

September
2015



CPR Yards Crossing Study Arlington Bridge Solutions

Project Advisory Committee (PAC)

Sectors

RESIDENTS

Centennial Community
Improvement Association
Dufferin Residents Association of Winnipeg
William Whyte Residents Association

LOCAL BUSINESS

Kemel Cartons (former member)
North End Business Development Centre

CITY-WIDE BUSINESS

Economic Development Winnipeg

SCHOOLS

King Edward School
Dufferin School

SENIORS

Transportation Options Network for Seniors

ABORIGINAL/COMMUNITY ORGANIZATIONS

Ndinawe
Rossbrook House

CYCLISTS

Bike Winnipeg

HOUSING

Winnipeg Housing Rehabilitation
Corporation

YOUTH/YOUNG ADULTS

Youth Agencies Alliance,
Winnipeg Boys and Girls Club

HERITAGE

Manitoba Historical Society

HEALTHY LIVES

Public Health: Population
and Public Health, WRHA

UNIVERSAL ACCESSIBILITY

City of Winnipeg Access
Advisory Committee

HEALTH INSTITUTIONS

Health Sciences Centre

CITY OF WINNIPEG DEPARTMENTS:

Public Works
Planning, Property and Development
Winnipeg Transit

CONSULTANTS:

Prime Engineer



Public Engagement



What is the status of the CPR Yards Crossing Study?

With the Arlington Bridge over the CPR Yards nearing the end of its useable life, a sensible plan is needed to replace and/or improve crossings between McPhillips Street and Salter Street. Fixing the bridge is not feasible, so we are working to create a plan for new and improved ways to cross the CPR Yards so everyone's needs can be met, including drivers, people who walk, cyclists, transit users, parents with strollers, and truck drivers.

Working with the people in the community and getting their thoughts and opinions is how a collaborative strategy makes a successful plan. Collaborative planning brought representatives of the community and those who use the crossing often together with the City of Winnipeg, and consulting team members, on a project advisory committee (PAC). The group started its work by sharing their knowledge with each other, learning background information, developing a project vision and goals, and gaining more knowledge by consulting with the community, including two community workshops. They then chose the best, most practical options that met the community's wants and needs.

The PAC has been looking at a number of ways to put a new crossing in the area, or to perhaps improve another crossing of the CPR Yards that is already there. We have been examining traffic routes that lead onto and off the bridge, planning for all kinds of transportation to be used in the area (walking, bicycling, buses and vehicles), thinking about designs that fit well into the local community, and reviewing intersections in the area.

