



A BETTER BRIDGE FOR ARLINGTON

WELCOME

THANK YOU FOR ATTENDING TODAY'S INFORMATION SESSION

The following materials and resources are available to you:



A large-scale map and model, offering a view of the entire project.



Information boards with details of the project, such as traffic improvements, construction timelines and bridge features.



Videos demonstrating how input from community members and the public was used in the design.



Knowledgeable project representatives who will be happy to answer questions about any element of the project.

Materials shared today are also available at winnipeg.ca/betterarlington



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VISION STATEMENT

“A safe, convenient and well-situated crossing 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 vision for a Better Bridge for Arlington was developed by the project team with its community partners, the Project Advisory Committee (PAC).

PAC

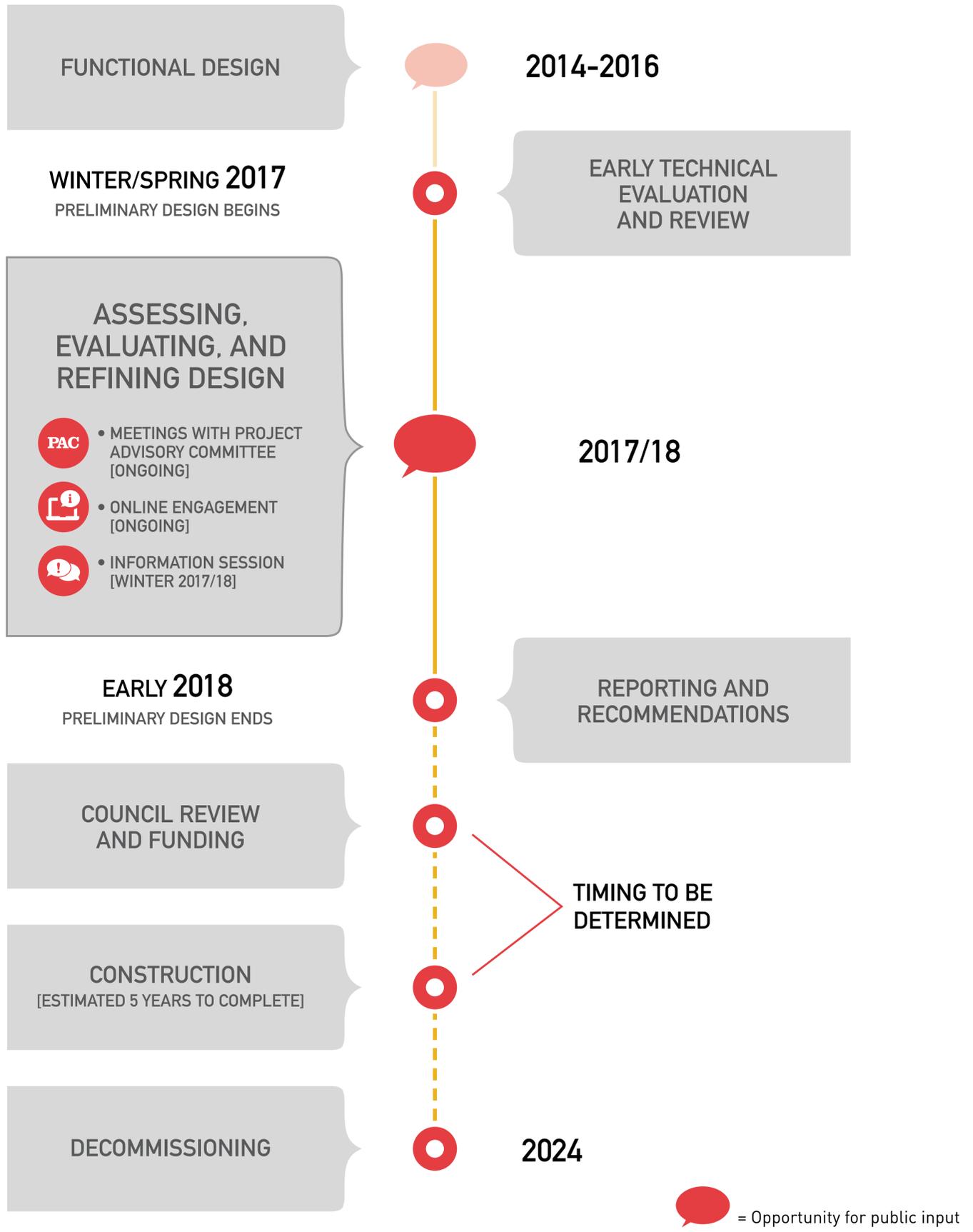
In addition to other engagement activities, the PAC was regularly engaged at all stages of this important project to ensure that local perspectives were clearly heard, and to provide input on how a new bridge for Arlington could help their communities thrive. Members of the PAC represent a broad range of views, including community residents and businesses, children and youth, seniors, Indigenous peoples, cyclists, newcomer Canadians, people living with disabilities, as well as organizations that help support area needs.



