

COMMUNITY WORKSHOPS

Chief Peguis Trail Extension (CPT)

Main Street to Brookside Boulevard

Planning Study

AGENDA

6:45 – Presentation

7:00 – Break into 6 groups

7:00 – 8:30 – Facilitated discussions at 6 stations (15 minutes per station)

8:30 – 9:00 – Report back and summary

*Please remember to hand in your worksheets to the facilitators at each station. Hand in the exit survey at the registration desk before you leave.

THE PLANNING STUDY TEAM

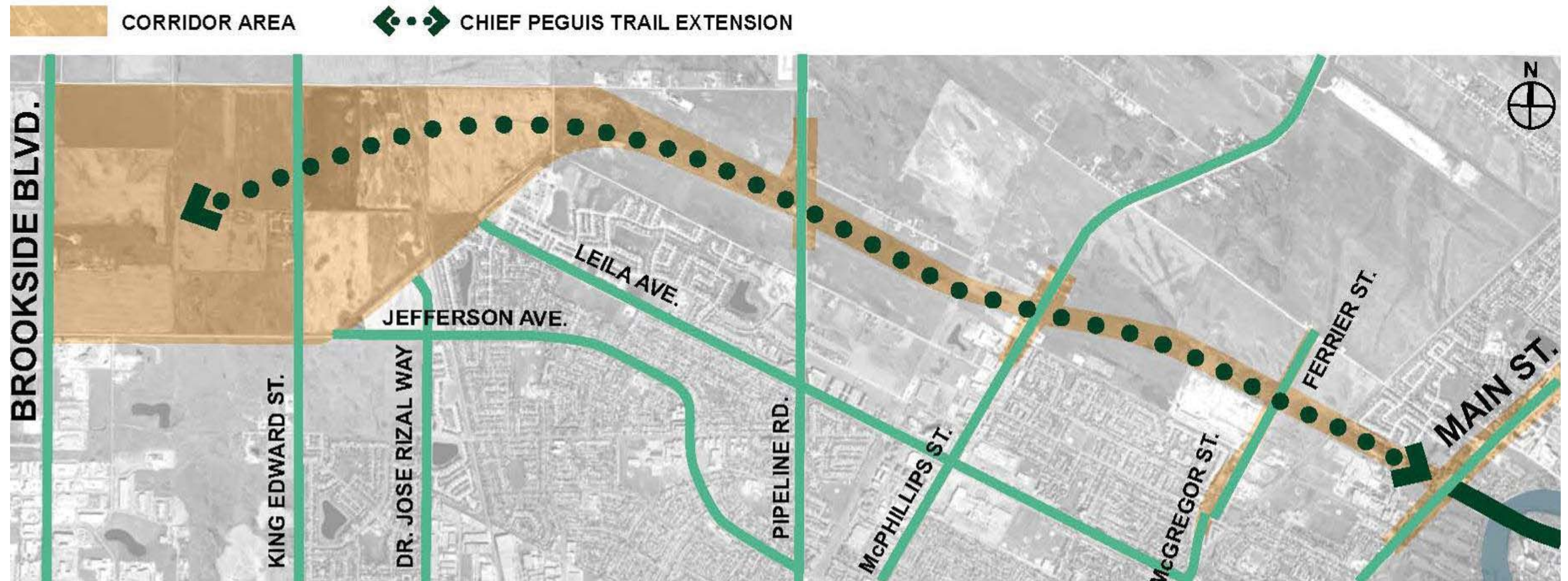
Workshop Facilitators:



MORRISON HERSHFIELD



THE PLANNING STUDY



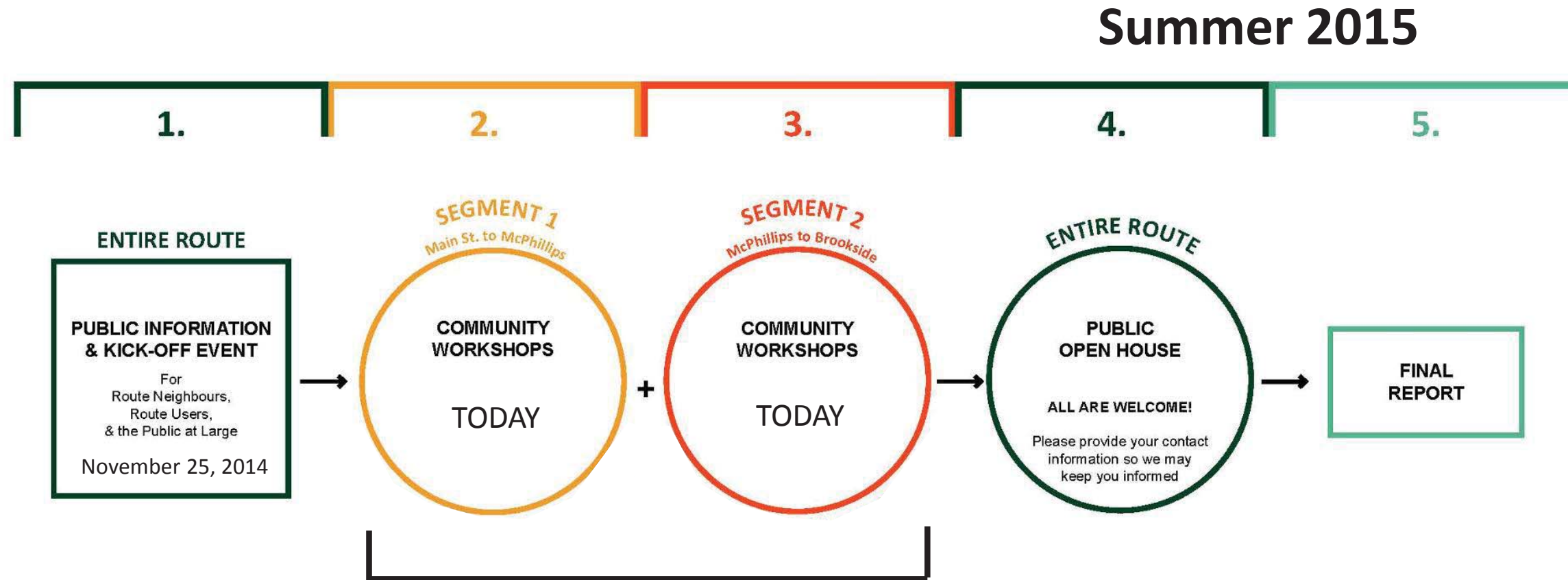
This is a study to gain insight into the use of and expectations for the CPT extension as identified in the City of Winnipeg Transportation Master Plan

SCOPE OF THE STUDY

Functional Design of the CPT Extension West:

- Develop basic roadway alignment and intersection designs
- Develop corridor cross sections
- Generally locate and define right of way required for the roadway
- Undertake a traffic analysis to determine traffic flow
- Undertake a land drainage study to determine drainage connections/system
- Identify opportunities for corridor amenities and pedestrian and cyclists facilities

THE PLANNING STUDY TIMELINE



We are here in the process

On March 25, 2015 the City of Winnipeg made the CPT extension from Main Street to Brookside Boulevard its third priority in the Building Canada fund application.

Key issues from participants at the Kick-Off Event

Community Impacts: concern about the potential impacts on existing neighbourhoods such as noise and existing short cutting traffic

Design Considerations:

- The transportation facilities will be designed to meet City noise criteria with sound buffers as necessary.
- Reduced shortcutting through residential neighbourhoods is anticipated

Traffic Flow: a desire to promote fast and easy traffic movements with limited traffic signals on CPT

Design Considerations:

- Intersection options at Main Street include grade separation options with continuous flow on either Main Street or CPT.
- Intersection spacing is based on expressway design standards to improve traffic flow.
- Future expansion west of McPhillips includes options for grade separation at McPhillips and CPT.

Property Impacts: potential property acquisitions and buffering of existing properties

Design Considerations:

- Alignment options presented attempt to stay within existing City right-of-way to minimize purchase of property.
- Project is not yet at the stage where property requirements are defined. Affected land owners will be contacted personally by the City of Winnipeg prior to final Open House.
- Sound and visual buffering will be a part of the final recommended design.

Pedestrian and Cyclist Accommodation: a desire to see pathways built along CPT and connections made to existing neighbourhoods

Design Considerations:

- Right-of-way cross sections allow for multi-use pathways to be built on both sides of CPT.
- Recommendations include construction of pathways to connect to existing neighbourhoods.

Natural Habitat and Recreational Impact: concern for existing sensitive areas, especially Little Mountain Park

Design Considerations:

- Project design considers future extension of CPT to connect to CentrePort Canada Way with options that would preserve Little Mountain Park.
- Environmentally sensitive areas have been identified and options have been developed to either avoid these areas or to provide mitigation if necessary.

Construction and Staging for Future Expansion: when this will be built or offered comments to "build it now"

Design Considerations:

- The extension of CPT from Main Street to Brookside Boulevard has been identified by the City of Winnipeg as its third priority in its application to the Building Canada fund. Construction is not planned at this time.

WHAT WE HEARD

Cost: how much the project would cost and if it is worth it

Design Considerations:

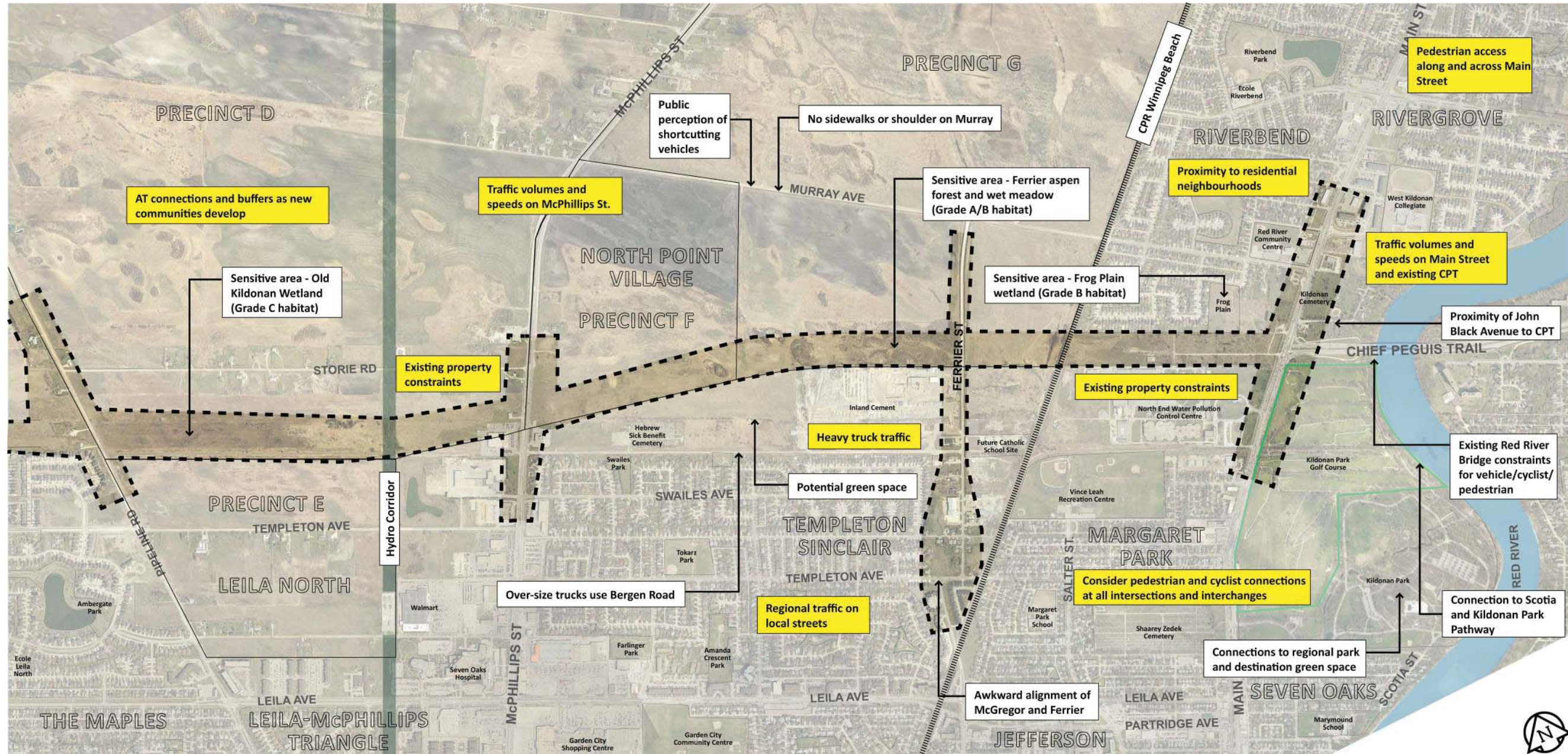
- Class 4 cost estimates will be developed and presented at the final open house.
- The City of Winnipeg has prepared a cost benefit analysis to compare this project with other projects. The CPT extension project was ranked third among the four projects for the Building Canada Fund application.

