Date: April 21, 2015

To: City of Winnipeg Executive Policy Committee

From: Burton Mikolayenko, , Winnipeg, MB.

RE: Executive Policy Meeting – April 22, 2015 - Standing Policy Committee on Infrastructure Renewal and Public Works Item No. 4 - East St. Paul Through-Pass

Dear Members of the EPC:

I am a life-long resident of North Kildonan with serious concerns about the proposed vehicular through-pass along Raleigh Street running underneath the Perimeter Highway, PTH101 within the R.M. of East St. Paul. I strongly oppose the through-pass on the basis that it appears to have been proposed through deceptive means without proper transparent consultation with the adjacent neighbourhood. Further, the proposed through-pass appears to be nothing more than deceptive way for the R.M. of East St. Paul to provide an alternative access to a proposed Big-Box store development within the Perimeter Highway that has been strongly opposed by the adjacent neighbourhood.

Until fall of 2014, the Province of Manitoba had proposed an active transportation bridge pathway crossing over the Perimeter Highway, as an extension of the Northeast Pioneer's Greenway AT Path to continue on to Bird's Hill Park. In September 2014, at a public information session it was revealed that the Province of Manitoba now was considering a tunnel-like "through-pass" active transportation crossing underneath the Perimeter Highway coupled with an adjacent emergency vehicle access crossing. Curiously, the conceptual design identified within the presentation materials (attached to this e-mail) proposed a 16 metre wide through-pass, of which 5 metres was delegated for Active Transportation purposes and the remaining 11 metres width slated for emergency vehicle access. The deceptive nature of this through-pass proposal is as follows:

1.) The 11 metres width for emergency vehicle access is wide enough for two full lanes of traffic (3.75m per lane, plus shoulders). The purported "Active Transportation" crossing is clearly no longer the primary purpose of this crossing (see page 8 of attached PDF file from info session presentation).

2.) Although the R.M. of East St. Paul currently has an at-grade emergency vehicle (EV) crossing at the Perimeter Highway, an in-person visit to it will indicate that it clearly has not been maintained or used in years. Which begs the question: Why the R.M. of East St. Paul purport to need such access when the current one has rarely been used or maintained? (See image below)



Figure 1 - Northbound Raleigh Street facing Perimeter at EV crossing (source: Google Streetview)

3.) Since the September 2014 information session revealing the proposed through-pass, it was later revealed that the Province of Manitoba was proposing a full-width vehicle crossing if the R.M. of East St. Paul was willing to contribute financially to it. What is deceptive about this is that a full-width vehicular crossing was not clearly identified to the public in September, and appears to have been proposed afterward without proper consultation with the adjacent neighbourhood and the public at-large.
4.) Concurrently with the proposed through-pass being presented, the City of Winnipeg and the R.M. of East St. Paul were in the midst of public hearings with the Municipal Board of Manitoba regarding a planned closure of Raleigh Street at City limits. The closure was a means to protect the surrounding neighbourhood from potential increased traffic from a proposed Big-Box store development under consideration for the undeveloped residentially-zoned R.M. land east of Raleigh Street and Gateway, south of the Perimeter Highway.
5.) In January of 2015, the planning district from the R.M. dropped review of a development plan amendment proposal by SmartCentres, the developer for the Big-box store development, as the developer had withdrawn their application. The reason for their withdrawal has, to my knowledge, not been made public.
6.) Although the developer, SmartCentres, withdrew their development plan amendment proposal to rezone the residential land to commercial for their development, the site is still advertised on their website.
7.) Although the R.M. of East St. Paul has claimed that the Raleigh Street vehicular through-pass is needed for improving traffic flow from the R.M. to Winnipeg, why did the R.M. not make this public to the Province of Manitoba and the City of Winnipeg until 2014?
8.) Based upon the above, it appears as though the vehicular crossing is nothing more than a thinly veiled attempt to provide an alternate roadway access to the proposed SmartCentres Development from within the R.M. of East St. Paul. If the province permits construction of the proposed vehicular through-pass, I predict that SmartCentres will be re-applying for a development plan amendment for their desired site adjacent to Raleigh Street and the Perimeter Highway and will have a greater justification for it on the basis of an additional vehicular access to the site.

