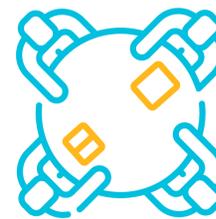
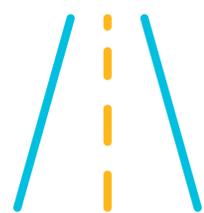




Route 90 Improvements Study



Open house

May 2023

Land and water acknowledgment

Winnipeg is located in **Treaty 1 Territory**, the home and traditional lands of the Anishinaabe (Ojibwe), Ininew (Cree), and Dakota peoples, and in the National Homeland of the Red River Metis. Our drinking water comes from Shoal Lake 40 First Nation, in **Treaty 3 Territory**.

Welcome

Thanks for coming. Get to know the proposed design for Route 90:



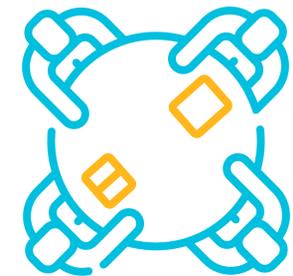
View the proposed design
in large format



Tour the information
boards to review project
details including how
public and stakeholder
input informed the
proposed design



Watch a fly-over video to
experience travel through
the area through the lens of
the proposed design



Ask the project team
questions and talk about
the proposed changes

Today's materials are available at winnipeg.ca/route90

Study area issues and considerations

Legend

— Study area limits



Please see the table maps for the proposed design

Purpose

The 2011 Winnipeg Transportation Master Plan identified Route 90 from Taylor Avenue to Ness Avenue as a priority strategic road network improvement.

The purpose of this study is to develop a proposed design for the widening of Route 90 from Taylor Avenue to Ness Avenue that:



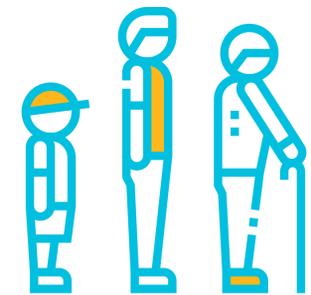
Safely, conveniently, and efficiently moves **people and goods**



Better connects residential areas on the east and west sides of Route 90



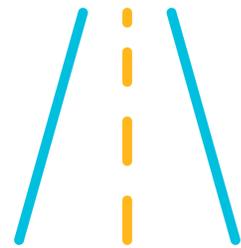
Supports **social interaction, healthy lives, economic stability,** and **growth**



Provides **accessible, connected transportation options** for all ages and abilities

Objectives

The **objectives** of this study were informed by Council direction. They are to:



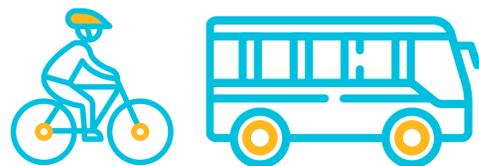
Provide **three through lanes** in each direction to address current and forecasted traffic



Rehabilitate and reconfigure the St. James Bridges to both **last 75 years** and address geometry



Reconstruct the roadway to **address road conditions** and implement a consistent speed limit of **60 km/hr**

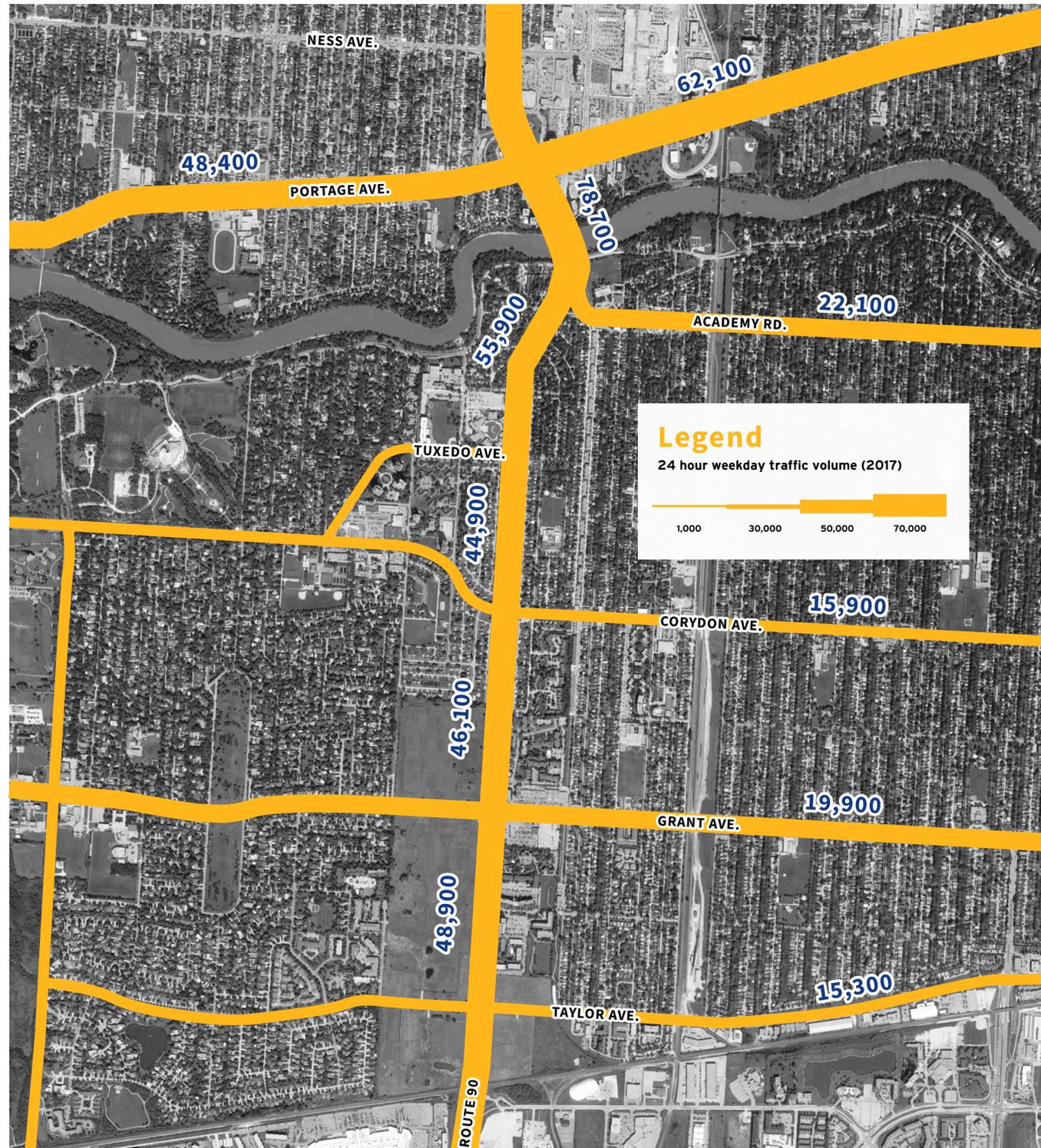


Provide connections for **transit, pedestrians, and cyclists**



Separate combined sewers to decrease **sewer overflows**, reduce **basement flooding**, and improve **water quality**

