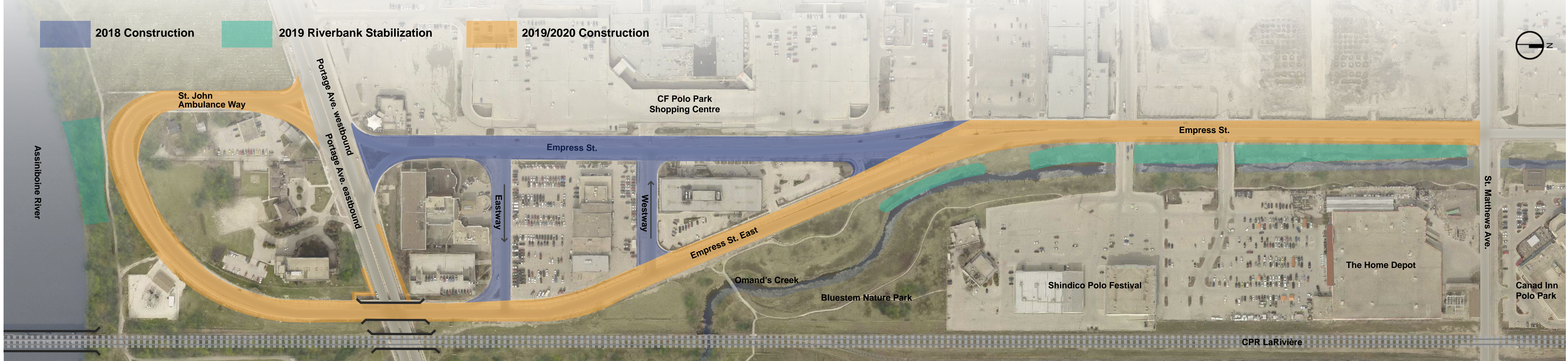


Empress Street and Overpass Reconstruction and Rehabilitation



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.

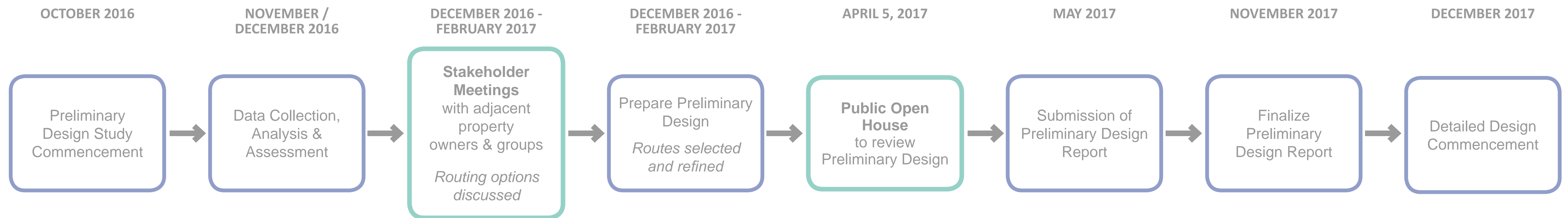
Goals of the project include:

- 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

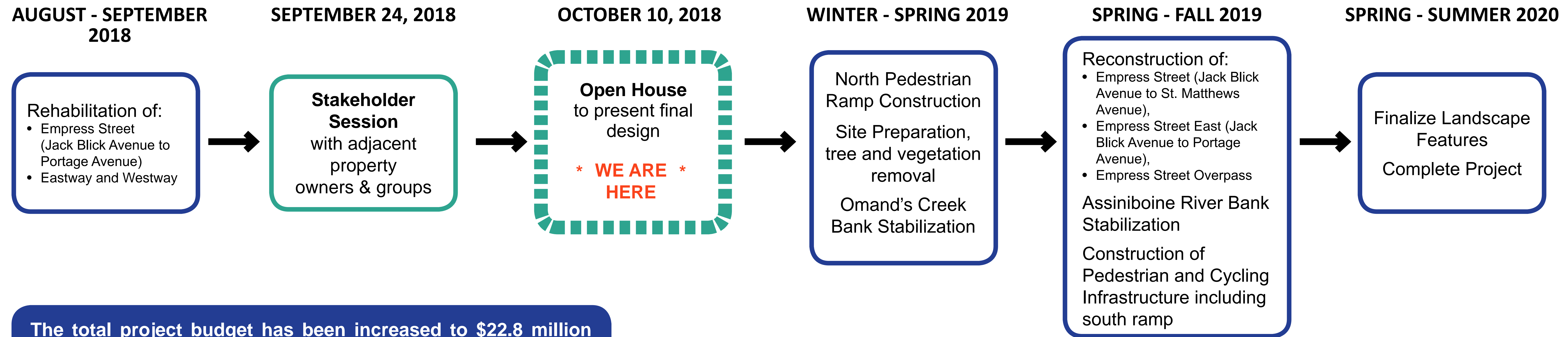
Please participate today by:

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



Detailed Design & Construction 2017-2020



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.



Roads in need of renewal



Existing overpass and piers in need of repairs



Sidewalks in need of repairs

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.



Omand's Creek bank in need of stabilization

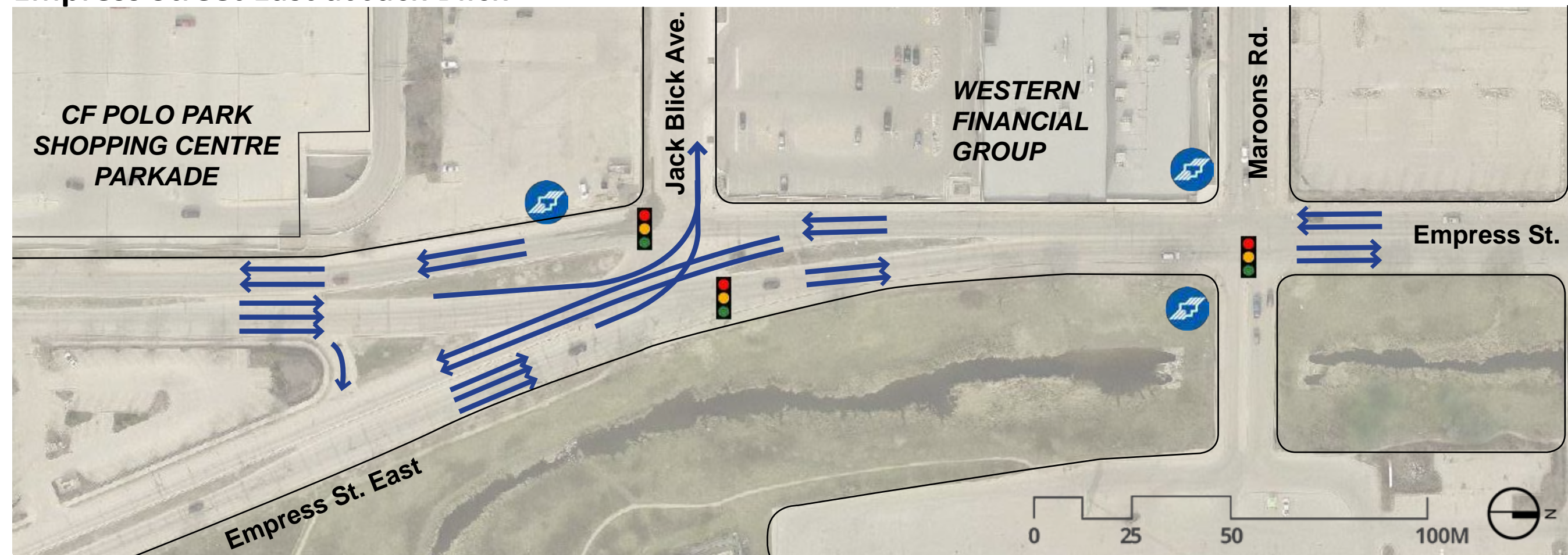
Assiniboine River bank in need of stabilization

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.