Consider Future Land Development: ability to promote development, attract retail and housing or asked about property values decreasing

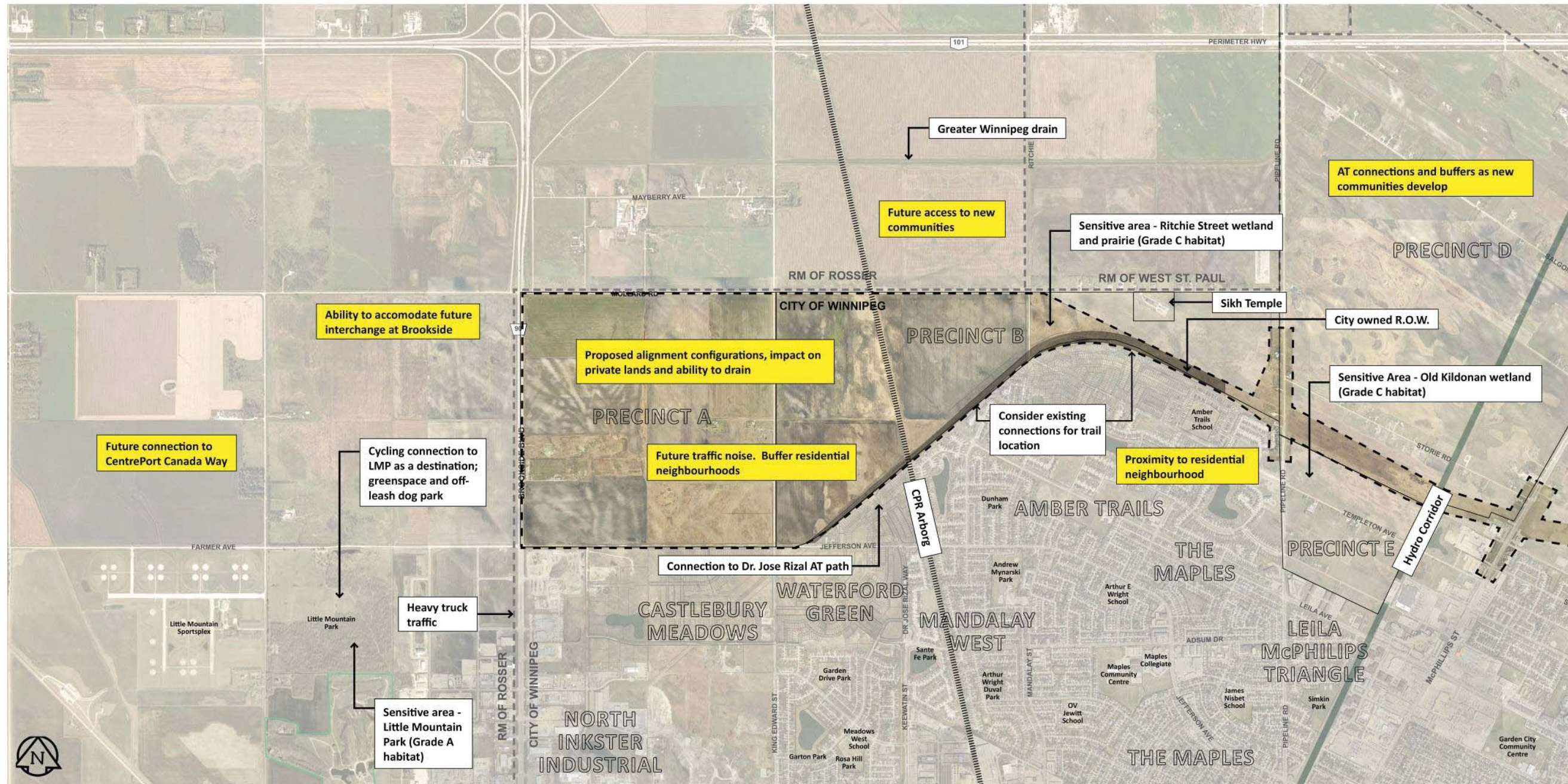
Design Considerations:

- Future developments will have access to CPT at planned intersections.
- This project is an opportunity to have the road in place prior to development and to support future development.
- Should not negatively affect property values.

ISSUES AND OPPORTUNITIES



ISSUES AND OPPORTUNITIES



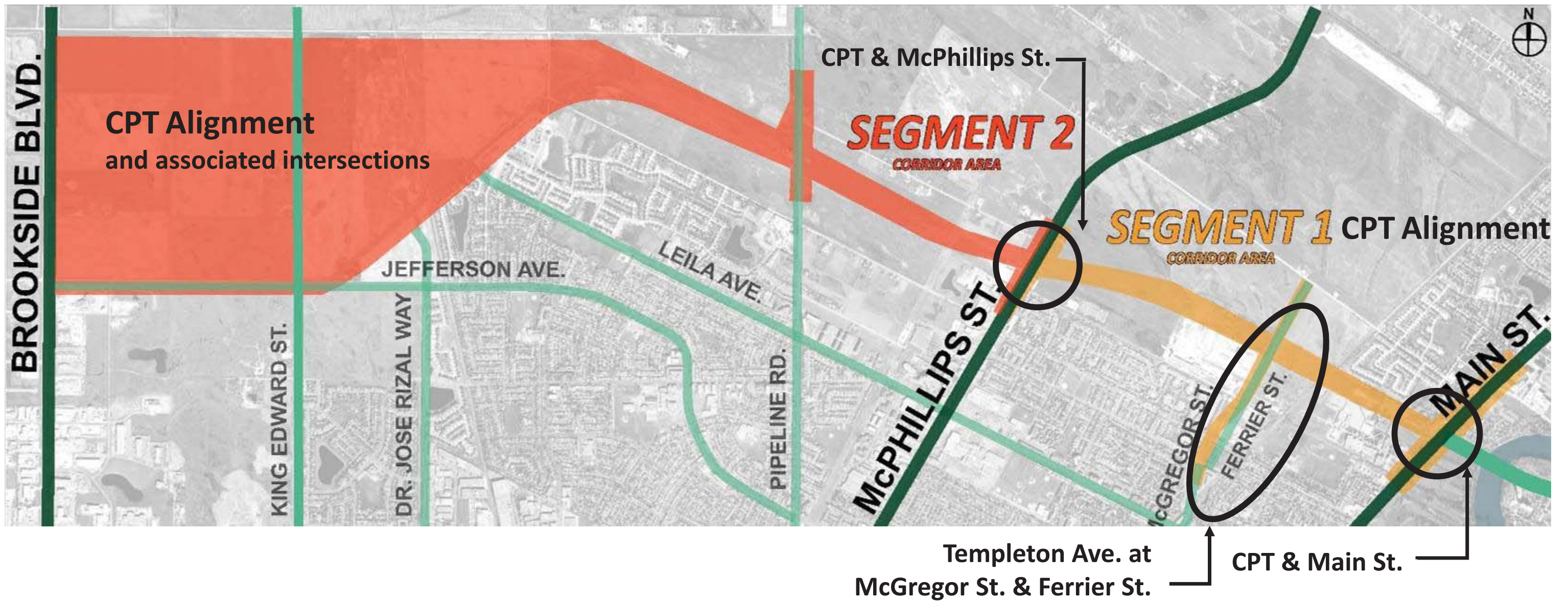
DESIGN OPTIONS

To develop the roadway alignment and intersection design options the study team uses:

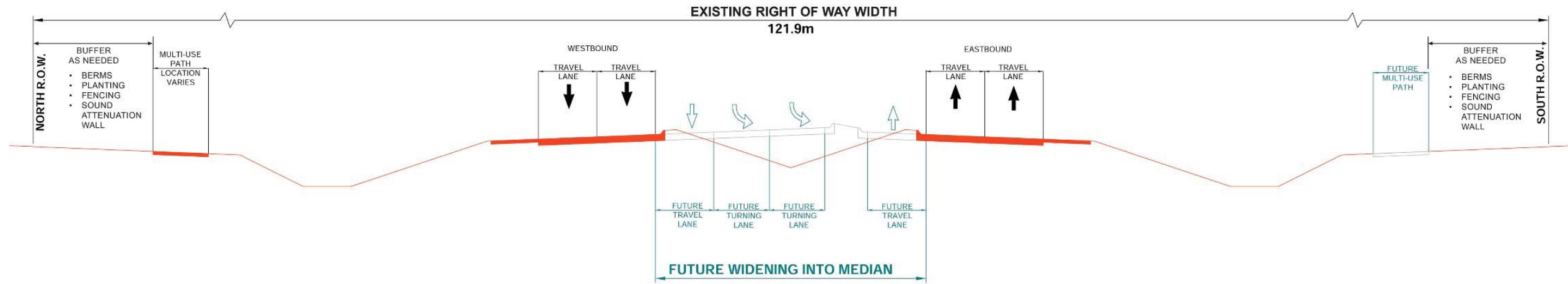
- traffic projections – study horizon 2031
- existing traffic data
- estimated housing growth
- traffic distribution
- the designs are based on an 80 km/hr travel speed for CPT

DESIGN OPTIONS

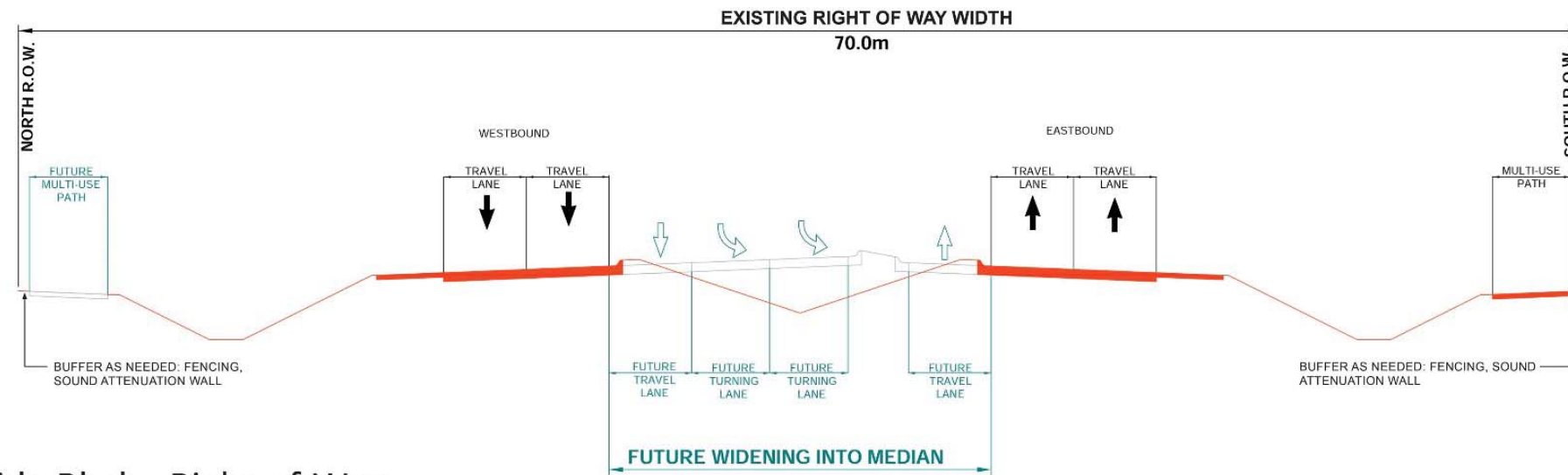
Design options have been developed for the following:



CPT CROSS SECTIONS



Main St. to McPhillips St. - Right-of-Way



McPhillips St. to Brookside Blvd. - Right-of-Way

EVALUATION CRITERIA

To evaluate the options the study team has developed evaluation criteria based on:

- Design requirements
- Meetings with stakeholders
- Considerations unique to the communities and neighbourhoods adjacent
- Comments received at the Kick-off event

EVALUATION CRITERIA

- Community Impacts
- Aesthetics
- Property Impacts
- Consider Future Land Development
- Natural Habitat Areas and Recreation Impact
- Pedestrian and Cyclist Accommodation
- Traffic Flow
- Construction and Staging for Future Expansion
- Safety
- Cost

WORKSHOP FORMAT

- What we need to know “what do you value?”
- For each of the intersection and alignment segments we would like you to provide feedback on which criteria are most important to you for that particular component of the project
- Each of you will receive a “worksheet” listing all of the criteria and each of the intersection and alignment segments to be discussed at the stations
- We would like each of you to rank the criteria telling us:
“what is most important to you?”

For example...

