



CPR Yards Crossing Study

Arlington Bridge Solutions



Welcome to our open house

Today we're talking about ideas to replace the Arlington Street Bridge and improve crossings over the CPR Yards. We look forward to hearing your views.

To learn about the proposals:

Please look at the information displays and talk to the people wearing name tags. You can also visit cprcrossing.winnipeg.ca to find out more.

To share your views:

- Complete the survey – either on paper or on the cprcrossing.winnipeg.ca website.
- Stop by the Table Topic Station, where you can provide more detailed input.



About this project

The Arlington Street Bridge over the CPR Yards is nearing the end of its useable life. Winnipeg needs a sensible plan to replace the bridge while meeting the needs of everyone affected.

Our Project Advisory Committee was asked to identify the best, most practical options using a collaborative planning process. Today we are seeking your feedback on these options as we prepare our final report to the City of Winnipeg.



The Vision

A safe, convenient and well-situated crossing(s) that:

- Connects the north and south communities,
- Supports social interaction, healthy lives, economic stability and growth and well-managed traffic flow, and
- Offers accessible, connected transportation options for all ages and abilities.

The Goals

- To be technically sound
- To be environmentally responsible
- To be cost-effective
- To reflect local community needs as well as the city's in general
- To be generally understood and accepted by most of those affected

The collaborative planning process

Our recommendations are based on thorough consultation, research and analysis with input from the people who will be most affected.

Public engagement

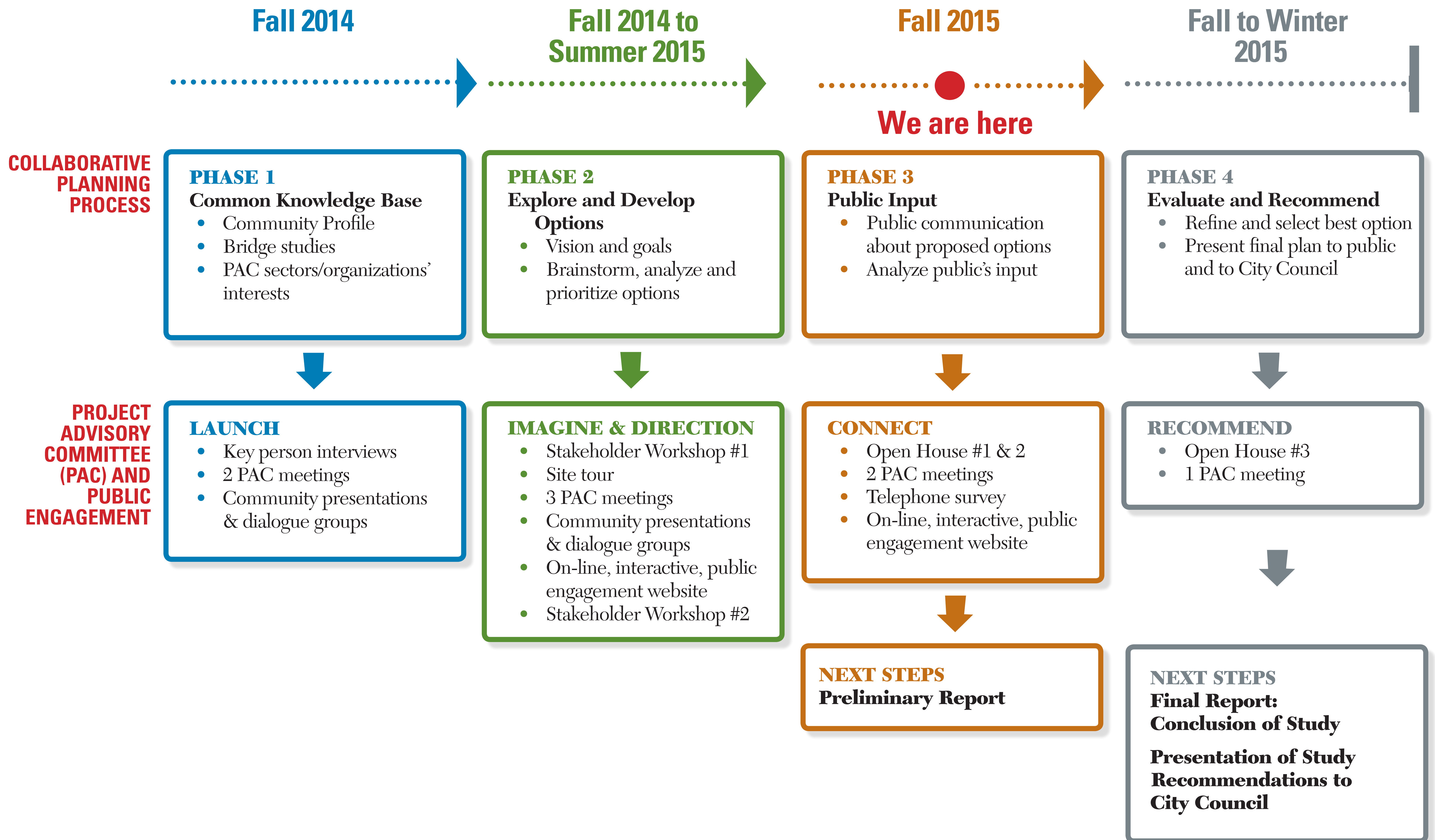
In the fall of 2014, we began seeking input from anyone who uses the bridge to cross the CPR yards, whether by foot, car, bicycle, truck, wheelchair, stroller or bus. We also reached out to people who live, work and use services in the area.

Many people and organizations helped shape our recommendations by participating in meetings, workshops, surveys and tours.

Analysis

All ideas were rated against the project goals. Some were eliminated and others were joined together to the strongest range of crossing options. The strengths and weaknesses of each were then thoroughly analyzed to help committee members make the best recommendations.

Public Engagement Timeline



**Note: Study phase only. Construction budget has not been allocated at this time.*

What people told us

Top 4 ways this project can contribute to a healthy and strong community

- A long-term solution adaptable to future growth
- Better transportation route/connections for all ages and abilities
- Improved safety and access for pedestrians and cyclists using the crossing
- Works for people in the community and city-wide

Top 3 routes in project area for current and future travel

- Arlington Street
- Main Street
- McGregor-Sherbrook area

Why people don't use the Arlington Bridge now

- Inconvenient, poor condition, don't feel safe

Top planning considerations for new crossing

- Community gathering spaces and healthy lives
- Well planned and designed
- Safety/security
- Walking/cycling accommodation
- Transit
- Connections
- Universal accessibility
- Community economic vitality

Our questions for you today

After carefully analyzing the possibilities, the Project Advisory Committee decided there should be 2 phases to this project development – the first phase to replace the Arlington Street Bridge within the next decade, and a second phase to address the expected growth of the city after 2031.

Today we're seeking your input on these questions:

Phase 1: Replacing the Arlington Street Bridge

- What are the best ways of managing different types of traffic flow?
- Could we do more to connect the communities on either side of the CPR Yards?

