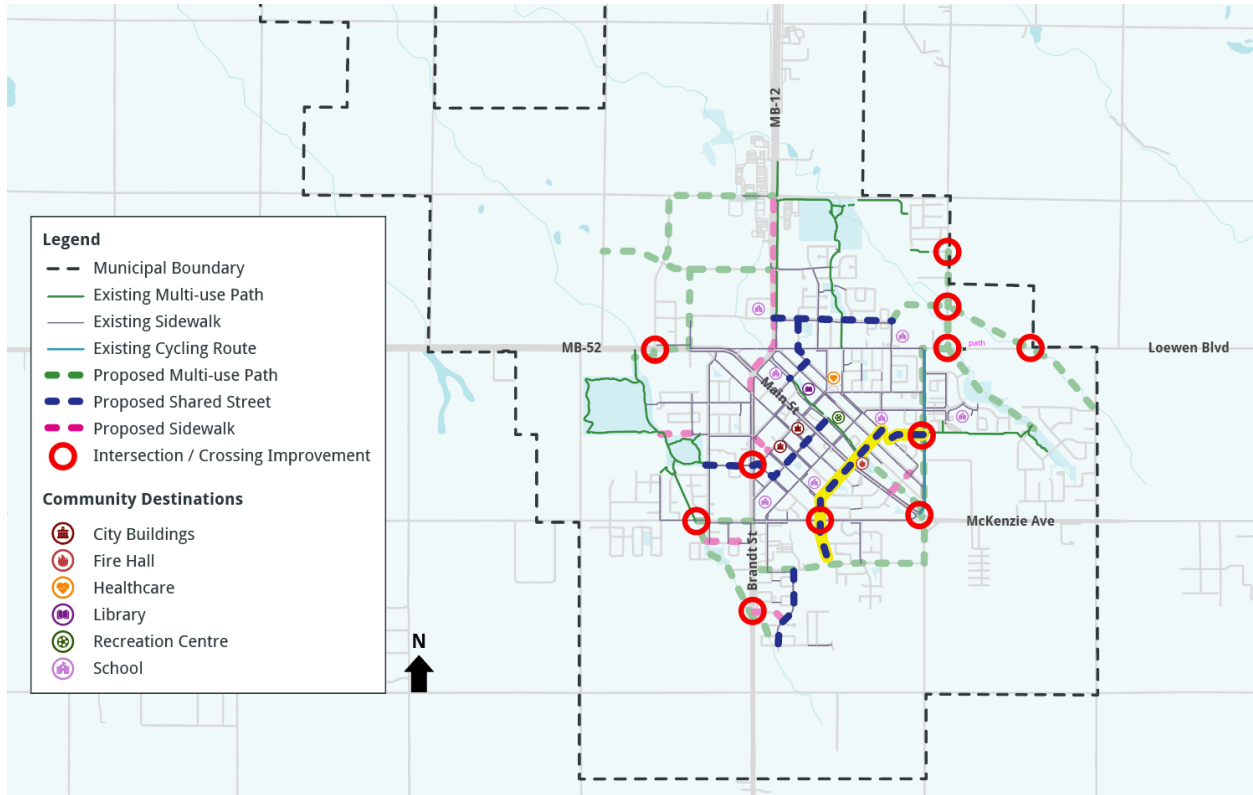
This shared street connects residential areas in the south of Steinbach to the proposed Chrysler Gate multi-use pathway, the proposed Southeast Drainage Channel multi-use pathway, and to the SRSS.

Timeframe

This section of the active transportation network is anticipated to be completed in the **short term**. While there are minimal infrastructure costs expected, the following network components will require further investigation prior to implementation:

- How to mitigate risks of mixed traffic

4.2.11 BISCAZYNE - KROEKER - EVERGREEN



Facility Description

Shared street along Biscayne Drive from Chrysler Gate to McKenzie Avenue, Third Street from McKenzie Avenue to Kroeker Avenue, Kroeker Avenue from Third Street to Henry Street, and Evergreen Avenue from Henry Street to Hespeler Street.

Key Connections

These shared streets tie into the proposed Chrysler Gate and Hespeler Street multi-use pathways to connect residential areas in the south and the core area of Steinbach to Downtown. Key connections are also made to Southwood and Woodlawn Schools, as well as Clearspring School via the existing pathway east of Hespeler Street.