Objective: Provide three lanes in each direction



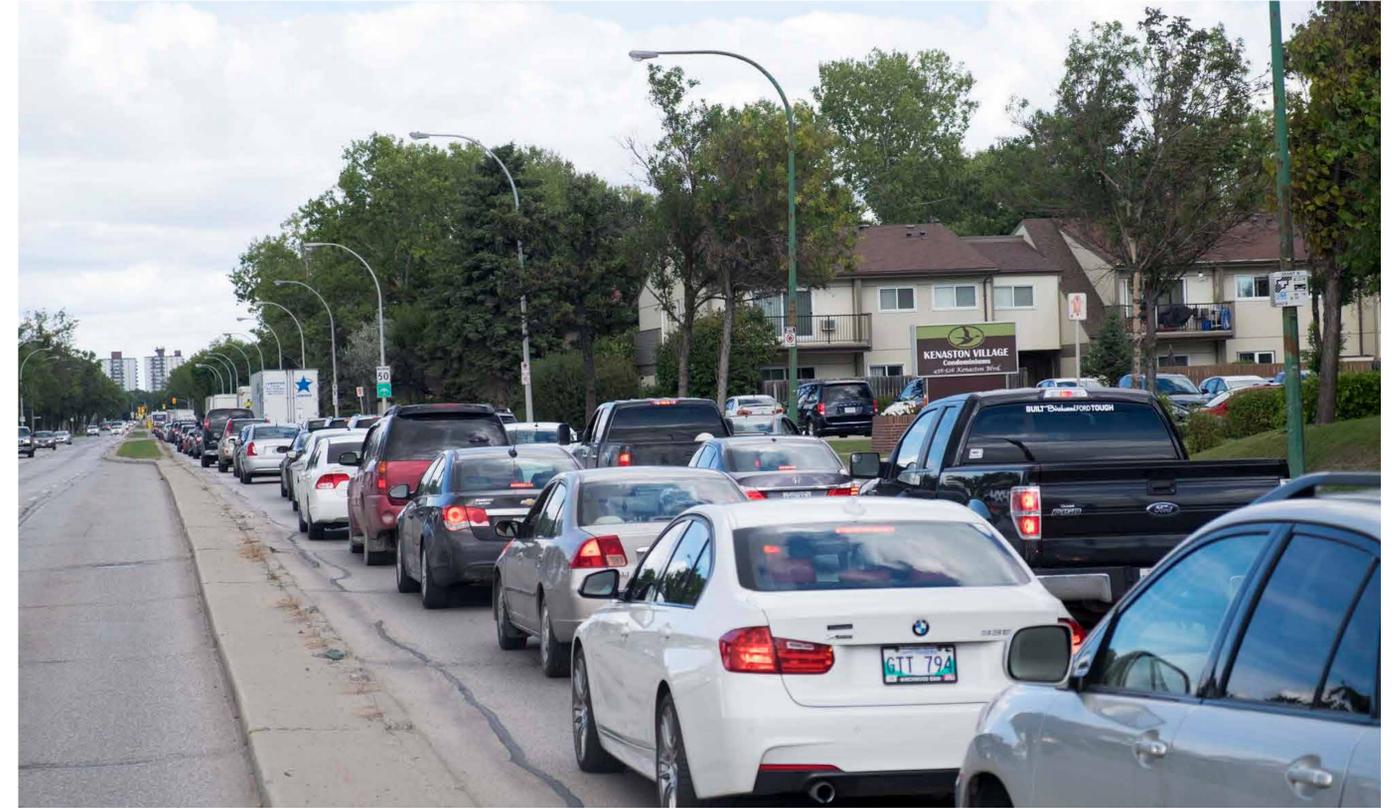
Current weekday traffic volumes are **79,000 per day on the St. James Bridges** and **more than 40,000 per day on Route 90** between Taylor Avenue and Ness Avenue.

In 2017 the northbound corridor travel time was 8 minutes in the morning peak and 7.2 minutes in the afternoon peak. The southbound travel time was 7 minutes in the morning peak and 8 minutes in the afternoon peak. If conditions remain the same, by 2041 these times are projected to jump to nearly 14 minutes (morning) and 10.7 minutes (afternoon) for northbound traffic and nearly 8.5 minutes (morning) and 10.8 minutes (afternoon) for southbound traffic.

We anticipate the proposed design would result in a 2041 northbound travel time of 8.7 minutes in the morning peak and 9.2 minutes in the afternoon peak. Southbound travel is projected to be 7.4 minutes in the morning peak and 8.2 minutes in the afternoon peak.

*The average travel times are estimates from traffic models. The travel times are not actual measured driving times.

Objective: Provide three lanes in each direction



Route 90 is an important trade corridor that connects the north and south city limits. **It is the busiest corridor in Winnipeg** with up to 3,000 trucks per day helping move goods throughout the city.

Route 90 is three lanes in each direction both north and south of the study area, but only two lanes in the study area. **This creates a bottleneck (congestion) for traffic.**

This bottleneck causes delays and idling traffic. Widening Route 90 to three lanes in each direction will help accommodate current and future traffic.

Objective: Reconstruct roadway and implement consistent speed limit



The pavement in the study area **has deteriorated and nearing the end of its life.**

Reconstructing the roadway will make traveling on Route 90 **more comfortable for all road users.**

The speed limit in the study area **currently varies from 50 km/h to 70 km/h.** The City is proposing a consistent speed limit of 60 km/h.