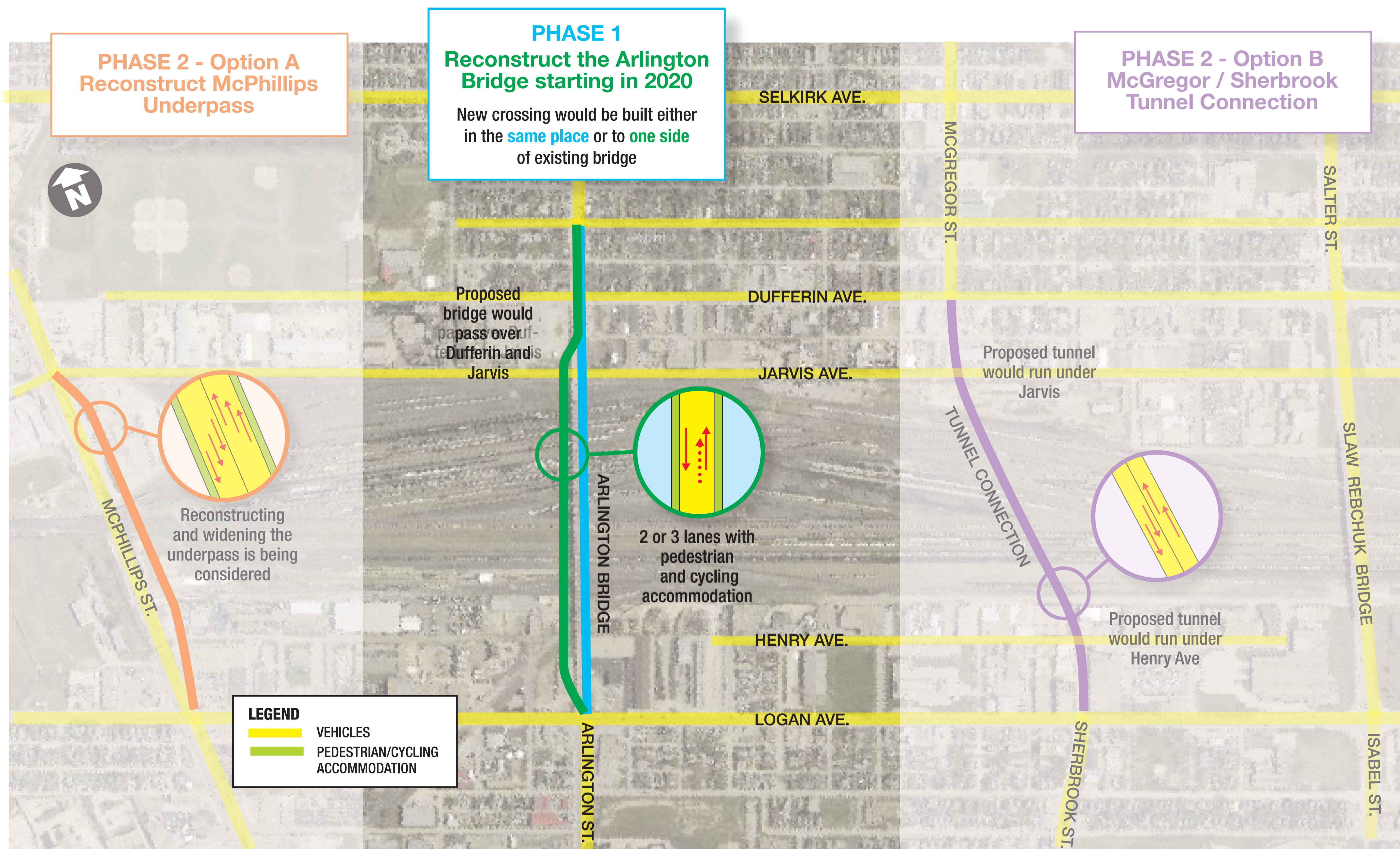
Phase 2: Longer-term plans to improve traffic connections

- Should we reconstruct the McPhillips Underpass?
- Or should we connect McGregor and Sherbrook by way of a new tunnel?

[LEARN MORE ABOUT THE OPTIONS](#)

Phase 1:

Replacing the Arlington Street Bridge



The plan

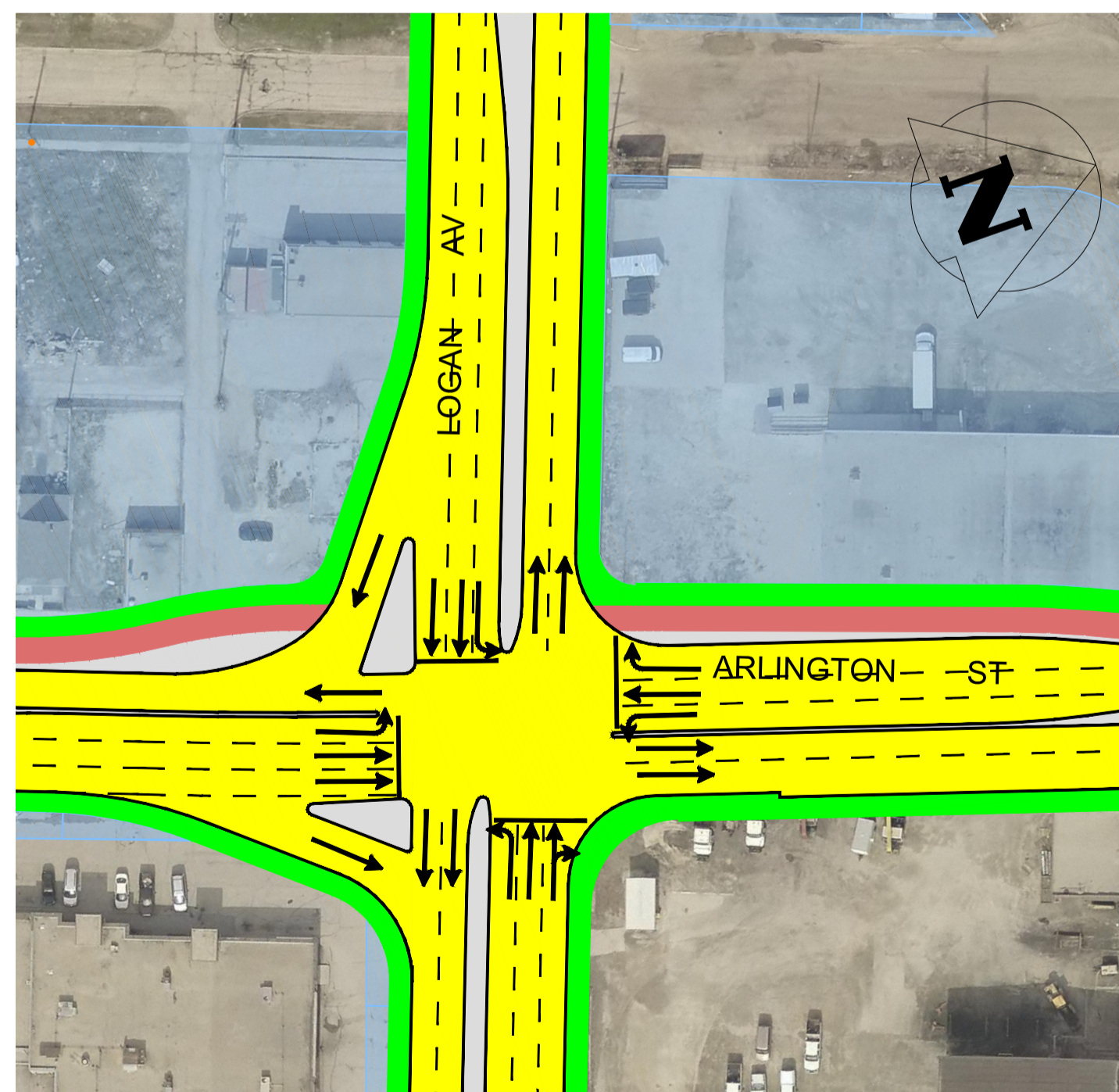
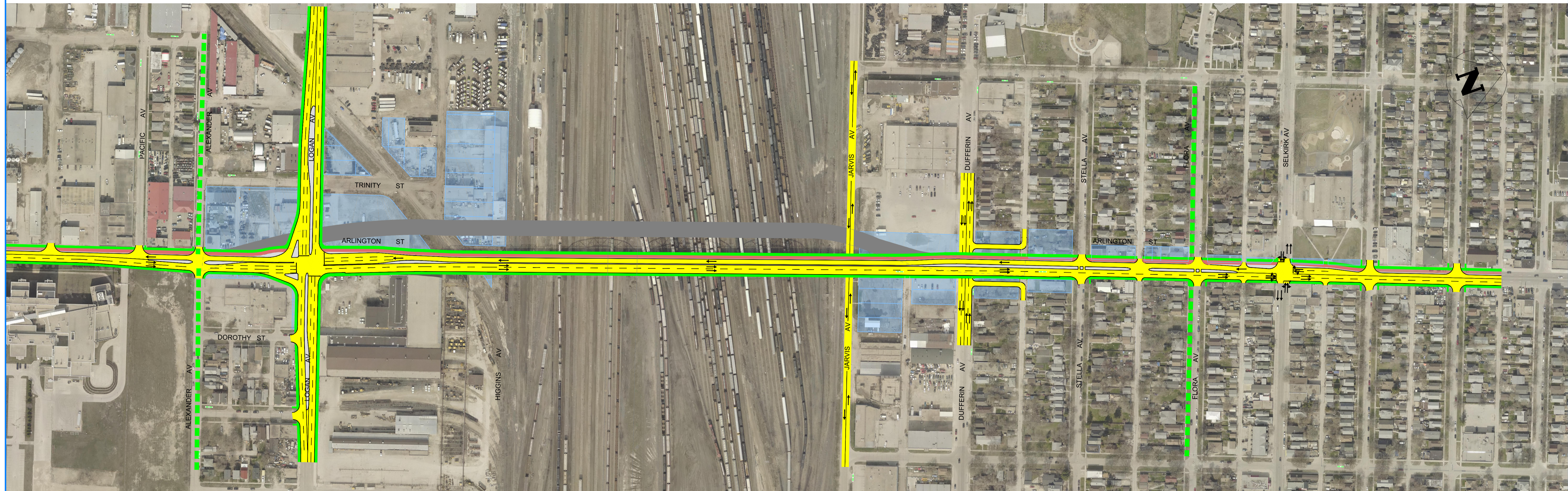
- Remove and rebuild starting in 2020
- Accommodate 2-3 lanes of traffic
- Accommodate buses and trucks
- Separate pedestrian and cycling facilities for greater comfort, safety and enjoyment
- Improve lighting
- Accommodate all movements and users over the bridge and at major intersections
- Opportunities for local business from traffic flow
- Explore potential for green/community gathering space and public art

