

Welcome

Preliminary Design & Public Consultation for Route 90

→ Taylor Avenue to Ness Avenue

Public Open House

→ Wednesday, January 28, 2009
4:00 to 8:00 p.m.



Welcome

Preliminary Design & Public Consultation for Route 90

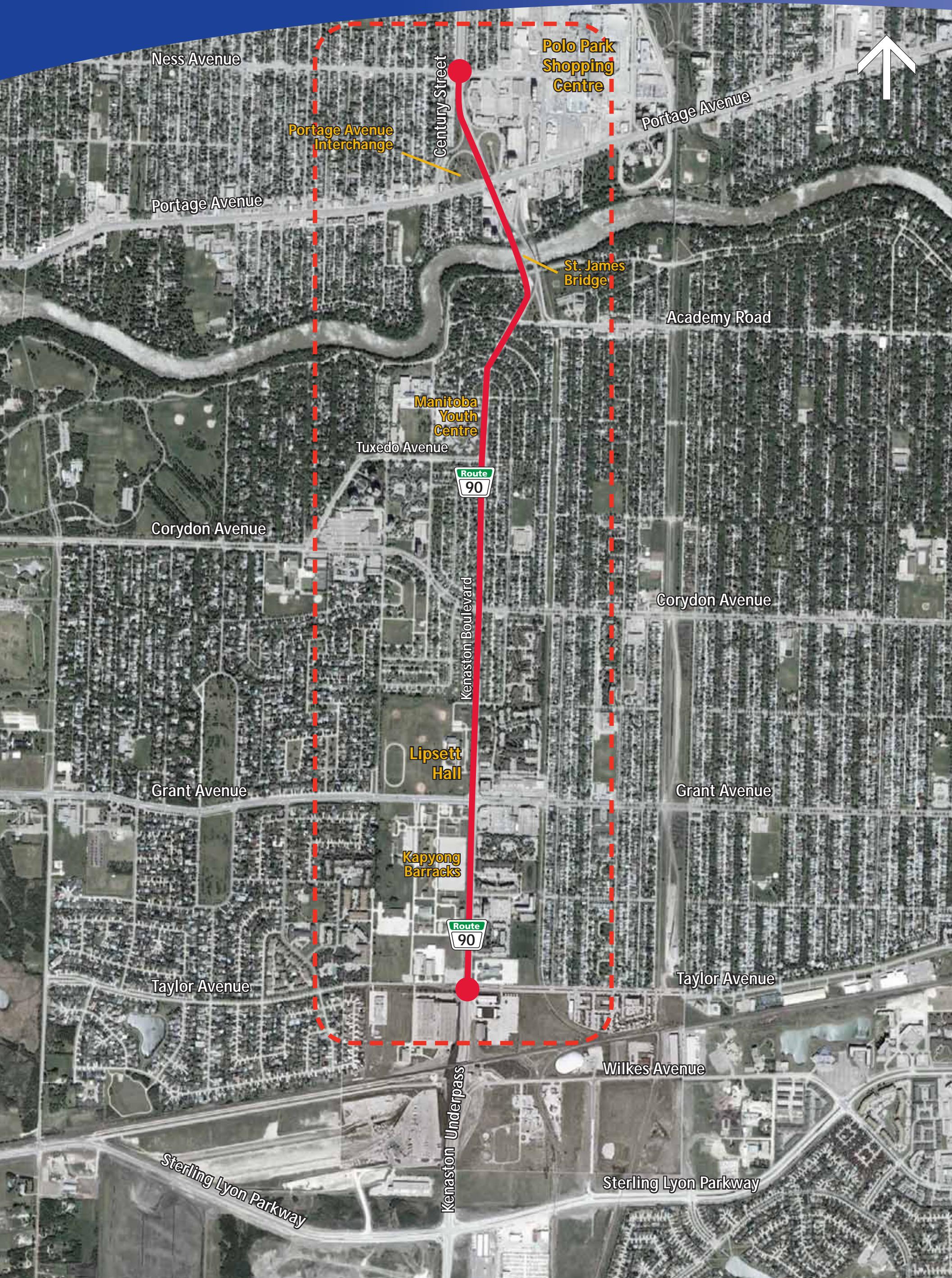
→ Taylor Avenue to Ness Avenue

Public Open House

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4:00 to 8:00 p.m.



Study Area



Study Purpose

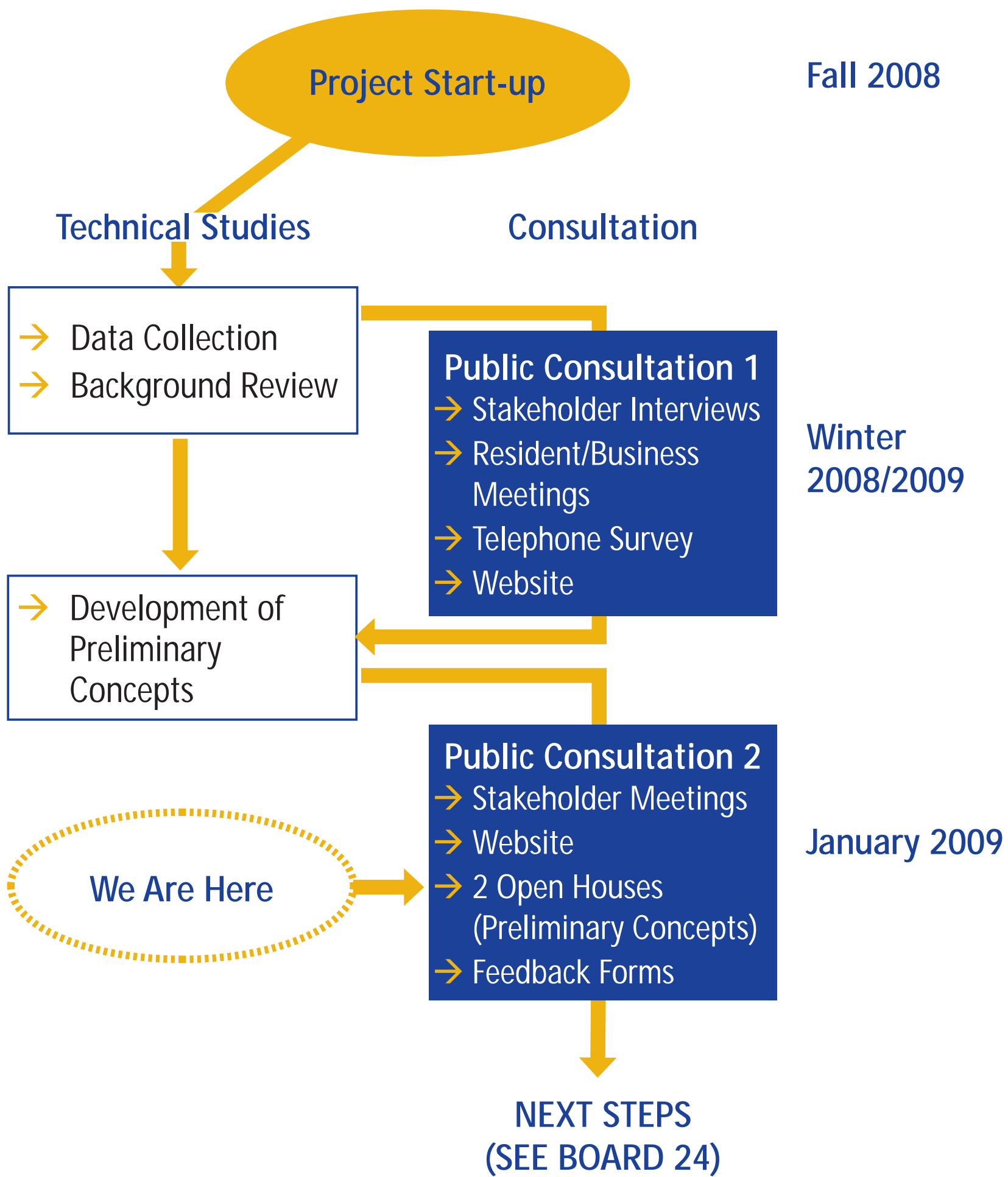
- Examine conceptual options to accommodate demand on Route 90 between Taylor Avenue & Ness Avenue.
- Identify related requirements for intersection improvements & alterations to the St. James Bridge and Portage Avenue Interchange.
- Incorporate “Active Transportation” (AT) features and transit infrastructure upgrades into the project (Active Transportation is defined as all non-motorized forms of transportation).



