ROUTE 90 IMPROVEMENTS STUDY

Phase 1 Public Engagement Summary

May 2018

Background

Route 90 between Taylor Avenue and Ness Avenue needs to be upgraded to address current and future traffic volumes, new development, future redevelopment, and the needs of pedestrians, cyclists, and transit users.

The City of Winnipeg (the City) previously examined the widening of Route 90 as part of a 2012 study, which determined the preferred alignment for the corridor. The goal of this project is to build on the recommendations of the 2012 study and develop a preliminary design for the widening of Route 90 between Taylor Avenue and Ness Avenue.

Promotion

Phase 1 public engagement opportunities were promoted using the following methods:

- City of Winnipeg website;
- News release – March 9, 2018;
- Facebook posts with over 17,000 followers – March 9 – April 6, 2018;
- Twitter posts with over 78,000 followers - March 9 – April 6, 2018;
- City of Winnipeg public engagement newsletter with over 5,400 recipients – March 15, 2018 & March 29, 2018; and,
- Media coverage including CJOB, Global, Winnipeg Free Press, CTV and Energy 106.

Route 90 Improvements Study Project Advisory Committee

Engagement

Public engagement continues to build on the important feedback gathered during the 2012 study. During Phase 1, public engagement included a scientific survey with randomly selected Winnipeggers along with an online survey that was open to the public. The surveys captured perspectives and input on priorities for Route 90 improvements.

A Project Advisory Committee (PAC) was also established with members selected to represent key perspectives and interests, including community members and business groups; area schools and institutions; accessibility, housing and active transportation advocates; and, transport organizations.

A complete list of engagement opportunities for this phase of the project is provided in the table below.

Date	Activity	Participation Level
January 1, 2018 & May 1, 2018	PAC meetings	12 PAC members
March 9 – April 6, 2018	Online survey	1,815 self-selected respondents
March 12 – March 29, 2018	Scientific survey	600 randomly selected respondents

To learn more about the Route 90 Improvements Study, please visit winnipeg.ca/route90

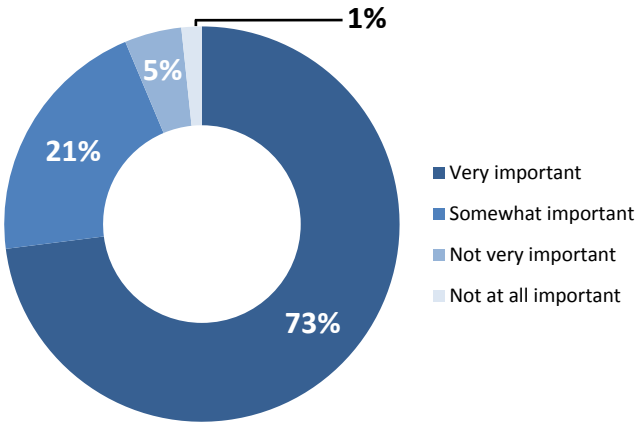
ROUTE 90 IMPROVEMENTS STUDY

Phase 1 Public Engagement Summary

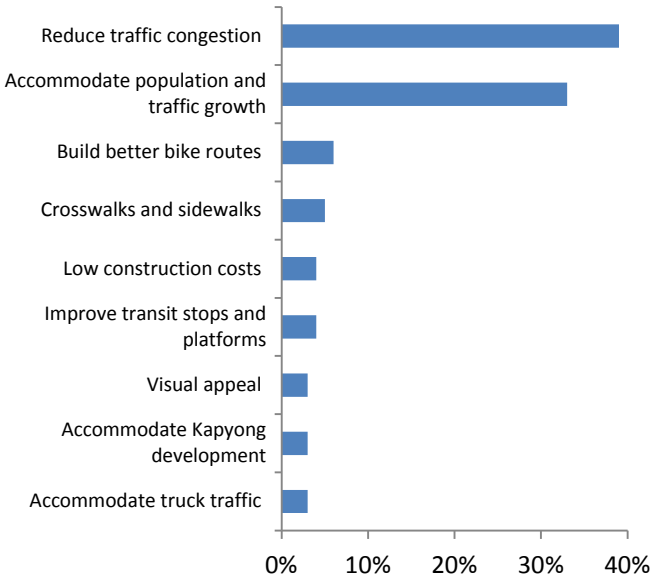
May 2018

What We Heard

- An overwhelming majority of Winnipeggers consider Route 90 an important transportation route for the city (94%). There has been virtually no change in this sentiment over the last decade.
- Winnipeggers are slightly more likely to consider too many intersections (51%), instead of too many trucks (36%), as the main cause of traffic jams on Route 90.
- Winnipeggers say reducing traffic congestion (39%) and accommodating future growth (33%) are top priority for Route 90.
- Winnipeggers frequently mentioned better truck traffic management (34%) in their top three priorities. However, among regional residents, building better bike routes (19%) was a much higher priority than truck traffic management (5%).
- Common themes in the online survey comments include community connectivity, property impacts and acquisition, lane closures during construction, and increasing traffic as a result of road improvements.



Winnipeggers' views of Route 90 as an important transportation route.



Winnipeggers' top priorities for widening and improving Route 90.

Next Steps

The City will begin Phase 2 of public engagement in spring 2018, which will coincide with the completion of the functional design. In Phase 2 of engagement, targeted meetings and a survey will be implemented to collect public input on key project areas of the functional design, including pedestrian and cycling pathways, access changes, transit improvements and neighbourhood connectivity. The project team will continue to work with the PAC throughout the second phase. Phase 3 of public engagement is planned for winter 2018/19 with a public event to share the preliminary design.

Appendices

Appendix A – PAC Meeting 1 Notes
Appendix B – PAC Meeting 2 Notes
Appendix C – Online Survey Results
Appendix D – Scientific Survey Results

To learn more about the Route 90 Improvements Study, please visit winnipeg.ca/route90

Appendix A – PAC Meeting 1 Notes

Blueprint.

Route 90 Improvements Study
Project Advisory Committee Meeting 1
Thursday, January 18, 2018 at 5:00 PM – Rady JCC (Morantz Room)

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
Jennifer	Mathieson	St. James Biz
Chris	Sobkowicz	Access Advisory Committee
Dave	Turton	Carpathia Housing Co-op
Claire	Mahoney	Carpathia Housing Co-op
Alexis	Kinloch	Winnipeg Arts Council
WSP		
First Name	**Last Name**	**Title**
Grantley	King	Senior Project Manager
Eric	Christiansen	Senior Project Manager
City of Winnipeg		
First Name	**Last Name**	**Title**
Vaibhav	Banthia	Bridge Projects Engineer
Brett	Andronak	Public Engagement Officer
Brad	Neirnick	Manager of Engineering
Darren	Burmey	Bridge Planning and Operations Engineer
Blueprint		
Etoile	Stewart	Blueprint Inc.
Brad	Muller	Blueprint Inc.
Michelle	Kuly	Blueprint Inc.
Katie	Krahn	Blueprint Inc.

The first meeting of the Route 90 Project Advisory Committee was held on January 18, 2018. The purpose of the meeting was to:

- Provide an overview of the project to date and introduce the new phase of project.
- Introduce and gather input on the proposed engagement process.
- Introduce and gather input on draft project Goal and Objectives.

1) Welcome and Introductions

Blueprint welcomed the group and thanked Gayle from the Rady JCC for the meeting room and organizing the space.

The project team provided context on their roles and background and PAC members explained their organization's connection to Route 90 and/or interests related to the project:

Chris Sobkowicz – City of Winnipeg Access Advisory Committee

- Uses the route on a regular basis; concerned with pedestrian flow and access.

Alexis Kinloch – Winnipeg Art Council (WAC)

- Interested in ways to artistically enhance the corridor.

Veronica Eno – Seasons/Outlets Winnipeg

- Organization concerned about improving traffic flow; personally interested in road widening, improved transit service and AT paths. Wants to see construction commence soon.

Gayle Waxman – Rady JCC

- Rady JCC/ Asper Jewish Community Campus has about a million visits a year; interested generally and in effects of the project on their facility and users.

Claire Mahoney, Dave Turton – Carpathia Housing Co-op

- Board Chair and local resident; use route regularly and wants to see construction commence soon.

Mark Cohoe – Bike Winnipeg

- Feels that Route 90 could be improved for cyclists; very interested in AT improvements that make route safer, more convenient and consistent.

Gordon Armstrong - Carpathia School

- Over half their students cross Kenaston; concerned about the safety of the crossing and ensuring project design does not negatively affect enrolment.

Tom Scott - Academy BIZ

- Represents Academy businesses; concerned about business access during construction.

Jennifer Mathieson – St. James BIZ

- Represents St. James businesses; concerned about business access during construction and creating better connections (bike, walk and drive).

Aaron Dolyniuk - Winnipeg Trucking Association

- Main concern is the flow of commercial goods along the corridor and the bottle neck currently experienced on route.

Following introductions, Blueprint reviewed the committee and session purpose, and walked the group through the meeting agenda and *Terms of Reference*. A copy of the agenda and *Terms of Reference* are attached for reference.

2) Project Overview

WSP presented a project overview as well as some background and context on the design process.

The following items were covered by the WSP project team in their presentation:

- Review of the study purpose, namely to prepare a Preliminary Design for the widening of Route 90 between Taylor Avenue and Ness Avenue that:
    - Provides three through lanes in each direction on Route 90 (Alignment from Academy to Taylor is not expected to significantly change from 2012);
    - Recommend modifications to the St. James Bridges, ramp structures, and Century Street Interchange at Portage Avenue as required;

- Improves the capacity of Route 90 for all modes of transportation (vehicles, transit, pedestrians & cyclists);
- Includes a staging plan that ensures two lanes of traffic will be maintained at all times in both directions; and
- Builds on the previous transportation planning study completed in 2012.

- Review of the 2012 Study, public feedback received during past phase, and description of preferred Option 4.

- Introduced the current study and highlighted that while the 2012 corridor design from Academy to Taylor will remain largely unchanged, the St. James Bridges will be reviewed under the new scope, in addition to considering possible future development of the Kapyong lands.

- Provided a definition and explanation for:
  - Functional Design.
  - Preliminary Design.
  - Value Engineering.

- Reviewed the decision-making process and the evaluation criteria for the project.

Questions and responses

The PAC raised the following questions for follow-up and response by the project team:

- **Q:** What are the current and forecasted maximum traffic flow numbers on R90?
  A: *The current traffic volume is available on the City's website, and the future traffic forecast will be obtained from the City's traffic model*.

- **Q:** What are the plans to connect into current and planned pedestrian cycling infrastructure?

  A: *The current study will assess improving the pedestrian and cycling facilities within the study area. This will also include pedestrian and cycling facilities across the bridges.*
- **Q:** Are you expecting increased traffic on Academy, what are the calming measures?

  A: *We are unable to answer this question at this time because the technical team is currently analyzing the transportation model. The technical team will recommend the appropriate calming measures for Academy based on traffic volume.*
- **Q:** What are the construction timelines, impact on commute times and important connections?

  A: *Construction would begin only after preliminary design is complete, City Council has approved a final design and funding has been allocated for construction. Construction duration will depend on the delivery method (traditional bid build/design build/PPP). The impact to commute time should be no worse than current because two lanes in each direction will be maintained at all times during construction. Current accesses will also be maintained.*
- **Q:** What will be the impact to transit and bus stops – especially for sites like Seasons of Tuxedo and the Rady JCC?

