

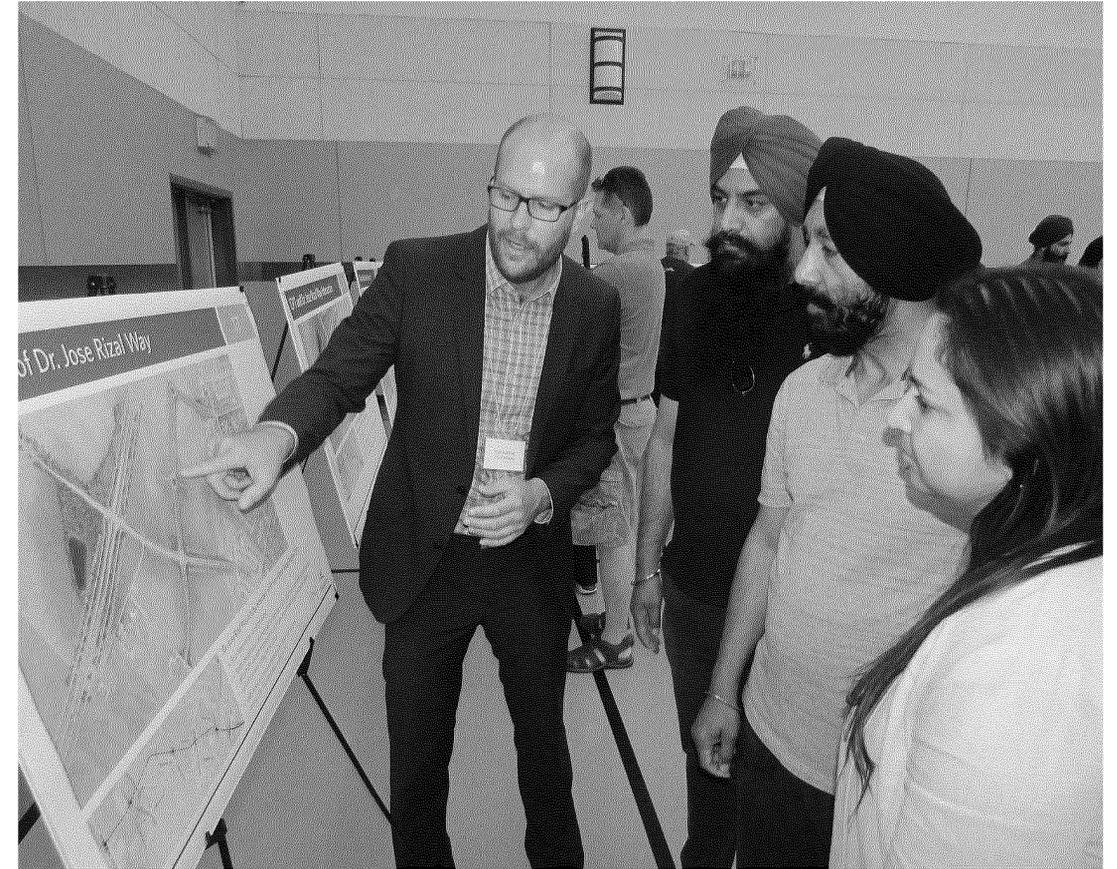


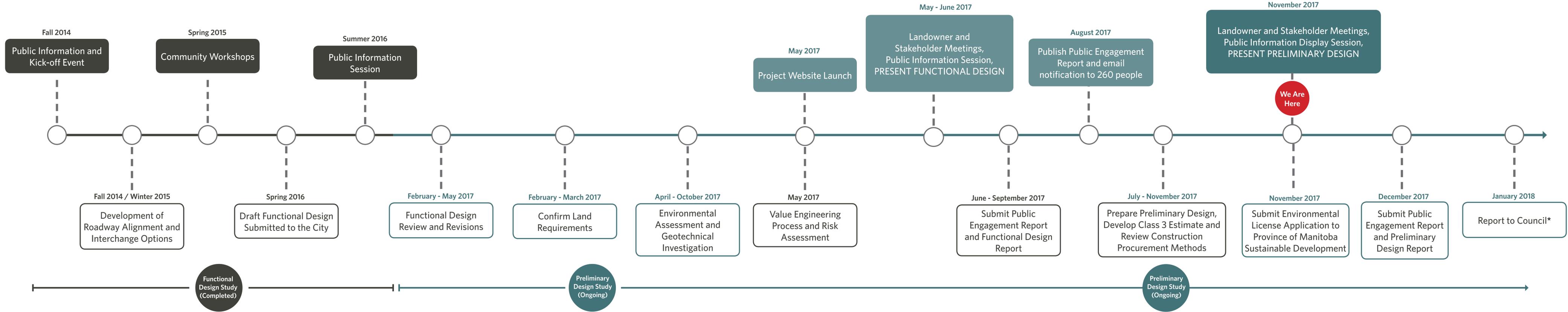
PRELIMINARY DESIGN OF THE
**CHIEF PEGUIS TRAIL
EXTENSION WEST**

Public Information Session

November 7th, 2017

- » Thank you for attending today's public information session.
- » The following boards provide information on the preliminary design for the Chief Peguis Trail (CPT) Extension West from Main Street to Brookside Boulevard and **highlight some design updates since the last public engagement event.**
- » Study team members are available if you have any questions.
- » Please complete a comment sheet before you leave.





A **functional design** is an early phase of the design process in which the road right-of-way and roadway design are established. Functional designs are informed by technical studies which help identify projected travel patterns and demand. Public input and feedback is considered throughout the process.