Connections

- Extend bridge ramp further north to create a more gradual, accessible slope for people using the crossing
- Allow right turns at Stella and Flora for neighbourhood connections, with raised medians to manage future increases in traffic crossing Arlington
- Set out connections for future pedestrian/cycling routes

Phase 1

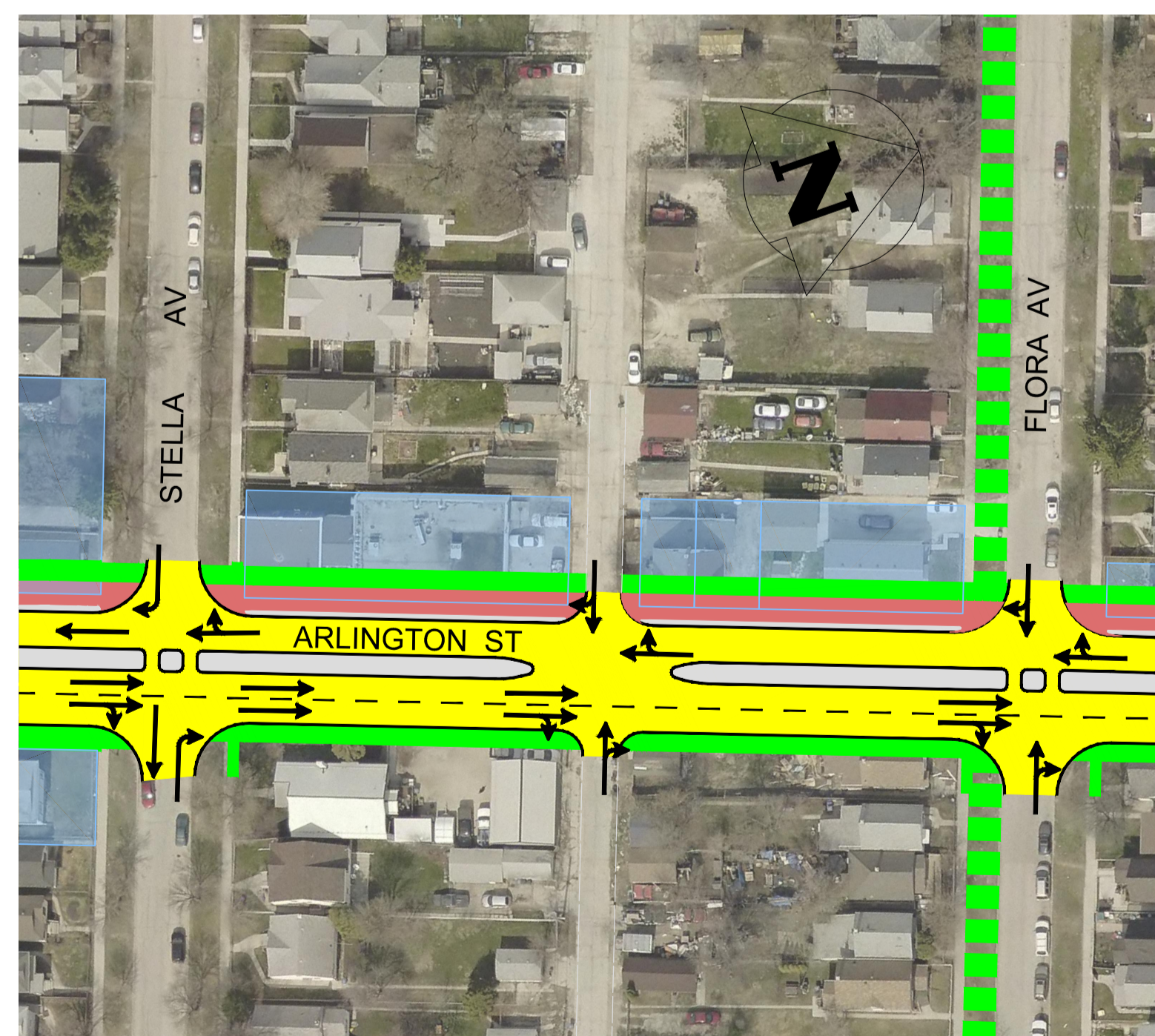
Reconstruct the Arlington Bridge



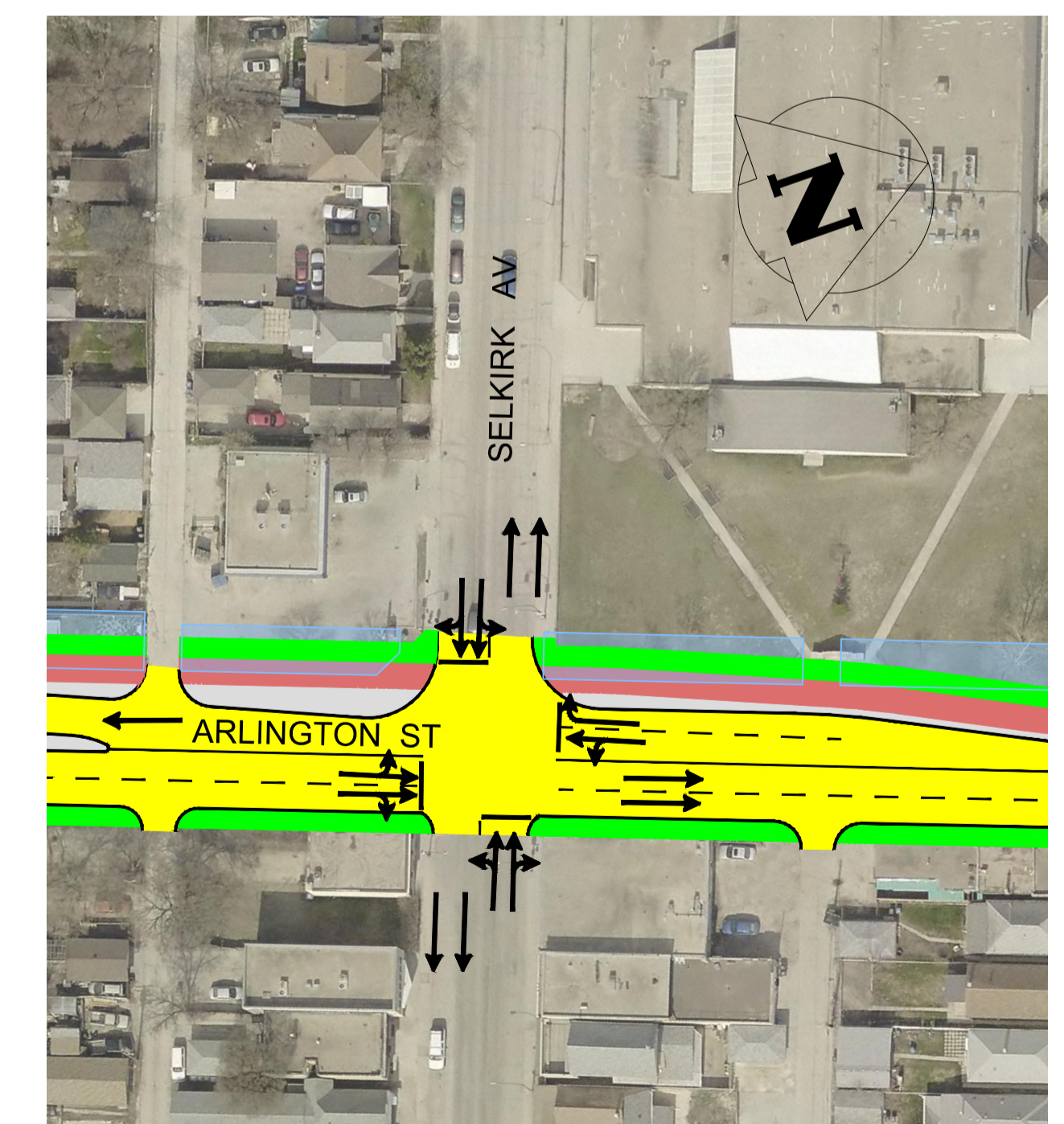
ARLINGTON ST. & LOGAN AVE.

