Empress Street and Empress Street East are regional streets and truck routes that are in need of renewal and rehabilitation.

The City of Winnipeg conducted a study in 2016/2017 to plan for complete roadway and overpass improvements on these streets. Detailed design is now finalized and construction is underway and will continue until 2020.

Goals of the project include:
- Renew and rehabilitate existing infrastructure
- Streamline vehicle accommodation based on current traffic flow patterns and volume
- Stabilize Assiniboine River and Omand’s Creek embankments
- Create new, and improve existing, cycling and pedestrian infrastructure
- Improve accessibility for walking and cycling

Please participate today by:

1. Viewing the story boards about the study
2. Asking questions and talking with the engineers, landscape architects, planners & City of Winnipeg staff
3. Providing feedback on a comment form about this event
## Preliminary Design Study 2016-2017

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**Data Collection, Analysis & Assessment**

- Routing options discussed

**Stakeholder Meetings**

- Routes selected and refined

**Public Open House**

To review Preliminary Design

Submission of Preliminary Design Report

Finalize Preliminary Design Report

**Detailed Design & Construction 2017-2020**

|-------------------------|---------------------|------------------|----------------------|---------------------|-----------------------|
| Rehabilitation of:      | Stakeholder Session with adjacent property owners & groups | Open House to present final design | North Pedestrian Ramp Construction Site Preparation, tree and vegetation removal Omand’s Creek Bank Stabilization | Reconstruction of:  
  - Empress Street (Jack Blick Avenue to Portage Avenue)  
  - Empress Street East (Jack Blick Avenue to Portage Avenue)  
  - Empress Street Overpass  
  Assiniboine River Bank Stabilization  
  Construction of Pedestrian and Cycling Infrastructure including south ramp | Finalize Landscape Features  
  Complete Project |

* WE ARE HERE

**North Pedestrian Ramp Construction**

- Site Preparation, tree and vegetation removal
- Omand’s Creek Bank Stabilization

**Reconstruction of:**

- Empress Street (Jack Blick Avenue to St. Matthews Avenue)
- Empress Street East (Jack Blick Avenue to Portage Avenue)
- Empress Street Overpass
- Assiniboine River Bank Stabilization
- Construction of Pedestrian and Cycling Infrastructure including south ramp

**Finalize Landscape Features  
Complete Project**

The total project budget has been increased to $22.8 million with the addition of the universally accessible pedestrian routes from Portage Avenue to the Empress Overpass.
A. Time to Renew the Roads, Overpass, and Sidewalks in the Project Area

- Existing roadway and sidewalk pavements are in poor condition and are in need of renewal.
- Empress Overpass requires structural maintenance to extend its lifespan.

B. Creek and Riverbank Stabilization

- Riverbanks along the Assiniboine River near St. John Ambulance Way and along Omand’s Creek have a history of slope failures and are showing signs of instability.
- Slope stabilization work is required to accommodate roadwork and mitigate risk of future slope failures.

C. Traffic - Accommodate Current and Future Needs

- The street network in the study area was designed to accommodate large traffic volumes generated by public events at the former Winnipeg Arena and Winnipeg Stadium.
- Some streets in the study area now have excess capacity now that the Winnipeg Arena and Winnipeg Stadium are no longer located in the area.
- Improve the existing road network by reconfiguring traffic circulation to meet current and projected needs.
Intersections Need Improvements

- Vehicular circulation in the existing ‘Y’ intersection at Empress Street East, Empress Street and Jack Blick Avenue is unconventional; reconfiguring intersection geometry will help improve navigation.
- Pedestrians are currently unable to cross the intersection in the east-west direction at the traffic signals.
- Reducing the amount of vehicle lanes will help accommodate pedestrian movement.

Creating More Inclusive Infrastructure for Pedestrians and Cyclists

- Current pedestrian and cycling infrastructure in the study area are not well connected to the City’s sidewalk and cycling network.
- There are a number of locations where worn paths indicate a high demand but no infrastructure exist to accommodate.
- Opportunity to enhance connections to the surrounding area by incorporating new bicycle and pedestrian paths consistent with the City’s Pedestrian and Cycling Strategies.
**Vehicle Routing and Parking**

- Existing slope failure
- Geometric improvements to curve needed
- Next controlled pedestrian crossing needed on Westbound Portage Ave., at Valour Rd.
- Two turning lanes to westbound Portage Ave.
- High demand for on-street parking in the area
- Intersection improvements needed
- Two lanes in each direction on Empress St. East

**Pedestrian and Cycling Infrastructure**

- Desires lines evident
- No sidewalk
- Stairs to overpass not universally accessible
- Safety View: pedestrians currently using rail line bridge to cross Portage Ave.
- Cars
- Sidewalks
- Pathways
- Cycling infrastructure (Sharrows / Buffered Bike Lanes)
- Transit stops
The Preliminary Design Study team gathered input through stakeholder meetings, a public open house, and online survey to identify preferences, issues and review schematic routing options.