A **preliminary design** is the next phase in the design process and builds on the functional design. A preliminary design includes greater detail of all design elements (i.e., lane width, intersections, etc.).

* Report to Council will include presenting Class 3 estimate for budget considerations, recommendation of construction procurement method, approval of road alignment, and request authority for the City of Winnipeg to negotiate required lands.

WHAT WE HEARD IN JUNE 2017:

Amenities such as transit shelters and enhanced lighting, as well as natural landscaping, should be included in the design.

The number of at-grade intersections should be limited to increase the efficiency of traffic flow along CPT.

Walking and cycling infrastructure should be included in the design.



A **number of adjustments were made to the design** of the CPT Extension West as a result of both technical requirements and public and stakeholder feedback collected during the Functional Design Study, such as:

- A diamond interchange was added at CPT and McPhillips Street for the initial stage.
- Landscaping features and public amenities, such as public art, seating and transit shelters have been incorporated into the corridor design.

The **Phase One Public Engagement Summary Report** provides a complete summary of the feedback collected during Spring 2017.

This report is available online: winnipeg.ca/ChiefPeguisTrail.

The functional design presented in June 2017 has been updated with a number of changes. **These changes were influenced by both technical requirements and public input, and include:**

- McPhillips Street will include six lanes between Leila Avenue and North Point Road. The additional lanes are required to accommodate regional traffic accessing CPT via McPhillips Street and future development in the area.
- Storie Road has been realigned near McPhillips Street.
- The pedestrian and cycling path has been removed on the north side of the CPT extension between Brookside Boulevard and the pedestrian bridge. Land for this pedestrian and cycling path has been reserved to accommodate the path in the future.
- The intersection of Murray Avenue at Main Street has been adjusted to no longer allow drivers to turn left from Murray Avenue onto northbound Main Street. See Board #6 for additional details.
- Ferrier Street was realigned to provide a straight connection between CPT and Murray Avenue, and to make more efficient use of land.

Additional elements of the study that have been incorporated as part of the preliminary design include:

- Transit
- Landscaping
- Public Art
- Drainage and Servicing
- The Environmental Act Proposal (EAP), in accordance with the Environmental Act.
- Sound Attenuation
- Value Engineering: An approach to provide the necessary function of the project at the lowest cost, promoting the substitution of materials and methods with cost saving alternatives, without sacrificing quality and functionality.



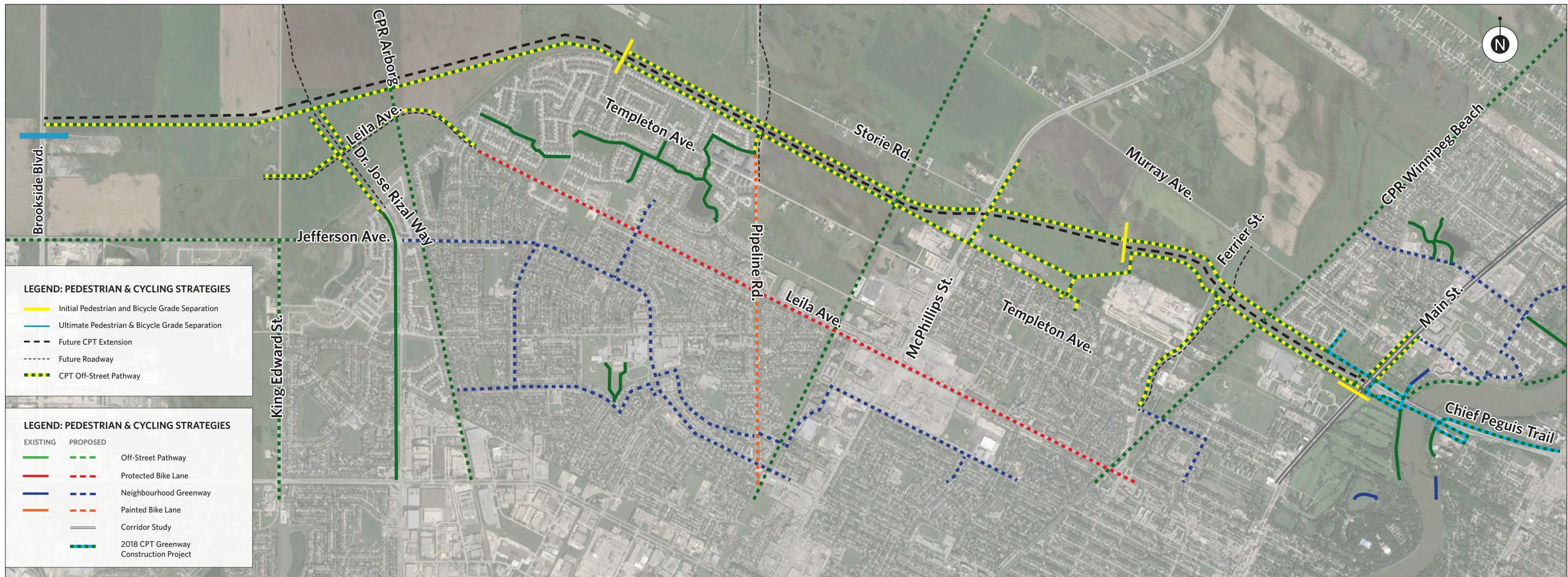
- » The intersection of Murray Avenue at Main Street has been adjusted to no longer allow vehicles to turn left onto Main Street or cross Main Street.
- » During peak periods, heavy traffic volumes on Main Street limit opportunities for vehicles to turn left from Murray Avenue onto Main Street.
- » As traffic volumes increase, peak period queues on Main Street are forecast to extend past Murray Avenue with the CPT Extension, which will further reduce opportunities for vehicles to safely turn left from Murray Avenue onto Main Street.
- » Vehicles wishing to travel northbound on Main Street can make use of the traffic signals at CPT or Ridgcrest Avenue, or alter their trip to use other collector streets in the neighbourhood.