LEGEND

- PROPOSED LIMITS / ROAD WORK
- PROPOSED OFFSET BRIDGE ALIGNMENT
- PEDESTRIAN FACILITY
- PROPOSED BIKE PATH
- EXISTING BICYCLE GREENWAY
- TRAFFIC FLOW DIRECTION ↔
- POTENTIAL PROPERTY IMPACT
- MEDIANS

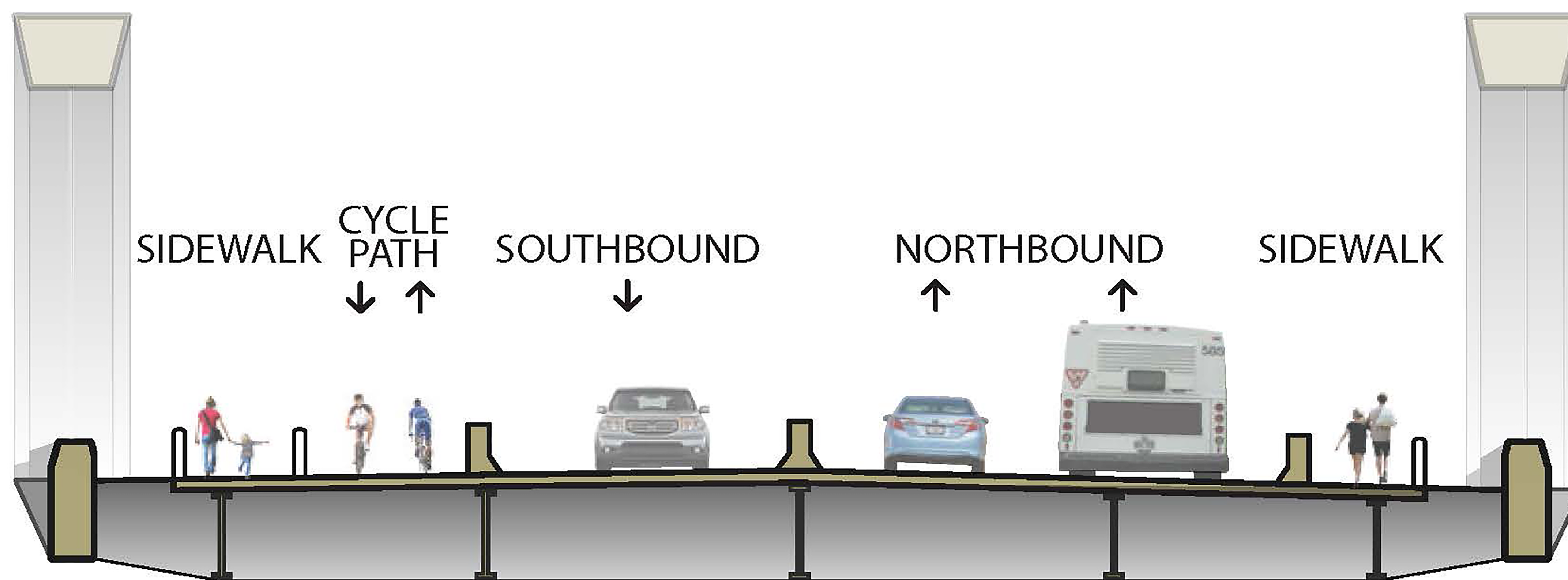


ARLINGTON ST. & STELLA AVE.



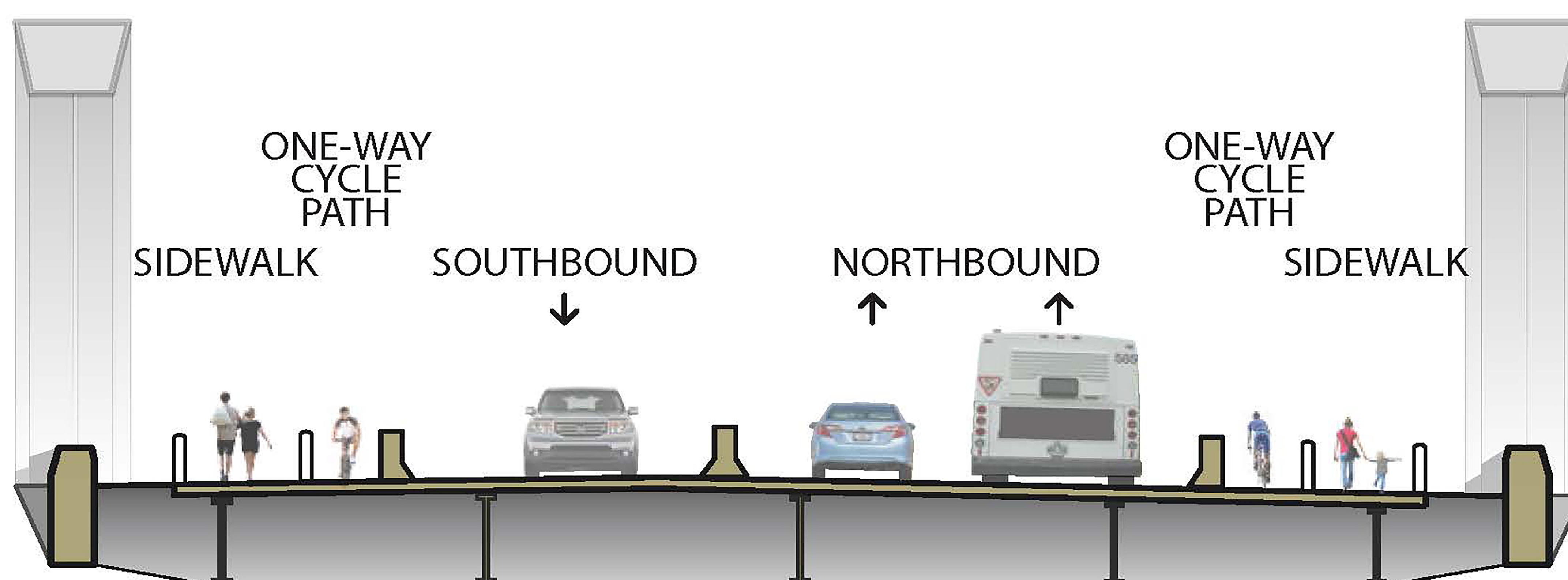
ARLINGTON ST. & SELKIRK AVE.

