

Route 90 Improvements Study – Property Meeting Event Summary

Location: Carpathia School
300 Carpathia Rd. **Date:** June 12, 2018 **Attendees:** 42
Time: 6 p.m. – 8 p.m.

Description:

Residents with property that may experience direct impacts from the project were invited to meet with the project team at the property owner meetings. It is important to note that at this time, complete details of property impacts are not yet known. The meetings presented the functional design and provided residents with information on potential property impacts. The meetings began with a short presentation that was followed by small group discussions.

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. Land acquisition

- a. When will the City begin appraisals and individual meetings with property owners regarding the purchase of their property?
- b. What is the difference between property acquisition and expropriation?
- c. How does the City decide or prioritize which properties will be purchased?
- d. How much notice will be given before acquisition?
- e. Why can't the City begin purchasing homes and rent them until the land is required for widening?
- f. Need clearer explanation of the expropriation process.
- g. The property acquisition process should deliver "same for same" in the same neighbourhood as compensation.
- h. What is the status of the Kapyong Barracks and discussions with Treaty 1?

2. Fair market value

- a. Concerns that the property values will decrease due to increasing traffic, vibrations and noise on Route 90 before the City begins appraisals, therefore impacting fair market value.

3. Property

- a. Should I renovate or keep improving my property?
- b. The Manitoba Youth Centre should be moved to reduce the number of houses required.
- c. Residents want to be treated fairly and remain in the community.
- d. Will the City pay for or guarantee a similar house in the River Heights area i.e. a 'house for a house' approach?

4. Design

- a. What is the proposed width of Route 90?
- b. If the widening of Route 90 isn't moving forward in the near-term, will work be done to Route 90 in the interim to stop vibrations experienced by nearby properties?

- c. Can the rail line be used to lessen impacts along Route 90?
- d. Sound attenuation and visual barriers are important. Open land with fences is not preferred like at Route 90 north of Ness Avenue.
- e. Increasing the speed limit is a concern.
- f. Noise and vibration issues from Route 90 need to be addressed in the new design.
- g. Vibrations from the poor condition of Route 90 are a very serious concern and residents believe it is causing structural issues in homes.
- h. The project costs are too high.

5. Local Access

- a. Closing local accesses are a concern and will impact traffic flows through the residential neighborhoods.

6. Construction

- a. When will construction begin?
- b. Route 90 shouldn't be a truck route until it is fixed. It passes through a residential neighbourhood.

7. Transit

- a. Why isn't rapid transit being considered for this route?
- b. Will rapid transit be considered for Route 90?

8. Public engagement

- a. Is today's presentation available on the project website?
- b. Renderings of what Route 90 will actually look like would be helpful. The example images do not give an accurate example of the route's character.
- c. Residents would like to see street addresses on the table maps.

Route 90 Improvements Study – Community Meeting Event Summary

Location: Carpathia School Barbeque
300 Carpathia Rd. **Date:** June 13, 2018 **Attendees:** 150 (estimated)
Time: 6 p.m. – 8 p.m.

Description:

The project team was invited to attend the Carpathia School Barbeque by the principal to raise awareness of the project, promote the online survey and gather input on the project. The Carpathia School Barbeque is a year-end celebration for parents, children and staff.

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. Traffic

- a. One attendee noted speeds were a concern to safely cross Route 90.
- b. Drivers currently speed and the proposed increase to 60km/hr may make speeding even worse.

2. Design

- a. Several attendees noted that they would like to see trees and landscaping along Route 90 to buffer noise.

3. Local access

- a. Several attendees commented that less access points to Route 90 was a positive improvement to safety.
- b. Less access point were also considered to reduce cut-through traffic in the neighbourhood.

4. Active Transportation

- a. Several attendees felt an on-street bike lane was too dangerous on Route 90 because it is designated as a truck route.
- b. One attendee strongly preferred a pedestrian and cycling bridge crossing at Lockston Avenue for safe crossing of school children
- c. One attendee felt a pedestrian and cycling bridge was out of scale with the neighbourhood.

Route 90 Improvements Study – Property Meeting Event Summary

Location: Carpathia School
300 Carpathia Rd. **Date:** June 14, 2018 **Attendees:** 37
Time: 6 p.m. – 8 p.m.

Description:

Residents with property that may experience direct impacts from the project were invited to meet with the project team at the property owner meetings. It is important to note that at this time, complete details of property impacts are not yet known. The meetings presented the functional design and provided residents with information on potential property impacts. The meetings began with a short presentation that was followed by small group discussions .