Additional Study Objectives

- Public Consultation
- Safety Review
- Signal Synchronization
- Vehicle Access Connections
- Neighbourhood Impacts
- Property Impacts
- Cost Benefit Analysis
- Noise Review
- Landscape Design
- Speed Limit Review

Study Process



Project Need

- “Universal Design”
- Route 90 is a vital transportation corridor in Winnipeg linking residential, employment and commercial areas.
- Planned developments such as Waverley West, redevelopment of the Kapyong Barracks lands, & additional commercial sites in SW Winnipeg will increase traffic volumes on Route 90.
- Current traffic volumes of 43,600 to 76,200 vehicles per day on parts of corridor result in significant congestion during peak periods.
- Transportation Demand Management (TDM*) initiatives are required to

encourage use of transit and Active Transportation modes.

* *Transportation Demand Management (TDM) is the use of policies, programs, services and products to influence whether, why, when, where and how people travel. TDM measures can motivate people to:*



Phone Survey Results

Survey Conducted in Fall 2008

→ Support among corridor vicinity respondents for improving Route 90 was 89%

Survey Question	Winnipeg ¹	Corridor Vicinity ^{*2}
Route 90 is an Important Transportation Link	93 %	98 %
Route 90 Meets the Needs of Users	<ul style="list-style-type: none"> → Car Drivers (76%) → Transit Users (49%) → Pedestrians (40%) → Cyclists (19%) 	<ul style="list-style-type: none"> → Car Drivers (70%) → Transit Users (45%) → Pedestrians (35%) → Cyclists (13%)
Suggestions to Improve Route 90	<ul style="list-style-type: none"> → Additional Traffic Lanes (46%) → Add Bicycle Lanes (26%) → Improve Traffic Signals (15%) 	<ul style="list-style-type: none"> → Additional Traffic Lanes (68%) → Improve Traffic Signals (25%) → Add Bicycle Lanes (16%)

* Corridor Vicinity bounded by Wellington Crescent to the north, Waverley/Camden/Erin to the east, McGillivray to the south, & McCreary/Shaftesbury/Winchester to the west

