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Route 90 Improvements Study
Project Advisory Committee Meeting 2 Tuesday,
May 1, 2018 at 5:00 PM – Carpathia School

Attendance:

PAC Members		
First Name	Last Name	Organization
Gayle	Waxman	Rady JCC
Gordon	Armstrong	Carpathia School
Veronica	Eno	Seasons - Outlet Winnipeg
Mark	Cohoe	Bike Winnipeg
Aaron	Dolyniuk	Manitoba Trucking
Tom	Scott	Academy Biz
Chris	Sobkowicz	Access Advisory Committee
Alexis	Kinloch	Winnipeg Arts Council
WSP		
First Name	Last Name	Title
Grantley	King	Senior Project Manager
Kerra	Mruss	Manager – Transportation Planning
City of Winnipeg		
First Name	Last Name	Title
Vaibhav	Banthia	Bridge Projects Engineer
Brett	Andronak	Public Engagement Officer
Brad	Neirnick	Manager of Engineering
Blueprint		
Etoile	Stewart	Blueprint Inc.
Michelle	Kuly	Blueprint Inc.
Guest		
Mary Agnes	Welch	Probe Research Inc.

The second meeting of the Route 90 Project Advisory Committee was held on May 1, 2018.

The purpose of the meeting was to:

- Provide the PAC with a project update and ensure opportunity to ask questions.
- Share understanding of design decisions to-date and next steps.
- Solicit input on key aspects of the design for project team consideration.

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1) Welcome and introductions

Blueprint welcomed the group and thanked Gordon from Carpathia School for the meeting room and accommodating the PAC meeting.

Blueprint reviewed the session purpose and walked the group through the meeting agenda. PAC was advised that Phase 1 engagement was wrapping up and that an engagement summary, including meeting notes from the first two PAC meetings, would be available on the project website once finalized.

During introductions, some PAC members identified key areas of interest to be addressed by the project team in the meeting:

- What is being considered for including a pedestrian overpass or bridge as part of the St. James bridge renewal?
- Will pedestrians and cyclists have separate paths?
- What safety measures will be in place for pedestrians along Route 90 (referenced the recent van attack on pedestrians in Toronto)?

2) Project Update

The City provided an update on the project timeline, indicating that the project team is expected to complete preliminary design by February 2019 at the earliest. Once complete, the preliminary design will be provided to Council for consideration. The construction start time will depend on when Council approves the budget for property acquisition, detailed design and construction. If Council approves the budget for property acquisition by end of 2019, the earliest construction could start is 2021.

WSP updated the PAC on some of the work currently underway, which includes looking at pedestrian and cycling facilities along Route 90 and how they will connect to existing/future city pedestrian and cycling facilities. A change from 2012 study is that both east and west active transportation (AT) paths are being considered.

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a) In the news, FAQ

The City provided an update on recent media attention on the project and on the public response to the online survey. The City advised the PAC that the FAQs on the project website have been updated to respond to common questions or concerns raised by the media coverage, residents and stakeholders to date.

WSP reviewed the FAQ update in more detail and answered additional questions from the PAC:

Q: Why widen Route 90?

A: Route 90 is a vital transportation corridor through the City of Winnipeg, linking major residential, employment, and commercial areas in the southwest and northwest quadrants of the city. The corridor needs to be upgraded to address current and future traffic volumes, new development and future redevelopment, and the needs of pedestrians, cyclists, and transit users.

Q: Will the upgrades to St. James bridges allow for pedestrian and cycling, or will there be a separate bridge structure(s) for pedestrian and cycling?

A: The St. James bridges will be wide enough to accommodate pedestrian and cycling facilities that connects to existing and planned pedestrian and cycling networks. The design team is also investigating options for a separated pedestrian and cycling structure crossing the river.

Q: What has changed since 2012?

A: Since 2012, traffic volumes have continued to increase along the corridor and significant commercial and residential development has taken place north and south of the route as well as along it. In addition, the condition of roadways, bridges, water mains and updated requirements concerning design standards, accessibility, transit and City policies will need to be considered as part of the new design.

Q: What improvements can we expect?

A: The design of Route 90 will consider key improvements help address the needs

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of current and future traffic, new developments and future redevelopment, and the needs of pedestrians, cyclists and transit users, as well as the surrounding communities.

Q: What traffic changes can we expect?

A: The project will consider improvements at key intersections at Grant Avenue, Taylor Avenue, Corydon Avenue and Tuxedo Avenue, as well as the Portage Avenue interchange, and Academy Road intersection, to improve traffic flow and accommodate future traffic forecasts, and accommodation of pedestrians, cyclists and transit. The project will also consider the closure of a number of intersections on Route 90 between Willow Avenue and the Assiniboine River due to limited visibility, difficulty in making a left turn during peak periods, safety concerns, and efficiency considerations around connecting local streets and lanes to a major roadway.