Even if the SmartCentres big-box store development was not a consideration, a vehicular connection of Raleigh Street across the Perimeter would serve only as a shortcut for East St. Paul residents seeking to avoid traffic delays on PTH59 and Henderson Highway, and unnecessarily increase traffic on residential streets not designed to handle such traffic volumes. Children centric amenities such as Gateway

Recreation Centre and adjacent soccer fields, as well as the Northeast Pioneers Greenway would become much less pedestrian-friendly and safe to access.

If the R.M. of East St. Paul is truly concerned about traffic flow for their residents to the City of Winnipeg, they should be putting pressure on the Province of Manitoba to ensure that:

i) PTH59 is upgraded to accommodate future expansion of additional lanes without affecting the PTH101 and PTH59 interchange
ii) Construct a grade-separated interchange constructed at PTH59 and Bird's Hill road, instead of the signalized intersection currently being proposed.
iii) Upgrade Henderson Highway from Hoddinott Road into the City of Winnipeg to handle additional future capacity.

I strongly believe that the proposed Raleigh Street vehicular through-pass is only a backdoor way to justify access to the SmartCentres Big-Box store development, a development whose location has already been strongly opposed by the surrounding neighbourhood. Therefore the City of Winnipeg should *not* support a vehicular crossing of Raleigh Street at any time, as the increase in traffic that would result from such a crossing would drastically alter the quiet pedestrian-friendly nature of the neighbourhood.

I propose that alternatively, the R.M. of East St. Paul should drop their support of the Raleigh Street vehicular through-pass crossing of the Perimeter Highway, and that the R.M. and the City of Winnipeg work collaboratively to put pressure on the Provincial Government of Manitoba to provide proper upgrades to PTH59 and Henderson Highway to improve the flow of traffic from the R.M. to the City of Winnipeg.

Regards,

Burton Mikolayenko
, Winnipeg, MB.

WELCOME

PUBLIC INFORMATION SESSION

for the PTH 59N and PTH 101 Interchange, Active Transportation Crossing of PTH 101 (for pedestrians, cyclists or other non-motorized modes) and Associated Road Improvements

PLEASE TAKE & COMPLETE A COMMENT SHEET

WEDNESDAY, SEPTEMBER 24, 2014
5:00 P.M. - 8:00 P.M.

MMM GROUP

Manitoba

PROJECT BACKGROUND

- The Province of Manitoba has approved the full interchange project at PTH 59N and PTH 101 in the current five-year Highway Capital Program.
- The Province of Manitoba has announced the provision of a grade separated AT crossing of PTH 101 as part of this project.
- An update to the design is required to incorporate changes to Manitoba Infrastructure and Transportation (MIT) design standards and practices, as well as to accommodate development that has occurred in the area.
- The purpose of this project is to ensure the functional design of the interchange meets today's standards and future operating requirements

PROJECT BACKGROUND

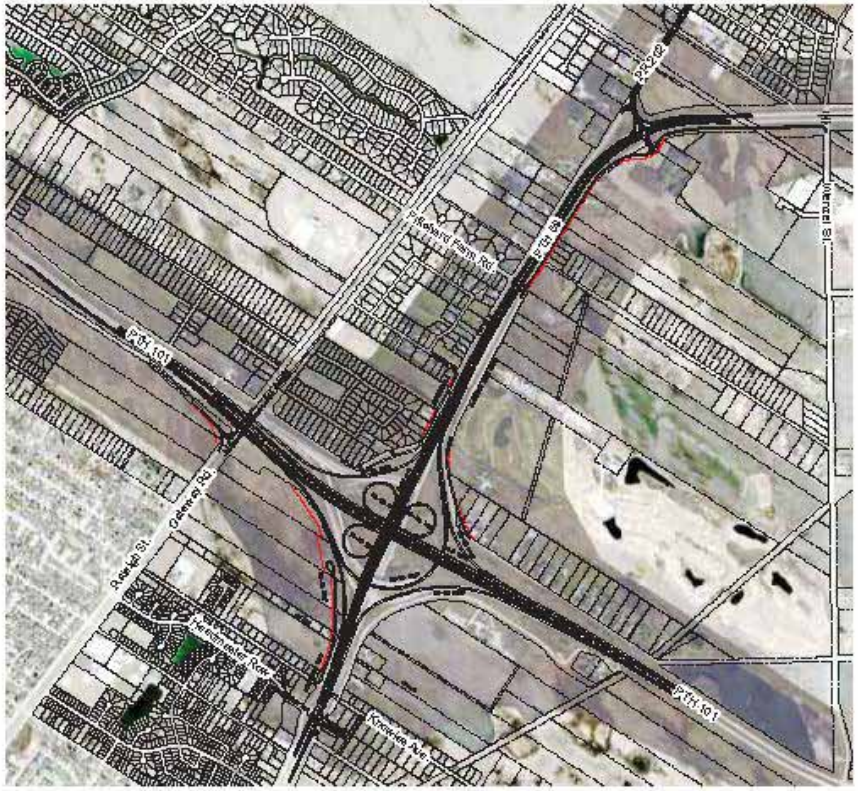
- The original design for the PTH 59N and PTH 101 interchange was completed in the mid 1990's and reviewed in 2011.
- The current configuration, which includes two traffic signal controlled intersections, is the 1996 construction detour that was designed to be in place on an interim basis to allow future construction of the interchange.
- The existing layout is unusual, and operational and safety issues have arisen at the two intersections since their construction, and conditions continue to deteriorate.
- As traffic volumes have increased, the intersection layout has reached the end of its effective service life.