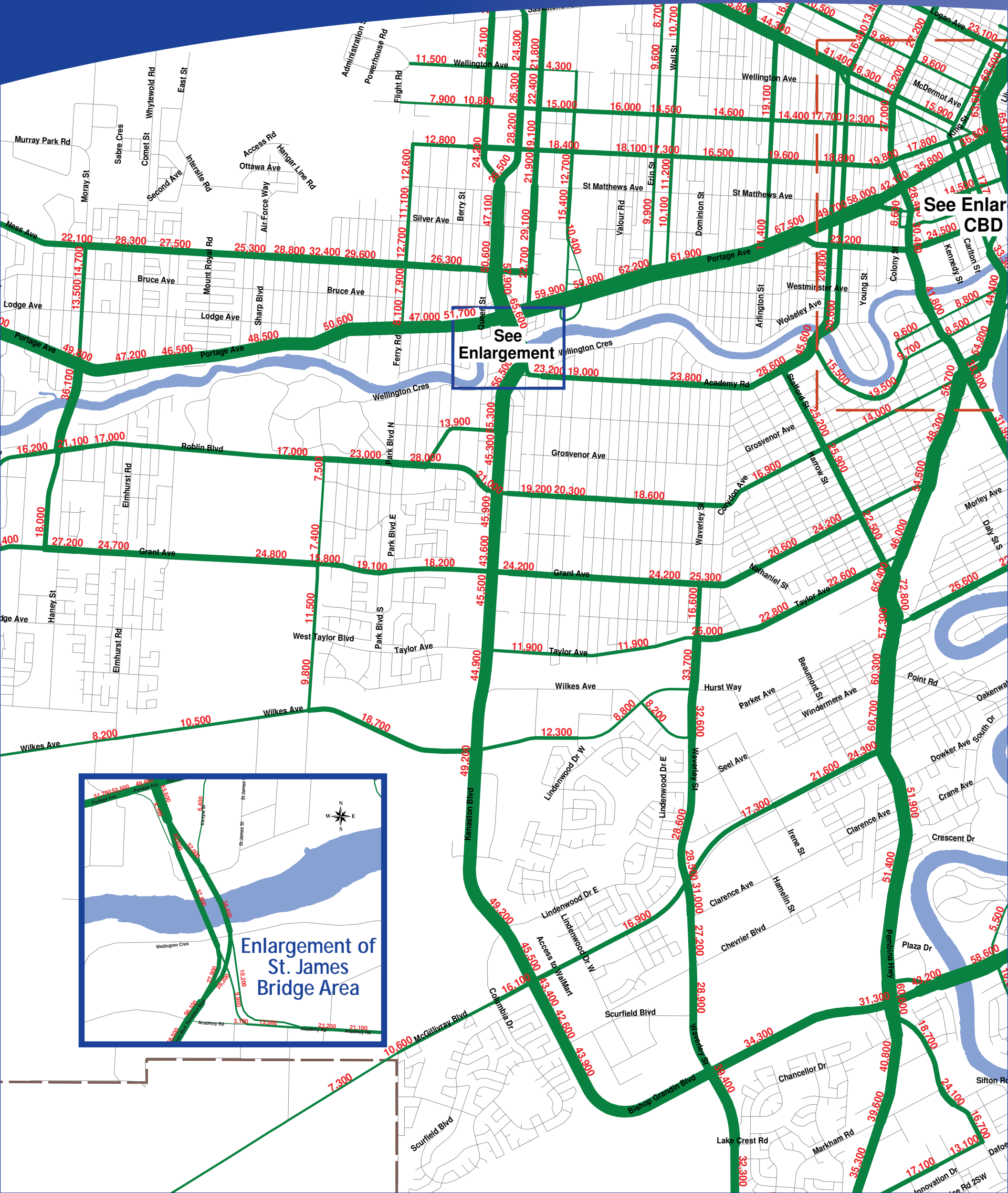
1. City-wide Omnibus Survey

2. Route 90 Public Opinion Survey

For further information visit: www.winnipeg.ca/publicworks/MajorProjects/



Daily Traffic Volumes



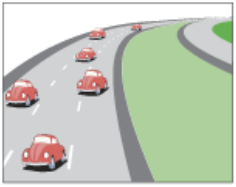
Source: City of Winnipeg Public Works Department, 2007 Traffic Flow Map

2007 Average Weekday 24 Hour Traffic

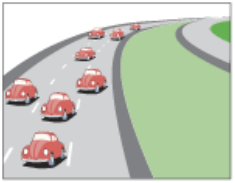


Intersection Operations

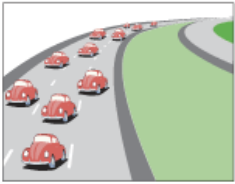
Level of Service (LOS)



LOS C or Better
Represents a constrained constant flow below speed limits, with additional attention required by the drivers to maintain safe operations. Comfort and convenience levels of the driver decline noticeably.



LOS D
Represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.



LOS E
Represents unstable flow near capacity. LOS E often changes to LOS F very quickly because of disturbances (road conditions, accidents, etc.) in traffic flow.



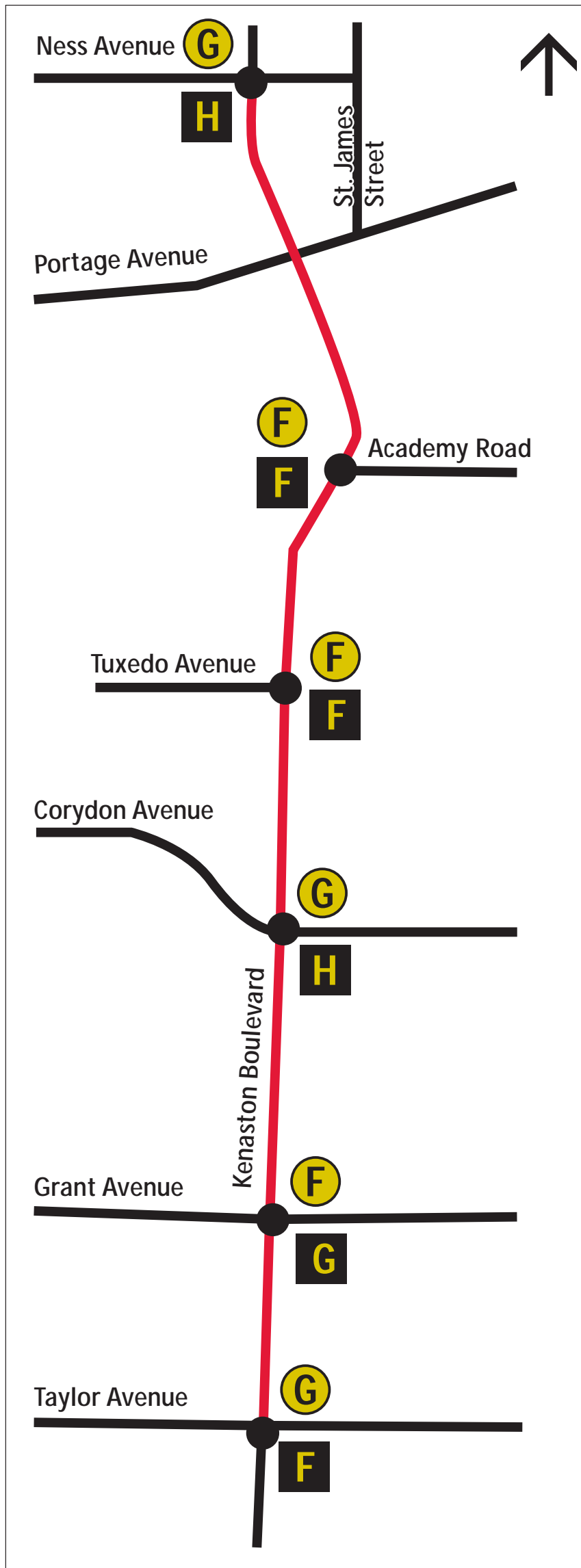
LOS F or Worse
Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.

F - Morning Rush Hour LOS

Busiest one hour, typically sometime between 7:00 and 9:00 a.m.

F - Afternoon Rush Hour LOS

Busiest one hour, typically sometime between 3:00 and 6:00 p.m.



