



**Chief Peguis Trail Extension Project – Frequently Asked Questions
SECOND DRAFT – May 6, 2011**

1. Will the sound attenuation walls go up before or after the roadway construction begins?

The sound panels have been manufactured and are in Winnipeg. They will be going up as the ground is dry enough and other road work in the area allows.

2. How close will the sound wall be to my property line? Can I extend my current fence to the sound wall?

In most cases the sound walls will be located approximately 1 foot from property lines. Residents will be contacted very soon to determine the level of interest in entering into agreements for assuming maintenance of the space. If there is sufficient interest, the City and DBF2 will proceed with formal arrangements. A formal agreement will allow the homeowner to use the additional land as part of their back yard and to extend their fence into the public right-of-way up to the sound wall.

3. Are there still plans for a Transit Park & Ride at the intersection of Henderson Highway & Douglas Avenue as presented at the public open house in March 2008?

Not at the moment. The original plans for the Transit Park & Ride coincided with the planned 16 month closure of the Disraeli Freeway during rehabilitation. It was believed that providing improved Transit amenities would help reduce stress on alternate routes caused by a Disraeli closure. The revised plans for the Disraeli include the construction of a new structure that will allow 4 lanes to remain open Monday-Friday from 6 am to 6 pm during the entire project.

4. Will the underpass at Rothesay flood during significant rain storms?

Thanks to some innovative engineering, Rothesay will actually go up approximately 3 metres (almost 10 feet) while Chief Peguis Trail won't have to be dug down quite as far. In a large rain event, a pipe and gravity will move water from the underpass area to a 'dry pond' behind the current Safeway store near Henderson Highway. It will then be transferred to the City's land drainage system when there is sufficient capacity. The heavy rains from late May 2010 were modeled on a computer simulation and this design succeeded in keeping up with the rain.

5. What is the speed limit going to be on the roadway?

It is expected the opening speed limit will be 80 km/hour.

6. My home backs onto the retention pond that runs alongside the lake between Gateway and Springfield. Are there plans for sound attenuation that will benefit my property?

Sound modeling shows that both opening day and 20 year sound level projections will be met without requiring sound attenuation. Where space permits berms of varying heights will be included between the roadway and the retention pond to further reduce vehicle noise and partially block the view of traffic.

7. When will the road be open to traffic? Will the entire roadway be opened at once, or will it be opened in phases?

The entire Chief Peguis Trail Extension needs to be completed by November 2012. The group building the project is working aggressively to complete the work and it is possible the entire roadway could open by the fall of 2011.

8. Are there plans to extend the roadway east into Transcona or west towards McPhillips?

Phase 3 of the Chief Peguis Trail is scheduled to be Main Street to McPhillips. The City owns the majority of the land required to complete the extension. It was endorsed by council in April of 2010 is a priority for tri-level funding under the \$189 million Winnipeg-Manitoba-Canada Building Canada fund. The Province of Manitoba recently supported the Plessis underpass, however other projects have yet to be endorsed by the province.

9. Why is Raleigh closing between Donwood and Gilmore?

The Chief Peguis Trail is part of a plan for a high speed inner-ring road. To minimize delays and ensure good traffic flow the number of entry points is minimized. Having traffic signals for both Raleigh and Gateway when they are so close is redundant.

10. Why not make Raleigh and Gateway paired one-way streets?

The concept of two one-way streets was considered in the 1980's as a way of improving the north-south capacity of the route; while working around the limitations created by the rail-line. When the rail-line existed, neither Raleigh Street nor Gateway Road had a wide enough right-of-way to accommodate a 4-lane roadway, so converting Raleigh Street to a southbound road and Gateway Road to a northbound road was reviewed.

After a complete and thorough analysis, the changes were not implemented for several reasons, including:

- The separation between the two roadways is too great to allow left turns to occur in a single step. Currently, northbound motorists on Raleigh can turn left and proceed down the intersecting street, but northbound vehicles on Gateway must turn left into the median and then wait for the signal to change. With two one-way streets all left-turning motorists would have to make a left turn and then be stored in the median waiting for the east-west signal to change to green.
- Left turns that are now spread between the two roads would have to occur from a single roadway. The volume of left turns would be too great to be stored within the median, which can only accommodate four or five vehicles (provided the median is not already filled with vehicles from the cross-street.) This would lead to longer line-ups and increased delays for left-turning and u-turning vehicles. The u-turning vehicles waiting in the median would also cause increased delays for the east-west through traffic.
- If vehicles could no longer travel in both directions on both Raleigh and Gateway, transit buses and motorists may have to travel in the opposite direction and then u-turn to get onto the opposite roadway to reach their destination. The increased number of turns and u-turns along the route would result in increased delays for east-west traffic as well. Increasing the number of turns a vehicle must make also increases the potential for collisions.

