

Welcome

Preliminary Design & Public Consultation for Route 90

→ Taylor Avenue to Ness Avenue

Public Open House

→ Thursday, November 19, 2009
4:00 to 8:00 p.m.

Previous Information

The following three boards highlight information that was provided during the previous Open House.

- Study Purpose
- Study Process
- Project Need
- Phone Survey Results
- Daily Traffic Volumes
- Safety Review
- Intersection Operations
- Existing ROW Limitations
- Active Transportation
- AT Existing Conditions
- AT Opportunities
- AT Next Steps

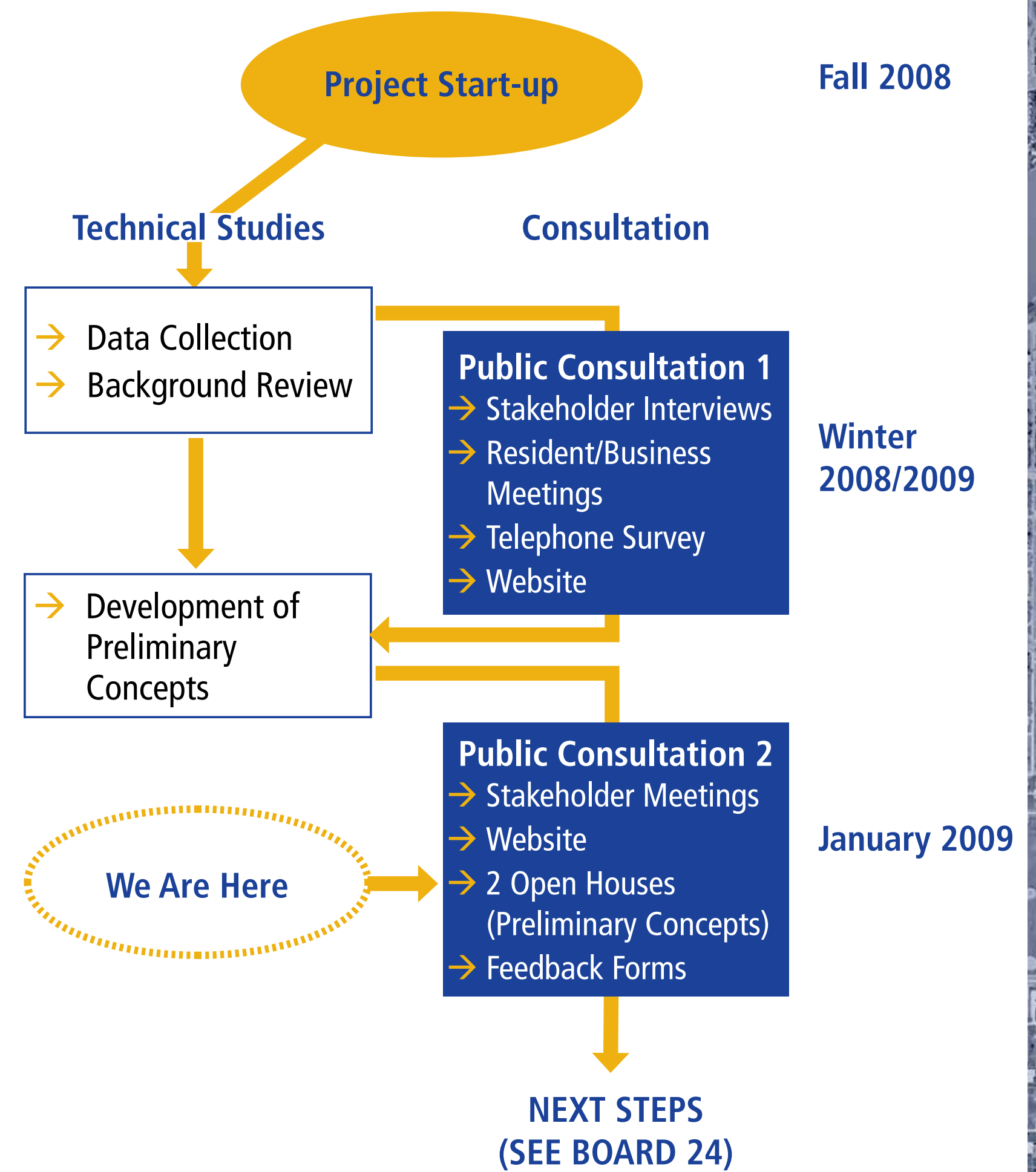
Open House 1 Boards

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).



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.