Safety Review

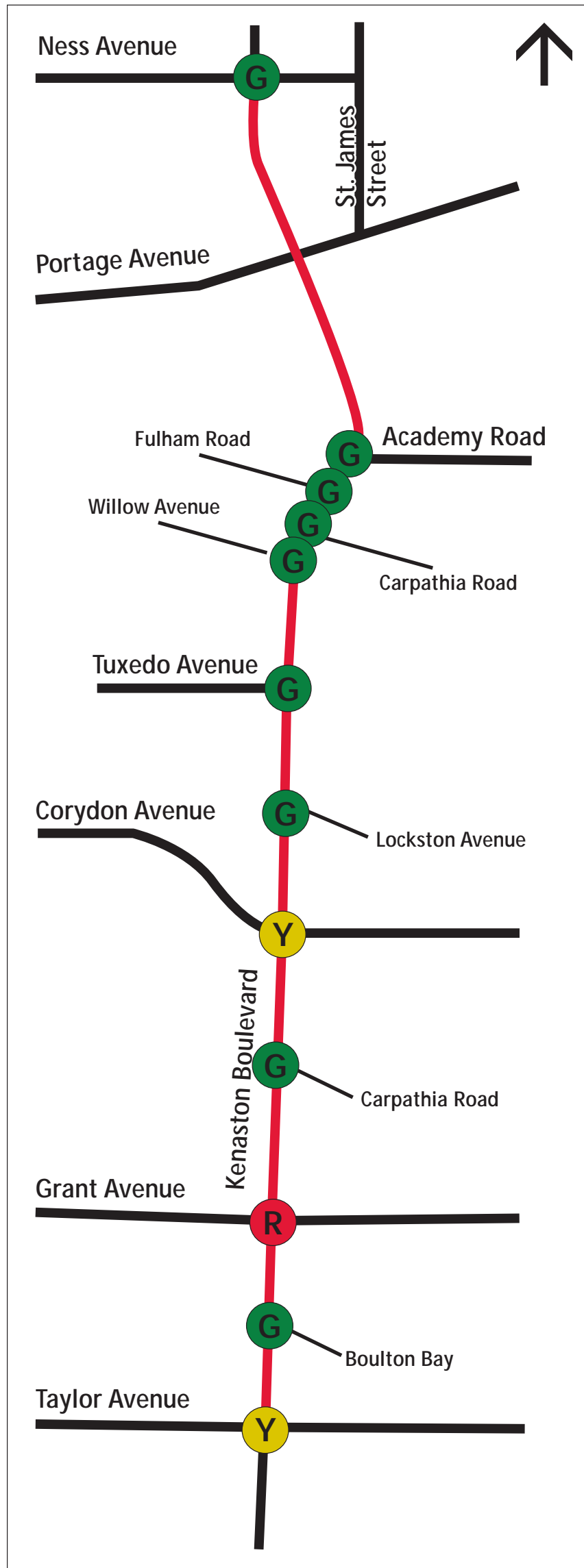
Collision Rates at Route 90 Intersections

R	Collision Rate > 1.5 collisions per MEV* = Warrants further review
Y	Collision Rate between 1.0 to 1.5 per MEV = Ongoing monitoring
G	Collision Rate < 1.0 per MEV = Acceptable performance

* **MEV** - Million Entering Vehicles. The average collision rate for signalized arterial intersections in the City of Winnipeg is 1.1 per MEV.

Additional Safety Concerns

- Weaving issues on/ around the St. James Bridge.
- Center medians are too narrow to function as pedestrian refuges.
- No left-turn storage lanes at some intersections.



Active Transportation

→ What is Active Transportation (AT)?

Active Transportation is any form of human powered transportation, especially walking and cycling, but also skateboarding, rollerblading, skating, skiing, etc.

→ Why is Active Transportation important?

Walking and cycling are important modes of transportation that encourage healthy lifestyles while being good for the environment.

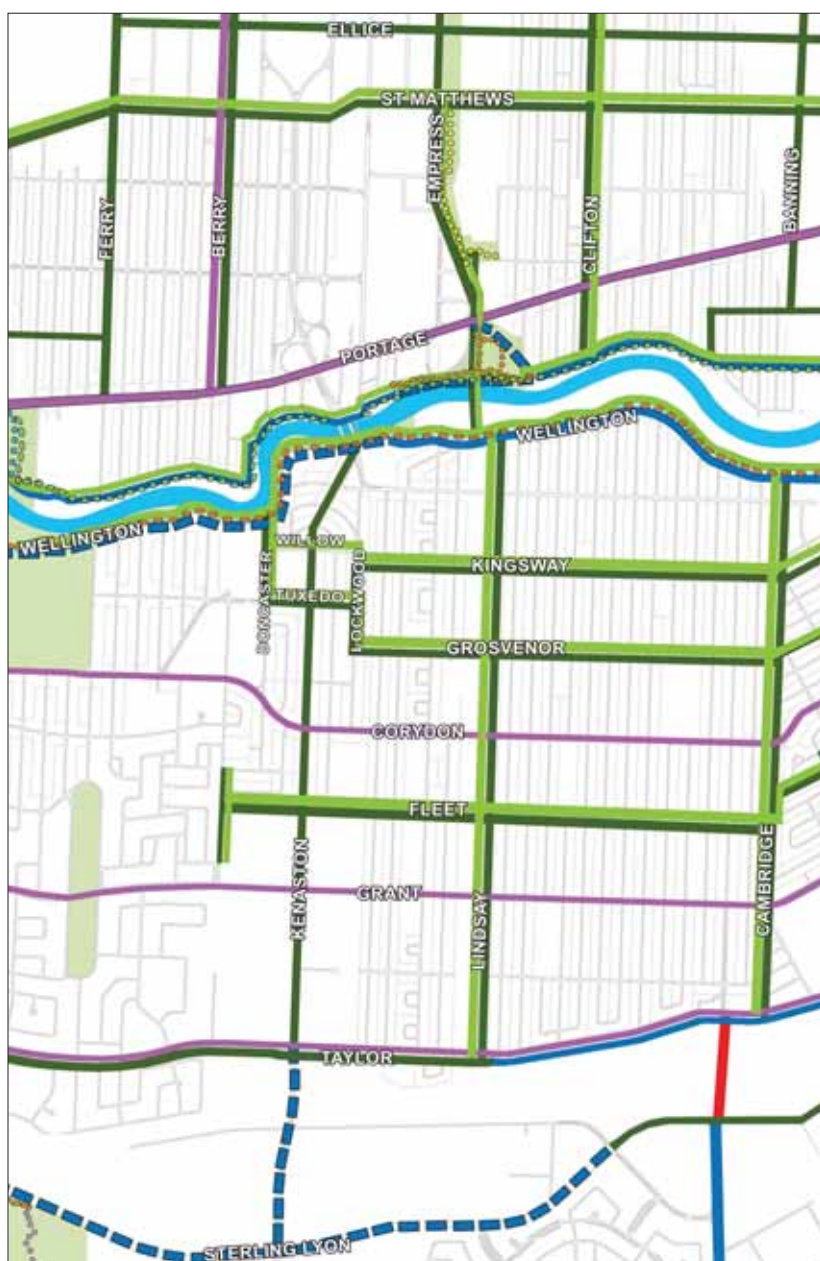
The City of Winnipeg has made the commitment to developing AT facilities and promoting cycling and walking.

