

Table Topic

Handbook



CPR Yards Crossing Study

Arlington Bridge Solutions



OPEN HOUSE Table Topic Handbook

Date: Thursday, September 17

Time: 3 p.m. - 8 p.m.

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

Date: Saturday, September 19

Time: 12 noon - 4 p.m.

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

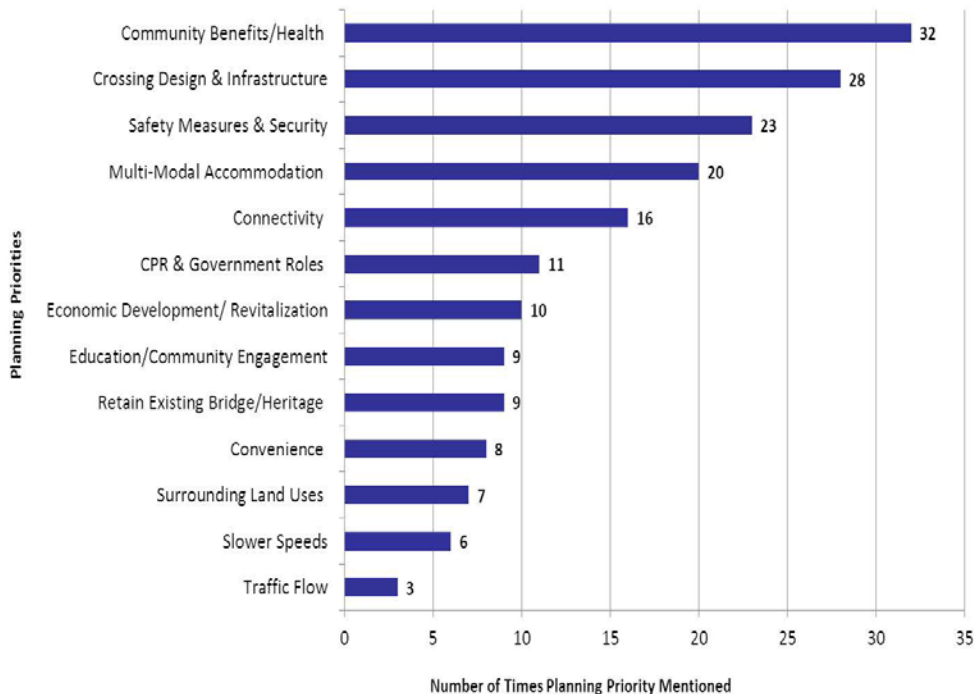
- Community Well-Being
- Transit Map
- Bicycle Transportation Network
- Intersection Capacity Data



COMMUNITY WELL BEING

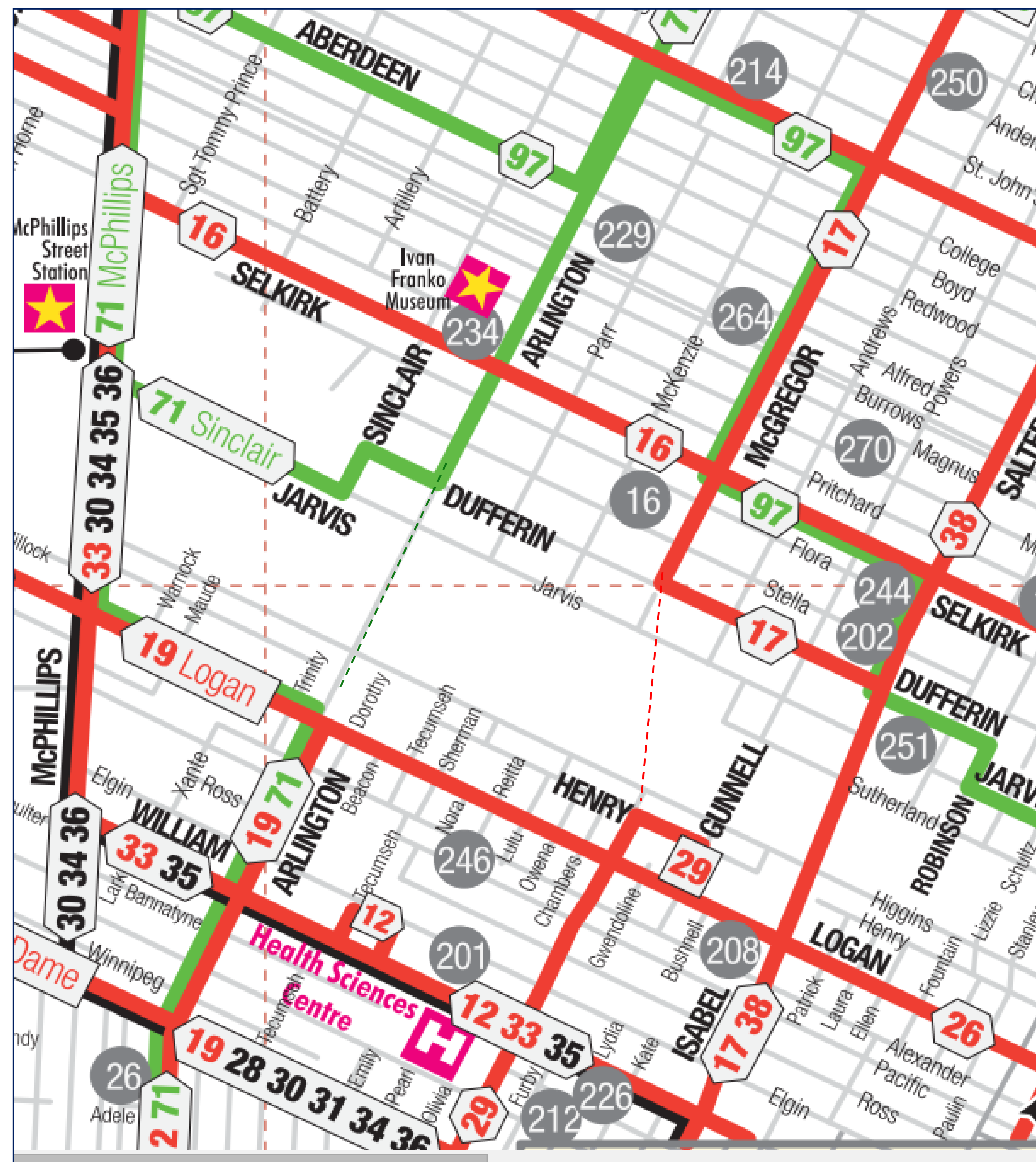
At the second workshop in March 2015, planning and design ideas were identified for new/improved crossing(s). Many are notable for supporting community well-being. The chart below indicates the degree of priority that workshop participants gave to each planning topic. Following the chart, you will find some examples of specific suggestions that were made about each of the planning topics.