  A: *There should be no major impact to transit service given that the status quo will be maintained. There may be changes to stop location to accommodate construction staging.*
- **Q:** What is the status of rail line (Lanark Street + Lindsay Street) in context of project and has there been any investigation of decommissioning and repurposing this corridor?

  A: *This project will not impact the rail line and is not part of this study, so we are unable to comment on the future of it.*
- **Q:** What will be the impact on access from Carpathia area, especially during construction?

  A: *We are unable to answer the question at this time given that we are at the beginning of the project and haven't assessed construction staging as yet.*

3) PAC Role and Engagement Plan

Blueprint provided an overview of the PAC structure and public engagement campaign. A timeline and description of proposed tactics, as well as a brief review of PAC interviews, were provided.

What we heard: PAC Interviews

- Members of your organization want to stay up to date on important information and provide their input when possible and they would be happy to have a representative sit on the PAC.
- Time commitments are a concern and what is discussed at the PAC should be relevant to your organization.
- There was a need to know more about what the PAC actually is and how it will work so that participants can fully understand the purpose.

Project Timeline

- Blueprint reviewed the Project Timeline and highlighted opportunities for public engagement.
- *Note: The timeline diagram has been updated since the initial PAC meeting and the most up-to-date version appended to these notes.*

Engagement Tactics

- **Project Advisory Committee (PAC)**
  The PAC will consist of 10 to 12 members and include key perspectives and interests that correspond to the project such as local residents, area business, schools and community centres, accessibility advocates, active transportation and trucking organizations. Subject-matter advisors and community leaders may be invited to attend PAC meetings on an informal or ad hoc basis to inform or provide input on key project areas as needed. PAC members are representatives that reflect a cross-section of interests and will be willing and able to access their own broad community networks to coordinate feedback and share information and updates throughout the project.

- **Targeted stakeholder meetings and outreach**
  Additional organizations that are not involved on the PAC but have been identified as impacted by the project or that may have helpful feedback or information may be engaged as-needed through targeted meetings or other outreach methods, as appropriate. Targeted stakeholders will be grouped by interest for the meetings.

- **Online engagement and promotion**
  City of Winnipeg website will provide helpful information on the project, including background, timeline, infographics, PAC details, contact information, opportunities to participate, FAQs and other content, as determined.

- **Statistically significant survey**
  A city-wide omnibus statistically significant survey will be conducted at the beginning of the project and a representative public opinion survey will be conducted during preliminary design to gather key input from stakeholders in the corridor area and the broader public on key areas of the project. Key areas to be defined by the project team. Survey content will be mirrored and available online for voluntary participation by the public.

- **Public information session/community event**
  A public information session/community event will be held as part of the engagement campaign to provide the public with information on the project, gather input on key project areas, promote the online survey and help describe project decision-making and how input will be used. Methods of promotion to be determined, but may include: advertisements, local posters/signs, email updates, social media and media releases. Project team will work with PAC to identify promotional opportunities via their organizations.

- **Council updates**
  A monthly update describing high level engagement tactics, estimated timing and updates will be provided to project area Councillors and Standing Policy Committee Chair on a monthly basis. Content, frequency and distribution of updates may be updated on an ongoing basis to respond to feedback from City project team or

Council.

4) Goal and Objectives

Blueprint presented the Goal and Objectives of the project and asked the PAC to consider them and provide feedback.

Goal:

- Safe, convenient, and efficient movement of people and goods; including facilities that connects the residential areas on the east and west sides, supports social interaction, healthy lives, economic stability and growth, and offers accessible, connected transportation options for all ages and abilities.

Objectives:

- Three through lanes in each direction, reduce congestion, and minimize traffic delays, while maintaining minimum 60km/h posted speed.
- Minimum 75 years Bridge design service life that incorporates improved walking and cycling opportunities.
- Design that supports the future use of land within the project limits.
- Design that supports active, accessible and healthy lifestyle opportunities.
- Design that serves the needs of all modes of transportation (pedestrians, cyclists, cars, trucks, and transit).
- Designed to minimize the impact on the environment.

On review, the PAC made the following suggestion:

- **Q:** Could we include 'equity' in goal statement: everyone derives benefit?
  A: *The study team will discuss this with the City.*

5) Session Closing and Next Steps

The session was closed with a brief review of the meeting, what can be expected from the next PAC meeting and completion of the contact, feedback and release forms by PAC members.

Meeting notes and agenda will be circulated prior to the next meeting in March. Date to be confirmed.

Appendix B – PAC Meeting 2 Notes

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.

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.

a) <u>In the news, FAQ</u>

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

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.

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.

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.

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

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

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) <u>Engagement to date</u>

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.

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) <u>Design to date</u>

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

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.

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.

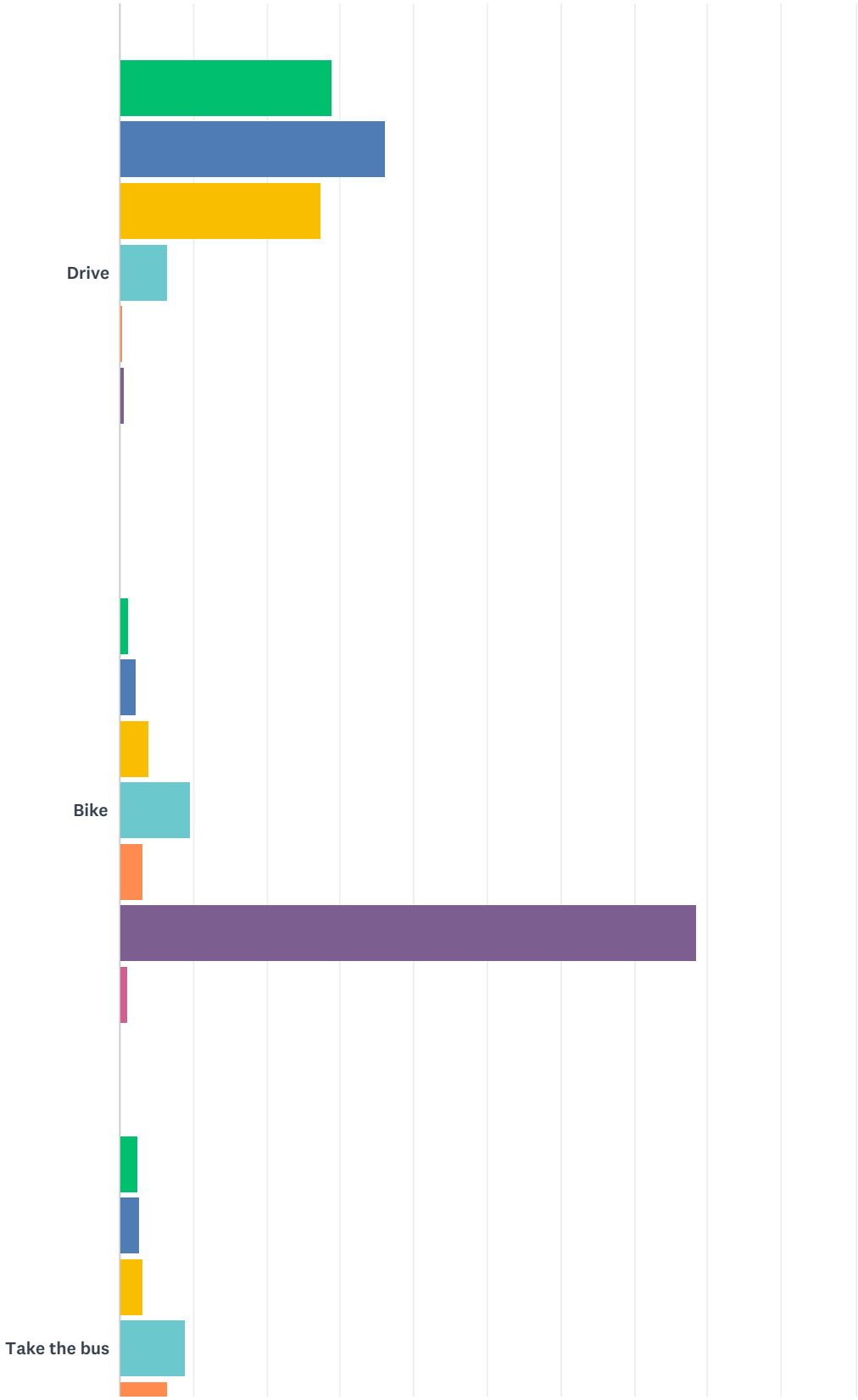
The Phase 1 engagement summary, including meeting notes from the first two PAC meetings, will be available on the project website once finalized.

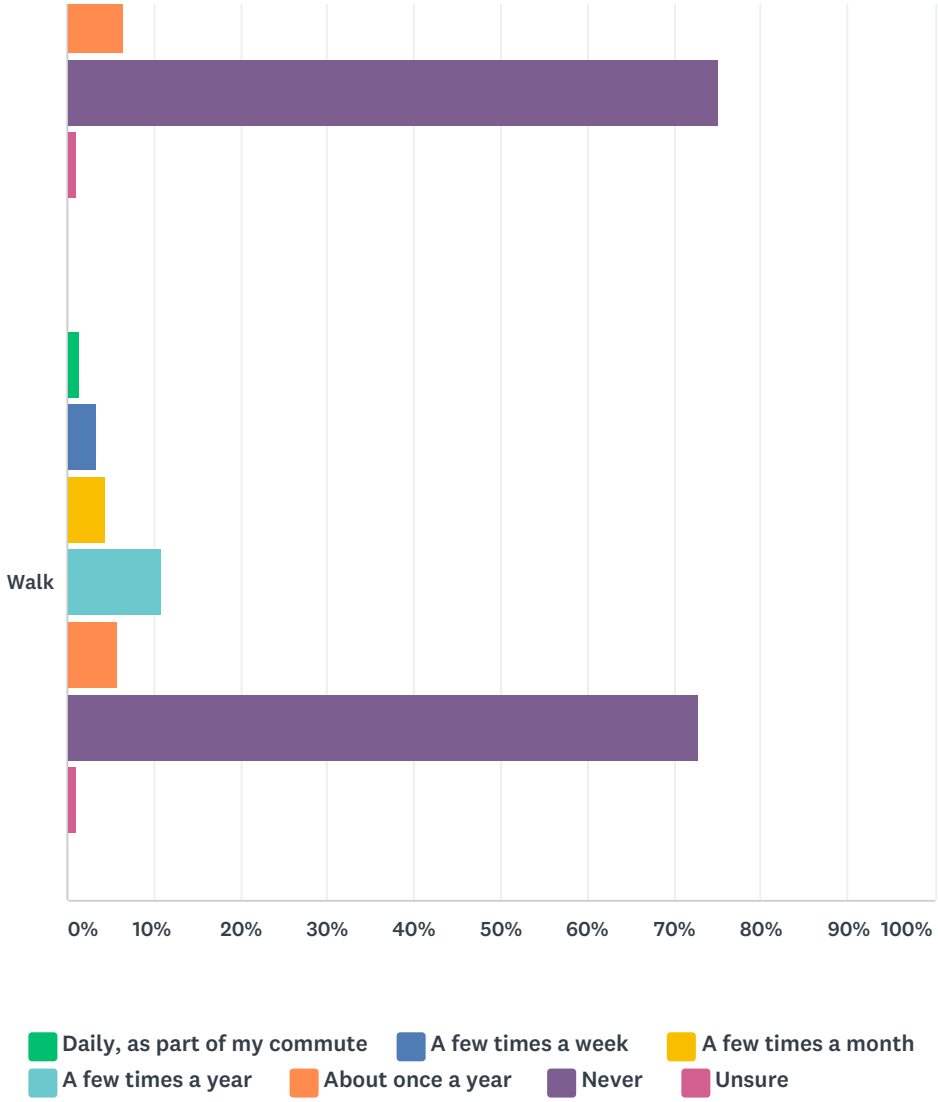
PAC will be contacted to provide information about upcoming public/community events, contact information and other ways they can best support engagement activities. PAC asked to think about how the PAC social networks could be used to promote the project and solicit broader input, and what support the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