DESIGN BUILD

- MMM Group Ltd. has been hired to prepare a functional design report, initiate public engagement and assist with the procurement process and construction overview contract to complete the project.
- This project will be delivered as a "design build" contract. Rather than the more common "design, bid, build" construction contract.
- A design build contract engages a single construction firm or consortium to complete final design by adhering to the functional design and then complete the construction.

FUNCTIONAL DESIGN 5

The following six boards present the details of the various components of the functional design.



- New interchange at PTH 59N and PTH 101 and realignment of PTH 101 in the vicinity of the interchange
- An upgraded intersection at PTH 59N and PR 202 (north of the interchange), with a traffic signal and turning lanes and allow for a future interchange
- Allow for six lanes on PTH 101 and build six lanes on PTH 59N between PTH 101 and PR 202
- Active Transportation Crossing of PTH 101 at Raleigh/ Gateway Street corridor
- Closure of accesses along PTH 101 and PTH 59N and hard surfacing of selected Service roads
- Realignment of Knowles Avenue with Headmaster Row
- Allow for future realignment of Wenzel Street

PTH 59N AND PTH 101

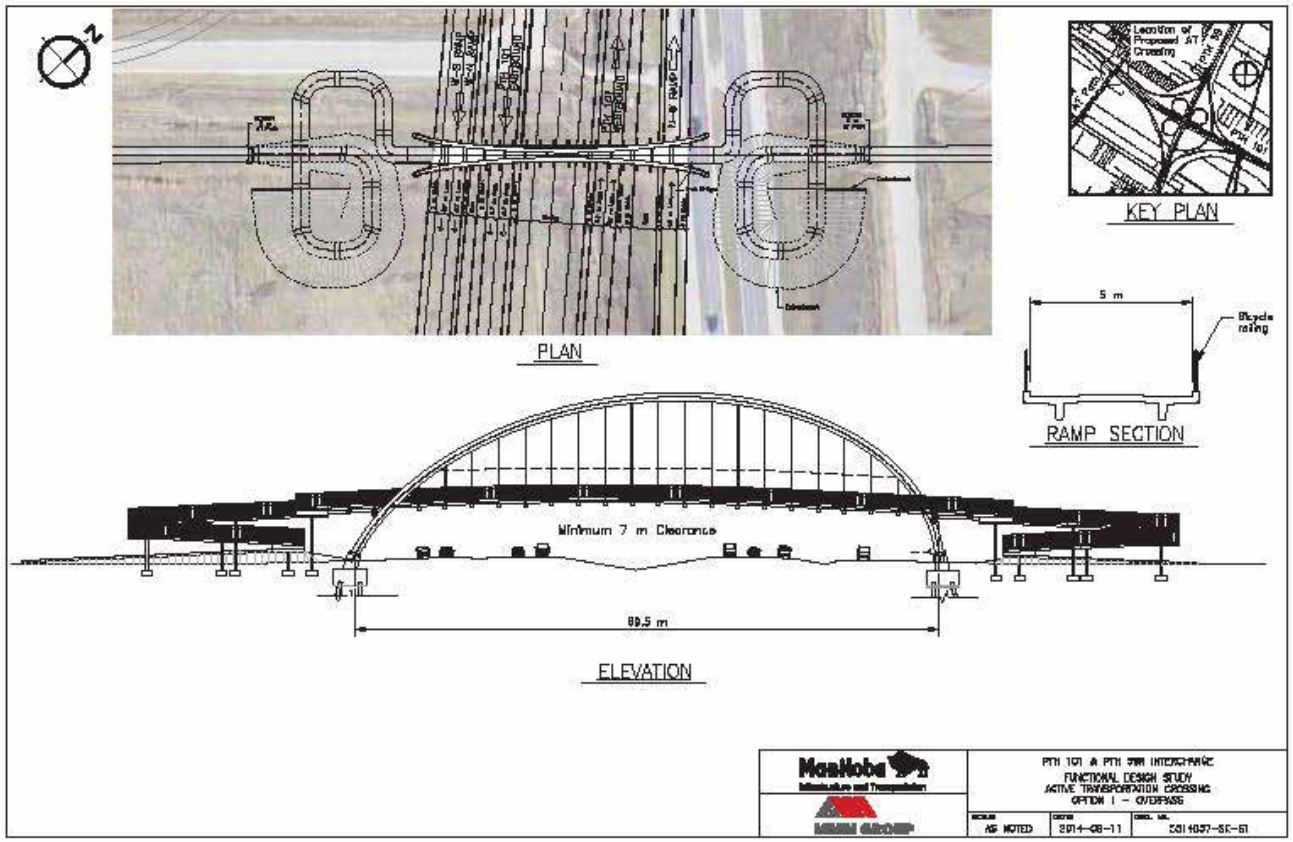


- The interchange will accommodate future traffic (flow/count) projections by allowing the free flow of vehicles on both PTH 59N and PTH 101.
- PTH 59N will be elevated over PTH 101.

ACTIVE TRANSPORTATION

Bridge

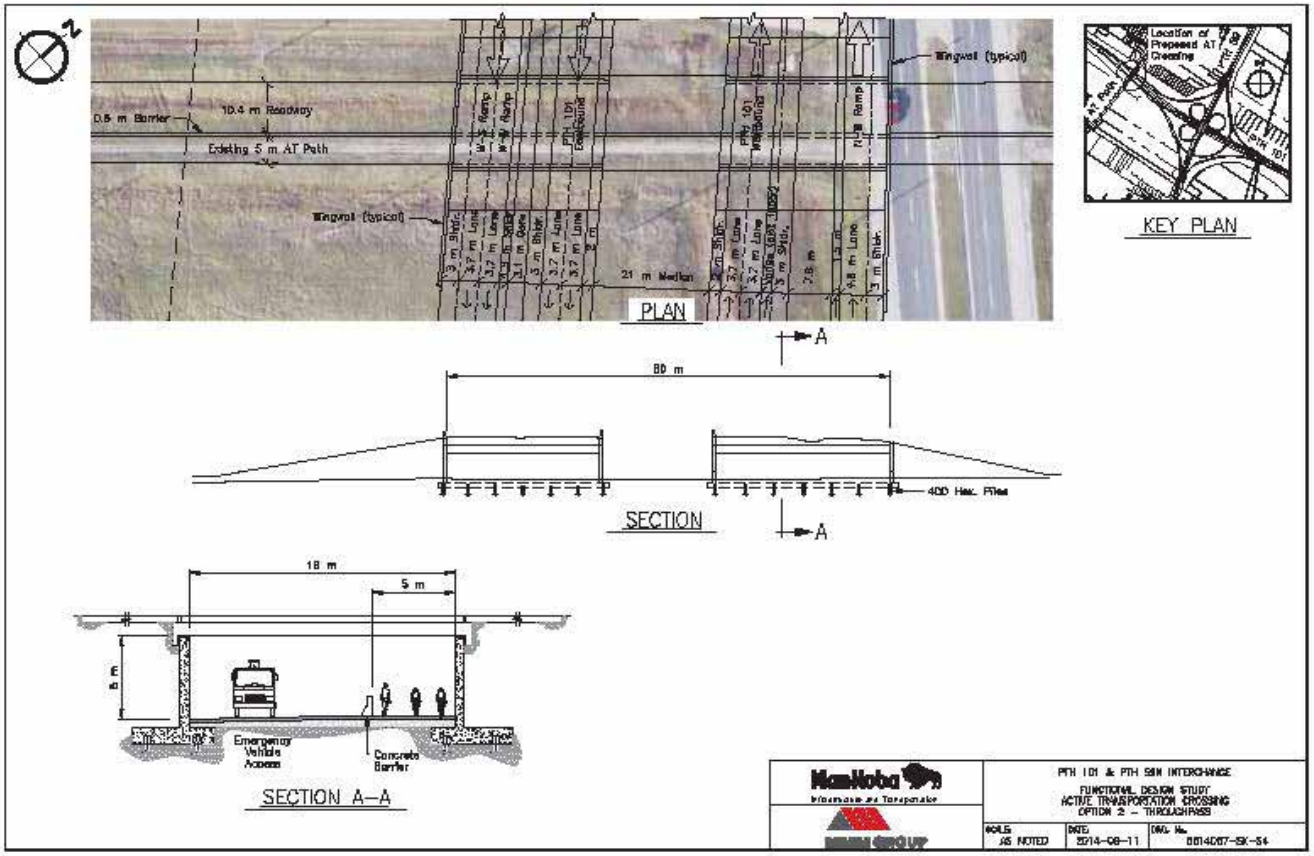
- A bridge over PTH 101 with seven-metre clearance.
- Does not preclude the R.M. to build a bridge in the future.