Planning Priorities



- Design a project that supports the social and physical health of users and residents;
- Include Winnipeg Accessible Design Standards (WADS) in the planning process;
- Create social gathering spaces on landings, look-outs, or rest areas;
- A new bridge as a symbolic gateway and connection between neighbourhoods;
- Echo the original bridge's design;
- Make the CPR Yards a destination (i.e. food vendors on the bridge, a nearby farmer's market);
- Separated multi-modal accommodation;
- Quality and well-connected pedestrian and cyclist routes;
- Good quality transit services; and
- Safety and security measures such as lighting and panic buttons.

City of Winnipeg Transit System



Arlington

- New structure will support transit opportunities

McGregor Sherbrook Link

- New link could provide better service to HSC

McPhillips Expansion

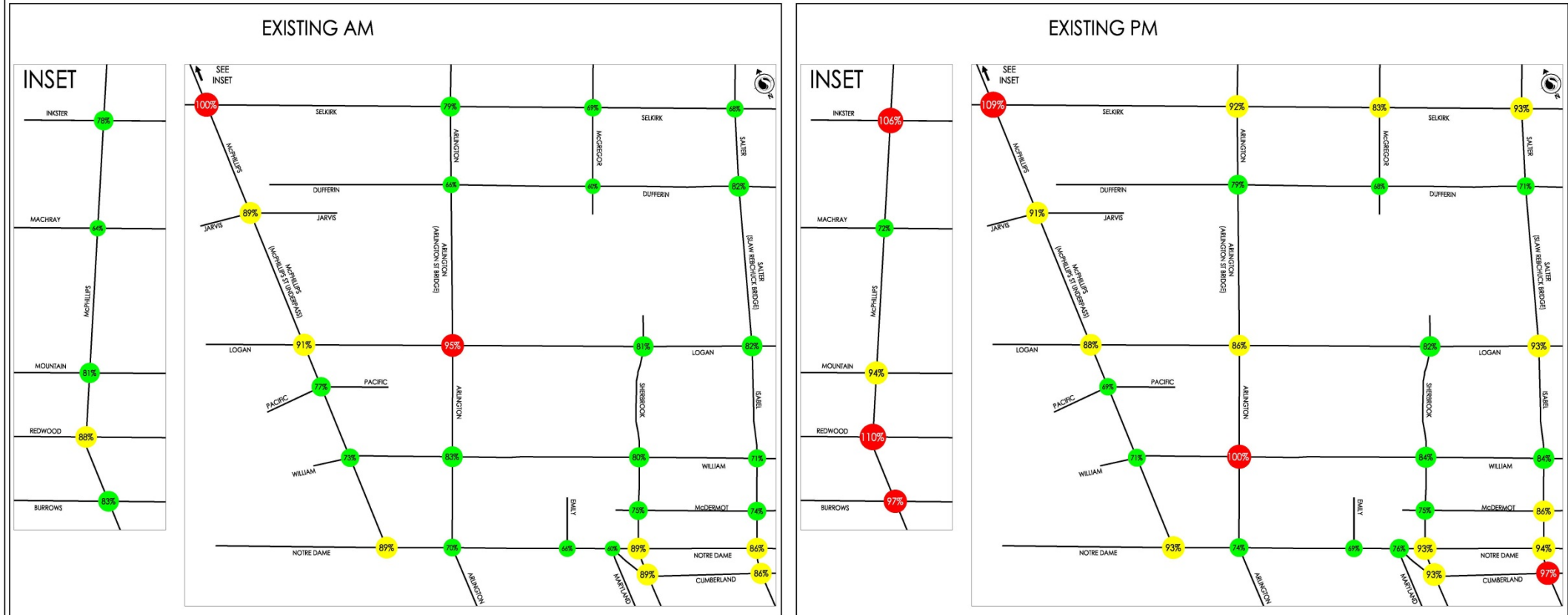
- Would provide an opportunity for transit to better serve the area

