

Preferred Option

OPTION 4: Widen on Alternating Sides

- Best meets project objectives.
- Allows for better alignment with existing bridge approach.
- 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.
- Accommodates the requirements of the Manitoba Youth Centre.

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 to the City?

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

→ Study Boundaries and Considerations

We examined 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.

→ Why Were These Routes and Facilities Chosen?

Local residents and cyclists were consulted through open houses, stakeholder meetings and an AT questionnaire.

Selection and evaluation criteria included:

- Safety
- Connectivity, continuity and enhancement of the AT Network
- Directness
- Ease of Transition
- Efficiency
- Aesthetics
- Cost effectiveness

We selected and proposed 18 recommended routes for walking and cycling facilities and detailed rationale for each. These routes and facilities met local uses and needs of commuter cyclists and walkers.

Recommendations were slightly modified with input from a local resident focus group.

Active Transportation



Multi-Use Pathway

Physically separated path that is shared between cyclists and pedestrians. Separation between cyclists and pedestrians may be delineated with pavement markings, surface texture, and/or signage.



Bike Path

A sidewalk level, two-way bicycle facility that is fully separated from traffic lanes and the sidewalk by a physical barrier such as a boulevard.



Cycle Track

A cycle track is a bike lane which is physically separated from traffic lanes, parking lanes and sidewalks by a physical barrier such as a curb or median. Cycle tracks can be either one-way or two-way, and on one or both sides of a street.



Bike Lane

Bike lanes are dedicated road space for cyclists. They are separated by a painted dividing line and identified by signs and pavement markings. Bike lanes may be buffered from traffic by thick painted lines.



Sharrows

Sharrows are designated shared roadways that are signed and marked with a sharrow road marking, consisting of a double chevron and bicycle painted on the street. Sharrows can be designated on roads with wider curb lanes to indicate lanes are shared between cyclists and motorists side by side as well as down the centre of a narrow lane to indicate that the lane is to be shared single file.



Bike Route

Normal traffic lanes of standard width where cyclists share the roadway with other vehicles and are indicated with signs such as: "Bike Route", "Share the Road" and/or "Watch for Cyclists".

Bicycle Boulevard

A bicycle boulevard is a shared roadway, which has been optimized for bicycle traffic. In contrast with other shared roadways, bicycle boulevards discourage cut-through motor vehicle traffic, but typically allow local motor vehicle traffic. They are designed to give priority to cyclists as through-going traffic.