Objective: Rehabilitate and reconfigure the St. James Bridges

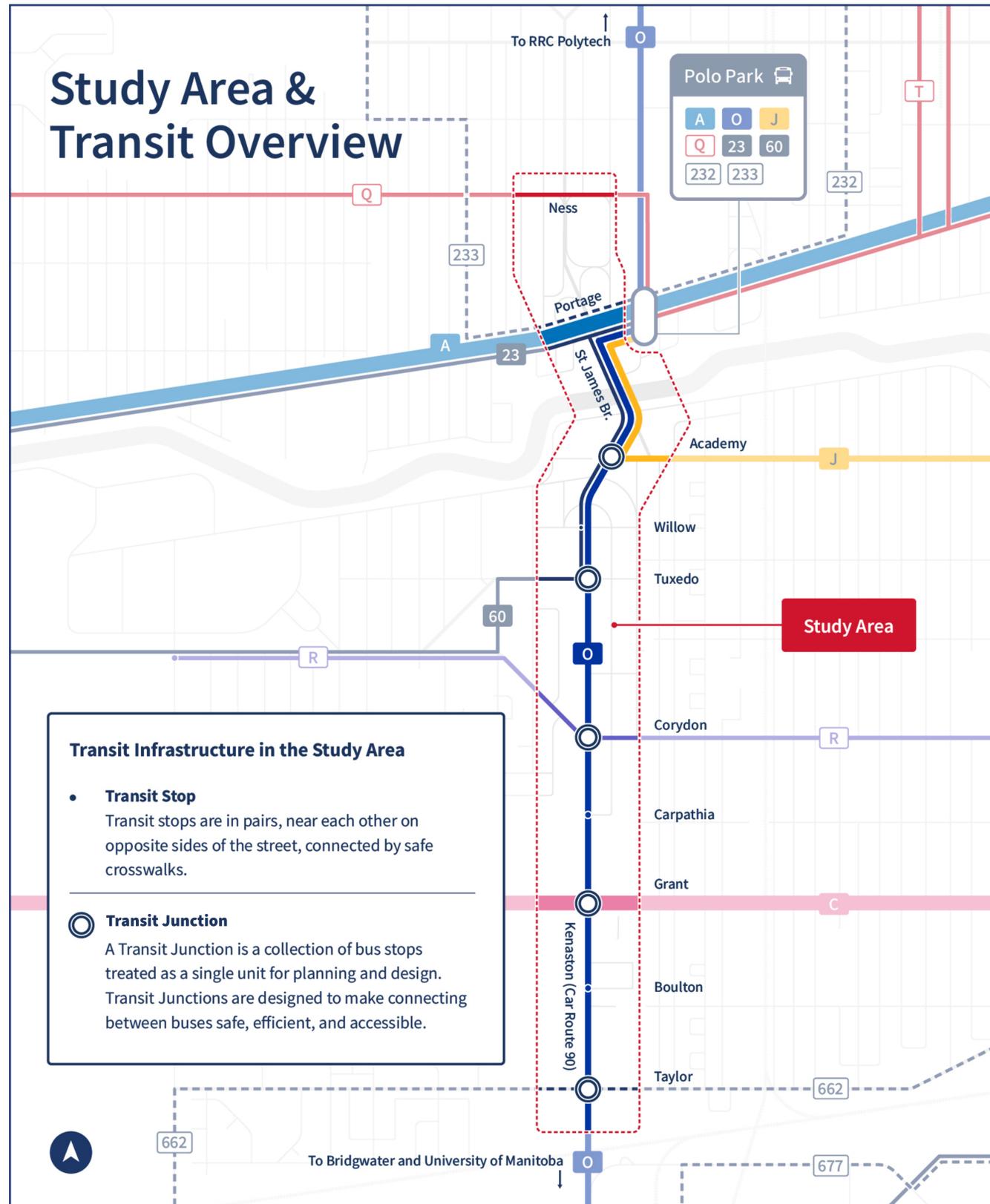


The **southbound bridge was completed in 1935** and is nearing the end of its life. The **northbound bridge was completed in 1962** and is deteriorating.

Eastbound traffic merging onto the southbound bridge must currently weave through traffic to eventually get to Academy Road. Traffic merging onto the northbound bridge must currently weave through traffic to continue down Route 90.

The bridges require rehabilitation to last another 75 years. Improving safety requires them to be reconfigured.

Objective: Improve opportunities for transit, pedestrians and cyclists

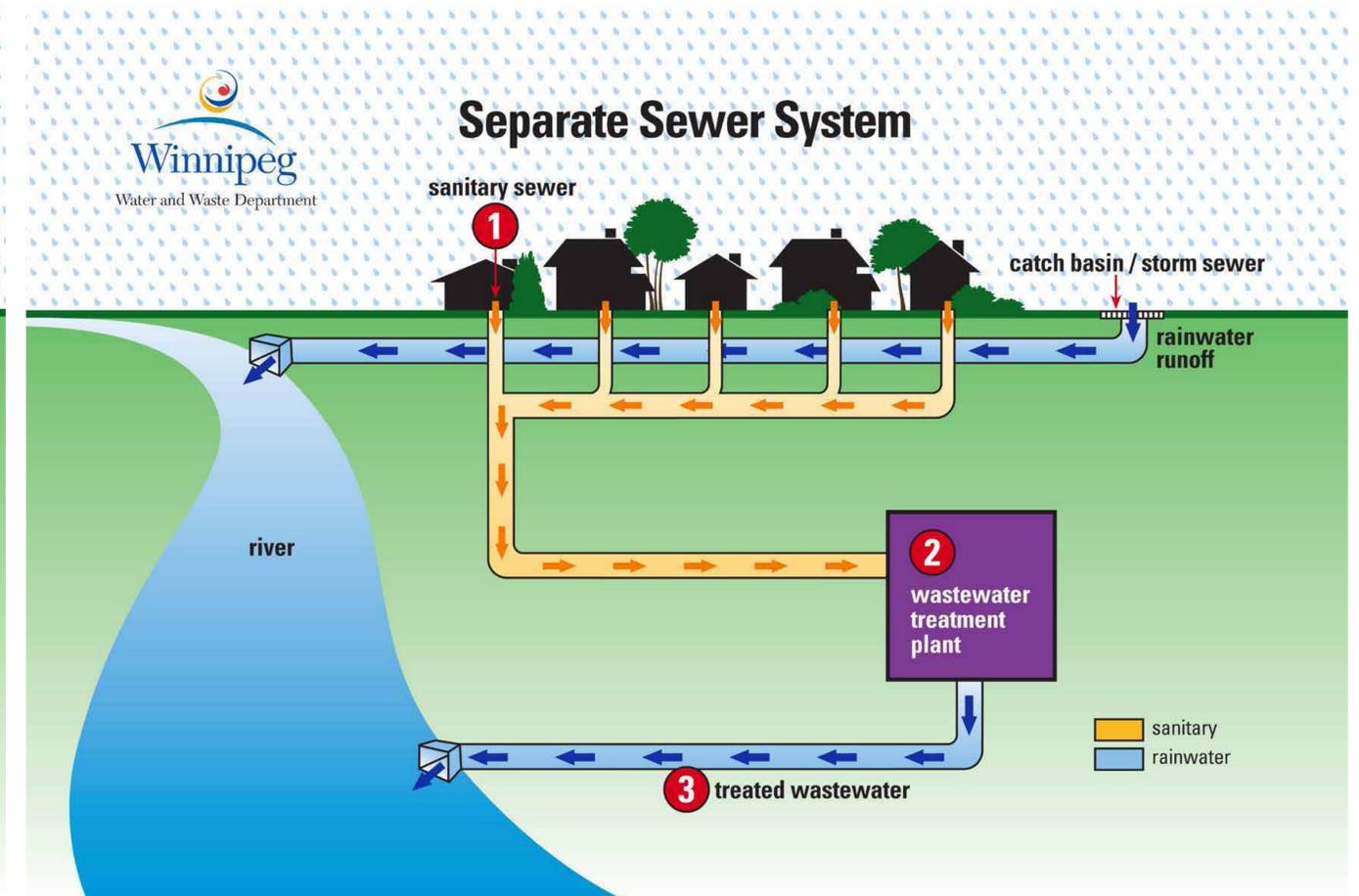
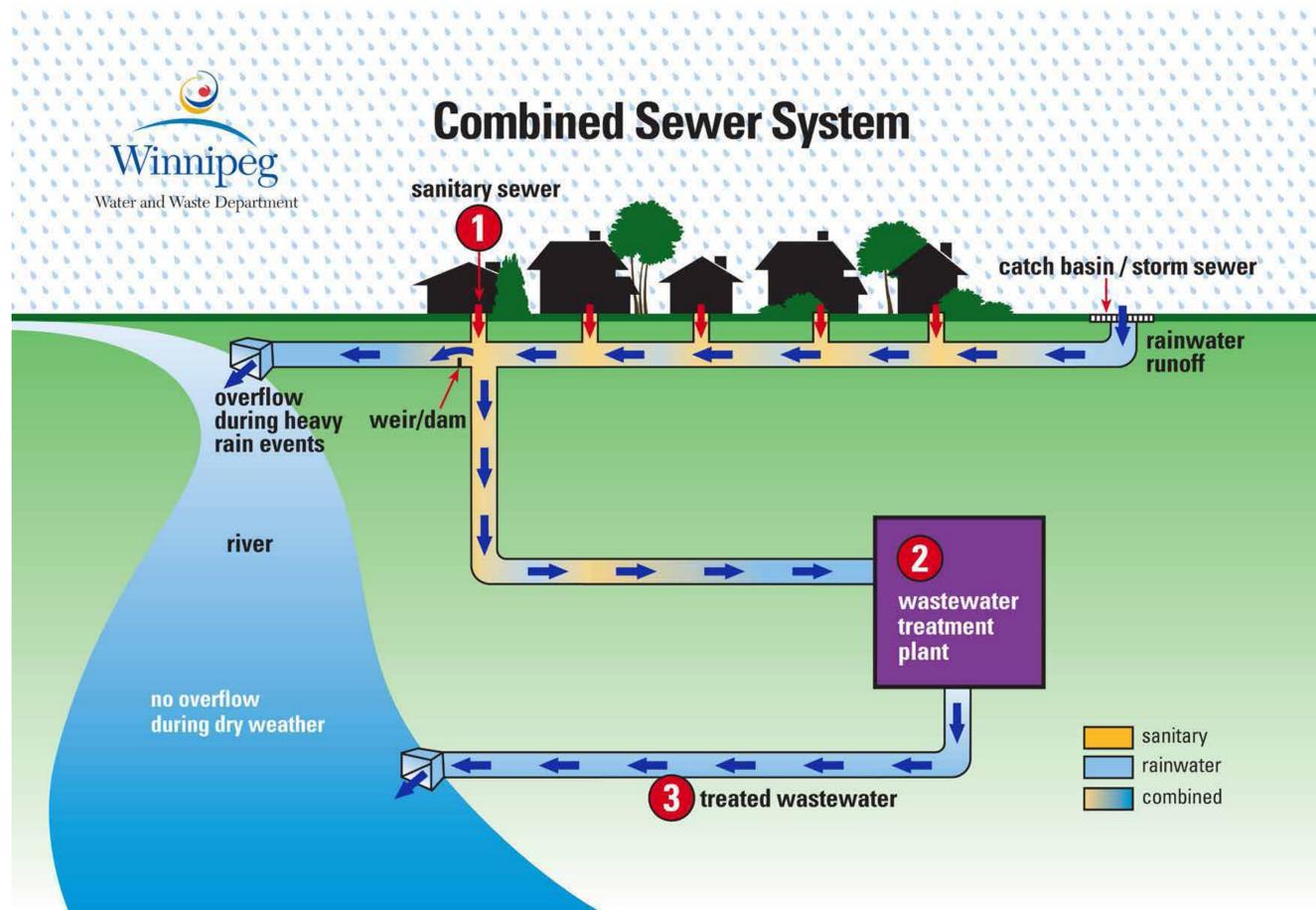


