**Minute No. 326**
**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 14, 2015**

**Item No. 4 East St. Paul Through-Pass**
**File SC-4**

COUNCIL DECISION:

Council amended the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended by the Executive Policy Committee, and adopted the following:

1. That the Public Service be authorized to plan for accommodation of cyclists, pedestrians, future Public Transit / BRT and required emergency vehicles entering the City of Winnipeg from the Rural Municipality of East St. Paul via a properly controlled through-pass constructed beneath PTH 101 (North Perimeter Highway) in the vicinity of the Raleigh Street alignment; and

2. That the accommodation of general traffic entering the City of Winnipeg from the Rural Municipality of East St. Paul via a through-pass constructed beneath PTH 101 (North Perimeter Highway) in the vicinity of the Raleigh Street alignment not be supported.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 14, 2015**

DECISION MAKING HISTORY:

Moved by Councillor Lukes,

That the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works, as amended by the Executive Policy Committee, be adopted.

In amendment,

Moved by Councillor Lukes,
Seconded by Councillor Wyatt,

BE IT RESOLVED that Recommendation 1 of Item 4 of the Report of the Standing Policy Committee on Infrastructure Renewal and Public Works dated April 14, 2015 be amended by adding the words "future Public Transit / BRT" after the word "pedestrians" as follows:

1. That the Public Service be authorized to plan for accommodation of cyclists, pedestrians, **future Public Transit / BRT** and required emergency vehicles entering the City of Winnipeg from the Rural Municipality of East St. Paul via a properly controlled through-pass constructed beneath PTH 101 (North Perimeter Highway) in the vicinity of the Raleigh Street alignment; and

The motion by Councillor Lukes and Wyatt was put.

Councillor Browaty called for the yeas and nays, as follows:

Yea: His Worship Mayor Bowman, Councillors Allard, Eadie, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan, Schreyer, Wyatt, and Sharma. 14

Nay: Councillors Browaty and Dobson 2

and the motion was declared carried.

The motion for adoption of the item, as amended, was put.

Councillor Browaty called for the yeas and nays, as follows:

Yea: His Worship Mayor Bowman, Councillors Allard, Browaty, Dobson, Eadie, Gerbasi, Gillingham, Gilroy, Lukes, Mayes, Morantz, Orlikow, Pagtakhan, Schreyer, Wyatt, and Sharma. 16

Nay: 0

and the motion for adoption of the item, as amended, was declared carried.

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 14, 2015**

DECISION MAKING HISTORY (continued):

EXECUTIVE POLICY COMMITTEE RECOMMENDATION:

On April 22, 2015, the Executive Policy Committee concurred in the recommendations of the Standing Policy Committee on Infrastructure Renewal and Public Works with the following amendment, namely:

- Amend Recommendation No. 2 by deleting the words “at this time”

and submitted the matter to Council.

On April 22, 2015, the Executive Policy Committee received submissions in support of the recommendation of the Standing Policy Committee on Infrastructure Renewal and Public Works from the following:

- Randy, Sandy, Lukas, Thomas, Nathan, Carson Douglas
- Sheila Michalski
- Hanna and Ed Hindle
- Vic Mikolayenko
- Roland Wickstrom
- Burton Mikolayenko
- Jason McKechnie
- Ross Campbell
- Cathy Cox.

STANDING COMMITTEE RECOMMENDATION:

On April 14, 2015, the Standing Policy Committee on Infrastructure Renewal and Public Works concurred in the recommendation of the Winnipeg Public Service and submitted the following to Council:

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 14, 2015**

DECISION MAKING HISTORY (continued):

STANDING COMMITTEE RECOMMENDATION (continued):

1. That the Public Service be authorized to plan for accommodation of cyclists, pedestrians and required emergency vehicles entering the City of Winnipeg from the Rural Municipality of East St. Paul via a properly controlled through-pass constructed beneath PTH 101 (North Perimeter Highway) in the vicinity of the Raleigh Street alignment; and

2. That the accommodation of general traffic entering the City of Winnipeg from the Rural Municipality of East St. Paul via a through-pass constructed beneath PTH 101 (North Perimeter Highway) in the vicinity of the Raleigh Street alignment at this time not be supported.

3. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.

Jason McKechnie submitted a communication dated April 13, 2015, in support.

COUNCIL DECISION:

On March 25, 2015, Council adopted the following motion:

WHEREAS the province of Manitoba (Manitoba Infrastructure and Transportation, "MIT") requested that the Municipality of East St. Paul provide a statement of agreement in principle for the concept of an Active Transportation (AT) through-pass, Emergency Vehicle corridor and a two (2) lane vehicular through pass (collectively the "through pass") to be located in the vicinity of Raleigh Street (approximately 500 metres north of the City limit) and constructed as part of the PTH 59 and PTH 101 interchange project ("Project");

AND WHEREAS the council of East St. Paul adopted a motion on November 25, 2014 in support of said agreement in principle;

AND WHEREAS the City of Winnipeg was not consulted regarding the adding of a 2 lane vehicular through pass to this project or the ability of City streets to handle the additional traffic entering the City at this location;

**Report – Standing Policy Committee on Infrastructure Renewal and Public Works – April 14, 2015**

DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

AND WHEREAS there was no consideration of this location being a new regional connection between the municipalities in the City of Winnipeg's Transportation Master Plan or the Capital Regional Transportation Plan, completed in March 2014 for MIT with consultation with the region.

THEREFORE BE IT RESOLVED THAT the Winnipeg Public Service prepare a report on the potential vehicular implications of this development to the April 14, 2015 meeting of the Standing Policy Committee on Infrastructure Renewal and Public Works and on to Council.