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. Land acquisition

- a. Will the Kapyong Barracks land be purchased or leased on a long-term basis by the City? If the land is leased, what guarantees that the lease will not expire?
- b. What costs are covered for the negotiation or expropriation processes?
- c. Are relocation costs and assistance finding a home included in the land acquisition process?
- d. What factors will City consider as part of land acquisition? Length of time in area? Cost of comparable houses in the area?
- e. When will City begin property appraisals and individual meetings with property owners regarding the purchase of their property?
- f. Will the City contact residents about land acquisition after funding is approved, or do residents need to contact the City?
- g. How does the City decide or prioritize which properties will be purchased first?
- h. How much notice will be given before acquisition?
- i. How long do residents have to negotiate or accept an offer before the City proceeds to expropriation?
- j. Do residents get more money from a negotiated purchase or by expropriation?
- k. Will the City buy purchase homes that are for sale now?
- l. Will the estimated costs for the Route 90 widening include the costs related to property acquisition?
- m. Can residents dispute an expropriation?
- n. Can the initial offer be reduced if it is refused and proceed to expropriation?
- o. Will the City compensate residents with properties not required for the widening but that are now in closer proximity to Route 90?
- p. Will the City provide an interpreter, if needed, for the property acquisition process?
- q. If the City expropriates a property, can the resident strip the property before it is demolished?
- r. Will all of the homes be acquired between Lockston Avenue to Tuxedo Avenue?
- s. What happens if negotiations with Treaty 1 over the Kapyong Barracks are not successful?
- t. Should homeowners renovate or keep improving their property?

- u. Not all landowners might understand their rights due to language barriers, etc.

2. Fair market value

- a. Will offers include more than fair market value, depending on individual circumstances?
- b. How is fair market value determined?
- c. Concerns that fair market value will decrease before the City begins acquiring property because the project is pending and people are aware of which properties are impacted.
- d. A resident indicated that they have to sell their house now and will lose money because the project has decreased property values. Will the City compensate residents for lost value when the funding is approved?
- e. Will fair market value consider the value today, or at the time of acquisition?
- f. Can the City confirm if Winnipeg falls under the *Expropriation Act* (Manitoba)?
- g. What are the factors that are considered when determining if a full or partial acquisition is required? For example, sound (decibels), distance of structures from roadway, etc.
- h. The fair market value calculation should reference the neighbourhood and not just the specific property.

3. Property

- a. How much notice will residents have before they have to vacate their home?
- b. This whole process over the last ten years has been very stressful and feels unreasonable for property owners.
- c. It is unfair to tear up an established neighbourhood and take homes for active transportation.
- d. The City is negatively affecting property values as properties continue to degrade due to neglect from uncertainty around the project and of the condition of Route 90 in the interim. There are no willing buyers for homes on Route 90 because of the uncertainty around the project.
- e. Suggestion that the Route 90 Improvements Study be put on hold while the City pilots smaller-scale improvements including adding collector lanes for turning movements at intersections and closing local accesses to see how much traffic flow can improve without having large impacts on the neighbourhood.

4. Traffic

- a. Overweight trucks are illegally using Route 90 at night.
- b. Vibrations are already a problem and there are concerns that the new project will make vibrations worse.

5. Design

- a. What is the proposed width of Route 90?
- b. The footprint of Route 90 seems to be increasing over the years.
- c. Will sound barriers be constructed along the route? When will those decisions be made?
- d. Increasing the speed limit is a concern.
- e. The project costs are too high.
- f. The City should close the median and eliminate lights at Academy Road now to improve traffic while design and construction are pending.

6. Local access

- a. There was support for an access road from Boulton Bay to Taylor Avenue for the Kenaston Estates residents, both during construction and once Route 90 is finished.

- b. Will access roads be included to facilitate exit from Kenaston Estates to Taylor or Grant (instead of directly onto Route 90)?
- c. What is the plan for emergency vehicle access during construction?
- d. Concerns with closure of Academy Road on the west side of Route 90. Will the closure cause more traffic to travel down Willow Avenue?
- e. Closing local accesses are concerning and will impact traffic flows through residential neighborhoods.
- f. Has the City considered a “right-in, right-out” approach at Tuxedo Avenue?

7. Active transportation

- a. A resident commented that sidewalks see little use along Route 90 because of the salt, sand and spray. If active transportation is included along Route 90, it will need to be much farther away from the roadway, or on side streets, to avoid similar problems.
- b. Strong support for half-signals between major intersections to increase connectivity.
- c. Homes should not be acquired for active transportation pathways. Use Lockwood Street as the active transportation route instead of Route 90 if needed.

