



# Results of the CPR Yards Crossing Study

## WORKING TOWARD A NEW USER-FRIENDLY ARLINGTON BRIDGE

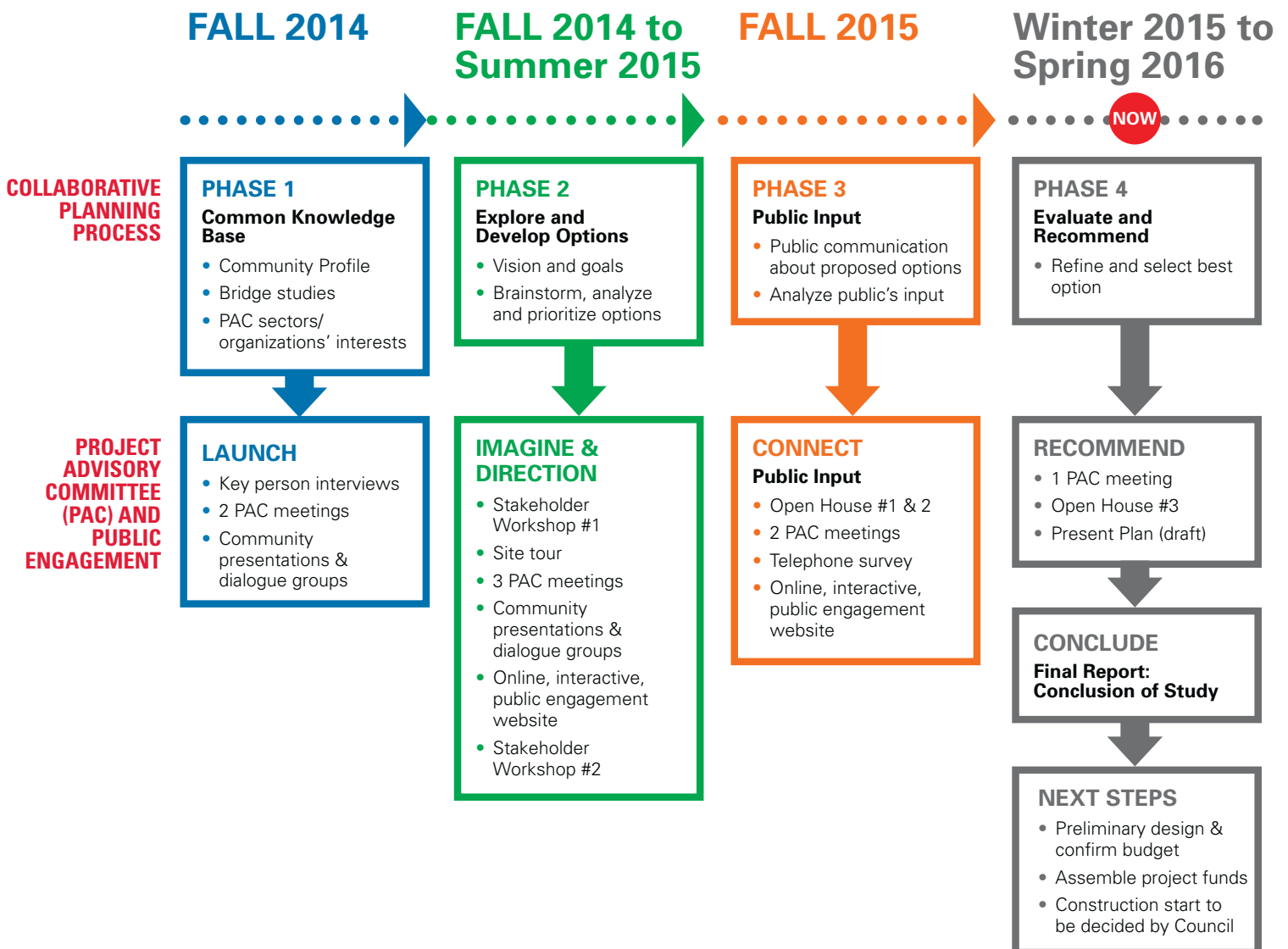
Work your way around the room to learn more about the study that was conducted to gather input from Winnipeggers on the proposed ideas to replace the Arlington Street Bridge and improve crossings over the CPR Yards.



# Background

- The Arlington Street Bridge over the CPR Yards is nearing the end of its useable life.
- A sensible plan is needed to replace and improve crossings while meeting the needs of everyone affected.
- A Project Advisory Committee (PAC) was asked to identify the best, most practical options using a collaborative planning process.
- Winnipeggers provided public input through:
  - Face-to-face meetings
  - Dialogue groups
  - Community workshops
  - Open houses
  - Online and telephone surveys

# Collaborative Planning and Public Engagement Timeline



# Your Input

The Project Vision put forth by the PAC:

- Having a safe, convenient and well-situated crossing(s) that:
  - Connects the north and south communities
  - Manages traffic-flow and supports economic stability & growth, social interaction and healthy living
  - Offers accessible, connected transportation options for all ages and abilities

You will learn more from the information display and your discussions with project representatives so you can tell us how well the recommendations meet the project vision and priorities.





