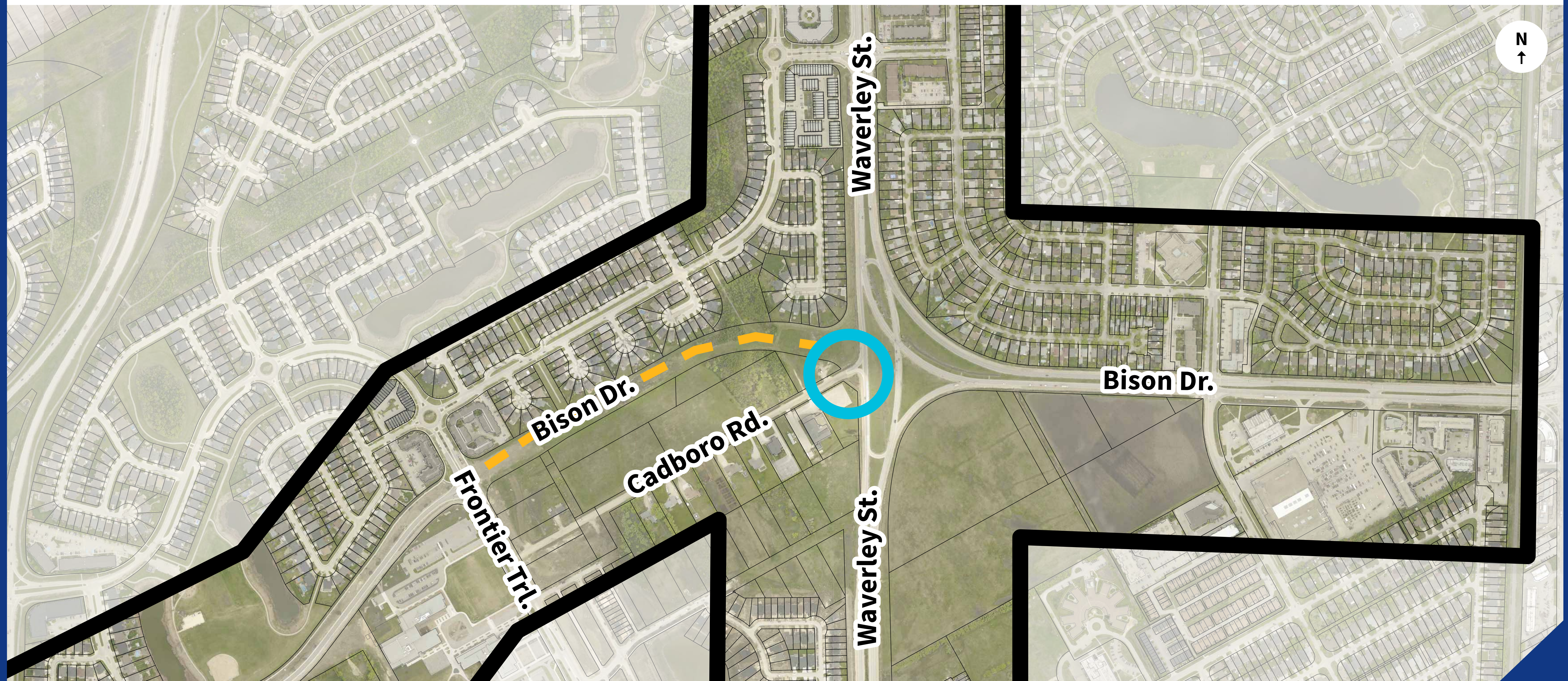


Creating connections at Bison & Waverley



Welcome

We are here to:



Tell you about the project

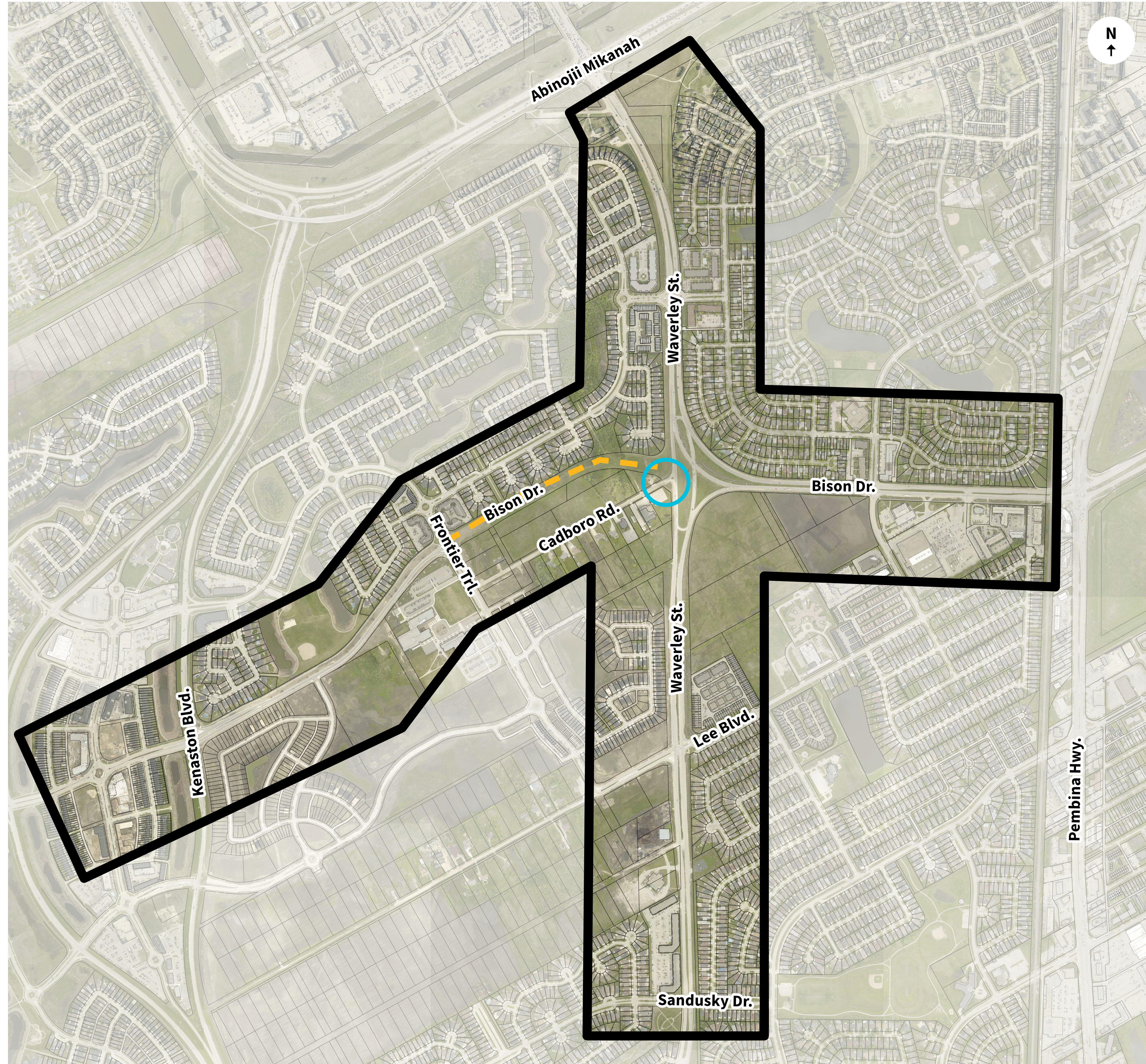


Show you how we got to our draft design



Listen, ask questions, and answer your questions

Project area



Bison Drive and Waverley Street are important connections for south Winnipeg. We are working on a design to extend Bison Drive from Frontier Trail to Waverley Street.

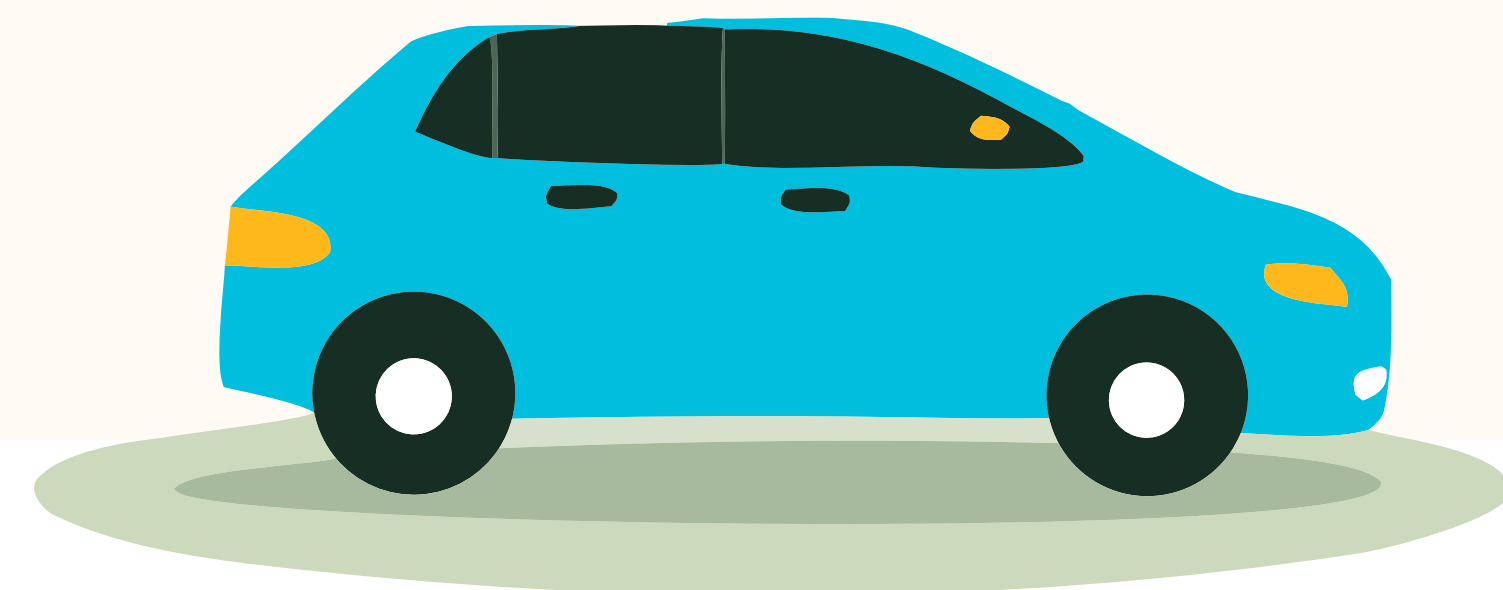
Legend

- Project area
- - - Proposed extension of Bison Drive
- Cadboro realignment

Background

We need to:

Better connect Waverley West to the regional street network so traffic can move more easily and there is less pressure on local neighbourhood streets.