Timeframe

The segment of shared street extending from McKenzie Avenue to Hespeler Street is anticipated to be completed in the **short term**. The remaining segment along Biscayne Drive requires roadway extension and private land and is therefore anticipated to be completed in the **long term**. While there are minimal infrastructure costs expected, the following network components will require further investigation prior to implementation:

- Active transportation crossing at McKenzie Avenue
- Pavement markings to enhance the active transportation crossing at the existing signaled intersection at Main Street
- How to mitigate risks of mixed traffic



5.0 IMPLEMENTATION

The City of Steinbach Active Transportation Plan is intended to guide policy, planning, and capital investment decisions, as well as to provide on-going operations and maintenance recommendations in support of future active transportation development

This plan has been developed with a long-term horizon. It should be reviewed and updated periodically to reflect progress made towards the goals and to consider changing conditions in Steinbach's population, the development industry, and new active transportation trends and technologies. This ensures that the plan remains in alignment with the City's broader priorities.

5.1 IMPLEMENTATION STRATEGY

5.1.1 CITY-LEAD PROJECTS

Shared Streets

Shared streets will be designated for a preliminary period of monitoring to assess traffic volumes, vehicle speeds, and pedestrian and cycling numbers. Potential further improvements will be determined based on the results of the monitoring period.

Off-Street Facilities

Multi-use pathways through already-developed areas will be implemented according to network prioritization, budget availability, property acquisition availability, and infrastructure improvement schedules, where applicable.

Those projects that require private property will only be constructed when logical sections of a route have been acquired or as part of the land development process.

Multi-use paths along drainage channels may utilize existing 3m wide maintenance plateaus, where available.

Where possible, street-adjacent pathways will be completed during scheduled street renewal projects.

5.1.2 DEVELOPMENT-DRIVEN PROJECTS

In areas where future development is planned, the active transportation network is generally constructed by the City after the development is complete. The applicable sections of the network will be constructed according to City of Steinbach facility standards.

5.2 SUPPORTING POLICY

Steinbach's Zoning By-law should be reviewed to ensure that development supports the provision of appropriate bicycle parking facilities. Existing businesses should be encouraged to meet the updated standard.

City policy is to construct once the majority of the development is built out, to minimize damage to the sidewalk from private lot construction activity. Wherever possible, connections between the active transportation network established in this Plan and the sidewalk network should be prioritized.



5.3 MONITORING AND EVALUATION

The number of users of new and existing active transportation network sections are recommended to be measured periodically to measure progress towards the goals of this Plan and to ensure that facility design standards are providing the desired level of service. Any incidents of conflict between active transportation users or with vehicle traffic should be recorded and monitored to identify areas requiring additional attention.

Shared Streets should be monitored closely to assess whether active transportation users and vehicles are able to safely and comfortably coexist on these routes. Included in this is the assessment of vehicle volumes and speeds in comparison to industry best practices and National design guidelines. The streets identified in the proposed network plan are selected based on anticipated low traffic volumes and traffic speeds. No changes to the designs of these routes are proposed in the short term, however future investigation should be done to assess vehicle speeds and volumes and identify areas of particular need for enhanced pavement markings, traffic calming, or other interventions. Piloting these interventions through the use of temporary or adjustable materials is a valuable technique to assess the suitability and impact of infrastructure prior to the construction of more permanent infrastructure. A slow uptake of these routes by those using active modes should not necessarily be interpreted as a lack of interest. It may, however, be that some users are hesitant to use a route without measures in place to actively reduce traffic speeds and/or to increase visibility and priority of active modes.

5.4 PRIORITIZATION OF PROJECTS

The prioritization of the active transportation network will depend primarily on which sections are within the City of Steinbach's control and which require collaboration with developers. Generally, the following is the most likely sequence:

1. Implement shared streets
2. Implement city-lead off-street facilities without property needs
3. Implement city-lead off-street facilities with property needs
4. Implement developer-lead off-street facilities

Some developer-lead projects may proceed more quickly as applications are received and approved by the city. Likewise, some city-lead facilities without property needs may require waiting for capital funding to be allocated and/or asset management schedules to align.

5.5 COST ESTIMATES

Developing high-level per linear meter costs for the proposed active transportation pathways and sidewalks is a crucial step in the planning process. These estimates provide an understanding of the financial requirements for each segment of the network, enabling the city to allocate resources effectively and prioritize projects based on budgetary constraints and anticipated benefits. The costs were developed based on typical cross-sections applied by the City on similar projects. The costs identified in Table 6 are for the identified multi-use pathways/trails, those identified in Table 7 are for the proposed sidewalk connections, and those identified in Table 8 are for the re-configuration of the bicycle-friendly shared street network. The estimated costs are in 2025 dollars and include 20% for contingency costs and 15% for associated engineering costs. The cost estimates do not include significant earthworks, utilities, drainage infrastructure, and other roadway or right-of-way improvements that would be associated with land development. These additional costs would be identified during detailed design.