# ADMINISTRATIVE REPORT

**Title:** East St. Paul Through-Pass

**Critical Path:** Standing Policy Committee on Infrastructure Renewal and Public Works – Executive Policy Committee - Council

## AUTHORIZATION

| Author | Department Head | CFO | CAO |
|---|---|---|---|
| L. Escobar, P.Eng., P.T.O.E. | B.W. Sacher, P. Eng. | n/a | M. Jack, Acting |

## RECOMMENDATIONS

1. That the Public Service be authorized to plan for accommodation of cyclists, pedestrians and required emergency vehicles entering the City of Winnipeg from the Rural Municipality of East St. Paul via a properly controlled through-pass constructed beneath PTH 101 (North Perimeter Highway) in the vicinity of the Raleigh Street alignment; and
2. That Council not support accommodation of general traffic entering the City of Winnipeg from the Rural Municipality of East St. Paul via a through-pass constructed beneath PTH 101 (North Perimeter Highway) in the vicinity of the Raleigh Street alignment at this time.

## REASON FOR THE REPORT

At its March 25, 2015 meeting, Council resolved that the Winnipeg Public Service prepare a report on the potential vehicular implications of this development to the April 14, 2015 meeting of the Standing Policy Committee on Infrastructure Renewal and Public Works and on to Council.

## IMPLICATIONS OF THE RECOMMENDATIONS

The Council recommendation will establish the City's official position with respect to accommodation of pedestrians, cyclists and required emergency vehicles from the proposed transportation facility under PTH 101 in the RM of East St. Paul.

## HISTORY

**Background**

On September 24, 2014 the Province of Manitoba announced that they would proceed with design and construction of a new interchange at PTH 59 and 101 (North Perimeter Highway). Construction of the interchange is expected to begin in 2015 and be completed approximately three years later.

As part of the interchange project, the Province proposed a "through-pass" where PTH 101 is elevated above grade and a "through-pass" is constructed underneath the highway along the alignment of Raleigh Street in East St. Paul. The "through-pass" option as presented by the

Province at a Public Information Session on September 24, 2014 would include enough space for emergency vehicle access and an active transportation crossing. The north and south limits of the through-pass would be within the RM of East St. Paul. The City of Winnipeg boundary on Raleigh Street is located south of the proposed facility at Glenway Avenue.

In November 2014, there was a further discussion between the RM of East St. Paul and the Province of Manitoba with respect to the "through-pass" facility with regards to an option that includes a two-lane general traffic "through-pass". Subsequent to that discussion, Council from the RM of East St. Paul voted in favour of a statement of agreement in principle with respect to the inclusion of a two-lane general traffic "through-pass" connecting the RM north and south of PTH 101.

**Winnipeg Public Service Review and Recommendations**

The use of the "through-pass" by general traffic is a concern. Gateway Road and Raleigh Street north of Chief Peguis Trail have not been built or planned to accommodate high volumes of vehicle traffic. At the Municipal Board Hearing in September 2014 with respect to the City of Winnipeg plans to close Gateway Road and Raleigh Street at the municipal boundary with East St. Paul, the RM's traffic consultant indicated that vehicle demand for a Gateway/Raleigh connection under the North Perimeter could potentially reach approximately 30,000 vehicles per day, which would have the effect of making Gateway Street a high volume Regional Street north of Chief Peguis Trail.

To accommodate high volumes of traffic would require a major infrastructure investment by the City that would not at this time be supported by residents in the North Kildonan Ward. Although the 30,000 vehicle per day number is just a long-term projection, once a general vehicle connection is made there would not be an effective means of metering the amount of traffic entering the City from the RM. Even a facility with just one lane in each direction as currently proposed is potentially capable of accommodating more than 15,000 vehicles per day. At this time, the Public Service is not aware of what implications use of the "through-pass" by general traffic would have on the proposed pedestrian and cyclist facility, which is also a concern. As such, given the information available at this time, the Public Service does not support use of the "through-pass" by general traffic at this time. Very significant issues in terms of infrastructure needs and public consultation and acceptance would need to be addressed in order for the Public Service to revisit this position.

The Public Service has indicated previously that it would be supportive of a pedestrian and cyclist connection under the North Perimeter Highway along the Raleigh-Gateway alignment as it is consistent with what is proposed in the City's Transportation Master Plan. The Public Service would also be supportive of the proposed "through-pass" at the North Perimeter Highway being capable of accommodating a potential long-term Transit connection. The City has identified a long term (beyond 2031) rapid transit corridor along the Gateway alignment to the north city limit in the Transportation Master Plan. It is possible this future link could extend under the North Perimeter Highway. A Transit connection of this nature would likely be a very long term possibility but still within the life-span of the "through-pass" structure.

Lastly, the Public Service would be generally supportive of an emergency vehicle connection if it were demonstrated to be required by the RM and was properly controlled. Without adequate controls, the Public Service would anticipate ongoing issues with improper use of the proposed "through-pass" by private vehicles.

## FINANCIAL IMPACT

**Financial Impact Statement** **Date:** March 25, 2015

**Project Name:**

East St. Paul Through-Pass

**COMMENTS:**

There is no financial impact associated with the recommendations of this report at this time.

"Original signed by D. Stewart"

Manager of Finance & Administration

## CONSULTATION

**In preparing this report there was consultation with:** n/a

## SUBMITTED BY

Department: Transportation
Division: Public Works
Prepared by: Stephen Chapman, P.Eng., Traffic Management Engineer
Date: March 25, 2015
File No. E-01