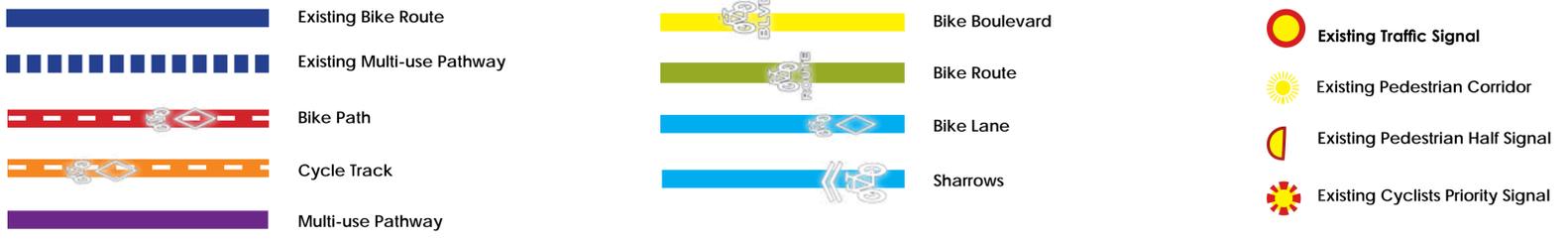
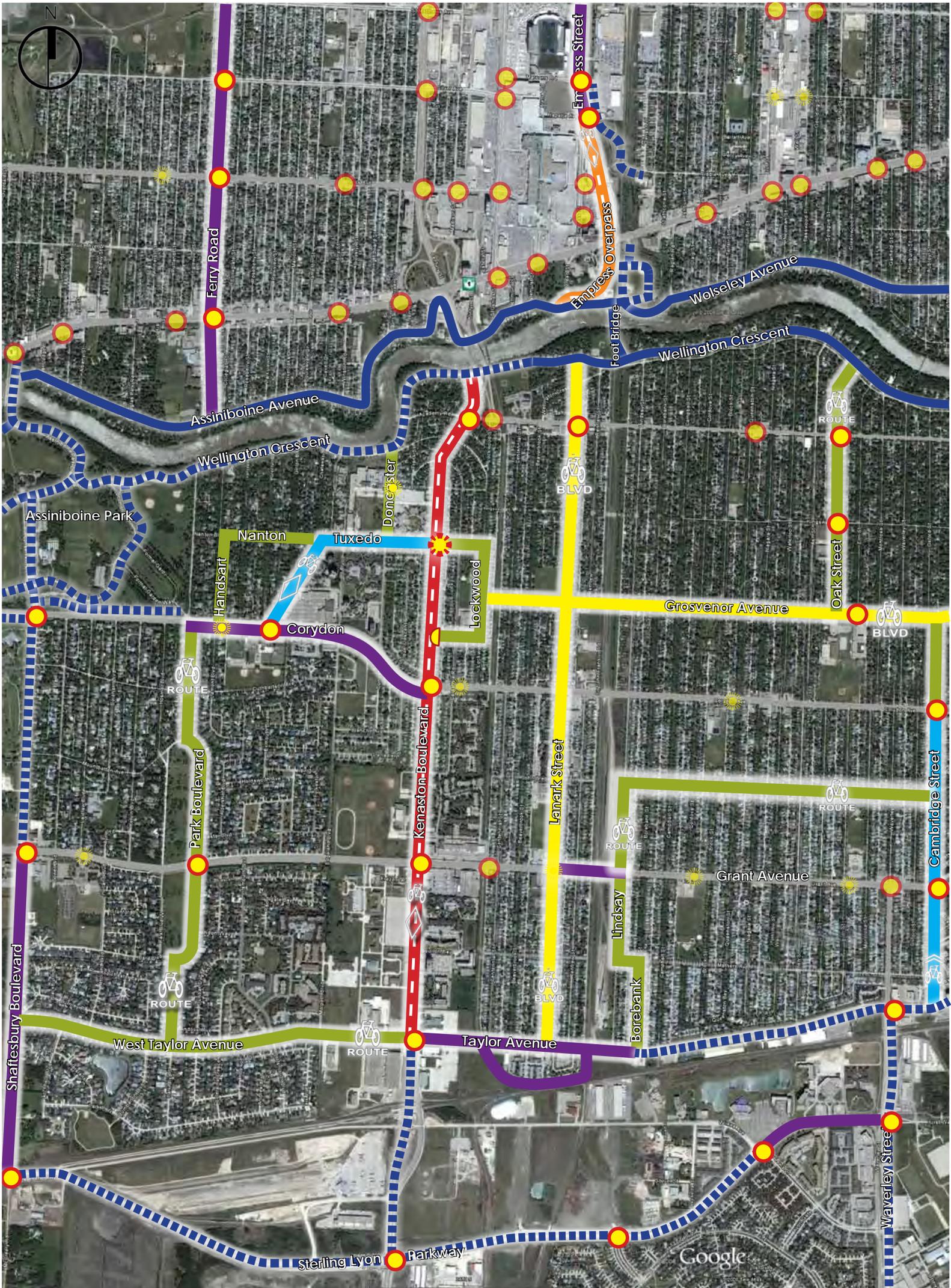
The purpose of a bicycle boulevard is to improve bicycle safety and circulation by having or creating one or more of the following conditions:

- Low traffic volumes;
- Discouragement of non-local motor vehicle traffic;
- Free-flow travel for bikes by assigning the right-of-way to the bicycle boulevard at intersections wherever possible;
- Traffic control to help bicycles cross major arterial roads; and
- A distinctive look and/or ambiance such that cyclists become aware of the existence of the bike boulevard and motorists are alerted that the roadway is a priority route for bicyclists.

Bicycle boulevards are often located on residential streets and are designated with signage and pavement markings. They incorporate several different traffic-calming measures, and crossing aids as well as bicycle infrastructure such as bike lanes.