8. Construction

- a. When will construction begin?
- b. Why is it taking so long for Route 90 to be widened?
- c. How will construction be phased?
- d. Route 90 shouldn't be a truck route until current issues are fixed.
- e. How many lanes of traffic will be maintained during construction?

9. Public engagement

- a. When will an updated design showing impacts to properties be available to the public?
- b. Please present what properties will be needed (full and partial takings) during the preliminary design.

Route 90 Improvements Study – Community Meeting Event Summary

Location: Haven II Apartment Building
Multipurpose Room
1st Floor, 21 Boulton Bay

Date: June 19, 2018

Time: 6 p.m. – 8 p.m.

Attendees: 86

Description:

Residents in the project area were invited to meet with the project team at the community meetings. The meetings presented the functional design and provided an opportunity to share input and questions with the project team. The meetings began with a short presentation that was followed by small group discussions.

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. Traffic

- a. Add signs indicating “do not block intersection” along Route 90.
- b. Closing the access to Denman Place entrance is an issue for residents and emergency vehicles.
- c. No parking should be allowed on the proposed service road.
- d. Will the proposed service road be signalized at Taylor Avenue? Taylor Avenue is already very busy and could be challenging to turn in and out.
- e. Concern over current speeds on Route 90.
- f. Longer left turning time from Grant Avenue to Route 90 is required.
- g. There were concerns that Winnipeg drivers will not respect the half signals.
- h. Support for two left turn lanes from Grant Avenue to Route 90.
- i. The half signal will improve crossing safety from Boulton Bay.
- j. Closing the median at Boulton Bay will be an inconvenience, but there was broad recognition that it doesn't work very well right now.
- k. There were concerns with the number of half signal intersections along Route 90 and the potential impacts to traffic flow.
- l. Suggestion for a pedestrian and cycling bridge at Boulton Bay to reduce number of lights that could slow traffic.
- m. Why is there no left-hand turn onto Route 90 from Portage Avenue?
- n. Address cut through traffic with design and truck traffic management.

2. Design

- a. Will sound attenuation impact property values?
- b. What is being done to minimize noise for the residents due to increased traffic?
- c. Green space is best along the route and will provide a space for kids to play.
- d. Sound attenuation should be included along Route 90.
- e. The alignment should be shifted westwards by acquiring Manitoba Youth Centre as well as using the rail bridge for active transportation.
- f. Would like to see some mixed-use development along the route and low rental housing.

- g. There were questions about how Kapyong will affect the Route 90 Improvements Study.
- h. What is the timeline for the Kapyong development?
- i. Can Kapyong be used to reduce amount of property taken for the project?

3. Local access

- a. Closing the median opening at Boulton Bay would reduce the convenience of residences living in the Ponds and Denman Place. The back lane is narrow, and it would be difficult getting in and out.
- b. There were safety concerns about the location of the proposed service road being located between the multifamily units and the park. Children would need to cross the service road to get to the park.
- c. Concerned about the volume of traffic using the proposed access road due to high density of the complexes and concerns about others using it as thoroughfare.
- d. During construction, maintain access for vehicles and pedestrians from Taylor Avenue to Superstore and the bus stop on Grant Avenue.
- e. Some residents were very supportive of the new access off Taylor Avenue, as the existing left turn from Route 90 is challenging and unsafe. Residents requested that the new Boulton Bay access be constructed as soon as possible to help alleviate traffic due to construction of Route 90 and suggested it could be a separate project from the Route 90 widening.
- f. Some residents would like to see proposed service road constructed last.
- g. Some residents suggested the proposed service road should be located in front of the buildings. Another suggestion was to use the back lane behind Centennial Street for access.
- h. Some residents suggested the proposed access road shifted behind park.
- i. The proposed service road was well received by residents who were concerned about how the handi-transit shuttle would access the building if the median at Boulton Avenue was closed.
- j. Could the City extend the proposed service road be extended at the back of the multi-family sites to access the Ponds?
- k. Access to the Ponds is limited to northbound only. With 168+ residents and vehicles, is a private rear access needed?
- l. A number of participants requested access into the Ponds from southbound Route 90.
- m. There was a mix of opinions about the crossing at Lockston Avenue. A number of people incorrectly thought that the Carpathia School catchment boundary was Route 90 and that students did not have to cross Route 90.
- n. Benches must be located between Taylor Avenue and Superstore to help elderly populations with grocery bags.
- o. Concerns that the proposed service road between multi-family units and the park will result in increased noise. A noise wall is not desired.
- p. Closing certain local accesses could be detrimental in emergency situations.
- q. Closing u-turns at Carpathia Avenue will mean Kenaston Village tenants have to go further south done Route 90 or to Grant Avenue from access.
- r. There was support for two left turn lanes from westbound Grant Avenue to southbound Route 90, as proposed in the functional design.
- s. Parking along the proposed service road should not be permitted.
- t. The City should add turning onto Centennial during rush hour.
- u. Traffic lights should be added along Taylor Avenue for the proposed service road.
- v. The City should consider elderly and youth before closing turn lane access.