Support future transit by providing a direct route and improved service along Bison Drive between the surrounding neighbourhoods and the University of Manitoba.

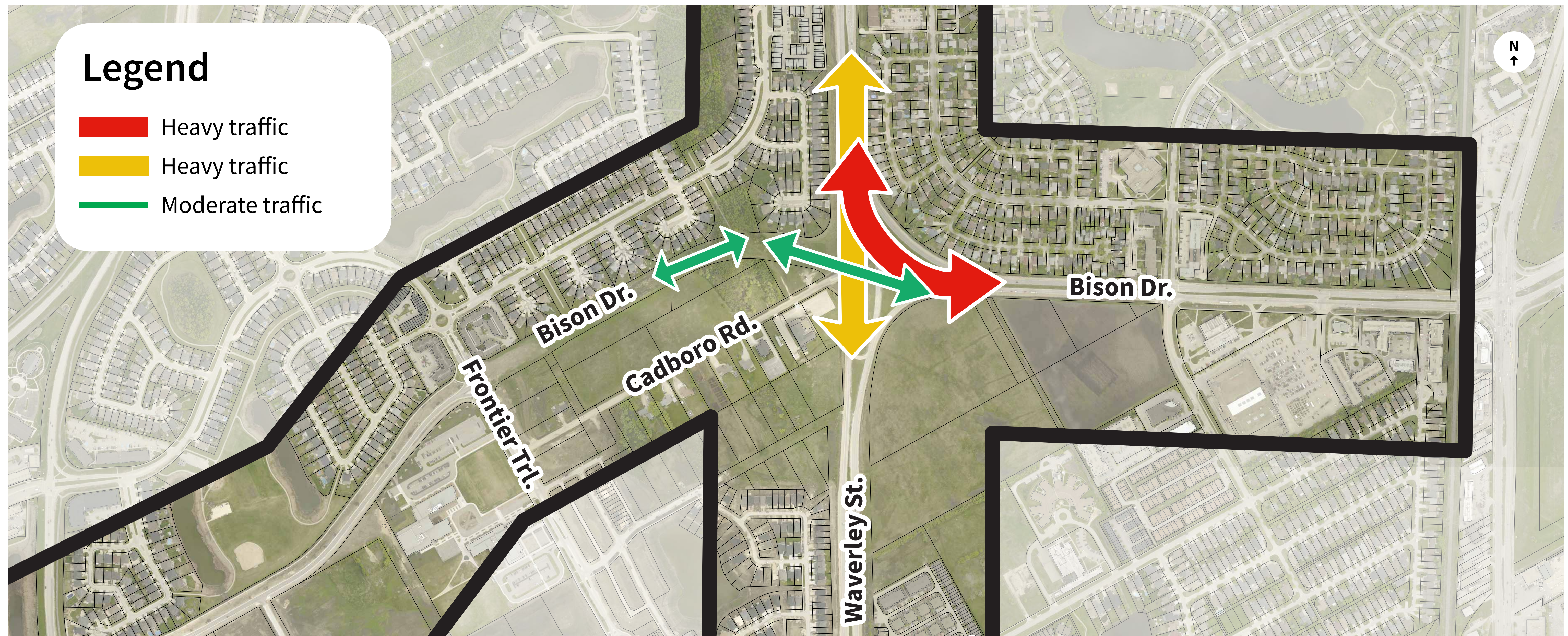


Make walking and biking safer and easier by adding new paths and filling in missing links between surrounding neighbourhood pathways, the University of Manitoba and the larger regional walking and biking network.

