Winnipeg
City Councillor • Mark Lubosch • Conseiller municipal
North Kildonan Ward

Sun Valley Drive Extension to Lagimodiere Boulevard

DISPOSITION ITEM #4 – "That the intersection at Lagimodiere Boulevard, Springfield Road, Molson Street, and De Vries Avenue be reviewed with the intention of improving traffic safety and coordinating traffic flows between Lagimodiere Boulevard, Springfield Road, Molson Street, and De Vries Avenue."

It is noted that the proposed closures/turn restrictions identified in amended Disposition 3. (closures of Knowles Avenue, Bonner Avenue and McIvor Avenue at Lagimodiere Boulevard) are not recommended prior to the extension of Chief Peguis Trail to Lagimodiere Boulevard due to the adverse impact on the Springfield Road/Lagimodiere Boulevard/Molson Street/De Vries Avenue intersection which is currently operating above capacity.

As noted previously, it is also not recommended that any physical improvements be undertaken to the intersection of Springfield Road/Lagimodiere Boulevard/Molson Street/De Vries Avenue as Springfield Road will be disconnected at such time as Chief Peguis Trail is extended to Lagimodiere Boulevard.

However, it is desirable to provide alternative access between Lagimodiere Boulevard and De Vries Avenue north of Springfield Road. The 1984 North Kildonan Traffic Study identified such access points as Sun Valley Drive (an existing east/west collector street) and Headmaster Row (a future east/west collector street). The Sun Valley Drive extension to Lagimodiere Boulevard could ultimately replace Springfield Road as the access point between the residential community and Lagimodiere Boulevard (the major north/south thoroughfare). A partial connection could be built prior to the Chief Peguis Trail extension to alleviate the Springfield Road/Lagimodiere Boulevard/Molson Street/De Vries Avenue intersections (Figure 2). The initial design would be Stop sign controlled at DeVries Avenue and require prohibition of the eastbound left turn movement at Lagimodiere Boulevard since it is not desirable to have traffic control signals operating on Lagimodiere Boulevard at both Springfield Road and Sun Valley Drive due to their close proximity. All other movements at Sun Valley Drive and Lagimodiere Boulevard would be permitted. This partial connection is estimated to cost $1,042,000 (including land acquisition costs) and could be considered for inclusion in the 2005-2009 Capital Program.

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Chief Peguis Trail Extension and Northeast Winnipeg Traffic Analysis

As in most other jurisdictions in North America, the last number of decades has seen some of the population of Winnipeg moving to the suburbs of the city, and to its adjacent capital regions. While the popular focus on suburban growth in Winnipeg has, to a large extent, been on the south part of the city, the north and northeast parts of the city have, in fact, also seen considerable growth.

This increased growth has brought with it a corresponding increase in vehicular traffic, which, from the perspective of residents and City of Winnipeg traffic engineers alike, needs to be addressed soon.

In a nutshell, the majority of traffic issues faced by the residents of North Kildonan are caused by the absence of a high volume east-west arterial route. More and more, residential streets in North Kildonan such as Knowles Avenue, Bonner Avenue, Ragsdill Road, Sun Valley Drive/Gilmore Avenue, Springfield Road, and McLeod Avenue are being used by commuters in order to traverse the northern part of the city in an east-west direction. Traffic volumes on these streets are, in most cases, exceeding volumes deemed to be safe for the respective neighbourhoods and single family residential streets.

The requirement for this east-west arterial route was anticipated by city planners since the 1960's as part of an "inner roadway", and was planned for accordingly. Lands were set aside for this traffic corridor, and, in the north part of the city, stage one of this roadway was built in 1991. This stage is known as the Chief Peguis Trail, and it connects Main Street with Henderson Highway via the Kildonan Settlers Bridge.

Stage two of this long-term plan consists of a traffic corridor connecting Henderson Highway and Lagimodiere Boulevard. Currently being referred to at City Hall and in the media as the "Chief Peguis Trail Extension", this traffic corridor, when built, will provide the much needed east-west arterial route referenced above.

Although 2020 was foreseen a number of years ago as a "required date" for this corridor, current reality dictates that the timeframe for the completion of this corridor must occur sooner. I have lobbied extensively recently to accelerate the implementation of this project, and have recently been successful in moving that the funding for the preliminary design and public consultation for stage two be allocated and considered for the 2004 Capital Estimates

Chief Peguis Trail Extension Facts

- Stage one of the Chief Peguis Trail including the Settlers Bridge opened on Oct. 19, 1990
- Stage two connection points:
  West – Henderson Highway at the existing Chief Peguis Trail
  East – Lagimodiere Boulevard at a point south of Springfield Road
- Stage two distance:
  3.6 km
- Estimated Construction Time:
  2 years.
- Projected Overall Cost:
  $22 Million
- To be modeled after the Charleswood Parkway - depressed roadway with sound attenuation and dedicated pedestrian/cycle paths, ample landscaping, adjunct trail system, generally low environmental impact with respect to noise and air pollution
- The approved design includes a community bridge for pedestrians and local traffic at Rothesay to maintain the integrity of the community on either side of the Trail.
- Projected Major Benefits:
  Will reduce east-west travel on residential collector streets in North Kildonan, including, but not limited to, McLeod Avenue, Knowles Avenue, Bonner Avenue, Ragsdill Road, Sun Valley Drive/Gilmore Avenue.
  - Springfield Road is expected to drop from the current 15,000 vehicles/day to about 5,000 (traffic on Springfield Road prior to opening was 5,900 veh/day near Henderson Hwy and is now over 15,000 veh/day)
  - Springfield Road would be removed from the Truck Route Network.
  - Will improve overall vehicle and pedestrian safety, especially at Springfield @ Lagimodiere, and Springfield @ Raleigh/Gateway
- Will carry 20,000 to 25,000 vehicles per day upon opening - The Kildonan Settlers Bridge is currently carrying over 24,000 vehicles per day