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TIMELINE



The new bridge is currently slated for completion in 2024, although specific timing for construction of a new bridge at Arlington is yet to be determined.

Construction would begin only after detailed planning and design is complete, City Council has approved a final design and funds have been allocated for construction. The current cost of the bridge is estimated at \$330 million, but that amount may be adjusted depending on final design. A Class 3 cost estimate will be provided to Public Works for review and submitted to Council.

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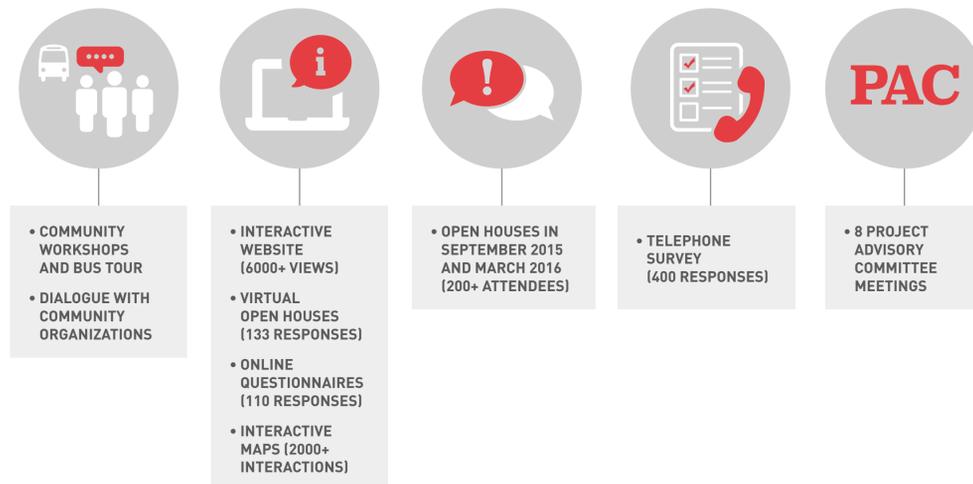


ENGAGEMENT AT-A-GLANCE

The City and project team have worked with the public throughout the life of this project. Thank you for your input!