4. Active transportation

- a. Some pedestrians preferred the buffered bike lane as it separated the cyclists from the pedestrians. Bikes are very quiet and startle pedestrians, which could result in crashes.
- b. Significant concerns about mixing cyclists and pedestrians together on multi-use path because there are so many seniors that walk this route to Superstore, but also general support for the open, relaxed feel. What is the solution to achieve both?
- c. Other pedestrians prefer the multi-used path or a wider sidewalk to walk to Superstore.
- d. Support for a cycling and pedestrian bridge near Carpathia School with cage fencing to prevent people from throwing items at cars.
- e. The long ramp for the pedestrian and cycling bridge crossing would be a deterrent to use.
- f. Concern about snow clearing on pedestrian and cycling bridge.
- g. The active transportation paths should be wide to accommodate users and snow clearing equipment.
- h. Concern that the proposed service road from Taylor Avenue would drastically change the feel and safety of crossing to Joe Malone Park. There are lots of families in the multi-family buildings that use Joe Malone Park regularly.
- i. A crosswalk should be added to the proposed service road from the Boulton Estates to Joe Malone Park.
- j. A few participants suggested to have active transportation only on one side of Route 90 and to replace the east side active transportation with the proposed service road.
- k. Suggested using side streets for active transportation instead.
- l. There was support for the half-signals to improve connectivity for pedestrians and cyclists; one participant noted except during rush hour.
- m. Will there be a half-signal at Taylor Avenue and the proposed service road?
- n. There are a lot of dog walkers in the neighborhood who need safe crossings.
- o. The existing sidewalks need to be improved.

5. Construction

- a. Will the Waverley underpass be finished before this Route 90 construction begins?
- b. Will Grant be closed during construction?
- c. Concerns about bus service delays during construction phase.
- d. Will sidewalks remain open during construction?

6. Transit

- a. Residents indicated that punctuality of transit buses is a concern and also the frequency of buses should be increased. The proposed bus stops should be sheltered.
- b. Support for the transit priority signals.
- c. The bus shelter at Corydon needs to be well lit.
- d. The bus stops at Boulton Bay are good, but reliability/timeliness of transit is the issue (due to traffic delays).
- e. Support for intersection enhancements for transit.
- f. Keep bus stops on both sides of the street at Boulton Bay.
- g. Maintain bus shelters, including snow clearing and seating.
- h. The Grant Avenue bus stop is very important.

Route 90 Improvements Study – Community Meeting Event Summary

Location: Carpathia School
300 Carpathia Rd. **Date:** June 25, 2018 **Attendees:** 80
Time: 6 p.m. – 8 p.m.

Description:

Residents in the project area were invited to meet with the project team at the community meetings. The meetings presented the functional design and provided an opportunity to share input and questions with the project team. The meetings began with a short presentation that was followed by small group discussions .

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. Land acquisition

- a. Will there be compensation for adjacent homes that are not acquired by the City?
- b. How does the City determine if a partial or full taking is required?
- c. Concerns about the amount of homes will be demolished for the pedestrian and cycling bridge and the length of the ramps.
- d. Interest in the discussions with the Manitoba Youth Centre for land acquisition.
- e. Suggestion to move the Manitoba Youth Centre or the architecture firm in former Canada Post building as an alternative to taking homes on the east side of Route 90.
- f. Would like more information from the Province about why the Manitoba Youth Centre cannot be relocated, including: whether building is outdated, renovated, how many people use it, whether it could be built elsewhere.
- g. A number of participants asked why the corridor does not use the existing roadway next to the Manitoba Youth Centre between Tuxedo Avenue and Willow Avenue.
- h. Will Kenaston Village property be acquired?
- i. The whole approach to acquisitions has been difficult on residents.
- j. The effect on property value is not clear.

