

CPR Yards Crossing Study Arlington Bridge Solutions

Project Advisory Committee (PAC)

Potential Sectors

- Residents
- Local Business
- City-wide business
- School children
- Seniors
- Aboriginal Group
- Cyclists
- Trucking
- Local industry
- Housing
- Newcomer Canadians
- Youth/young adults
- Heritage
- Arts & Culture
- Universal Accessibility
- Health Institutions
- City of Winnipeg Departments:
- Public Works
- Planning Property & Development
- Transit
- Water & Waste

Consultants

Prime Engineer:



Public Engagement:



What is the CPR Yards Crossing Study all about?

The Arlington Street Bridge over the CPR Yards is getting near the end of its useful life. We need to develop a sensible plan of what to do about the bridge because fixing it is not possible. This is a chance to build a better connection for people, across the railway yards.

The CPR Yards Crossing Study will look at a number of ways to put a new crossing in the area, or to perhaps improve a crossing of the CPR yards that is already there, between McPhillips Street and Salter Street. The study also includes:

- Reviewing the traffic routes that lead onto and off the bridge;
- Planning for all kinds of transportation to be used in the area (walking, cycling, transit and vehicles);
- Considering designs that fit well into the local community;
- Reviewing the intersections in the area, including Inkster Boulevard and McPhillips Street.

The study will not look at the idea of moving the CPR yards someplace else. The relocation of the CPR Yards is a separate and complicated issue that is not part of this study.

People who use the bridge and other area people will be consulted in different ways, and asked to help with ideas of how to make the project work.



Arlington Bridge

Why can't the Arlington Bridge still be used?

The Arlington Bridge can not handle large and heavy vehicles, not even school or Transit buses. Both ends of the bridge are very steep and this makes it very hard for people who are walking or riding bicycles, and even harder for seniors and others like people with disabilities, children, and people with strollers or walkers.



Besides reaching the end of its usable life, these other issues make it important to find the best choice to replace the crossing:

- There are only a few places where people can cross the CPR tracks and there is a high demand for people to make the crossing. The Arlington Bridge currently carries 14,000 vehicles per day; the Slaw Rebchuk Bridge has 33,000 vehicles per day with 44,000 vehicles per day crossing the CPR tracks via the McPhillips Avenue underpass;
- This route is used by many people to get to and from the Health Sciences Centre and to reach the downtown from the northwest part of the city;
- There are not a lot of suitable routes in this area for people to use when walking and cycling;
- There are important places people now using the bridge need to go to and from on both sides. For example; schools, businesses, jobs, medical appointments and community organizations.

What factors will be considered in the planning process? What do we know about the neighbouring communities?

The local and regional transportation systems need to work well together. The local roads are meant to allow people in the neighbourhood to move within the neighbourhood while the regional roads are meant to move people in and out of the neighbourhood.

It is also important that the neighbourhood is easy and safe to get around. There are a lot of children in the neighbourhoods closest to the CPR yards and many of them walk. The area is very mixed in the way it is used

and traffic is very busy. This study to figure out how and where to cross over the CPR yards, will look at how everyone's needs can be met, including drivers, people who walk, cyclists, transit users, parents with strollers, and truck drivers.

The neighbourhoods on both sides of the railway yards are rich in history and culture. These were Winnipeg's first residential neighbourhoods, close to industries and jobs. There are also many buildings in the area that are important historically or because of their architecture. Many aboriginal people and newcomer Canadians live in this area.

Looking at all these elements when we are planning and designing the project, with the help of the people in the community, will make the best plan possible and people in the community will know they have helped this happen in the best way possible. No plan has been decided yet. This study will help to make the best choice.

What is collaborative planning and who will be involved?

Collaborative planning means people in a group work together, to figure out possible ways to do the project, and to decide together what will work best. Thoughts and wisdom are needed from everyone who will be affected by the project, including local people, special interest groups, organizations, businesses and experts in how a city and transportation works.