Arlington Street Bridge Lane Layout Alternatives



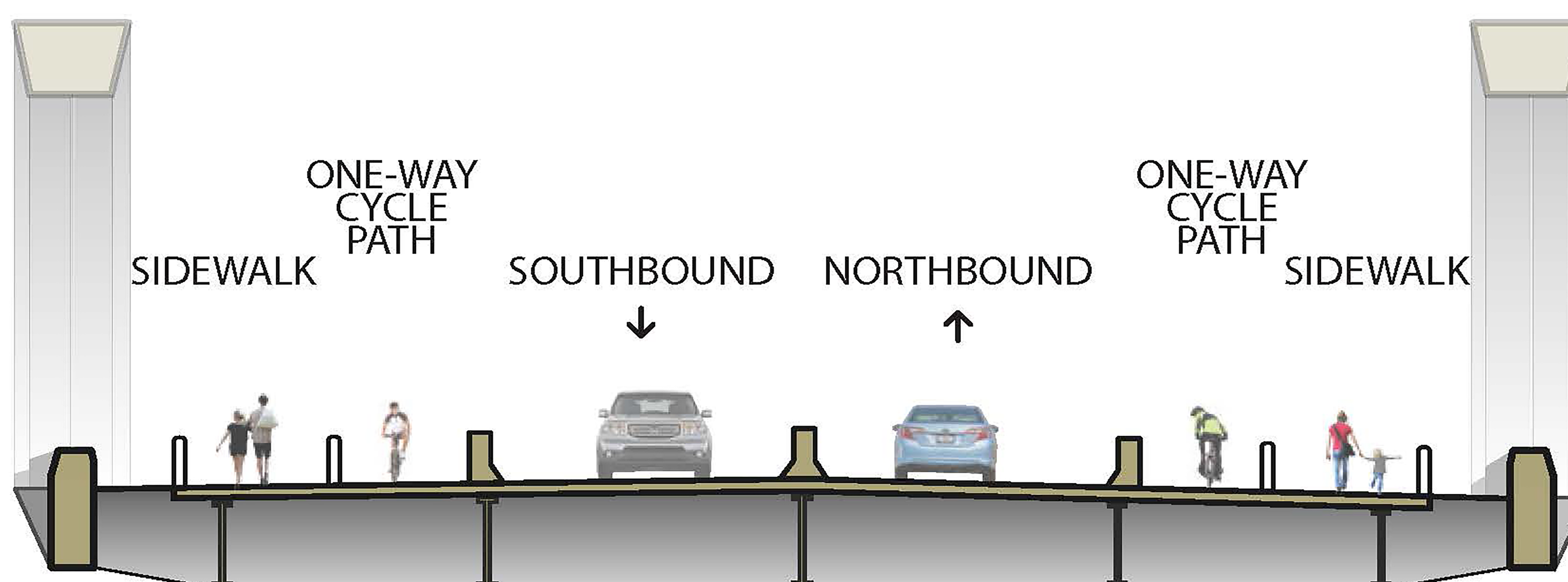
Three Lane Option

Separated two-way lane on west side of bridge, sidewalks on both sides



Three Lane Option

Separated one-way cycle lanes and sidewalks on both sides of bridge



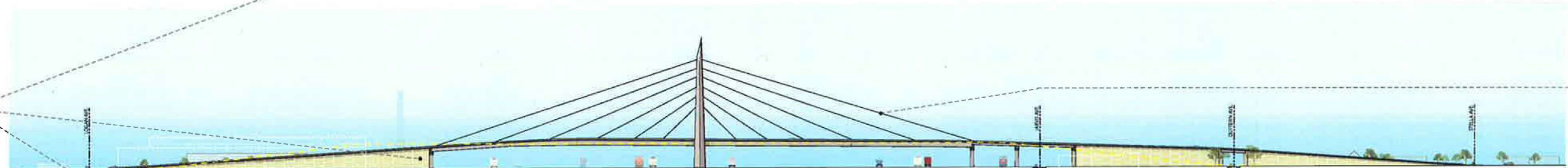
Two Lane Option

Separated one-way cycle lanes and sidewalks on both sides of bridge

Phase 1 Arlington Bridge Concepts



Steel Truss Bridge Concepts



Cable Stayed Bridge Concepts



Tied Arch Bridge Concepts



Share your views on Phase 1

What's the best alternative to manage vehicle traffic?

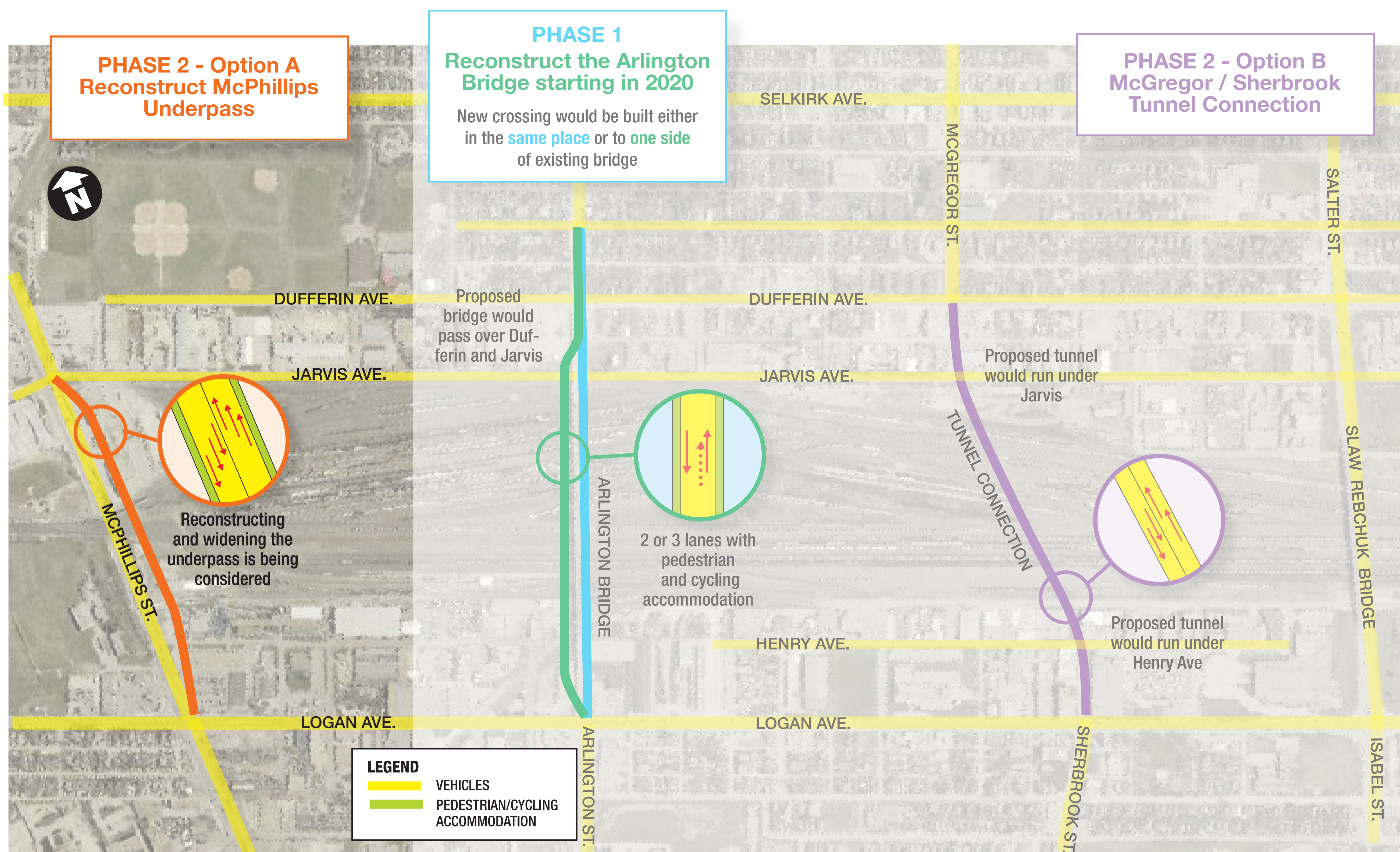
- 1 lane in each direction
 - Would leave some northbound congestion south of bridge at afternoon peak
- 2 lanes northbound, 1 lane southbound
 - Reduces northbound congestion at afternoon peak

What's the best way to accommodate pedestrians/cyclists?

- Separated 1-way cyclist lanes and sidewalks on each side of bridge
- Separated 2-way cycle lane on west side, sidewalks on both sides
- Separated 2-way cycle lane on east side, sidewalks on both sides

Phase 2, Option A:

Should we reconstruct McPhillips underpass?