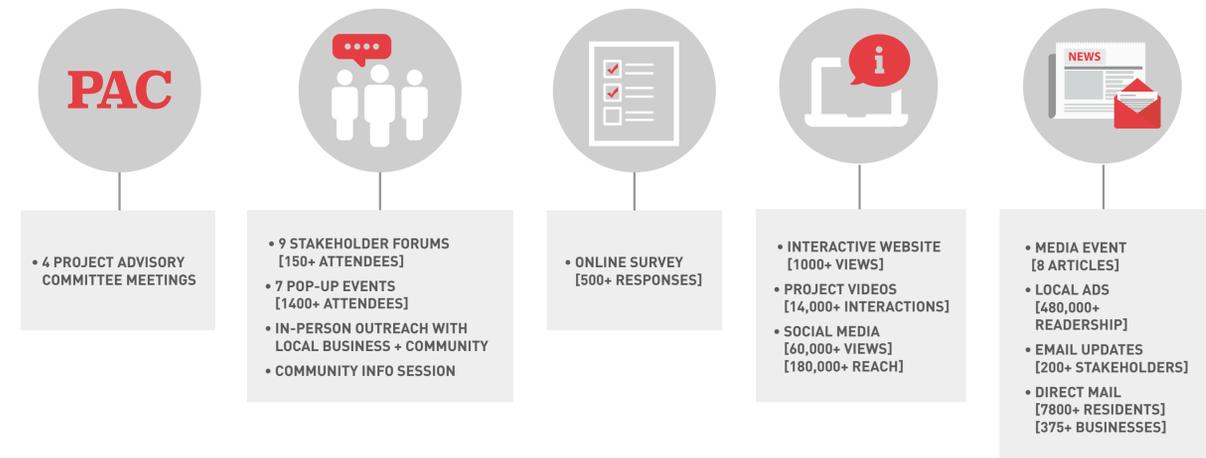


FUNCTIONAL DESIGN



The Functional Design was a study to choose a location for a crossing of the CPR Yards between McPhillips Street and Salter Street. The study concluded it was best to replace the Arlington Street Bridge in its current location. The study also defined functional items for the replacement such as number of lanes, accommodation of cyclists and pedestrians, etc.

PRELIMINARY DESIGN



The Preliminary Design builds on the functional design by investigating technical issues in more detail, gathering targeted feedback on specific features and elements that could be included in bridge design and creating more accurate cost estimates. This phase will result in a proposed bridge design for Arlington, which will be provided to Council for approval before the project can proceed to construction.

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COMMUNITY INPUT

WHAT WE HEARD	HOW IT WAS USED
<p>Safety is really important. People need to feel safe and secure both on and around the bridge. Better lighting is essential.</p>	<ul style="list-style-type: none"> • Better lighting and sightlines on, under and around the bridge and Arlington Street • Protected bike lanes and sidewalks • Intersections designed to minimize potential for encounters between people walking, cycling and driving
<p>The bridge should be a vibrant addition to the city skyline and a source of pride for the neighbourhood. More than 70% of respondents to the Better Bridge for Arlington survey said a new Arlington Bridge should make people feel proud, and incorporate ways to reflect the neighbourhood's past and present.</p>	<ul style="list-style-type: none"> • New signature arch, lit up at night • Features like rest stops, lookouts, public art and attractive lighting along the bridge sidewalks • Attractive, landscaped streetscapes and boulevard on Arlington Street • Plans to incorporate public art that draws on neighbourhood culture and history • Planning for community use spaces around the bridge
<p>The bridge should be easier to cross for all users.</p>	<ul style="list-style-type: none"> • Less steep: From 7.1% grade to 5% grade, with rest areas • Access for emergency vehicles and transit • Protected bike lanes and sidewalks
<p>Improve traffic flow. There was a strong desire for improved travel times and traffic flow, particularly during rush hour, to and from Health Sciences Centre and other key destinations.</p>	<ul style="list-style-type: none"> • Intersection and travel lane improvements, including dedicated turning lanes • Significant traffic capacity increases at Logan Avenue and Arlington Street
<p>Maintain access during construction. Business owners and bridge users want bridge and road closures to be minimized as much as possible during construction.</p>	<ul style="list-style-type: none"> • Traffic flow on Arlington Street will be maintained with one lane in each direction or a in a single unrestricted lane to lessen impact on users and maintain access to businesses. • Bridge will remain open to vehicles for all but one construction season; pedestrians and cyclists may be able to use the bridge even longer
<p>Closing Dufferin Avenue to vehicles and installing a pedestrian tunnel wasn't preferred. Many people were strongly opposed to a proposed pedestrian tunnel at Dufferin Avenue for safety reasons.</p>	<ul style="list-style-type: none"> • Plans for a pedestrian tunnel were scrapped in favour of keeping Dufferin open to all traffic, so vehicles, pedestrians and cyclists are able use the underpass effectively • Improvements to sightlines, lighting and other safety features have been added to discourage gathering under the bridge
<p>WHAT WE HEARD</p>	<p>WHY THE SUGGESTION COULDN'T BE INCORPORATED</p>
<p>Create affordable housing on open land around the bridge. We frequently heard there is a strong need for affordable housing in the area. This has also been documented in area housing plans. Many people indicated they would like to see surplus land from this project turned into housing.</p>	<ul style="list-style-type: none"> • In 2013, The Federation of Canadian Municipalities recommended a 300-metre setback for housing development projects located next to rail yards. This guideline makes housing or mixed-use development unlikely within the developable parcels. In order to construct housing on these properties, prohibitively expensive crash walls would need to be installed.
<p>Preserve and repurpose the bridge for another use. Many Winnipeggers suggested the current bridge be preserved, and reused for something (e.g. green space, or a cycling and pedestrian bridge).</p>	<ul style="list-style-type: none"> • Although there are examples of other bridges that have been repurposed as pedestrian and cycling routes, those bridges are typically old railway structures that are stronger and in better condition than the Arlington bridge. The condition of the Arlington bridge means it cannot be preserved and reused. Very few components of the bridge are still in usable condition and are not up to today's design and accessibility standards. However, there was also significant public interest in reusing parts of the bridge for public art or sculpture, an idea that will be considered as part of a process managed by the Winnipeg Arts Council.