ACTIVE TRANSPORTATION 8

Through-Pass

- A "through-pass" where PTH 101 is elevated above grade. The "through-pass" option would include enough space for emergency vehicle access and active transportation crossing.

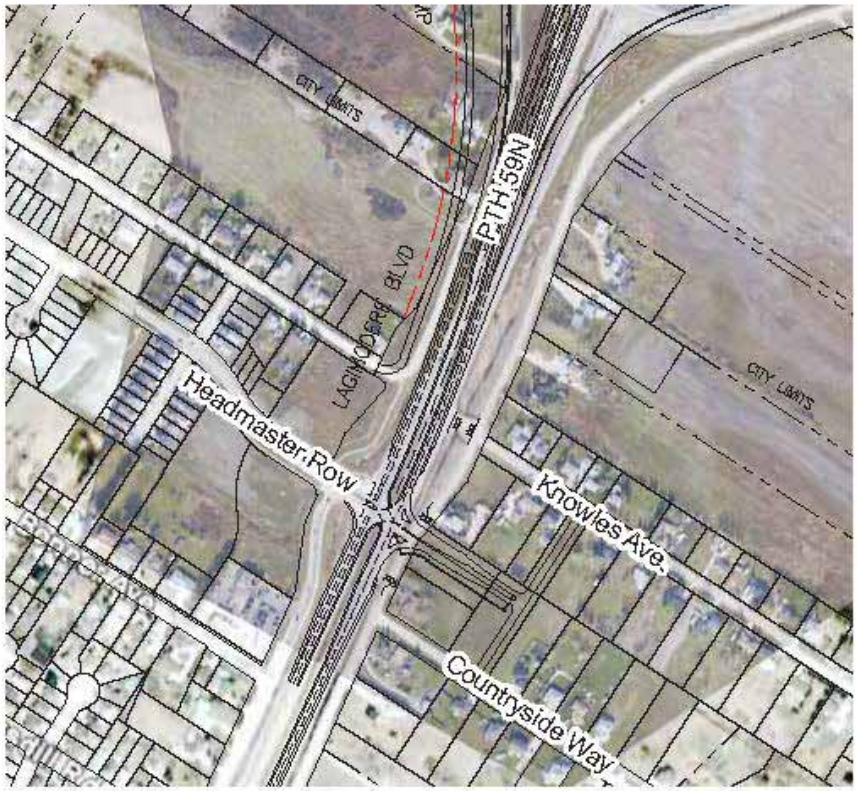


PTH 59N AND PR 202



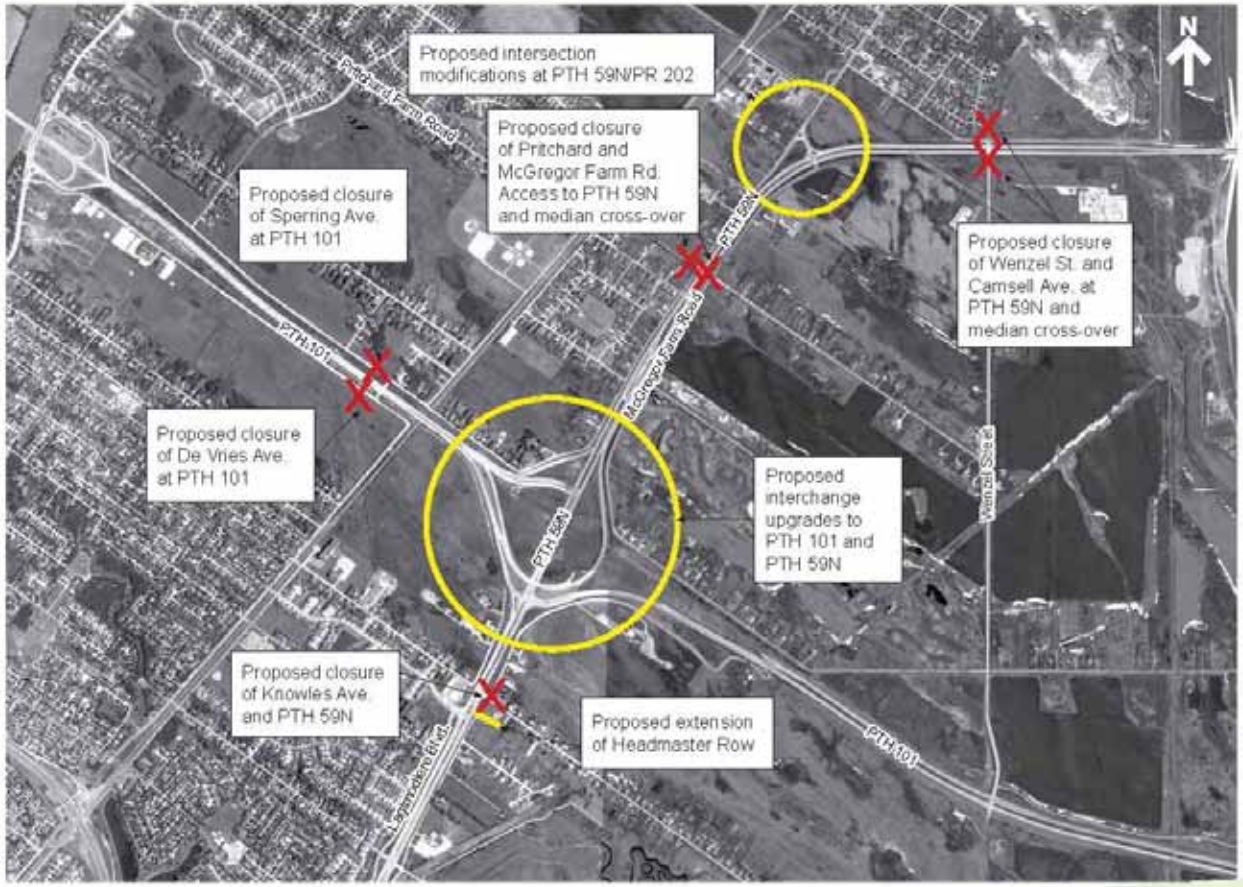
- The addition of traffic lights at the intersection of PTH 59N and PR 202 will improve traffic flow and safety at the intersection. The design will accommodate a future interchange.