WORKSHEET



Workshop Event
June 2015
STATION 5 WORKSHEET



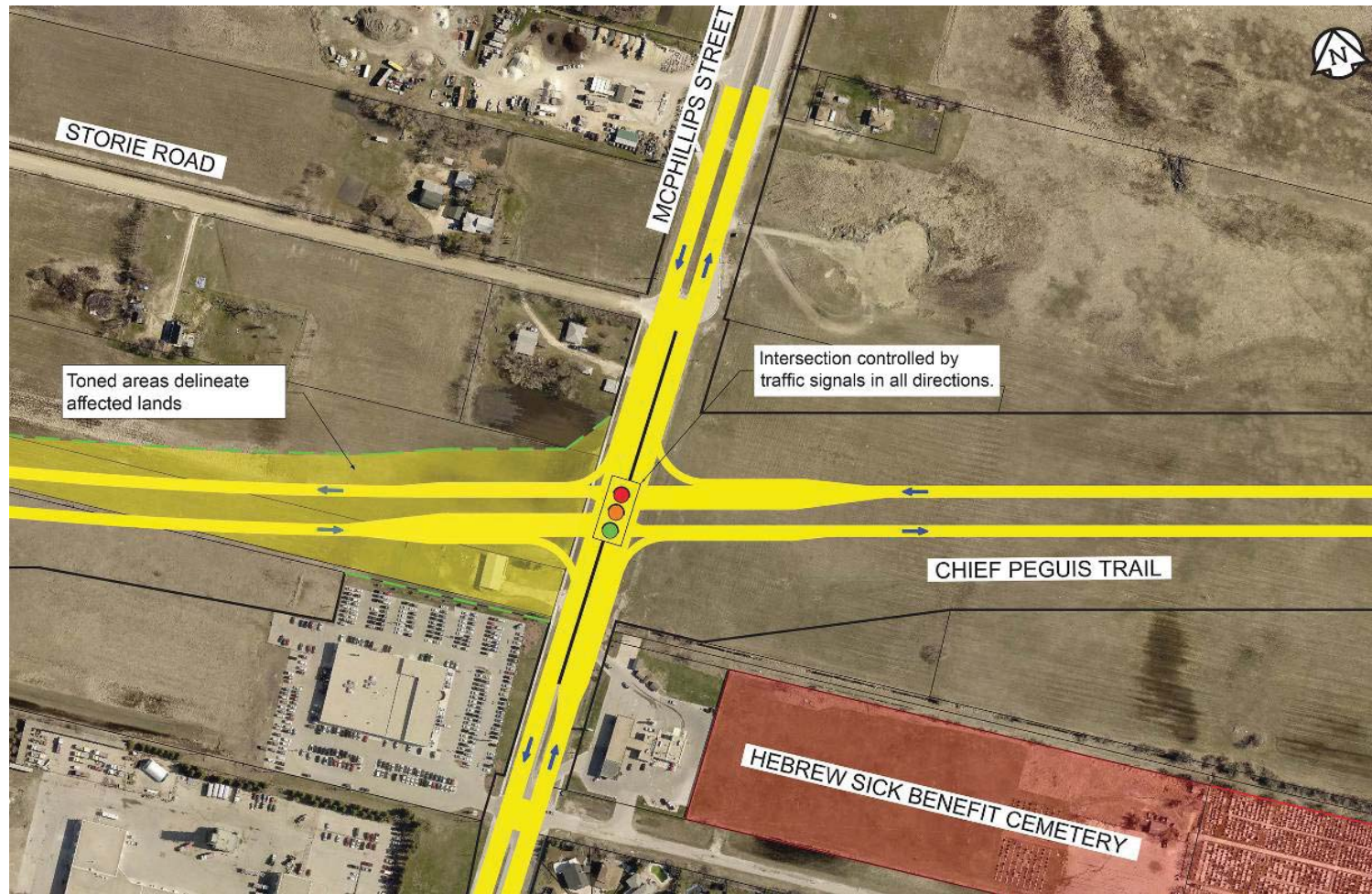
Your input is important to the success of this project.

Please rank the 'top 5' Evaluation Criteria you feel are most important to consider for the intersection.

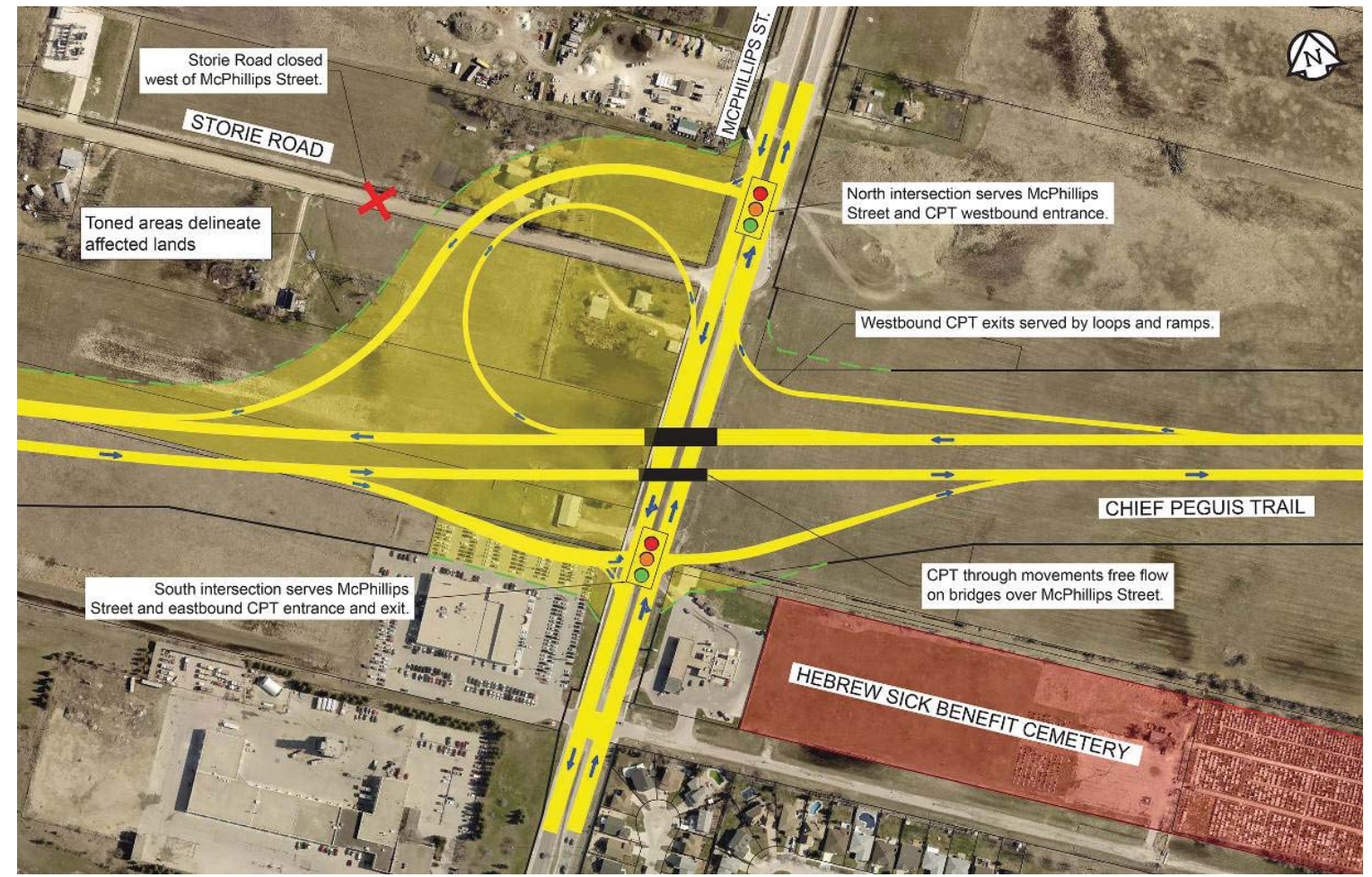
ONLY RANK 5 OF THE EVALUATION CRITERIA WITH NUMBERS 1 THROUGH 5. (1 = MOST IMPORTANT)

EVALUATION CRITERIA	Intersection CPT at McPhillips St
Community Impacts: Impacts on existing neighbourhood character, connections and noise	
Pedestrian and Cyclist Accommodation: Accommodate pedestrians and cyclists, provide access and connectivity, directness of travel and access to destinations	
Aesthetics: Provide opportunity to incorporate character corridor features such as plantings, wetlands and buffers between roadway and adjacent uses, visual enhancements, preserve or enhance scenic roadside characteristics	
Traffic Flow: Continuous flow to eliminate/minimize traffic lights/traffic delays, accommodate 80km/hr travel speed, accommodate traffic on CPT and intersecting streets, driver familiarity and intersection ease of use	
Property Impact: Impact to adjacent land use; residential, commercial, industrial, existing infrastructure (Red River bridge)	
Construction and Staging for Future Expansion: Ability to accommodate expansion (capacity for traffic projections) at the design year (2031) and beyond	
Consider Future Land Development: Flexibility for options, access to lands, connectivity for motorists/pedestrians/cyclists	
Safety: Level of service, adequate storage lanes, divided roadways; address safety for all users; pedestrians, cyclists, and motor vehicle driver expectations	
Natural Habitat and Recreational Impact: Open space, park lands, recreational facilities, vegetation and wildlife/habitat disturbance	
Cost: Construction and property acquisition, operations and maintenance, impact to existing utility and/or infrastructure (relocation), sustainable stormwater management facilities	

CPT at McPhillips Street



Option 1: At Grade Intersection



Option 4: Modified Partial Cloverleaf

WORKSHEET



Workshop Event
June 2015
STATION 5 WORKSHEET



Your input is important to the success of this project.

Please rank the 'top 5' Evaluation Criteria you feel are most important to consider for the intersection.

ONLY RANK 5 OF THE EVALUATION CRITERIA WITH NUMBERS 1 THROUGH 5. (1 = MOST IMPORTANT)

EVALUATION CRITERIA	Intersection CPT at McPhillips St
Community Impacts: Impacts on existing neighbourhood character, connections and noise	4
Pedestrian and Cyclist Accommodation: Accommodate pedestrians and cyclists, provide access and connectivity, directness of travel and access to destinations	5
Aesthetics: Provide opportunity to incorporate character corridor features such as plantings, wetlands and buffers between roadway and adjacent uses, visual enhancements, preserve or enhance scenic roadside characteristics	
Traffic Flow: Continuous flow to eliminate/minimize traffic lights/traffic delays, accommodate 80km/hr travel speed, accommodate traffic on CPT and intersecting streets, driver familiarity and intersection ease of use	2
Property Impact: Impact to adjacent land use; residential, commercial, industrial, existing infrastructure (Red River bridge)	1
Construction and Staging for Future Expansion: Ability to accommodate expansion (capacity for traffic projections) at the design year (2031) and beyond	
Consider Future Land Development: Flexibility for options, access to lands, connectivity for motorists/pedestrians/cyclists	
Safety: Level of service, adequate storage lanes, divided roadways; address safety for all users; pedestrians, cyclists, and motor vehicle driver expectations	
Natural Habitat and Recreational Impact: Open space, park lands, recreational facilities, vegetation and wildlife/habitat disturbance	
Cost: Construction and property acquisition, operations and maintenance, impact to existing utility and/or infrastructure (relocation), sustainable stormwater management facilities	3

WORKSHOP FORMAT

- We will break into six groups to view and discuss the story boards
- There will be a facilitated discussion at each station – 15 minutes
- Your worksheets will be filled as you go to each station
- You will be prompted to move to the next station after 15 minutes
- Participants to go to their station after the presentation (refer to the number you were given at sign-in table)
- Report back from station facilitators

WORKSHOP STATIONS

- **Station One:** Study Background
 - **Station Two:** CPT Alignment (Main to McPhillips) and
Templeton at McGregor and Ferrier
 - **Station Three:** CPT Alignment (McPhillips to Brookside)
 - **Station Four:** CPT & Main Street Intersection
 - **Station Five:** CPT & McPhillips Intersection
 - **Station Six:** Pedestrian and Cycling Facilities and Route Aesthetics
-

Welcome to the **WORKSHOP EVENT** for the Chief Peguis Trail Extension West from Main Street to Brookside Boulevard.

STUDY BACKGROUND

The Chief Peguis Trail (CPT) extension between Main Street and Brookside Boulevard is identified as a short term project in the Winnipeg Transportation Master Plan.¹ The City has initiated this study to develop the recommended functional design of the roadway and intersections prior to moving ahead with detailed design and construction when funding becomes available.