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/Shafesbury/Winchester to the west

1. City-wide Omnibus Survey
2. Route 90 Public Opinion Survey

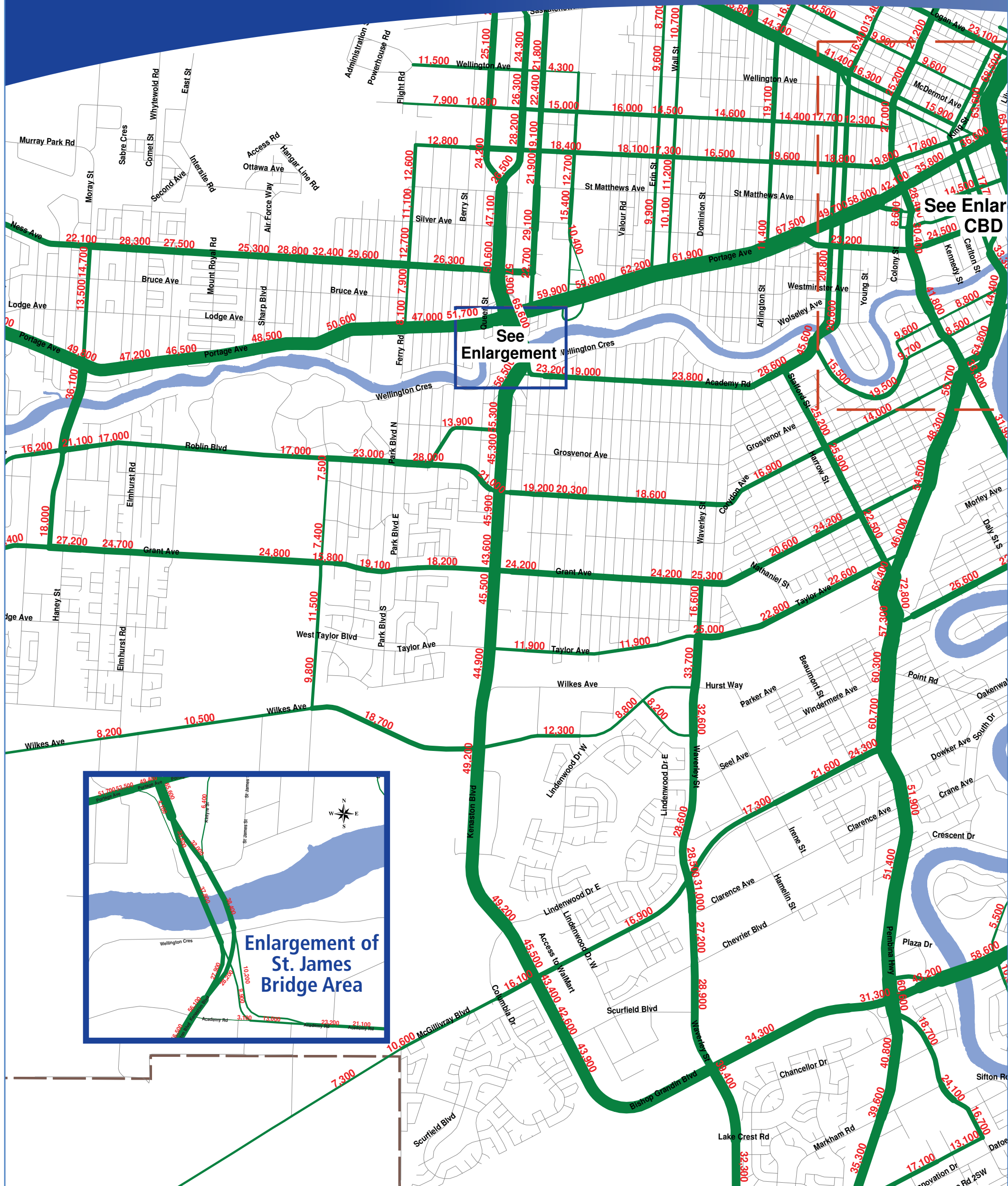


* **Transportation Demand Management (TDM)** is the use of policies, programs, services and products to influence whether, why, when, where and how people travel. TDM measures can motivate people to:

- Shift modes - walk, cycle, take transit or rideshare instead of driving.
- Make fewer trips - telework, shop online or use the telephone.
- Drive more efficiently - shop locally, do several things on each trip, and avoid peak traffic periods and congested routes.

Open House 1 Boards

Daily Traffic Volumes



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.