Table 6: Cost Estimates - Multi-Use Pathways / Trails

PROJECT AREA	LENGTH (KM)	ESTIMATED COST (ASPHALT)	ESTIMATED COST (LIMESTONE)	NOTES
Lund Rd – Acres Dr – Industrial Rd – Park Rd W	4.6	\$3,415,000	\$2,210,000	
SW Drainage Channel	2.0	\$1,500,000	\$970,000	
NE Drainage Channel	4.2	\$3,145,000	\$2,035,000	
Hespeler Street	1.6	\$1,505,000		
Chrysler Gate – Hespeler St S	2.2	\$1,610,000	\$1,040,000	Does not include urbanizing of the right-of-way
Elmdale Extension	0.8	\$600,000	\$390,000	
TOTALS	15.4	\$11,775,000	\$6,645,000	

Table 7: Cost Estimates - Sidewalks

PROJECT AREA	LENGTH (M)	ESTIMATED COST	NOTES
PTH 12	1,950	\$940,000	
Woodhaven Avenue	400	\$195,000	
Coral Crescent	330	\$160,000	
Madison Drive	325	\$160,000	
Goossen Avenue	260	\$125,000	
Brentwood Drive	15	\$10,000	
TOTALS	3,280	\$1,590,000	

Table 8: Cost Estimates – Shared Streets

PROJECT AREA	LENGTH (KM)	ESTIMATED COST	NOTES
Reimer – Fourth – Lumber	1.4	\$9,500	- Signage and pavement markings
Stone Bridge – Home – Elm	1.8	\$12,500	- Signage and pavement markings
South Park Drive	0.8	\$5,500	- Signage and pavement markings
Biscayne - Kroeker - Evergreen	1.8	\$26,000	- Signage and pavement markings - Crosswalk at McKenzie Avenue
TOTALS	5.8	\$53,500	