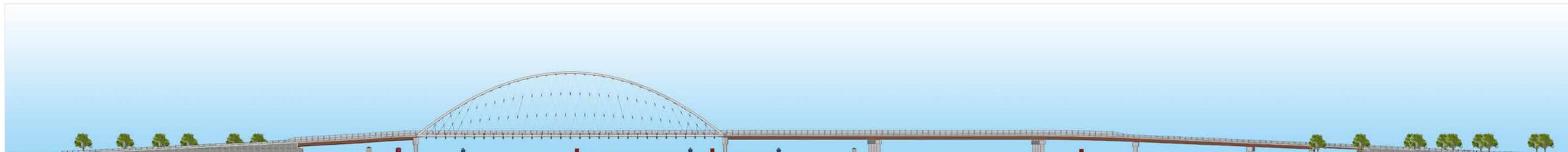
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BRIDGE CONCEPTS

The project team has designed and evaluated the following bridge concepts as part of their final report. Both bridge concepts scored similarly on project evaluation criteria and respond to public feedback by including key safety features, lookouts, and opportunities to incorporate public art. Both concepts will be provided to Council, which will decide which bridge will be approved and constructed.



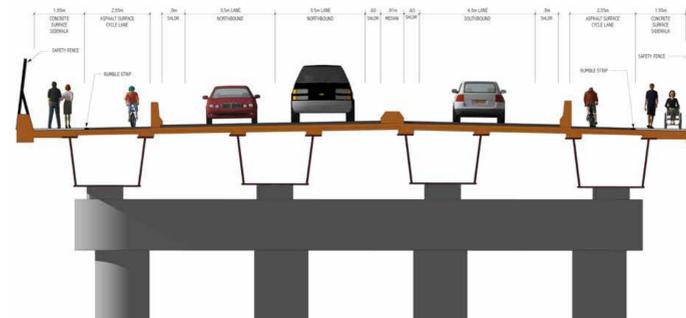
Network Arch Bridge

- Directly responds to public feedback that the proposed bridge design should be a distinct addition to the Winnipeg skyline
- Allows the bridge to span the main line with less disruption and risk to CPR (a critical transportation link for eastern and western Canada)
- Scored slightly higher on overall project evaluation criteria

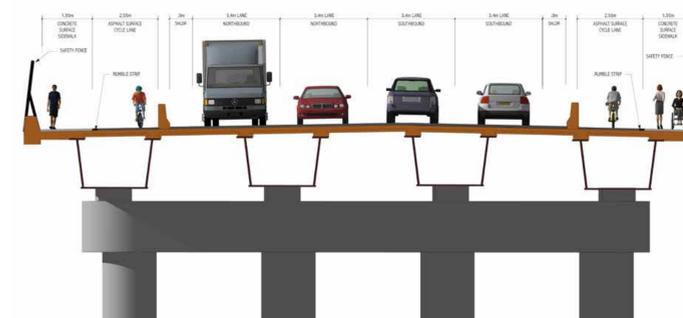


Tub Girder Bridge

- Reflects a lower estimated project cost
- More difficult to construct and an increased risk of additional project costs/delay because it requires an additional pier to support the bridge over the rail yard
- Scored slightly lower on overall project evaluation criteria