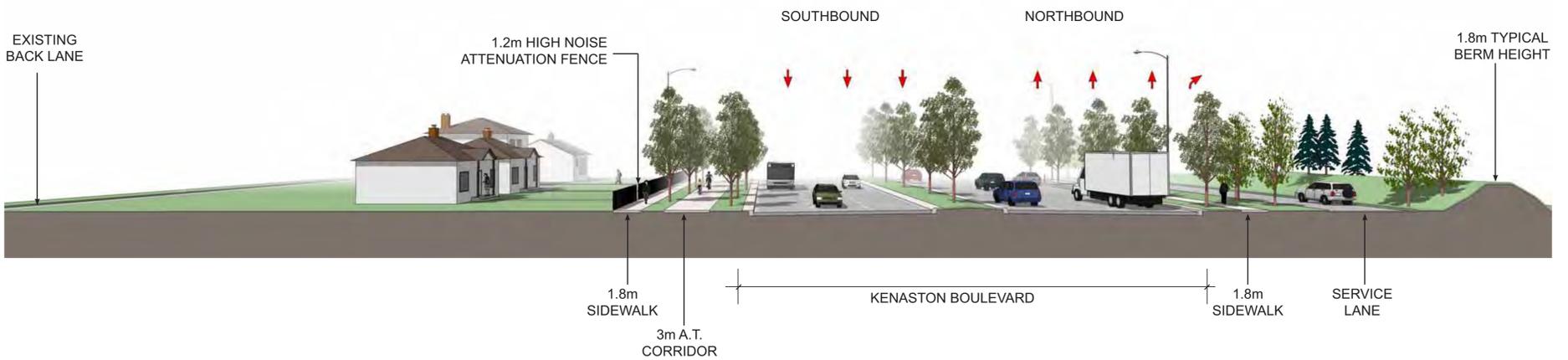


Active Transportation

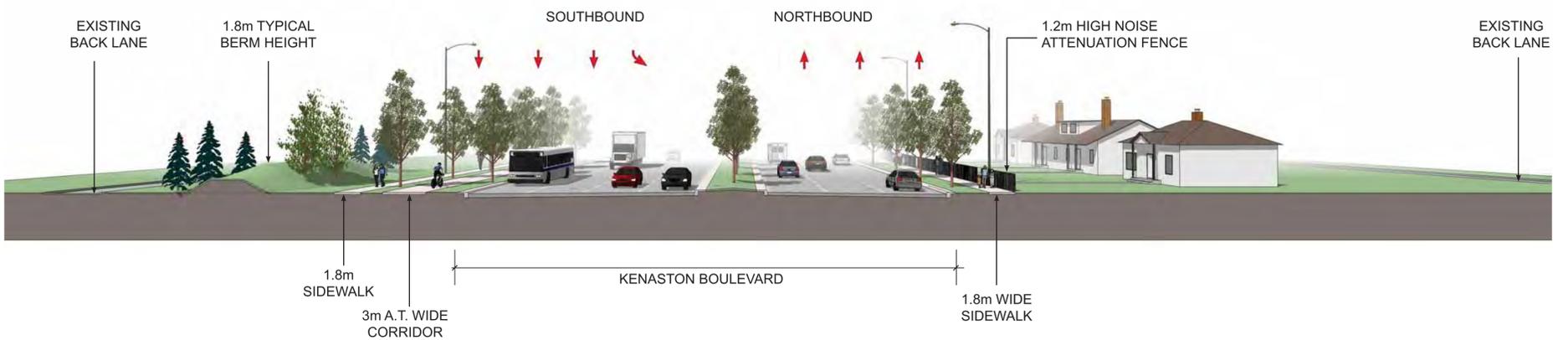


Conceptual Options

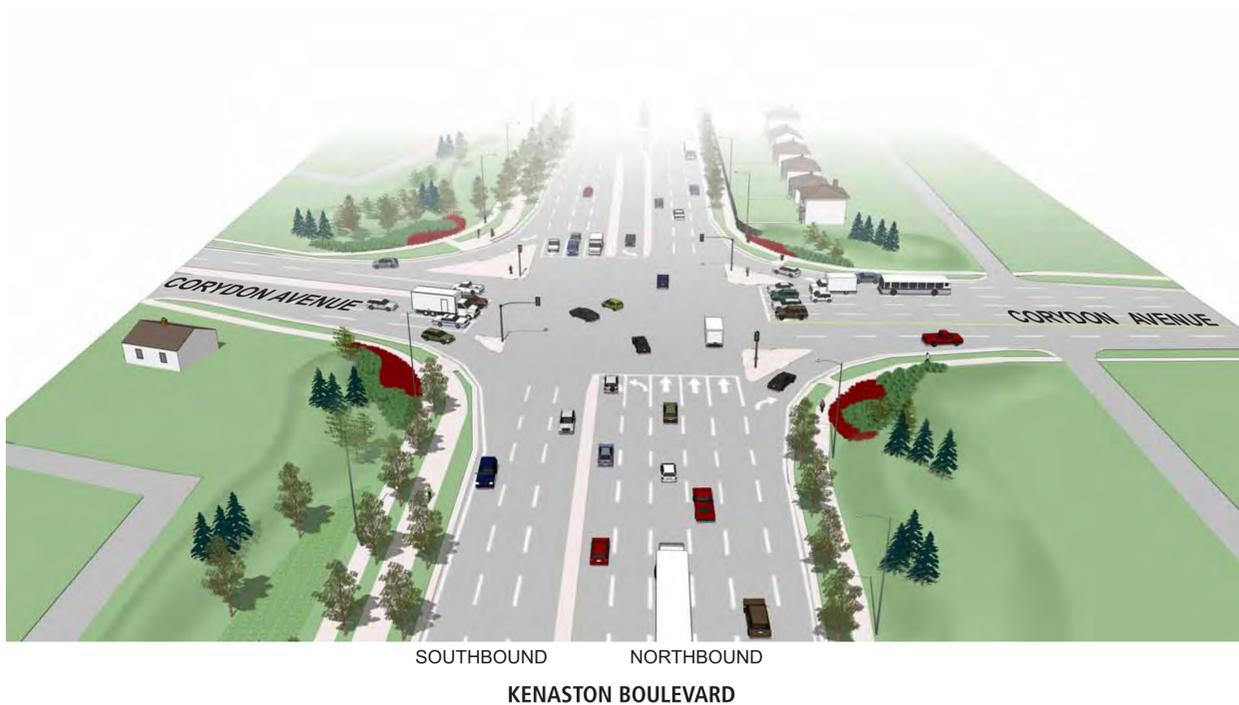
Typical Section: Widening to the East



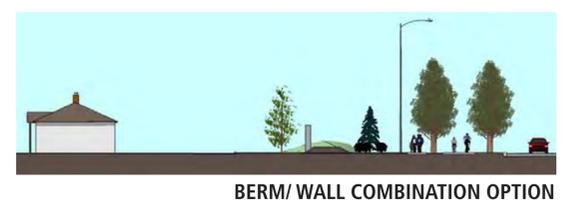
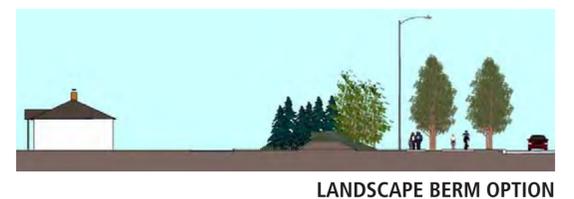
Typical Section: Widening to the West



Example: Corydon Avenue Intersection



Noise Attenuation



Conceptual Options

Pedestrian Overpass: Elevation Section



Pedestrian Overpass: Oblique View



Noise Mitigation

- General City policy endorses the construction of noise attenuation devices to protect residential land use from noise impacts where technically and economically feasible.
- City guidelines state:
 - *The point of reception for determining noise impacts on a property shall be at the limit of the outdoor recreational area (backyard) closest to the regional transportation facility under consideration*
 - *Where dwelling units flank or front directly on a regional street, it is usually not feasible to construct noise attenuation devices.*
- Potential noise mitigation measures
 - Noise berm and/or landscaping
 - Noise barrier (masonry wall or double-sided wood fence)
 - Smooth pavement surface