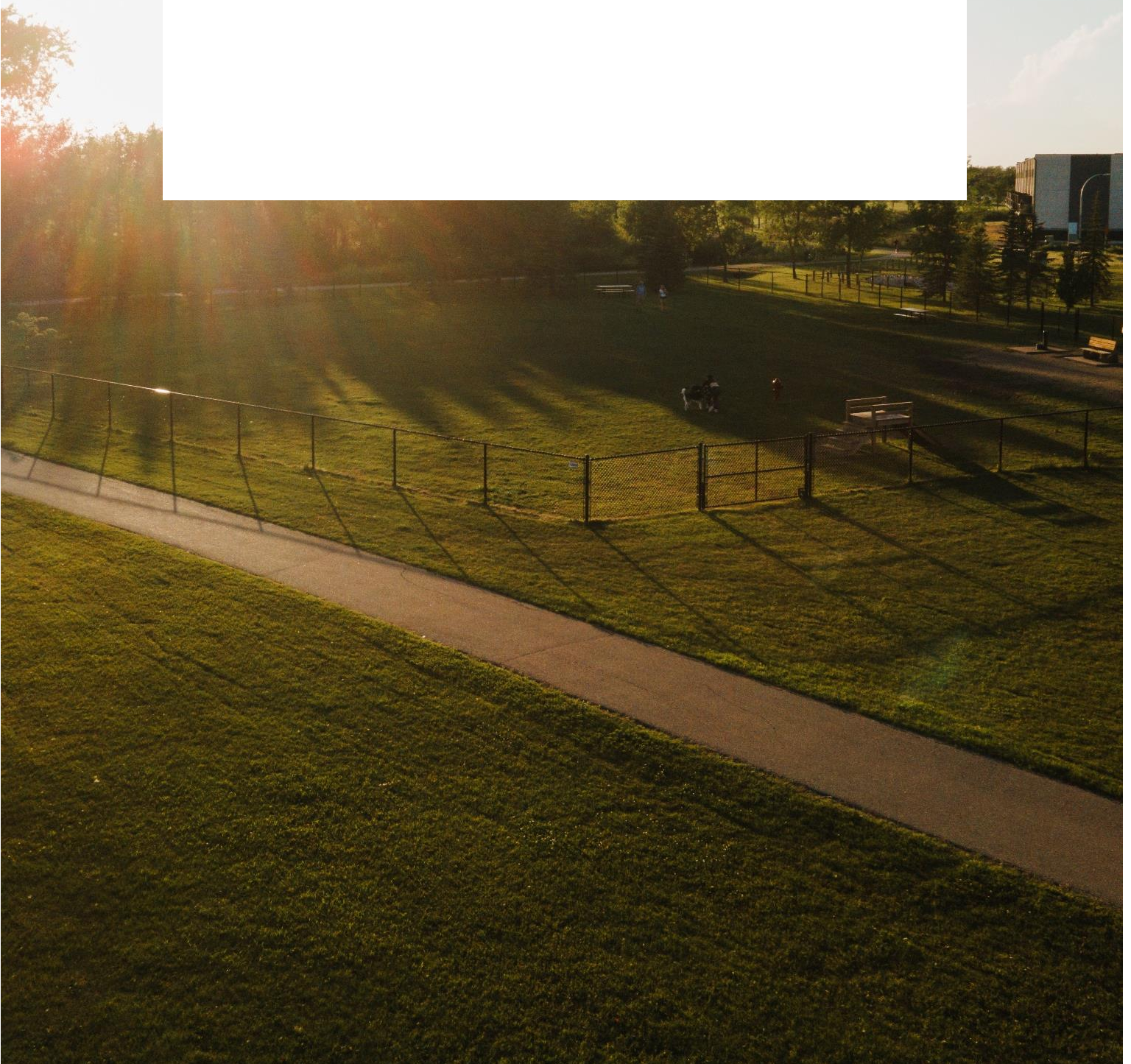
6.0 CLOSING

The implementation of these measures marks a significant step towards enhancing the active transportation infrastructure within Steinbach. Implementing the proposed improvements looks to create a safer and more accessible environment for all residents.

Ultimately, the Active Transportation Plan aims to cultivate a vibrant city where active transportation is seamlessly integrated into daily life, fostering healthier lifestyles and a stronger sense of community. With the active support and involvement of Steinbach's residents, this plan will pave the way for a more connected, efficient, and enjoyable transportation system for all.



APPENDIX A: COMMUNITY ENGAGEMENT



APPENDIX A: COMMUNITY ENGAGEMENT

PHASE 1

METHODS OF ENGAGEMENT

POP-UP EVENT

During the "Summer in the City" fair on June 15, 2024, from 11:00am to 2:00pm, a pop-up engagement was conducted to introduce and promote the project, gather community input on the existing conditions and potential improvements for the active transportation network. Attendees were encouraged to share their experiences and suggestions through interactive displays and discussions with the team, as well as through the online survey. This engagement provided a valuable opportunity for residents to voice their opinions and contribute to the development of a more efficient and user-friendly transportation system.

ONLINE SURVEY

In parallel with the pop-up engagement during the "Summer in the City" fair, an online survey was launched on June 14, 2024, and remained open until July 15, 2024. This survey aimed to collect comprehensive data on residents' travel habits and their interest in active transportation. It also featured a mapping tool that allowed respondents to pinpoint specific areas they liked or disliked, highlight opportunities for improvement, and identify existing issues within the transportation network. The combination of in-person and online engagement methods ensured a broad and inclusive approach to gathering community input.

STAKEHOLDER ENGAGEMENT

To ensure that key local perspectives are reflected in the development of the Steinbach Active Transportation Plan, discussions were held with representatives from key stakeholders. Invitations were sent to several stakeholder groups throughout Steinbach with three possible meeting times provided on August 1 and August 7, 2024. The following organizations accepted the invitation and attended one of the sessions:

- Hanover School Division
- Steinbach Chamber of Commerce
- Pat Porter Serving Seniors Inc.
- Kinder Korner Daycare
- Bethesda Regional Health Centre
- Strong Towns Steinbach

Engaging stakeholders is crucial for the success of any community project. Their involvement ensures that diverse perspectives and local insights are incorporated, leading to more effective and well-rounded solutions. By actively participating in the planning process, stakeholders help to build consensus and foster a sense of ownership and commitment to the project's outcomes.

COMMUNITY INPUT AND FEEDBACK

STAKEHOLDER INPUT

The main themes raised during the stakeholder discussions are summarized below.

Parking Impacts

- Creating or improving walking and cycling connections between more neighbourhoods and local Institutions/businesses can free up parking spaces for clients/visitors from out of town or who have accessibility needs.
- The regional hospital and new recreation centre are major destinations that could see improved walking, rolling, and cycling connections, reducing traffic and parking congestion in the city centre.

Pedestrian Crossings

- Some of Steinbach's streets need more and better pedestrian crossing infrastructure, especially McKenzie Ave.

Sidewalks

- In some cases, recently developed areas lack sufficient sidewalks to connect school bus pickup points; there are hundreds of students in these areas, and they cannot be picked up individually.
- Chapel Dr needs a sidewalk to allow residents to cross safely at McKenzie Ave.

School & Daycare Travel

- Some schools have walking programs for students to travel to/from school.
- Generally, students who live across a major roadway are bused to and from school.
- Sidewalks are a key factor in deciding locations for new daycare facilities
- More options for traveling to daycare facilities and for daycares to transport children to activities is beneficial

Infrastructure Accessibility Concerns

- There are limited areas with accessibility issues related to infrastructure issues, including:
 - sloped sidewalks (Highway 12 near Reimer Ave W).
 - inadequate curb cuts on Main St (when vehicles block crosswalks).
- Generally walking and rolling infrastructure in Steinbach is kept in good repair and is accessible.