Key elements of the recommended design for opening day **include the following features:**

- Six lanes on the Kildonan Settlers Bridge (widening to the inside)
- Four-lane divided CPT roadway from Main Street to Brookside Boulevard.
- A single point urban interchange at Main Street.
- A diamond interchange at McPhillips Street.
- At-grade intersections at Ferrier Street, Pipeline Road, Dr. Jose Rizal Way and Brookside Boulevard.
- A pedestrian and cyclist path on the south side of CPT for the entire length of the extension, and on the north side of CPT between Main Street and just west of Pipeline Road.
- Two pedestrian and cyclist grade separated crossings of CPT and one pedestrian and cyclist grade separated crossing of Main Street.
- A Winnipeg Transit Park and Ride facility northwest of the intersection of Main Street and CPT.

The design includes the following expansions to accommodate long-term growth:

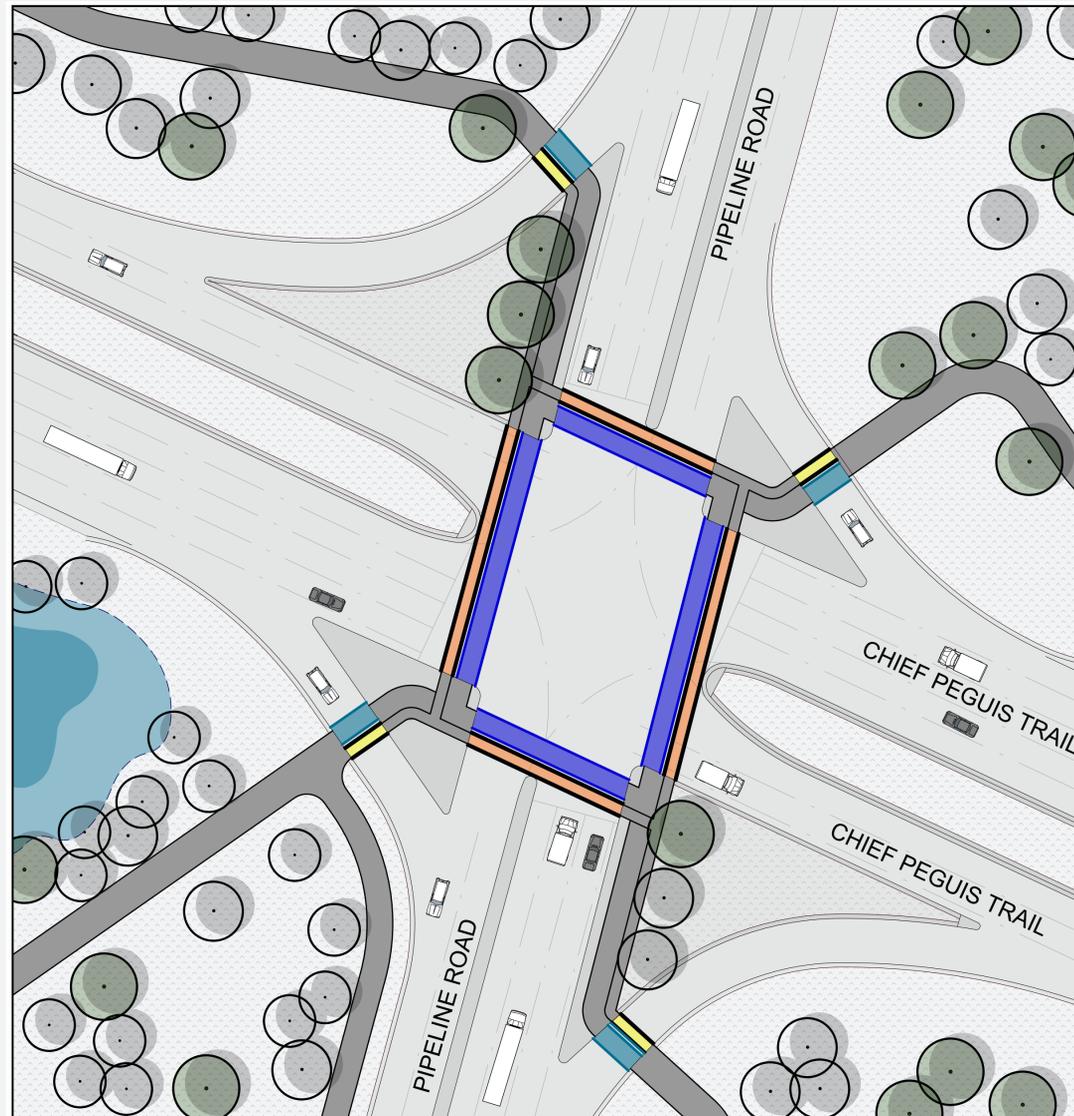
- Six-lane divided CPT roadway.
- Diamond interchanges at all at-grade intersections.
- Extension of the pedestrian and cycling path on the north side of CPT from the pedestrian and cyclist overpass at Amber Trails to Brookside Boulevard.
- A pedestrian and cyclist grade separated crossing of Brookside Boulevard.
- Additional Winnipeg Transit Park and Ride facilities.