There are no active transportation paths on this portion of Route 90. The Council-approved Pedestrian and Cycling Strategies identifies this gap.

Transit routes are not optimized along Route 90. Traffic delays and bottlenecks make it difficult to provide frequent and reliable transit service.

The proposed design would provide the infrastructure to support service improvements identified in the Winnipeg Transit Master Plan. It would also fill in gaps in the pedestrian and cycling network.

Objective: Separate combined sewers



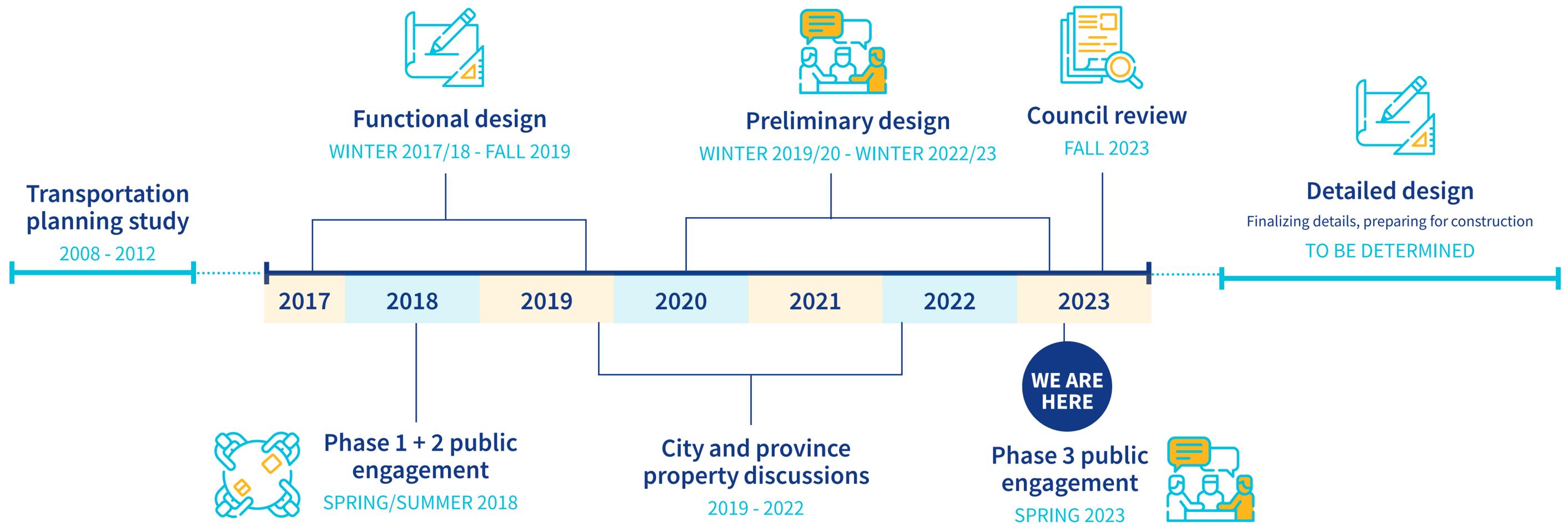
Currently Route 90 has combined sewers. Combined sewers collect both land drainage (rainwater and snowmelt) and wastewater (sewage) in the same pipe.