Bicycle Parking

- Adding secure and plentiful bicycle parking would improve the utility of local parks and playgrounds.

AT Network Issues

- The path through the soccer park and LA Barkman Park ends abruptly at its north extent at Highway 52; there are no opportunities to safely cross and continue north to commercial destinations.

- Crossing Main St is currently a major barrier; there is a need to explore how current intersections can be improved to encourage safe and convenient bicycle crossings.

Safety

Some paths, like the one connecting Loewen Blvd to AD Penner Park, are too narrow for bicycle riders travelling in opposite directions to pass each other safely.

PUBLIC FEEDBACK

The feedback provided by the public survey outlined the existing travel patterns of Steinbach residents and visitors, including what modes of travel they use to access typical community services/amenities, how long their commute is, where/when they choose to walk and bike in the City, and how safe they feel doing so.

Current Patterns

According to survey responses, a relatively small proportion of people currently use active transportation to access work, school, or other destinations (about 7-10%). The primary mode for most people is to drive alone (about 70%). However, a much higher proportion of respondents indicated that they enjoy walking and cycling to enjoy nature, parks, or trails, for exercise, or to spend time with family or friends.

Opportunities

Nearly half (49%) of respondents indicated that their average commute time to work or school is less than 10 minutes. This suggests that for many in Steinbach, active commuting by walking, cycling or rolling is not only feasible but could even be quite convenient.

The majority of respondents indicated that they feel very safe or mostly safe walking or cycling in Steinbach. This aligns with the responses indicating that the majority of walking and cycling is happening in parks or on trails for recreational purposes. It also suggests that when the City provides the infrastructure, active modes become more attractive and comfortable for more people.

Priorities

Respondents were asked to provide up to two responses for what should be priorities for pedestrian and cycling facilities and routes, the following were the most common responses:

Prioritize access to community destinations, such as:

- Commercial, retail, service centres
- Downtown
- Schools
- Hospital
- Library
- Parks and existing trails

Highway 12 and Highway 52

- Improved facilities and connections
- Safe crossings

Old Tom Road

The AT Network

The interactive mapping exercise gave residents an opportunity to pinpoint specific areas of concern, opportunities, things they like, and things they don't like. This exercise provided a wealth of information for the development of the proposed network. The responses showed significant support for many of the existing trail networks, highlighted several areas of concern for walking and cycling, and provided indication of areas where improvements are desired by the community.

The information provided by the respondents to the survey provide an overview of the existing active transportation context in the City of Steinbach. Residents enjoy using the existing parks and trails primarily for leisure or recreation. The short commute times combined with the popularity of the existing network indicates strong potential for increased use of active transportation as a mode of transportation, provided that the network is expanded.

PHASE 2

METHODS OF ENGAGEMENT

OPEN HOUSE

Urban Systems and the City of Steinbach hosted an open house for the active transportation plan in conjunction with the OCP update open house on February 13, 2025. This event provided an opportunity for residents to review and provide feedback on the proposed active transportation network. The open house aimed to gather valuable insights and suggestions from the community to ensure that the plan effectively addresses the needs and preferences of Steinbach's residents.

ONLINE SURVEY

In parallel with the open house, an online survey was launched on January 15, 2025, and remained open until February 5, 2024. This survey aimed to collect feedback on the proposed active transportation network and gauge support for the proposed corridors in the plan.

COMMUNITY INPUT AND FEEDBACK

PUBLIC FEEDBACK

Survey respondents provided scores out of ten for each of the active transportation projects described. Average scores across all projects reflected a strong level of support for the proposed network extensions and additions.

The projects proposed for Reimer – Fourth – Lumber and for South Park Drive received the lowest levels of support, while the facilities proposed along Hespeler Street and the Southwest Drainage Channel received the highest levels of support.

Some respondents also provided more detailed comments and explanations of their scores for various projects. These were reviewed and considered during the refinement of the proposed network.