» A 4.5 metre off-street pathway along the entire south side of the CPT Extension and a portion of the north side is proposed. The pathway will provide connections to existing and planned future pedestrian and cycling infrastructure, and neighbourhood destinations.

Left: Example of a pathway recently constructed as part of the Southwest Rapid Transit Corridor Phase 2 project.

TYPICAL PEDESTRIAN AND CYCLE CROSSING OF CPT AND AT-GRADE INTERSECTION



SIGNALIZED CROSSING

PEDESTRIAN CROSSING

BICYCLE CROSS-RIDE

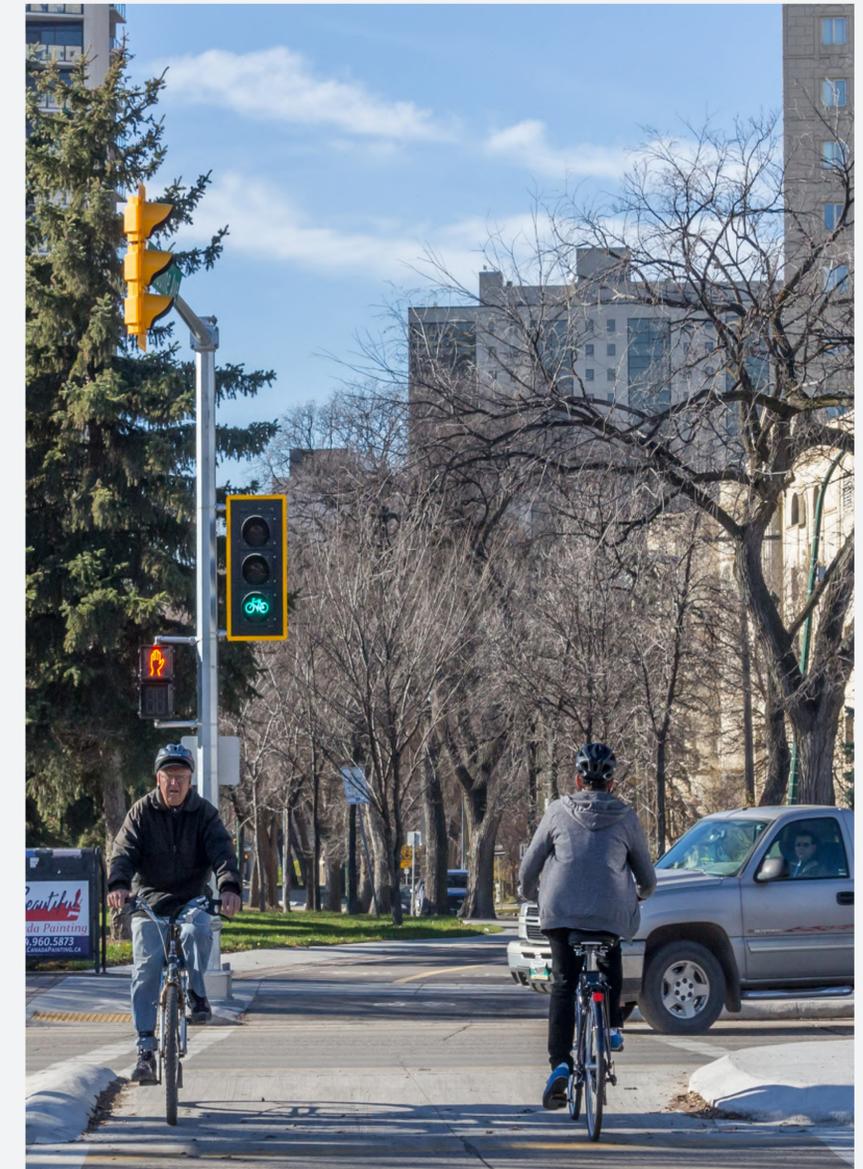
SIGNED CROSSING

PEDESTRIAN CROSSING

BICYCLE CROSS-RIDE

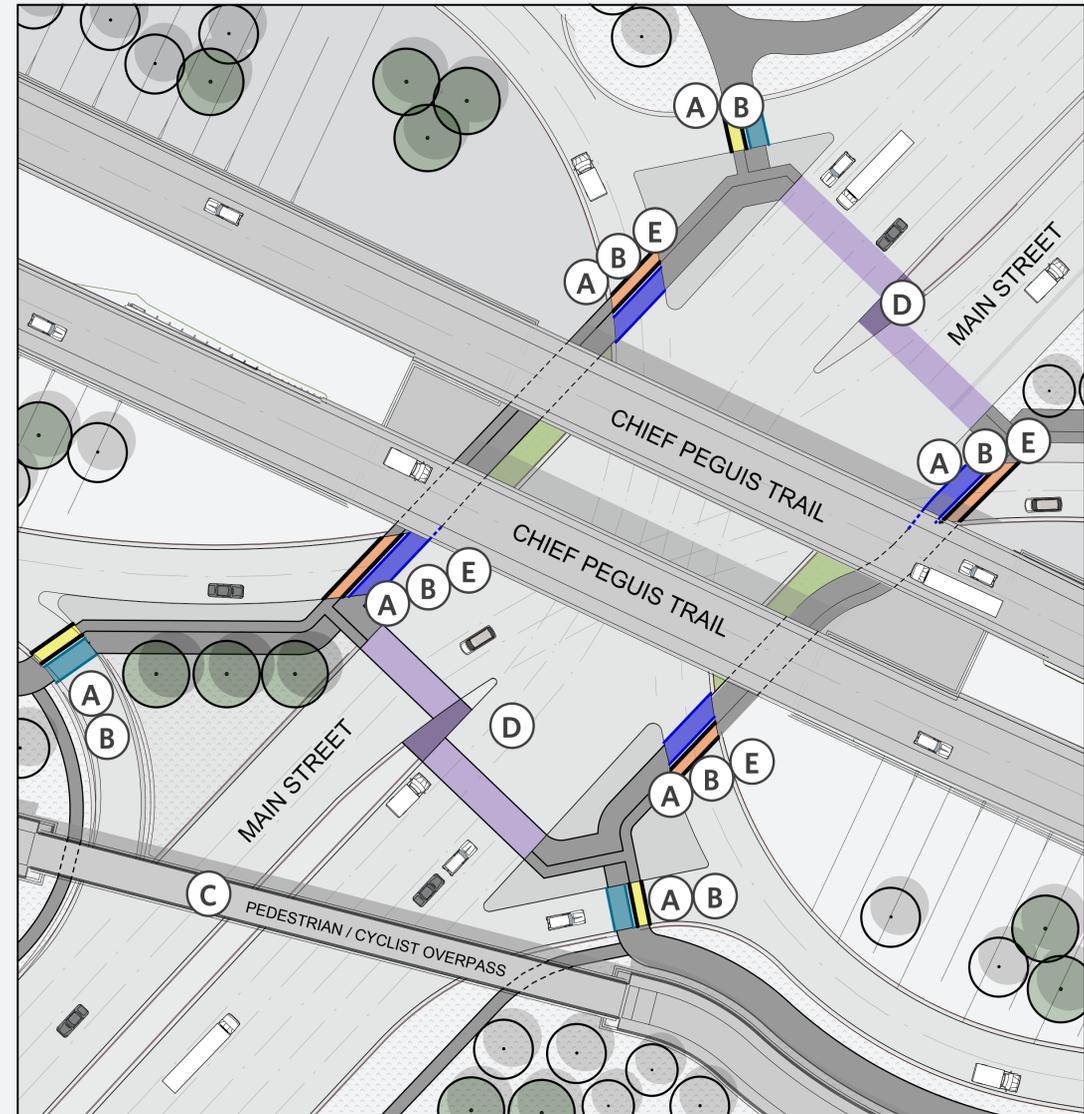
- » Pedestrian crosswalks are provided at all intersection approaches and right-turn lanes.
- » A crossride is a feature that can be provided in addition to a crosswalk. Crossrides allow cyclists to ride their bicycle within the crossing without dismounting. Crossrides are provided at intersection approaches and right-turn lanes where a continuous cycling route through the intersection is warranted.
- » Pedestrian crosswalks and cyclist crossrides are **signalized** at the intersection and **signed** at the right-turn lanes. Right-turning vehicles must yield at these crossings.
- » Cyclists must yield to pedestrians on the right-turn islands.

Example of signalized bike signal and crossride



- A** Cyclist crossrides are provided at the CPT entry and exit ramps and all right-turn lanes.
- B** Pedestrian crosswalks are provided at all entry and exit ramps and right-turn lanes.
- C** A pedestrian and cyclist overpass of Main Street is provided south of CPT. This route provides a direct connection to the pedestrian and cyclist crossing of the Red River on the Kildonan Settlers Bridge.

SINGLE POINT URBAN INTERCHANGE



- D** Due to the traffic phasing at the signal, pedestrian and cyclist crossings of Main Street must be completed in two stages. Users crossing Main Street must wait in the median for a second walk signal and cyclists must dismount when crossing.
- E** Signal timing requirements at the CPT entry and exit ramps may require some pedestrians and cyclists to stop and wait at both ramps when travelling north or south.