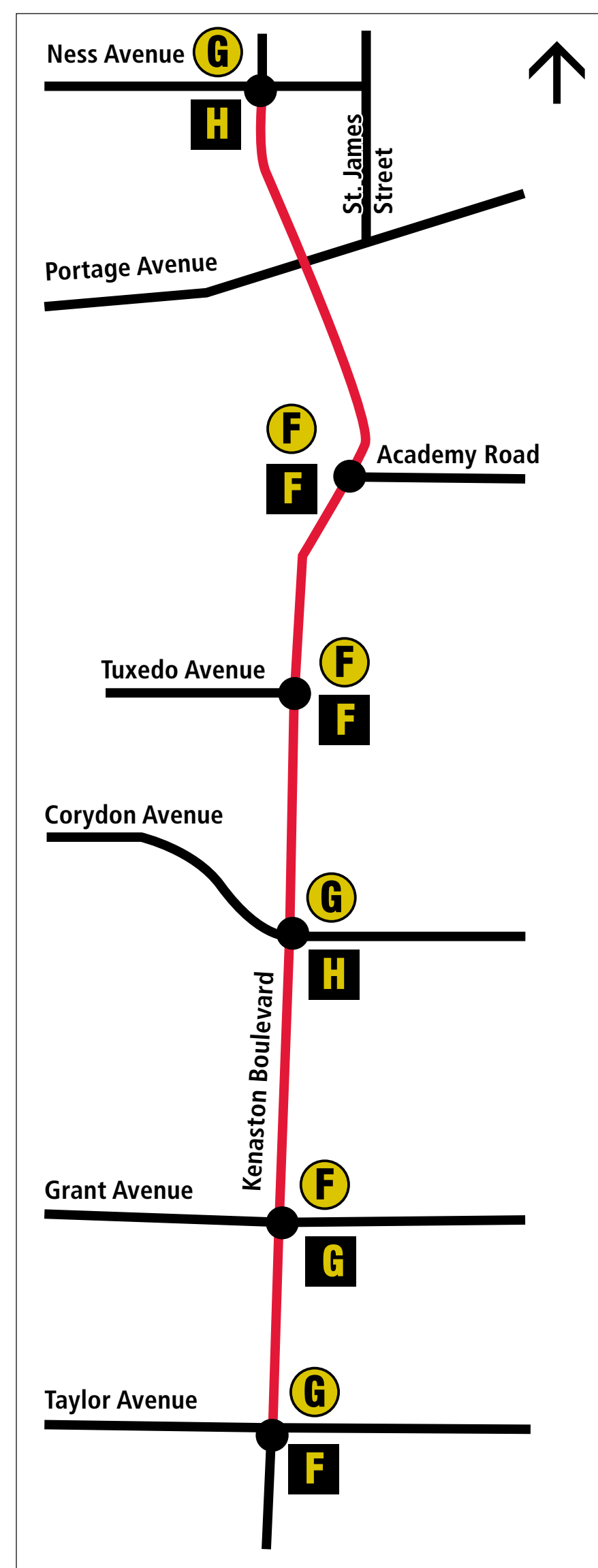
LOS F or Worse
Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.

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

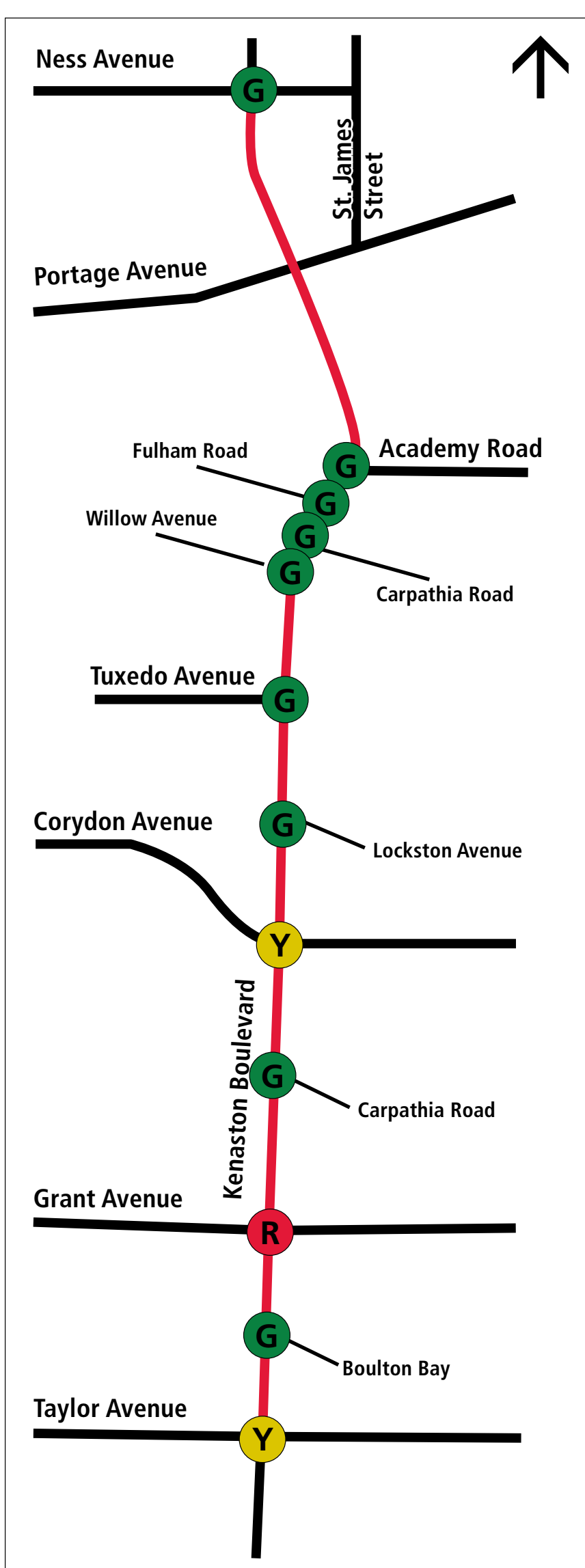
Collision Rates at Route 90 Intersections

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.