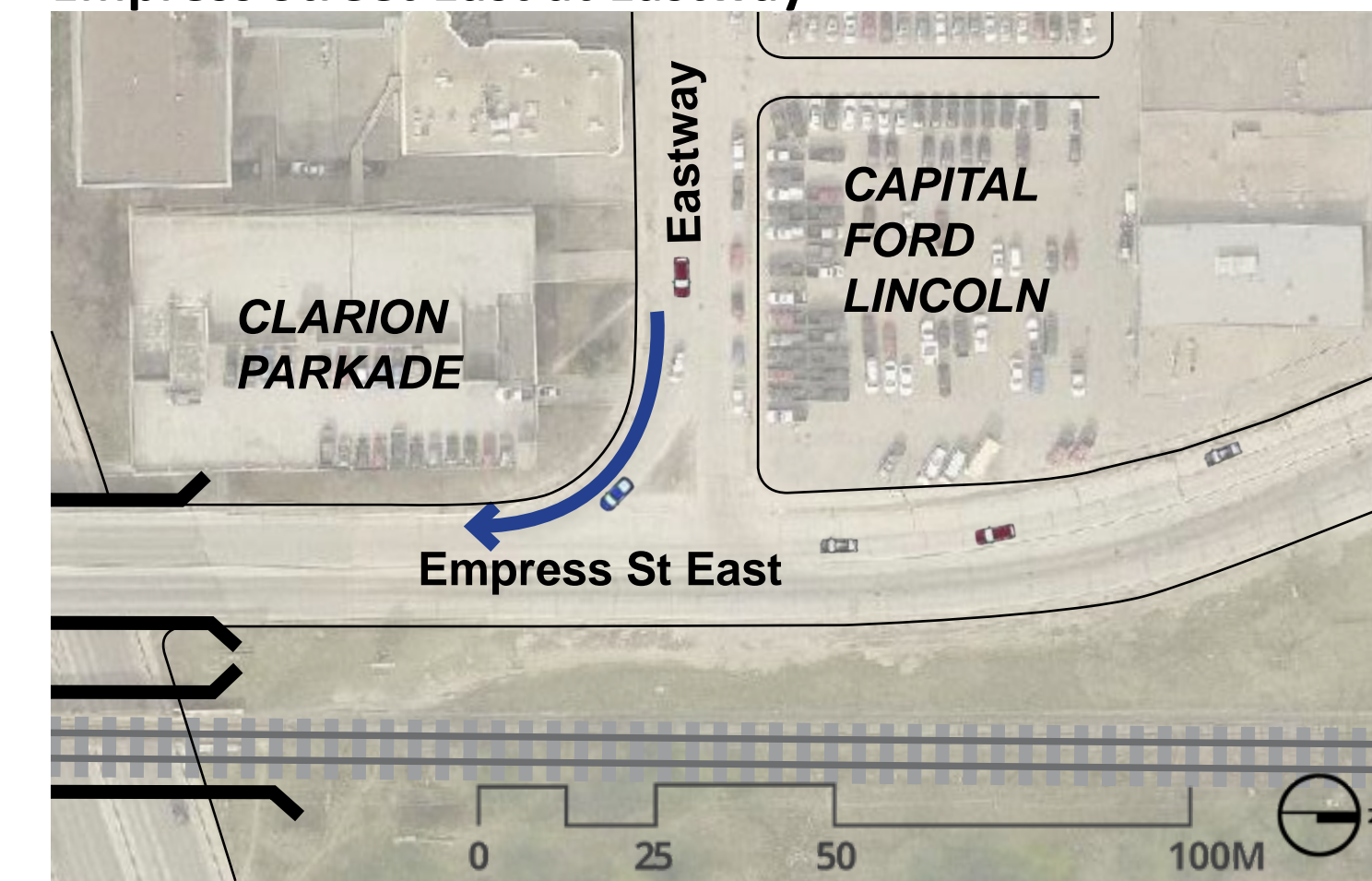
D. Intersections Need Improvements

Empress Street East at Jack Blick



- 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.

Empress Street East at Eastway



- It is difficult to see approaching vehicles from Eastway to Empress Street East.
- Opportunity to enhance safety and improve merging at this intersection.

E. 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.

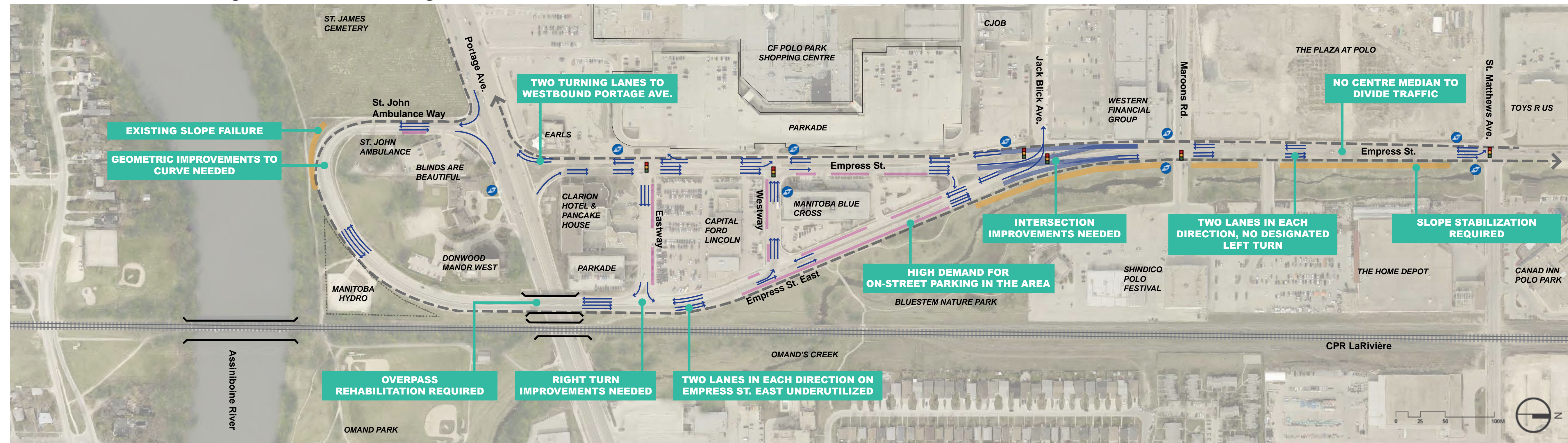


Desire lines evident by worn path



No cycling infrastructure

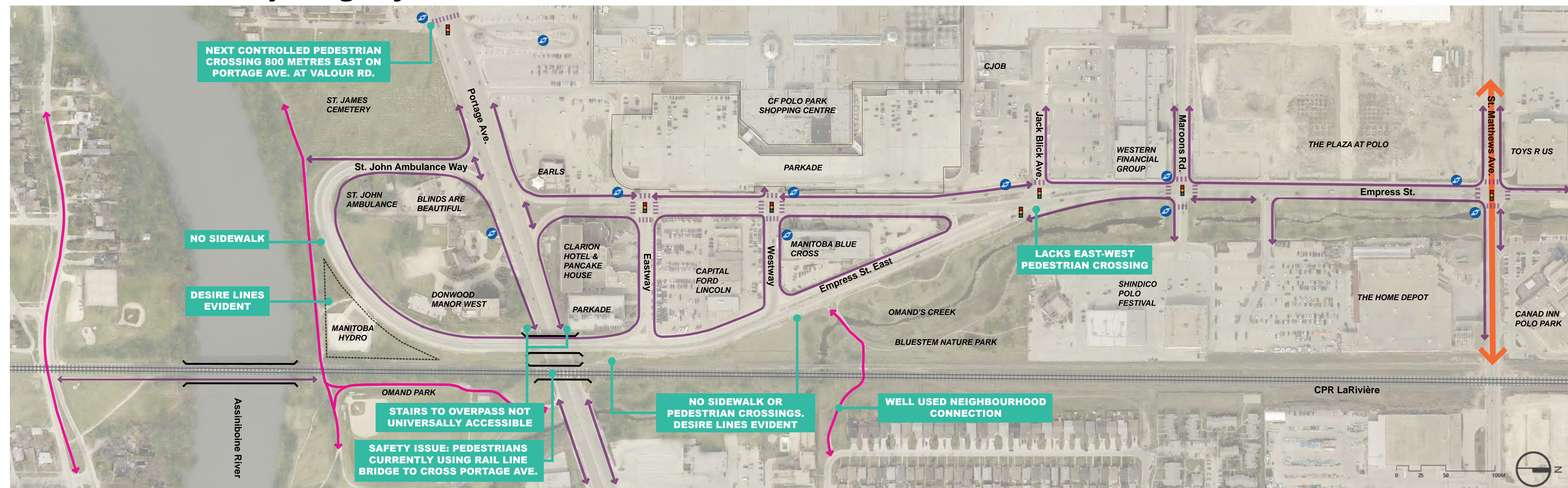
Vehicle Routing and Parking



LEGEND

- Vehicular Circulation
- High Use Truck Movement
- On-Street Parking (Approx. 107 stalls)
- Signalized Intersection
- Transit Stops