Noise Mitigation

Typical Noise Levels of Familiar Sources

SOURCE	NOISE LEVEL (dBA)
Chain Saw	115
Lawn Mower	100
Car Wash (at 6 metres)	90
Garbage Disposal	80
Vacuum Cleaner	70
Forecast Route 90 Traffic	63-78
City Policy	65
Existing Route 90 Traffic	50-64
Conversational Speech	60
Refrigerator	50
Soft Whisper	20-35

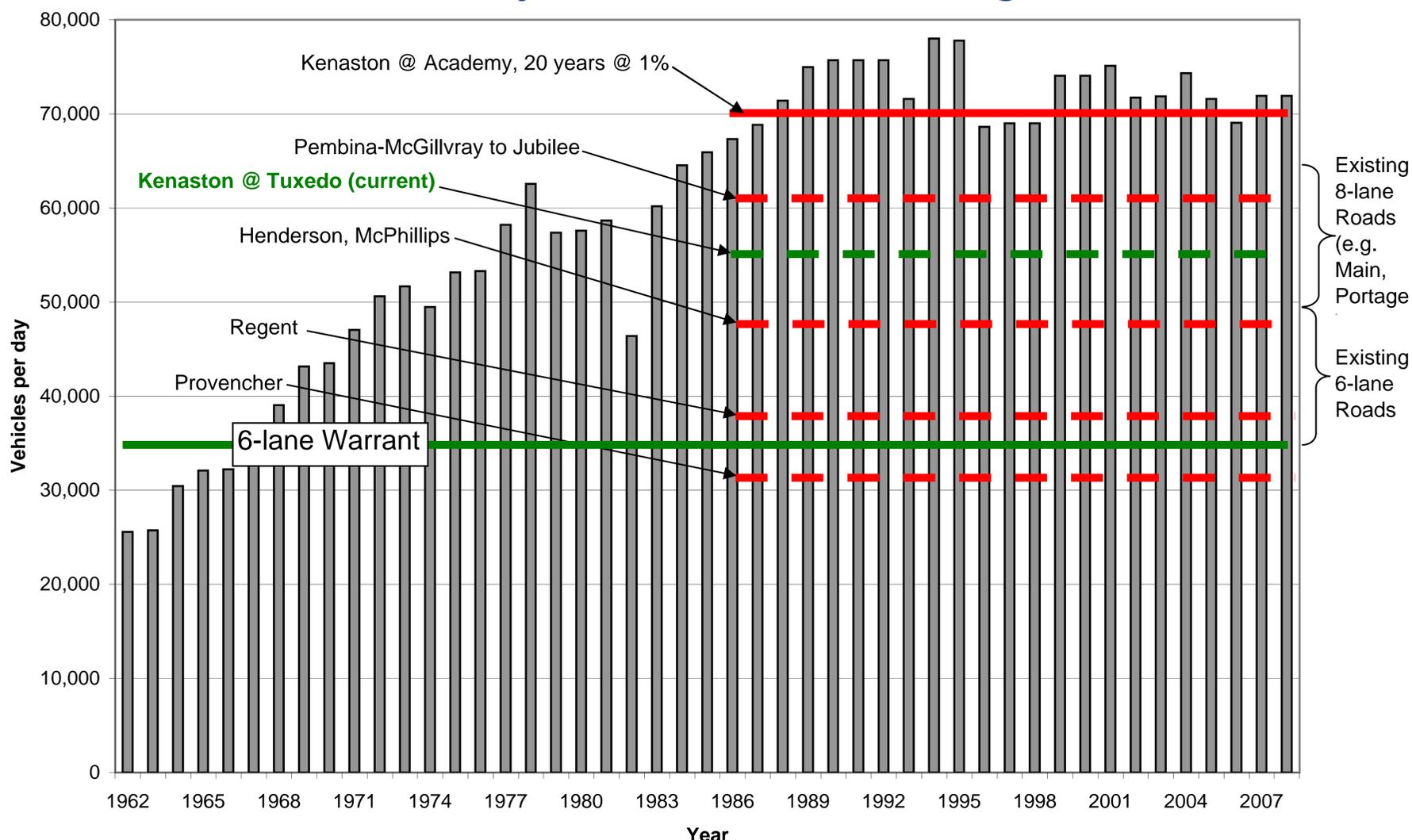
→ Please see the large-scale conceptual design drawing on the adjacent table for proposed noise mitigation measures.