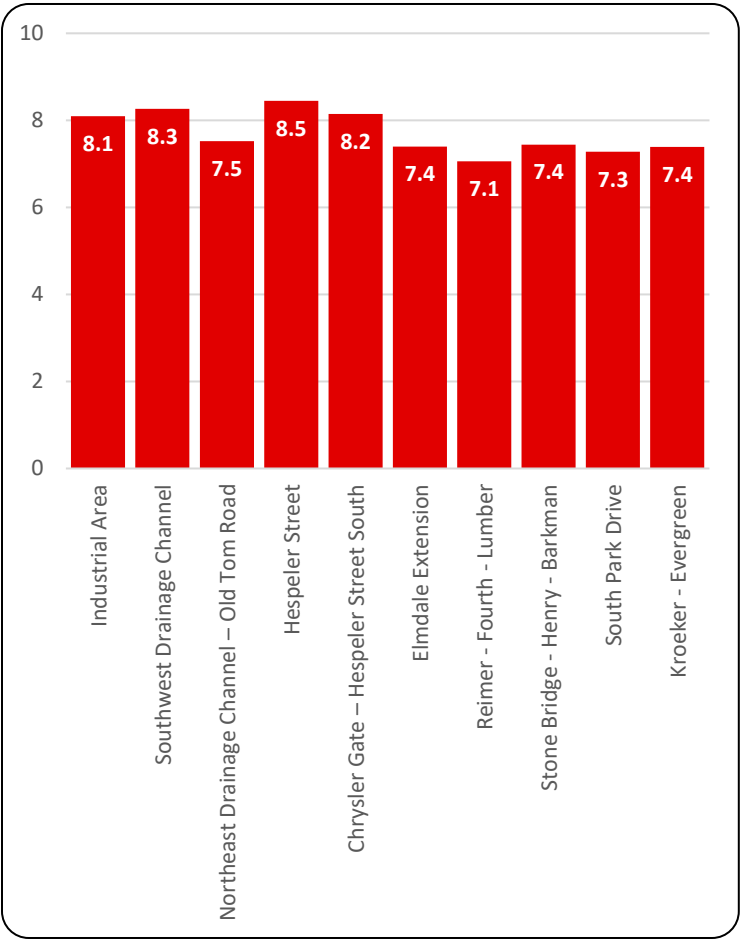


Figure 14: Average survey response scores (out of ten)

HOW ENGAGEMENT SHAPED THE PLAN

The insights gained from public engagement were central to the shaping of Steinbach's Active Transportation Plan. This includes the specific feedback received about the existing and proposed active transportation network map, the themes generated from one-on-one discussions at open houses and stakeholder meetings about the vision for Steinbach's active transportation future, and the excitement and support expressed by the wide variety of respondents to community surveys.

Feedback from the interactive mapping exercise and surveys highlighted both the strengths of the existing trail networks and the areas requiring improvement. This community input underscored the need for better connectivity between trails and commercial or industrial zones, as well as enhanced safety measures at high-risk crossings.

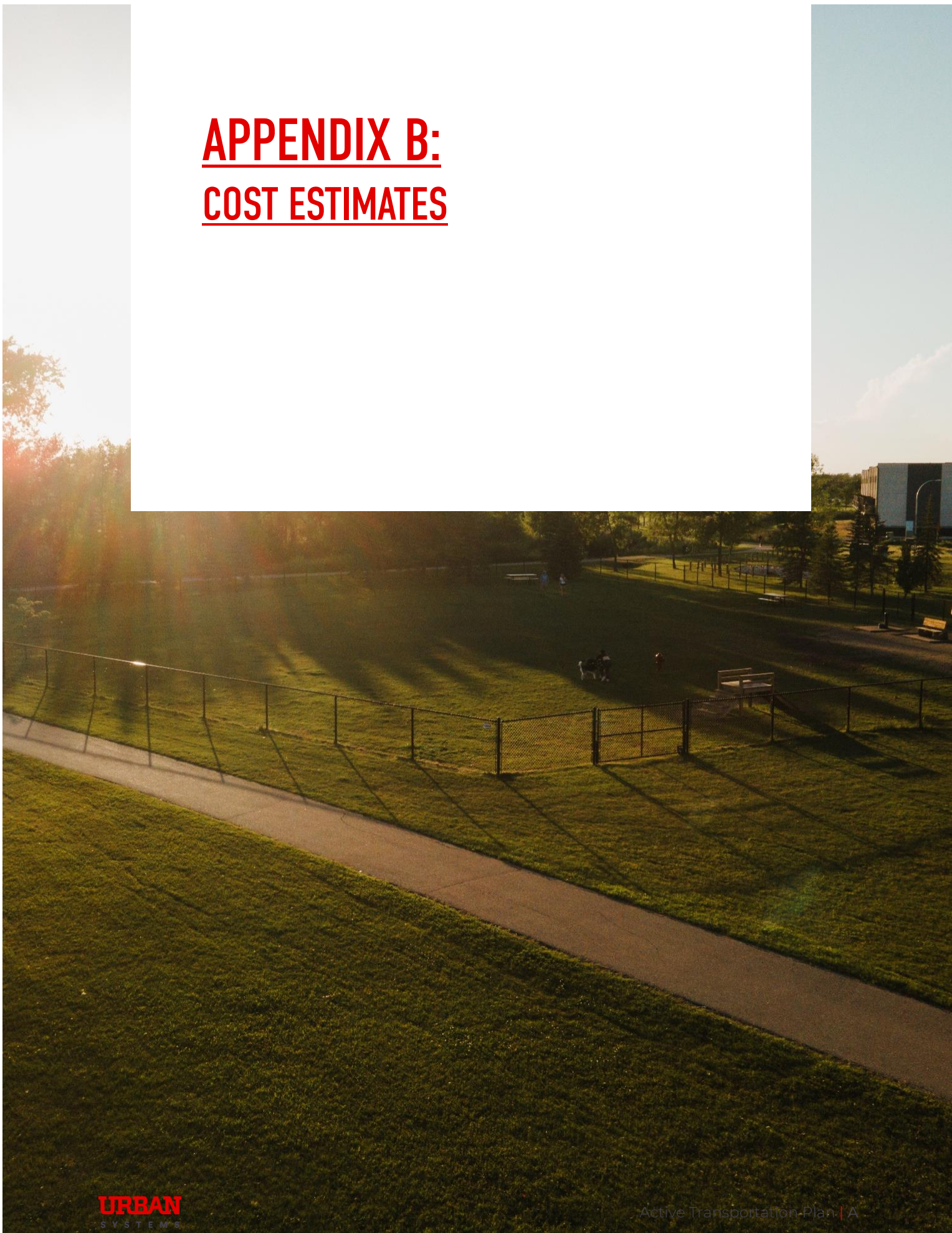
The many discussions at open houses and with stakeholders both reinforced priorities identified by the City of Steinbach and identified other areas of concern, opportunity, or which required further attention. The present need for more and better bicycle parking, the anticipated impacts of current and future development in the city, and the integration of school bus pickup areas with sidewalks were all highlighted in these discussions.