During heavy rainfall or snowmelt, **the extra water can exceed the capacity of the sewer.**

The sewer overflows into the river without reaching the wastewater treatment plant.

The project proposes to upgrade Route 90 to separate sewers. Separate sewers collect land drainage and wastewater in different pipes. This will reduce wastewater overflows into the river, basement flooding, and the burden on the City's wastewater treatment plants.

Timeline



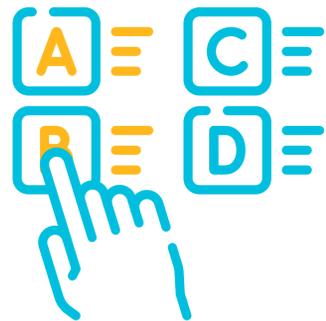
Construction is subject to Council's approval of the project and budget

If approved, construction is estimated to take 6 years to complete

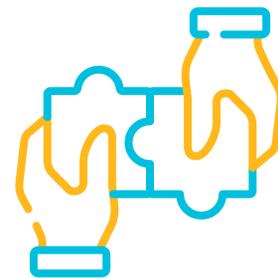
Timing of construction to be determined

Public and stakeholder engagement process

We understand that this study has been in process for a number of years. Many of you have participated in previous rounds of engagement and have been patiently waiting to learn more about the proposed design.



After Phase 2 engagement (2018), there were two clear options: proceed with the proposed eastward design or explore moving the design westward



To explore a potential westerly design, we needed to work with the Province of Manitoba to acquire the Manitoba Youth Centre property



We diligently explored this option but in May 2022 were informed by the Province the centre would not close and the land would not be available to us

Project vision

What we heard



Reduce traffic congestion

Ensure population and traffic growth are accommodated in the future

Route 90 should feel more like a parkway with plenty of greenspace



Route 90 at Tuxedo Ave.

The proposed design includes a combination of **roadway widening, synchronizing traffic lights, reducing accesses, and encouraging alternate modes of transportation** through transit and active transportation improvements.