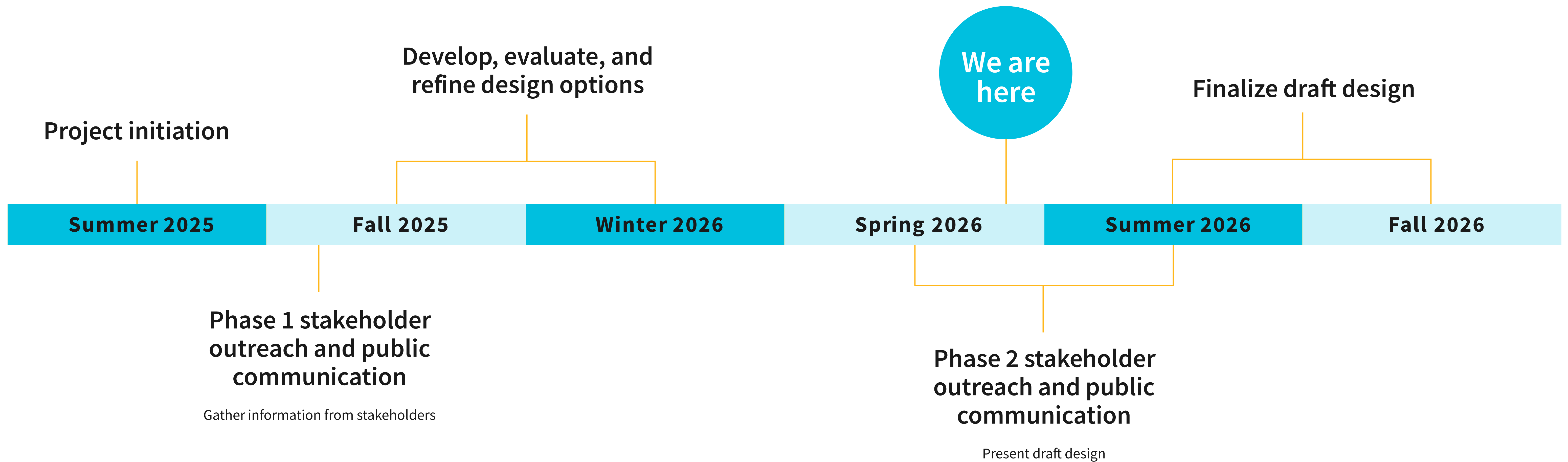


Background

Extending Bison Drive from Frontier Trail to Waverley Street requires a complete re-design of the existing Bison and Waverley intersection to accommodate traffic flows. The southbound left-turn at the Bison and Waverley intersection that connects to Pembina Highway and the University of Manitoba is a very heavy turning movement.



Timeline



These improvements will make it **easier and safer to get around** - whether you're driving, taking the bus, walking or cycling.

At this point, **we only have budget to design a solution.** There is not yet funding for construction.

Phase 1 recap

During Phase 1, we met with **landowners, business owners and other stakeholders** to introduce the project, communicate the project's scope and timing, and gather initial feedback.



Stakeholder meetings with **specific landowners** in the area.



Group meetings with potentially impacted landowners and other identified stakeholders.



A **project overview** was shared on the City's website, outlining the project's purpose, scope, and timing.

The stakeholder feedback received during Phase 1 was **helpful and considered during the preparation of the design options.**



Phase 1 recap

Key feedback themes from stakeholders:



People want new and safer infrastructure to better connect to their community to walk and bike to places easier.



Stakeholders talked about lack of safe pedestrian crossings on Bison Drive.

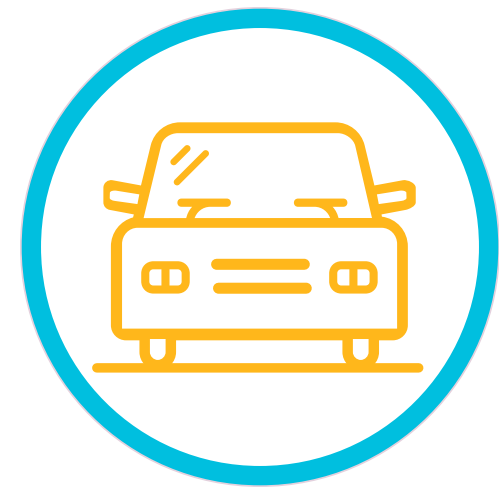


Stakeholders were interested in potential connections to Cadboro Road.

Key themes reflect the input heard from many stakeholders but do not represent all stakeholder views.

Evaluation criteria

We designed three options and evaluated them based on:



Engineering and transportation

- Road safety
- Roadway criteria (design speed, curve requirements)
- Drainage infrastructure
- Traffic level-of-service
- Active transportation
- Transit accommodation
- Utilities
- Constructability



Community/social economic impacts

- Minimize land acquisition/severance
- Impact on businesses/residences/neighbourhoods
- Impact on access
- Pedestrian/cycling accommodation