STUDY OBJECTIVES

Major goals of the planning study include:

- Undertake a functional design of CPT from Main Street to Brookside Boulevard to develop design drawings for the optimal alignment
- Provide functional designs and staging options for intersections at Main Street, Ferrier Street, McPhillips Street, Pipeline Road, Dr. Jose Rizal Way and Brookside Boulevard
- Identify potential connections to CentrePort Canada Way, Leila Avenue, Jefferson Avenue and Dr. Jose Rizal Way
- Consider possible pedestrian and cyclist facilities and route aesthetics

¹April 25, 2012 City of Winnipeg Council amendment to Winnipeg Transportation Master Plan

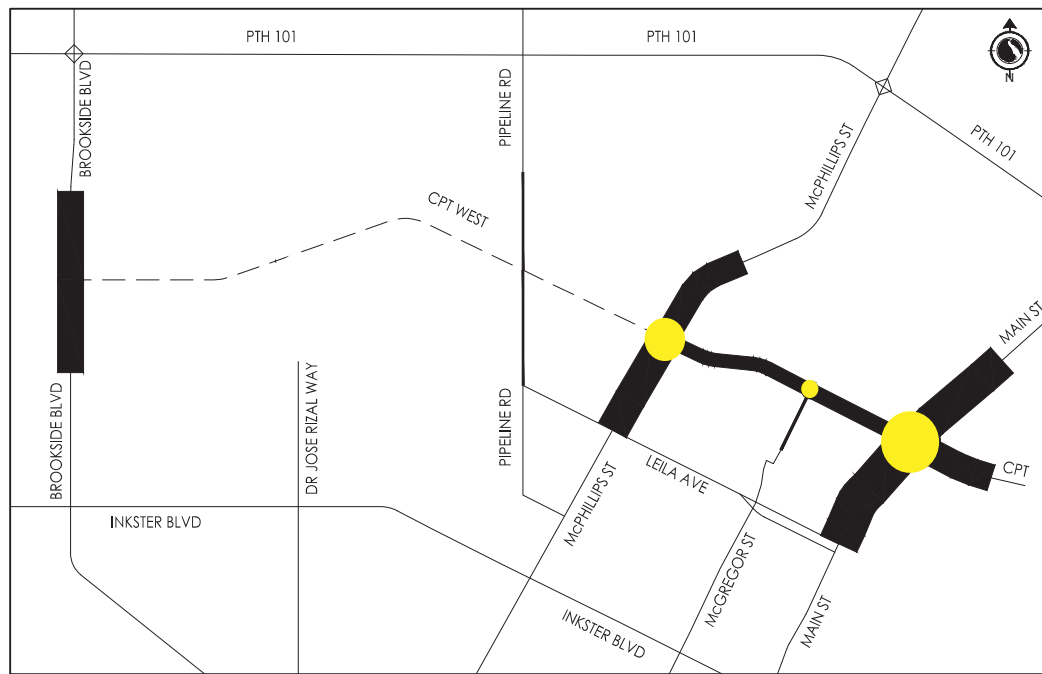
Format of workshop:

1. 15 minute presentation
2. Break out into six groups to view story boards about the planning study
3. Facilitated discussions and chance to fill out worksheets
4. Chance to ask questions and speak with the Project Team
5. Please provide feedback on an exit survey about this event and hand in your worksheet

A Public Information and Kick-Off Event was held on November 25, 2014. Prevalent comments from participants at the event included:

AREA OF CONCERN	PROJECT RESPONSE
Community Impacts Participants expressed concern about the potential impacts on existing neighbourhoods such as noise and existing short cutting traffic	The road will be designed to meet City noise criteria with sound buffers as necessary; Reduced traffic through residential neighbourhoods is anticipated as drivers will prefer the new CPT for east-west travel; The project will provide recreational opportunities for adjacent communities by providing a greenway setting including pathways.
Traffic Flow Many individuals noted a desire to promote fast and easy traffic movements with limited traffic signals	Intersection options at Main Street include grade separation options with continuous flow on either Main or CPT; Intersection spacing is based on expressway design standards to improve traffic flow; Future expansion west of McPhillips includes options for grade separation at McPhillips and CPT.
Property Impacts People asked questions about potential property acquisitions and buffering of existing properties	Alignment options presented attempt to stay within existing City right-of-way to minimize purchase of property; Project is not yet at the stage where property requirements are defined. Affected land owners will be contacted personally by the City of Winnipeg prior to final Open House; Sound and visual buffering will be a part of the final recommended design.
Pedestrian and Cyclist Accommodation Participants expressed a desire to see pathways built along CPT and connections made to existing neighbourhoods	Right-of-way cross sections allow for multi-use pathways to be built on both sides of CPT; Recommendations include construction of pathways to connect to existing neighbourhoods.
Natural Habitat and Recreational Impact Participants expressed concern for existing sensitive areas, especially Little Mountain Park	Project design considers future extension of CPT to connect to CentrePort Canada Way with options that would preserve Little Mountain Park; Environmentally sensitive areas have been identified and options have been developed to either avoid these areas or to provide mitigation if necessary.
Construction and Staging for Future Expansion Many asked questions related to when this will be built or offered comments to “build it now”	The extension of CPT from Main Street to Brookside Boulevard has been identified by the City of Winnipeg as its third priority in its application to the Building Canada fund. Construction is not planned at this time.
Cost Individuals asked questions regarding how much the project would cost and if it is worth it	Class 4 cost estimates will be developed and presented at the final open house; The City of Winnipeg has prepared a cost benefit analysis to compare this project with other projects. The CPT extension project was ranked third among the projects.
Consider Future Land Development Several commented on the ability to promote development, attract retail and housing or asked about property values decreasing	Future developments will have access to CPT at planned intersections; This project is an opportunity to have the road in place prior to development and to support future development; Should not negatively affect property values.

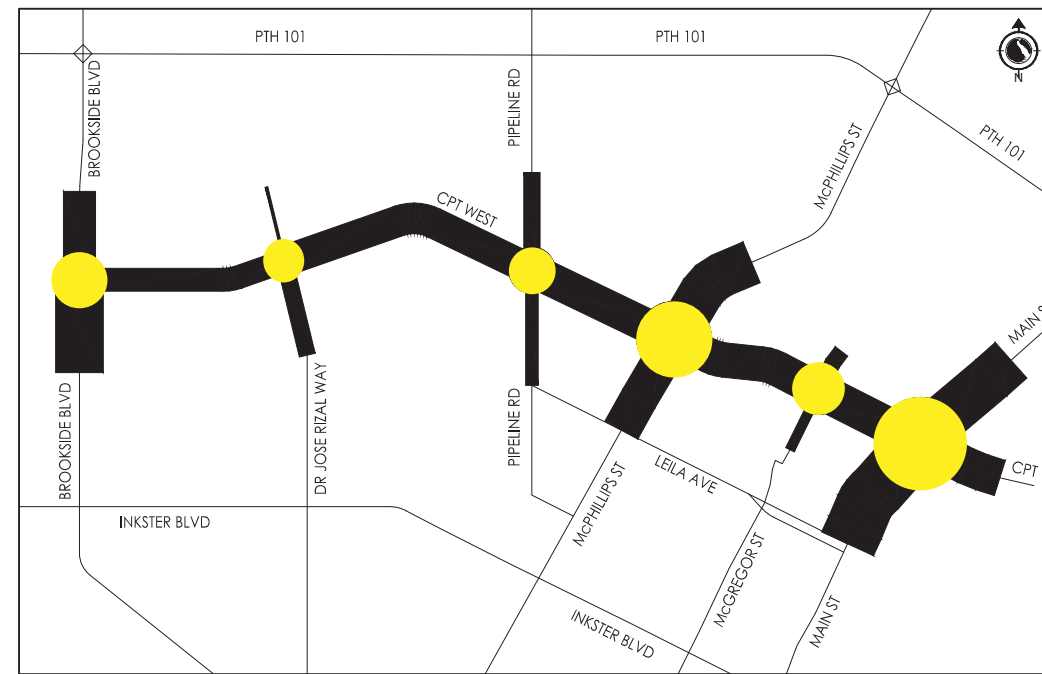
Opening Day PM Peak Hour Traffic Volumes



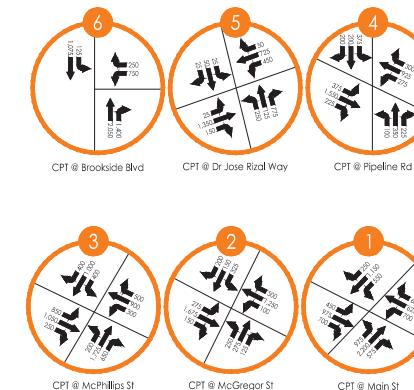
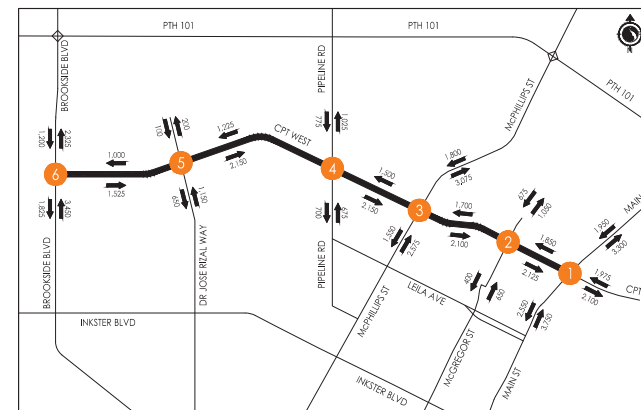
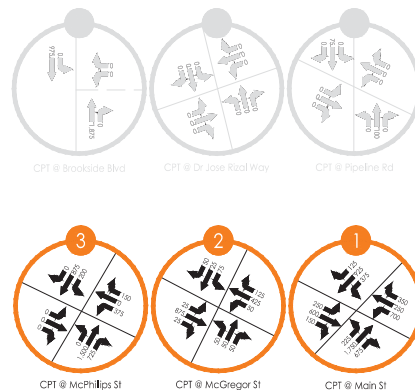
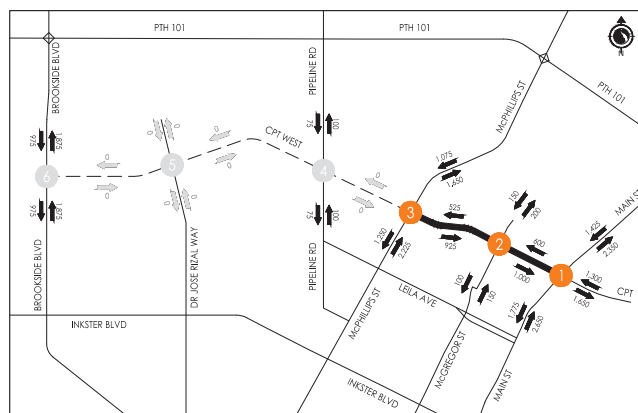
Legend



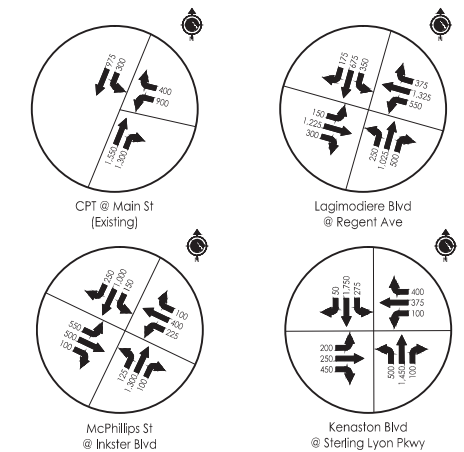
Study Horizon (2031) PM Peak Hour Traffic Volumes