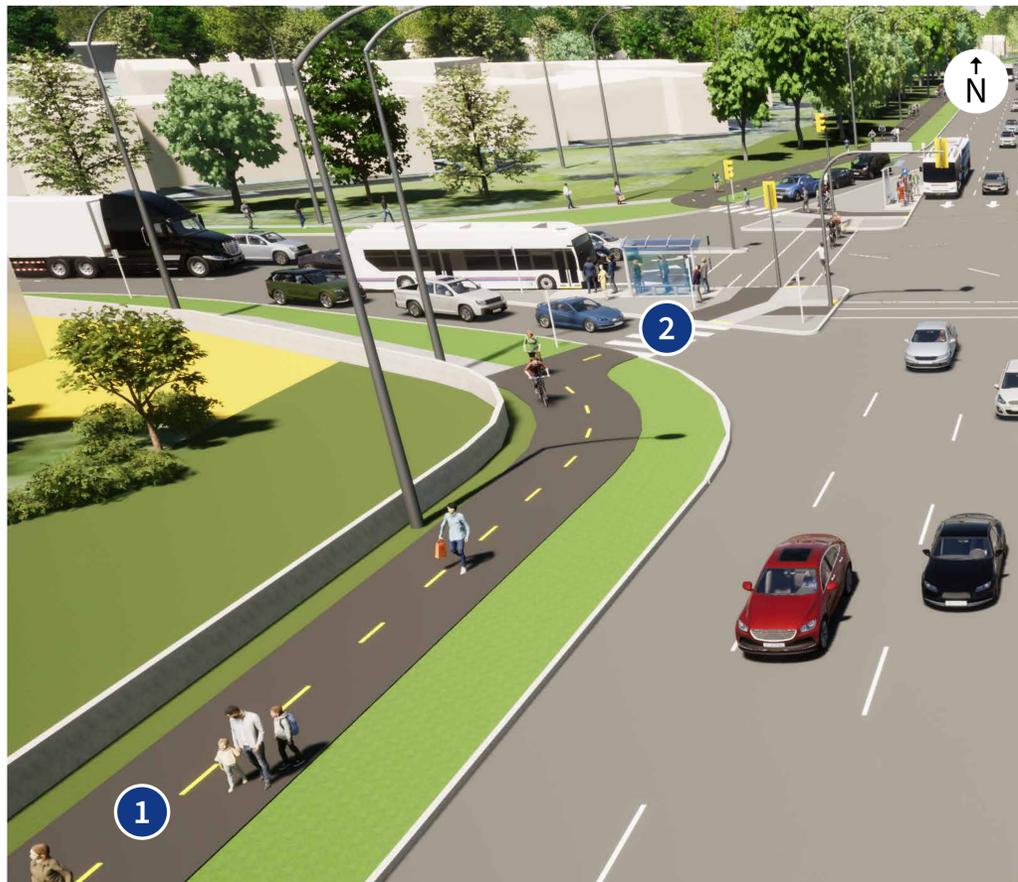
Pedestrian and cycling improvements

What we heard

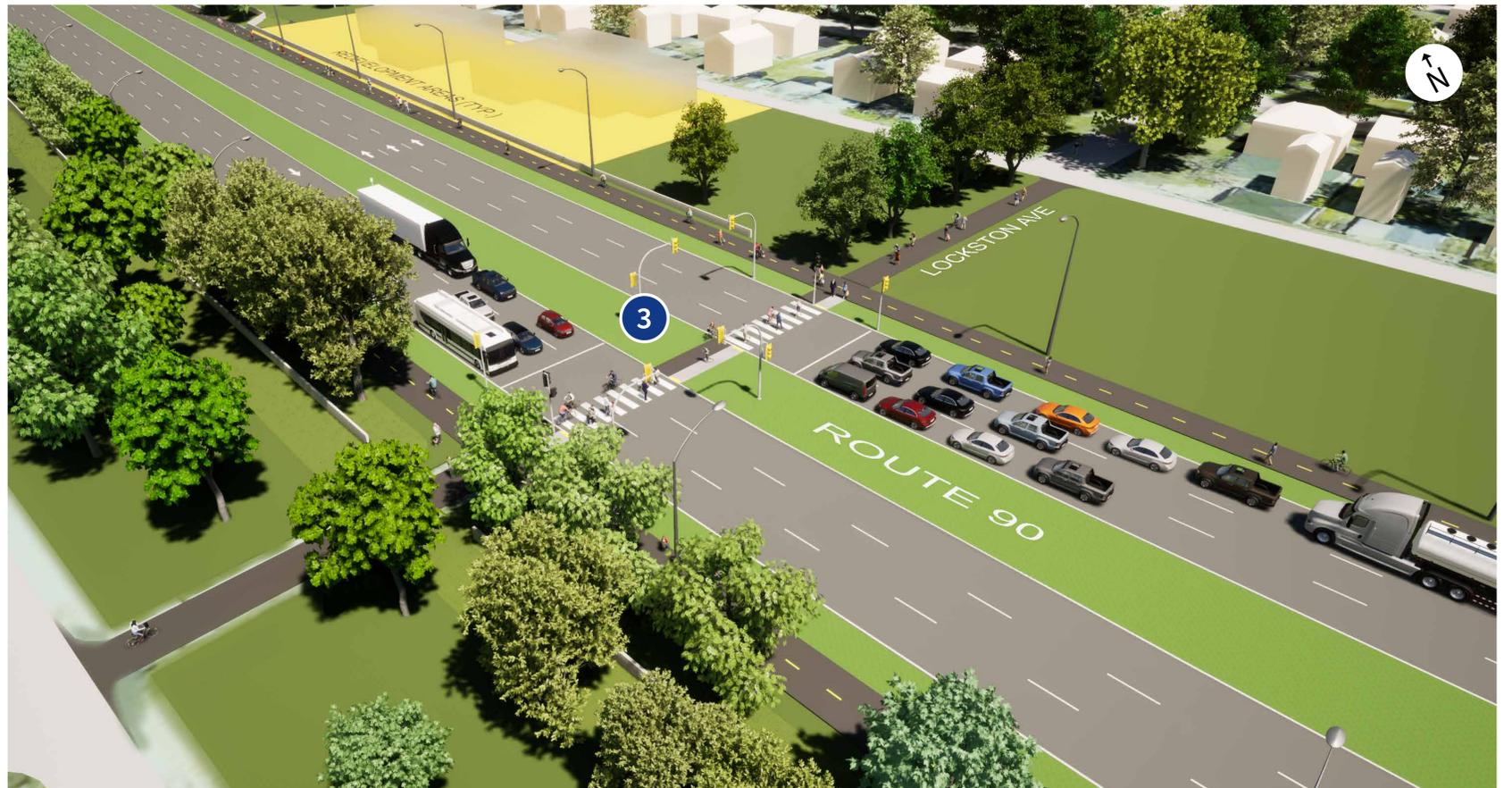


Off-street pedestrian and cyclist paths are preferred over on-street protected bike lanes and traditional sidewalks

Need an improved pedestrian and cyclist crossing at Lockston Avenue



Route 90 at Grant Ave.



Route 90 at Lockston Ave.

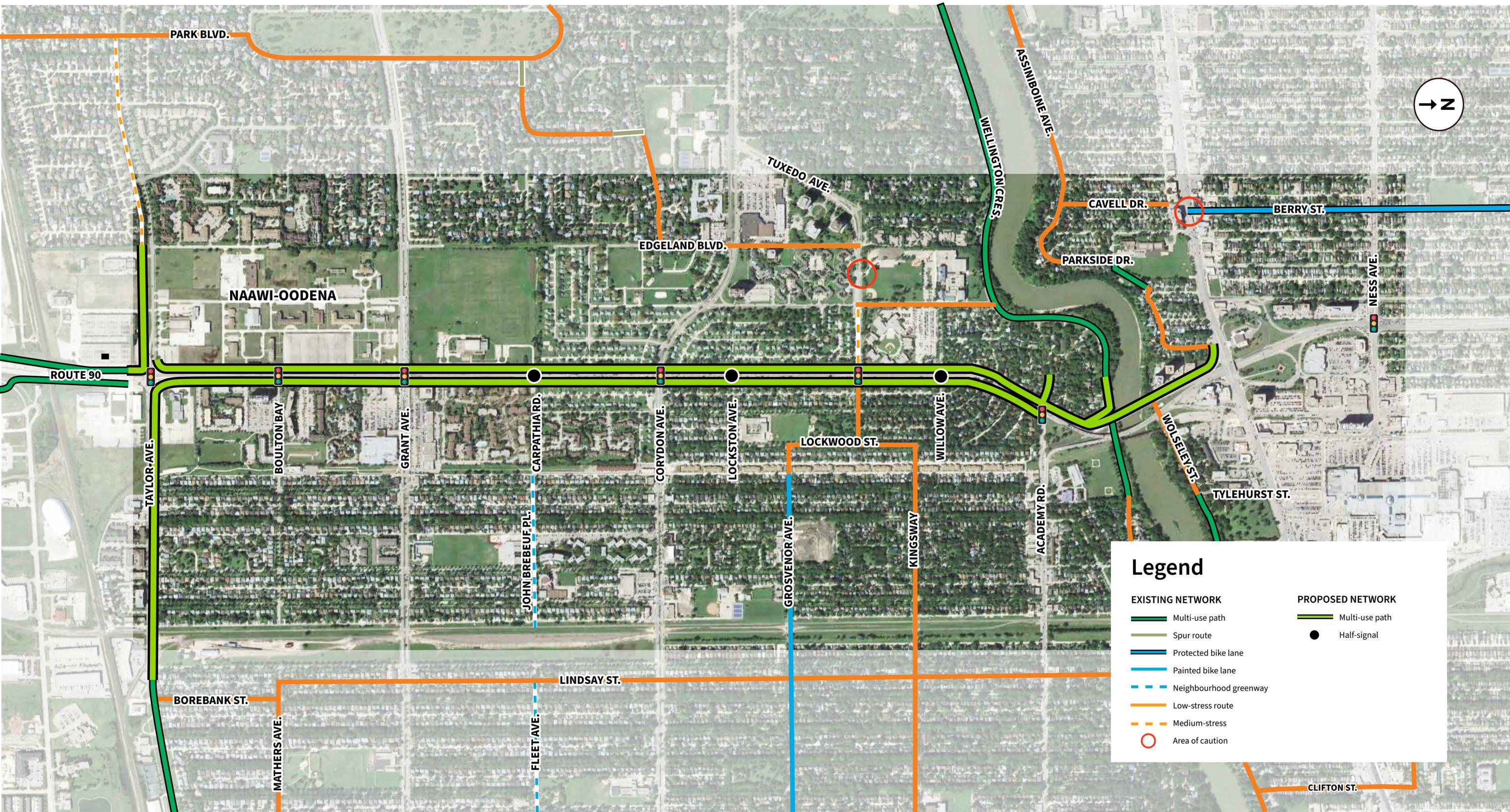
- 1 3.5 m off-street multi-use paths on each side of Route 90 for pedestrians and cyclists
- 2 Dedicated pedestrian and cyclist crossings at each signalized intersection

- 3 Different crossing options were evaluated and it was determined that an upgraded at-grade street crossing is easy to use, safe, and economically viable for Lockston Avenue

The proposed design:

- Connects to existing pedestrian and cycling infrastructure
- Allows for future connections to planned infrastructure
- Includes pedestrian and cyclist crossings at both Carpathia Road and Willow Avenue

Pedestrian and cycling connections



Streetscape character

What we heard



The corridor should feel like an urban street

The corridor should include more greenspace

The corridor should be an expressway with limited stops

The streetscape along the Route 90 corridor is **designed for people. Design features include:**



Route 90 at Lockston Ave.