3 lane configuration



4 lane expansion (as needed)

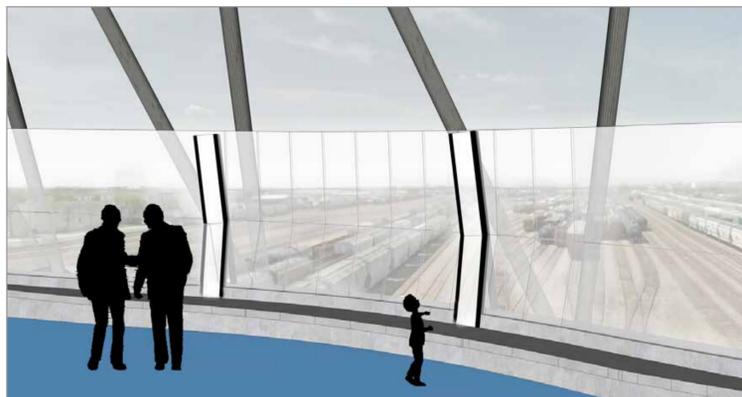
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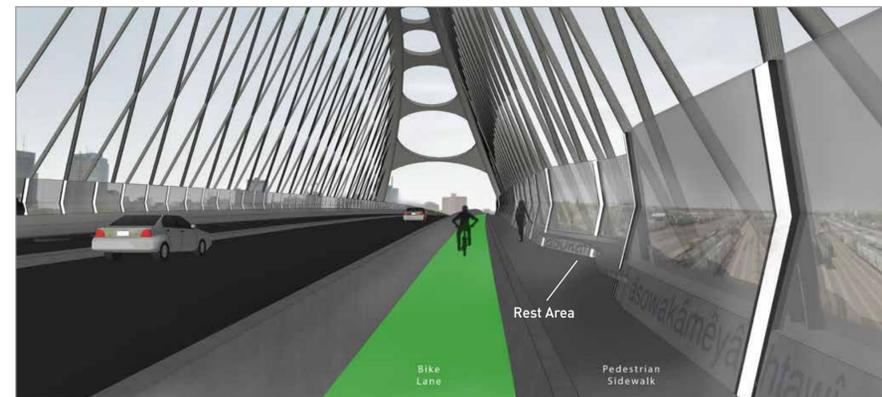
BRIDGE FEATURES

The following key features are common to both bridge designs:



View from the bridge

Vantage points and rest areas will be an enjoyable place to take in city views.



View of sidewalk and bench area

Durable stainless-steel mesh safety fencing on the bridge will visually blend with the structure. Pedestrian paths and rest areas will meet universal design standards and discourage loitering, as they can be seen and monitored by traffic moving over the bridge.



Enhanced, integrated lighting

Well-lit from end-to-end and includes opportunities to incorporate public art.

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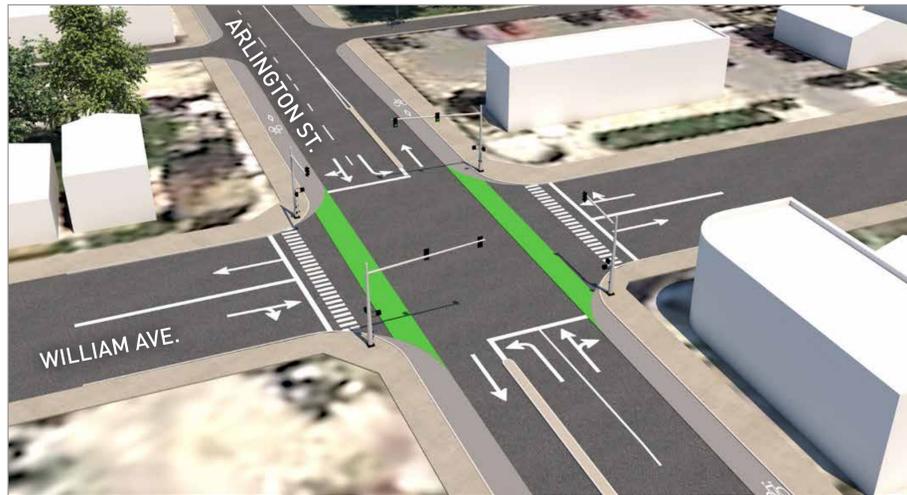
TRAFFIC IMPROVEMENTS