Q: How many lanes will the widened Route 90 include?

A: In accordance with the findings of the 2012 Transportation Planning Study, the project includes providing three through lanes each way on Route 90, for a total of six lanes along the corridor. The alignment from Academy Road to Taylor Avenue is not expected to significantly change from the 2012 recommendation.

Q: When will construction take place?

A: Construction on Route 90 would begin only after the preliminary design is complete, and City Council has approved the project and funds for property acquisition, a detailed design and construction.

Q: Will Route 90 be closed during construction?

A: As a part of this study, a construction staging plan is being prepared that will consider access management during construction and recommend two lanes of traffic to be maintained in both the northbound and southbound directions at all times. Access for pedestrians will be maintained throughout the site while construction is underway.

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Q: What about the noise levels that may result from a widened Route 90?

A: The project will consider future noise levels along the corridor based on the proposed design and projected traffic volumes. Recommendations for sound attenuation based on the expected noise levels along the corridor will be made during the design, and may include landscaped berms, fences or other methods to address noise impacts resulting from the widened road.

Q: What will an improved Route 90 look like?

A: The design of an improved Route 90 is still to be determined. The project will include three through lanes of traffic in each direction on Route 90 and modifications to the St. James Bridges and Portage Avenue interchange. It will also include modifications at key intersections and possibly sound attenuation along the corridor. Other considerations will include transit and pedestrian/cycling improvements and land use development potential along the corridor.

As part of the design process, the project will consider place-making improvements such as landscaping, green spaces, and public art to help integrate the route into the surrounding area. Examples could include incorporating tall grasses, shrubs and trees. Amenities such as these can provide shelter, shade, reduce traffic noise, and add visual interest. Tree cover also provides shade for sidewalks and bike paths. They can also maintain the "curb appeal" of residential properties lining the roadway.

Q: Will pedestrians, cyclists and transit be able to use the route?

A: The design will accommodate all users, including vehicles, pedestrians, cyclists and transit. Pedestrian and cycling improvements may include alternative ways for students and community members to cross Route 90. The project will strive to improve upon the City's cycling network providing dedicated pedestrian and cycling facilities and connections to existing corridors, downtown and major recreational sites such as Fort Whyte Alive and Assiniboine Park. Transit improvements may include transit priority signals that will allow for more efficient transit operations, improved bus stop platforms, passenger shelters, and pedestrian and cyclist connections.

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Q: Will the design allow for commercial trucks?

A: The design of an improved Route 90 will include commercial trucks. Route 90 is an important economic transportation route and accommodates local, regional, national and international truck traffic. Route 90 is also part of the strategic goods movement network in the City's Transportation Master Plan. Improving the movement of goods along Route 90 will be important to the design and overall success of the corridor.

Q: Will my property be affected?

A: Improving Route 90 includes balancing the needs of neighbourhood residents with improving capacity for vehicles, transit, pedestrians, and cyclists. The City will consider property impacts along the corridor as part of the design process, which includes privately owned and government properties. Affected property owners will be kept informed as the project moves from technical review to preliminary design.

Q: What is going to happen with the Kapyong lands?

A: The Kapyong lands are located between Grant Avenue and the CN main line, on both the east and west sides of Route 90. The project team will monitor progress, gather information, and work together with key stakeholders to ensure the design takes into consideration potential new development and land use in this area. Potential land use scenarios will be developed based on the City's land use plan and considered in project planning to help anticipate the impact of future redevelopment of Kapyong lands on Route 90 and understand its potential effects on traffic in the area.

Q: Route 90 is a Regional Street. What is a Regional Street?

A: Regional streets in Winnipeg are designated by City Council. Regional streets move traffic between major areas throughout the City, link communities with each other and downtown, and provide major access routes from provincial highways to the City's roads and neighborhoods.

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Q: How much will it cost?

A: No construction funding is currently approved and the current construction costs for the project are not yet known. A Class 3 estimate will be prepared as part of the preliminary design for the project and include costs for roadways, interchanges, bridges, overhead sign structures, sewers, surface drainage, utilities, sound attenuation, multi-use pathways, street lighting, pavement markings, traffic detours, landscaping, public art, removals, property acquisition, engineering, administration and contingencies.

Q: What are the traffic volumes on Route 90?