Pedestrian and Cycling Infrastructure



LEGEND

- Sidewalks
- Pathways
- Cycling Infrastructure (Sharrows/Buffered Bike Lanes)
- Pedestrian Crossing
- Signalized Intersection
- 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

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, Empress Street, 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

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

Maintenance

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

Safety and Visibility

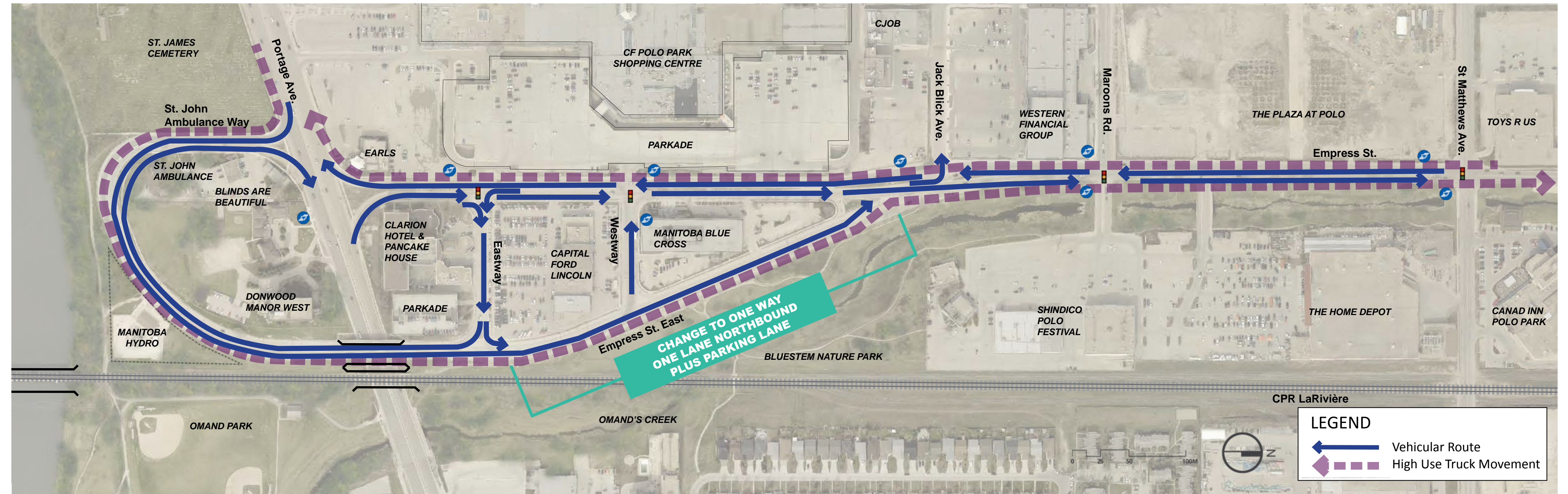
- Public safety a priority in all routing and crossings
- Crime prevention through environmental design (CPTED) should be considered for all pathways and greenspace areas
- Consider areas for conflicts between users groups (pedestrians, cyclists, cars, trucks and buses)

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)

STAKEHOLDERS ENGAGED IN THE DESIGN STUDY: Area Councillors • City of Winnipeg Departments • Winnipeg Transit • Emergency Medical Services (EMS) • Manitoba Hydro • Canadian Pacific Railway • The Province of Manitoba
Manitoba Trucking • Omand's Creek / Nature North • Western Financial Group • Shindico Polo Festival • Access Advisory Committee (AAC) • Active Transportation Advisory Committee (ATAC) • Bike Winnipeg • Cadillac Fairview Polo Park • Manitoba Blue Cross
Capital Ford Lincoln • Winnipeg Trails Association • Clarion Hotel • Home Depot • St John Ambulance • Winnipeg Regional Health Authority • Donwood Manor West • CAA Manitoba • Canad Inn Polo Park • St. James Anglican Church and Cemetery

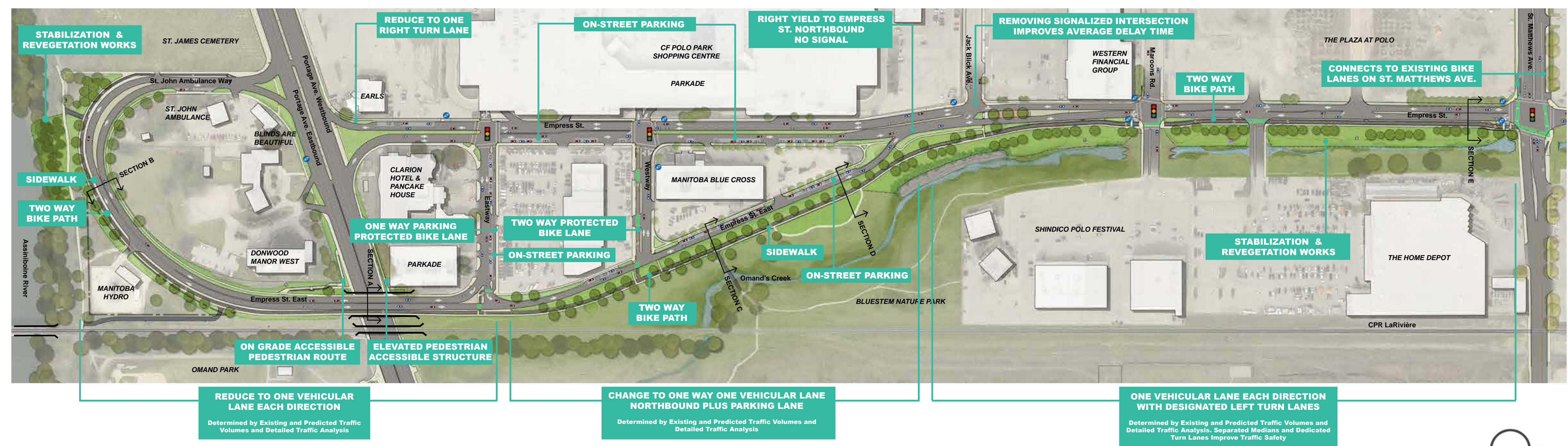
New Vehicle Routing



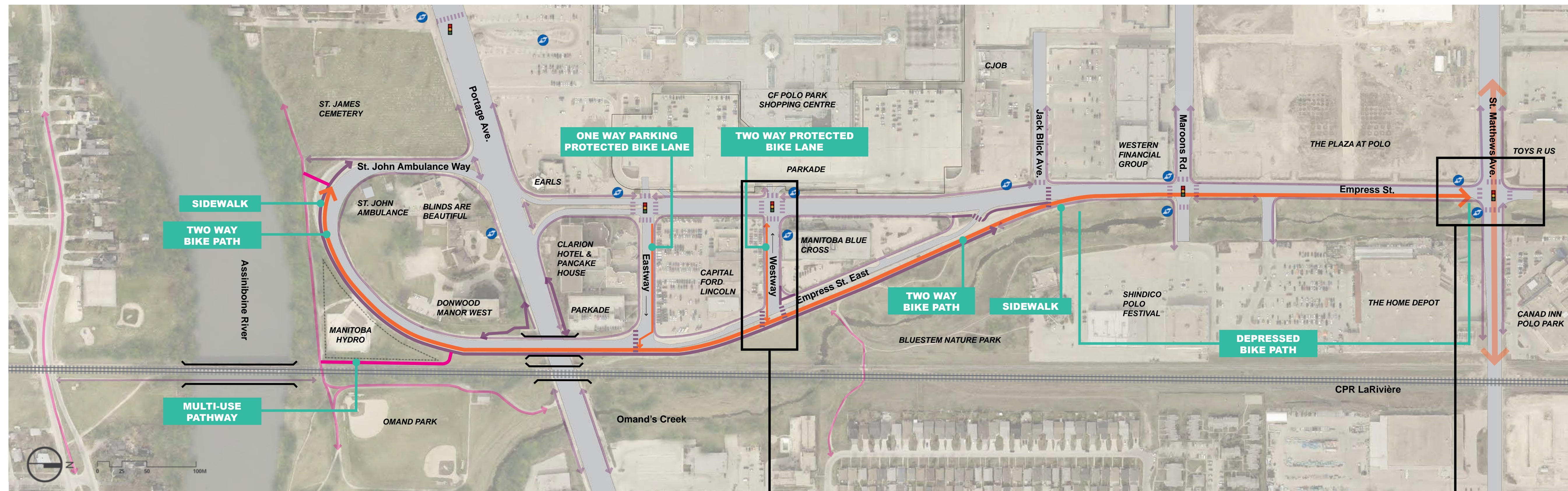
The final design:

- 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

Final Design Plan

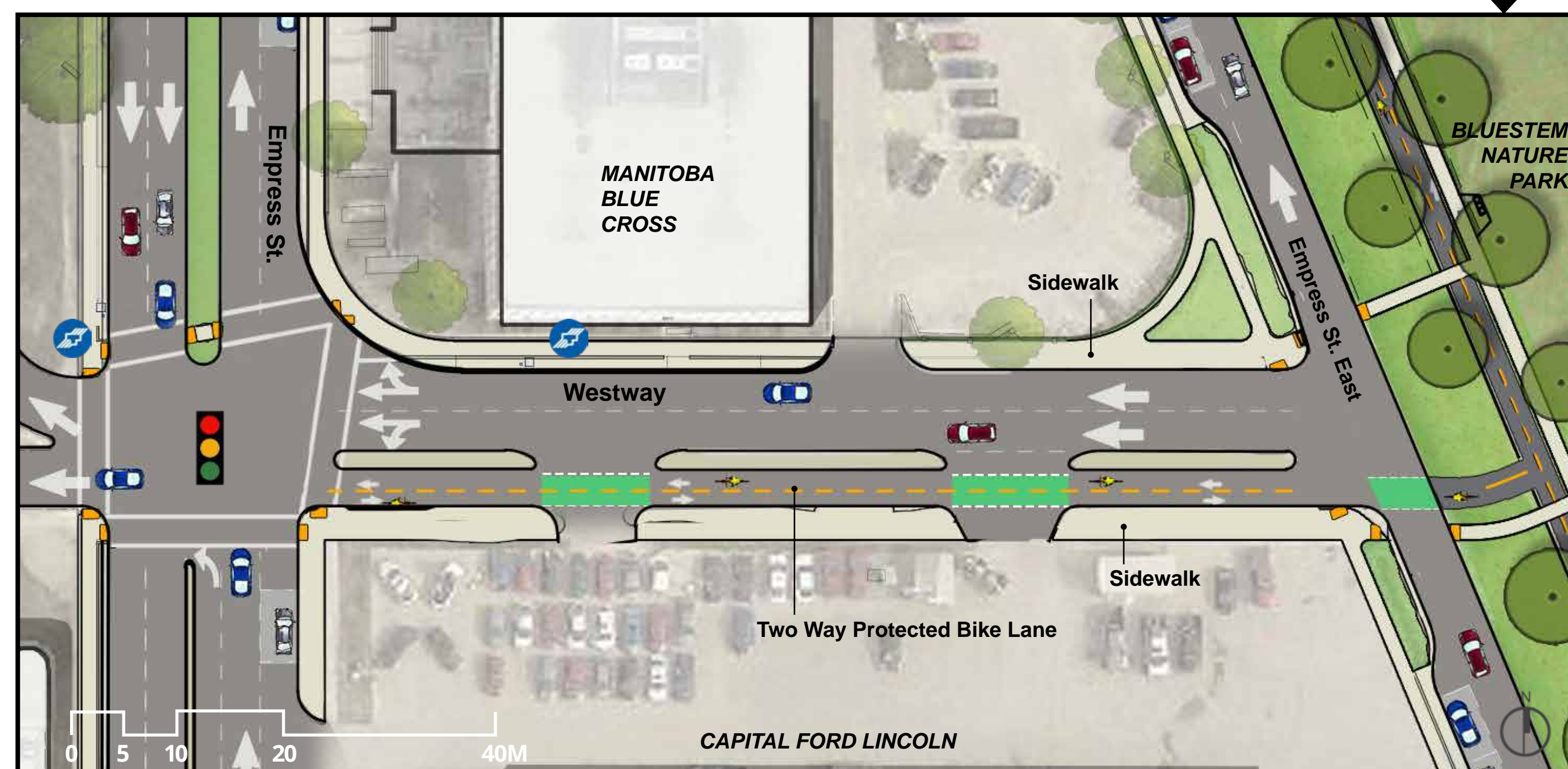


New Pedestrian and Cycling Routing



LEGEND	
	Proposed Sidewalks
	Proposed Pathways
	Proposed Cycling Infrastructure
	Proposed Pedestrian Crossing
	Existing Sidewalks
	Existing Pathways
	Existing Cycling Infrastructure
	Pedestrian Crossing
	Signalized Intersection
	Transit Stops