Bicycle Transportation Network



ICU TRAFFIC STUDY – EXISTING CONDITIONS

INTERSECTION CAPACITY

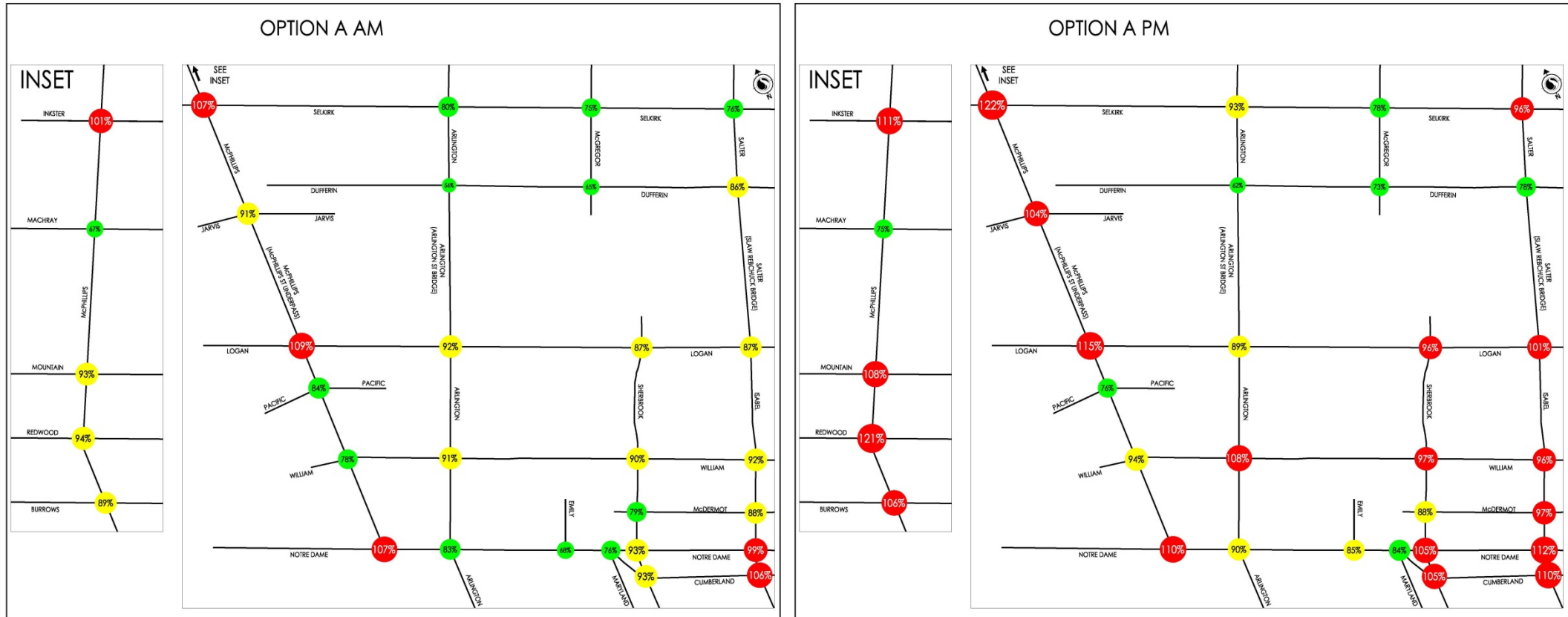


EXISTING CONDITIONS

THE FIGURES PRESENTED ON THIS AND THE FOLLOWING TWO BOARDS REPRESENT HOW KEY INTERSECTIONS FUNCTION. THE NUMBERS ON THE DOTS REPRESENT HOW MUCH AVAILABLE INTERSECTION CAPACITY IS USED. WHEN USAGE APPROACHES 90% THE TRAFFIC FLOW BECOMES UNSTABLE AND LONG DELAYS CAN BE EXPERIENCED.