KNOWLES AVE. AND HEADMASTER ROW



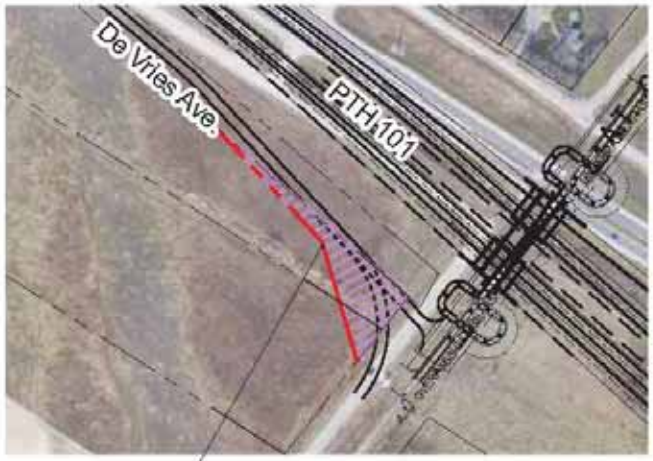
- Knowles Avenue will be realigned to intersect with PTH 59 at Headmaster Row creating a four legged intersection.

ACCESS CLOSURES AND SERVICE ROAD UPGRADES



- Upon consolidating access to PTH 59N and PTH 101 the service roads which will provide access to these highways will be hard surfaced.