Appendix C – Online Survey Results

Q1 Thinking of the stretch of Route 90 from Taylor Avenue to Ness Avenue, please tell us how often you do the following:

Answered: 1,815 Skipped: 0

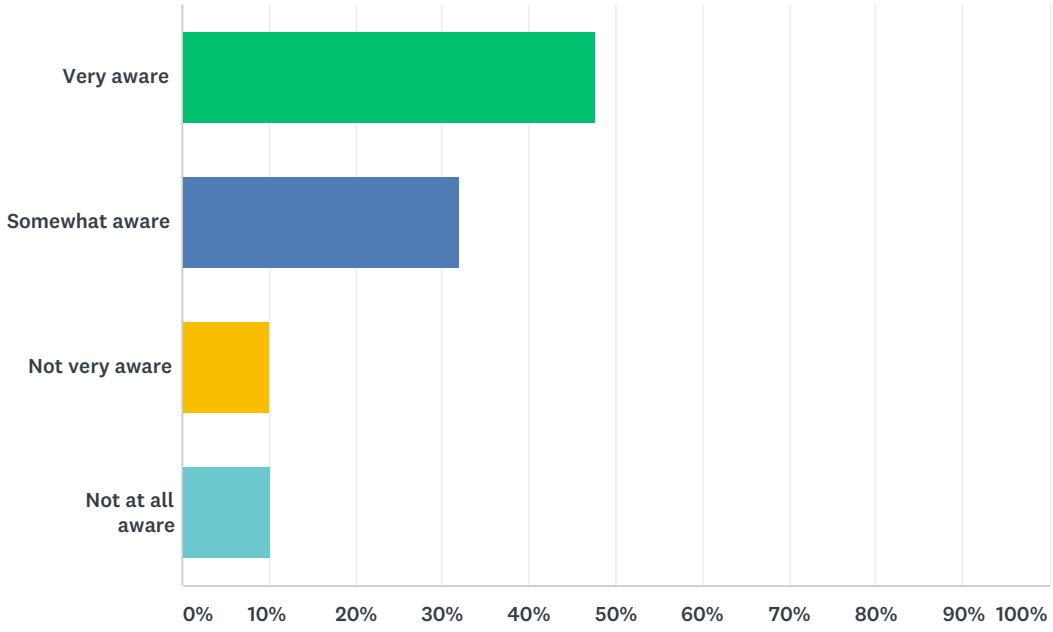




	DAILY, AS PART OF MY COMMUTE	A FEW TIMES A WEEK	A FEW TIMES A MONTH	A FEW TIMES A YEAR	ABOUT ONCE A YEAR	NEVER	UNSURE	TOTAL
Drive	28.82% 523	36.14% 656	27.33% 496	6.45% 117	0.33% 6	0.66% 12	0.28% 5	1,815
Bike	1.32% 24	2.26% 41	4.08% 74	9.70% 176	3.09% 56	78.51% 1,425	1.05% 19	1,815
Take the bus	2.59% 47	2.64% 48	3.20% 58	8.98% 163	6.50% 118	75.04% 1,362	1.05% 19	1,815
Walk	1.54% 28	3.42% 62	4.41% 80	10.96% 199	5.79% 105	72.78% 1,321	1.10% 20	1,815

Q2 The City is planning to widen and improve this stretch of Route 90, including the St. James Bridge. Before today, how aware were you of this plan to widen Route 90 between Taylor Avenue and Ness Avenue?

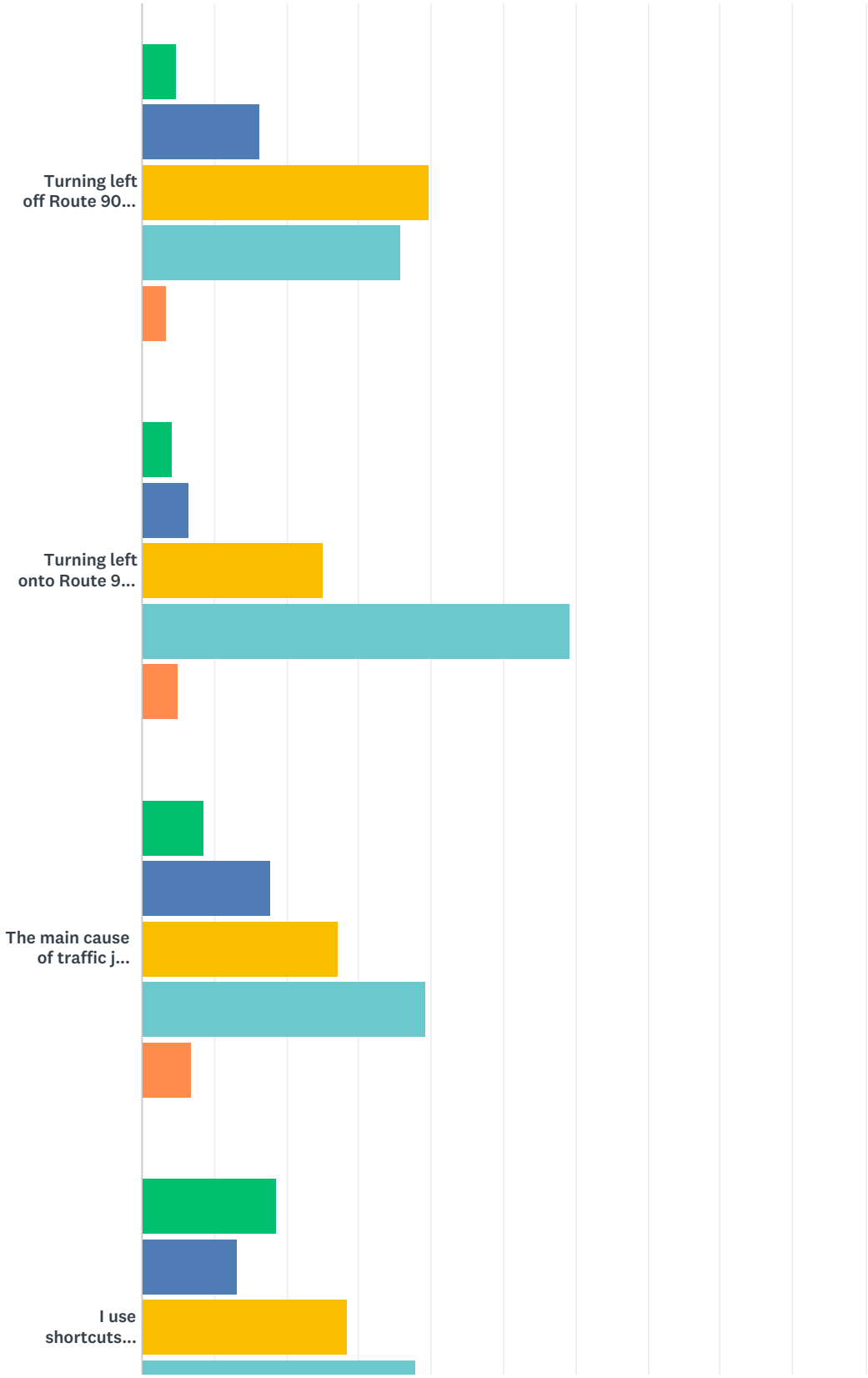
Answered: 1,815 Skipped: 0

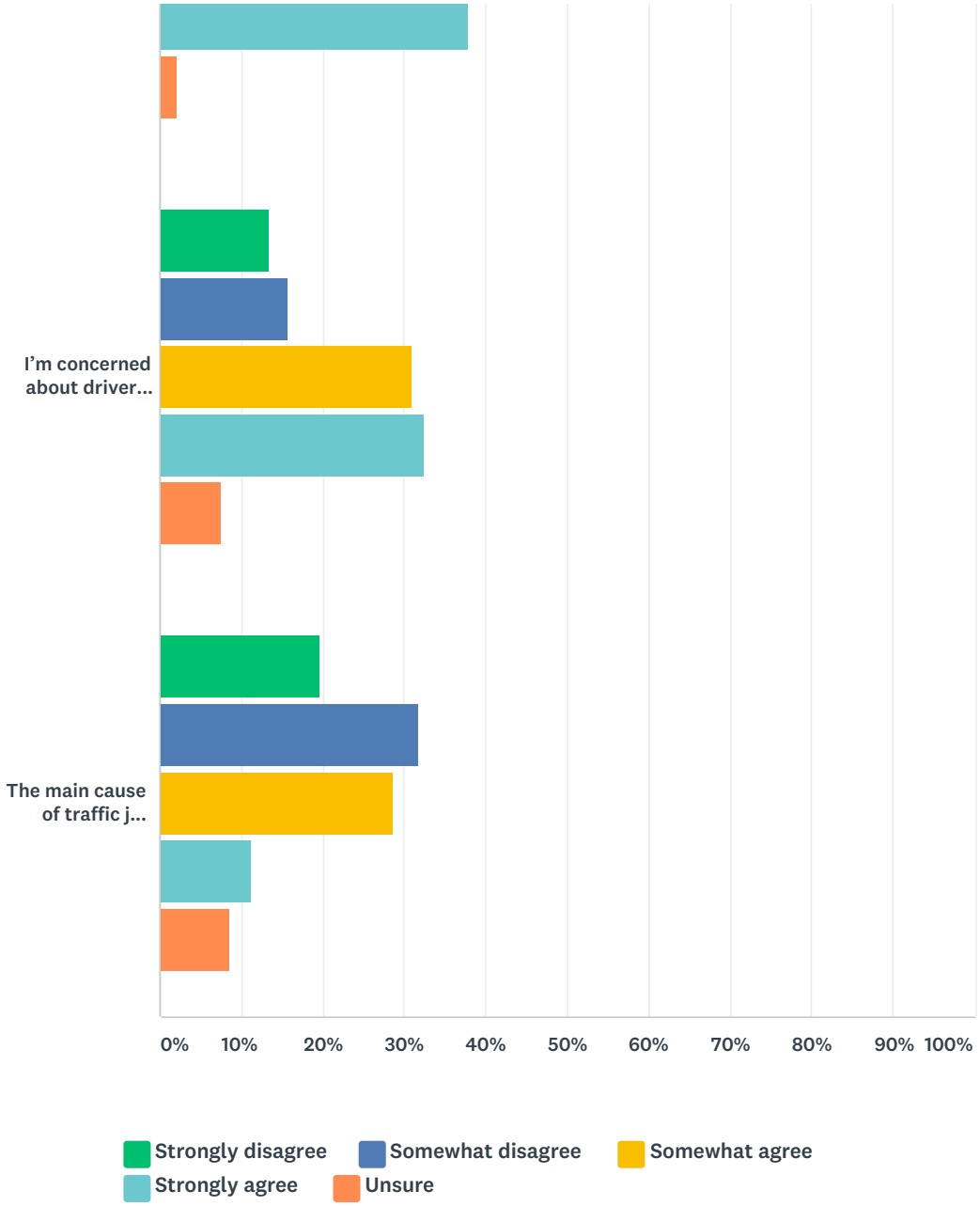


ANSWER CHOICES	RESPONSES	
Very aware	47.71%	866
Somewhat aware	32.01%	581
Not very aware	10.03%	182
Not at all aware	10.25%	186
TOTAL		1,815

Q3 Please read the statements below and indicate whether you agree or disagree.