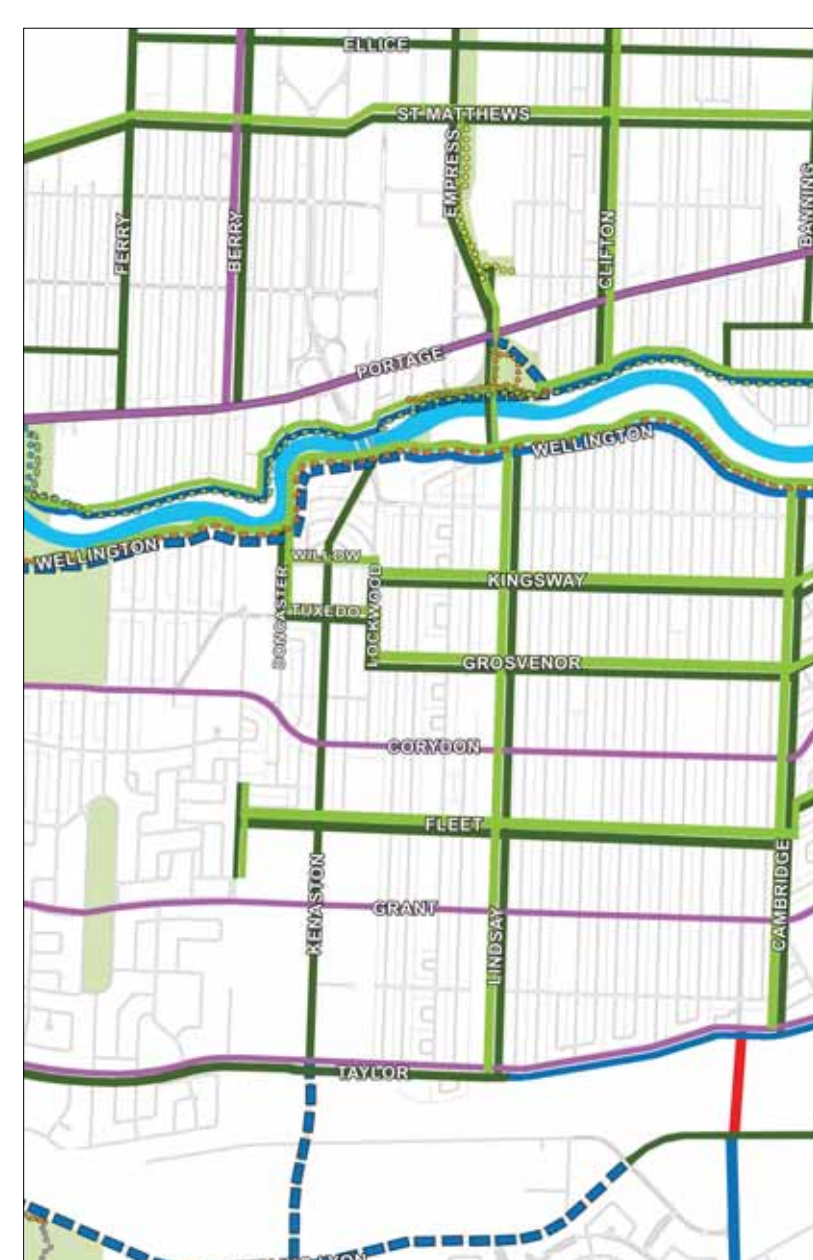
The City of Winnipeg has made the commitment to developing AT facilities and promoting cycling and walking.

→ 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

Open House 1 Boards

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.



