Still Time to Make Your Views Known

Join us at the PUBLIC OPEN HOUSE on MARCH 19, 12 noon–4 pm, Rossbrook House, 658 Ross Ave to:

• Learn how public input led to project decisions
• View drawings for potential Arlington Bridge and surrounding area ideas for the future
• Compare the recommended plan to the project vision
• Learn more about the Phase 2 options and the project team’s recommendation
• Talk with project representatives

In advance of a final report going to City Council, please:

• Attend the March 19 Open House!
• Visit our website at cprcrossing.winnipeg.ca
• Email us at freig.associates@shaw.ca
• Go to our Facebook page at Facebook.com/cityofwinnipeg
• Follow us on Twitter at twitter.com/cityofwinnipeg
• Contact 311 and your question will be directed to the right person

WHAT HAPPENS NEXT?

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
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<tbody>
<tr>
<td>MARCH 19</td>
<td>OPEN HOUSE</td>
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<tr>
<td>SPRING 2016</td>
<td>FINAL REPORT PREPARED</td>
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<td>SPRING 2016</td>
<td>PRESENTATION TO CITY COUNCIL</td>
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<tr>
<td>2016/2017</td>
<td>ARLINGTON BRIDGE PRELIMINARY DESIGN AND ESTABLISH PROJECT BUDGET</td>
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<td>2017</td>
<td>BEGIN ASSEMBLING PROJECT FUNDING</td>
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<td></td>
<td>TO BE DECIDED BY CITY COUNCIL CONSTRUCTION START</td>
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OPEN HOUSE INVITATION

This is an opportunity to provide your input about the CPR Yards Crossings recommended plans.

Please come and learn more about the project and talk with project representatives.

Date: MARCH 19, 2016
Time: 12 noon–4 pm
Location: Rossbrook House, 658 Ross Ave.

Wheelchair accessible, bike and vehicle parking available, accessible by Transit. Refreshments will be available.
Working Toward a New User-Friendly Arlington Bridge

Results of CPR Yards Crossing Study

Winnipeggers had a lot to say about the changes they’d like to see when it comes to the anticipated replacement (around 2020) of the Arlington Bridge and crossings between McPhillips Street and Isabel/Salter Streets.

This included helping guide the Project Advisory Committee’s work through all phases of the study by participating in face-to-face meetings, dialogue groups, community workshops and open houses plus completing hundreds of online and telephone surveys.

The three most frequent suggestions for how the Arlington Bridge could best “bridge” the communities on both sides of the Yards were to ensure the bridge offered connectivity, accessibility and a visually appealing design.

During the public consultation process held in 2014 and 2015, the public made their views clearly known and included:

### PHASE 1: Ensure Arlington Bridge is User Friendly
- Keep the bridge open as much as possible during construction by building on the west side of the existing bridge
- Construct a three lane bridge, with two northbound lanes and one southbound
- Build protected bike lanes on both sides from Selkirk to Alexander Avenues
- Have wide sidewalks on both sides
- Provide proper lighting for all users
- Construct gently sloped ramps
- Create a community/green space plan for land not needed to re-construct the bridge

### PHASE 2: Connecting the Communities

#### PHASE 2 Option A
- Reconstruct McPhillips Underpass
  - Includes reconstructing and widening the underpass

#### PHASE 2 Option B
- McGregor / Sherbrook Tunnel Connection
  - Including Pedestrian/Cycling Crossing west of Slaw Rebchuk Bridge

### PHASE 2: Better Connection

As part of this Phase 2 process, the pros and cons were carefully identified and thoroughly discussed with McGregor-Sherbrook offered, for consideration, as the better connection in order to:
- Offer another north-south route that is convenient to downtown
- Provide an additional crossing in the transportation network and more route choices
- Improves traffic flow
- Enable a safe, convenient pedestrian and cycling crossing beside the Slaw Rebchuk Bridge within view
- Accomplish safe and efficient traffic flows through traffic modifications around HSC

#### PHASE 2: Pros and Cons

##### McPhillips Underpass

<table>
<thead>
<tr>
<th>Pros</th>
<th>McGregor/Sherbrook Tunnel</th>
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<tbody>
<tr>
<td>Replaces an aging, existing structure</td>
<td>New crossing</td>
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<tr>
<td>Improved Transit routes and options</td>
<td>Offers new transit service opportunities for area</td>
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<tr>
<td>Safer pathway for pedestrians and cyclists</td>
<td>New access to area businesses/community</td>
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<tr>
<td>Connects to existing and future bike network</td>
<td>Relieves traffic on McPhillips St. and Main St.</td>
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<tr>
<td>Better clearance for truck traffic</td>
<td>Improves traffic flow and accommodates future growth in north-west Winnipeg</td>
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<tr>
<td>Improve drainage</td>
<td>Convenient access to HSC and downtown</td>
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<table>
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<tr>
<th>Cons</th>
<th>McGregor-Sherbrook Tunnel</th>
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<tr>
<td>No improvement in traffic during rush hour</td>
<td>Will include cycling/pedestrian crossing next to Slaw Rebchuk Bridge</td>
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<tr>
<td>Extensive CPR track modifications needed</td>
<td>Construction method poses challenges for CPR</td>
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<tr>
<td>Temporary closures may be required on McPhillips during construction</td>
<td>Will require more property acquisition</td>
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<tr>
<td>Not fully supported by public</td>
<td>Some public concern about perceived safety within the tunnel</td>
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It should be noted that there are pros and cons to each option.

A decision on whether to construct the McPhillips OR McGregor-Sherbrook options should be made after the new Arlington Bridge is completed, but closer to 2035, factoring in:
- Performance of the new Arlington Bridge
- Future of the CPR Yards
- Population growth and transportation demand
- Changes in method of transportation (automobile, bicycle, pedestrian, Transit)
- Land development in the surrounding area

The three most frequent suggestions for how the Arlington Bridge could best “bridge” the communities on both sides of the Yards were to ensure the bridge offered connectivity, accessibility and a visually appealing design.