Final Plan Details



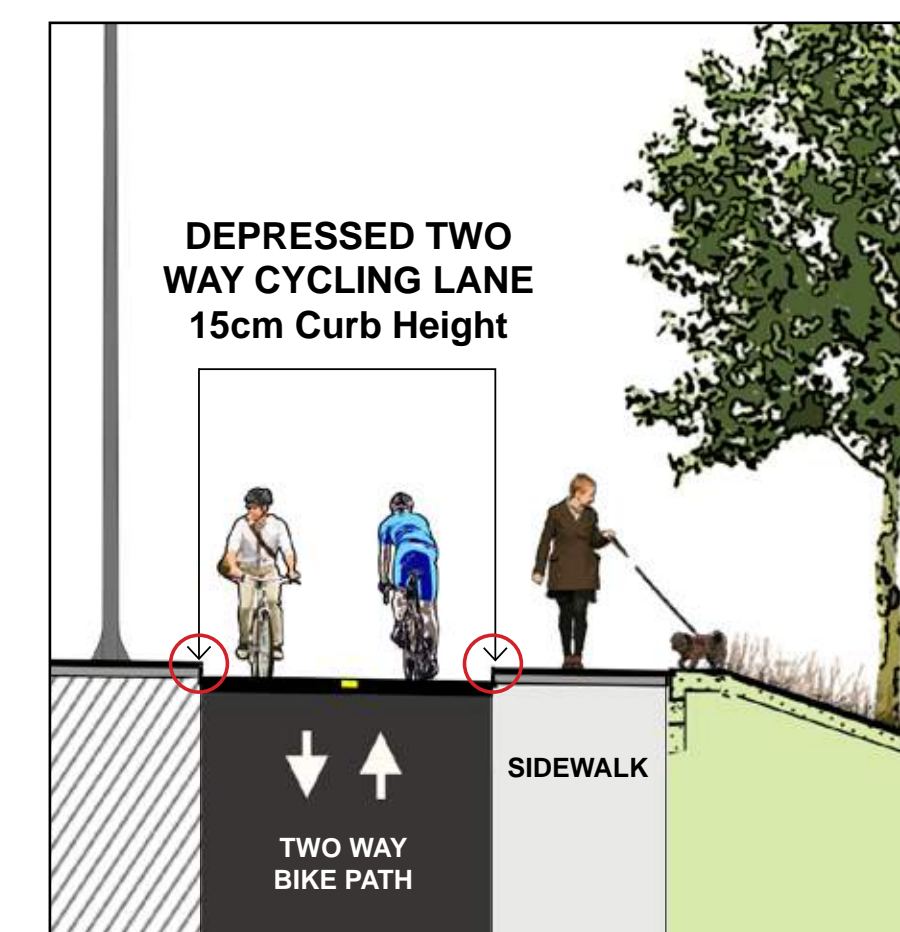
Two Way Bike Path on Westway



Empress Street at St. Matthews Avenue Intersection
Refer to Section D



Two Way Bike Path

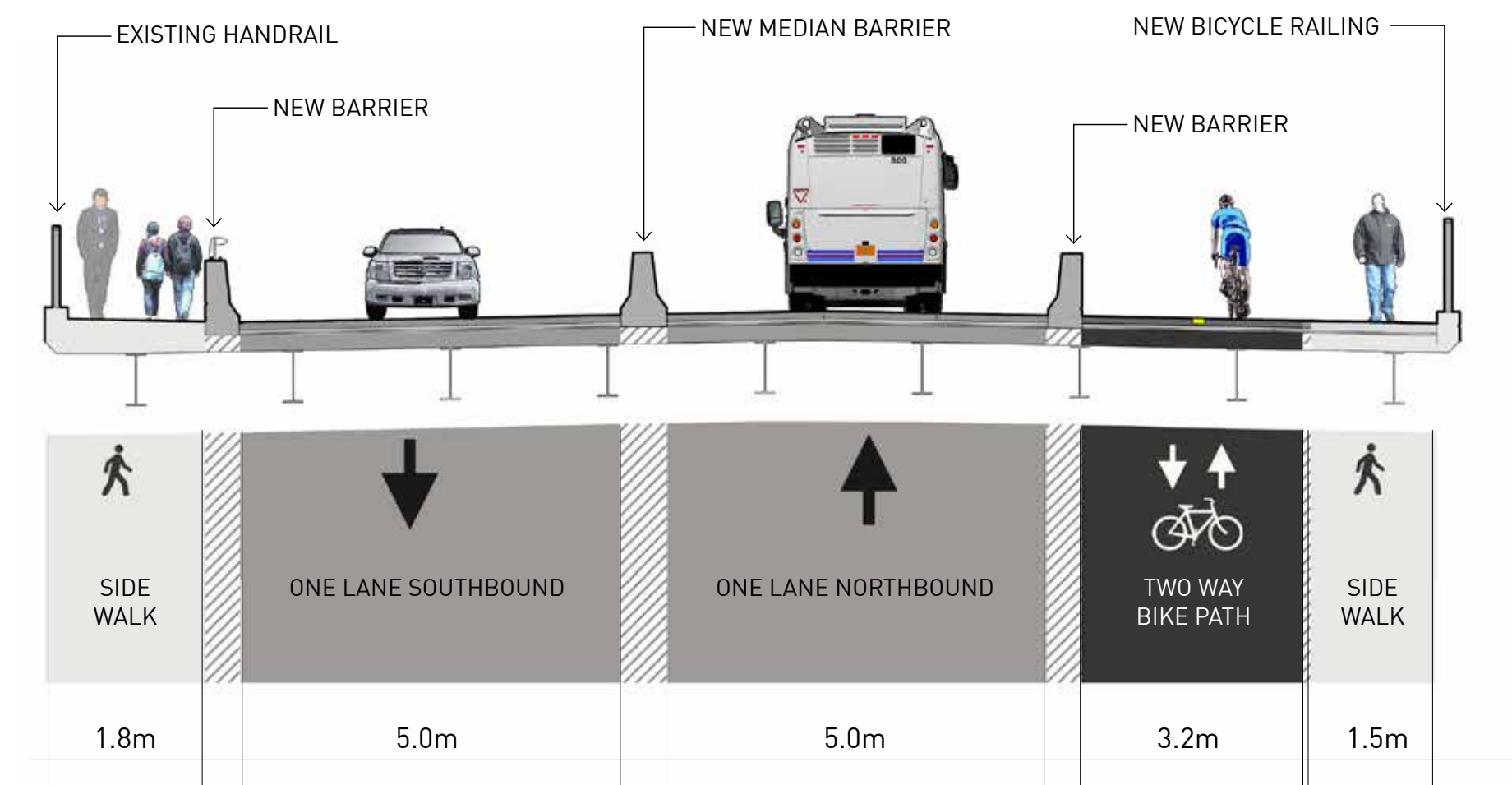


Depressed Two Way Bike Path

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:

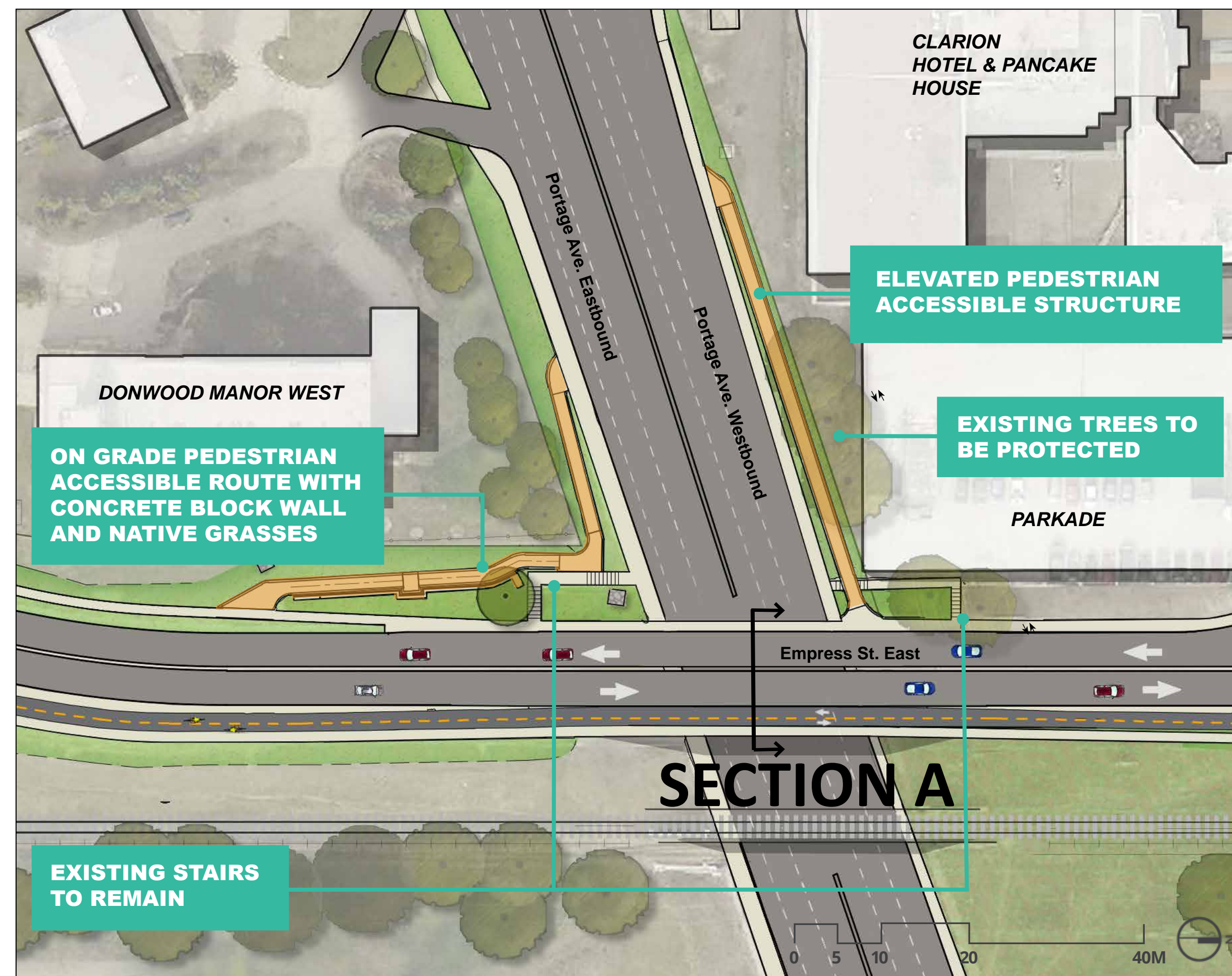
- Rehabilitation of the abutment and pier concrete
- Rehabilitation of the deck surface, including providing a new wearing surface
- Reorganization of the bridge cross-section, as shown to the right, to provide a widened sidewalk and two-way bike lane.



Section A - Empress Street East Overpass

Project Additions

Accessibility improvements were added based on City Council's directive in concurrence with the Access Advisory Committee.