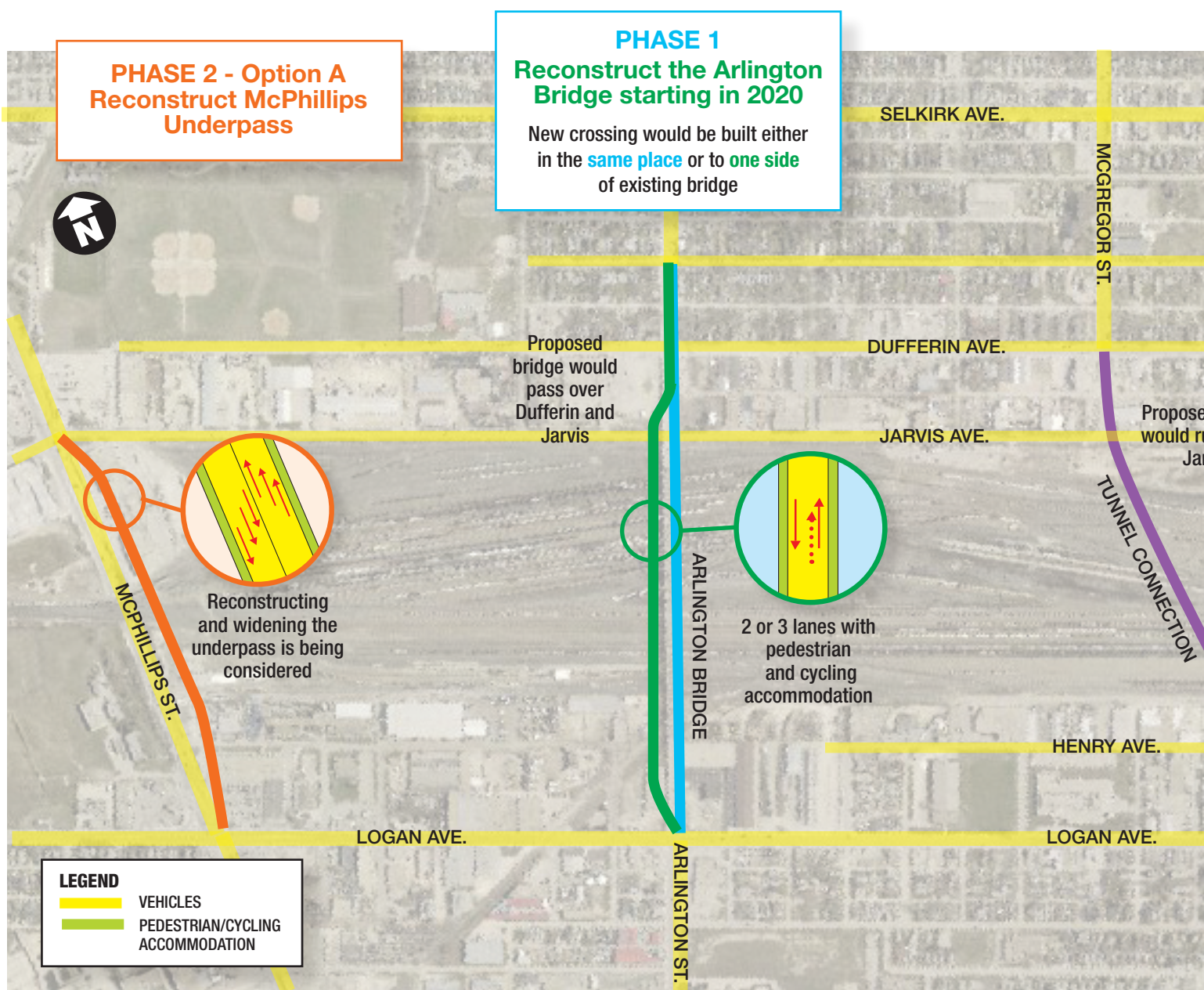


Arlington Bridge

The Options

The PAC is proposing that Phase 1 of the project would be the replacement of the Arlington Bridge, either by building a new one right where the current bridge is, or by putting the new one beside the current bridge, then taking the old one down. Thorough research, engineering analysis, collaborative planning, and involvement from people who live and work in the area all went into making this recommendation. This crossing is vital to the community.

However, simply replacing the crossing at Arlington Street will not satisfy the anticipated long term needs, so a second Phase will be needed to address expected growth of the City. Two options have been developed for Phase 2: reconstructing the McPhillips Underpass, or building a McGregor/Sherbrook Tunnel Connection.