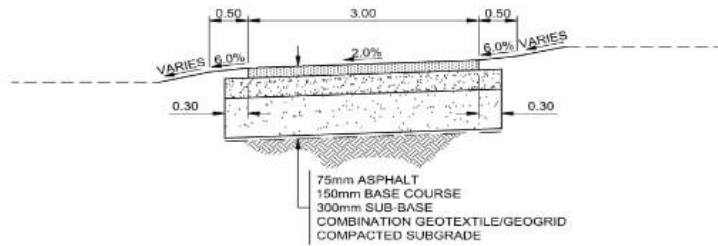
The number of residents and visitors who generously spent their time to stop and chat and then complete a survey during the Summer in the City pop-up event helped to supercharge the project. The amount of attention the preparation of the Active Transportation Plan received for a city of Steinbach's size also reinforced both the need and the level of enthusiasm for a proactive and coordinated approach to walking and cycling infrastructure in Steinbach.

Together, these insights directly informed the Vision, Goals, and Strategies of the Plan and helped to ensure that the proposed network addresses the community's desires and concerns while promoting a more integrated and secure active transportation system.

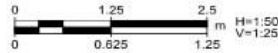
The feedback received about the proposed network during the second round of engagement provided additional community knowledge and commentary that was used to make revisions to the proposed network projects following discussions with City of Steinbach

APPENDIX B: COST ESTIMATES





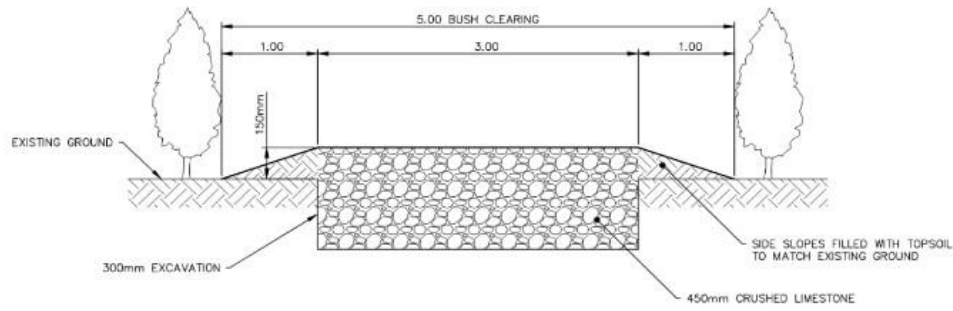
TYPICAL PATHWAY CROSS SECTION



Description of Work (Asphalt Path)	Unit of Measure	Unit Price	Quantity	Extended Amount
Excavation	m3	\$ 65	1.9	\$ 124
Asphalt Pavement	tonne	\$ 225	0.52875	\$ 119
Sub-base	m3	\$ 150	1.08	\$ 162
Base course	m3	\$ 185	0.54	\$ 100
Topsoil and Sod	m2	\$ 25	2	\$ 50
				\$ -
SUBTOTAL COST ESTIMATE (PER M)				\$ 554
20% CONTIGENCY				\$ 111
15% ENGINEERING				\$ 83
TOTAL COST ESTIMATE (PER M)				\$ 748