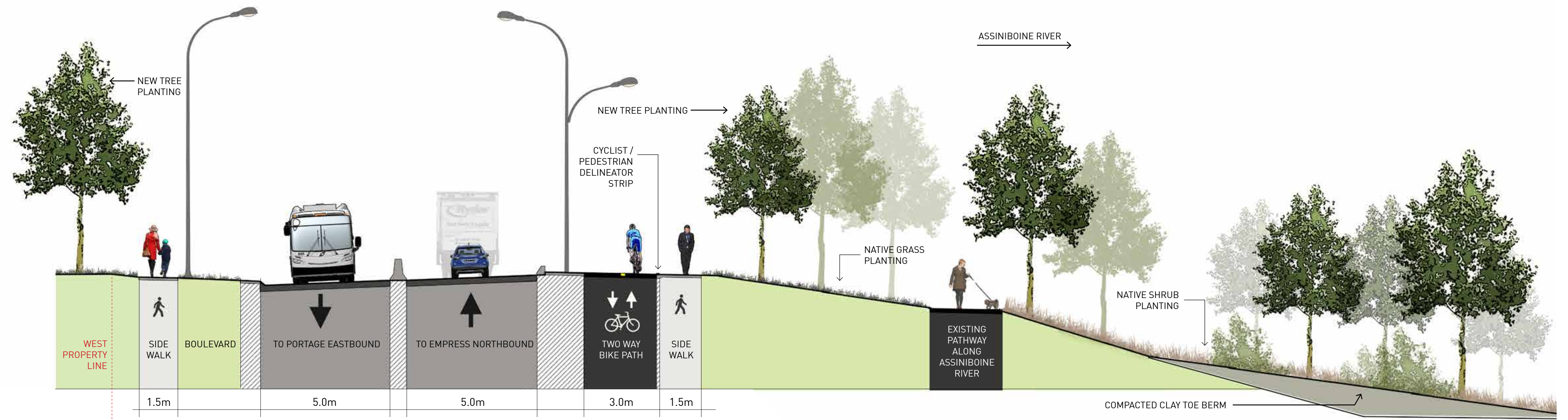
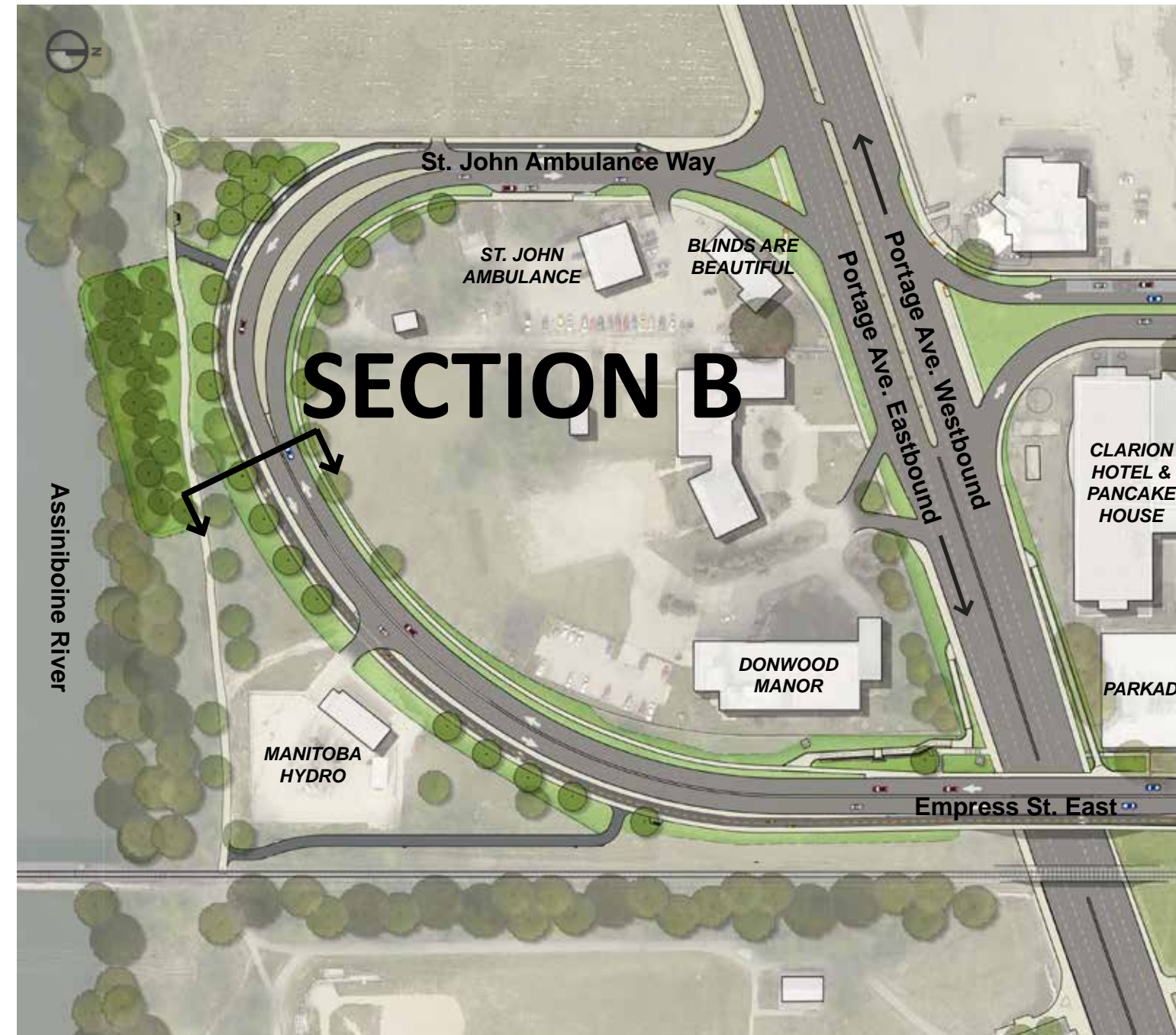
Pedestrian Access to Empress Street Overpass