SIGNALIZED CROSSING



SIGNED CROSSING



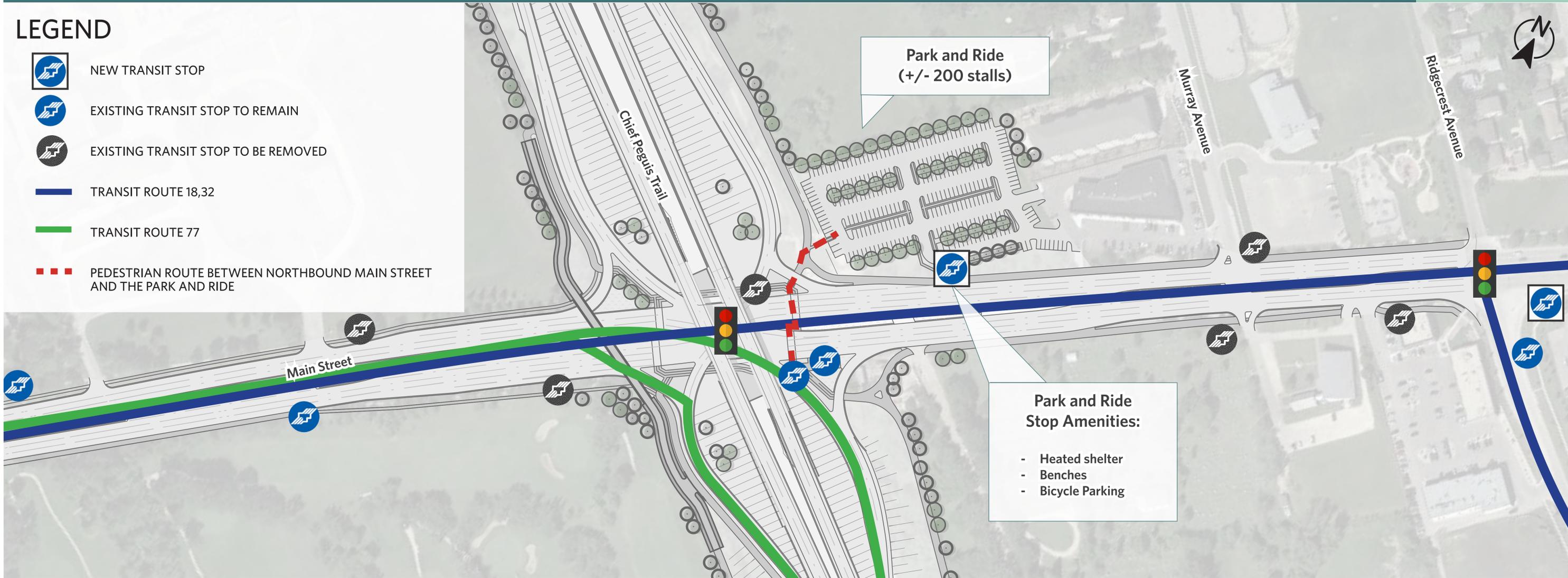
TWO-STAGE SIGNALIZED CROSSING



Potential Opening Day Park and Ride Location

LEGEND

-  NEW TRANSIT STOP
-  EXISTING TRANSIT STOP TO REMAIN
-  EXISTING TRANSIT STOP TO BE REMOVED
-  TRANSIT ROUTE 18,32
-  TRANSIT ROUTE 77
-  PEDESTRIAN ROUTE BETWEEN NORTHBOUND MAIN STREET AND THE PARK AND RIDE



- » Park and Ride facilities are parking lots with public transit connections that allow people to park their vehicle or bicycle and ride public transit to their destination.
- » Park and Ride facilities have been investigated as part of the project to improve access to public transit service for the surrounding neighbourhoods and commuters travelling towards the city centre.
- » One Park and Ride location on the north side of CPT west of Main Street will be included as part of the initial configuration.
- » Existing Transit service will be maintained on Main Street and CPT.
- » Additional Park and Ride facilities near the CPT extension at Brookside Boulevard, Pipeline Road and McPhillips Street were reviewed as part of this study but are not included in the Preliminary Design. Park and Ride facilities may be considered for these locations in the future as the surrounding areas develop.

- » Feedback from the public indicated a desire to incorporate public art along CPT.
- » A Public Art Master Plan was prepared by the Winnipeg Arts Council for the CPT Extension Study.
- » The Public Art Master Plan identified potential locations for public art (see Board #13) and identified some key themes that could be incorporated into the public art designs.
- » The Public Art Master Plan ensures an adequate public art budget for implementation.
- » The artists will be selected in conjunction with the detailed design phase of the project.

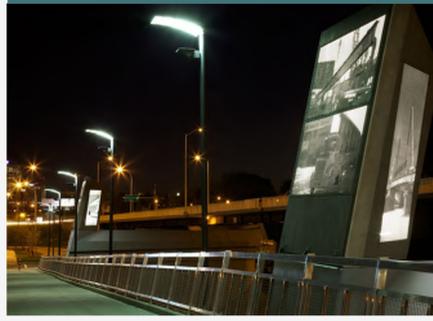
Public Art is a tool to give meaning to a place by interpreting social, historical, cultural, and natural environments.

PUBLIC ART EXAMPLES:

Earthwork: *Wave Field*
by Maya Lin, New York



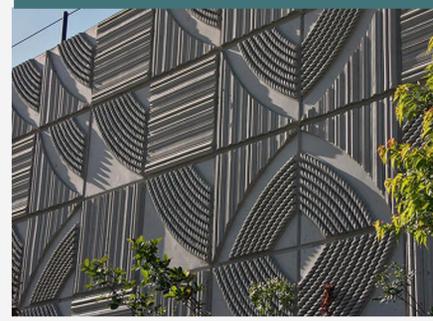
Bridge art: *Light Through*
by Bernie Miller, Winnipeg



Fencing: Randy Pausch Bridge,
Pennsylvania



Retaining Wall: *The Great Wall*
by Vicki Scuri, Washington



Functional artwork: Bike Rack
by Jess Koroscil, Winnipeg



Pond: *Cells of Life*
by Charles Jencks, Scotland



Living Living Room
by Erica Swendrowski, Winnipeg



Fencing: *From Here Until Now*
by spmb, Winnipeg



Seating: *Close Commons*
by Gurpreet Sehra, Winnipeg



Roadway Lighting: *Tempe Light Rail
Transit Bridge* by Buster Simpson



Public Art can be incorporated into the design in the following ways:
earth works, lighting, gateways, wayfinding and signage, seating, retaining walls, and crossings.