The following improvements are designed to improve traffic flow, reduce congestion and improve connections to the Health Sciences Centre and other key destinations:

- Removing traffic lights at the top of the structure
- Adding an extra lane on the new bridge to meet current traffic needs
- The bridge can be expanded to four lanes to accommodate future traffic volumes, if needed
- Southbound at Logan Ave: two lanes southbound plus a dedicated left turn lane onto Logan to help address morning rush hour congestion
- Northbound at Logan Avenue: two through lanes northbound, plus a dedicated left turn lane onto Logan to help address afternoon rush hour congestion
- Southbound at William Avenue: a dedicated left turn lane at William to help address morning rush hour congestion and improve through traffic to Notre Dame



Arlington St. and Logan Ave.



Arlington St. at William Ave.

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DUFFERIN UNDERPASS



Dufferin looking West



Dufferin looking North



Dufferin looking Northwest

- A vehicle underpass was considered during a previous phase of the project, but was not possible due to existing City clearances
- Project team considered a pedestrian underpass as an alternative, but that option was not favoured by the community due to safety concerns
- Modified clearances have since been permitted and now allow enough space for vehicles to travel safely under the bridge
- Underpass design has been updated to account for new clearance as well as consider community feedback so that everyone – vehicles, pedestrians, cyclists and the community – can use the underpass effectively

SAFETY FEATURES INCLUDE:

- Convenient and safe pedestrian crossings
- Textured surfaces under the bridge to discourage loitering
- Enhanced lighting
- Clear sightlines and open views from Dufferin to Jarvis so you can see the whole path, at-a-distance, as you approach

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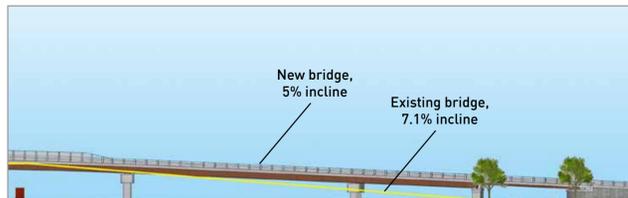


PEDESTRIAN/CYCLING IMPROVEMENTS



CONNECTING COMMUNITY ACTIVE TRANSPORTATION ROUTES

The McDermot bike lane will connect to the northbound Arlington bike lane. A sidewalk switchback will connect pedestrian traffic from Dufferin to the Arlington Bridge.



LESS STEEP INCLINES

The proposed ramps are far less steep than the existing ramps, from a grade of 7.1% grade to 5%.



SAFER CROSSINGS

The Arlington and Alexander intersection includes a pedestrian crossing with a signal, as well as a centre median safe for pedestrians waiting to cross. The Logan intersection will have a separated bike and pedestrian crossing with safe sightlines for drivers.



SAFER BUS STOPS

Arlington will be able to support dedicated bus routes, and improved bus stops locations are designed for all users, protecting pedestrians and allowing both pedestrians and cyclist to use the area safely.

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SAFETY

We heard clearly that people need to feel safe and secure on and around the bridge.

“It must be well-lit and safe.”

“Better lighting and safety features are key.”

“Safety is No.1. Lighting and visibility to deter people from undesirable activity or violence against others.”

“Well and brightly lit – a beacon to the North End.”