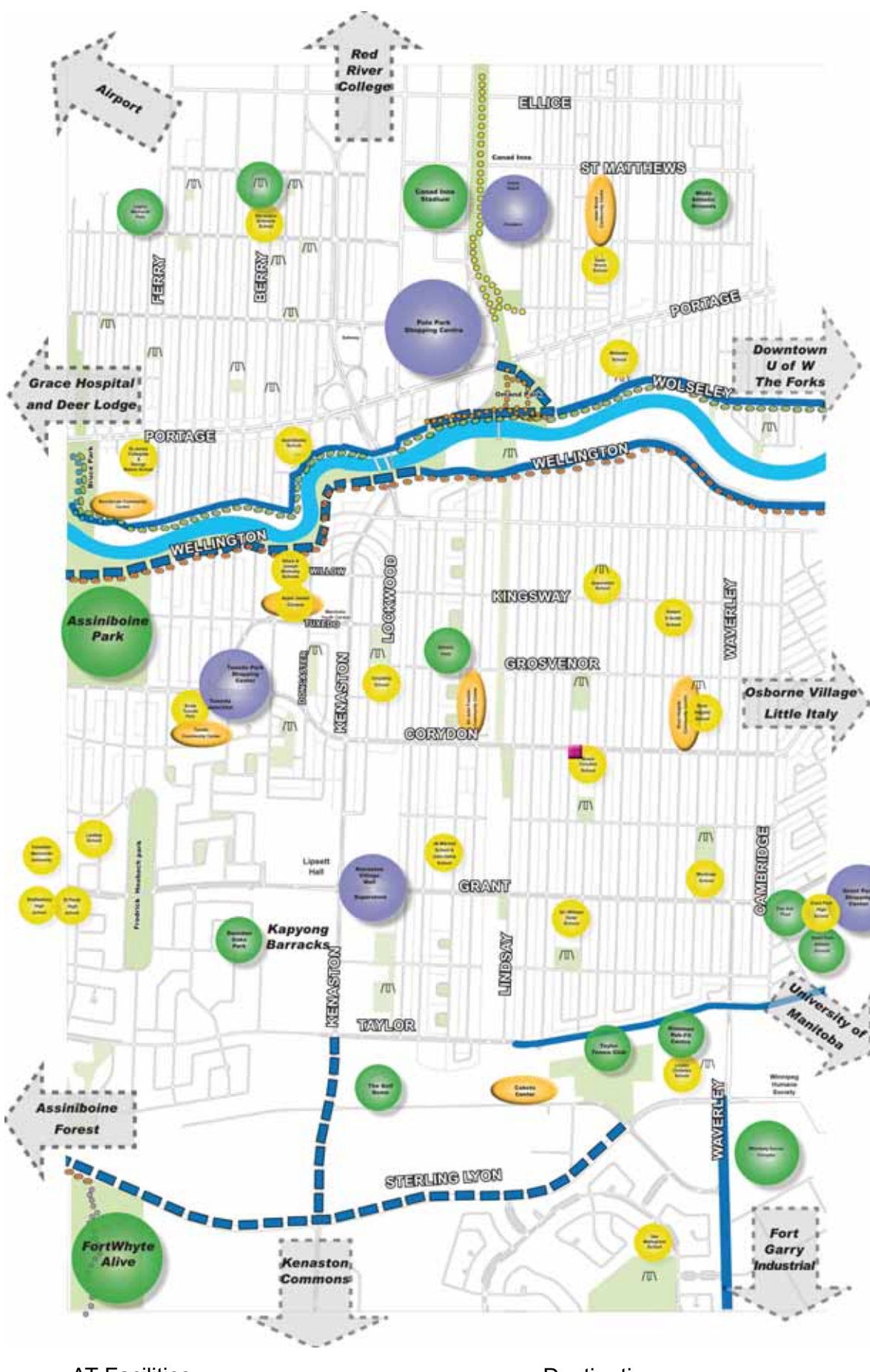
Poor pedestrian and cycling access to key destinations north of Portage Avenue.



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
- 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/futon, www.flickr.com/photos/geekstinkbreath, www.streetsblog.org, www.bv.com.au, www.pbworld.com, www.translink.bc.ca, www.saferroutestestschool.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:

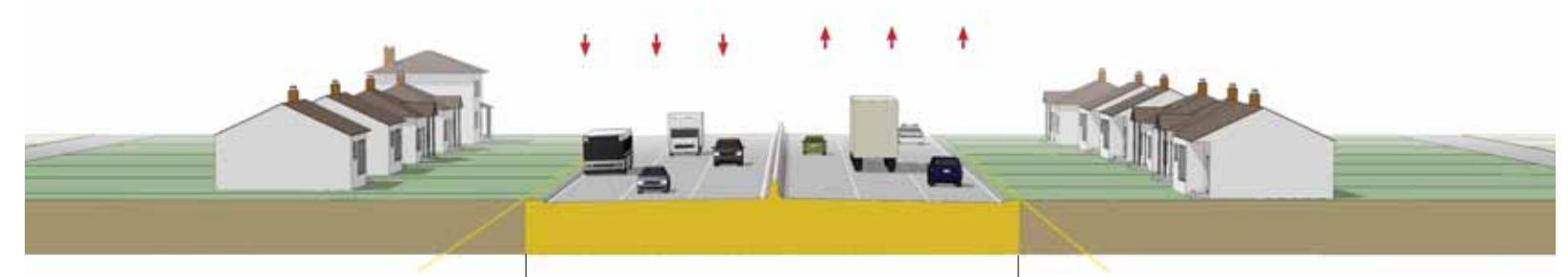
- Tell us what you think and what is important to you by filling out a questionnaire.
- On the maps provided, please identify your routes and destinations, the barriers that you face, and the opportunities that you see for improvement.
- We are looking for volunteers to participate in a workshop to provide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