- 1 Multi-use path
- 2 Boulevards with space for trees and grasses
- 3 Naturalized landscape buffer on City-owned land not suitable for redevelopment
- 4 Pedestrian and cycling route markers

Transit improvements

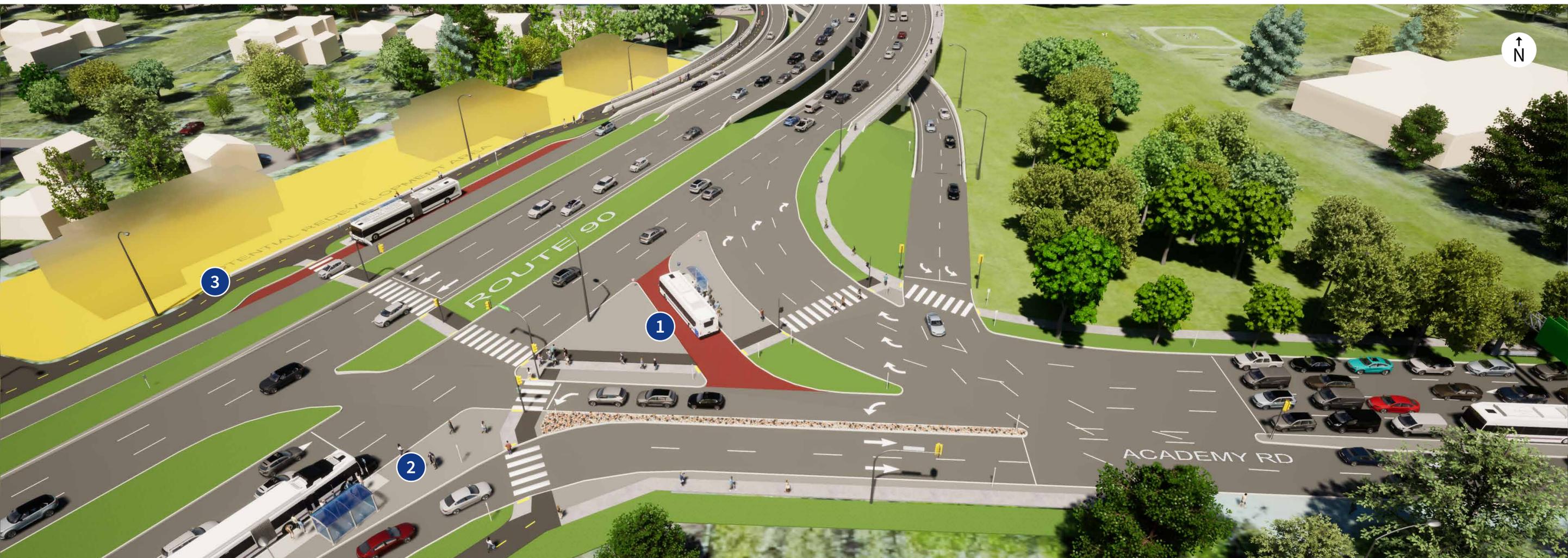
What we heard



Transit infrastructure improvements suggested for Route 90 include diamond lanes/dedicated transit lanes, rapid transit/light rail, bus stop enhancements, and pullouts with priority signals

Route 90 should include higher frequency of buses, express routes with fewer stops, and better connections

Suggestions for route improvements via Route 90 include Seasons of Tuxedo, U of M, St. Vital, Polo Park, the airport, and the neighbourhoods of Bridgwater Forest, Linden Woods, and Whyte Ridge



Route 90 at Academy Rd.

- 1 Bus stop enhancements
- 2 Accommodation of longer articulated buses
- 3 Near side bus stops at intersections to allow for easy transfers between bus routes

Sound attenuation

What we heard



Support for a traffic noise study that examines current and future noise levels along Route 90

Support for sound attenuation (either landscaped berms and/or sound walls) throughout the residential section of Route 90



Route 90 at Tuxedo Ave.

- 1 1 m high berm with 1 m high sound wall
- 2 2 m high sound wall where a berm cannot be accommodated

Noise levels were studied with projected traffic to 2041. The analysis found that forecast noise levels at the back of residential properties along the proposed Route 90 corridor exceeded the noise level threshold north of Carpathia Road. Berm and sound walls are included in the design at certain locations along the corridor to address forecasted noise levels.

The City is proposing sound attenuation measures on both sides of Route 90 between Carpathia Road and Academy Road. No additional property will be required to accommodate the sound walls.

What we heard



Maintain the integrity of the neighbourhood

Design the road to accommodate future development at Naawi-Oodena

Improve the road's visual appeal with trees and public art



Route 90 at Academy Rd.



Route 90

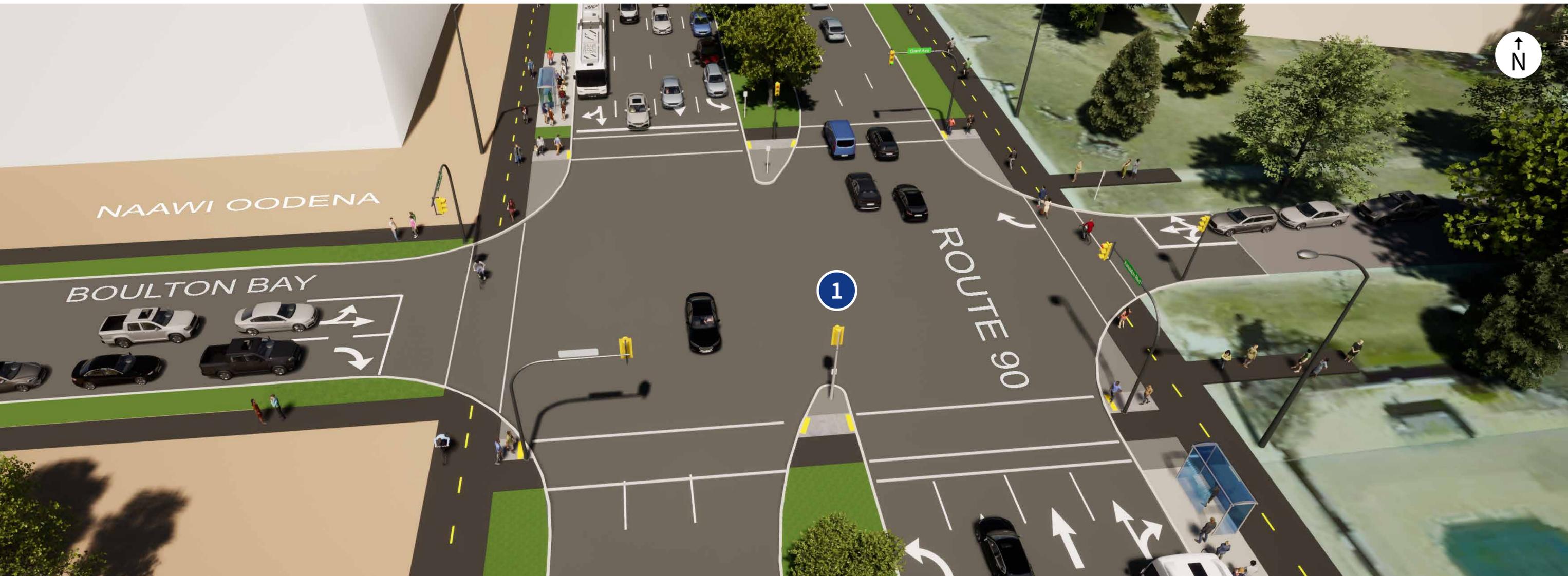
Widening Route 90 would leave open land in some locations. Our study looked at some potential uses for this land.