Description of Work (Asphalt - Hespeler Street)	Unit of Measure	Unit Price	Quantity	Extended Amount
Excavation	m2	\$ 65	0	\$ -
Curb Removal	m	\$ 35	1	\$ 35
Pavement Removal	m2	\$ 15	1.5	\$ 23
Sidewalk Removal	m2	\$ 22	1.5	\$ 33
Barrier curb and gutter	m	\$ 200	1	\$ 200
Asphalt Pavement	tonne	\$ 225	0.52875	\$ 119
Sub-base	m3	\$ 150	1.08	\$ 162
Base course	m3	\$ 185	0.54	\$ 100
Topsoil and Sod	m2	\$ 25	1	\$ 25
SUBTOTAL COST ESTIMATE (PER M)				\$ 696
20% CONTIGENCY				\$ 139
15% ENGINEERING				\$ 104
TOTAL COST ESTIMATE (PER M)				\$ 940

Pathways/Trails	Length (m)	Asphalt Cost
Project 1: Industrial Road	4560	\$ 3,412,694.03
Project 2: SW Drainage	2000	\$ 1,496,795.63
Project 3: NE Drainage	4200	\$ 3,143,270.81
Project 4: Hespeler St	1600	\$ 1,504,156.50
Project 5: Chrysler Gate / Hespeler St S	2150	\$ 1,609,055.30
Project 6: Elmdale Extension	800	\$ 598,718.25
Total Costs		\$ 11,764,690.51



TYPICAL PATHWAY
CROSS SECTION
NTS

Description of Work (Limestone Path)	Unit of Measure	Unit Price	Quantity	Extended Amount
Excavation	m2	\$ 65	0.9	\$ 59
Limestone	m3	\$ 185	1.35	\$ 250
Topsoil and Sod	m2	\$ 25	2	\$ 50
				\$ -
SUBTOTAL COST ESTIMATE (PER M)				\$ 358
20% CONTIGENCY				\$ 72
15% ENGINEERING				\$ 54
TOTAL COST ESTIMATE (PER M)				\$ 484

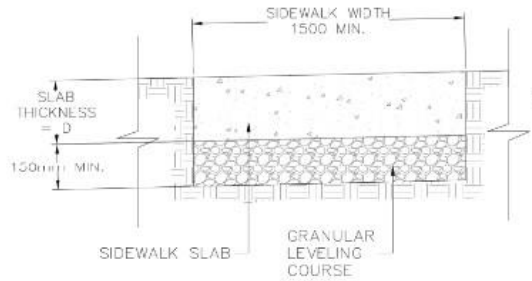
Pathways/Trails

	Length (m)	Limestone Cost
Project 1: Industrial Road	4560	\$ 2,205,387
Project 2: SW Drainage	2000	\$ 967,275
Project 3: NE Drainage	4200	\$ 2,031,278
Project 4: Hespeler St	1600	\$ -
Project 5: Chrysler Gate / Hespeler St S	2150	\$ 1,039,821
Project 6: Elmdale Extension	800	\$ 386,910
Total Costs		\$ 6,630,670.13

Description of Work (Shared Streets)	Unit of Measure	Unit Price	Quantity	Extended Amount
RRFBs	each	\$ 10,000		\$ -
Signage	per m	\$ 5,000		\$ -
				\$ -
				\$ -

Shared Streets

Project 7: Reimer - Fourth - Lumber	1.4	\$	9,450.00
Project 8: Stone Bridge - Home - Elm	1.8	\$	12,150.00
Project 9: South Park Dr	0.8	\$	5,400.00
Project 10: Kroecker - Evergreen	1.8	\$	25,650.00
Total Costs		\$	52,650.00



SECTION A-A

Description of Work (Concrete Sidewalks)	Unit of Measure	Unit Price	Quantity	Extended Amount
Excavation	m3	\$ 65	0.6	\$ 39
Base course	m3	\$ 185	0.225	\$ 42
150 mm Sidewalk	m2	\$ 150	1.5	\$ 225
Topsoil and Sod	m2	\$ 25	2	\$ 50
				\$ -
SUBTOTAL COST ESTIMATE (PER M)				\$ 356
20% CONTIGENCY				\$ 71
15% ENGINEERING				\$ 53
TOTAL COST ESTIMATE (PER M)				\$ 480

Sidewalks (1.8m wide)

PTH 12	1950	\$	936,182.81
Woodhaven	405	\$	194,437.97
Coral Crescent	330	\$	158,430.94
Madison Drive	325	\$	156,030.47
Goossen Avenue	260	\$	124,824.38
Brentwood	15	\$	7,201.41
Total Costs		\$	1,577,107.97