Cost factors

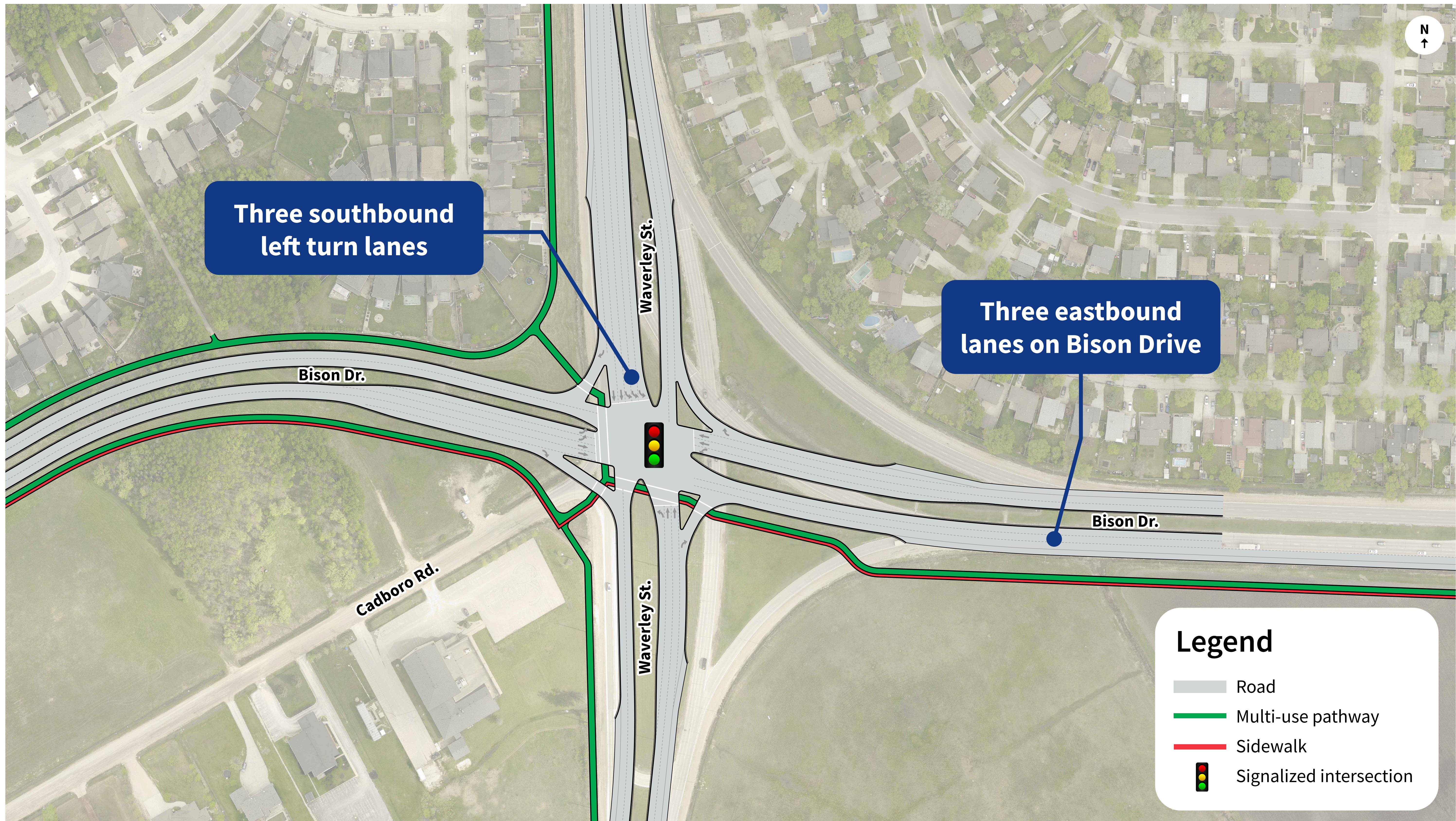
- Cost of construction
- Right-of-way acquisition cost
- Property impacts