The plan

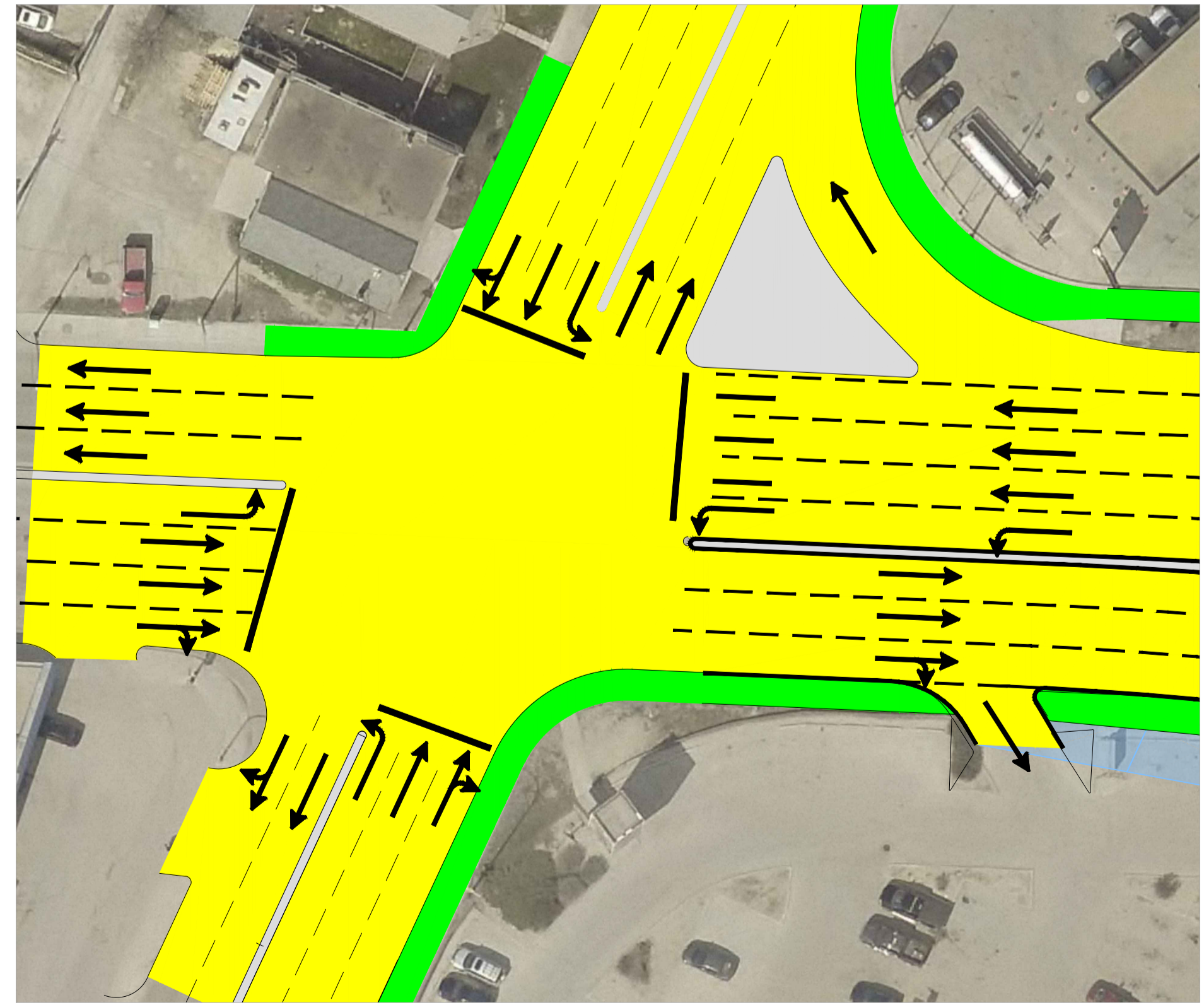
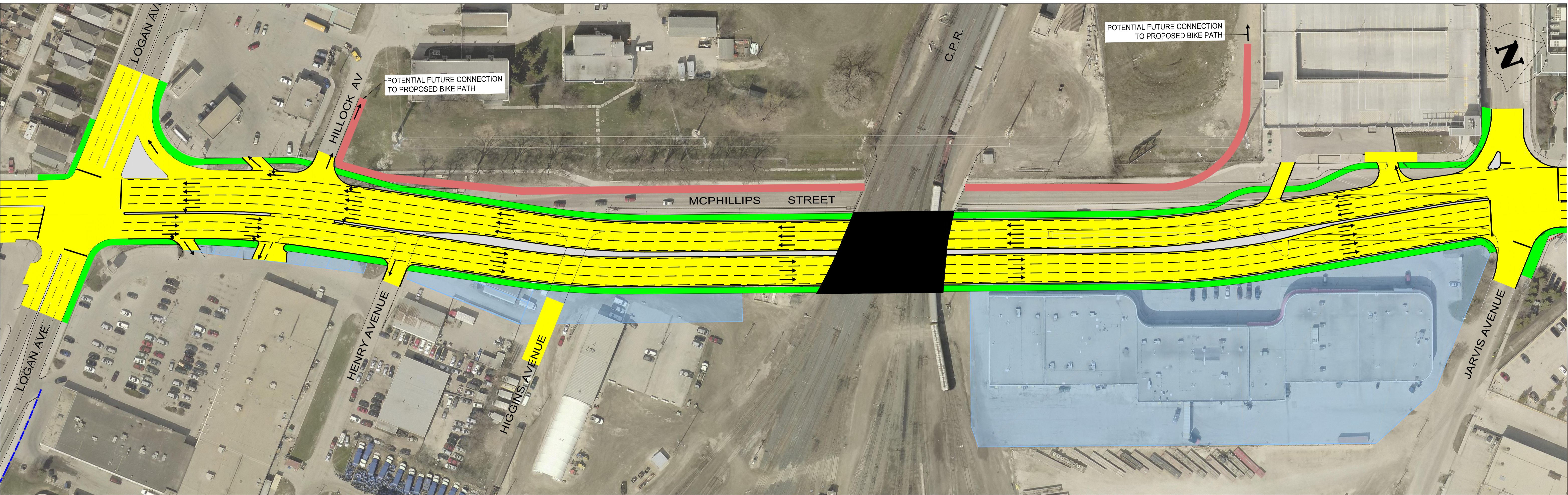
- Replace current crossing offering 40% more capacity with either 6-lane overpass OR an underpass east of current alignment
- Accommodate trucks, remove height restrictions
- Accommodate all users with mild ramp grades, sidewalks on each side of structure and separated 2-way cycling lane on west side
- Improve lighting
- Allow opportunities for transit to better serve area
- Opportunities for local business from traffic flow
- Explore potential for green/community gathering space and public art

Connections

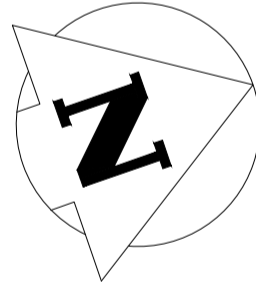
- Enhanced east-west cycling connections to existing separated bike lanes

Phase 2 - Option A

Reconstruct McPhillips Underpass

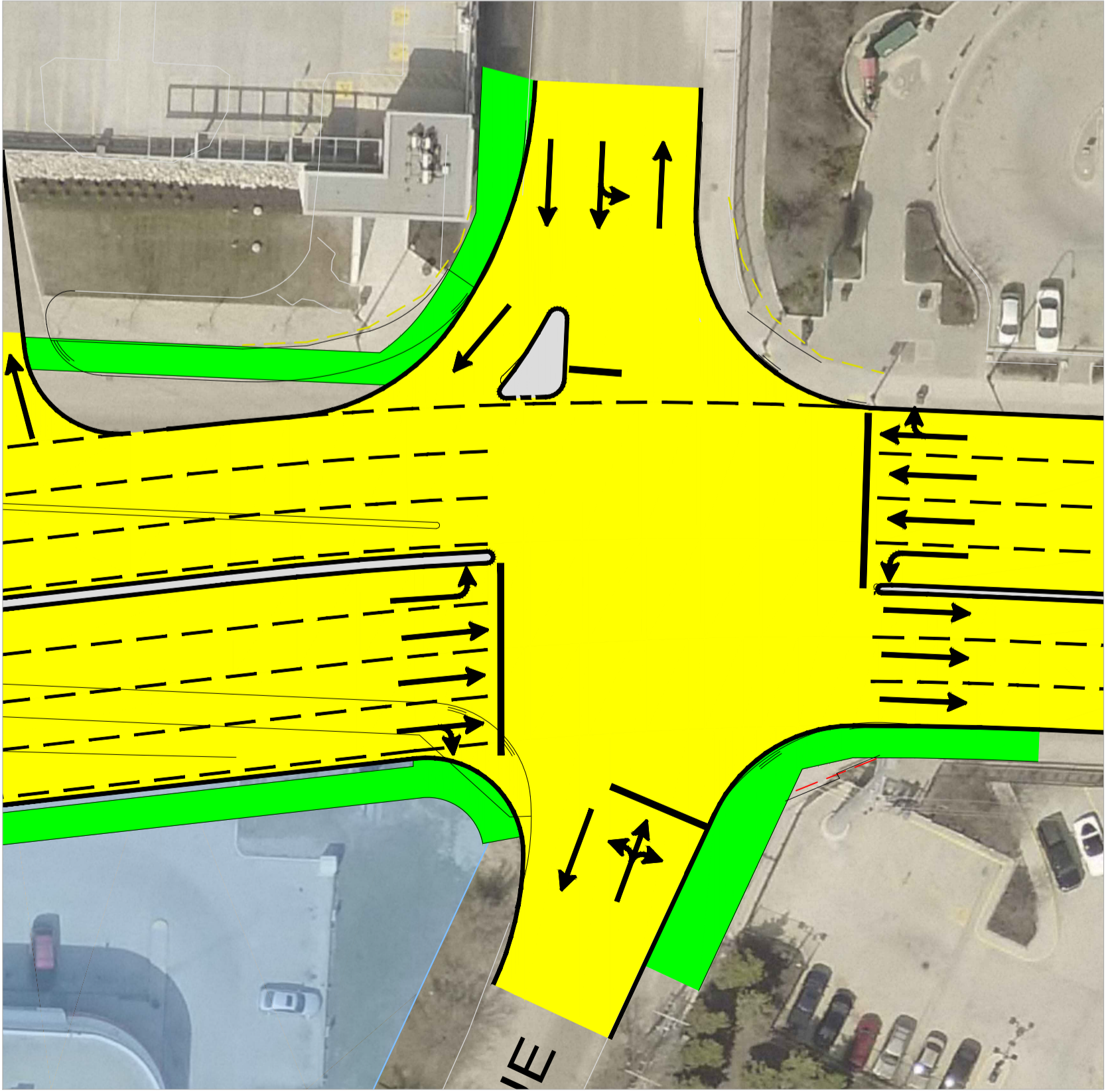


McPHILLIPS STREET & LOGAN AVE.