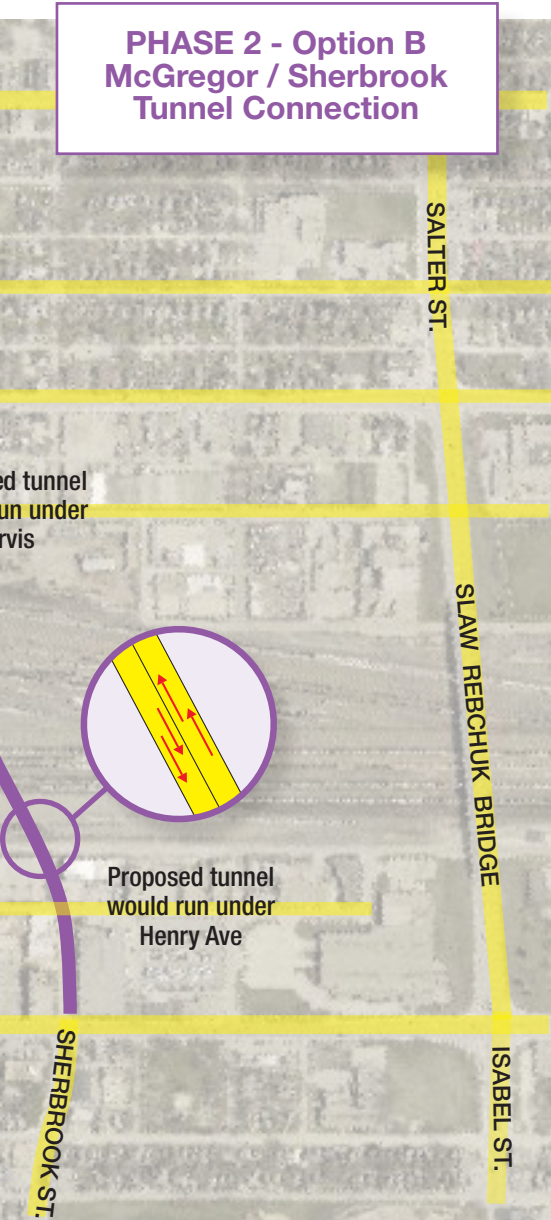




**PHASE 1:
Reconstruct the Arlington Bridge starting in 2020**

There are two alternatives here. First, if the new crossing is built in the same place as the existing bridge, it would not be used during construction, but less property would be affected. Second, if the new crossing is built to one side of the old bridge, it may be possible to keep the existing bridge open during construction of the new one.

Phase 1 - Reconstruct the Arlington Bridge (the same for both alternatives)	
Pedestrian/Cyclist Accommodation	Comfortable, safe, and enjoyable walking and bike paths with connections set out for existing and future routes. Separate pedestrian and cycling facilities would be provided on the structure.
Transit Services	Transit buses would be able to use the new structure. This would allow for transit service to be modified to better serve the area.
Potential Property Impacts	There could be impacts to private property. Discussions would be held with property owners when more details have been determined.
Connections	The bridge would extend further north near Stella Avenue and would no longer tie in directly to Dufferin Avenue. There would be indirect routes for bridge users to access Dufferin Avenue. Changing the steep slope is needed to meet current accessibility standards so all people can use the crossing.
Community Experience and Safety	Proper lighting and the use of Winnipeg's Accessibility Design Standards (WADS) and Crime Prevention through Environmental Design (CPTED) would help deal with safety concerns. "Bridging" the gap between neighbourhoods and community gathering spaces is important.
CPR Impact	Minor track modifications would be needed. The project engineers and the City are working together with CPR during the planning process.
Traffic Flow/Intersections	The crossing would meet traffic needs by operating with either two or three lanes, and would be used by buses and trucks. This would improve traffic flow in the area, but more capacity would be needed on other routes by 2035.



**PHASE 2 - Option B
McGregor / Sherbrook
Tunnel Connection**

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un under
ervis

Proposed tunnel
would run under
Henry Ave

SALTER ST.

SLAW REBCHUK BRIDGE

ISABEL ST.

SHERBROOK ST.

PHASE 2: Plan to accommodate City growth through improving other crossing locations after 2031. There are two options here.

Phase 2 - Option A: Reconstruct the McPhillips Underpass	
Pedestrian/Cyclist Accommodation	Better bike and walking facilities would be created by reconstructing the underpass and connecting with existing and future cycling routes in the area. There could also be a new pedestrian and cycling crossing on the west side of the Slaw Rebchuk Bridge.
Transit Services	Future transportation users' needs would help determine whether exclusive transit diamond lanes or a multi-use lane is the best choice.
Potential Property Impacts	There could be impacts to private property. Discussions would be held with property owners when more details have been determined.
Connections	Better traffic flow at McPhillips after 2031 for the majority of the day.
Community Experience	Better connections between businesses, organizations and people on both sides of the yards. Walking and cycling paths that are more comfortable, safe and enjoyable.
CPR Impact	Railway detours would be needed to accommodate rail operations during construction.
Traffic Flow/Intersections	There would be improved traffic flow and capacity after 2031. Depending upon growth, it could be necessary to look at traffic needs before 2031.

Phase 2 - Option B: McGregor/Sherbrook Tunnel Connection	
Pedestrian/Cyclist Accommodation	For best safety and comfort, the tunnel would serve only motor vehicles. People walking or bicycling would use bike paths on the new Arlington Bridge. There could also be a new pedestrian and cycling crossing on the west side of the Slaw Rebchuk Bridge.
Transit Services	Improvement in the community area and the larger region with potential links between north Winnipeg and the Health Sciences Centre complex and connecting south to the University of Manitoba.
Potential Property Impacts	There could be impacts to private property. Discussions will be held with property owners when more details have been determined.
Connections	Would provide a new traffic connection where there isn't one now.
Community Experience	Community organizations, people, and businesses in the area on both sides of the railway yards would connect more easily.
CPR Impact	CPR would have to make big changes in the yards, but there would be time for further discussions and collaboration with CPR as the the plan and design of the tunnel is developed.
Traffic Flow/Intersections	No capacity issues anticipated to 2031 as four operational lanes would accommodate a good level of traffic flow and connections.