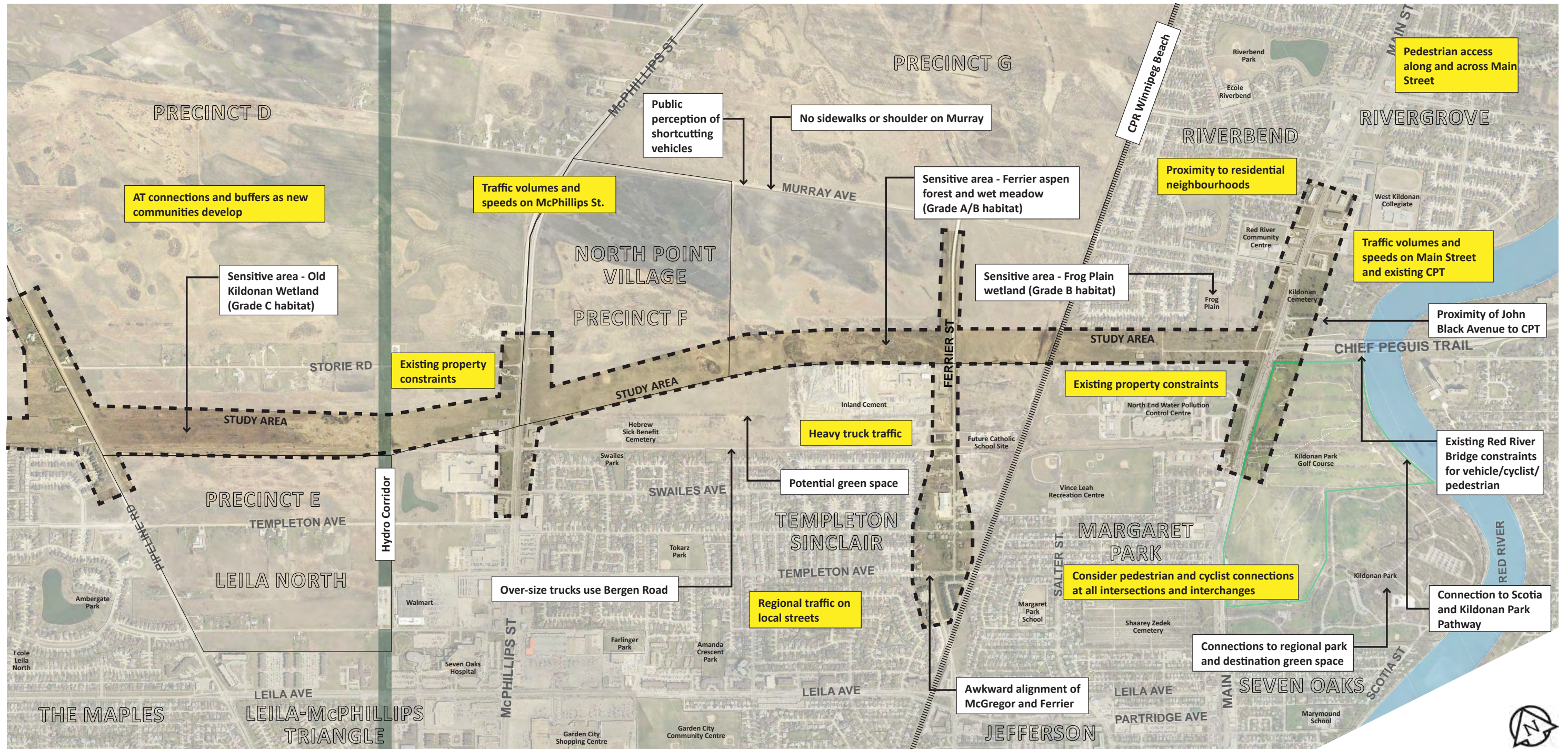
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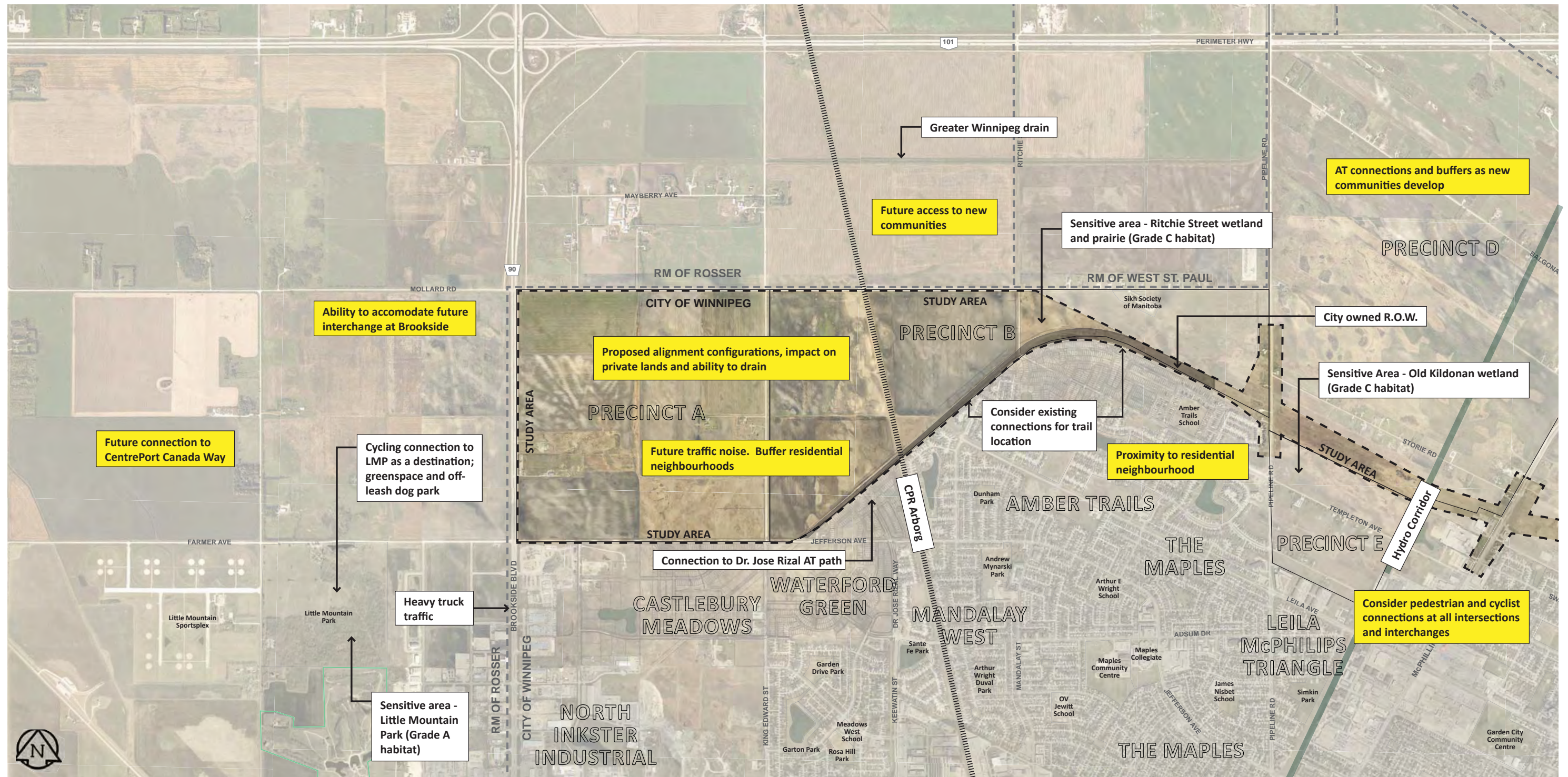


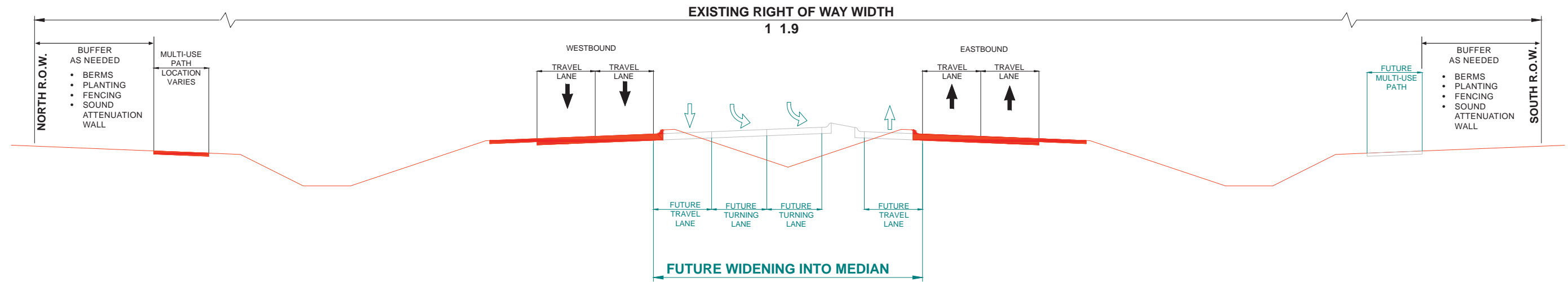
- Opening day and study horizon (2031) traffic projections are based on existing traffic data and estimated housing growth and traffic distribution.
- Width of lines illustrates total PM peak hour traffic on each link. Size of circles illustrates total PM peak hour traffic entering each intersection.



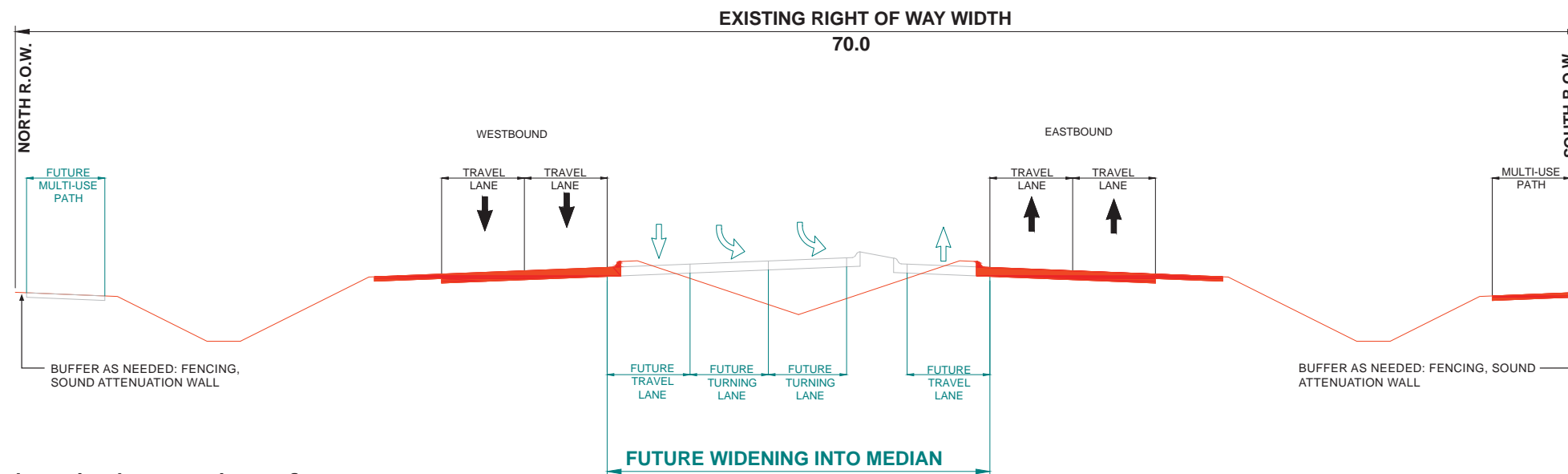
- Compare 2013/14 PM Traffic Volumes at Other Major Intersections in Winnipeg







Main St. to McPhillips St. - Right-of-Way




McPhillips St. to Brookside Blvd. - Right-of-Way

The following criteria will be used to evaluate alignment and intersection options:

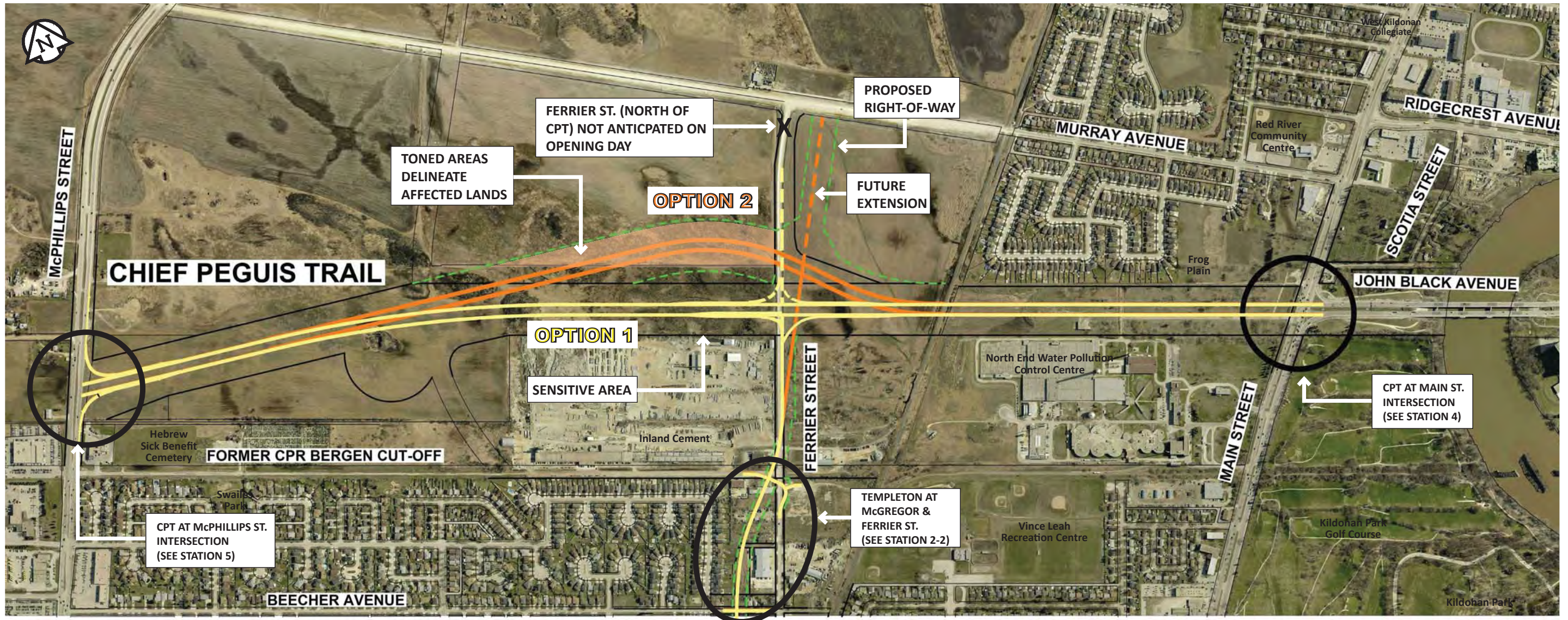
<p>COMMUNITY IMPACTS Impact on existing neighbourhood character, connections, and noise</p>	<p>PEDESTRIAN AND CYCLIST ACCOMMODATION Accommodate pedestrians and cyclists, provide access and connectivity, directness of travel and access to destinations</p>
<p>AESTHETICS Provide opportunity to incorporate character corridor features such as plantings, wetlands and buffers between roadway and adjacent uses, visual enhancements, preserve or enhance scenic roadside characteristics.</p>	<p>TRAFFIC FLOW Continuous flow to eliminate/minimize traffic lights/traffic delays, accommodate 80km/hr travel speed, accommodate traffic on CPT and intersecting streets, driver familiarity and expectation with regard to intersection design</p>
<p>PROPERTY IMPACT Impact to adjacent land use; residential, commercial, industrial, existing infrastructure (e.g. Red River Bridge)</p>	<p>CONSTRUCTION AND STAGING FOR FUTURE EXPANSION Ability to accommodate expansion (capacity for traffic projections) at the design year (2031) and beyond</p>
<p>CONSIDER FUTURE LAND DEVELOPMENT Flexibility for options, access to lands, connectivity for motorists/pedestrians/cyclists</p>	<p>SAFETY Level of service, adequate storage lanes, divided roadways; address safety for all users; pedestrians, cyclists, and motor vehicle driver expectations</p>
<p>NATURAL HABITAT AND RECREATIONAL IMPACT Open space and park lands, recreational facilities, vegetation and wildlife/habitat disturbance</p>	<p>COST Construction and property acquisition, operations and maintenance, impact to existing utility and/or infrastructure (relocation), sustainable stormwater management facilities</p>

THANK YOU FOR COMING TODAY!