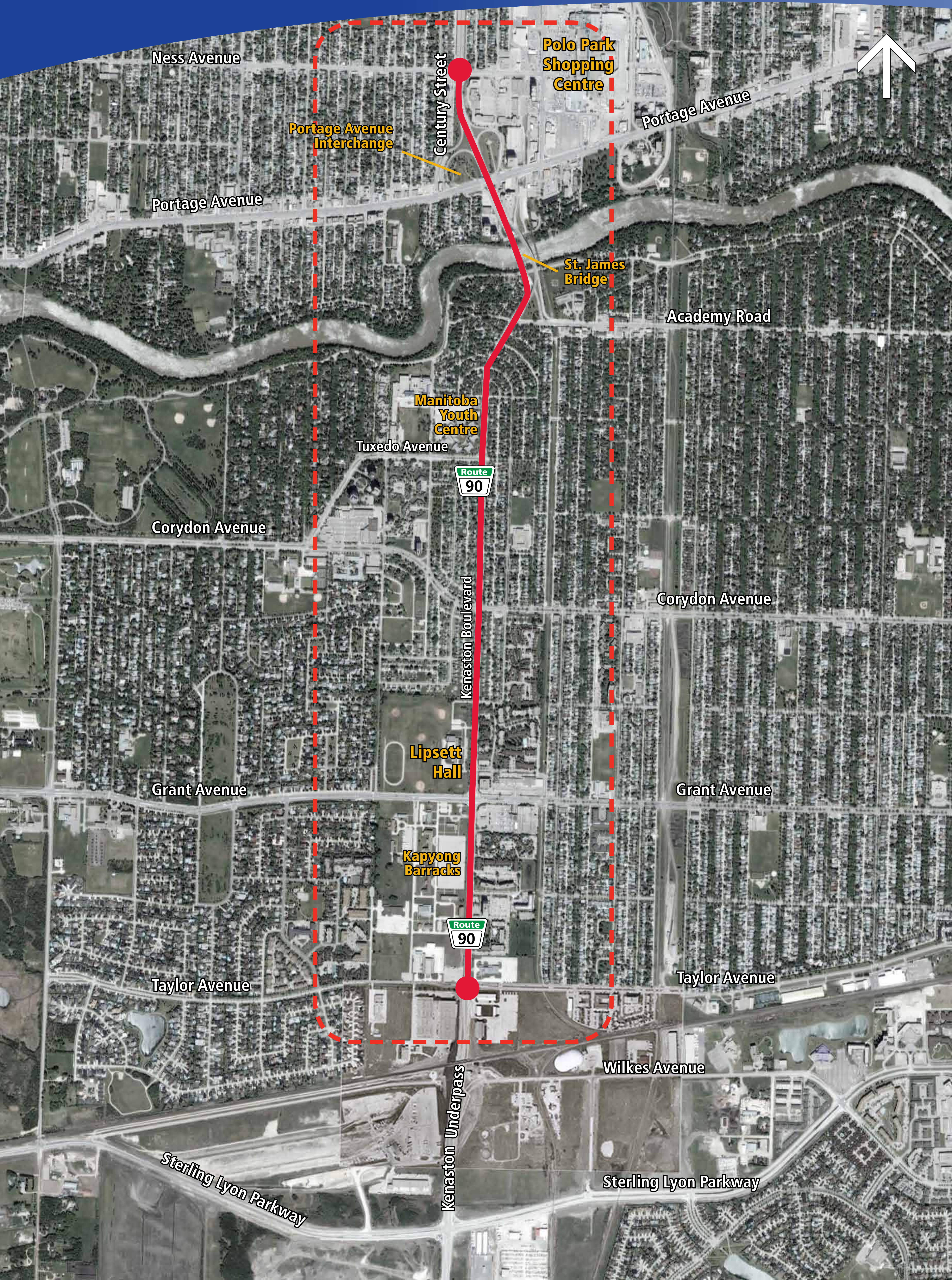
Existing ROW Limitations

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.



Study Area



Ness Avenue

Polo Park Shopping Centre

Portage Avenue

Portage Avenue Interchange

Century Street

Portage Avenue

St. James Bridge

Academy Road

Manitoba Youth Centre

Tuxedo Avenue

Route 90

Corydon Avenue

Corydon Avenue

Kenaston Boulevard

Lipsett Hall

Grant Avenue

Grant Avenue

Kapyong Barracks

Route 90

Taylor Avenue

Taylor Avenue

Wilkes Avenue

Sterling Lyon Parkway

Kenaston Underpass

Sterling Lyon Parkway

Evaluation Process

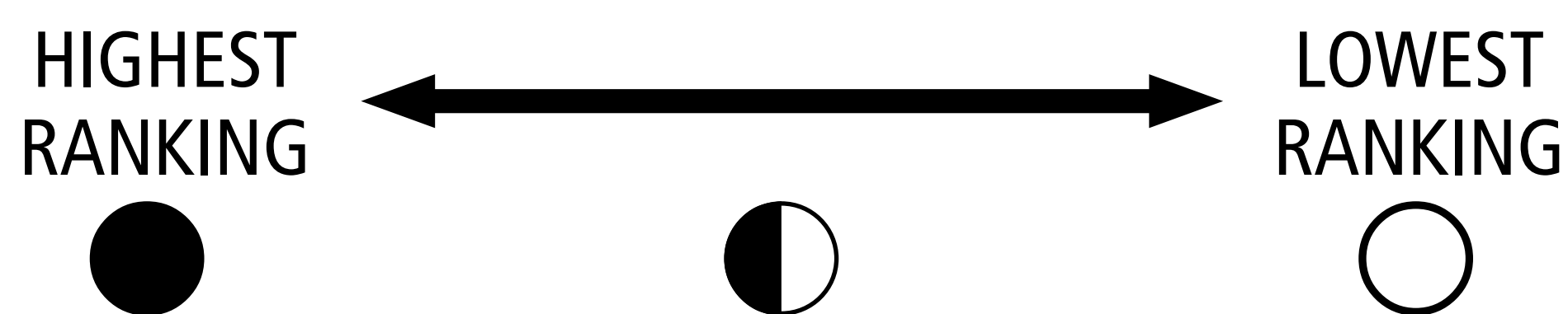
1. Identified five preliminary options
2. Identified advantages and disadvantages of each option
3. Public review of five options
4. Performed evaluation of five options
5. Identified three options including a preferred option based on Study Team evaluation and public input
- 6. Public Review of Preferred Option (TODAY)**
7. Confirm a preferred option
8. Report to Council