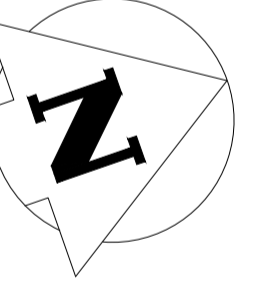


LEGEND

PROPOSED LIMITS / ROAD WORK	
PEDESTRIAN FACILITY	
POTENTIAL BIKE PATH	
EXISTING BICYCLE / PEDESTRIAN FACILITY	
TRAFFIC FLOW DIRECTION	
POTENTIAL PROPERTY IMPACT BEYOND 2031	
MEDIAN	

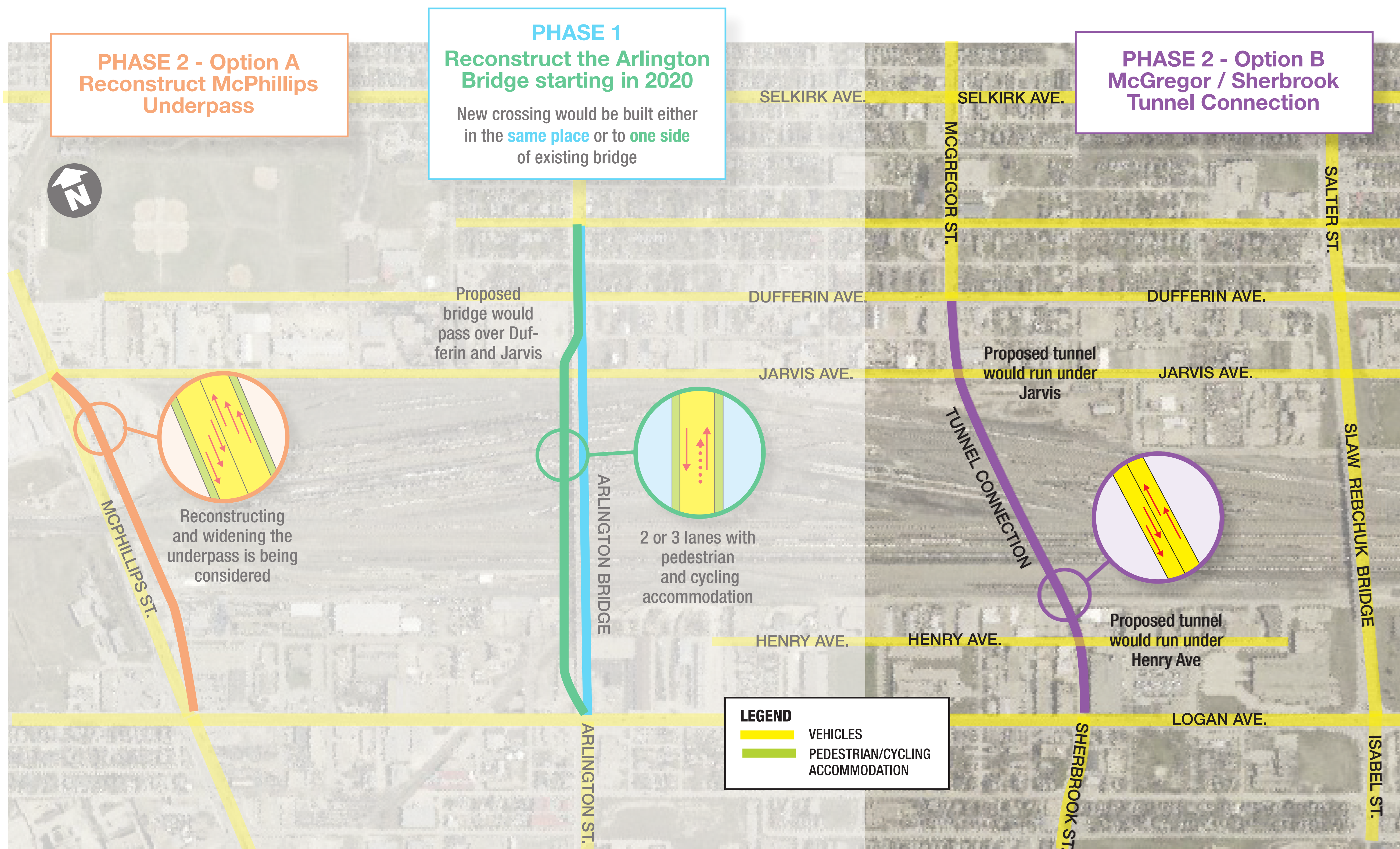


McPHILLIPS STREET & JARVIS AVE.



Phase 2, Option B:

Should we build a new McGregor/Sherbrook tunnel connection?



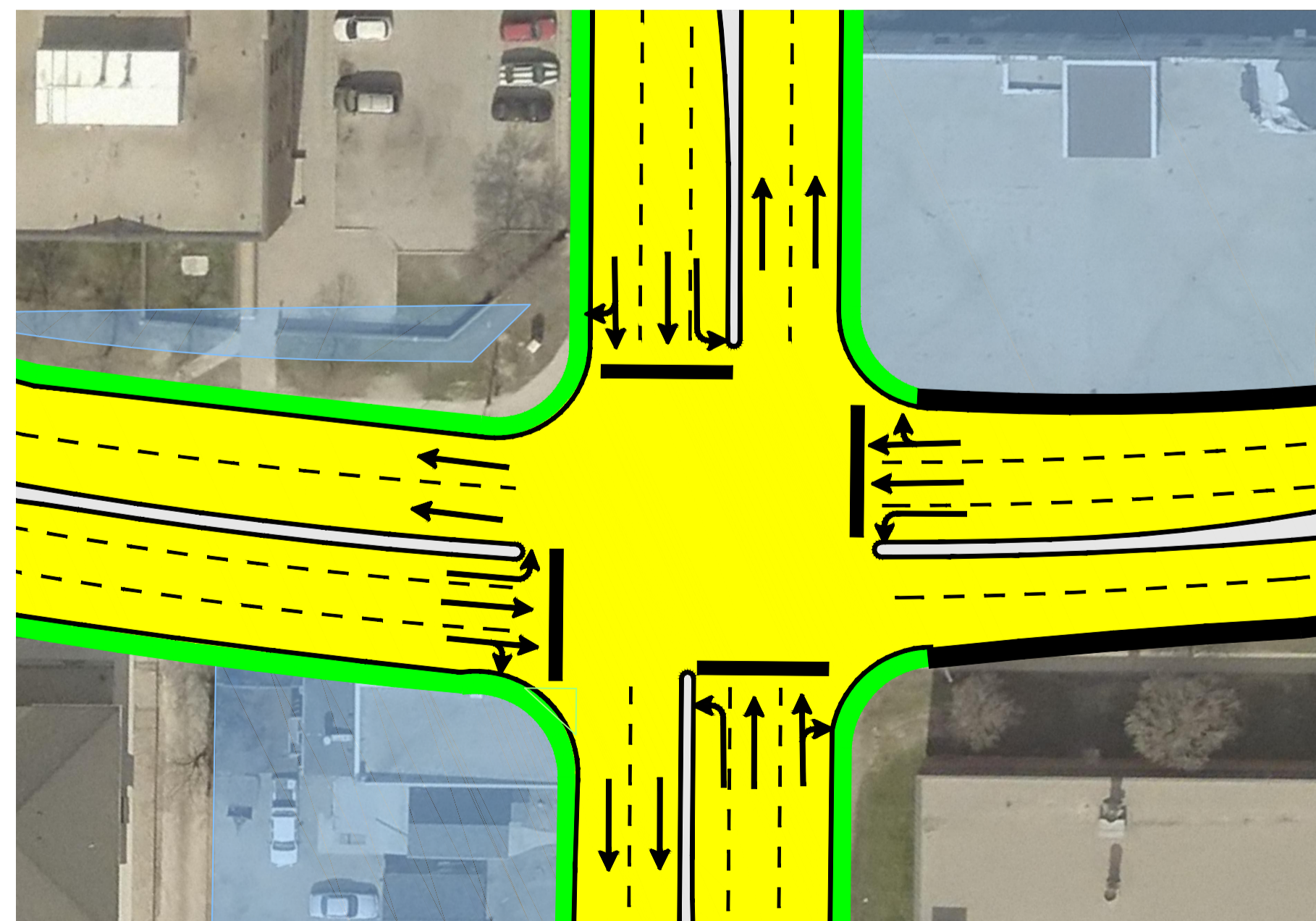
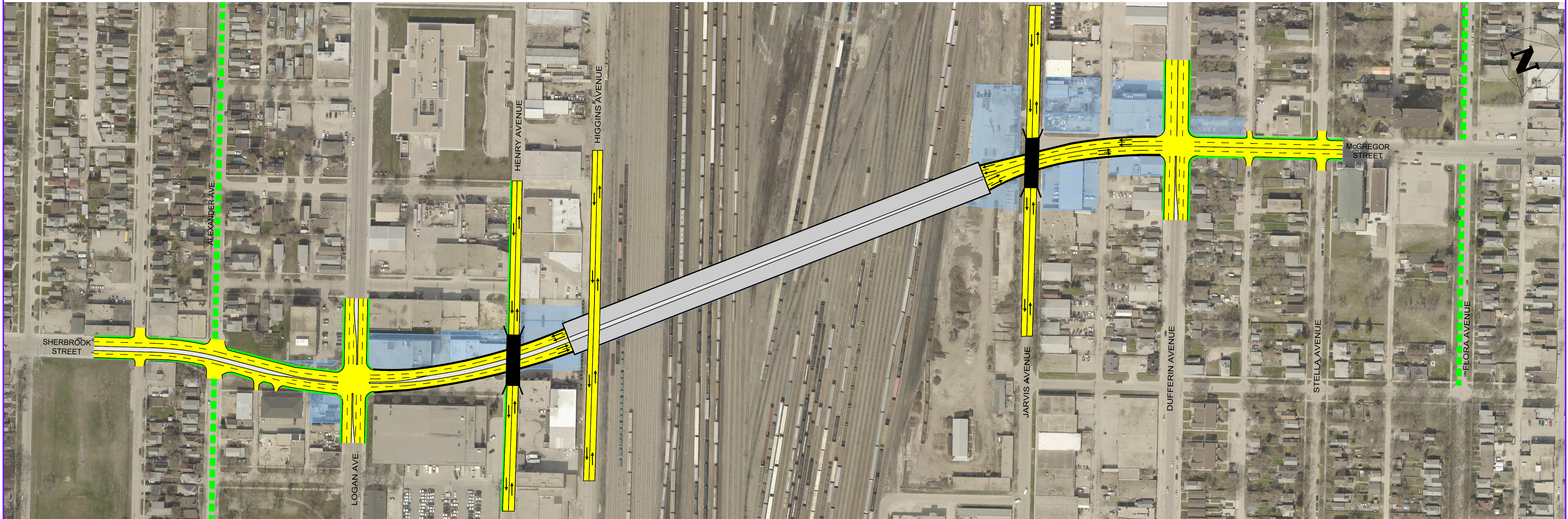
The plan