→ What are we considering?

The study will take into account the needs of and opportunities for both neighbourhood and citywide residents.

We are examining potential AT opportunities in a larger study area than the immediate Route 90 corridor. There are many destinations, needs and opportunities for AT Facilities in this area.

Public consultation on AT has begun involving trail and cycling groups.



Existing Plans



In developing plans for this project, we are taking into account existing plans for the area.

City of Winnipeg

Active Transportation network

-  Off-street Existing Routes
-  On-street Existing Routes
-  Proposed Routes
-  To Be Completed 2008-2009

Proposed by a cycling advocacy group

-  Advanced Cycling Commuter Route
-  Easy Cycling Commuter Route

Existing trails

-  FortWhyte Trail
-  Omand's Creek Trail
-  Omand Park Trail
-  Bruce Park Trail
-  Trans Canada Trail
-  North Assiniboine Parkway Route

AT Existing Conditions

- To propose new routes we need to know where there are problems and opportunities.
- We have begun examining existing destinations, trails and routes.



No designated north/south and few east/west cycling facilities in the area.



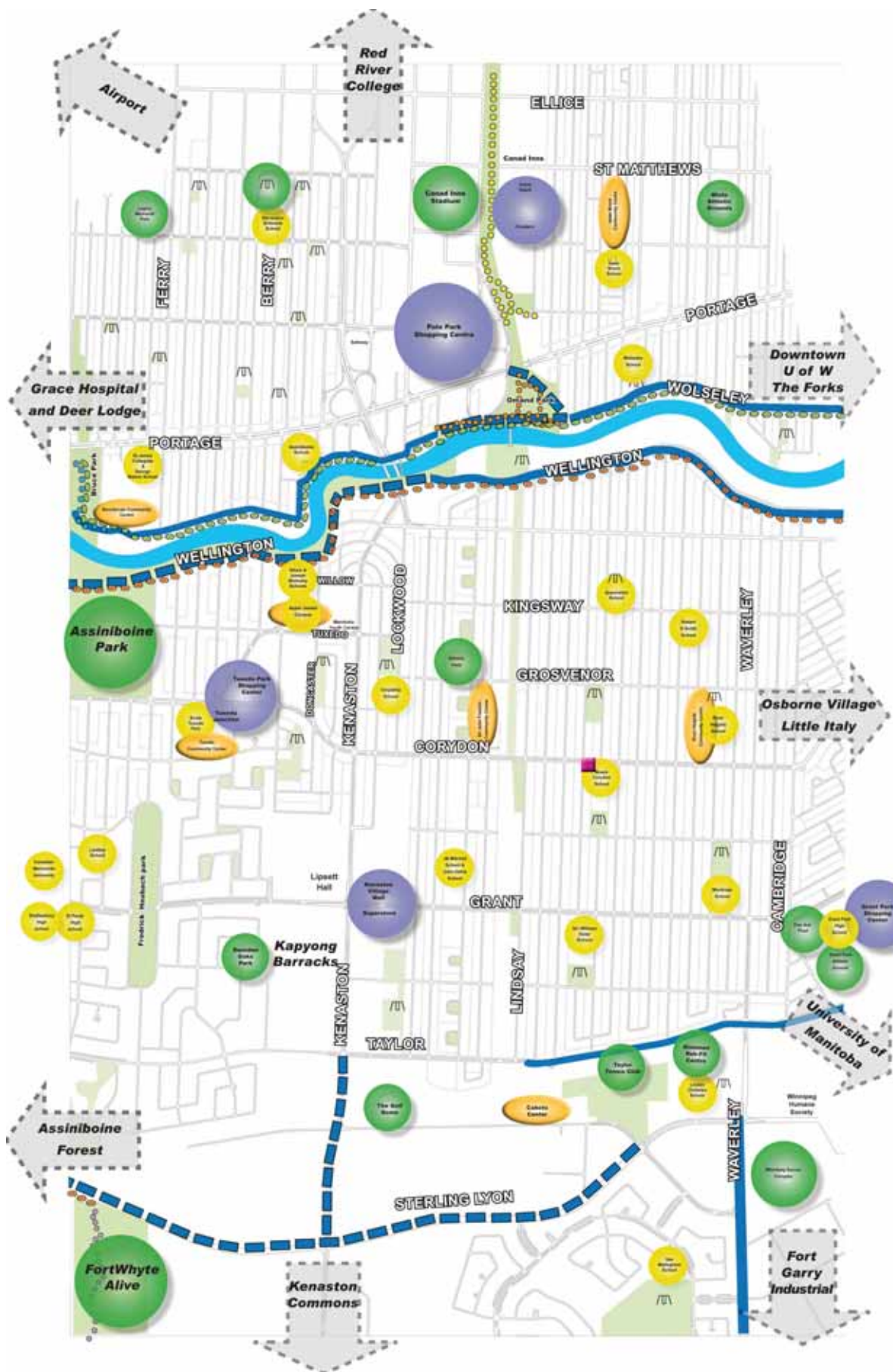
Poor pedestrian and cycling access to key destinations north of Portage Avenue.



Lack of access for cyclists and wheelchair users on Portage Avenue underpass.



Infrequent crossings and lack of pedestrian refuges on Kenaston.



AT Facilities	
	Off-street Bike Facilities
	On-street Bike Facilities
	FortWhyte Trail
	Omand's Creek Trail
	Omand Park Trail
	Bruce Park Trail
	Trans Canada Trail
	North Assiniboine Parkway Route

Destinations	
	School
	Shopping
	Community & Cultural Centre
	Sport and Recreation
	Playground
	Library
	Destination Outside Neighbourhood



Absence of safe and convenient crossings on Portage Ave lead to illegal use of rail overpass.



Infrequent river crossings; existing facilities not up to standards.



Heavy traffic and speeds force cyclists to illegally use sidewalk on St. James Bridge.



Lane widths, heavy traffic and speeds mean Kenaston is not conducive to cycling.

AT Opportunities

→ What are we considering?

Our goal is to create a pedestrian and cyclist friendly environment that enhances the community. This includes facilities which are safe, convenient and aesthetically pleasing.

We are looking at both the possible location of routes and appropriate types of facilities.

We will be considering a diversity of options. Here are some ideas of possible facilities from other cities.