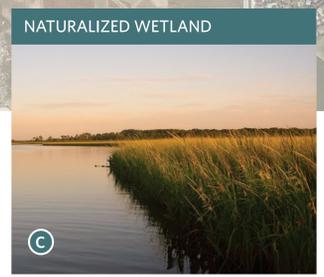
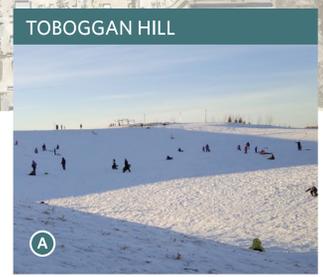
Public Amenities, Landscaping and Public Art Locations

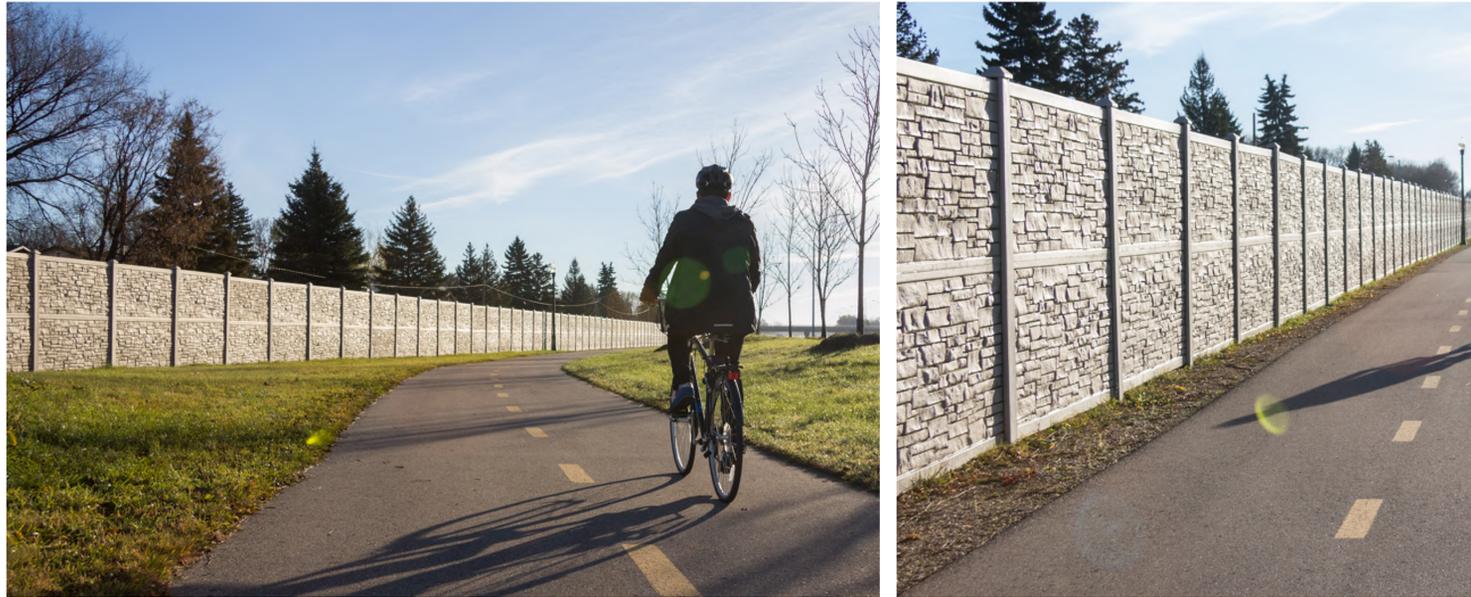
KEY LANDSCAPE ELEMENTS:

- » Development of Ferrier Park could include tobogganing hill, open fields for play, naturalized wetland, and community gardens.
- » Tree plantings along roadways for wind protection, overall aesthetics, and to compensate for greenspace and forest lost in development.
- » Rest areas and public art along the trail and roadway.