- Thank you for attending, your input is very valuable and will be taken into account as the planning study moves forward
- A recommended design option will be shared at the Public Open House in the summer
- Look for updates at www.winnipeg.ca/ChiefPeguisTrail
- Reach us at CPT@scatliff.ca or 

Please fill out an exit survey before you leave

CPT ALIGNMENT OPTIONS MAIN STREET TO McPHILLIPS STREET



KEY FEATURES

OPTION 1: ———

- Alignment is within existing Right-of-Way
- Provides less curves in the CPT alignment

OPTION 2: ———

- Sensitive habitat remains more intact
- Property acquisition will be required

TEMPLETON AT MCGREGOR & FERRIER

ROUNDABOUT - OPTIONS



OPTION 1:

New single-lane roundabout at McGregor St. and Templeton Ave. with connection to existing Ferrier St.

KEY FEATURES

- Uses existing Ferrier St.
- Right turn bypass lane is required to accommodate large trucks turning northbound



OPTION 2:

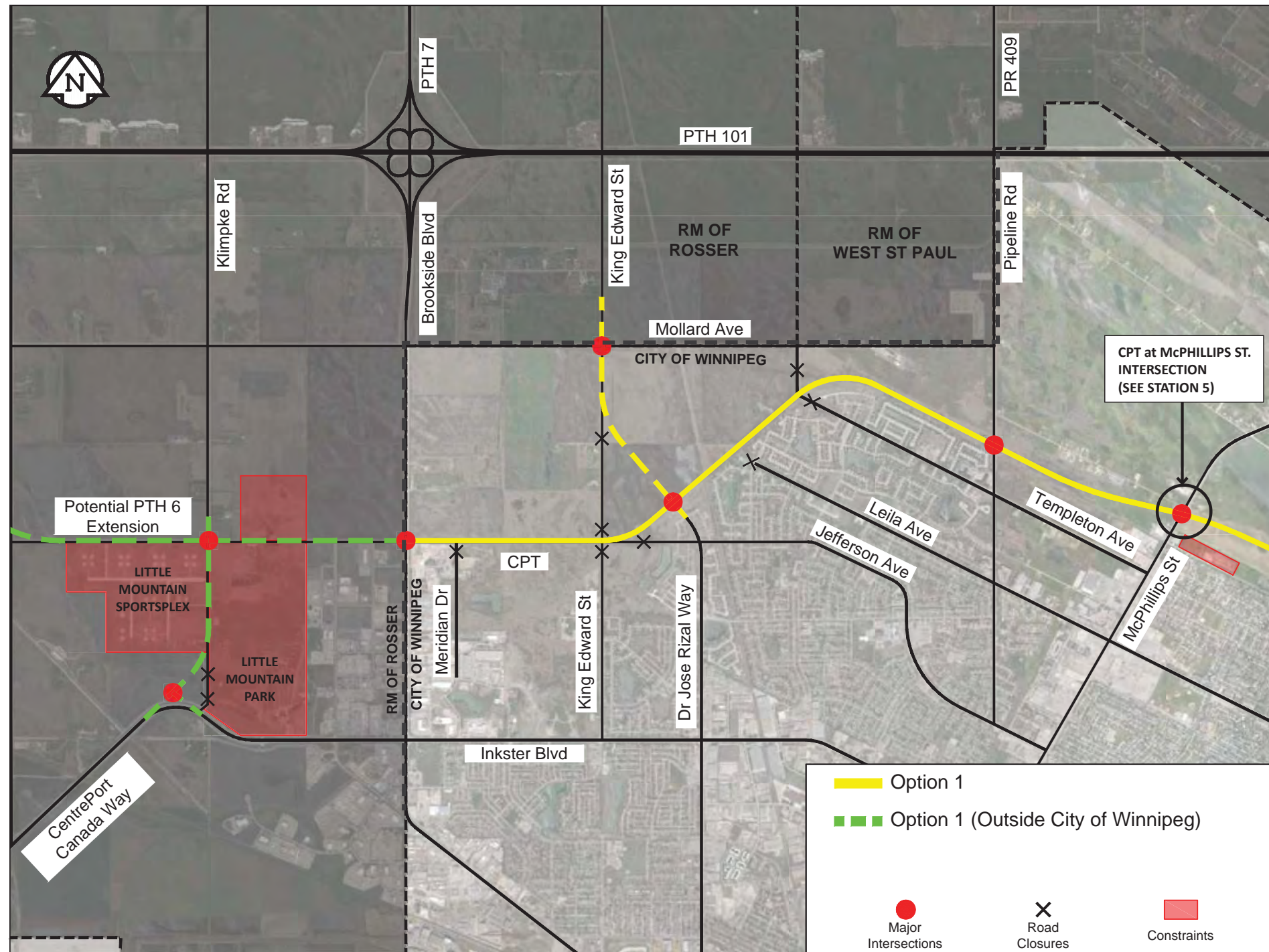
New single-lane roundabout at McGregor St. and Templeton Ave. with Extension of McGregor St. north to Bergen Rd.

KEY FEATURES

- Has the potential to allow for four lanes to be built on McGregor St.
- Greater impact on property acquisition

CPT ALIGNMENT OPTION 1

MCPHILLIPS STREET to BROOKSIDE BOULEVARD



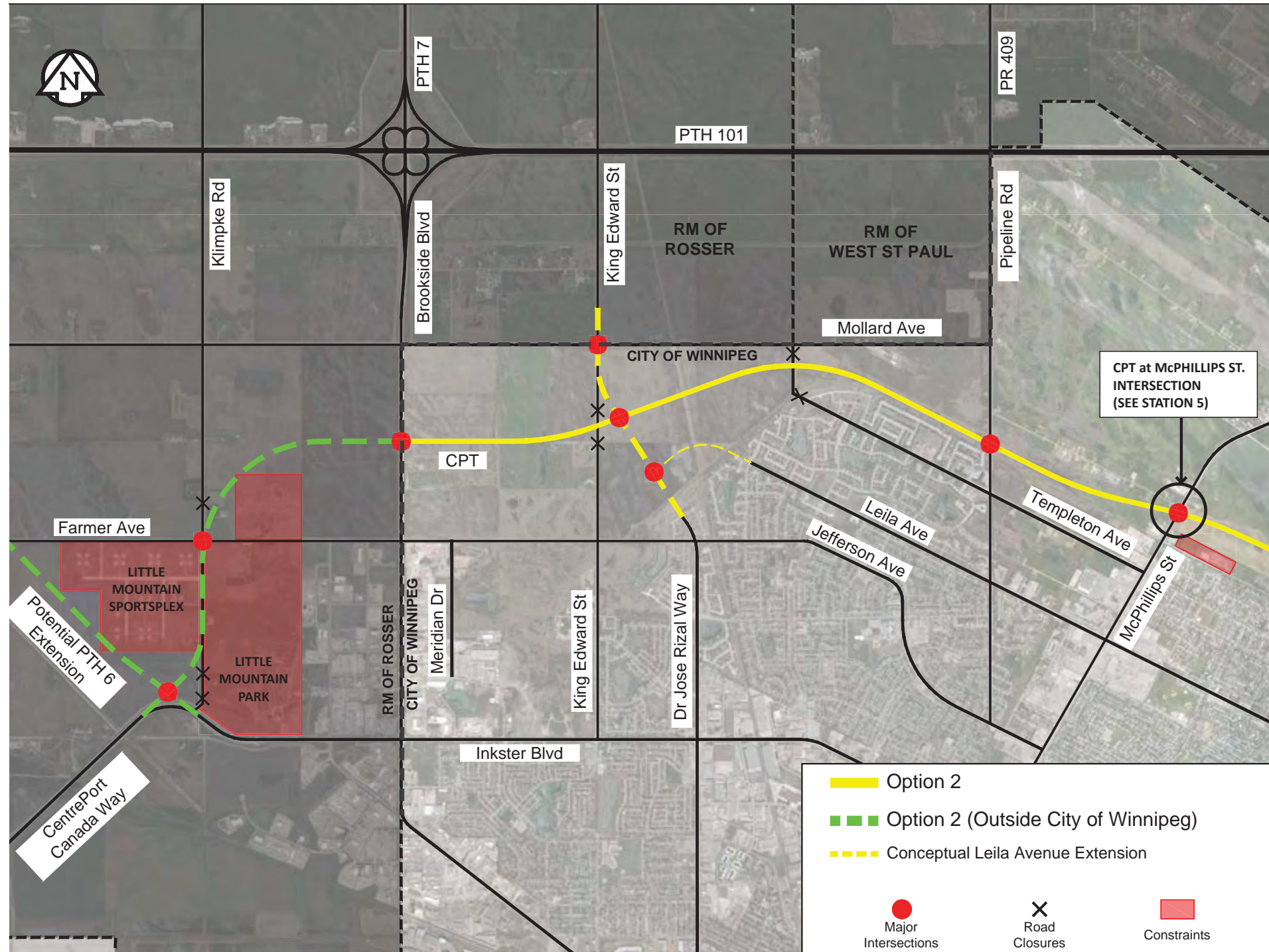
CPT alignment located within the existing City right-of-way

KEY FEATURES

- Uses existing infrastructure
- Least impact to planned developments
- Indirect connection to CentrePort Canada Way
- Prohibits future interchange at Brookside Blvd.

CPT ALIGNMENT OPTION 2

McPHILLIPS STREET to BROOKSIDE BOULEVARD



CPT alignment located ½ mile north of existing City owned right-of-way

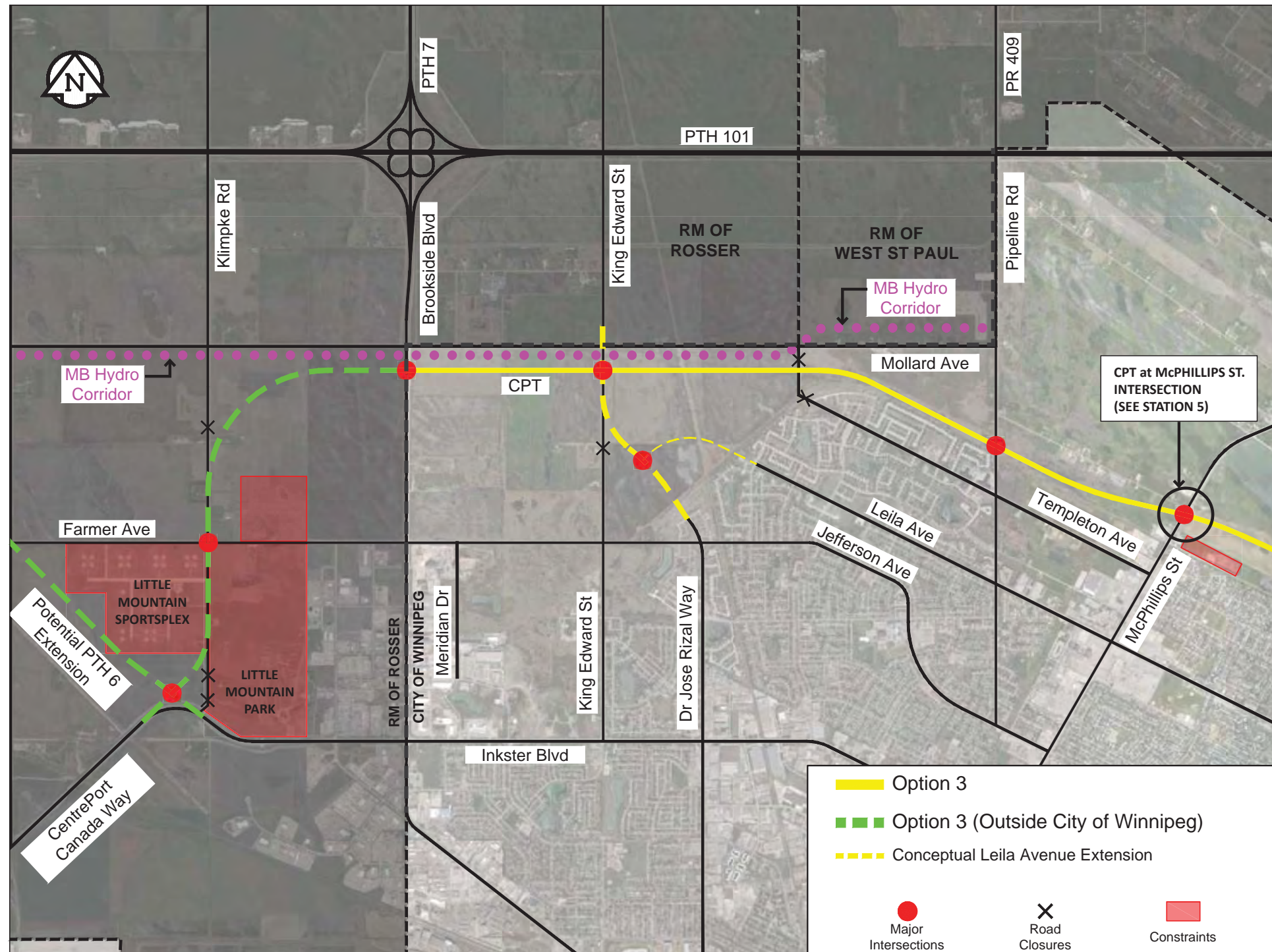
Alignment has a reduced curvature in the road.