Answered: 1,812 Skipped: 3

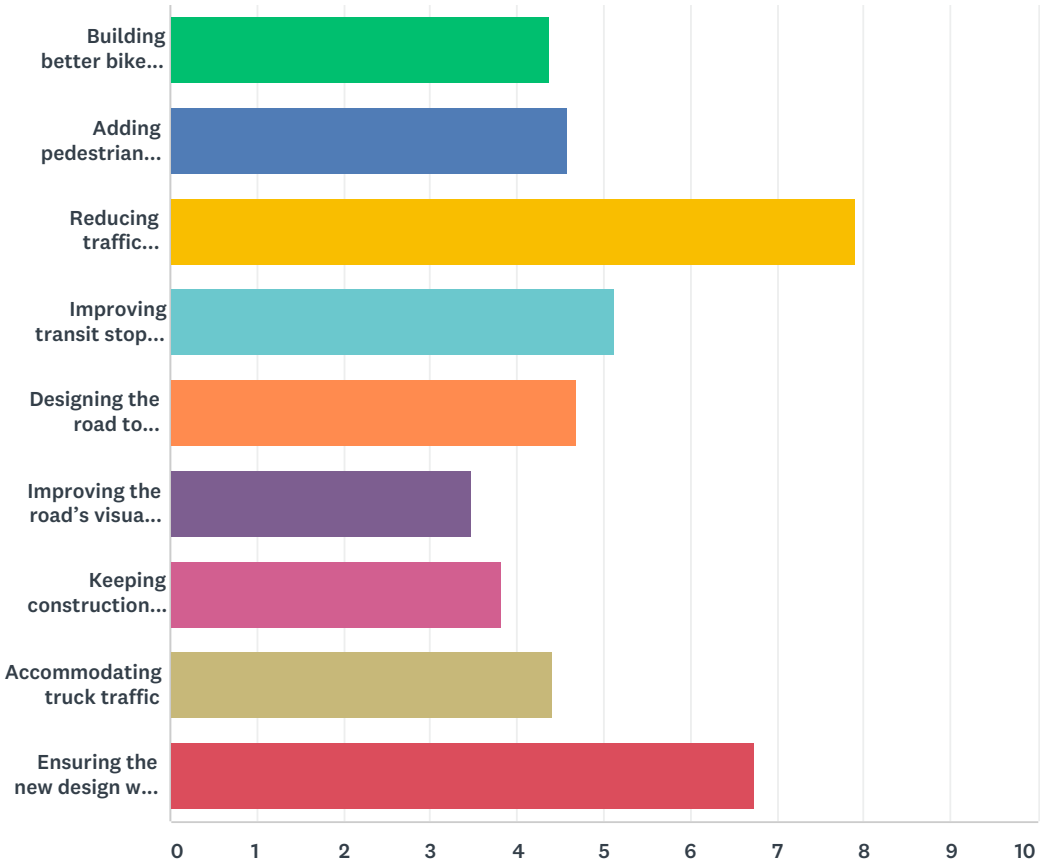




	STRONGLY DISAGREE	SOMEWHAT DISAGREE	SOMEWHAT AGREE	STRONGLY AGREE	UNSURE	TOTAL
Turning left off Route 90 is difficult, even at a traffic light.	4.81% 87	16.31% 295	39.69% 718	35.77% 647	3.43% 62	1,809
Turning left onto Route 90 is difficult, especially when there's no traffic light.	4.16% 75	6.43% 116	25.15% 454	59.28% 1,070	4.99% 90	1,805
The main cause of traffic jams on Route 90 is that there are too many intersections.	8.58% 155	17.88% 323	27.24% 492	39.42% 712	6.87% 124	1,806
I use shortcuts through residential neighbourhoods to avoid traffic jams on Route 90.	18.61% 337	13.14% 238	28.38% 514	37.82% 685	2.04% 37	1,811
I'm concerned about drivers who shortcut through residential neighbourhoods to avoid traffic jams on Route 90.	13.44% 243	15.60% 282	30.86% 558	32.47% 587	7.63% 138	1,808
The main cause of traffic jams on Route 90 is trucks, not cars.	19.62% 355	31.90% 577	28.63% 518	11.33% 205	8.51% 154	1,809

Q4 There are many different priorities the City could focus on when widening and improving Route 90. Below are some of these priorities. Please rank these priorities in order of preference, where 1 is your highest priority and 9 is your lowest priority. Drag and drop priorities into your preferred order.

Answered: 1,811 Skipped: 4



	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Building better bike routes	7.74% 137	8.08% 143	9.44% 167	9.84% 174	10.74% 190	11.93% 211	10.68% 189	12.44% 220	19.11% 338	1,769	4.37
Adding pedestrian amenities such as crosswalks and sidewalks	3.39% 60	10.12% 179	8.71% 154	11.54% 204	15.84% 280	14.42% 255	14.76% 261	14.14% 250	7.07% 125	1,768	4.58
Reducing traffic congestion	56.78% 1,001	19.68% 347	9.25% 163	4.76% 84	2.67% 47	1.42% 25	1.59% 28	1.08% 19	2.78% 49	1,763	7.90
Improving transit stops and platforms	2.54% 45	7.96% 141	15.29% 271	19.81% 351	16.25% 288	15.35% 272	13.94% 247	6.26% 111	2.60% 46	1,772	5.12

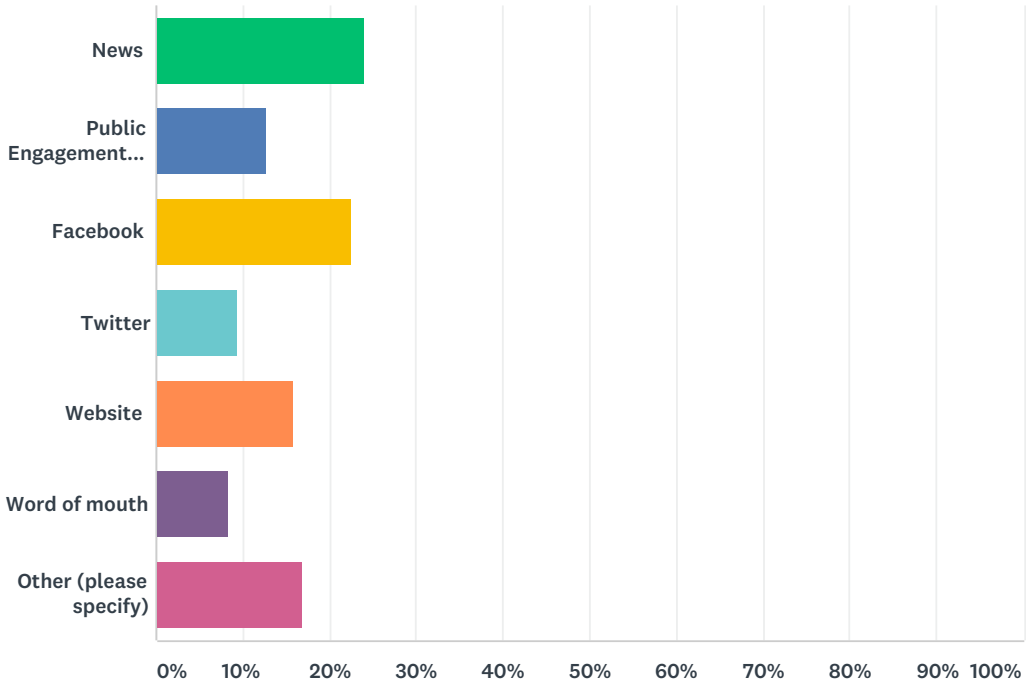
Designing the road to accommodate development at Kapyong Barracks	2.26% 40	7.40% 131	14.74% 261	14.62% 259	15.42% 273	13.95% 247	11.74% 208	10.67% 189	9.20% 163	1,771	4.69
Improving the road's visual appeal with trees or public art	1.52% 27	2.87% 51	6.09% 108	8.23% 146	11.50% 204	14.66% 260	14.60% 259	17.76% 315	22.77% 404	1,774	3.47
Keeping construction costs low	1.68% 30	4.27% 76	8.31% 148	10.50% 187	11.17% 199	12.75% 227	18.30% 326	16.51% 294	16.51% 294	1,781	3.82
Accommodating truck traffic	1.24% 22	7.86% 140	15.67% 279	14.37% 256	11.01% 196	10.61% 189	10.05% 179	14.88% 265	14.32% 255	1,781	4.42
Ensuring the new design will accommodate population and traffic growth in the future	24.33% 437	31.79% 571	12.64% 227	6.51% 117	5.79% 104	4.34% 78	3.67% 66	5.29% 95	5.62% 101	1,796	6.74

Q5 Do you have any other views or experiences you'd like to share with us regarding the future of Route 90?

Answered: 850 Skipped: 965

Q6 How did you hear about this survey? Please check all that apply.

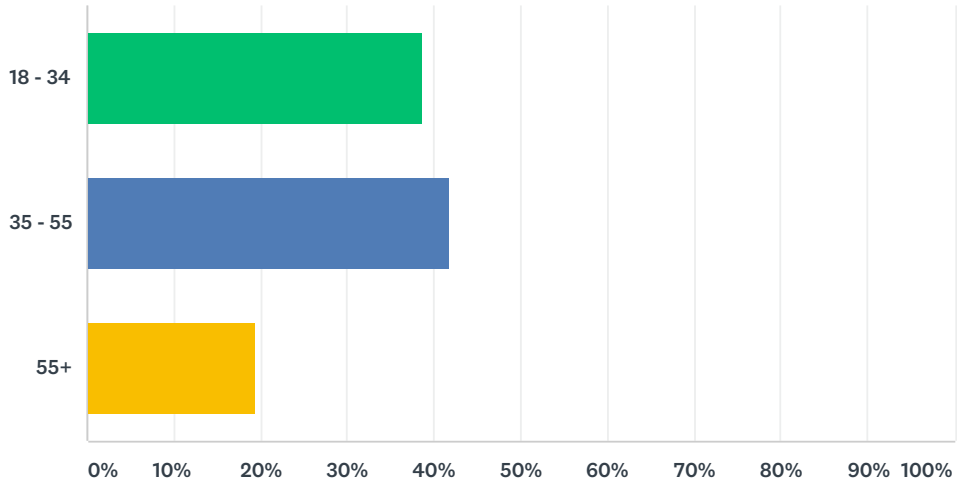
Answered: 1,791 Skipped: 24



ANSWER CHOICES	RESPONSES	
News	24.01%	430
Public Engagement Newsletter	12.67%	227
Facebook	22.67%	406
Twitter	9.32%	167
Website	15.97%	286
Word of mouth	8.43%	151
Other (please specify)	16.97%	304
Total Respondents: 1,791		

Q7 What is your age?