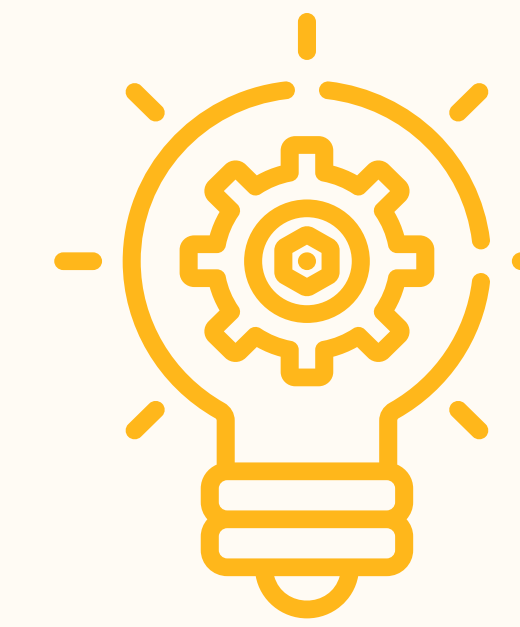
Environmental impacts

- Natural environment
- Habitat impact
- Heritage resources impact

Option 1: Conventional intersection



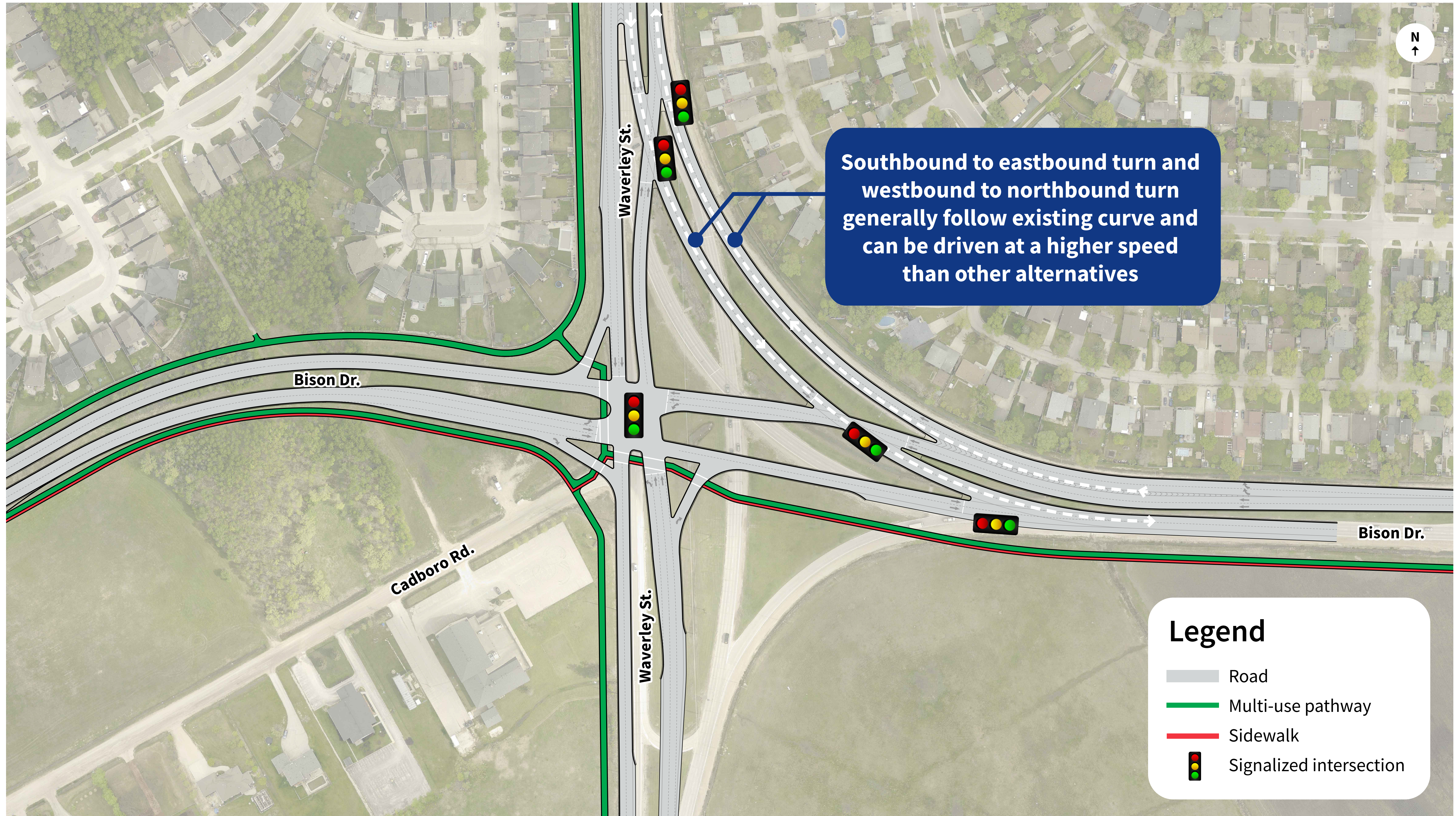
Option 2: Displaced left-turn intersection



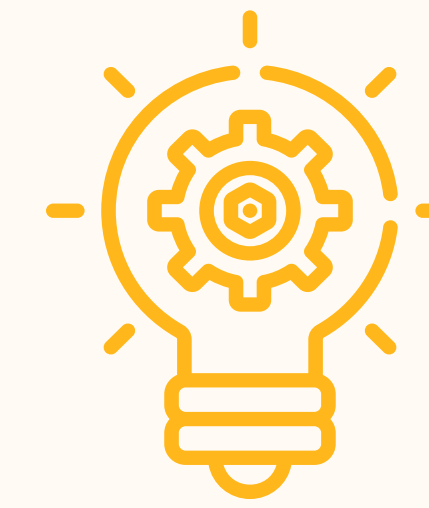
What is a displaced left-turn intersection?

- Instead of making a left turn at the main intersection, drivers cross over to the opposite side of the road earlier, at a separate signal, and then complete the left turn at the same time as through traffic.
- This removes the usual conflict between left-turning vehicles and oncoming traffic.