2. Traffic

- a. Residents preferred to keep the left hand turn lane into Boulton Bay or add a traffic light to reduce shortcutting through the neighbourhood from Taylor Avenue or Grant Avenue.
- b. Preference for two left turn lanes from Portage Avenue onto Route 90.
- c. Would like a longer left turn signal at Corydon Avenue to reduce u-turns at Ubique Crescent.
- d. Request for a new median opening on Route 90 to allow left turns at the Ponds since Boulton is closed and do u-turns are no longer permitted.
- e. Concerns about adding additional half signals along Route 90 and their impacts to traffic.
- f. Concerns about the effectiveness of the westbound left-turn from Portage Avenue onto southbound Route 90. Some participants think traffic will back-up and would prefer the loop to remain open.
- g. Congestion near the Rady Centre needs to be addressed.

- h. A few participants noted they would like to close Willow Avenue on the west side of Route 90 to reduce shortcutting at the Rady Centre.
- i. There is no turnaround at the end of Lockwood Avenue. Service vehicles will have to use the back lane to loop around.
- j. The speed limit should be 60 km/hr for the new bridge.
- k. No improvements are being made to an already congested area on the west side of Willow Avenue despite increased traffic.
- l. Eliminating the left turn at Bouton Bay feels like a done deal. Concerned about emergency vehicle access.
- m. Would like to see parking restrictions on Academy Road during afternoon rush hour to improve traffic flow. Right now there is a bottle neck merging eastbound onto Academy Road from Route 90. The second turning lane gets stuck behind parked cars on Academy Road.
- n. Concerns that an improved Route 90 would increase truck traffic.
- o. Can truck traffic be reduced?
- p. Trucks should use CenterPort instead of Route 90.
- q. Can truck traffic be restricted to a single lane to avoid congestion and potentially help mitigate vibrations?
- r. When was truck traffic as 4% of total Route 90 traffic measured? Four percent is still 3,000 trucks per day.

3. Design

- a. A number of participants expressed interest in a sound wall, particularly from Willow Avenue to Academy Road.
- b. There was interest in learning more about different sound attenuation options available (i.e. walls, berms, etc.).
- c. Concerns and comments about current vibration along the corridor.
- d. Landscaping noted as a possible alternative to a sound wall.
- e. Interest in learning more about vibration study that will be done by the City as part of the study
- f. Why does sound attenuation not appear on the map?
- g. Some participants do not want a sound wall and noted that in some locations there isn't enough room for a berm. Other participants preferred a sound wall.
- h. Will residents get a chance to comment on the type of sound attenuation?
- i. A substantial wall for sound attenuation should be installed west of the connecting service road or west of the proposed active transportation path.
- j. A sound attenuation wall should have space for pedestrians and cyclists to exit/enter other than at major intersections (e.g. Willow Avenue).
- k. One participant noted that multi-family development may be an acceptable substitute for a sound wall but would like development to consider existing on-street parking availability to prevent future issues.
- l. What is required to reduce vibrations? Quality of concrete? More space on either side?
- m. Will half signals increase stop and start movements on Route 90, thereby increasing vibrations from trucks stopping/starting?
- n. Will truck traffic projections take into account increased truck activity from CentrePort? How are the projections calculated? Is the future Waverley Underpass factored in?
- o. We can't afford this project. Why isn't the City looking at scaled down options and improvements instead, like restricting truck traffic, high occupancy vehicle lanes and intersection improvements?

- p. Motorcycles do not trigger the traffic lights at Tuxedo Avenue likely because they do not weigh enough. It would be good to see this corrected as part of the design.
- q. Concern that 6 lanes will reach capacity shortly after being built.
- r. Beautify the corridor with more green space.

4. Local access

- a. Some residents were in favor of closing local accesses in the northern part of the study area while other residents were not in favor of reducing accesses.
- b. Closing Lockwood Street would force residents onto Centennial Street for access.
- c. Reduced access at Lockston Avenue and Academy Road should help reduce neighbourhood shortcutting.
- d. Residents of Kenaston Village noted that removing left turn lanes is not great, but understand why it is needed.
- e. Suggestion to make Lockston Avenue a right in/right out with a half signal instead of a full closure.
- f. The City should consider moving the proposed service road from Taylor Avenue further east and off the Kapyong lands to run behind Superstore.

5. Active transportation

- a. General support for including active transportation in the project.
- b. Preference to keep cyclists and pedestrians separate on whatever active transportation path is chosen.
- c. Mixing cyclists with pedestrians is too dangerous for pedestrians.
- d. Why can't the old rail bridge and rail line be used for active transportation instead Route 90?
- e. The City should consider more active transportation options than the two presented - alternate routes, etc.
- f. Concerned about ice on the proposed pedestrian and cycling bridge at Lockston Avenue. What is the strategy/frequency for snow clearing? Can the City explore heated walkways?
- g. Some participants preferred the street-level crossing because they felt the bridge will likely not be used and therefore be a waste of money.
- h. The street-level crossing at Lockston Avenue has a smaller footprint and will reduce the number of homes required.
- i. Will maintenance and lightning for the bridge be covered in this study?
- j. The pedestrian bridge should be built as early as possible in the first phase of construction.
- k. There is current challenges crossing Route 90 and it will get more difficult with more lanes; reinforcing the importance of safe pedestrian crossings.
- l. There is distrust that the half signals won't just be turned into regular traffic lights.
- m. How many school children live on the west side of Route 90?