Evaluation Factors

- **Traffic Safety:** How does the Option address safety issues for all users of the facility, including vehicles, pedestrians, cyclists, etc.?
- **Property Acquisition:** What are the property acquisition implications of the Option along the corridor?
- **Traffic Performance:** How does the Option affect traffic operations along the corridor?
- **Neighbourhood Impacts:** What are the impacts of the Option on the adjacent neighbourhoods?
- **Transit Opportunities/Facilities:** How does the Option provide opportunities for transit facilities or amenities along the corridor?
- **Pedestrian/Cyclist Facilities:** How does the Option provide opportunities for pedestrian / cyclist facilities or amenities along the corridor?
- **Construction Costs:** What are the high level construction costs of the Option?
- **Ease of Construction/Staging:** How easy or difficult is the Option to construct and stage?
- **Design Suitability:** Does the Option meet the requirements of the study and the design criteria?
- **Landscaping Opportunities:** How does the Option provide opportunities for landscaping features along the corridor?

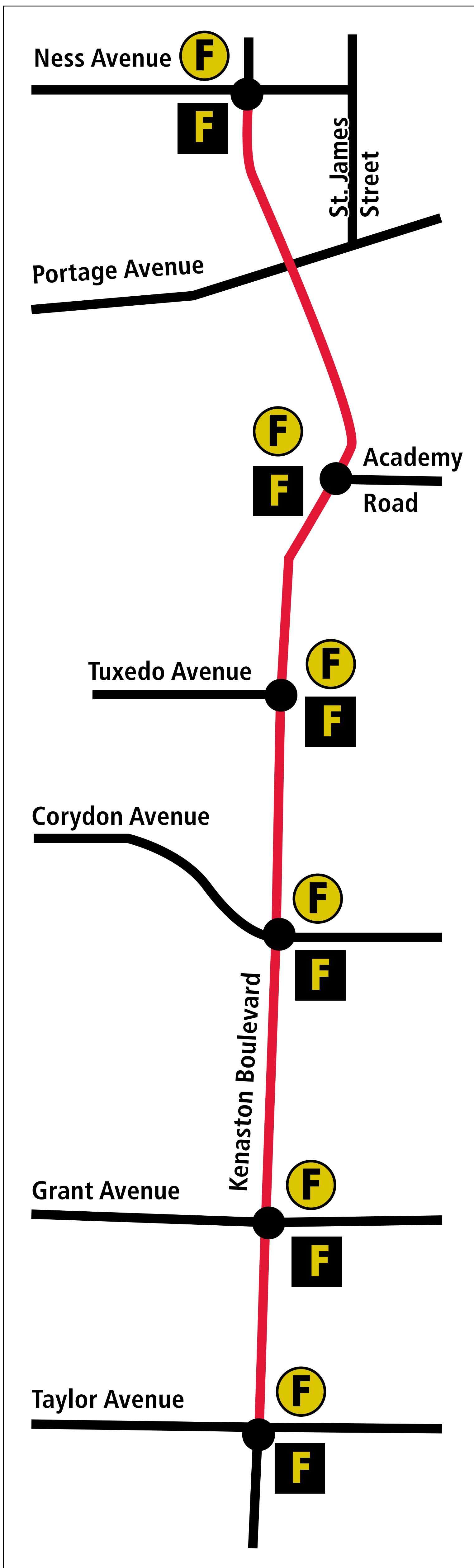
Evaluation Matrix

CRITERIA	OPTIONS		
	1	4	5
Traffic Safety	◐	◑	●
Property Acquisition	○	◑	○
Traffic Performance	●	●	◐
Neighbourhood Impacts	●	◑	○
Transit Opportunities/ Facilities	●	●	◐
Pedestrian/Cyclist Facilities	●	●	◐
Construction Costs	◐	◑	○
Ease of Construction & Staging	◐	◑	●
Design Suitability	◐	●	○
Landscaping Opportunities	◐	●	○
OVERALL RANKING	2	1	3