A: Traffic volumes on Route 90 vary along the corridor between Taylor Avenue and Ness Avenue, with the highest volumes found between Portage Avenue and Academy Road on the St. James Bridges. The weekday traffic volume on the St. James Bridges was approximately 79,000 vehicles per day in 2017.

Q: Is traffic on Route 90 increasing?

A: Over the past 10 years (2007 to 2017), weekday traffic volumes on the St. James Bridges have increased from 72,000 vehicles per day to 79,000 vehicles per day, an increase of approximately 10%.

Q: How many trucks are on Route 90?

A: In 2017, approximately 4% of daily traffic on the St. James Bridges was truck traffic, which corresponds to about 3,000 trucks per day.

Q: Is there a pedestrian bridge over Route 90 planned at Lockston Avenue?

A: In the 2012 Transportation Planning Study a pedestrian overpass of Route 90 was recommended at Lockston Avenue to replace the existing at-grade crossing. As part of the current study both an at-grade crossing and an overpass will be investigated at this location.

Q: Over half of Carpathia students must cross Route 90 to get to school. This intersection is very important. Is it either a pedestrian bridge or an at-grade crossing at Lockston Avenue and Route 90?

A: Yes, it will either be a pedestrian bridge or at-grade crossing. An underpass at

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Lockston Avenue is not possible because of underground infrastructure.

Q: Will there be a pedestrian overpass at Lockston and Route 90? What will the minimum vertical clearance be?

A: The 2012 study recommended an overpass based on feedback received from the public and parents of children attending Carpathia school. The design team is currently investigating both an at-grade crossing (with half signal) and overpass which will be evaluated on technical merit and feedback from the public. The minimum vertical clearance will be 5.3 metres.

Q: It is currently very hard to cross at Doncaster and Tuxedo intersection. Is this being considered in project area? Rady JCC has been requesting a stop light.

A: Project team noted for consideration as part of project design.

Q: Can a roundabout be considered at the Grant/Route 90 intersection? Something that would calm traffic and add aesthetic value to project?

A: A roundabout is not being considered as part of project design due to the large amount of land that would be required to accommodate it at that intersection.

Q: Has Carpathia school received any feedback from parents as to their preference for the crossing at Lockston and Route 90?

A: Safety is a huge concern. Carpathia School has adult crossing guards, but this service doesn't extend beyond school hours and drivers are always going very fast. There are also student patrols but only when there is an adult crossing guard.

Other discussion included the following suggestions for project team consideration:

- Applying a "Road Diet" to Tuxedo between Corydon and Route 90 to make room for protected bike lanes linking up important shopping districts.
- Looking at a north/south connection on the east side of Route 90: Provide either a pathway on the Route 90 right of way or potentially a neighbourhood greenway along Beaverbrook between (and across) Academy and Taylor Avenue.
- North Assiniboine Bikeway Connections: Riverbend property acquisition to link up

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with an existing easement through the Kiltarton Towers - maybe even just a right of first refusal?

- Taylor Connection to Route 90: The pathway that will be included in the twinning of Taylor as part of the Waverley West Underpass rehabilitation project does not reach Route 90.
- Desire to have a half signal on Route 90 at Willow
- Desire to have connections into Swindon through the Kapyong Barracks property redevelopment
- Create a north south neighbourhood greenway along the Edgeland right of way
- Improved crossings of the Assiniboine River
- Create a pathway from Joe Malone Park to the back of the Superstore site

Project team noted the above recommendations for consideration and future response.

The project team encouraged PAC to continue to submit questions as they arise.

b) Engagement to date

Blueprint, with guest Mary Agnes Welch from Probe Research, presented the results of the recent online and omnibus survey including what was learned and how the information will be used.

The survey results provided the baseline to develop questions and the areas for input to be used for the next round of engagement, which will be more focused on the project design.

Key Findings – Omnibus Survey

1. Driving is the dominant way Winnipeggers use Route 90. Nearly two-thirds of Winnipeg residents drive Route 90 frequently – a few times a month or more. Very few Winnipeggers, even younger adults, report using alternative modes of transportation – walking, biking, taking the bus - on Route 90.
2. An overwhelming majority consider Route 90 an important transportation route for the city. There has been virtually no change in this sentiment over the last decade.
3. Conversely, there is only modest awareness of the city's plan to widen Route 90.

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Just over one-half of residents are aware of the route's expected modernization, but more than one-quarter consider themselves entirely unfamiliar with these plans.