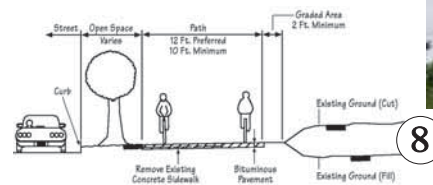
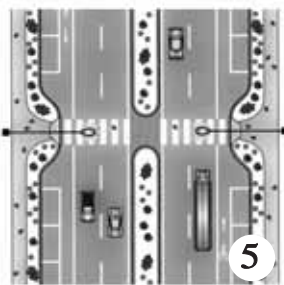


Image Credits: www.pedbikeimages.com, www.flickr.com/uton, www.flickr.com/photo/sgeekstinkbreath, www.streetsblog.org, www.bv.com.au, www.pbworld.com, www.translink.bc.ca, www.saferoutestoschool.ca and FHA University Course on Bicycle and Pedestrian Transportation (2006)

AT Next Steps

- Finish information collection and research.
- Evaluate existing conditions and identify barriers.
- Identify routes and possible treatment options.
- Integrate AT into overall project concepts.
- Second round of public consultation.

How you can provide input:

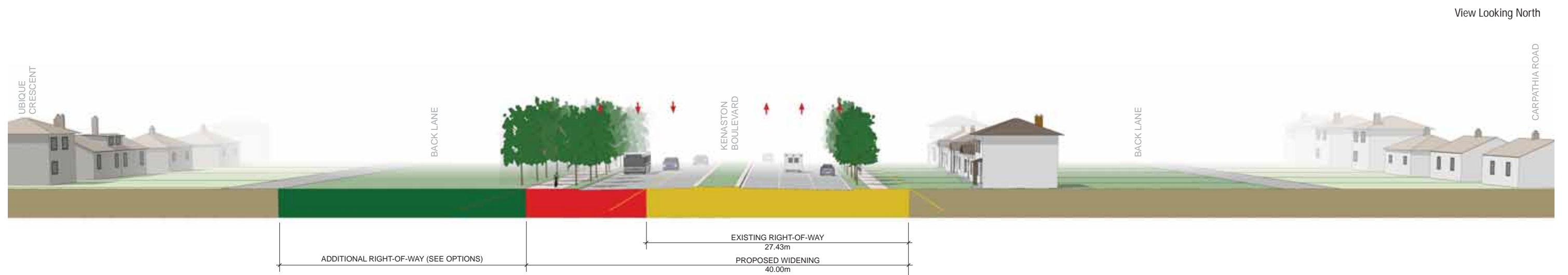
- Tell us what you think and what is important to you by filling out a questionnaire.
- On the maps provided, please identify your routes and destinations, the barriers that you face, and the opportunities that you see for improvement.
- We are looking for volunteers to participate in a workshop to provide input to our initial concepts, likely to be held in the spring. Please sign up if you are interested.