Excerpts and comments from public feedback, Fall 2017

SAFETY FEATURES OF THE NEW BRIDGE WILL INCLUDE:



Decorative and safety lighting and SafeWalk call stations on, under and around the bridge



Textured surfaces to discourage loitering under the bridge



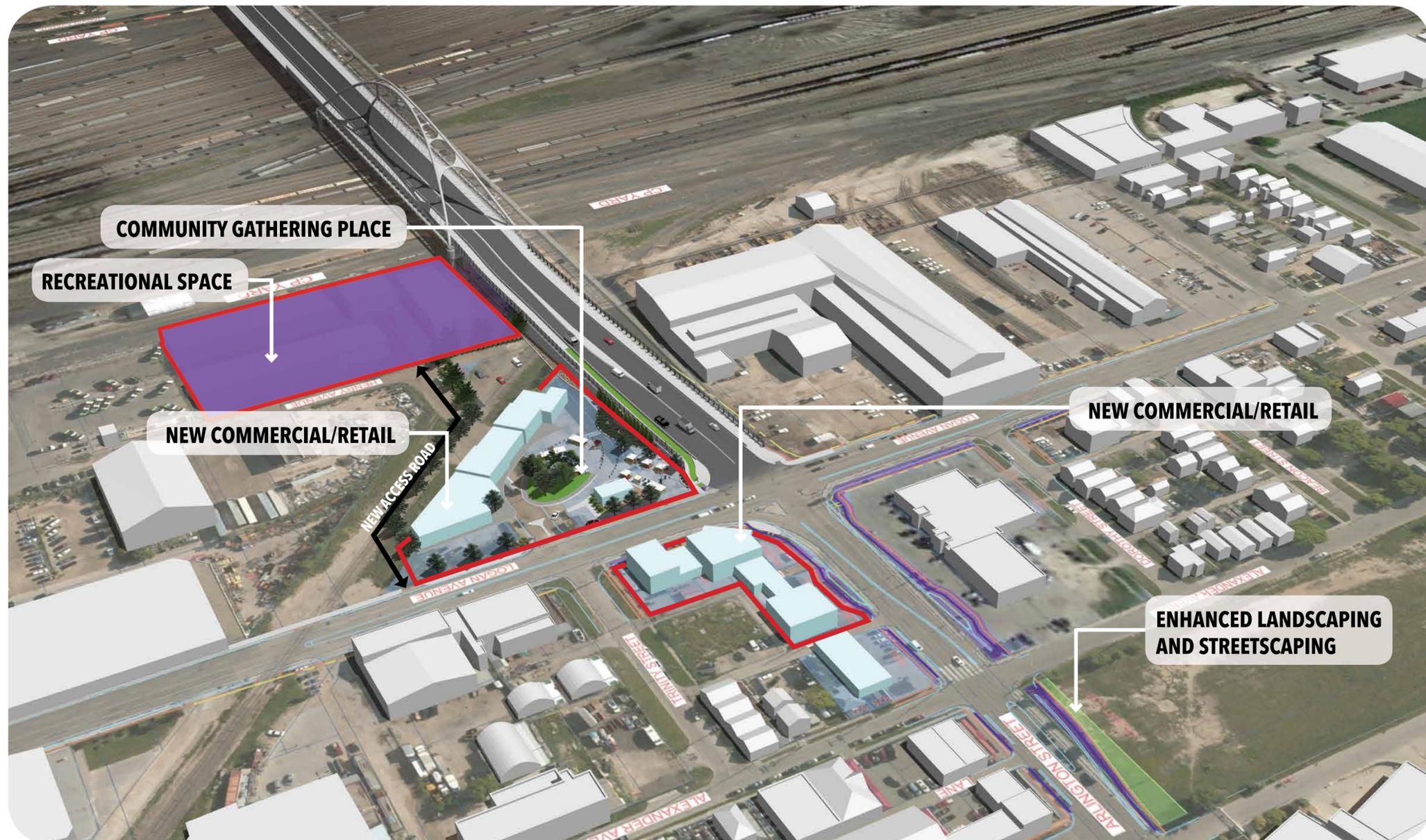
Separation between cyclists, pedestrians and vehicles



Eliminating blind spots and improving sightlines

REDEVELOPMENT OPPORTUNITIES (SOUTH)

The proposed redevelopment of the land south of the bridge will recommend future opportunities for commercial, retail and industrial use that may be considered as part of future planning in the area. All opportunities are subject to Council approval and funding.



REDEVELOPMENT OPPORTUNITIES (NORTH)

The proposed redevelopment of the land north of the bridge will include enhanced landscaping, streetscaping and improved sidewalks at Dufferin and recommend future opportunities for commercial, retail and industrial use that may be considered as part of future planning in the area. All opportunities are subject to Council approval and when appropriate funding.