**Key considerations included:**

### Connections: Ease of Movement for Pedestrians and Cyclists
- Connection to surrounding neighbourhoods, existing pathway system, across the river, Polo Park, businesses and bike parking
- Suggestion for protected bike lanes, additional sidewalks and better crossings

### Traffic Congestion: Current and Future
- Consideration for the impact of reducing vehicle lanes in the project area
- Prioritize for motorists’ needs - current and future

### Protection of Trees and Native Plantings
- Increase greenspace adjacent to Omand’s Creek and create seating areas
- Consider Omand’s Creek and Assiniboine River riparian habitats when selecting stabilization methods and materials

### Vehicle Routing and Ease of Movement
- Accommodate trucking needs: flow, yields, and turning requirements
- Desire for continuous flow and avoid multiple stops at traffic lights
- Consider access to businesses for staff, customers, and deliveries

### On-Street Parking
- Concern regarding impacts to on-street parking along Empress Street East, Eastway and Westway

### Ease of Access a Priority During Construction
- Concern for future construction and maintenance activities resulting in major traffic delays, confusion, difficulties with access to businesses and loss of business
- Concern for construction projects in Polo Park area running concurrently

### Safety and Visibility
- Public safety a priority in all routing and crossings
- Crime prevention through environmental design (CPTED) should be considered for all pathways and greenspace areas
- Consider areas for conflicts between users groups (pedestrians, cyclists, cars, trucks and buses)

### Maintenance
- Consider maintenance requirements for plant material in green space and boulevards
- Allow for snow clearing on pedestrian and bike paths

### Inclusive for All Abilities
- Universally Accessible, barrier free, meets City of Winnipeg Accessibility Design Standards
- Considers the needs of pedestrians and cyclists and appropriate separation (physical, visual, tactile, use of materials)
- Consideration for ease of use (path slopes, intersection layouts, wayfinding, access, potential obstacles)

### On-Street Parking
- Consideration for the impact of reducing vehicle lanes in the project area
- Prioritize for motorists’ needs - current and future

### Vehicle Routing and Ease of Movement
- Accommodate trucking needs: flow, yields, and turning requirements
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The final design:

- Reduces pedestrian/vehicle conflict with improved crossings
- Minimizes impact to truck movements
- Maintains access to private properties
- Allows for on-street parking
- Does not impact existing transit operations
- Enhances streetscape character and aesthetics
- Expands greenspace adjacent to Omand’s Creek
- Creates new pedestrian and cycling facilities and increases accessibility
New Pedestrian and Cycling Routing

Final Plan Details

Two Way Bike Path on Westway

Empress Street at St. Matthews Avenue Intersection

Refer to Section D

Depressed Two Way Bike Path

Legends:
- Proposed Sidewalks
- Proposed Pathways
- Proposed Cycling Infrastructure
- Proposed Pedestrian Crossing
- Existing Sidewalks
- Existing Pathways
- Existing Cycling Infrastructure
- Pedestrian Crossing
- Signalized Intersection
- Transit Stops
**Bridge Rehabilitation**

The rehabilitation of the Empress Street Overpass over Portage Avenue will extend the service life of the bridge for an additional 25 to 40 years through:

- Rehabilitation of the abutment and pier concrete
- Rehabilitation of the deck surface, including providing a new wearing surface
- Reorganization of the bridge cross-section, as shown to the right, to provide a widened sidewalk and two-way bike lane.

**Project Additions**

Accessibility improvements were added based on City Council’s directive in concurrence with the Access Advisory Committee.
**Section B - At St. John Ambulance Way**

*Final lighting design to be determined*

**Section C - At Bluestem Nature Park and Omand’s Creek crossing**

*Final lighting design to be determined*
11
EMPRESS STREET AND
OVERPASS

CORRIDOR CHARACTER

Section D - At Bluestem Nature Park
*Final lighting design to be determined

Section E - Empress St. south of St. Matthews Ave.
*Final lighting design to be determined
Thank you for coming today!

The presentation boards are available on the City of Winnipeg project webpage.

Please fill out a comment form to provide feedback on this event.

Look for updates on the City of Winnipeg project webpage:

winnipeg.ca/empress

For more information contact 311

St. John Ambulance Way
Empress St.
Omand's Creek
Assiniboine River
CF Polo Park Shopping Centre
Shildrick Polo Fielding

2018 Construction
2019 Riverbank Stabilization
2019/2020 Construction

St. Matthews Ave.
Empress St.
CPR LaRivière
Eastway
Westway
Empress St. East
St. John Ambulance Way
Empress St.
Omand's Creek
Assiniboine River
CF Polo Park Shopping Centre
Shildrick Polo Fielding

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