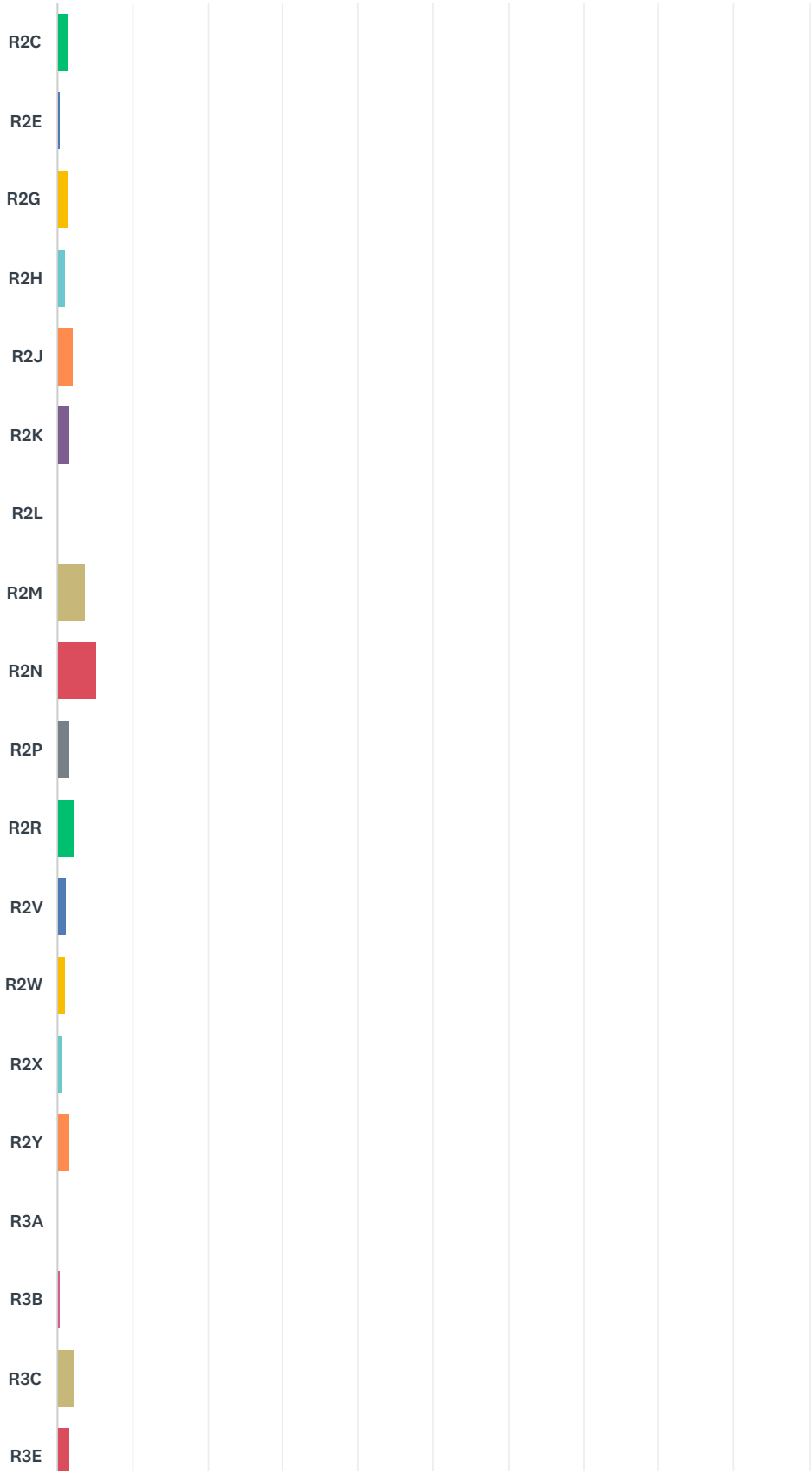
Answered: 1,785 Skipped: 30

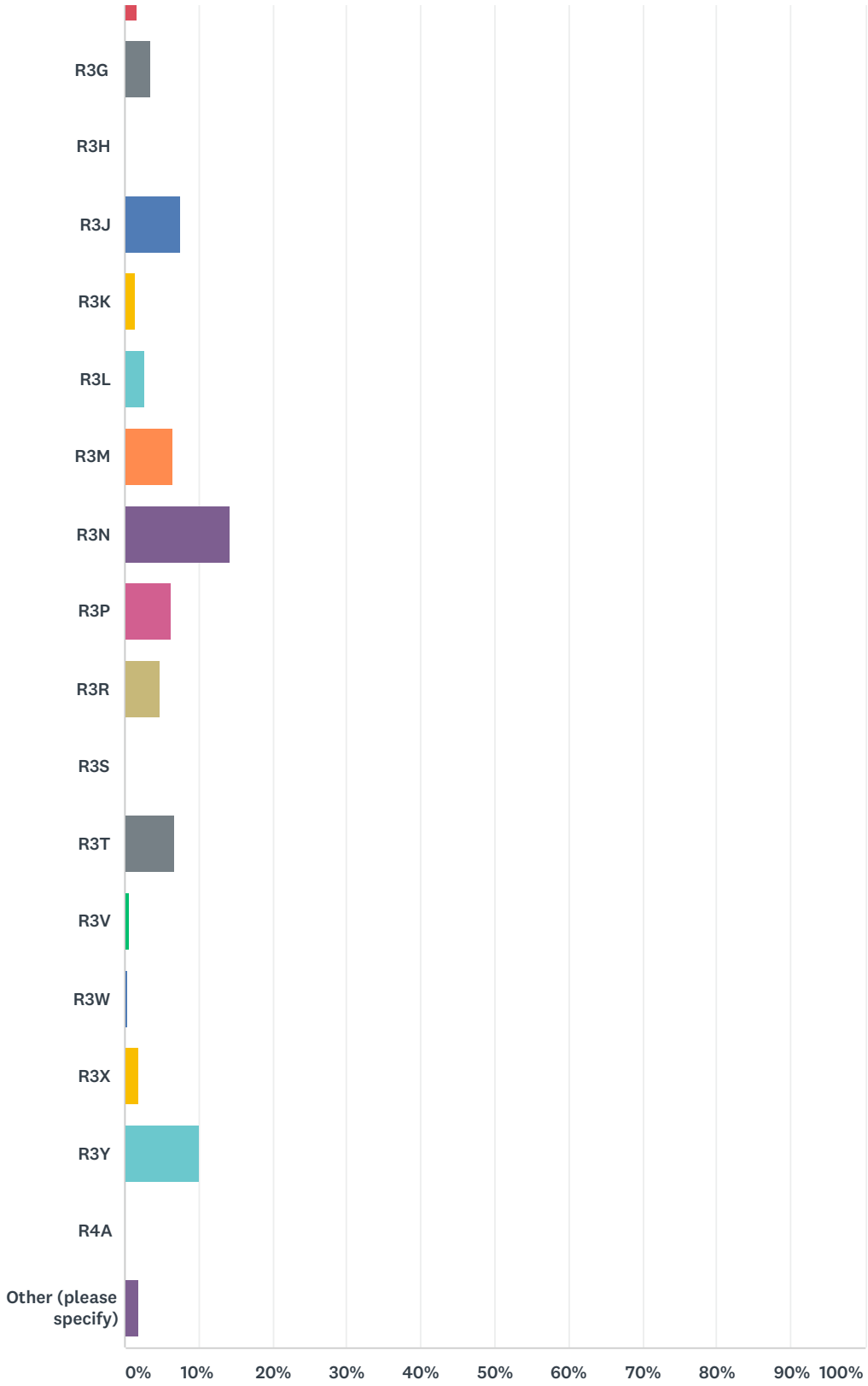


ANSWER CHOICES	RESPONSES	
18 - 34	38.77%	692
35 - 55	41.85%	747
55+	19.38%	346
TOTAL		1,785

Q8 Please provide the first three characters of your postal code.

Answered: 1,762 Skipped: 53



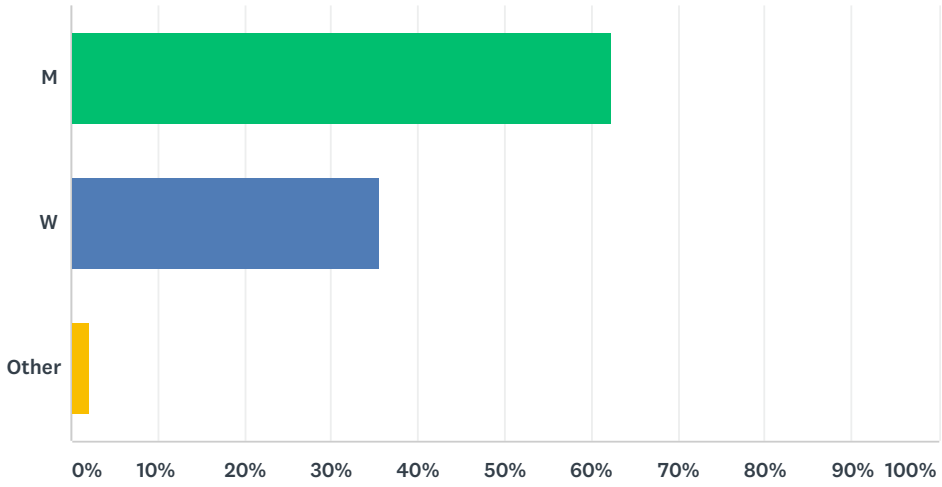


ANSWER CHOICES	RESPONSES	
R2C	1.42%	25
R2E	0.45%	8
R2G	1.48%	26

R2H	1.14%	20
R2J	2.10%	37
R2K	1.76%	31
R2L	0.28%	5
R2M	3.86%	68
R2N	5.16%	91
R2P	1.65%	29
R2R	2.38%	42
R2V	1.19%	21
R2W	1.02%	18
R2X	0.62%	11
R2Y	1.59%	28
R3A	0.17%	3
R3B	0.51%	9
R3C	2.27%	40
R3E	1.70%	30
R3G	3.58%	63
R3H	0.11%	2
R3J	7.49%	132
R3K	1.36%	24
R3L	2.78%	49
R3M	6.53%	115
R3N	14.30%	252
R3P	6.36%	112
R3R	4.71%	83
R3S	0.23%	4
R3T	6.75%	119
R3V	0.62%	11
R3W	0.40%	7
R3X	1.82%	32
R3Y	10.10%	178
R4A	0.17%	3
Other (please specify)	1.93%	34
TOTAL		1,762

Q9 Please indicate your gender.