Option 3: Modified displaced left-turn intersection

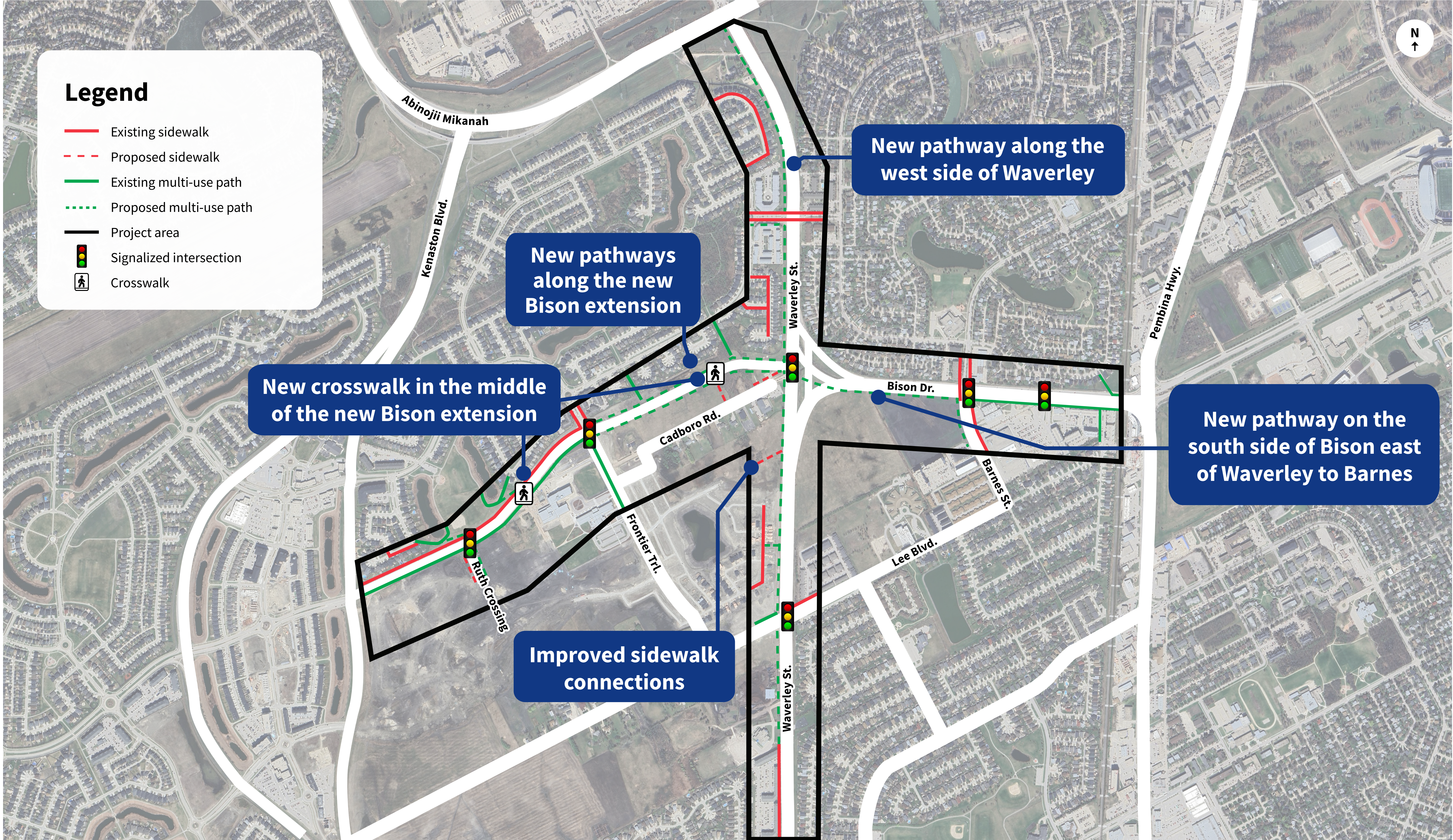


Cadboro Road access

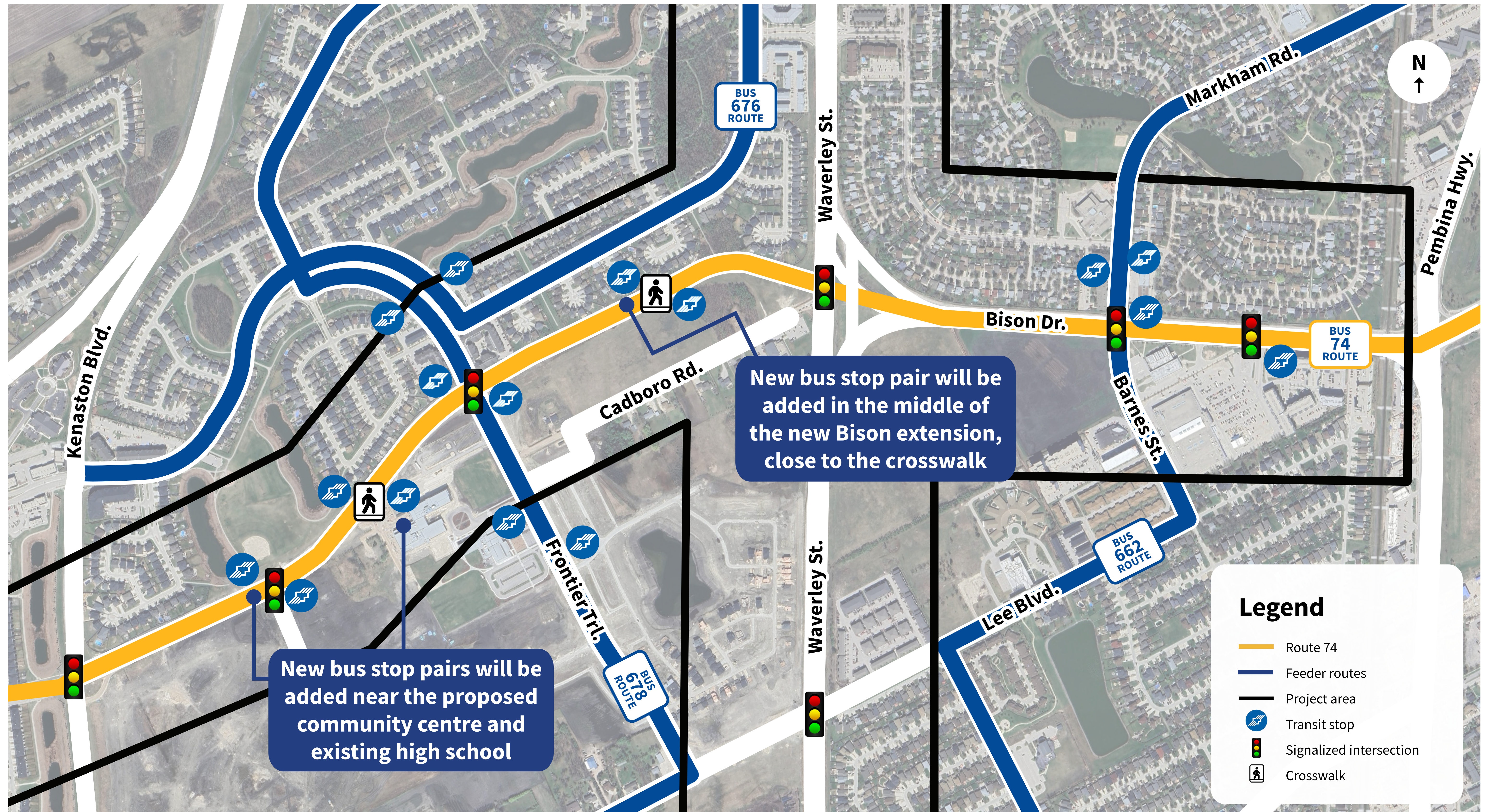


- Potential turnaround sites have been identified.
- A secondary access option is still being developed and will be confirmed during the draft design stage.

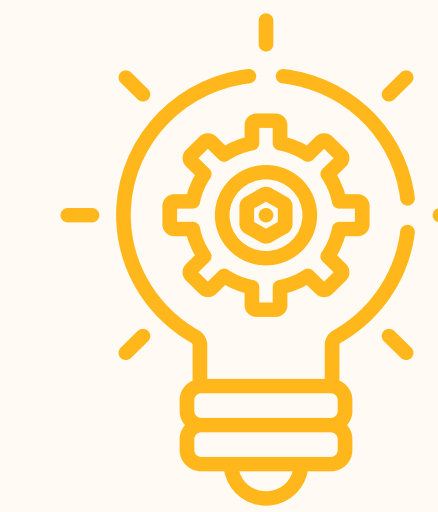
Active transportation



Transit

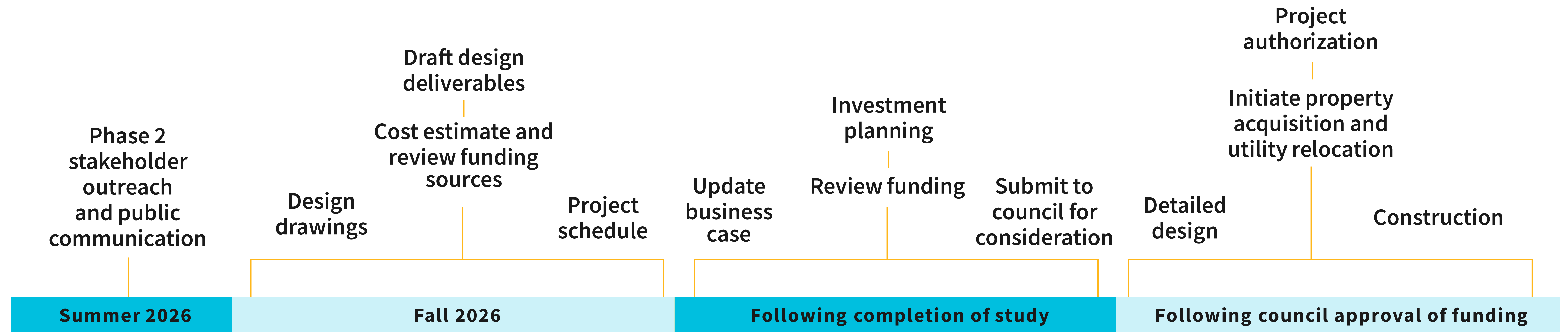


Draft design to move forward: Option 2 - Displaced left-turn intersection



- The displaced left-turn intersection improves traffic operations by diverting left-turning vehicles to an upstream intersection.
- Protected left-turns can be completed at the same time as through traffic movements, which increases the capacity and operational efficiency of the intersection.
- The displaced left-turn intersection will provide additional traffic capacity at Bison and Waverley beyond the study horizon year.
- By separating conflicting movements, displaced left-turn intersections can reduce the potential for some high-severity collision types.

Next steps



At the end of this design phase we will have a cost estimate that we will use to determine funding sources for the project.

Timelines for final design and construction depend on future funding.

Thank you!

For additional information, contact:

Meagan Boles, Public Engagement Lead

E: Meagan.Boles@wsp.com

T: 204-259-1628