6. Construction

- a. Request that the project not take more homes or trees than needed.
- b. Geotechnical analysis needs to be done as part of the road reconstruction to ensure the long term quality of the roadway and reduce future vibration and possible sink holes.
- c. Use concrete at intersections instead of blacktop.
- d. Would the project include rebuilding the road beds between Grant Avenue and Corydon Avenue?

- e. Where will construction vehicles park during construction?
- f. Questions about damage to homes during construction.

7. Public engagement

- a. Mailed invitations are best, but the City could also keep condo management companies informed of upcoming meetings.
- b. How will feedback and comments be incorporate into the study?
- c. There are concerns and distrust about the process.
- d. How many resident groups are on the PAC?
- e. Kenaston Community Network should be represented on the PAC.
- f. How will questions raised at the meetings be addressed?
- g. How will feedback be analyzed and responded to? What about on issues where there is a lack of consensus?
- h. Residents need to be included on the planning committee.
- i. The City needs to continue giving updates and hosting meetings.

Route 90 Improvements Study – Community Meeting Event Summary

Location: Viscount Gort Hotel
1670 Portage Ave. **Date:** June 26, 2018 **Attendees:** 39
Time: 6 p.m. – 8 p.m.

Description:

Residents in the project area were invited to meet with the project team at the community meetings. The meetings presented the functional design and with an opportunity to share input and questions with the project team. The meetings began with a short presentation that was followed by small group discussions .

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. Traffic

- a. Challenges turning onto eastbound Portage Avenue from northbound Route 90 with only one lane of traffic. Traffic cutting through the Viscount Gort parking lot will still be an issue, and may worsen with increased volumes of traffic on Route 90.
- b. Off ramp improvements should include two lanes to eliminate short cutting through Viscount Gort parking lot.
- c. Concerns with the additional intersection on Portage Avenue, as the signalized intersections at Queen Street, Berry Street and St James Street already cause congestion.
- d. Preference to keep the Portage Avenue loop open and signaled, as there are concerns over the turn lane.
- e. Support for eliminating Portage Avenue loop ramp, as it is challenging and unsafe to merge with southbound traffic.
- f. Support for reducing the number of intersections along Route 90.
- g. Currently vehicles u-turn from westbound Portage Avenue to southbound Route 90 and it is not safe.
- h. What are the traffic counts during morning and afternoon rush hours?
- i. On-street parking on Academy Road creates a bottleneck. There should be parking restrictions during peak hours.
- j. How will the Route 90 improvements address cut through traffic on Centennial Street?
- k. Support for a consistent speed.
- l. The route should be expanded to four lanes instead of six lanes.

2. Design

- a. Route 90 should be widened to more than six lanes and more intersections should be eliminated.
- b. A greenway approach, like Bishop Grandin, is better than combined on-street approach, like Sherbrook.
- c. The naturalized berm along Wilkes from Waverley Street into Linden Woods d is a good example to follow where there is room to along Route 90.

- d. Condos and apartments are the best treatment for sound attenuation. The example of Richmond Way between Red Lobster on Portage Avenue and Wolseley Avenue West was given.
- e. What will sound attenuation look like?
- f. Some residents supported a sound wall from Wellington Crescent to Academy Road to reduce traffic noise.
- g. Large sound walls along major routes in US are nice, attractive and incorporate landscaping.
- h. Aviation and military history in the area would be good themes for public art.

3. Local access

- a. How will emergency vehicles access west of Academy Road if the intersection is closed?
- b. How will emergency vehicle access across Portage Avenue be accommodated?
- c. Support closure of Academy Road west of Route 90 as this intersection is unsafe.
- d. A wall or barrier from Wellington Crescent to Willow Avenue should be installed to eliminate pedestrian shortcutting.