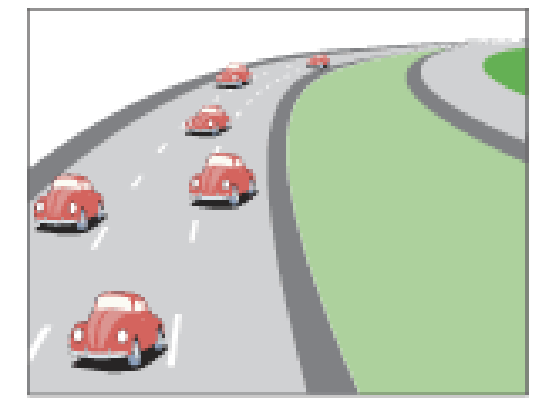
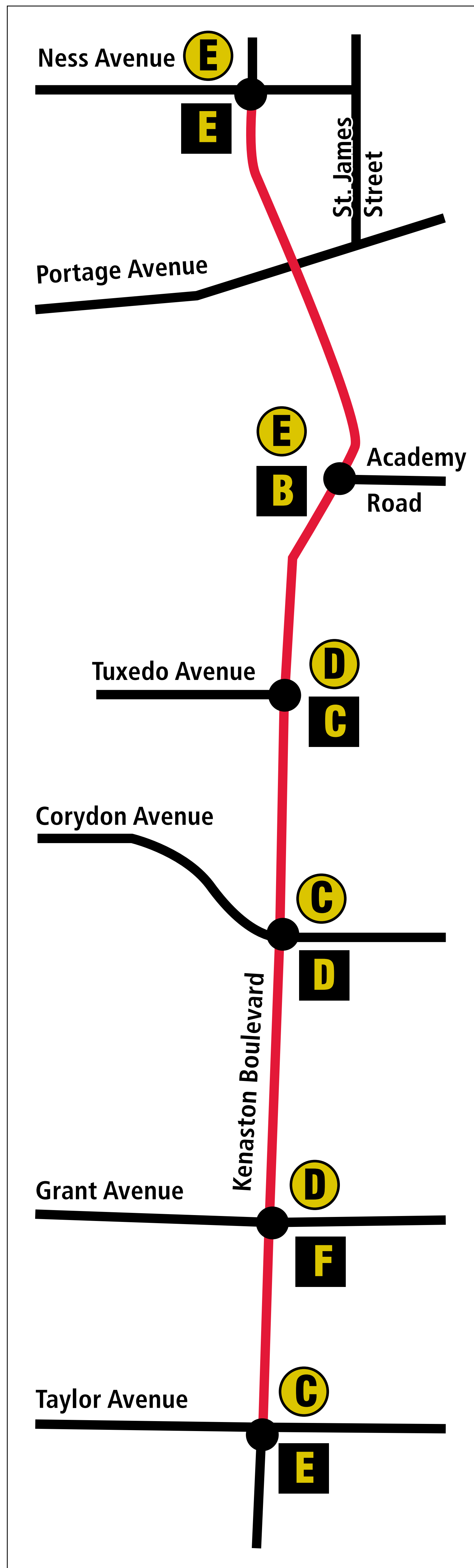


Intersection Operations Level of Service (LOS)

2029 Traffic with Existing Configuration

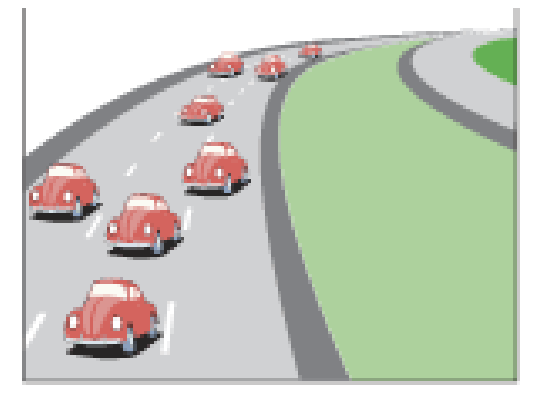


2029 Traffic with Preferred Plan



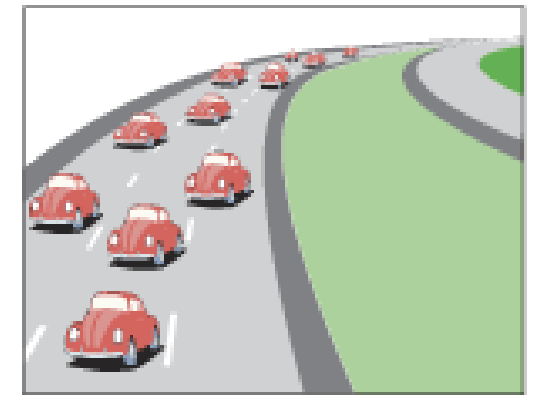
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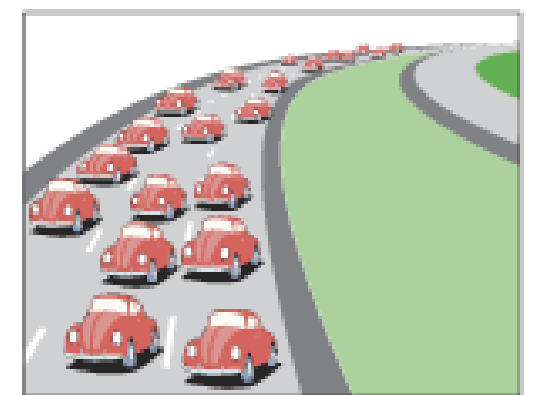
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