4. Winnipeggers are slightly more likely to consider too many intersections, instead of too many trucks, as the main cause of traffic jams on Route 90. One-half of Winnipeggers admit to shortcutting through the neighbourhood to avoid Rt. 90 traffic. And, left turns onto or off Route 90 are generally seen as difficult.
5. Winnipeggers say reducing traffic congestion and accommodating future growth are "musts" in any modernizing of Route 90. Better managing truck traffic is also a key priority. Among regional residents, however, building better bike routes was a much higher priority.

Key Findings - Online Survey

Results aligned to Omnibus findings:

1. Frequency of use and mode results support the omnibus findings, with driving the dominant way respondents use Route 90 and over 70% of respondents never biking, walking or taking the bus.
2. Left turns onto or off Route 90 are generally seen as difficult.
3. Reducing traffic congestion and accommodating future growth are "musts" in any modernizing of Route 90.

Results different from Omnibus findings:

1. A larger number of online survey respondents were aware of the project - 80% vs 56% in Omnibus - most likely resulting from a larger representation of project area residents (25% vs.10% in Omnibus) and a resulting familiarity of the project.
2. 850 Online survey respondents provided their views or experiences regarding the future of Route 90. This feedback will be integrated into engagement results.
3. 496 Online survey respondents provided their email address to receive further communications regarding this project.

A brief update was provided by the City on Indigenous engagement. The PAC was informed that an introductory meeting with the Treaty 1 was held earlier in the day and that engagement would be ongoing.

c) **Design to date**

WSP provided an update at to the technical work completed to date, which includes:

Land Use: Completed a review of existing land uses in the study area and looked at potential development scenarios for the former Kapyong Barracks site and residual parcels along Route 90.

Transit Service: Completed a review of existing transit routes and stops in the study area and met with Winnipeg Transit to discuss future transit operations along the Route 90 corridor.

Pavement Condition Assessment: Conducted a pavement condition assessment of the side streets connected to Route 90 between Taylor Avenue and Ness Avenue.

Bridge Condition Assessment: Conducted various inspections and tests to determine the existing condition of the St. James Bridges over the Assiniboine River.

Contaminated Sites Overview: Completed a study to identify potential or actual environmental contamination that may exist within the study area and surrounding properties.

Traffic Analysis: Reviewed existing and forecast horizon year traffic volumes and operations for intersections within the study area.

Design Options: Developed and reviewed options for the St. James Bridges and Portage Avenue Interchange. Geometric, traffic and structural analyses were undertaken to determine the viability of the options from an engineering perspective.

Cost Estimate: Prepared Class 4 cost estimates for the functional design options and construction staging. A complete project Class 3 cost estimate for the recommended alignment will be included as part of the preliminary design phase.

Construction Staging: Prepared a construction staging plan for the St. James

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Bridges and Portage Avenue Interchange work.

Value Engineering Session: A three-day Value Engineering workshop was held to review the design options and preferred alignment to identify any innovative and alternative means of satisfying the project requirements.

Functional Design: Prepared a functional design of the viable options for Route 90 from Taylor Avenue to Ness Avenue, including structural options for the St. James Bridges and Portage Avenue Interchange.

Land Drainage: Reviewed existing land drainage within the study area and prepared a land drainage design for the functional design options.

Utilities: Reviewed existing utilities within the study area and identified potential conflicts and relocations for the functional design options.

Pedestrian and Cycling Facilities: Developed pedestrian and cycling cross-sections for Route 90 and identified connections to existing and proposed pedestrian and cycling facilities. Potential crossing locations of Route 90 were also identified. Blueprint noted that the project team recently participated in a value engineering session as part of testing the design options being considered. Value Engineering was described as 'a gut check' in the process. Value Engineering is intended to make sure that best options for design are being looked at by allowing experts from outside the project to look at it objectively and ask questions.

3) Upcoming events

PAC 3 meeting will be scheduled in early June, when the project team is in a better position to share information about the design and property impacts. The project team is currently working to identify where there are opportunities for input, from PAC and others, including possibilities for a pedestrian overpass bridge, safety and design.

Draft materials and agenda will be provided to PAC members in advance of the next meeting, including proposed questions for the second online survey.

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Phase 2 of the engagement process is underway. Phase 2 will present the functional design and obtain feedback and input that can be used or considered as part of project design. Engagement activities, including public online survey, expected in June.

4) Next Steps, adjourn

Project design will continue and project team will work to identify areas for input and feedback as part of upcoming June engagement activities.

The Phase 1 engagement summary, including meeting notes from the first two PAC meetings, will be available on the project website once finalized.

PAC will be contacted to provide information about upcoming public/community events, contact information and other ways they can best support engagement activities. PAC asked to think about how the PAC social networks could be used to promote the project and solicit broader input, and what support the project team could provide to help them do that.