4. Active transportation

- a. The pedestrian underpass at Portage Avenue is dirty, and unsafe. It should be cleaned up.
- b. The informal route for pedestrians and cyclists around Herzing College is currently a problem due to poor sightlines. The new design will formalize this route. Are there other options to explore?
- c. The pedestrian bridge at Lockston Avenue would be a safer option.
- d. The Carpathia School catchment area or enrollment numbers might change in the future so it might not be wise to invest in an overpass crossing.
- e. Concerns about crossing between Viscount Gort and parking lot, especially if the off-ramp is widened.
- f. Preference not to combine pedestrians and cyclists.
- g. Will there be pedestrian signals to get across the islands?
- h. Preference for bike lanes on both sides of Route 90.
- i. A pedestrian and cycling overpass over the decommissioned railway bridge was suggested.

5. Construction

- a. Will the City set specific hours for construction?
- b. Maintaining local access around Kiltarton Towers and St James to southbound Route 90 important during construction.
- c. Concerns about construction noise.
- d. Clarity on how new St. James Bridges will function was important for people
- e. What are the timelines for construction?

6. Transit

- a. Transit priority signals are good idea to improve transit service.

Route 90 Improvements Study – Community Meeting Event Summary

Location: Carpathia School
300 Carpathia Rd. **Date:** June 27, 2018 **Attendees:** 53
Time: 6 p.m. – 8 p.m.

Description:

Residents in the project area were invited to meet with the project team at the community meetings. The meetings presented the functional design and provided an opportunity to share input and questions with the project team. The meetings began with a short presentation that was followed by small group discussions.

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study. This is not intended to be an exhaustive list of items discussed at the meeting.

Comments and Questions:

1. Property

- a. Why is so much land required, especially in an established neighbourhood?
- b. River Heights is an older neighbourhood, established, and there is a huge need for land for this project to move forward. Does it really make sense? Can it be narrower?
- c. Can smaller scale improvements be made to Route 90?
- d. Can the City make compromises to lower cost and amount of land needed?
- e. Concerns about the overall cost of the project.
- f. What will separate the new active transportation path from the back lane and backyards of remaining houses?
- g. Why does this project have to have so much impact on existing homes – is this going to delay the project even more?

2. Traffic

- a. How far into the future have traffic projections been calculated?
- b. If Academy Road west is closed, what will traffic increase at Doncaster Street?
- c. What happens when Wellington Crescent is closed on Sundays and holidays from May - September? Will traffic be rerouted down Doncaster Street?
- d. There are speed issues on Doncaster Street.
- e. What will be the impact to traffic on Tuxedo Road once Route 90 intersections are closed?
- f. Can traffic volumes be addressed through a High Occupancy Vehicle designation to help change behavior? Are HOV's being considered? If not, why not?
- g. Alternate forms of transportation need to be included other than just single occupancy vehicles.
- h. The City needs to consider how too many cars are the cause of lane congestion and work towards moving people from cars to more efficient modes of transportation.
- i. Trucks are carrying hazardous waste down Route 90 and idling at traffic lights.
- j. The City needs to look at a traffic congestion solution that does not add lanes.
- k. Why is the new right-of-way so wide? Two bike paths on Route 90 are not needed.
- l. Can there be an emergency lane down the middle of 6 lanes?
- m. The half signal causes too much traffic congestion.

- n. There are safety concerns at the intersection of Wellington Crescent and Doncaster Street from increased traffic flow.
- o. Can a new bridge also be built across the Assiniboine River in an additional location?

3. Design

- a. Why does the City need 5 meter medians?
- b. The functional design does not consider east-west connections enough, especially with respect to access to Assiniboine Park.
- c. There was a statement that impact on environment is to be minimized and yet I hear that road alignment is the first priority. This means cars and concrete.
- d. We have to consider the environment and the mature trees in the neighbourhood.
- e. Greenspace shouldn't be an afterthought - what input can be offered on environmental design now?
- f. What does the objective "minimize impact on the environment" mean?
- g. What is the 'impact reduction strategy'? Is it for impacts related to noise, kids on street, houses, etc.?
- h. Can the Manitoba Youth Centre land be used to move the alignment west to impact fewer houses?
- i. Trees or shrubs used in landscaping struggle to survive with the salt, as was seen on Route 90 north of Ness Avenue.
- j. There are clearance issues on Wellington Crescent under the St. James Bridges. A notice for tall vehicles must be at Doncaster Street before vehicles turn onto Wellington Crescent.

4. Local access

- a. Concerns about the second Denman Place access being closed at Route 90. Only one access to Denman Place is not enough.
- b. What side street accesses are being closed?
- c. The City should consider closing Willow Avenue completely and direct traffic to Tuxedo Avenue.
- d. Closure of Lockwood Street at Academy Road and Academy Road west of Route 90 does not provide for service vehicles enough room to turn around and exit.