Response to Round 1 Feedback

The following table illustrates some of the main topics raised during Round 1 Consultation and corresponding responses based on the Preferred Option (excluding Active Transportation commentary – see AT information):

#	ISSUE RAISED	RESPONSE
1	<p>General Opposition to Project</p> <p>A number of individuals felt that the project was not needed and/or would not relieve traffic congestion, and that other means of reducing traffic congestion be considered.</p>	<p>The normal capacity of a four-lane roadway is about 35,000 vehicles per day. This section of Route 90 experiences up to 70,000 vehicles per day.</p> <p>While other ways of reducing traffic demand are included as part of this project (e.g. Transit facilities, Active Transportation facilities), these efforts will not be able to reduce demand enough to justify not adding additional lanes to Route 90.</p>

Weekday Traffic on St. James Bridge

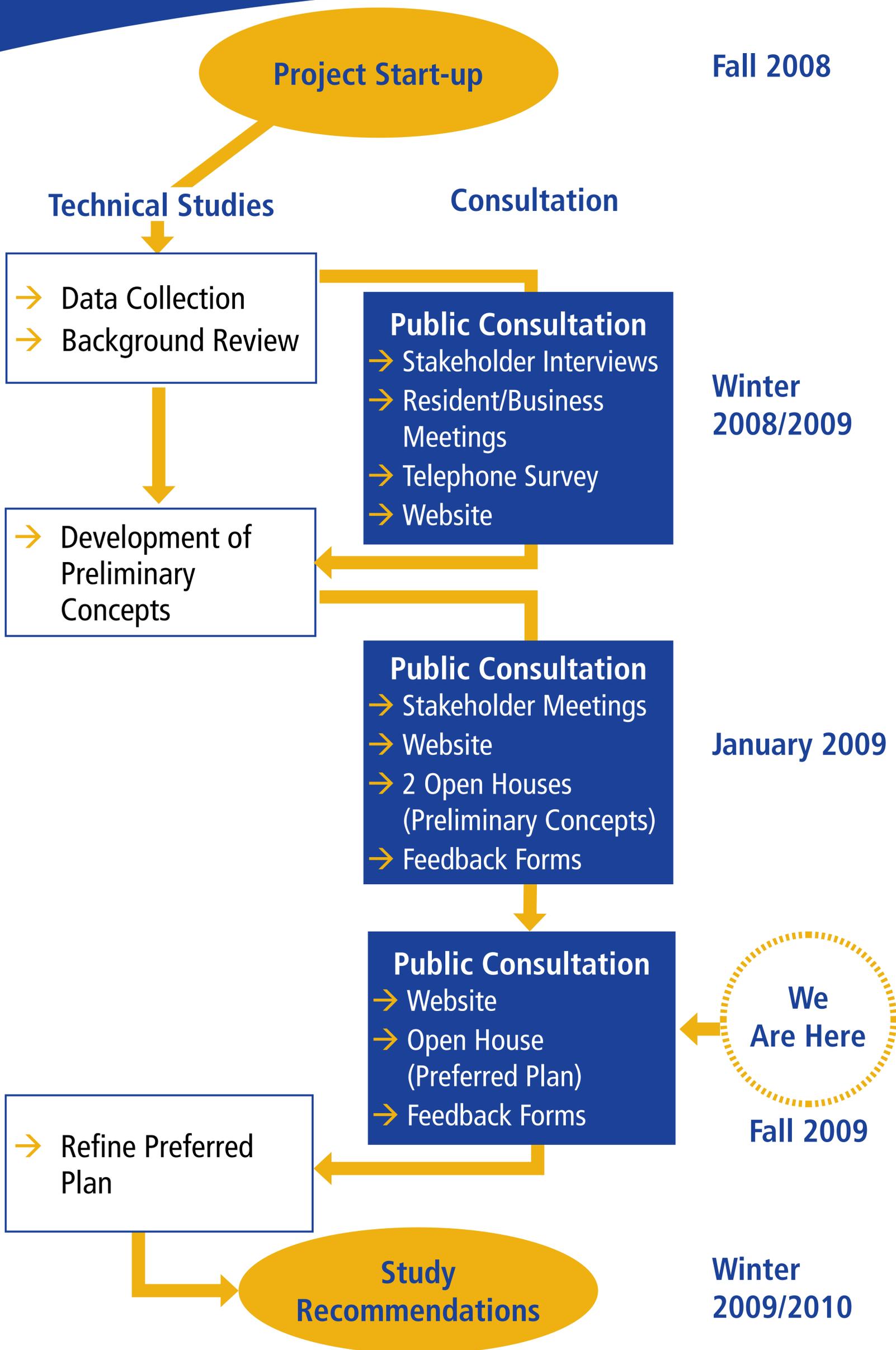


#	ISSUE RAISED	RESPONSE
2	<p>General Support for Project</p> <p>A number of individuals expressed support for the project indicating it was overdue and much needed.</p>	<p>The preferred plan will be recommended to Council to approve.</p>

Response to Round 1 Feedback

#	ISSUE RAISED	RESPONSE
3	<p>Neighbourhood Impacts</p> <p>Many individuals expressed concern about the potential for the widening project to negatively impact to adjacent neighbourhoods and residents.</p>	<p>All of the possible options would have both positive and negative neighbourhood impacts, including substantial property acquisition in all cases. The preferred option will confine the impacts to the existing corridor, and reduce existing impacts resulting from shortcut traffic on adjacent streets.</p> <p>Impacts on the corridor will be mitigated through property acquisition, landscaping and berming, and noise mitigation. Positive impacts include, less idling vehicles, less congestion, construction of an Active Transportation pathway and landscaping amenities.</p> <p>Properties south of Grant Avenue will benefit from the addition of a service road to the rear of the properties, which will improve access to the Route 90 corridor.</p>
4	<p>Existing Traffic Flow/Congestion</p> <p>Many noted the existing problem of traffic congestion.</p>	<p>The preferred option will improve traffic flow and reduce congestion.</p>
5	<p>Signal Synchronization</p> <p>Individuals suggested that existing signals should be synchronized.</p>	<p>All of the possible options would include a recommendation for synchronizing traffic signals.</p>