KEY FEATURES

- Direct connection to CentrePort Canada Way
- Allows future interchange at Brookside Blvd.
- Longer road and as a result, higher cost
- Complicated drainage requirements

CPT ALIGNMENT OPTION 3

McPHILLIPS STREET to BROOKSIDE BOULEVARD



CPT alignment located 1 mile north of existing City owned right-of-way and is located south of MB Hydro Corridor, adjacent Mollard Road.

KEY FEATURES

- Direct connection to CentrePort Canada Way
- Low impact to planned developments
- Longest road and as a result, highest cost

CPT AT MAIN STREET OPTION 1 AT GRADE INTERSECTION



Example of Existing At Grade Intersection in Winnipeg, Manitoba at Kenaston Blvd. and McGillvray Blvd.

A typical four-legged at-grade intersection where all movements are controlled by one set of traffic signals.

KEY FEATURES

- Significant delay during peak hours at Main and CPT intersection
- Minor impact on adjacent property
- Pedestrians continue to use the Sidewalk on the Red River Bridge for crossing

CPT AT MAIN STREET OPTION 2

SINGLE POINT URBAN INTERCHANGE



Example of an Existing SPUI Intersection in Franklin, TN.

A compact grade-separation where all turning movements occur at a single intersection.

KEY FEATURES

- No free flow movement on CPT
- Allows for free flow movement on Main Street through CPT intersection.
- All turning movements are controlled at one intersection; limitations on ultimate traffic capacity
- Smallest grade separation foot print
- Pedestrians continue to use the sidewalk on the Red River bridge for crossing

CPT AT MAIN STREET OPTION 3

PARTIAL CLOVERLEAF



Example of an Existing PARCLO Intersection in Rochester, MN

Partial cloverleaf interchange with two signalized intersections.

KEY FEATURES

- Allows for free flow movement on CPT
- Greatest ultimate traffic capacity
- Largest grade separation foot print
- Conventional grade separation type (meets driver expectation)
- New pedestrian bridge required to cross Red River

CPT AT MAIN STREET OPTION 4

CONTINUOUS FLOW WITH FLYOVER



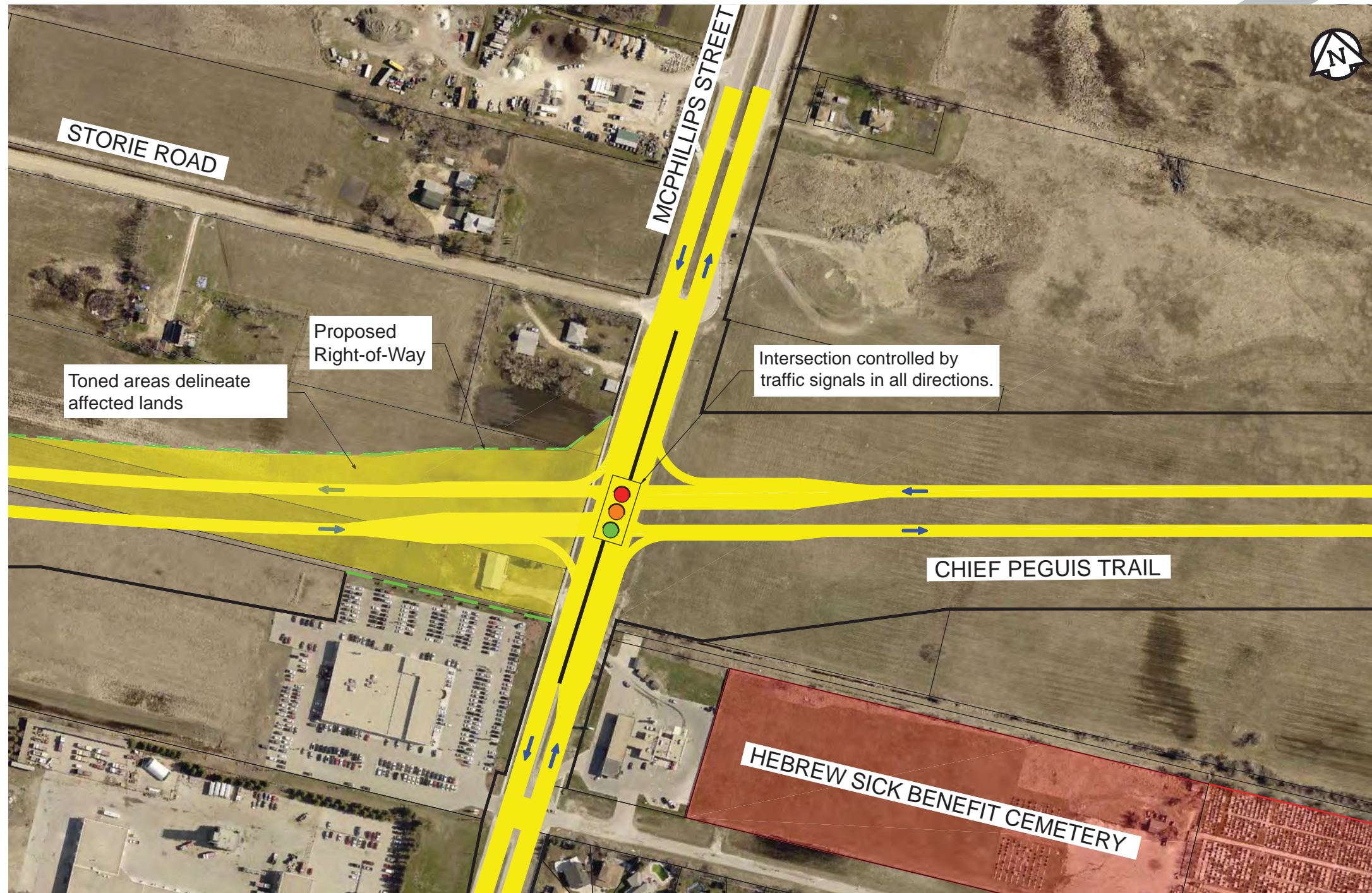
Modified intersection with continuous flow on CPT and three signalized intersections.

KEY FEATURES

- Allows for free flow movement on CPT
- High ultimate traffic capacity
- Unfamiliar to drivers, some turning movements are unconventional
- Medium grade separation foot print
- Higher noise and visual impact due to fly-over structure
- New pedestrian bridge required to cross Red River

CPT AT McPHILLIPS STREET OPTION 1

AT GRADE INTERSECTION



Example of Existing At Grade Intersection in Winnipeg, MB at Kenaston Blvd. and McGillvray Blvd.

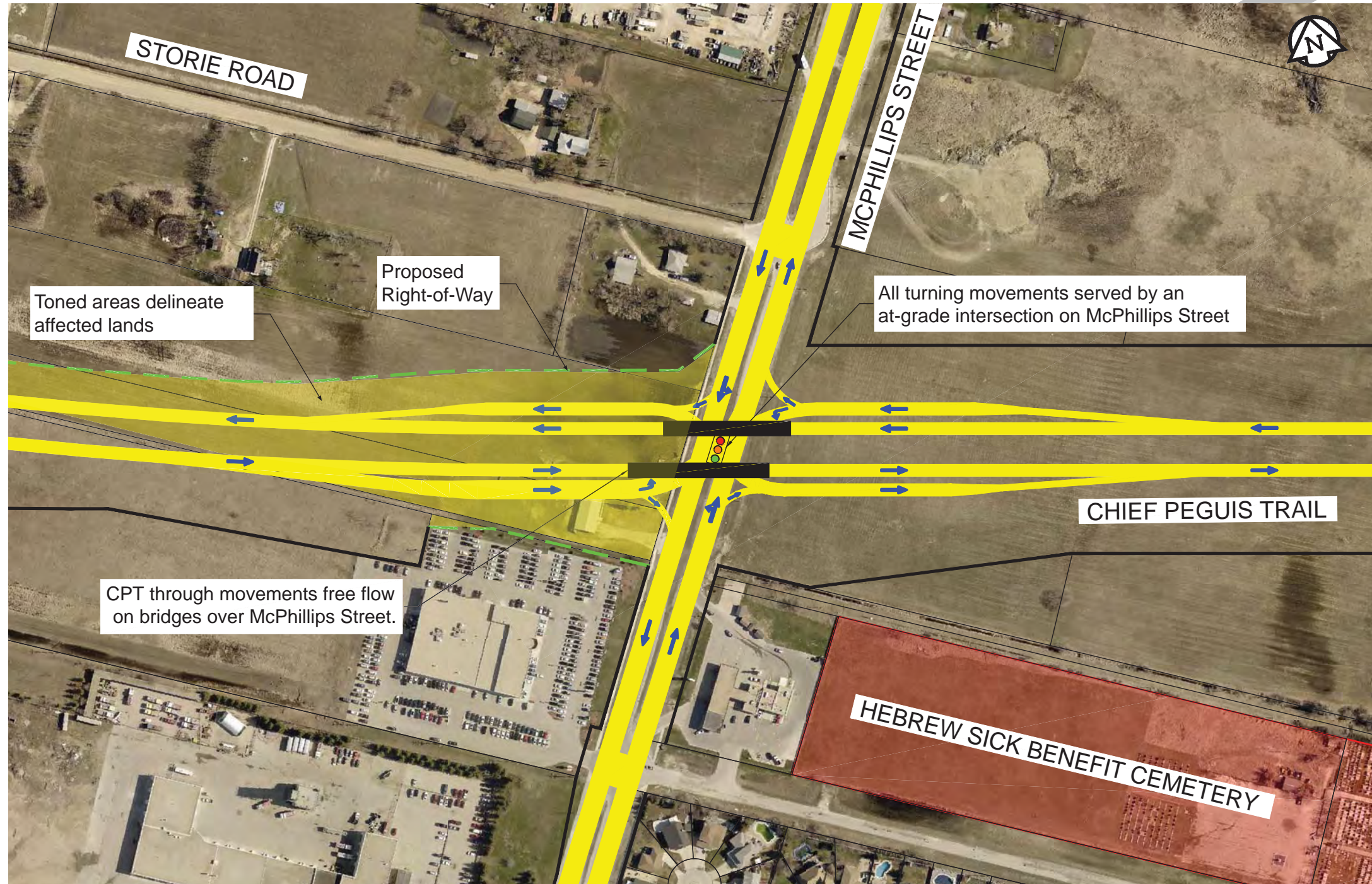
A typical four-legged at-grade intersection where all movements are controlled by one set of traffic signals.

KEY FEATURES

- Least impact on adjacent property
- Easiest to implement
- Traffic operations fail by 2031 design year
- Difficult to improve in the future

CPT AT McPHILLIPS STREET OPTION 2

SINGLE POINT URBAN INTERCHANGE (SPUI)



Example of an Existing SPUI Intersection in Calgary, AB

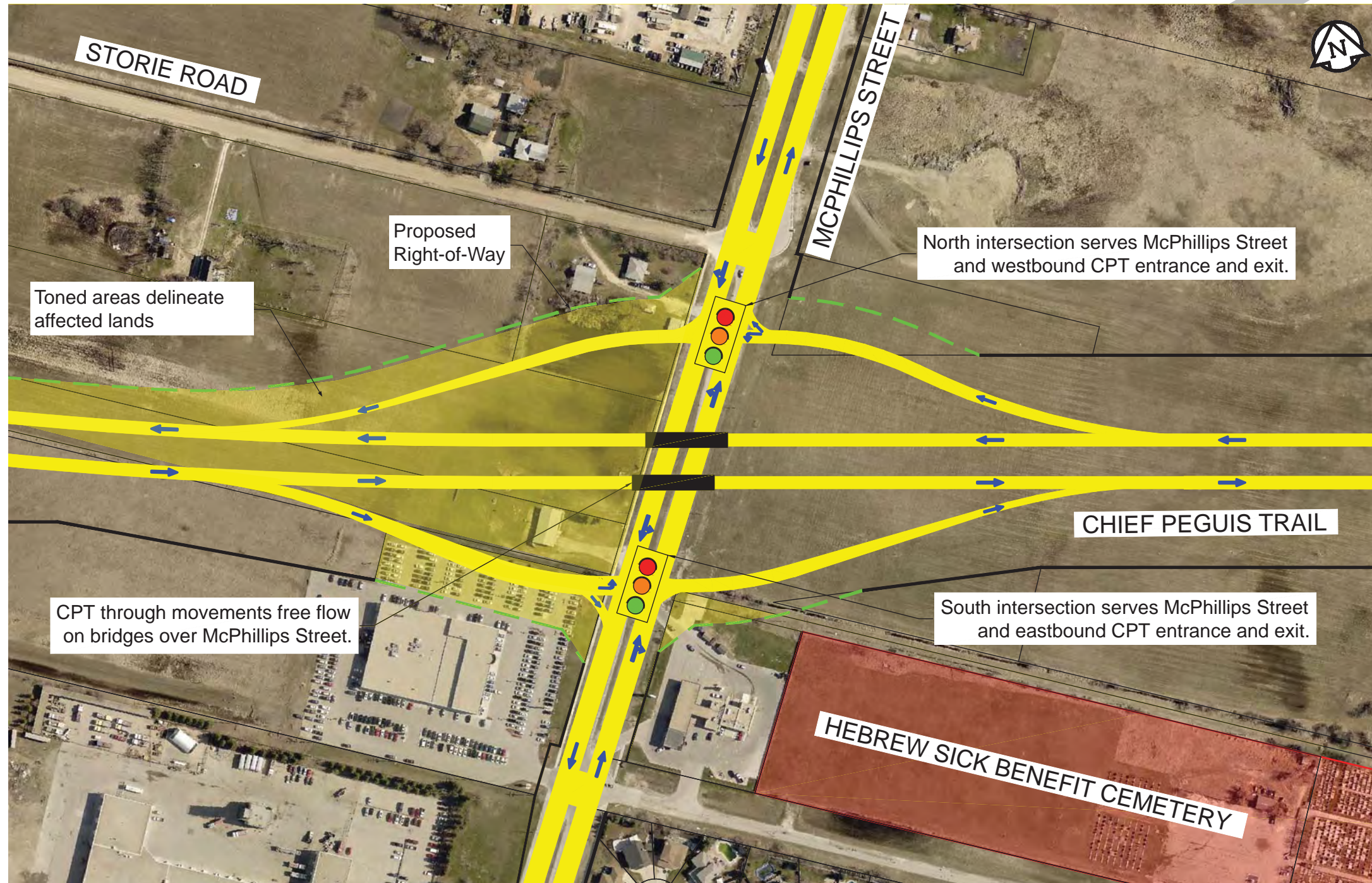
A compact grade-separation where all turning movements occur at a single intersection