- The current truck routing avoids areas with residential frontage or rear driveways where possible. With the two one-way streets, both would have to be designated as Truck Routes to allow trucks to circulate, and trucks may have to travel farther and past residences to and from their destination.

There have been some more recent developments which make the two one-way streets concept less favourable. The former Marconi Railway Right-of-Way between Raleigh Street and Gateway Road has been acquired by the City for the North East Transit Corridor and the Northeast Pioneers Greenway. Accommodating a transit corridor between the two one-way streets would be difficult. Also, the rail bed is being used for a paved pedestrian/cycle path. Adding more cross-connections between Raleigh and Gateway to improve circulation would break the path into smaller sections, making the trail less efficient, less appealing and create more possibilities for vehicle / pedestrian conflicts.

Fortunately, the acquisition of the Marconi Railway Right-of-Way will allow for the widening of Gateway Road to accommodate left-turn lanes and other improvements at major intersections.

11. Won't the extra traffic on Gateway cause even more problems by the Tim Horton's? Can't a passing lane be added there?

A proposal to designate Gateway from Chief Peguis Trail to Munroe Avenue as a Priority 1 arterial street will allow improvements to the street to occur through the City's capital budget process, not a more difficult to achieve local improvement. This means there are better mechanisms available to see a widening made.

Intersection widening will happen this year at Gateway and McLeod similar to the one that happened last fall at Gateway and Springfield.

12. Will there be a sound wall to protect the residents on Robert Cartwright from the additional truck traffic on Gateway?

Noise levels on Robert Cartwright will be well below the level that warrants attenuation on opening day and 20 years in the future. In fact, Gateway Road is not expected to ever carry volumes that would warrant sound attenuation.

Generally only high speed roadways can generate enough noise to warrant attenuation. For comparison, McPhillips Street south of Garden City has lots that are nearing the warrant but there are 6 lanes of traffic and McPhillips carries 4 times the amount of traffic that Gateway will carry.

Levels measured in the rear yards will be comparable to similar developments that back onto major collector/minor arterial streets such as Kildonan Meadows that backs onto Plessis Road or Eaglemere which backs onto Molson Street. The levels experienced on Robert Cartwright will be considerably lower than those along the south side of the development that are currently exposed to approx. 1,000 trucks a day on Springfield Road.

Follow-up measurements of noise levels along Robert Cartwright can be included when the required monitoring is done or at any time at the request of a resident.

13. Will the intersection of Springfield and Lagimodiere still exist?

The traffic signals at Springfield and Lagimodiere will remain and provide access to the businesses and Harbourview Kil-Cona park to the east and to the Sun Valley neighbourhood, Star Building Materials and the automotive businesses on Springfield to the west. Springfield will no longer go through from Lagimodiere to Gateway as Chief Peguis Trail will cut across.

14. Will the intersections of Gateway and McIvor and Gateway and Sun Valley be able to handle the additional traffic caused by Raleigh closing between Donwood and Gilmore?

It is expected that the major intersection being constructed for Gateway and Chief Peguis Trail will perform far superior to Gateway and Springfield during the recent Raleigh closure. Springfield traffic through the Raleigh and Gateway intersections will drop very dramatically and will be far safer. While modifications such as no stops for McIvor traffic at Raleigh and a 4-way stop at Gateway and McIvor are expected to help, further improvements may be required. Performance will be monitored in the weeks and months following the opening.

15. Would a "merge" lane from Springfield Road eastbound, onto the Chief Peguis Trail, be an enhancement? Are there any concerns related to emergency vehicle access to areas east of Lagimodiere?

The role that Springfield Road serves for emergency response will be taken over by Chief Peguis Trail which will provide a superior connection to Lagimodiere Boulevard. We would not support a merge lane from Springfield Road onto Chief Peguis.

This end of Springfield Road is intended to function as a cul-de-sac in the interim and will likely service future development on the south side of Springfield Road in the longer term. These uses are not compatible with a high speed ramp, nor would a ramp of this nature work well with Chief Peguis as it leads into the deceleration area approaching the signal at Lagimodiere Boulevard.

16. Will McIvor be closing?

The motion approved by City Council on the Chief Peguis Trail extension specifically indicates McIvor is not closing with the opening of the Chief Peguis Trail.

17. What is happening to the Northeast Pioneers Greenway multi-use pathway?

A pedestrian/bike bridge is being built to the west of the current alignment, just west of where Raleigh currently is. A northern extension from McIvor will be built in 2011 or 2012.

18. What is happening to the Senior's gardens?

The Millenium Gardens that used to be located to the south of Petrasko's on Henderson have been moved to an area near Douglas and Pentland. This new permanent home will have easy access for seniors along the new paved multi-use pathway.

19. Is the Petrasko's green house being closed?

No. The City owns the land where Petrasko's and Douglas Automotive are located. While a future cloverleaf interchange might require that space, for the foreseeable future they are remaining.

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