5. Active transportation

- a. Where is the pedestrian and cycling access to Route 90?
- b. Pedestrian and cycling access to Assiniboine Park is important.
- c. Concern about pedestrian access across Route 90 especially at Lockston Avenue for children walking to Carpathia School.
- d. Are there active transportation connections in the surrounding community not just for flow between Taylor and Portage? What is being considered along the way?
- e. The active transportation path on the east side terminates at the St. James Bridges. Only the west side is needed.
- f. A pedestrian and cycling overpass over the decommissioned railway bridge was suggested.
- g. Cyclists in the community will be predominately moving east-west to Assiniboine Park or the Assiniboine Forest. Are two bike paths going north-south along Route 90 really needed?
- h. The City should construct overpasses at Lockston Avenue and Willow Avenue for safety of pedestrians and traffic flow.
- i. An overpass at Lockston Avenue is a safety issue.

6. Transit

- a. There are no plans for “Park and Ride” locations along Route 90. Transit users from Charleswood currently park in streets adjacent to Route 90 and take the bus. Not including Park and Ride locations is a missed opportunity. Please consider it.
- b. There is currently a bus stop at the ramp onto Academy Road. Is that bus stop being accommodated on the new exit ramp? If not, where is it being moved to? Could possibly build a bus pullover where old train track crossed Academy Road?
- c. Will the bus stop located at southbound Route 90 at Academy Road going south also be accommodated in the new design?
- d. All bus stops should be accessible via sidewalks from residential streets.

7. Public engagement

- a. The Kenaston Community Network stated that there are other options available. I would like to see other options but not if it's going to be a waste of time.
- b. What will be the process for the community?
- c. The main message received during presentation was “road design first, residual land will be dealt with later”.
- d. The information provided on at the meeting is only about project plan. No alternatives are presented.

Route 90 Improvements Study – Pop-up Events Summary

Location: Outlet Collection Winnipeg
555 Sterling Lyon Pkwy. **Date:** June 20, 2018 **Time:** 6 p.m. – 8 p.m. **Attendees:** 81
June 28, 2018 2 p.m. – 4 p.m. 90

Description:

The pop-up events were an informal, come-and-go style event open to all Winnipeggers to present the functional design, promote the online survey and provide the public with an opportunity to discuss the project. The pop-up event consisted of four presentation boards around a table map with the project team available to collect input and answer questions. The pop-up events were held at a busy mall near the project area to engage a demographic that might not normally participate in other methods and those who weren't previously interested in the project.

The following event summary outlines the comments, questions and other information that was collected by or shared with the project team for the Route 90 Improvements Study.

Comments and Questions:

1. Property

- a. Concerns that property values of the remaining homes will decrease and a lack of compensation for those homes that will eventually back onto Route 90.
- b. What will the City will do with the residual land?

2. Traffic

- a. A turning light is needed westbound Corydon Avenue to southbound Route 90.
- b. Concerns with shortcutting and excessive traffic on Centennial Street.
- c. Concerns that traffic counts provided by the City are out of date.
- d. Trucks should use CentrePort instead of Route 90.
- e. What will the new speed limit be?
- f. Instead of adding an additional signalized intersection to Portage Avenue, keep the loop open and increase the acceleration lane.
- g. The City should build eight lanes now to meet current and future traffic loads. Six lanes are not enough.
- h. The Grant Avenue intersection should allow for longer for north/south movement and shorter east/west.
- i. The Academy Road off ramp is two lanes but parked cars on Academy Road create a bottle neck. Most cars turn down Centennial Street. There should be no right turns onto Centennial Street and no parking on Academy Road during peak hours.
- j. Could Lanark Street be enhanced from Academy Road to Taylor Avenue where traffic lights already exist? This could reduce traffic on other residential streets.
- k. Concerns about the number of additional traffic lights (half signals) along Route 90.

3. Local access

- a. Questions about the service road at Taylor Avenue.
- b. The fire paramedic access on Taylor Avenue should be improved with flashing signals.

- c. Property should be “banked” now for future upgrade requirements like grade separations (diamond style interchanges). Grade separation at Grant and Kenaston is already warranted.

4. Active Transportation

- a. Active transportation needs winter maintenance like snow clearing and removing snow piles.
- b. A pedestrian and cycling overpass is too expensive and not a responsible use of money. Pedestrians and cyclists should use the enhanced street-level crossing instead.

5. Transit

- a. There is a lack of buses servicing Route 90 and the Outlet Collection Winnipeg mall. Mall employees would like to use transit as well as shoppers.
- b. Provide “bus stop bays” so that the buses do not block traffic when loading/unloading passengers.

6. Construction

- a. Concern of construction noise close to Kiltarton Towers.