- A tunnel is the best way to maintain an accessible slope at the south end and bring together neighbourhoods on both sides of yards as compared to a bridge.
- Would reduce traffic on Salter, Isabel, Main and neighbourhood streets, but increase traffic on Sherbrook
- Could also increase traffic on Selkirk and McGregor, leading to new business/development opportunities
- 4 lanes in the tunnel for vehicles, trucks and buses only. Pedestrians and cyclists will be accommodated on the Arlington Bridge and a possible Slaw Rebchuk walking/cycling bridge.
- Vehicle capacity on par with other crossings, with potential to reduce neighbourhood impacts
- Potential intersection modifications at Sherbrook and Notre Dame
- Potential for improved transit links between north Winnipeg, HSC complex and south to U of M

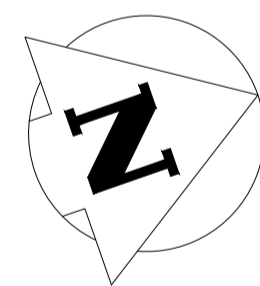
Connections

- Fly-over bridges at Jarvis and Henry
- Restoration of Higgins










Phase 2 - Option B McGregor/Sherbrook Tunnel Connection

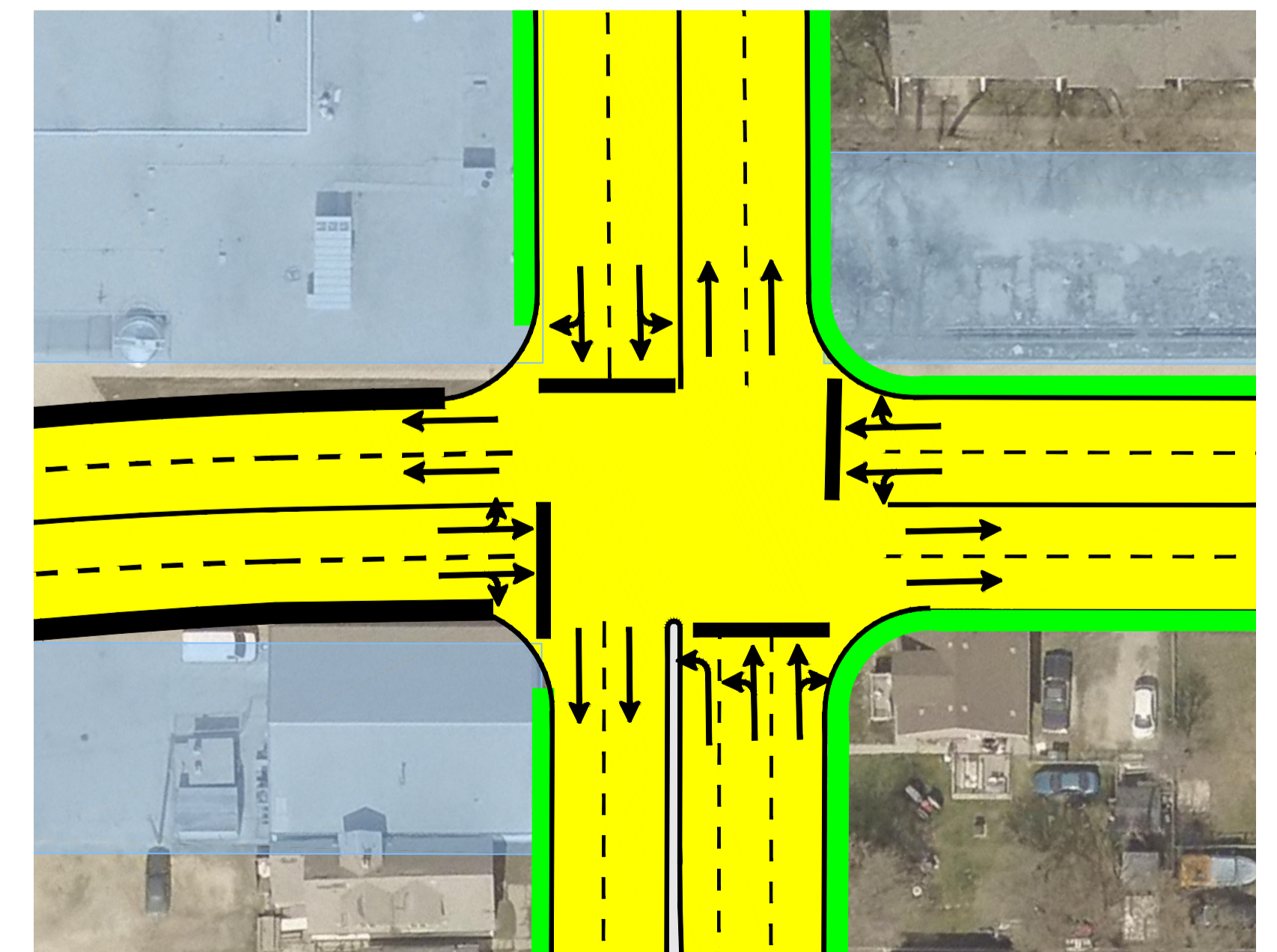


SHERBROOK STREET & LOGAN AVE.

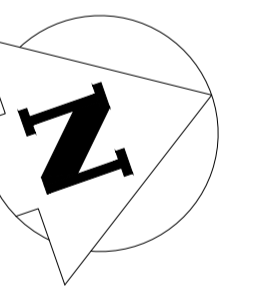


LEGEND

PROPOSED LIMITS / ROAD WORK	
PROPOSED TUNNEL OPTION	
TRAFFIC FLOW DIRECTION	
POTENTIAL PROPERTY IMPACT BEYOND 2031	
RETAINING WALL	
BRIDGE	
EXISTING BIKE GREENWAY	
PEDESTRIAN FACILITY	
MEDIAN	



McGREGOR STREET & DUFFERIN AVE.



Share your views on Phase 2 - Option A and Option B

What do you like and dislike about Options A and B, considering the impact on:

- Pedestrians and cyclists?
- Safety and access for all?
- Transit service?
- Ability to adapt to further growth and traffic flow?
- Connections for the community and city-wide?

Overall, what is your preferred crossing option?

What planning and design elements would support the success of each option for:

- Walking and biking?
- Traffic flow and transportation planning?
- Community well-being?



CPR Yards Crossing Study

Arlington Bridge Solutions



Thanks for taking part!

You've had a chance to learn about our proposals. We hope you'll contribute to our final report by telling us what you think.

Share your views today by filling out the survey, talking to team members and participating in table topics.

No time today? You can share your views later by completing the questionnaire online. Just click on the Citizen Planner Link at the top right of the project website.

cprcrossing.winnipeg.ca



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