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COMMUNITY SPACES AND PUBLIC ART

“Make it unique to the community, that it represents the community.”

“From a historical point of view, I’d like to see some of the public art and the space around the bridge afterward reflect some of the history of the area.”

“Include recreation items or areas like walking paths and basketball courts.”

“Have some vision to make this a showpiece and multi-use community space.”

Ensuring land around the bridge could be developed for community use and benefit and include more attractive and inviting landscaping was a frequent theme in feedback from community members. We also heard public art should incorporate ways to reflect the neighbourhood’s past and present.

COMMUNITY SPACES

Recommended community uses for lands around the bridge:



Multi-purpose space for community use could be developed south of the bridge.



Recreational basketball courts, community gardens and arts centre could be developed north of the bridge.

PUBLIC ART

Public art can be incorporated in several ways and in several locations: lighting, bridge walls, earthworks and sculpture. The Winnipeg Arts Council will prepare a public art plan that identifies specific locations and themes for public art, an adequate budget and the artists who will be selected to create it. The plan will consider feedback received from the public. Public art examples:

<p>From Here Until Now Eduardo Aquino & Karen Shanski, Osborne Bridge, Winnipeg</p>	<p>Bike Rack Jess Koroscil, Winnipeg</p>	<p>Tempe Light Rail Transit Bridge Buster Simpson, Tempe Arizona</p>	<p>Light Through Bernie Miller, Disraeli Active Transportation Bridge, Winnipeg</p>

BALANCING PROPERTY NEEDS

We heard clearly from stakeholders that housing in the area is important. We also heard the bridge should be kept open to traffic for as long as possible while a new bridge is constructed.

Keeping the route open during construction means the new bridge will be constructed beside the old one, which creates some property impacts. The new bridge design balances the need to improve traffic flow on Arlington, keep the bridge open for as long as possible while a new bridge is constructed, and minimize the acquisition of existing affordable housing in the area.



In total, 55 properties, including vacant and CPR land, are affected in part or full. Redevelopment opportunities will exist after bridge construction is complete. All impacted landowners have been contacted.

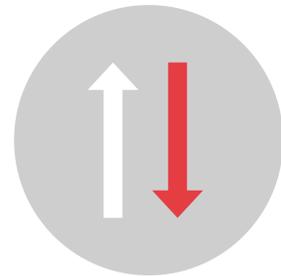
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DURING CONSTRUCTION

The new bridge will be built alongside the existing bridge in order to keep it open as long as possible – potentially for as much as 2/3 of the construction period. Once construction begins, the Arlington Bridge will be closed over one construction season (May to October) to complete the road tie-ins that are needed for the new bridge.



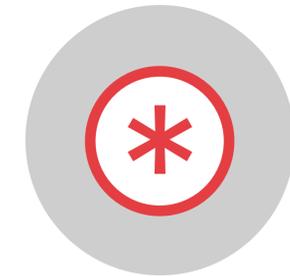
Traffic flow on Arlington will be maintained with one lane in each direction or in a single unrestricted lane to lessen impact on users and maintain access to businesses.



Logan will be open for truck traffic for the duration of the construction period, aside from one construction season (May to October).



Pedestrians and cyclists will be able to access the bridge through most of the construction period.



Inspections of the bridge are conducted regularly, which may result in temporary or permanent closure of the bridge for safety reasons before 2024.



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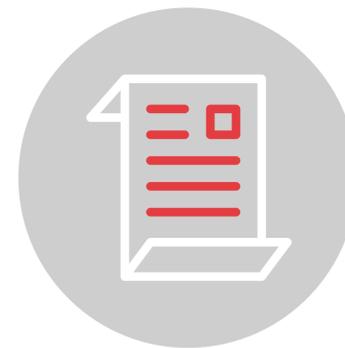
THANK YOU FOR COMING!



View info boards online.



Fill out a comment form online or in person at the registration table.



A public engagement report will be available online in Spring 2018.



Reach us by phone at 204-928-8691 or email at arlington@winnipeg.ca.

Visit us online at winnipeg.ca/betterarlington