PROPERTY IMPACTS







LEGEND:
EXISTING PROPERTY LINE
PROPOSED ROW
PROPOSED ROAD
PROPOSED ROAD LANE LINE

PROPERTY IMPACTS:
LESS THAN 10m AFFECTED
10m-15m FROM BUILDING
GREATER THAN 15m TO BUILDING

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PROPERTY IMPACTS



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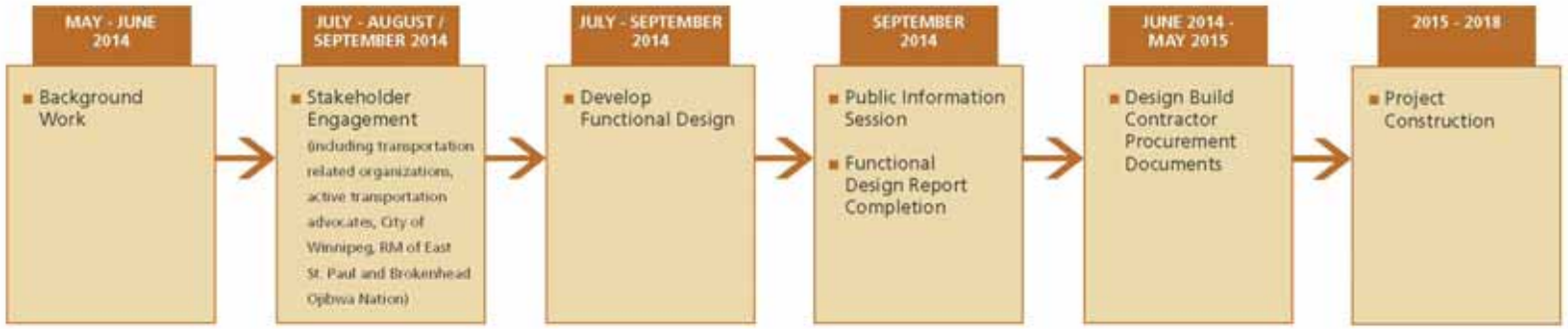
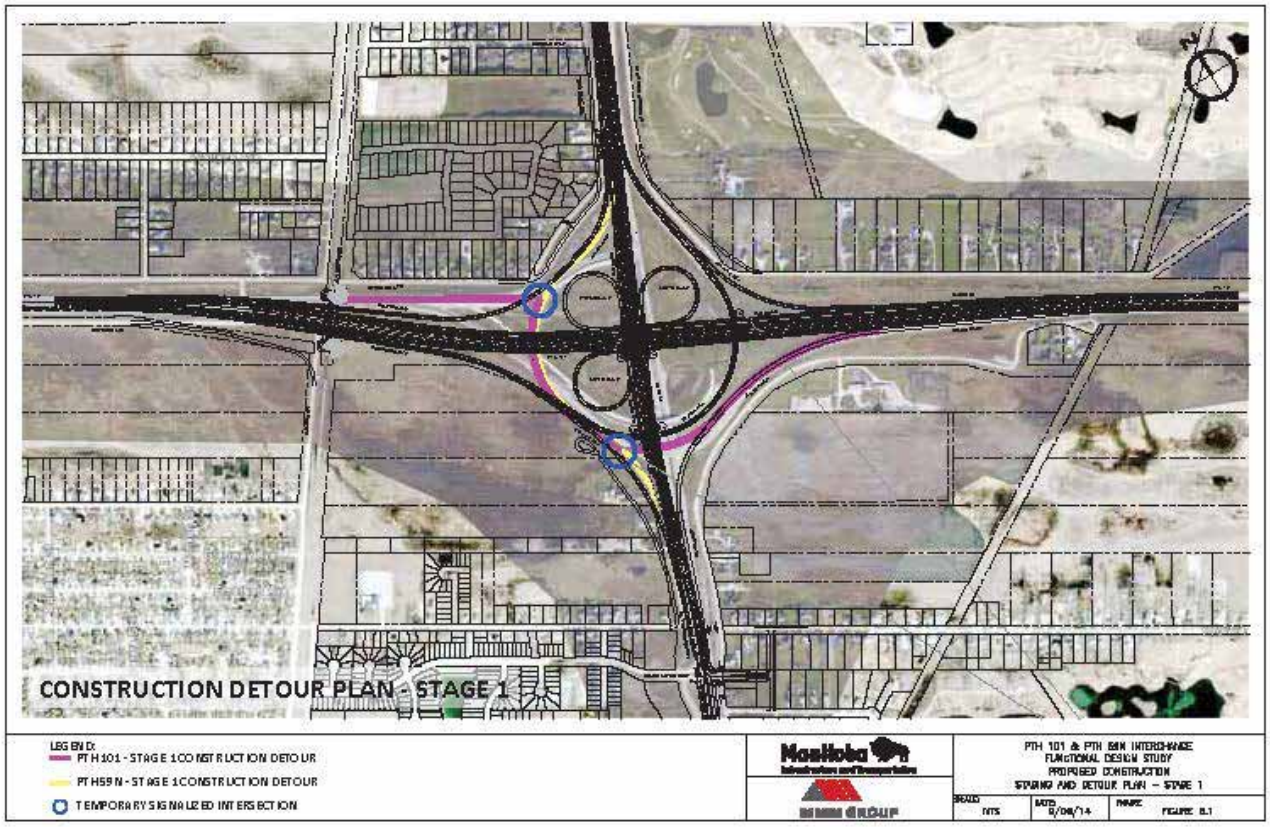
PROJECT TIMELINE