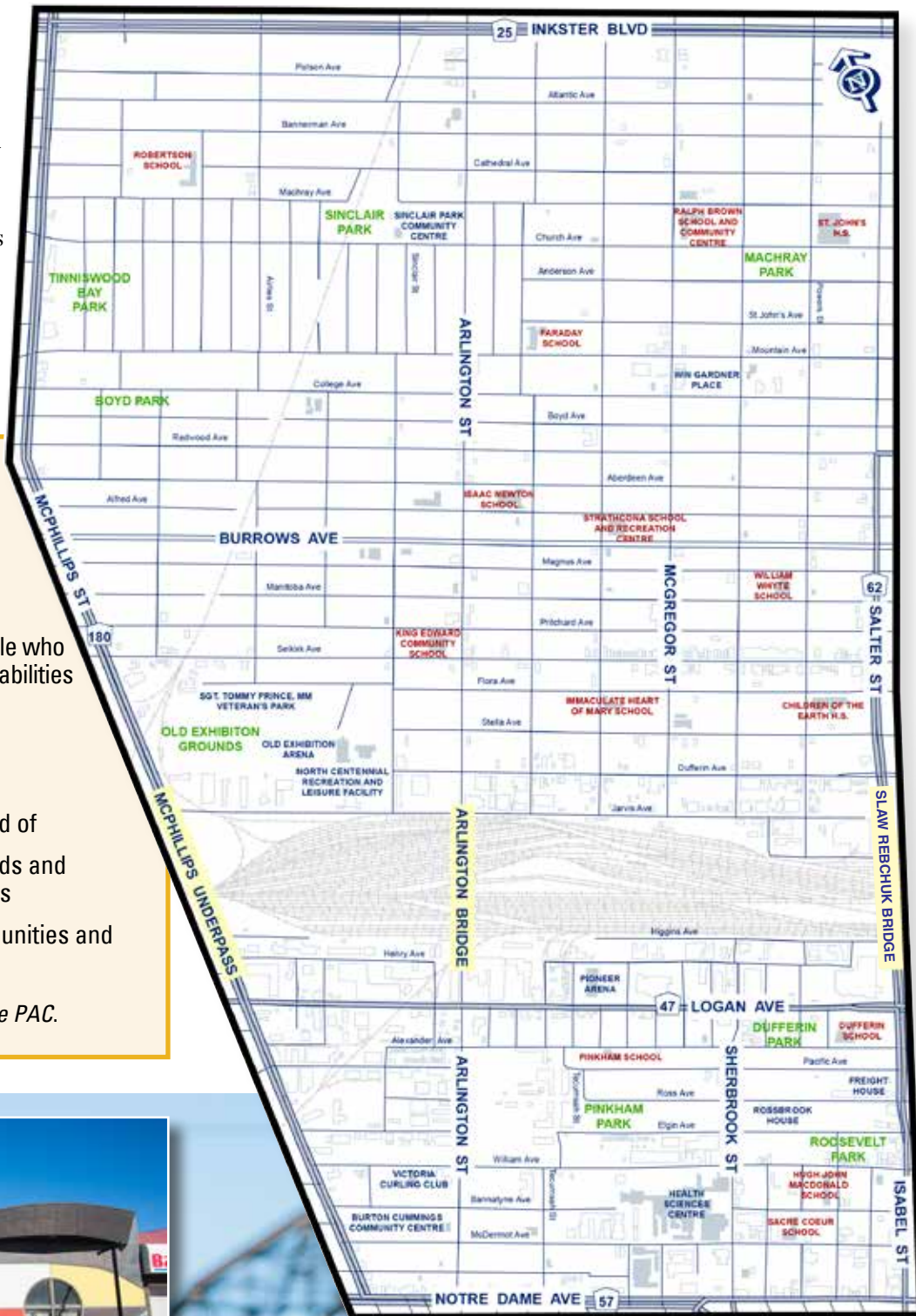
A Project Advisory Committee (PAC) will be formed with people to represent these areas and provide feedback.

Meetings will be held in fall 2014 and winter 2015. In these meetings, the PAC will work with City staff, keeping in mind the project's goals and anything else that becomes important. The PAC will then figure out possible ways to meet the goals and suggest which ones may work better than others. Citizens will be able to look over these ideas at open houses, where they will also be able to tell the PAC and City what they think.

Starting Project Goals

- Safe
- Technically strong and smart
- Works with City policies and guidelines or the needs of people who walk, cycle and people with disabilities
- Handles and improves traffic
- Good value for money
- Environmentally responsible
- Beautiful; a project to be proud of
- The planning reflects the needs and thoughts from the communities
- Works for people in the communities and city-wide

These will be further developed by the PAC.



How can the general public get involved?

The public can get involved through coffee shop talks and dialogue groups at community organizations, by going on a public site tour, going to community workshops, answering a telephone survey and visiting public open houses.

The City will have an online interactive forum/website that will provide background information, make it possible for people to give their opinions, and will keep everyone updated on what people are saying.

People can learn about all these events through this newsletter, ads in newspapers, notes from community organization networks, and by checking the City's website.



You are Invited

Join us for a Community Travel-Around / Bus Tour and Planning Workshop

Thursday, December 4th starting at 5:00 p.m.
Meeting point at Rossbrook House
658 Ross Avenue

Tour to be followed by pizza and a planning workshop/discussion until 8:30 pm at Rossbrook House

*(Please confirm if you will attend the bus tour as space may be limited.)
Accommodations will be made for those with disabilities.
Email us at freig.associates@shaw.ca or call 311 to sign up or with any questions*

There is room for everyone at the Workshop!

Project Timelines

Collaborative planning process – PAC meetings	Starting Fall 2014
Public consultation – Broad public input	Fall 2014 - Spring 2015
Public site tour	Fall 2014
Community workshops	Fall 2014 and Winter 2015
Presentations and dialogue groups	Fall 2014 - Spring 2015
Interactive planning and public input website	Fall 2014 – Spring 2015
Public open houses	Spring 2015
Preliminary report	Summer 2015
Final report	Fall 2015

The public can participate in this project in the following ways:

- Visit our website and engage online: **cpcrossing.winnipeg.ca**
- From the project website, click the link and go to our interactive, collaborative planning and public input space.
- Email us at: freig.associates@shaw.ca
- Stay up to date by liking us on [Facebook.com/cityofwinnipeg](https://www.facebook.com/cityofwinnipeg) and following us on Twitter
- Media inquiries can be directed to: 204-986-6000 or **City-MediaInquiry@winnipeg.ca**
- Call 311 and your question will be directed to the right person.