Answered: 1,774 Skipped: 41



ANSWER CHOICES	RESPONSES	
M	62.34%	1,106
W	35.63%	632
Other	2.03%	36
TOTAL		1,774

Appendix D – Scientific Survey Results

RT. 90 IMPROVEMENT PRIORITIES

MARCH 2018

Winnipeg

PROBE RESEARCH INC.

ABOUT THE PROBE RESEARCH OMNIBUS

For more than two decades, Probe Research Inc. has undertaken quarterly omnibus surveys of random and representative samples of Manitoba adults. These scientific telephone surveys have provided strategic and proprietary insights to hundreds of public, private and not-for-profit clients on a range of social, cultural and public policy topics. The Probe Research Omnibus Survey of 1,000 Manitoba adults is the province's largest and most trusted general population survey.

SURVEY INSTRUMENT

The survey instrument was designed by Probe Research in close consultation with the City of Winnipeg, WSP and Blueprint.

METHODOLOGY

Between March 12 and March 29, 2018, Probe Research surveyed a random and representative sampling of 600 adults residing in Winnipeg.

- With a sample of 600, one can say with 95 percent certainty that the results are within ± 4.0 percentage points of what they would have been if the entire adult population of Manitoba had been surveyed. The margin of error is higher within each of the survey's population sub-groups.

- Modified random digit dialing, including both landline and wireless numbers, ensured all Winnipeg adults had an equal opportunity to participate in this Probe Research survey. A CATI-to-web approach was employed whereby a live-voice operator randomly recruited respondents by telephone, inviting them to complete the survey via a secure online questionnaire.

- Minor statistical weighting has been applied to this sample to ensure that age and gender characteristics properly reflect known attributes of the city's population. All data analysis was performed using SPSS statistical analysis software.

FOR MORE INFORMATION:

MARY AGNES WELCH

SENIOR RESEARCHER

PROBE

211 – 10 Fort St.
Winnipeg, MB
R3C 1C4
(204) 470-8862
maryagnes@probe-research.com
FB: www.facebook.com/proberesearch
Twitter: @proberesearch
www.probe-research.com

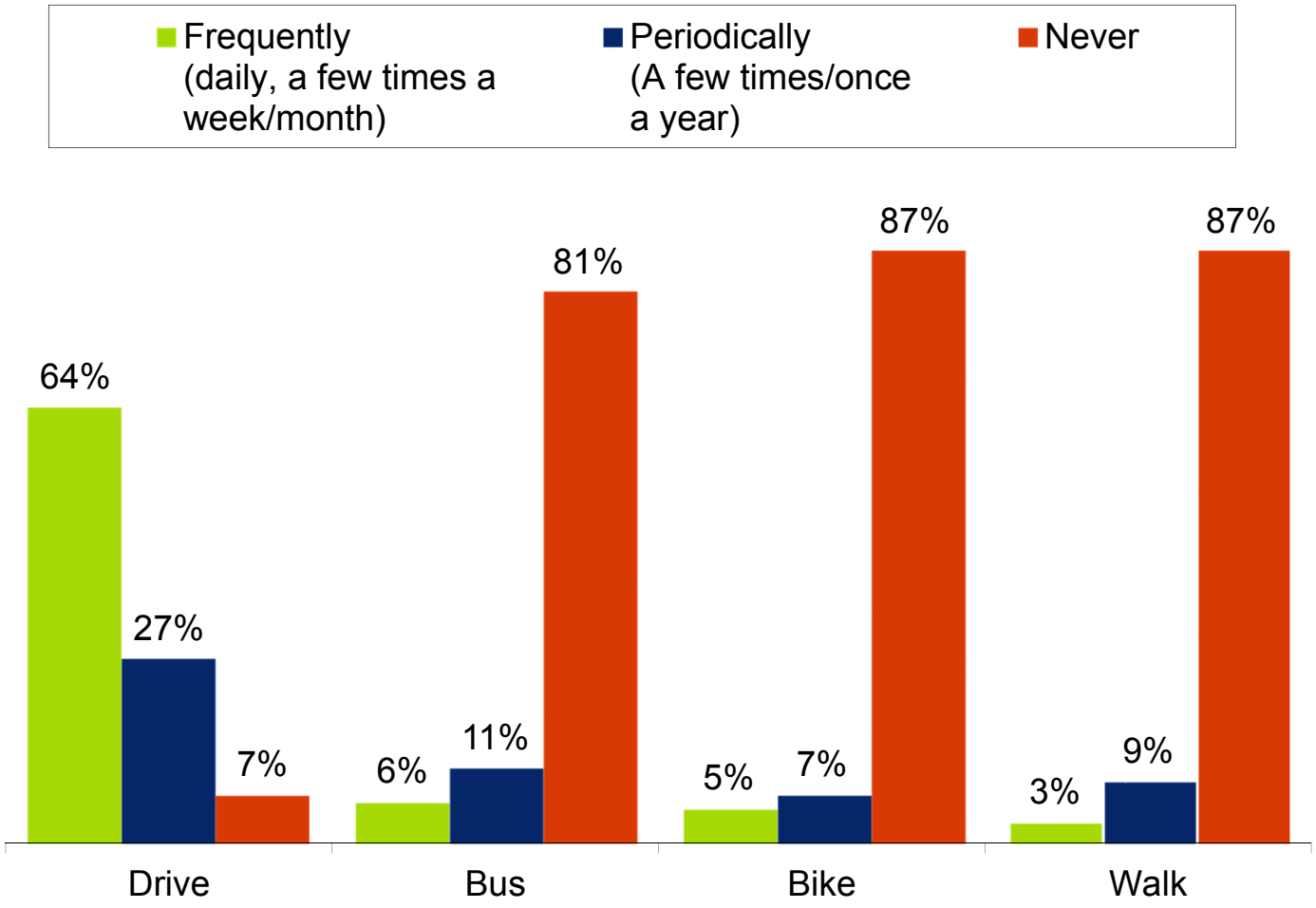
KEY FINDINGS

- Driving is the dominant way Winnipeggers use Rt. 90. Nearly two-thirds of Winnipeg residents drive Rt. 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 Rt. 90.
- An overwhelming majority consider Rt. 90 an important transportation route for the city. There has been virtually no change in this sentiment over the last decade.
- Conversely, there is only modest awareness of the city's plan to widen Rt. 90. Just over one-half of residents are aware of the route's expected improvement, but more than one-quarter consider themselves entirely unfamiliar with these plans.
- Winnipeggers are slightly more likely to consider too many intersections, instead of too many trucks, as the main cause of traffic jams on Rt. 90. One-half of Winnipeggers admit to shortcutting through the neighbourhood to avoid Rt. 90 traffic. And, left turns onto or off of Rt. 90 are generally seen as difficult.
- Winnipeggers say reducing traffic congestion and accommodating future growth are "musts" in any improving of Rt. 90. Better managing truck traffic is also a key priority. Among regional residents, however, building better bike routes was a much higher priority.

FREQUENCY OF RT. 90 USE, BY MODE

Q1. "Now we'd like to know about your use of Route 90. For the next few questions, we're interested only in Route 90 between Taylor Avenue and Ness Avenue, as the map below shows. Thinking of this stretch of Route 90 in particular, please tell us how often you do the following on that specific stretch." (n=600)

Base: Winnipeg adults



FREQUENT RT. 90 DRIVERS

Residents of the Southwest quadrant (82%) and Northwest quadrant (73%) vs. the Northeast (30%)

Those with household incomes of $100K+ (73%) vs. lower-middle income households earning $30K-$59K (54%)

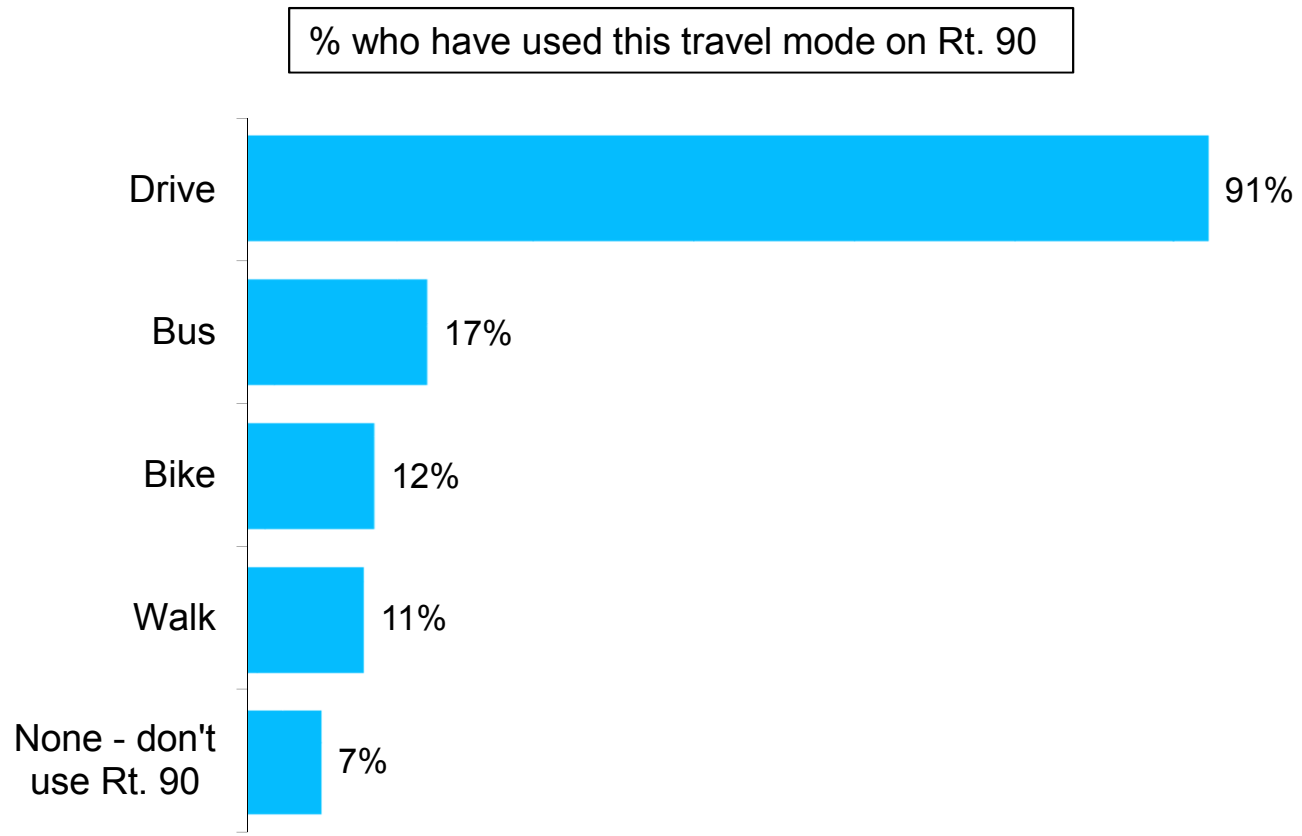
Those with children at home (75%) vs. those without (60%)

PROBE

PREVALENCE OF RT. 90 TRAVEL MODES

Q1. "Now we'd like to know about your use of Route 90. For the next few questions, we're interested only in Route 90 between Taylor Avenue and Ness Avenue, as the map below shows. Thinking of this stretch of Route 90 in particular, please tell us how often you do the following on that specific stretch." (n=600)