ICU TRAFFIC STUDY – OPTION A MCPHILLIPS UNDERPASS

INTERSECTION CAPACITY

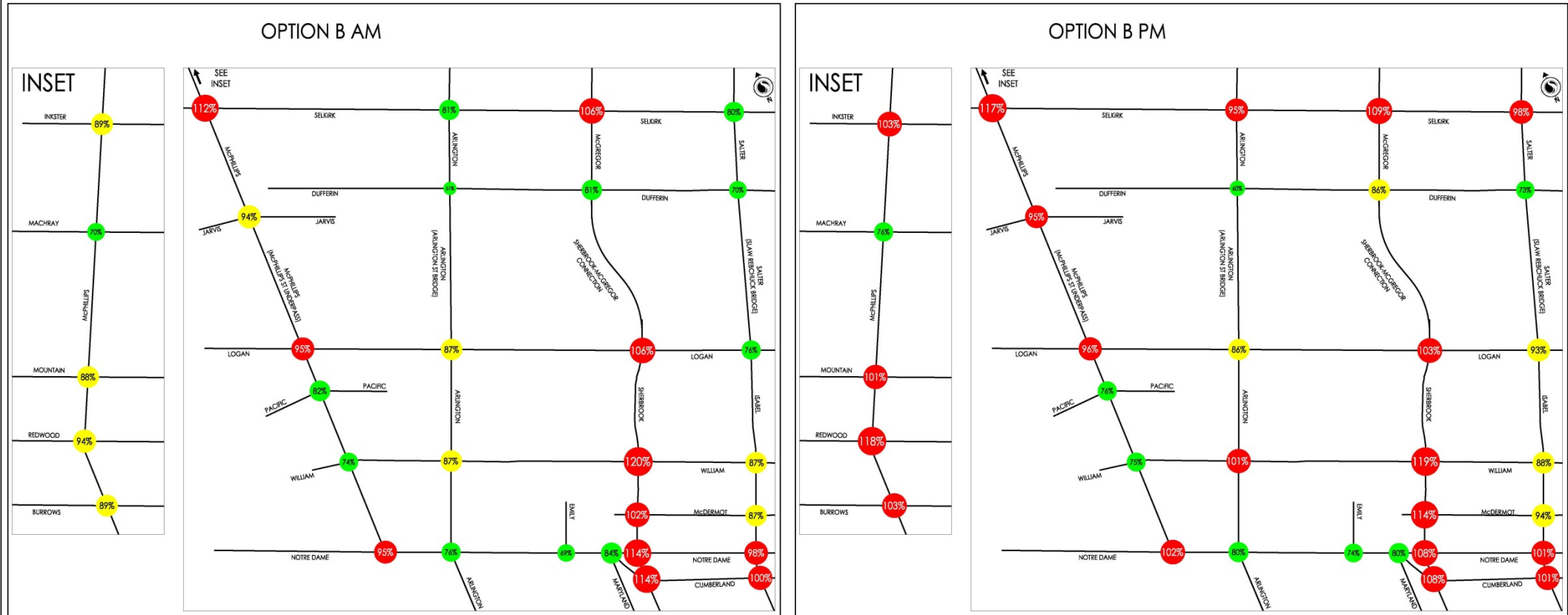


OPTION A REBUILT MCPHILLIPS UNDERPASS - PROJECTED TRAFFIC FLOWS IN 2031

THIS OPTION FAVOURS THE USE OF MCPHILLIPS AS THE PRIMARY ROUTE FOR ADDITIONAL TRAFFIC FROM NEW DEVELOPMENT. TRAFFIC VOLUMES EXCEED CAPACITY AT MANY INTERSECTIONS ALONG MCPHILLIPS.

ICU TRAFFIC STUDY – OPTION B MCGREGOR – SHERBROOK TUNNEL

INTERSECTION CAPACITY



OPTION B MCGREGOR - SHERBROOK TUNNEL - PROJECTED TRAFFIC FLOW IN 2031

THIS OPTION PROVIDES A NEW CROSSING OF THE CP YARD.
 THIS ALLOWS ADDITIONAL TRAFFIC FROM NEW DEVELOPMENT TO USE THE NEW CROSSING.
 THIS OPTION SPREADS TRAFFIC OVER MORE ROUTES.
 LESS CAPACITY ISSUES ON MCPHILLIPS.
 MORE CAPACITY ISSUES ON SHERBROOK AT HSC. AND ALONG MCGREGOR.