Typical Existing Condition



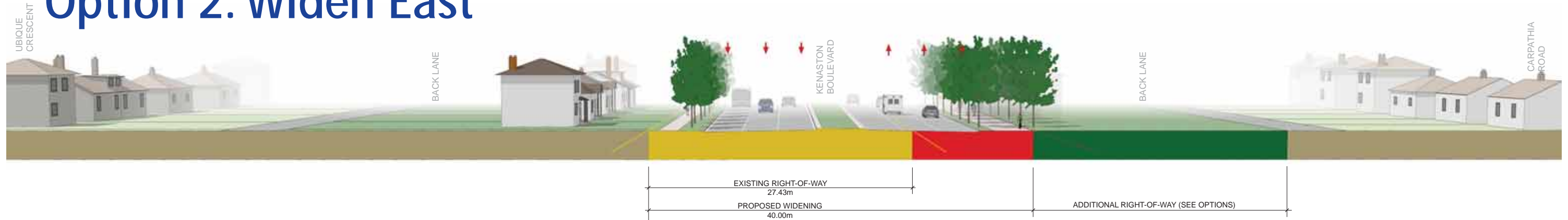
Option 1: Widen West



Conceptual Options

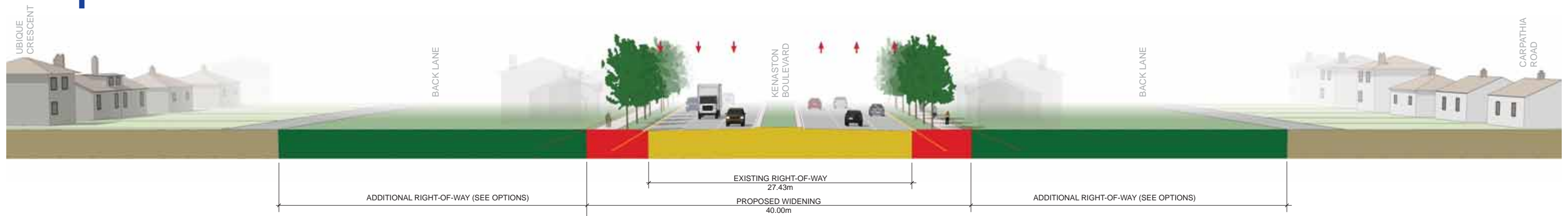
Option 2: Widen East

View Looking North



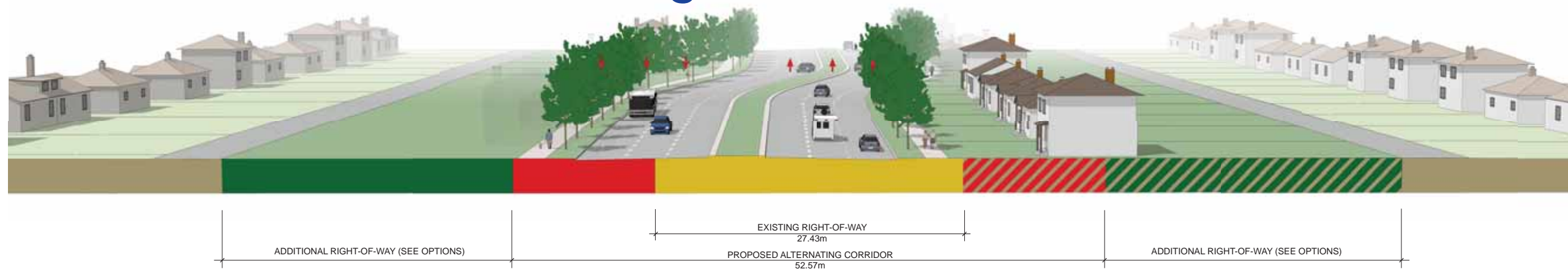
Option 3: Widen Both East & West

View Looking North



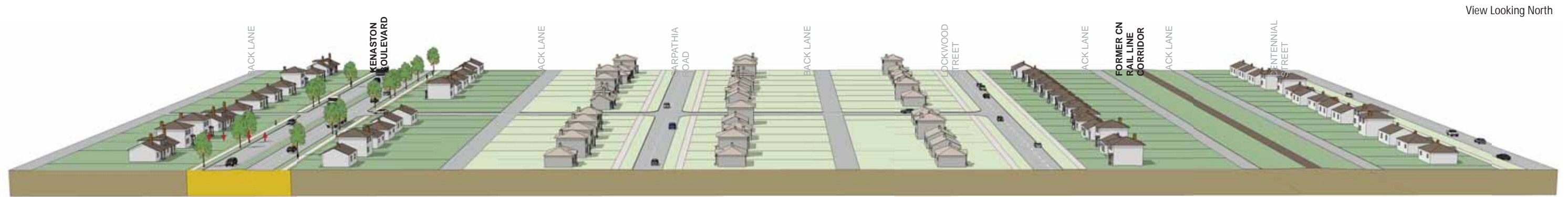
Option 4: Widen on Alternating Sides

View Looking North



Conceptual Options

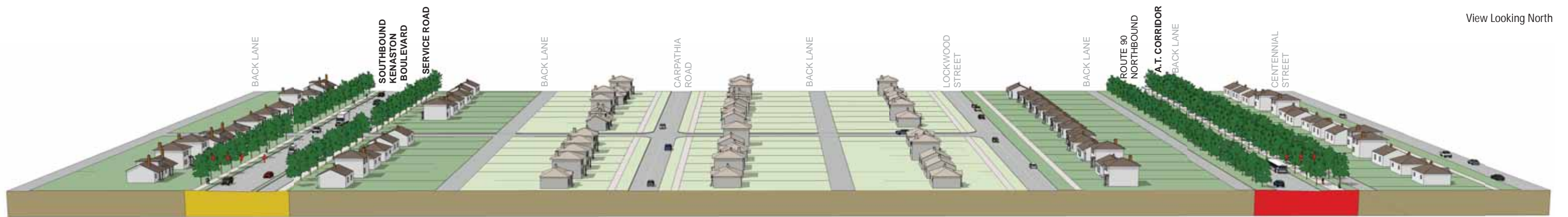
Option 5: One Way Couplet (Former CN Rail Line)



View Looking North

EXISTING RIGHT-OF-WAY
27.43m

Existing



View Looking North

EXISTING RIGHT-OF-WAY
27.43m

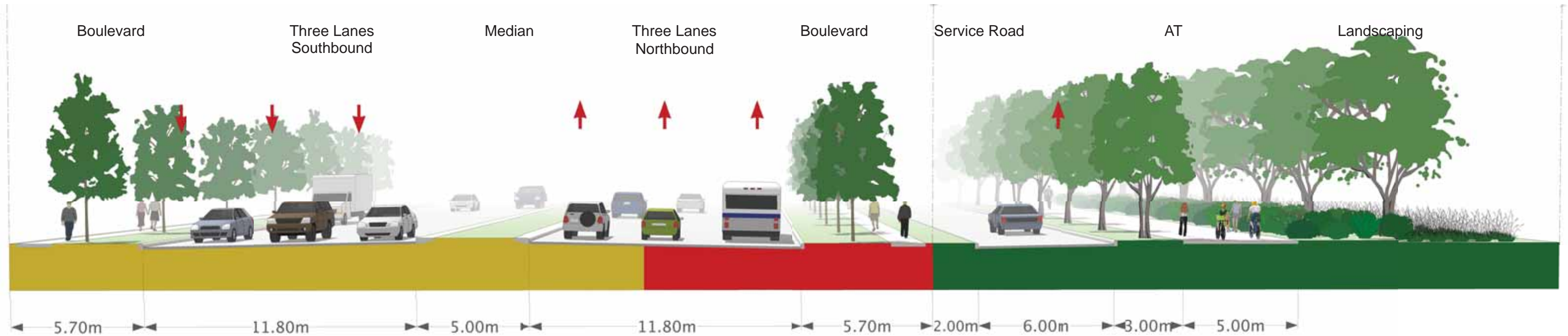
PROPOSED RIGHT-OF-WAY
27.43m

Option 5

Additional ROW Options

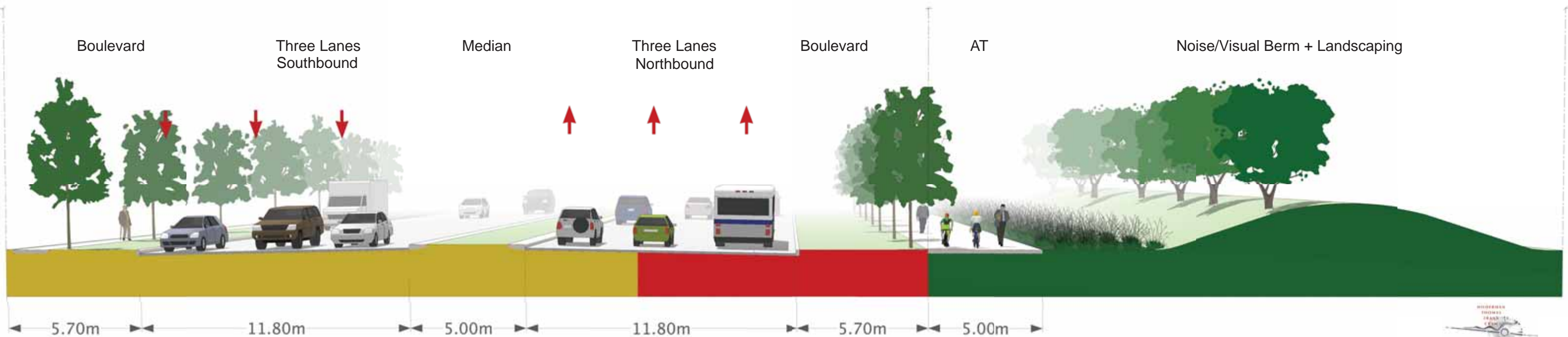
Service Road + Active Transportation + Landscaping

View Looking North



Active Transportation + Noise/Visual Berm + Landscaping

View Looking North



Existing ROW Limitations

Why can't we widen Route 90 within the existing ROW?

- Marginal improvement to traffic flow on Route 90.
- Adding lanes would leave no room for a median and would eliminate left turn lanes.
- Traffic lanes would be closer to existing buildings on Route 90.
- No room for boulevard or snow storage.
- No boulevard between traffic lanes and sidewalks – potential safety concern.
- No room for additional amenities (Transit, AT, landscaping, etc.).
- Does not meet City standards.