CONSTRUCTION DETAILS



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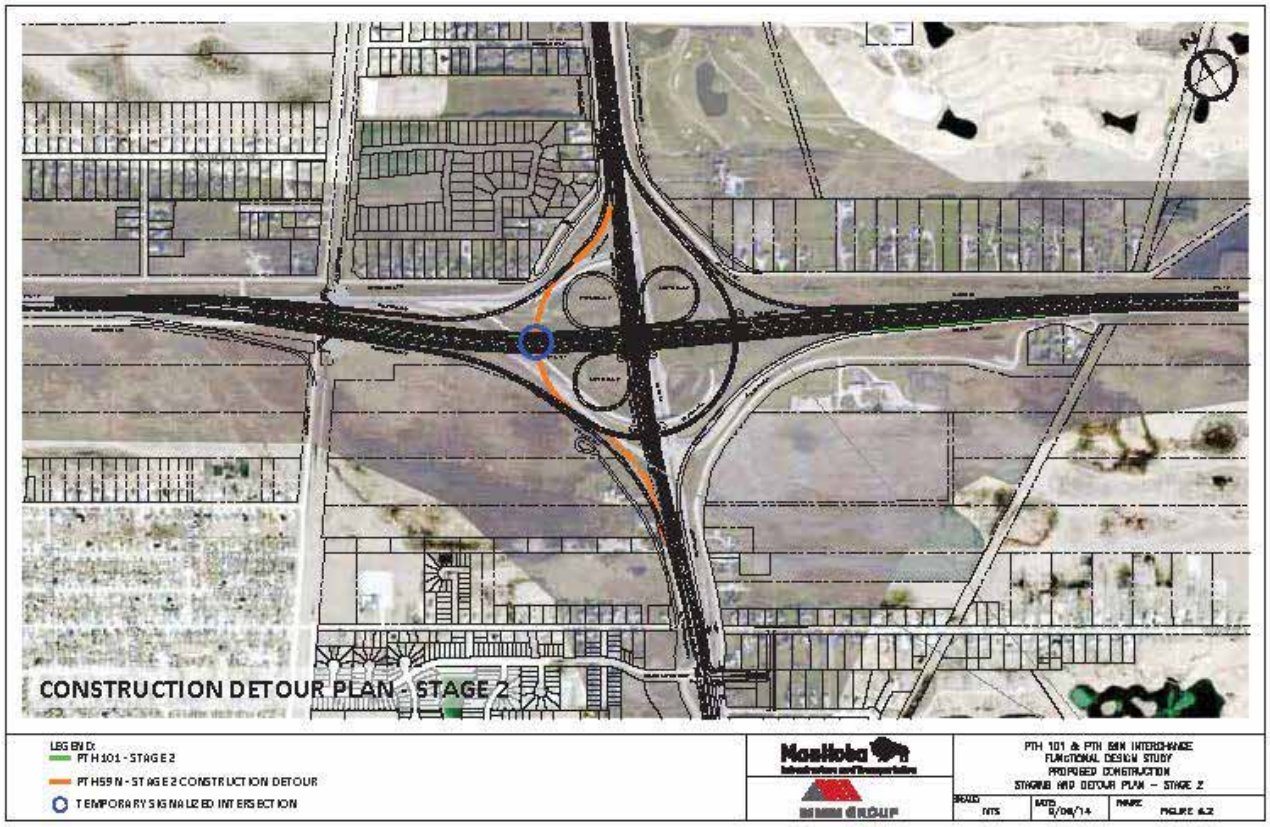

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THANK YOU

Thank you for attending, Please fill out a comment form before you leave.

If you have any further questions please contact

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