

Concerns regarding Kenaston Expansion

Upon review of the Preliminary Documents for the Widening of Route 90, there appears to be inadequate accommodation of the needs of children and youth in terms of prioritizing their unique transportation requirements, inadequate facilities to make active transportation a realistic option for a significant number of users, and sorely inadequate consideration of the opportunities for any type of rapid transit in the corridor.

Green Action Centre recommends and requests:

1. **Changing the PROPOSED PEDESTRAIN OVERPASS currently on the plans at Lockston Avenue to MANDATORY**
2. **To add an ADDITIONAL CORRIDOR FOR NON-MOTORIZED TRANSPORTATION ALONG THE EAST SIDE OF ROUTE 90**
3. **To MAKE PROVISIONS FOR RAPID TRANSIT, OR A PRIORITY TRANSIT CORRIDOR (i.e. DIAMOND LANES) A PART OF THE PLANS**
4. **To consider ADDING A TOLL SYSTEM AT THE ST. JAMES BRIDGE AND/OR THE TAYLOR UNDERPASS to generate revenue for road use, similar to the way transit users have to pay bus fare.**

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1. **Change the PROPOSED PEDESTRAIN OVERPASS currently on the plans at Lockston Avenue to MANDATORY**

As coordinator of the Active and Safe Routes to School Program, I have worked on the development of a School Travel Plan with the staff and parents at Carpathia School. In the take-home parent surveys from the parents, and in discussions at follow-up meetings, crossings along Route 90 are identified by the families living on the West side of Kenaston as a serious safety hazard, and they impact parent's decisions on whether to allow their children to walk or cycle to school.

The crossings at Lockston Avenue and Tuxedo Avenue that are the primary access points to Carpathia School need to be **constructed to the highest level of safety** possible. At Lockston Avenue, this type of crossing is a grade-separated crossing – a pedestrian overpass. Currently it is listed as *proposed* in the plans; however we request that this be changed to mandatory.

All grade-level crossings that are included as part of the plan need to be designed to allow for the optimal level of safety for vulnerable road users as well. Each crossing must be equipped with pedestrian priority crossings that allow pedestrians to move before vehicles in either direction, and be programmed with enough time to allow seniors, children and those with physical limitations the ability to cross safely.

2. To add an ADDITIONAL CORRIDOR FOR NON-MOTORIZED TRANSPORTATION ALONG THE EAST SIDE OF ROUTE 90

Considering the enormous scale of a project like this and with the potential that CentrePort has there needs to be adequate financial resources available to include another corridor for non-motorized transportation on the east side of Route 90. Currently, there is only one shown on the preliminary drawings.

Doing this will meet **Our Winnipeg's Sustainable Transportation Strategy's strategic goal of creating A TRANSPORTATION SYSTEM THAT SUPPORTS ACTIVE, ACCESSIBLE AND HEALTHY LIFESTYLE OPTIONS.**

3. To MAKE PROVISIONS FOR RAPID TRANSIT, OR A PRIORITY TRANSIT CORRIDOR (i.e. DIAMOND LANES) A PART OF THE PLANS

Doing so will ensure that Winnipeg becomes a multi-modal transportation hub by showing commitment to rapid transit along this corridor. This is an amazing opportunity to link Rapid Transit to the University of Manitoba and could tie Waverley West and the Kenaston/Lindenwoods communities to the airport. It is a key link and element that is missing in the plans for the expansion.

4. To ADD A TOLL SYSTEM AT THE ST. JAMES BRIDGE AND/OR THE TAYLOR UNDERPASS to generate revenue for road use, similar to the way transit users have to pay bus fare.

This project is huge and the bill for it is going to be huge. If we follow council's logic of having the user pay for improvements to the transit system, we should do the same with vehicles. Get Winnipeg's cars and trucks off of welfare, and have those people that are using the roadway pay for it by implementing a toll system at the Taylor Underpass and/or the St. James Bridge.

Thank you for your consideration.



Jackie Avent
Active and Safe Routes to School Program Coordinator
Green Action Centre

(204) 925-3774

asrts@greenactioncentre.ca