Options Summary

OPTION 1: Widen West

- Improves traffic flow on Route 90.
- Provides opportunities for additional amenities (Transit, AT, landscaping, etc.).
- Requires full or partial property acquisition on west side of Route 90 from Taylor Avenue to St. James Bridge.
- Results in difficulty aligning with existing bridge approach.

OPTION 2: Widen East

- Improves traffic flow on Route 90.
- Provides opportunities for additional amenities (Transit, AT, landscaping, etc.).
- Requires full or partial property acquisition on east side of Route 90 from Taylor Avenue to Academy Road.
- Allows for better alignment with existing bridge approach.



Options Summary

OPTION 3: Widen Both East & West

- Improves traffic flow on Route 90.
- Provides opportunities for additional amenities (Transit, AT, landscaping, etc.).
- Requires full or partial property acquisition on both sides of Route 90 from Taylor Avenue to St. James Bridge.
- Results in difficulty aligning with existing bridge approach.
- Impacts more properties.

OPTION 4: Widen on Alternating Sides

- Improves traffic flow on Route 90.
- Provides opportunities for additional amenities (Transit, AT, landscaping, etc.).
- Requires full or partial property acquisition from Taylor Avenue to Tuxedo Avenue on west side of Route 90 and from Tuxedo Avenue to Academy Road on east side of Route 90.
- Requires widening on Kapyong property.
- Allows for better alignment with existing bridge approach.



Options Summary

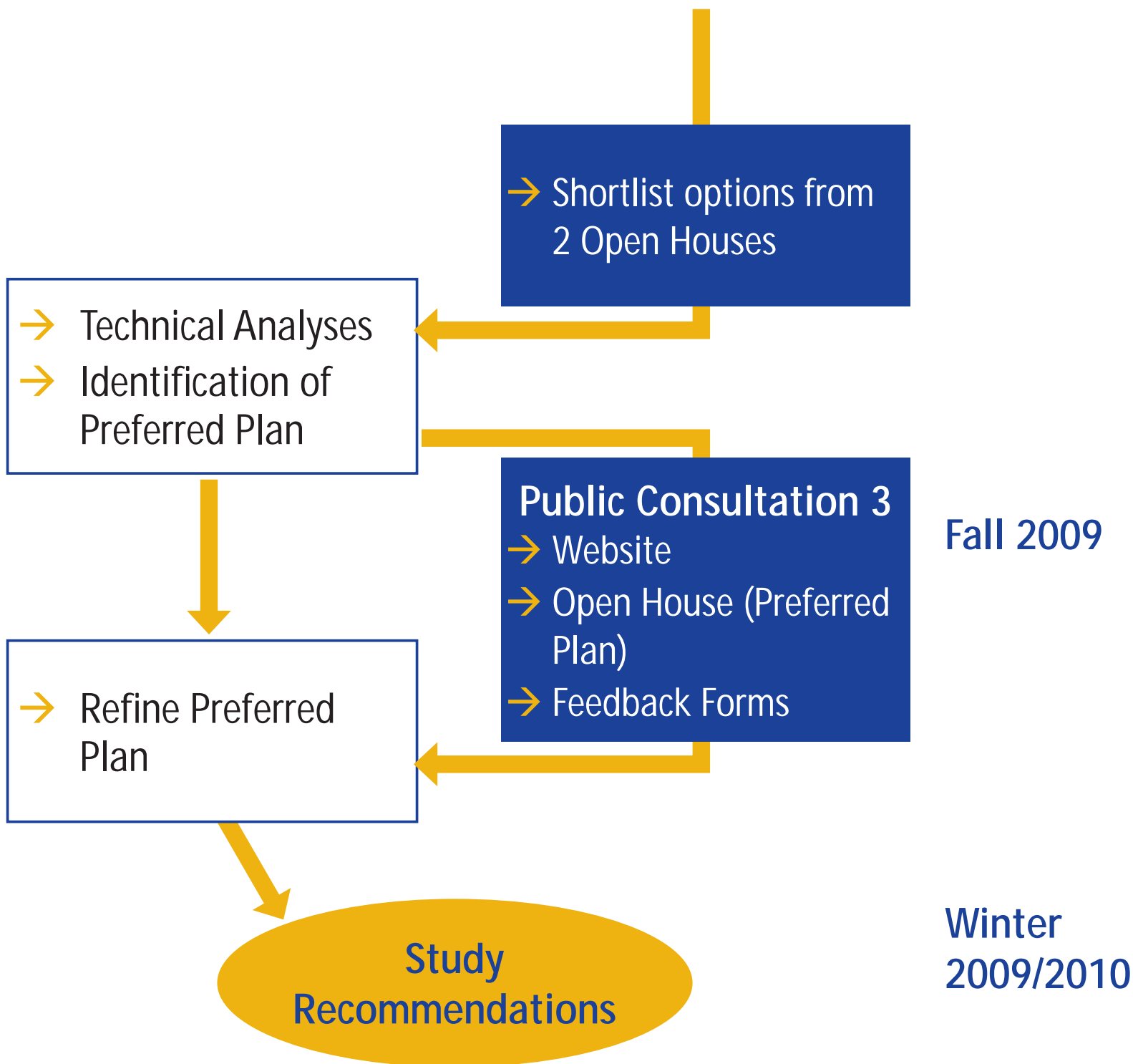
OPTION 5: One-Way Pair (Using Former CN Rail Line)

- Uses existing corridor right-of-way & former CN Rail Line right-of-way
- Improves traffic flow on Route 90.
- Traffic volumes split between northbound & southbound roads.
- One-way streets improve intersection operations.
- One-way streets require more circulation to local destinations.
- Provides opportunities for additional amenities (Transit, AT, landscaping, etc.).
- Additional intersections required for new road along former CN Rail Line.
- New buildings on former CN Rail Line right-of-way need to be removed.
- Back lane connections to east-west streets are too close to the northbound couplet.
- Requires full acquisition of properties comprising former rail ROW and partial acquisition of properties to merge/diverge northbound & southbound travel lanes.
- Impacts wider portion of River Heights.



Next Steps

CONTINUED FROM BOARD 5



Next Steps (Post Project)

- Administration forwards recommendations on preferred plan to Council for adoption (Mid 2010).
- If adopted, City could begin property acquisition (Late 2010).
- Construction timing based on funding availability.

Additional Information

Please visit our two booths for more information on:

- **Active Transportation**
 - Marr Consulting
- **Property Acquisition**
 - City of Winnipeg Real Estate Staff

Thank you

Thank you for your attendance and participation at today's Open House.

→ Please fill out a comment sheet.