Once the preferred crossing(s) option has been chosen, detailed traffic assessments will be done to figure out projected amounts of traffic on the new crossing as well as at key and nearby intersections.

A lot could change after the new Arlington Bridge has been built, so once that has happened the two options for Phase 2 will be looked at again to see if the plans still fit future transportation and community needs. Plans for certain features, such as the number of operating lanes and intersection design, may be changed and adjusted.



Vision Statement

The project advisory committee's decisions are guided by the project's vision and goals.

The vision: A safe, convenient and well situated crossing(s) that connects the north and south communities, and supports social interaction, healthy lives, economic stability and growth and well managed traffic flow, and that offers accessible and connected transportation options for all ages and abilities.

Public Input So Far

The public has been involved in all phases of the study to guide the PAC's development of the crossing options. To start, the nature of the community was examined, and key people were interviewed to help develop a plan that would work for community members.

Two community workshops were held. The first workshop and site tour collected ideas for how a new crossing could strengthen the community. Community members also mapped out common destinations and how they got there, to help define project priorities. The second workshop focused on input about a new/improved crossing(s) over the CPR Yards. Community presentations, dialogue groups and online surveys also helped the PAC understand how people use and value the Arlington Bridge.

We found community members' current preferred travelling zone is Arlington Street, followed by Main Street, because these areas are better for multi-modal transportation, connectivity, convenience, and bus transit. Driving and cycling were the preferred

modes of transport, but people also cycle and walk for shopping, medical services, visiting, work, and school. People who do not use the bridge find it is inconvenient, in poor condition, and they do not have a feeling of safety.

Arlington Street, Main Street, and the Sherbrook-McGregor crossing were residents' preferred zones for future travel across the yards, as they anticipate better convenience, connectivity and enjoyment of the routes. People would like to see a new crossing that connects neighbourhoods north and south while making it easier to get downtown, with a strong and smart design, and smooth traffic flow. The subjects of aesthetics/culture/heritage, safety/security, universal accessibility, community gathering places, walking/cycling accommodation, transit, community economic development, and healthy lives were raised as important planning considerations.

Through the collaborative planning process we will continue to gather public input. For additional details on public feedback to date please visit the project website at: cprcrossing.winnipeg.ca.

Project Goals:

1. To be technically sound

Meet traffic levels now and into the future. Embrace all transportation modes, and aim to improve people's convenience, comfort, and safety as called for in Winnipeg's Transportation Master Plan.

2. To be environmentally responsible

Use the best environmental practices in design, construction, and meeting traffic needs. Focus on increasing community green spaces in the project.

3. To be cost effective

Create the best long-term solutions that can be maintained at a reasonable cost. Undertake life-cycle costing.

4. To reflect needs of the local community as well as the city in general

Use healthy community design to improve the physical, social, and economic life of the community. Use the bridge as a way to connect the communities on the north and south sides of the yards.

5. To be generally understood and accepted by most of those affected

Ensure transparency of the collaborative planning process by making sure everyone affected has been informed and included in the planning process, and making sure the decisions result from the consultations.

For a detailed description of all of the goals visit the project website at cprcrossing.winnipeg.ca.



You can take part in this project in the following ways:

- **Come to the September 17 or 19 Open House!**
- Visit our website and engage online at epcrossing.winnipeg.ca;
- From the project website, click the Citizen Planner link at the top right. That will take you to our interactive, collaborative planning and public input space. There is also an option for our “virtual” open house if you are not able to attend in person;
- Email us at: freig.associates@shaw.ca;
- Stay up to date by liking us on [Facebook.com/cityofwinnipeg](https://www.facebook.com/cityofwinnipeg) and following us on Twitter twitter.com/cityofwinnipeg;
- **Call 311** and your question will be directed to the right person;
- Media inquiries can be directed to: **204-986-6000** or City-MediaInquiry@winnipeg.ca.

Open House Invitation

This is an opportunity to provide your input and feedback.

Please come and learn about the project, hear what the community has told us so far, and what the proposed options are now.

Date: Thursday, September 17

Time: 3 p.m. – 8 p.m.

Health Sciences Centre, Wellness Marketplace
700 William Avenue (main entrance, just past reception desk)

Date: Saturday, September 19

Time: 12 noon - 4 p.m.

**Location: North Centennial
Recreation & Leisure Centre**
90 Sinclair Street

Wheelchair accessible, bike and vehicle parking available, well served by transit