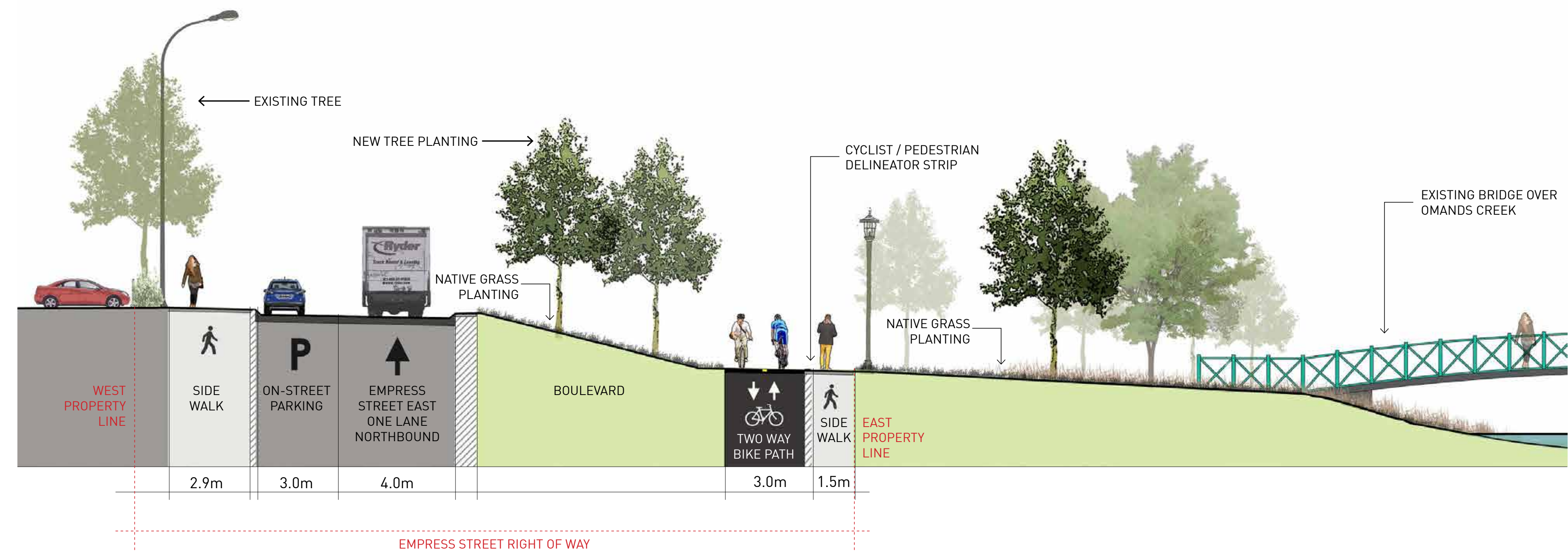
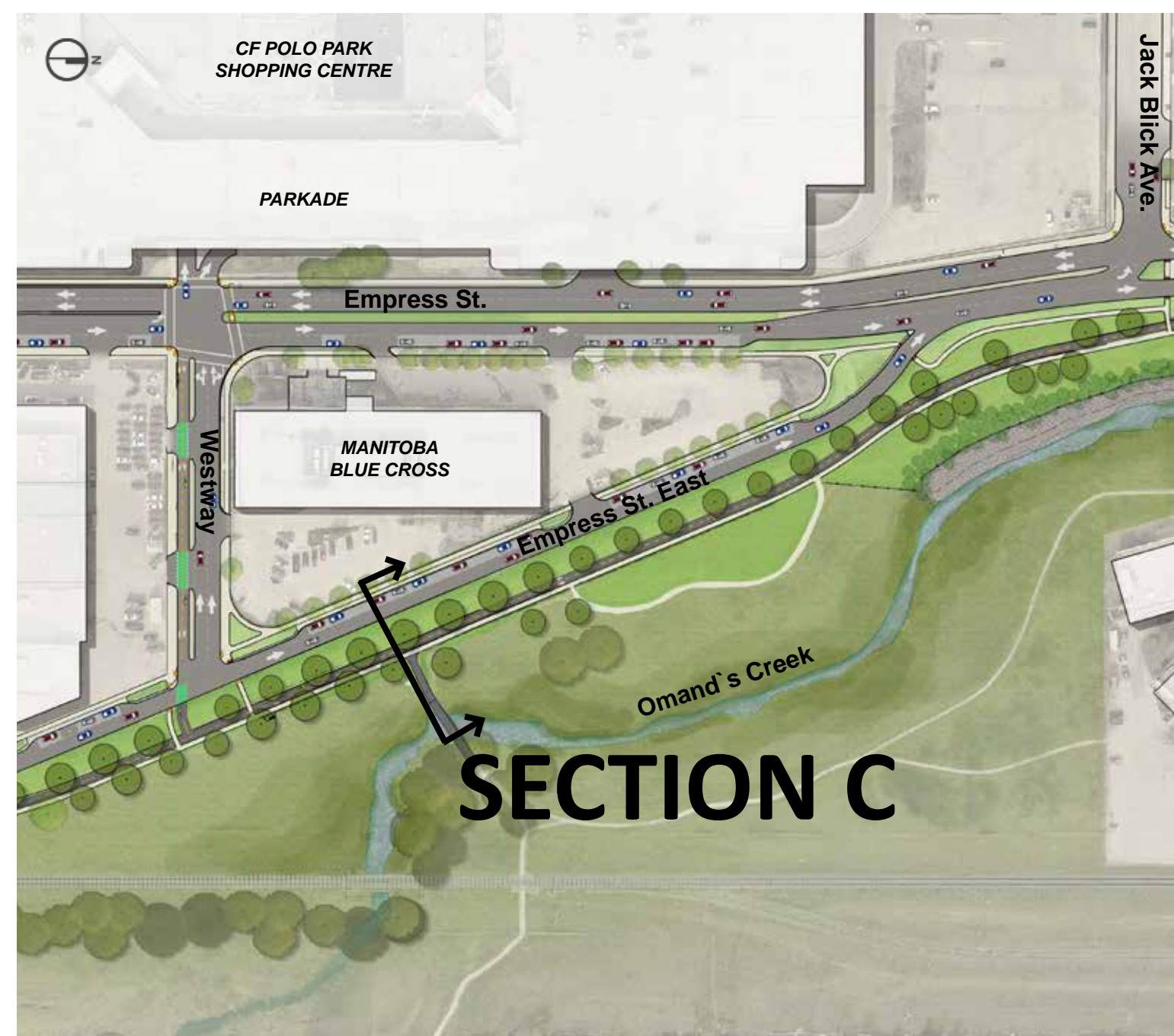
Elevated Pedestrian Accessible Structure - north of Portage Avenue



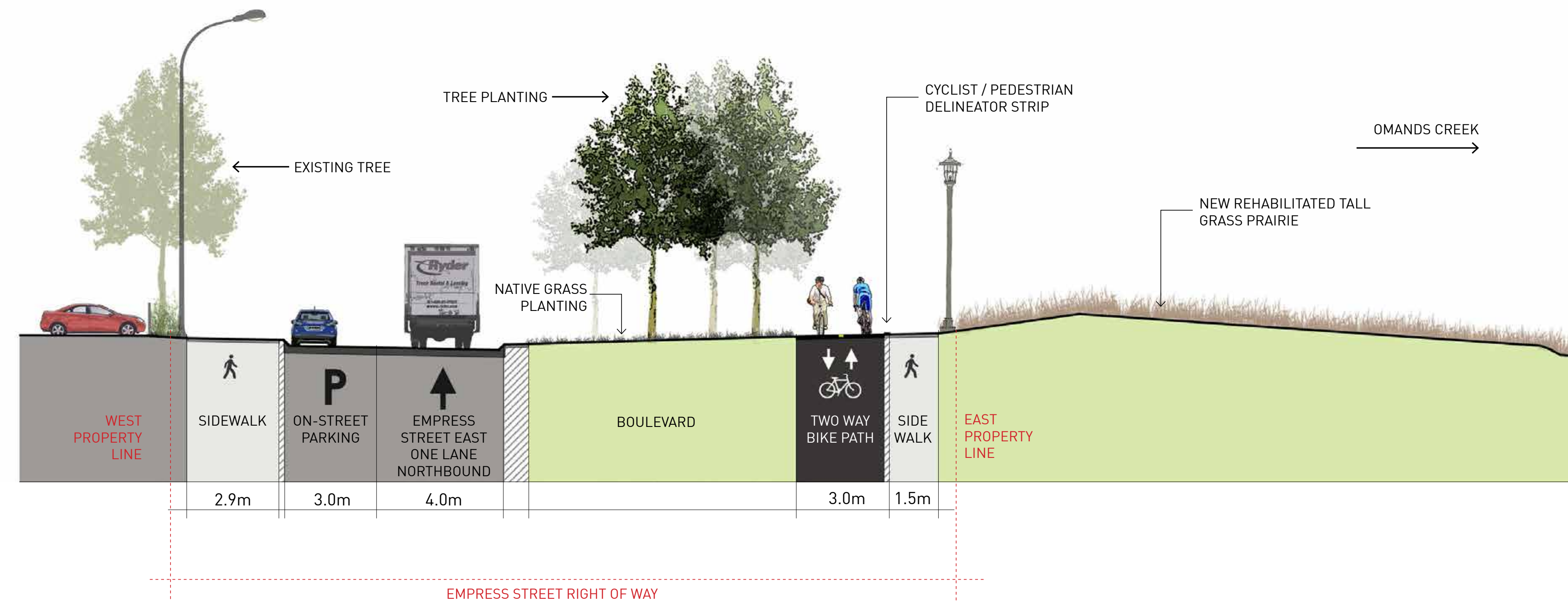
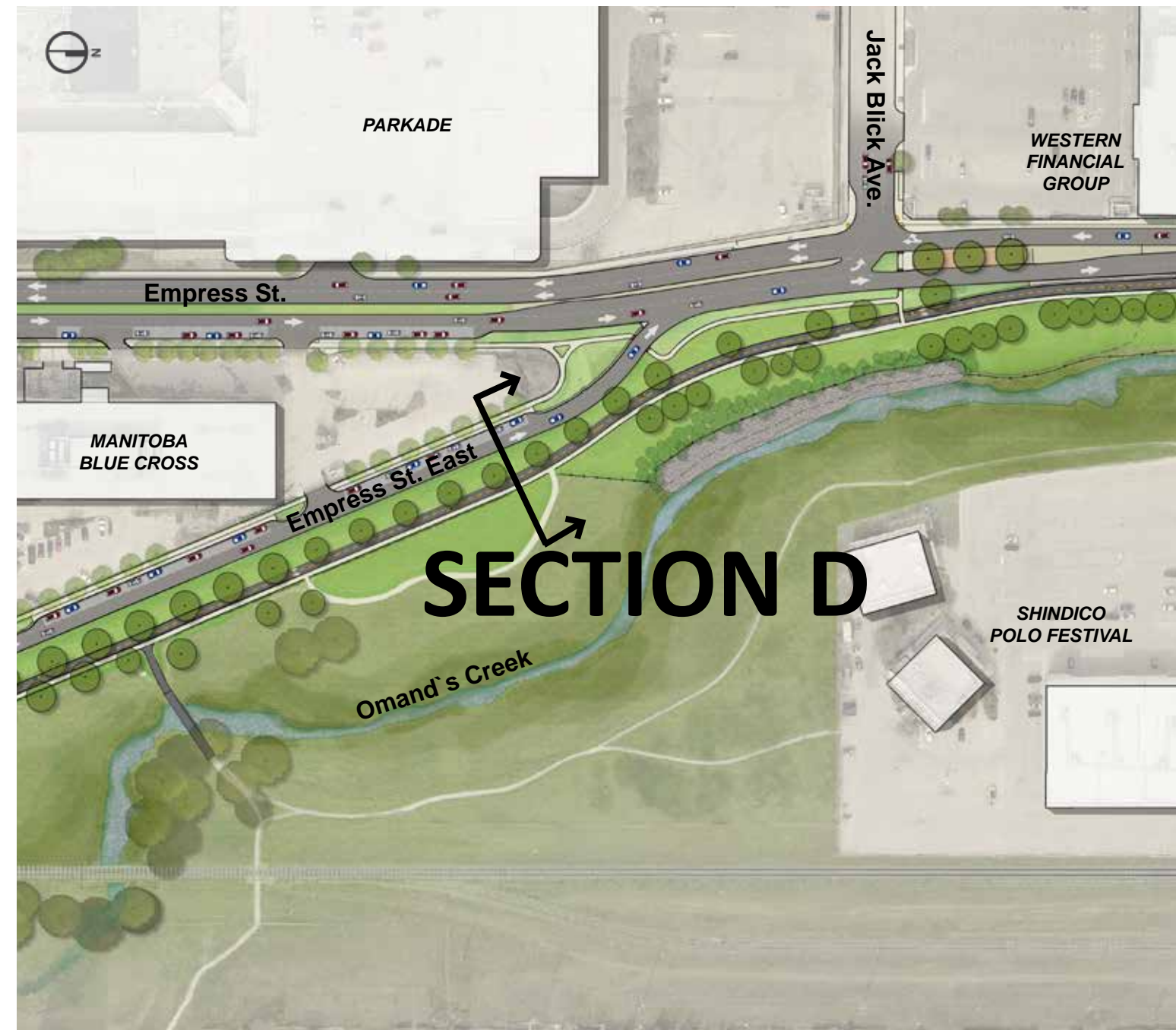
Accessible Pedestrian Route - south of Portage Avenue