# Proposed Options

## PHASE 2 Option A Reconstruct McPhillips Underpass

- Includes reconstruction and widening the underpass

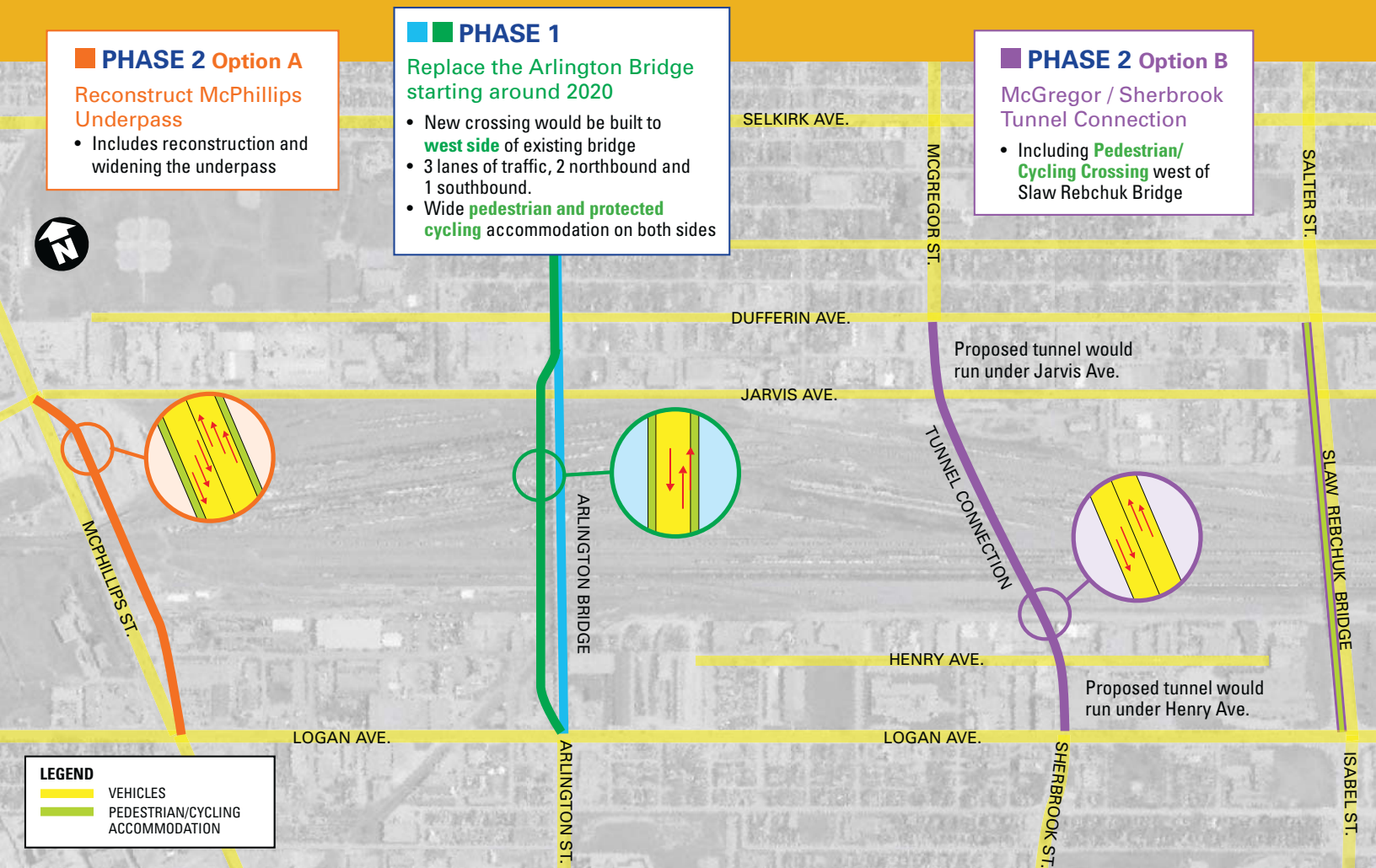
## PHASE 1

### Replace the Arlington Bridge starting around 2020

- New crossing would be built to **west side** of existing bridge
- 3 lanes of traffic, 2 northbound and 1 southbound.
- Wide **pedestrian and protected cycling** accommodation on both sides

## PHASE 2 Option B McGregor / Sherbrook Tunnel Connection

- Including **Pedestrian/Cycling Crossing** west of Slaw Rebchuk Bridge



# Bridging the Communities

## Why do we need to replace the Arlington Bridge?

- The Arlington Bridge is critical to the health of the surrounding communities to keep people connected.
- Community members prefer the Arlington Bridge to the other area crossings, to get to where they need to go every day, like work, shopping and appointments because of its convenience, connections, and multi-modal accommodation.
- From a city-wide perspective, the existing transportation network would not be sustainable if this crossing were to be removed.