Some land parcels are big enough to support future residential development. Other smaller parcels provide for public space improvements such as greenspace, streetscaping, historic monuments, and public art.

Land development applications for each of the available sites will be reviewed on a case-by-case basis.

Boulton Bay intersection

We are proposing a signalized intersection at Boulton Bay and Route 90 to accommodate access to future development on the west side of Route 90 and to the existing housing on the east side of Route 90.



1 New signalized intersection

Route 90 at Boulton Bay

Access and land acquisition

What we heard



Provide more information on the land acquisition process and property impacts

I think the design could help improve traffic flow and safety

Why can't the City expropriate the Manitoba Youth Centre property to reduce neighbourhood impacts?



A handout has been developed to provide the public with more information on property acquisition and can be accessed by the QR code above or going to winnipeg.ca/ppd/Documents/CityProperty/Land-Acquisition-FAQ.pdf

Changes to access were influenced by engineering best practices, safety, connectivity, traffic flow, and emergency access

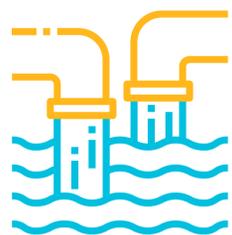
While we explored purchasing the Manitoba Youth Centre property, the Province has confirmed the land is not available to us

There are also project representatives here today to answer any property acquisition related questions

Sustainability

The project aligns with the following policies from Winnipeg's Climate Action Plan:

Policy	Alignment	Project Details
Policy #3.1	Increase Use and Efficiency of Public Transit Systems	New transit stops will accommodate articulating buses and enhance connections for riders.
Policy #3.4	Increase Active Transportation Rates	New active transportation paths will fill gaps in the pedestrian and cycling network, and support sustainable transportation options.
Policy #3.5	Reduce Traffic Congestion	Three through lanes, synchronizing traffic signals, and efficient intersection design will reduce congestion and stop-and-go traffic.

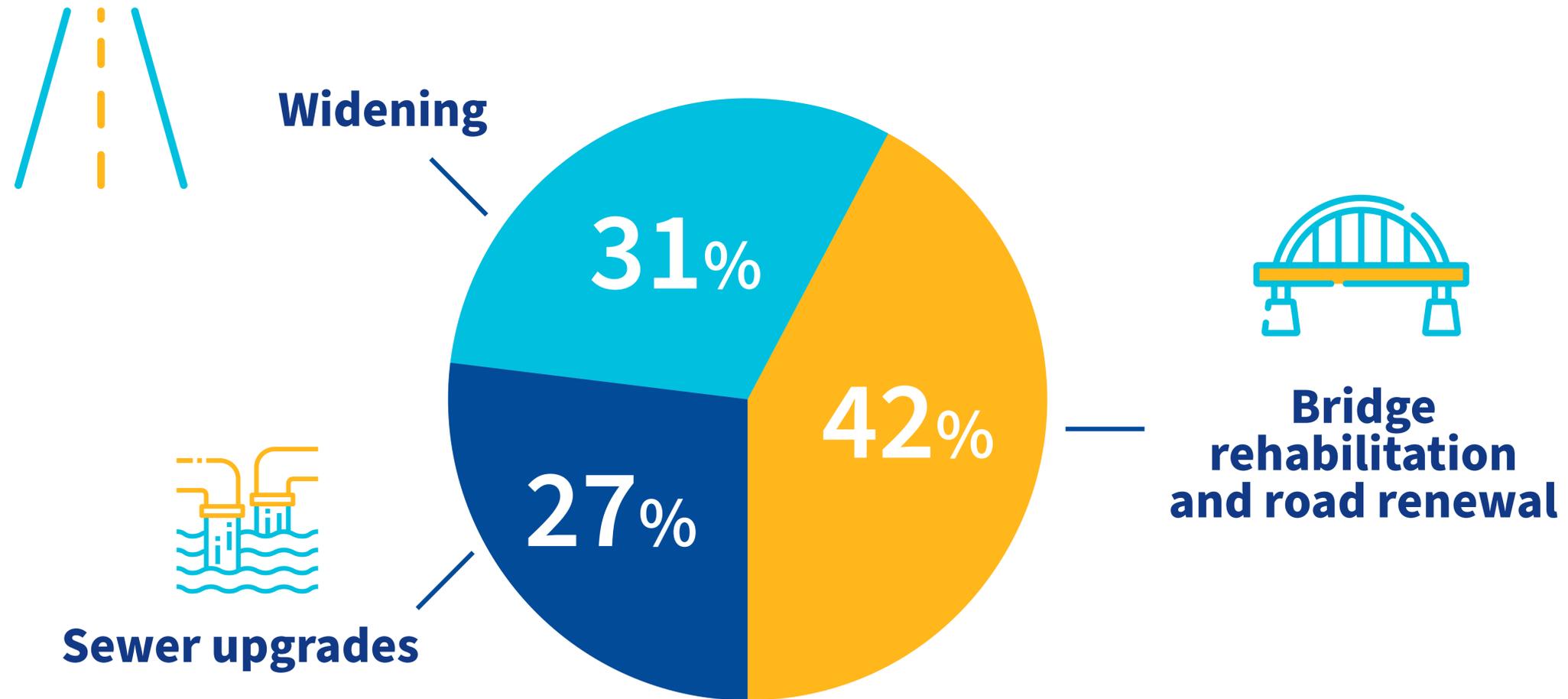


A **new sewer system will accommodate rainfall and snowmelt from the entire project area.** This will decrease sewer overflows into the river.



Rehabilitating the St. James Bridges instead of replacing them will **reduce construction waste and disruption to the river.**

Cost



We currently estimate construction would cost in the area of \$550M but are working on a **Class 3 estimate as part of this phase of design.**



A Class 3 cost estimate (accuracy of +/- 20 to 30%) is required for Council consideration and potential funding. There is currently no identified funding for construction.

Next steps



Finalize the proposed design



Prepare an administrative report to Council with our recommendations



Conduct cost-benefit analysis



Determine next steps for final design and construction based on Council direction and available funding



St. James Bridges

Thank you

Thank you for attending



View the information boards online at:
winnipeg.ca/route90



Please fill out a comment form online or in person at the welcome table



A public engagement report will be available online at the end of the project

Reach us by phone 204-477-6650 or email at route90@winnipeg.ca