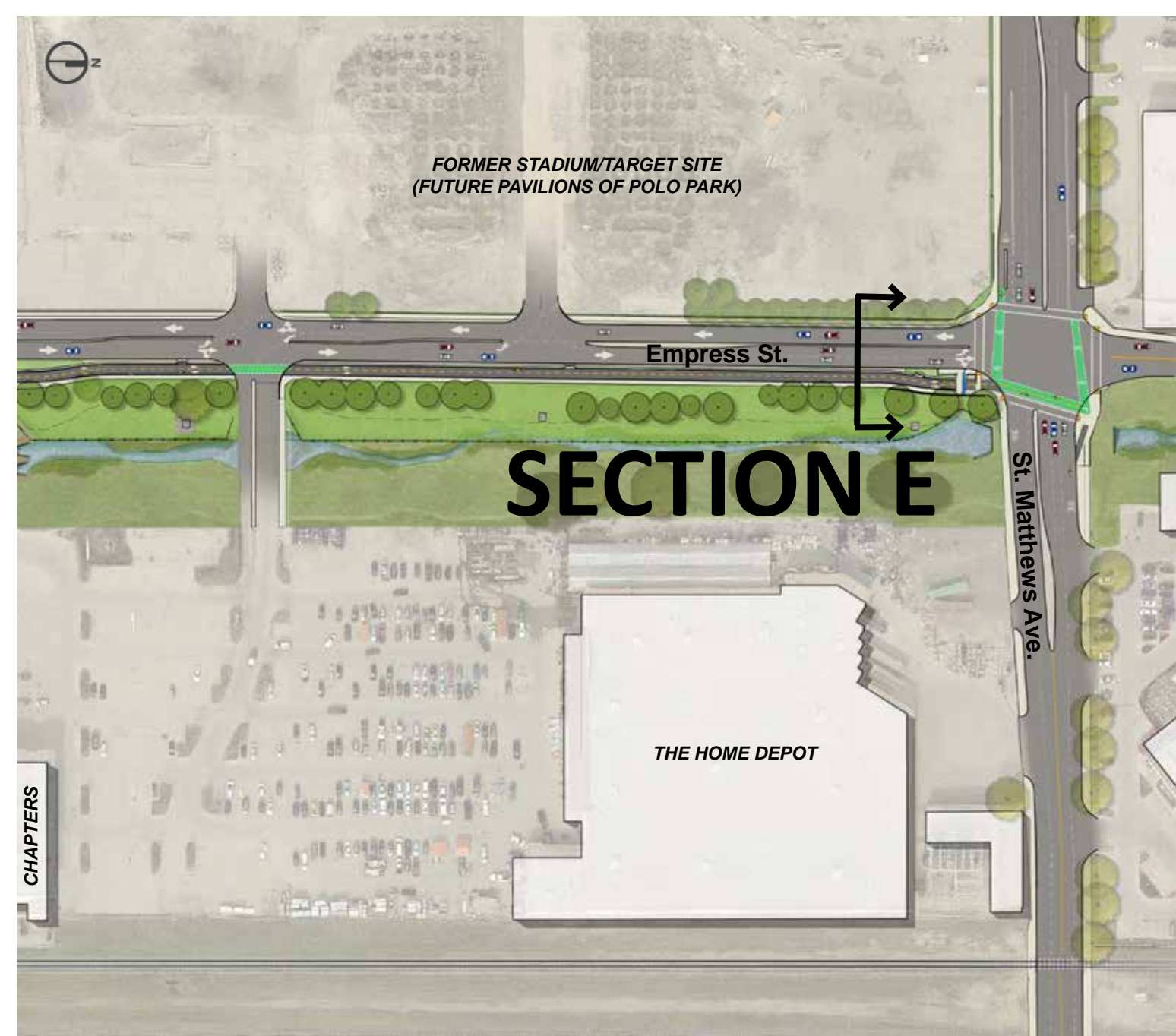
Section B - At St. John Ambulance Way
*Final lighting design to be determined



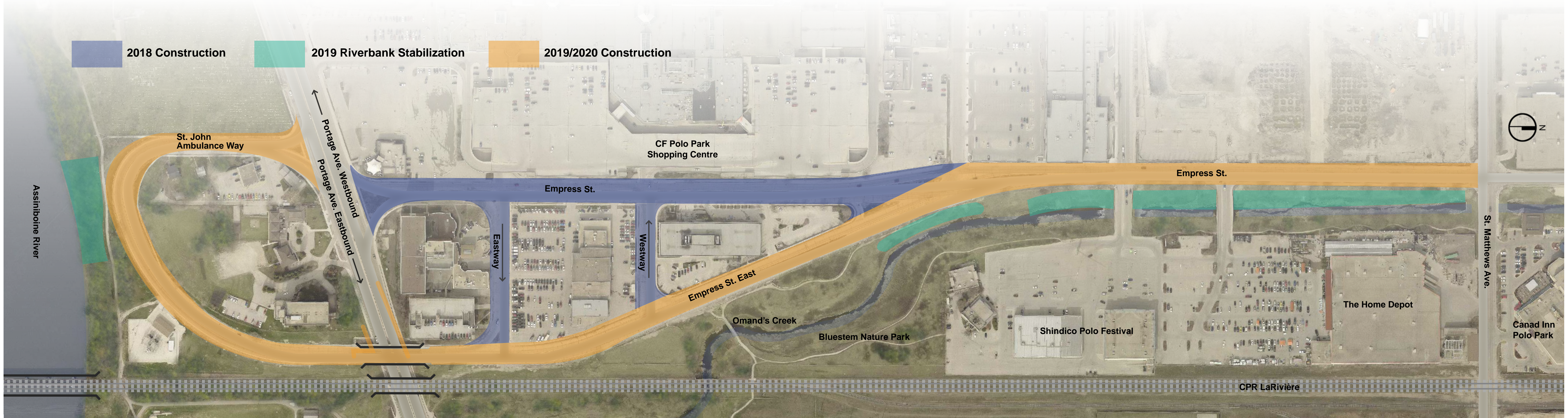
Section C - At Bluestem Nature Park and Omand's Creek crossing
*Final lighting design to be determined



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



Look for updates on the City of Winnipeg project webpage:
winnipeg.ca/empress

For more information contact



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.