# What Winnipeggers Told Us...

## **PHASE 1: Replace Arlington Bridge**

- Keep the bridge open as much as possible during construction by building on the west side of the existing bridge
- Construct a three lane bridge, with two northbound lanes and one southbound
- Build protected bike lanes on both sides from Selkirk to Alexander Avenues
- Have wide sidewalks on both sides
- Provide proper lighting for all users
- Construct gently sloped ramps

## **What will be some key features of the new bridge?**

- Public art that honours the culture and heritage of the area as an integral part of the bridge design
- Community/green space plan and opportunities for land redevelopment on any property remaining from the new bridge construction
- New Transit service
- People of all ages and abilities will be able to cross the Yards whether they choose to walk, bike or drive



# What Winnipeggers Told Us...

## **PHASE 2: Longer-term plans – McPhillips Underpass vs. McGregor/Sherbrook Tunnel**

- Results from the open houses and online surveys show people prefer reconstructing the McPhillips Underpass option rather than the McGregor-Sherbrook tunnel connection.
- Results from a representative telephone survey across the northwest part of the City show an even split between the two options.

# McPhillips vs. McGregor/Sherbrook - Pros and Cons

|             | McPhillips Underpass                                                 | McGregor/Sherbrook Tunnel                                                                               |
|-------------|----------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| <b>Pros</b> | Replaces an aging, existing structure                                | New crossing                                                                                            |
|             | Improved Transit routes and options                                  | Offers new transit service opportunities for area                                                       |
|             | Safer pathway for pedestrians and cyclists                           | New access to area businesses/community                                                                 |
|             | Connects to existing and future bike network                         | Will include cycling/pedestrian crossing next to Slaw Rebchuk Bridge                                    |
|             | Better clearance for truck traffic                                   | Improves traffic flow and accommodates future growth in north-west Winnipeg                             |
|             | Improves drainage                                                    | Convenient access to HSC and downtown                                                                   |
|             |                                                                      | Relieves traffic on McPhillips and Main St.                                                             |
| <b>Cons</b> | No improvement in traffic during rush hour                           | Will result in increased traffic at Sherbrook and Notre Dame, in the HSC area (road work will minimize) |
|             | Extensive CPR track modifications needed                             | Construction method poses challenges for CPR                                                            |
|             | Temporary closures may be required on McPhillips during construction | Some public concern about perceived safety within the tunnel                                            |
|             | Not fully supported by public                                        | Not fully supported by the public                                                                       |
|             |                                                                      | Will require more property acquisition                                                                  |

# The Better *Connection*

The pros and cons were carefully identified and further review indicates that **McGregor-Sherbrook** would be the better ***connection*** as it would:

- Offer another north-south route that is convenient to downtown
- Provide an additional crossing in the transportation network and more route choices
- Improve traffic flow
- Enable a safe, convenient pedestrian and cycling crossing beside the Slaw Rebchuk Bridge within view
- Accomplish safe and efficient traffic flows through traffic modifications around HSC

# Project Recommendations

## **Replace Arlington Bridge – Off Alignment:**

### **Longer-term plans – McPhillips Underpass vs. McGregor/Sherbrook Tunnel**

A decision should be made after the new Arlington Bridge is completed, but closer to 2031, factoring in:

- Performance of the new Arlington Bridge
- Future of the CPR Yards
- Population growth and transportation demand
- Changes in method of transportation (automobile, bicycle, pedestrian, Transit)
- Land development in the surrounding area

# What Happens Next?

**Final report prepared and presented to City Council**

Spring 2016

**Arlington Bridge preliminary design and project budget developed**

2016/2017

**Begin assembling project funding**

2017

**Construction start**

to be decided by City Council

# Preliminary Costs – Arlington Bridge Replacement

If construction were to start in 2020 and be completed in 2023, the project could cost approximately \$300 million. This is called a Class 4 estimate which is accurate to within about 30%. This estimate is based on the concept plan you have seen today. It includes inflation and contingencies.

In late 2016 and into 2017 the City of Winnipeg will further develop the design. This more detailed information will allow for a more confident estimate, which is called a Class 3 estimate.

This could establish the official project budget that could be used to pursue funding.



# Potential Relocation of the CPR Yards

- The Government of Manitoba has set up a working group, which includes the City of Winnipeg, to look at the scope, costs and implications of relocating Winnipeg rail traffic, including the CPR Yards and rail lines
- A plan to move people across the Yards is needed now. The City must have a proactive plan to ensure a functioning transportation system after the inevitable closing of the existing Arlington Bridge.
- Relocating the Yards is not simple and would require consensus from a multitude of stakeholders including the CP Rail Company. The recommended plan will not prevent discussions in regards to rail yard relocation. It is intended to still be functional even if the CPR Yards are relocated in the future.



# Thank You

for taking the time to review the results of our study!

# Comments?

Fill out a short comment sheet at the Public Input Station

# Questions?

Talk to a project team member (wearing name tags) or visit [cprcrossing.winnipeg.ca](http://cprcrossing.winnipeg.ca)