Base: Winnipeg adults



- **MORE LIKELY TO BIKE RT. 90**
  Men (17%) vs. women (8%)

  Lower income households earning <$30K or less (25%) vs. higher income households earning $100K or more (8%)

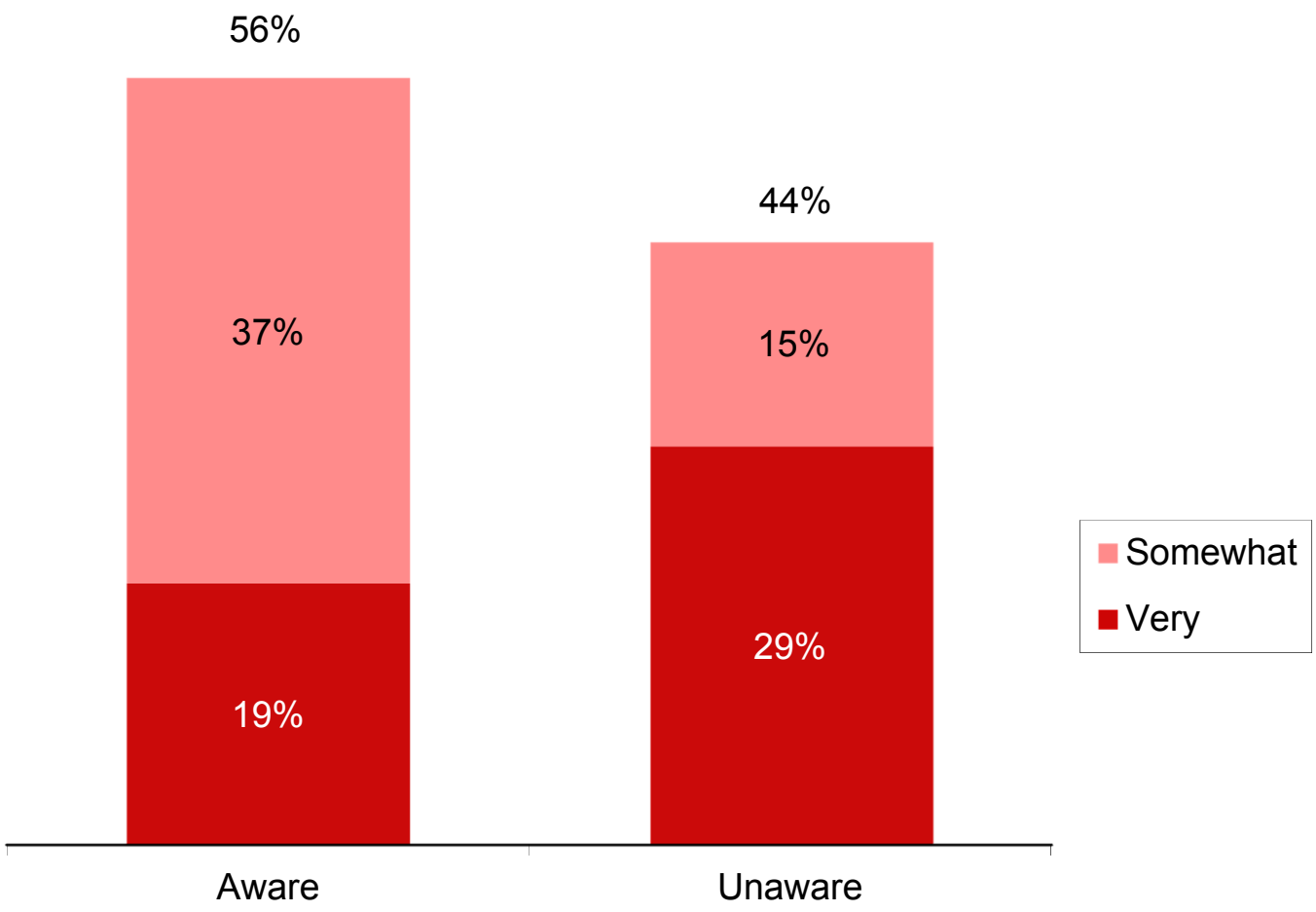
- **MORE LIKELY TO BUS RT. 90**
  Lower income households earning <$30K or less (41%) vs. higher income households earning $100K or more (10%)

- There were no statistical differences in transportation mode choice among age groups. In other words, younger adults were not more likely to bike, walk or bus down Rt. 90.

PROBE

AWARENESS OF RT. 90 IMPROVEMENT

Q2. "The city is planning to widen and improve this stretch of Route 90, including the St. James Bridge. Before today, how aware were you of this plan to widen Route 90 between Taylor Avenue and Ness Avenue?" (n=600)



Base: Winnipeg adults

LEAST AWARE OF RT. 90 IMPROVEMENT
Residents of the Core (59% unaware) vs. the Southwest quadrant (33%)

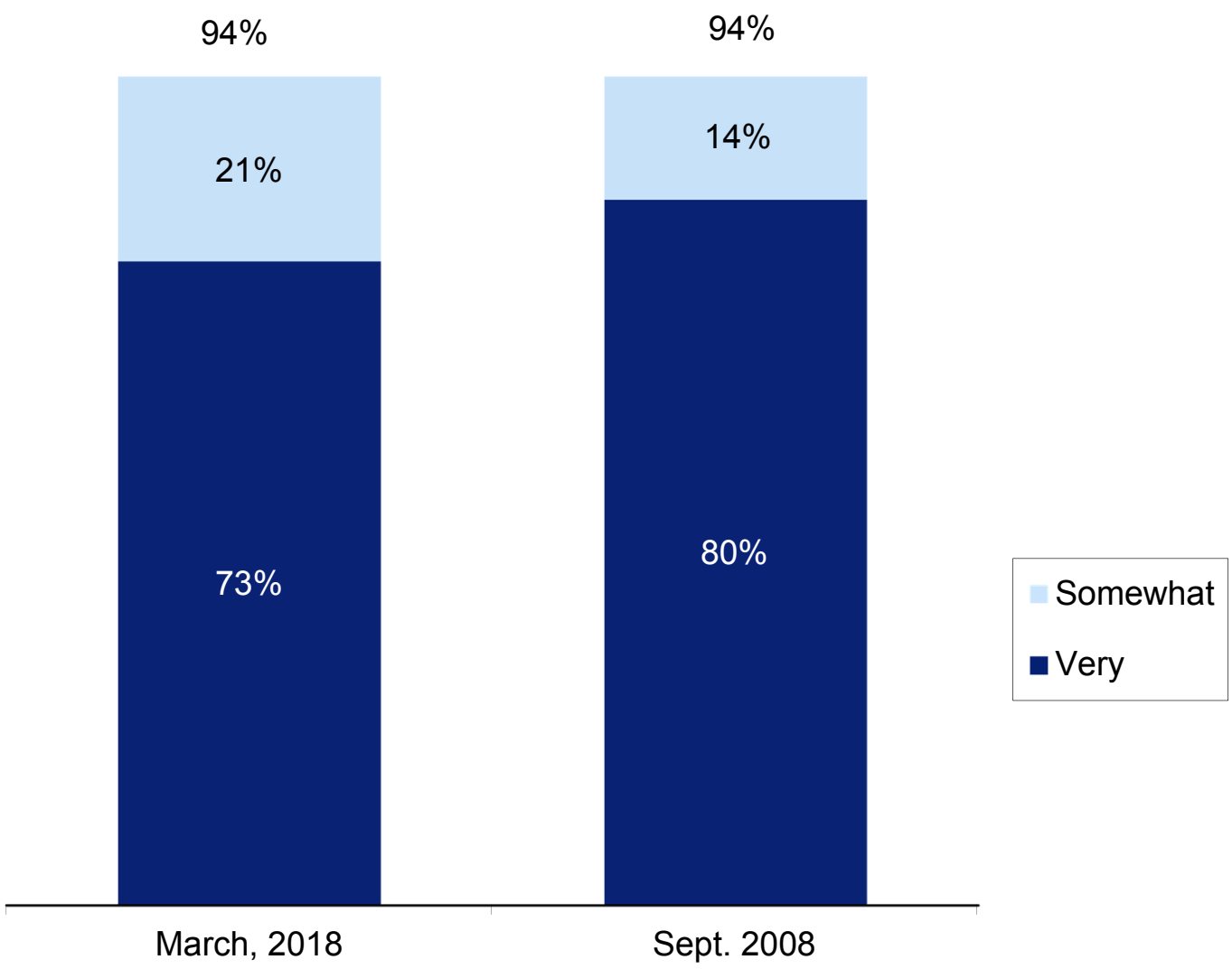
Those with children at home (52%) vs. those without (40%)

PROBE

IMPORTANCE OF RT. 90

Q3. "Still thinking about Route 90 between Taylor Avenue and Ness Avenue, and regardless of how often you personally use this road, how important is Route 90 as a major north-south transportation link in the city? Would you say it is…" (n=600)