6	<p>Removal or Reduction of Traffic Signals and/or Creation of a Freeway</p>	<p>The at-grade pedestrian crossing will be removed and replaced with a overhead walkway. It is not feasible to remove any other signalized intersections or to construct a freeway within the existing corridor. The number of unsignalized intersections will be reduced by closing access to Route 90 from a number of side streets.</p>
7	<p>Removal of Trucks</p>	<p>Trucks need to access areas along Route 90 to service commercial areas. Re-routing trucks to other nearby streets is not feasible. The number of trucks may be reduced somewhat due to the new airport access routes planned for construction.</p>
8	<p>Use of Service Roads</p>	<p>The preferred plan includes new service roads for the multi-family sites south of Grant Avenue. Service roads could be incorporated into future Kapyong lands development.</p>
9	<p>Left Turn Lanes</p>	<p>Left turn lanes will continue to be used along the corridor at major intersections. All of the proposed options include dual left-turn lanes where required.</p>
10	<p>Traffic Calming (On adjacent streets)</p>	<p>No traffic calming is proposed as part of this project. Improving traffic on arterial streets is a proven method of reducing impacts on local streets.</p>
11	<p>Landscaping and Sound Attenuation</p>	<p>The preferred option will include substantial landscaping as well as sound attenuation walls where warranted and feasible.</p>
12	<p>Increase Transit Service and Bus Pull Out Lanes</p>	<p>The preferred option will incorporate transit priority measures and bus stop upgrades in order to improve current transit service and accommodate future ridership and service growth.</p>
13	<p>Implement Rapid Transit Along the Corridor</p>	<p>The final report will identify potential rapid transit alignments within the study area for future consideration.</p>
14	<p>Use of DND Lands</p>	<p>All options require use of DND lands.</p>

Study Process



Preferred Option

→ Please see the large-scale conceptual design drawings on the adjacent table.



Ness to Academy



Academy to Corydon



Corydon to Taylor

Next Steps

Post Project

- Administration forwards recommendations on preferred plan to Council for adoption (Mid 2010).
- Property acquisition could then occur for properties that are made available to the City.
- Detailed design and construction timing based on funding availability.

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

- Please fill out a comment sheet.