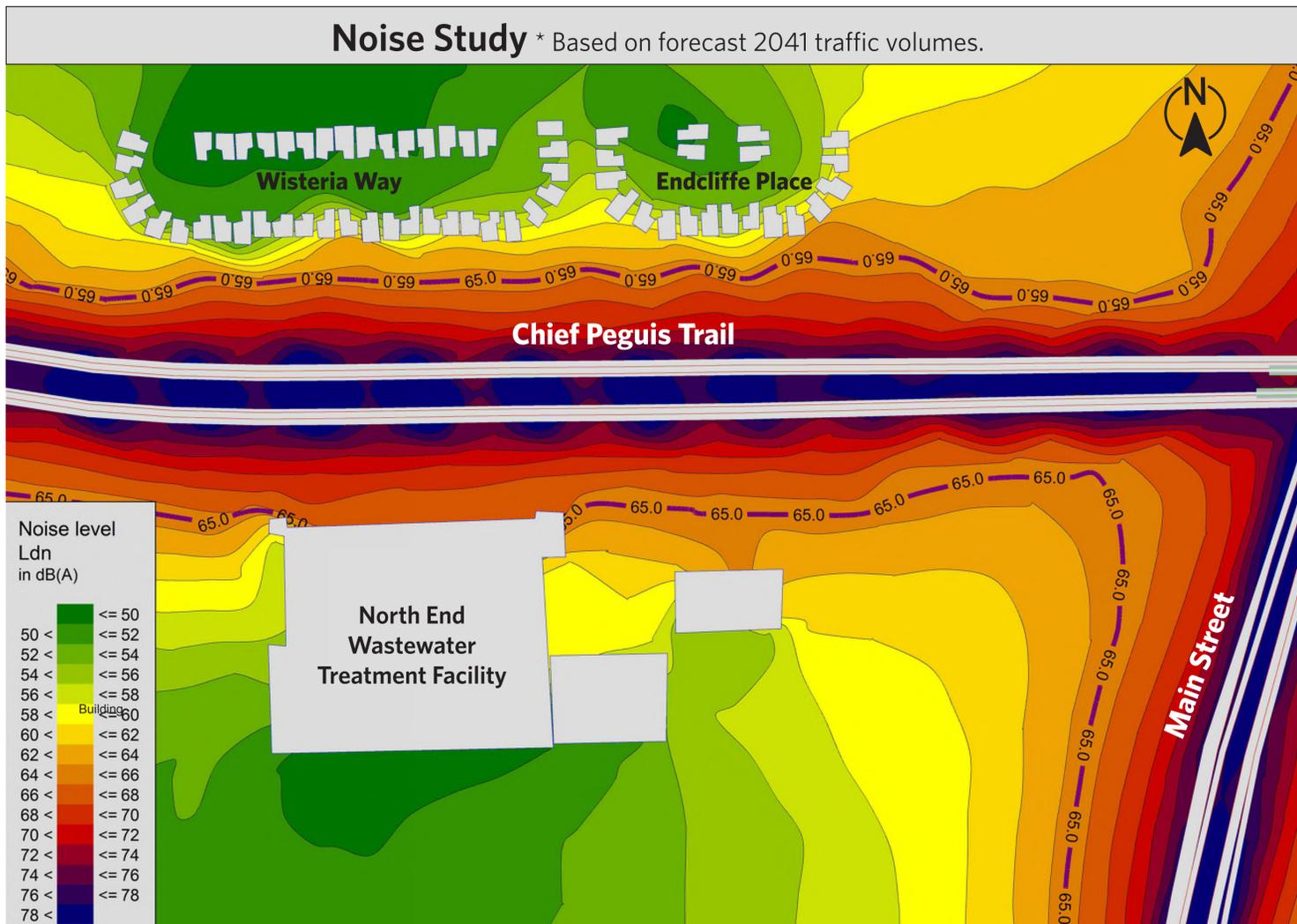
LEGEND

- ★ New Parking Lot
- ★ Wetland Interpretive Signage & Rest Area
- ★ Potential Public Art Locations
- ★ Potential Rest Stops Locations





Existing CPT sound attenuation walls



- » A noise study was conducted for the extension of CPT from Main Street to Brookside Boulevard **to determine if and where sound attenuation should be provided.**
- » The study found that the residential properties on Wisteria Way and Endcliffe Place that back onto the CPT right-of-way are forecast to experience noise levels at or beyond established City of Winnipeg criteria for providing sound attenuation. The design therefore includes sound attenuation walls along these properties to reduce noise levels to below the criteria.
- » Noise levels at all other residential properties along the proposed CPT corridor do not exceed the City of Winnipeg criteria for sound attenuation.



The following assessments have been conducted to date to meet the requirements of The Environmental Act:

Amphibian	Wood frogs and boreal chorus frogs are present throughout the study area. Details pertaining to mitigation measures will be recommended in future phases of the project.
Bird	The top three individual species include Red-Winged Blackbird, Savannah Sparrow and Yellow Warbler. Two species of conservation concern were observed, the Barn Swallow and Bobolink. Both of these species are ranked by the Manitoba Conservation Data Centre as S4B, meaning that breeding occurrences of this species is widespread, abundant and apparently secure throughout Manitoba. However, in Canada, these species' are listed as 'threatened' under the <i>Committee on the Status of Endangered Wildlife in Canada</i> . Details pertaining to mitigation measures will be recommended in future phases of the project.
Bat	Bat species were not detected.
Vegetation	No plant species of conservation concern were observed.
Natural Area Valuation, with Emphasis on the Ferrier Forest	The Ferrier Forest provides the best examples of wet meadows in the study area.
Heritage Resource Analysis	Future recommendations for the archaeological work include: <ul style="list-style-type: none"> Protection and avoidance of current archaeological resources within the proposed right-of-way. Based on Historic Resource Branch requirements, a pre-disturbance Historic Resource Impact Assessment for areas of high archaeological potential (i.e. John Black Avenue and Main Street adjacent to cemetery) should be conducted.

ASSESSMENT RESULTS

- » Based on information collected from existing reports, biological surveys and from stakeholders and the public, key considerations for the study area include:
- The retention and preservation of Ferrier Forest.
 - The preservation of Frog Plains Park.
 - Protection of local heritage resources including the Hebrew Sick Benefit Cemetery and the former municipality of Old Kildonan as directed by the Historic Resources Branch of Manitoba if identified during pre-construction heritage monitoring.

CLASS 3 COST ESTIMATE

- » A **Class 3 cost estimate** for this project which includes costs for roadways, interchanges, bridges, overhead sign structures, sewers, surface drainage, utilities, sound attenuation, multi-use pathways, street lighting, pavement markings, traffic detours, landscaping, removals, public art, property acquisition, engineering, administration and contingencies has been submitted to the Public Works Department for their review.
- » That cost estimate assumes that construction would start in 2020 and be completed in 2024, and that estimate is above \$400 million. The estimate could vary based on the recommended Project Delivery alternative.
- » The Public Works Department will present the final Class 3 cost estimate to City Council in early 2018, and that would be the estimate that the City would use to pursue funding if decided by City Council.
- » No construction funding is currently in place.

PROJECT DELIVERY

- » Funding alternatives to deliver this project are **currently being reviewed by the project team.**
- » This review will produce a report that will help the City select an appropriate project delivery method from the following options:
 - Traditional design-bid-build
 - Design-build
 - Private-Public Partnership

Thank you for attending.
Please fill out a comment form before you leave.

If you have any questions, please contact:

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204.943.3178 or ChiefPeguisTrailExtension@winnipeg.ca

Project Website

Winnipeg.ca/ChiefPeguisTrail