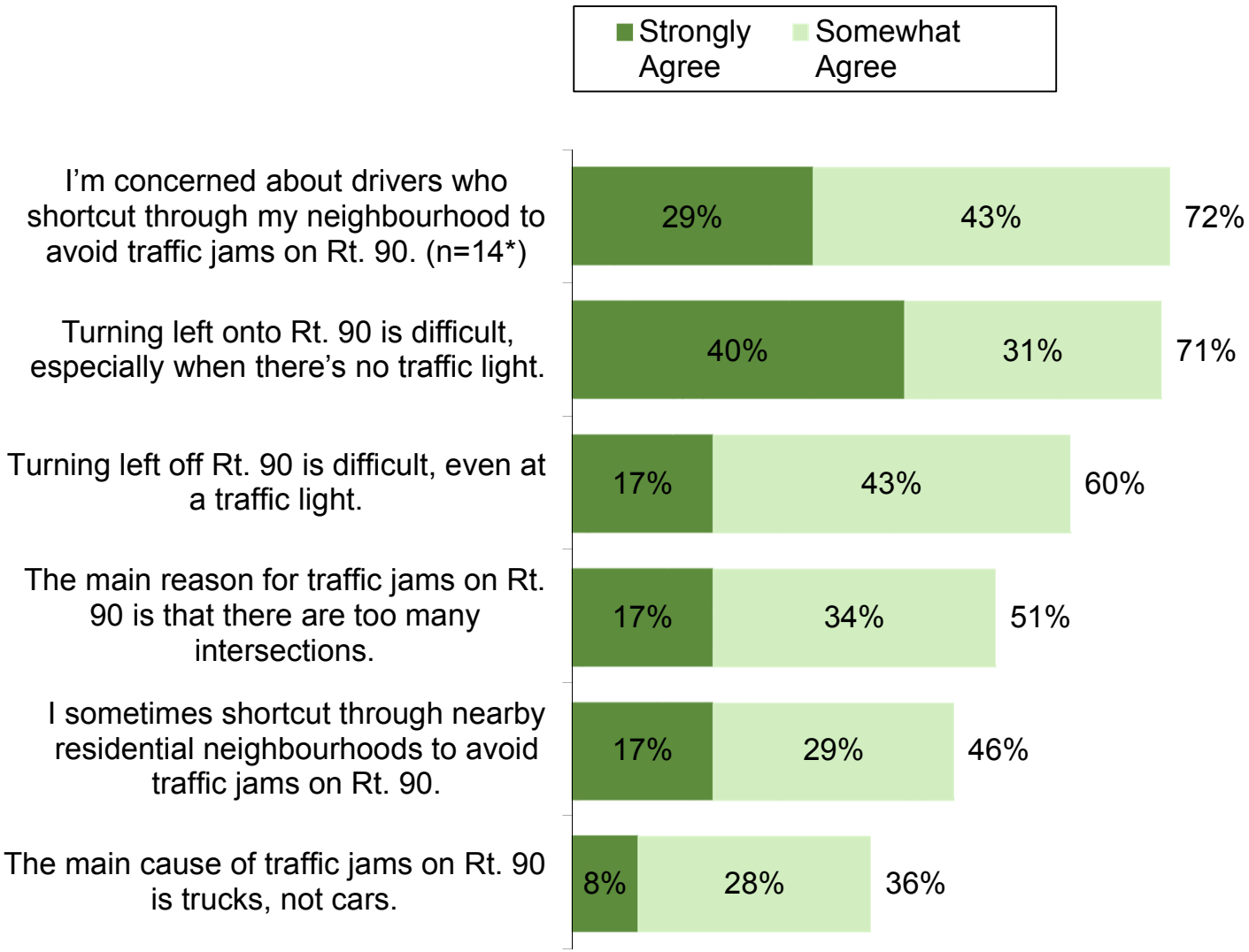
Base: Winnipeg adults



PROBE

VIEWS ON RT. 90 TRAFFIC ISSUES

Q5. "Please read the statements below and indicate whether you agree or disagree." (Randomized) (n=600)



Base: Winnipeg adults
*Caution: Very small base of residents residing within approx. ten blocks of Rt. 90

- **REGIONAL RESIDENTS WERE MORE LIKELY TO DISAGREE:** Turning left *off* Rt. 90 is difficult. (40% disagree with this statement vs. 22% disagree citywide)

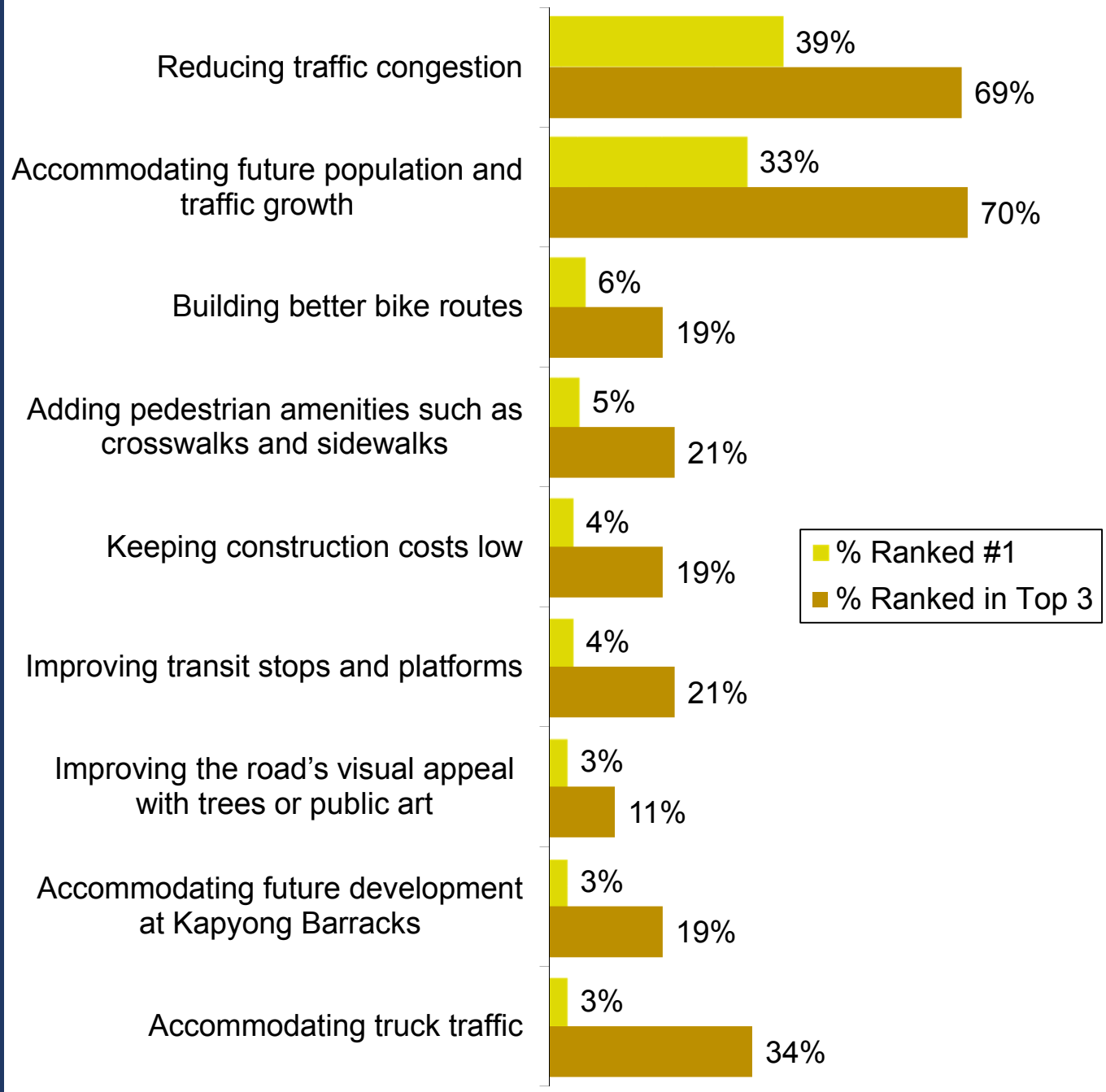
  Too many intersections are the cause of traffic jams (47% disagree with this statement vs. 28% disagree citywide)

PROBE

RT. 90 PRIORITIES

Q6. "There are many different priorities the city could focus on when widening and improving Route 90. Below are some of these priorities. Please rank these priorities in order of preference by tapping or clicking on the items in order of importance. To undo a selection, just tap or click on the item again." (Randomized) (n=600)

Base: Winnipeg adults

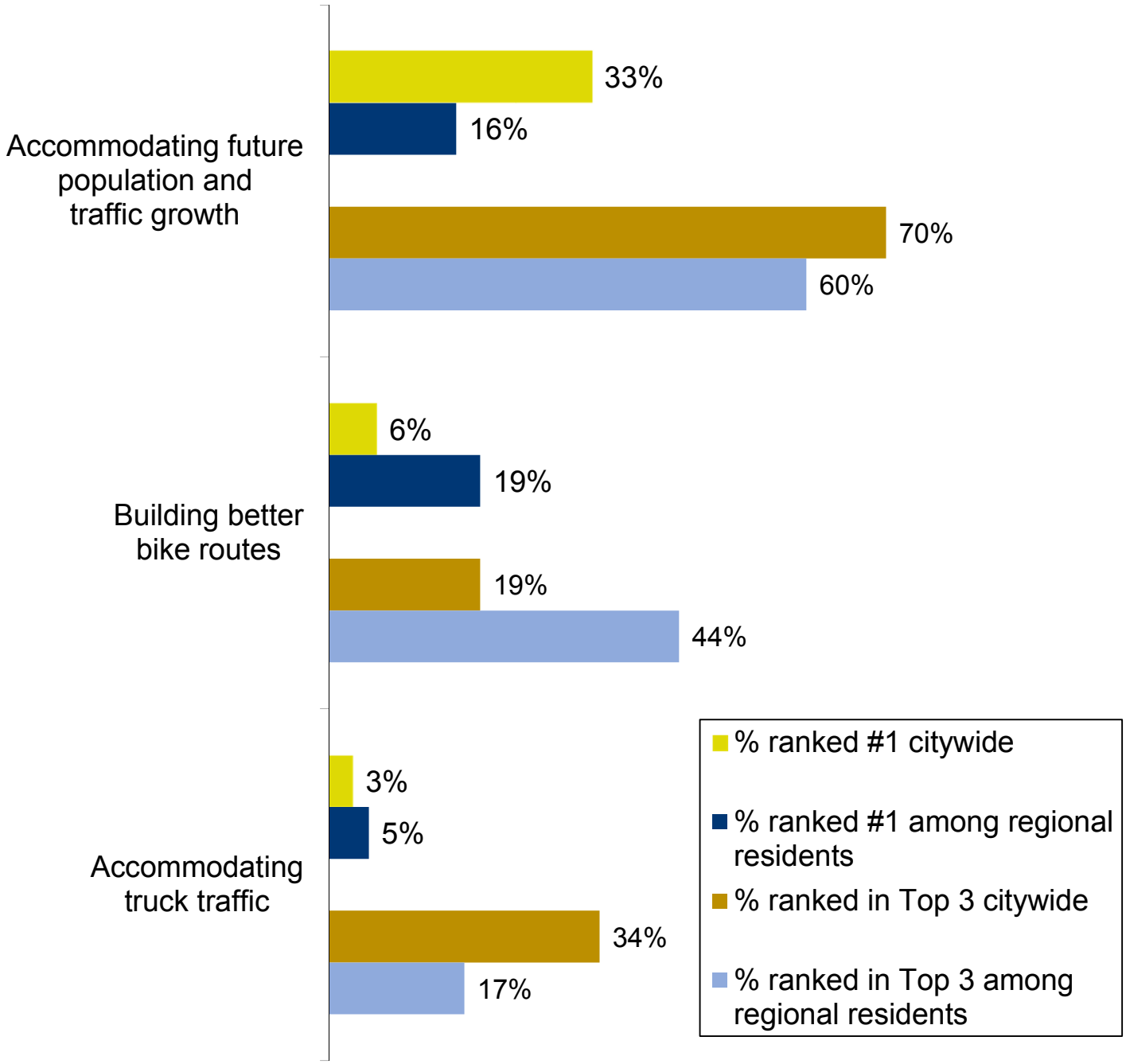


PROBE

RT. 90 PRIORITIES AMONG NEARBY RESIDENTS

Q6. "There are many different priorities the city could focus on when widening and improving Route 90. Below are some of these priorities. Please rank these priorities in order of preference by tapping or clicking on the items in order of importance. To undo a selection, just tap or click on the item again." (Randomized)

Base: Winnipeg adults (n=600)
Regional residents (n=58) residing in postal codes R3N, R3J and R3G



PROBE

PROFILE OF RESPONDENTS

	TOTAL	MEN	WOMEN
	(n=600)	(n=287)	(n=313)
		(%)	
GENDER			
Men	48	100	
Women	52		100
AGE			
18-34 years	31	32	29
35-44 years	21	23	19
45-54 years	19	19	20
55+ years	29	26	32
HOUSEHOLD INCOME			
<$30K	13	12	13
$30K-$59K	20	20	20
$60K-$99K	36	36	35
$100K+	32	31	32
EDUCATION			
High school or less	15	13	16
Some post-secondary	23	20	24
Post-secondary graduate	63	68	60

Valid responses only
DK/NS removed

PROBE