KEY FEATURES

- Allows for free flow movement on CPT
- Causes limitations to traffic capacity
- Smallest grade separation footprint
- Has complicated structure requirements

CPT AT McPHILLIPS STREET OPTION 3

DIAMOND INTERCHANGE



Example of an Existing Diamond Interchange in Moorhead, MN

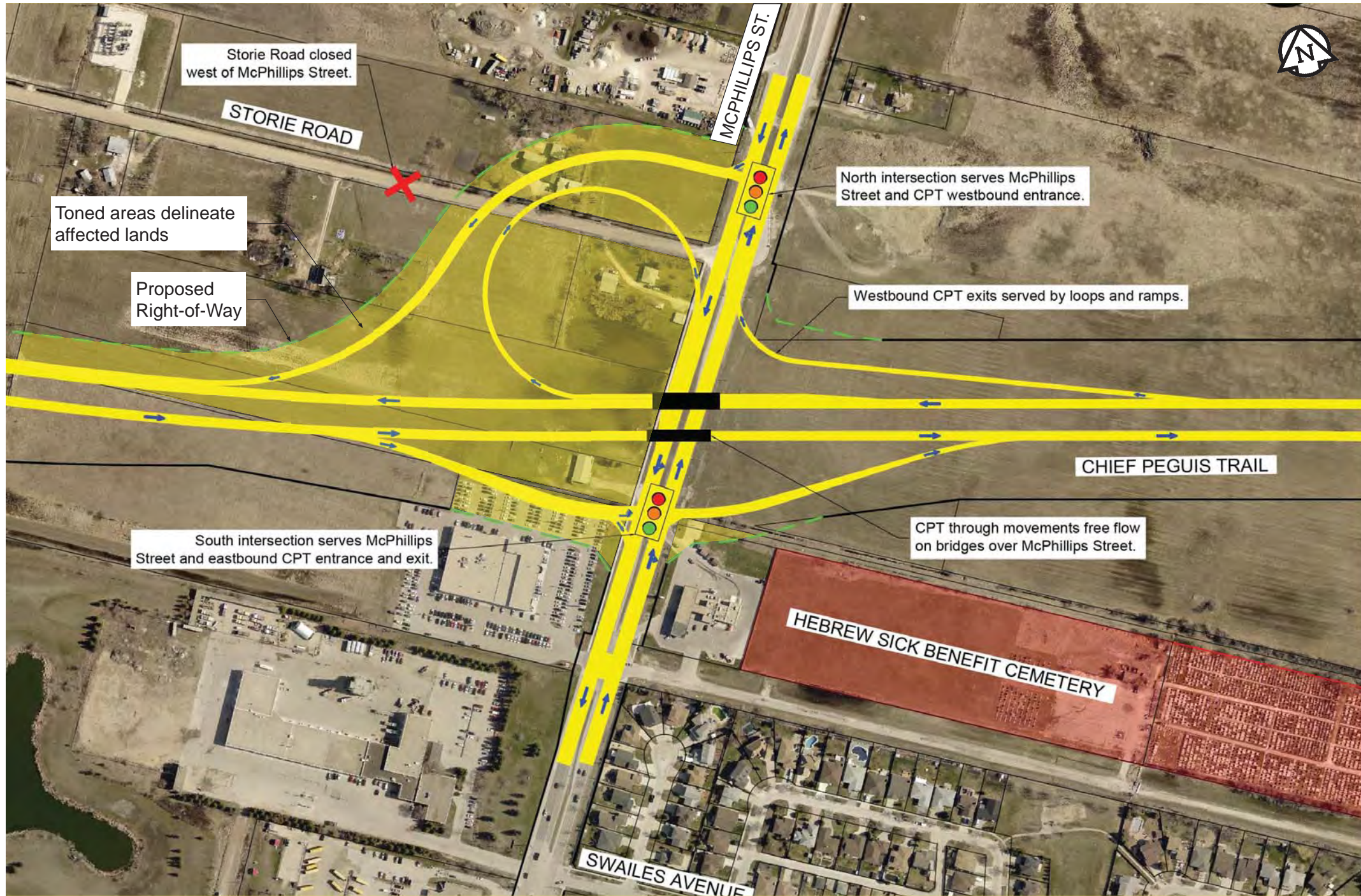
A commonly used grade-separation with two signalized intersections

KEY FEATURES

- Allows for free flow movement on CPT
- Causes limitations to traffic capacity
- Easy to navigate

CPT AT McPHILLIPS STREET OPTION 4

MODIFIED PARTIAL CLOVERLEAF



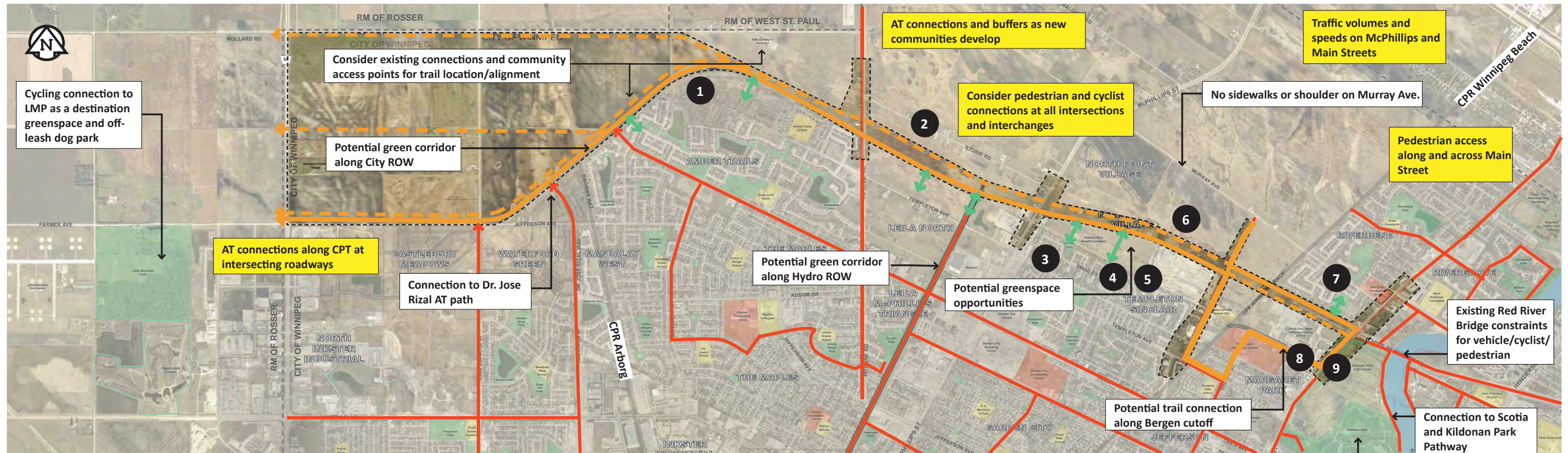
Example of an existing PARCLO Interchange

A modified partial cloverleaf (PARCLO) interchange with two signalized intersections.

KEY FEATURES

- Allows for free flow movement on CPT
- Greatest ultimate traffic capacity
- Largest grade separation footprint
- Difficult to navigate

PEDESTRIAN & CYCLING FACILITIES AND ROUTE AESTHETICS



LEGEND

- PARKS, GREENSPACES, FACILITIES
- SCHOOLS
- COMMUNITY CENTRES
- COW EXISTING & PROPOSED CYCLING NETWORK
- PROPOSED CPT MULTI-USE PATH
- CPT BICYCLE & PEDESTRIAN ACCESS OPPORTUNITIES



1 70m Right-of-Way for CPT locates pathway adjacent to noise attenuation wall/fencing with limited vegetative buffer



2 120m Right-of-Way for CPT provides space for vegetative buffer and berms



3 Existing community parks & playgrounds provide opportunities to link the CPT greenway with surrounding communities



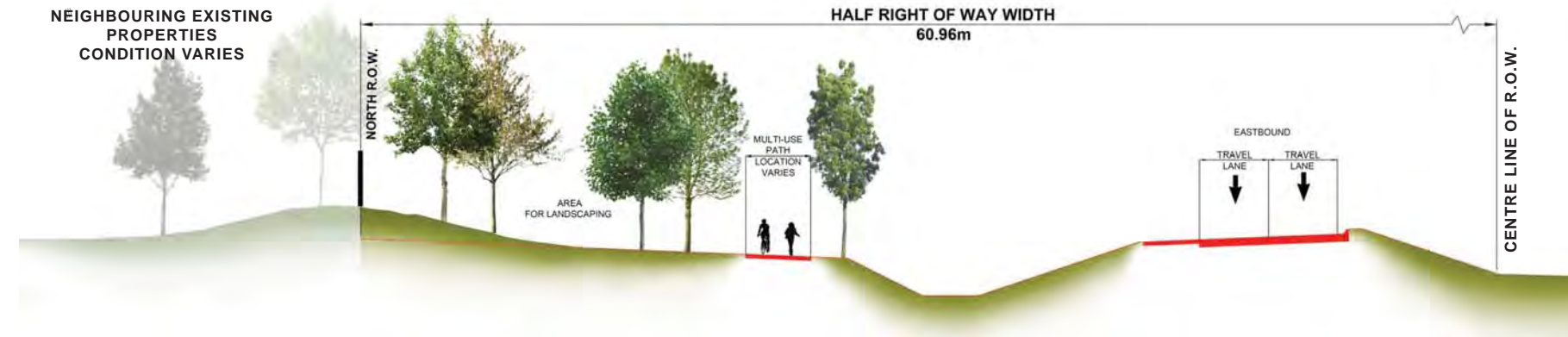
4 Potential area for greenspace development, options for programming include dog park, playground, and/or community gardens



5 Potential greenspace opportunities

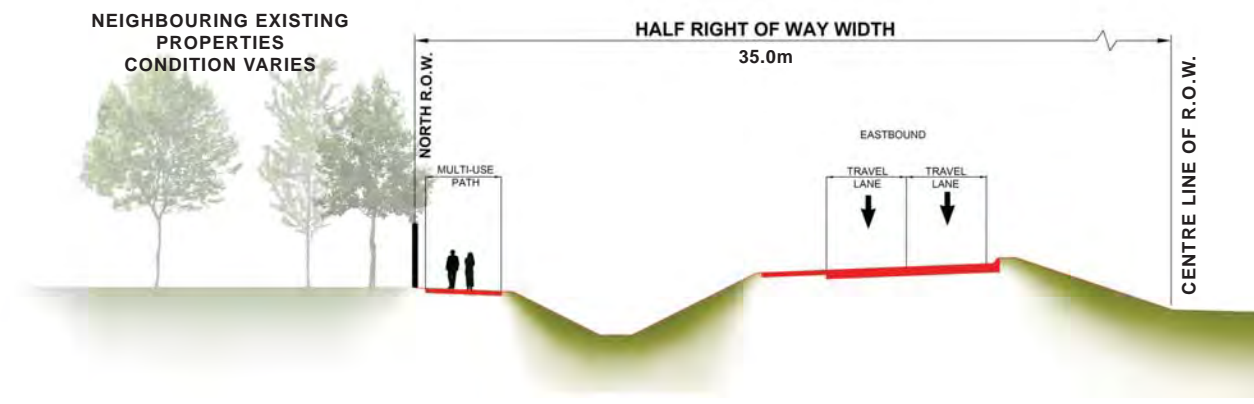
PEDESTRIAN & CYCLING FACILITIES AND ROUTE AESTHETICS

Future multi-use path to be provided on both sides of CPT roadway.



Existing 120 metre City right-of-way half width

- Main Street to Ferrier Street with pathway on north side of roadway
- Ferrier Street to Pipeline Road with pathway on south side of roadway



Existing 70 metre City right-of-way half width

- Pipeline Road to Brookside Blvd with pathway on south side of roadway



5 Naturalized storm water retention facility



6 Protection of existing sensitive area



6 Existing forest habitat provides opportunity for pathway through forest



7 Existing community greenspace provides opportunities to link the CPT greenway into the surrounding communities



8 Existing informal trail along 'Bergen Cut-off' - potential for community connection between Vince Leah Rec. Centre & Main St.



9 Restricted pedestrian access along and across Main St.