



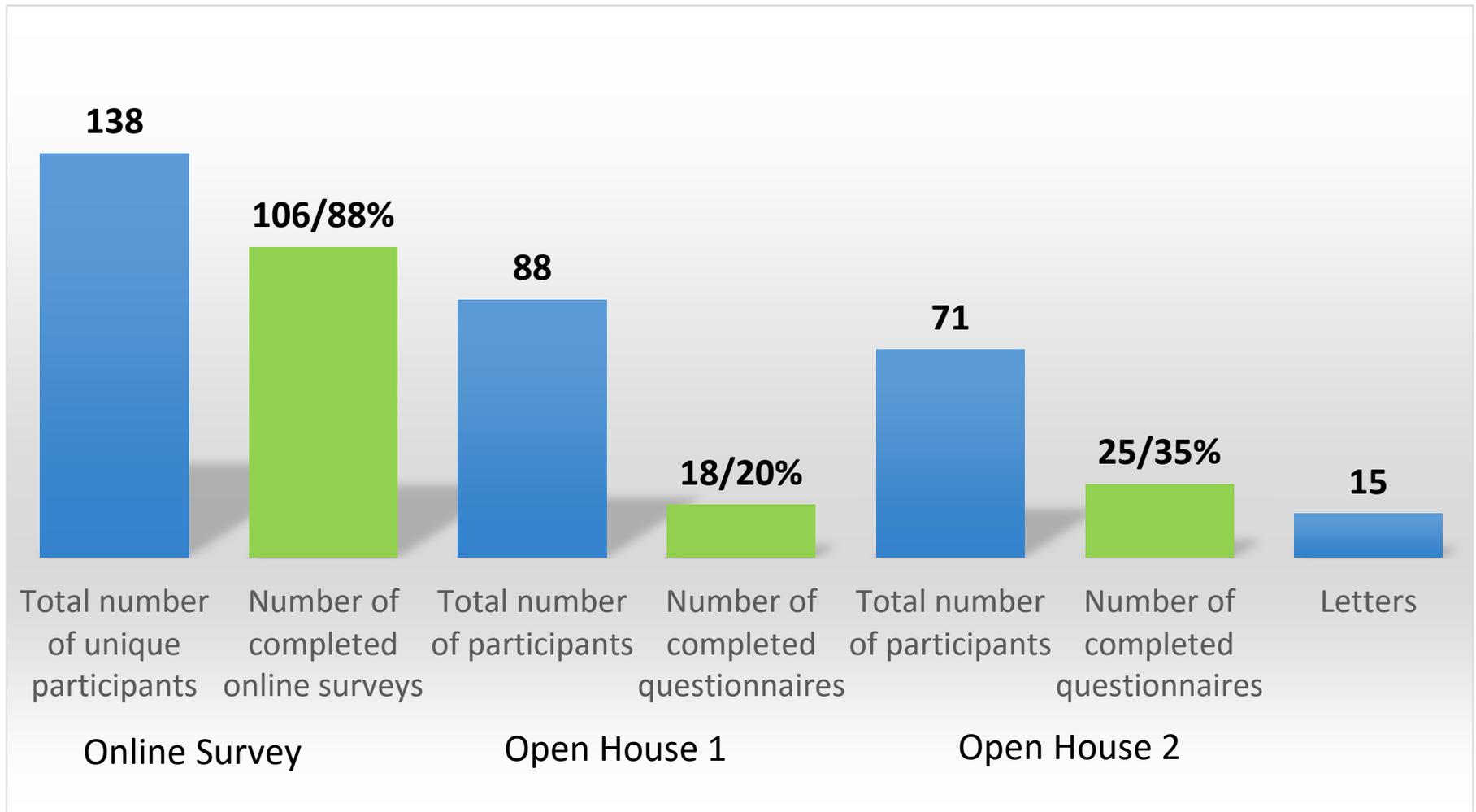
Analysis of Public Input

Open Houses and Surveys

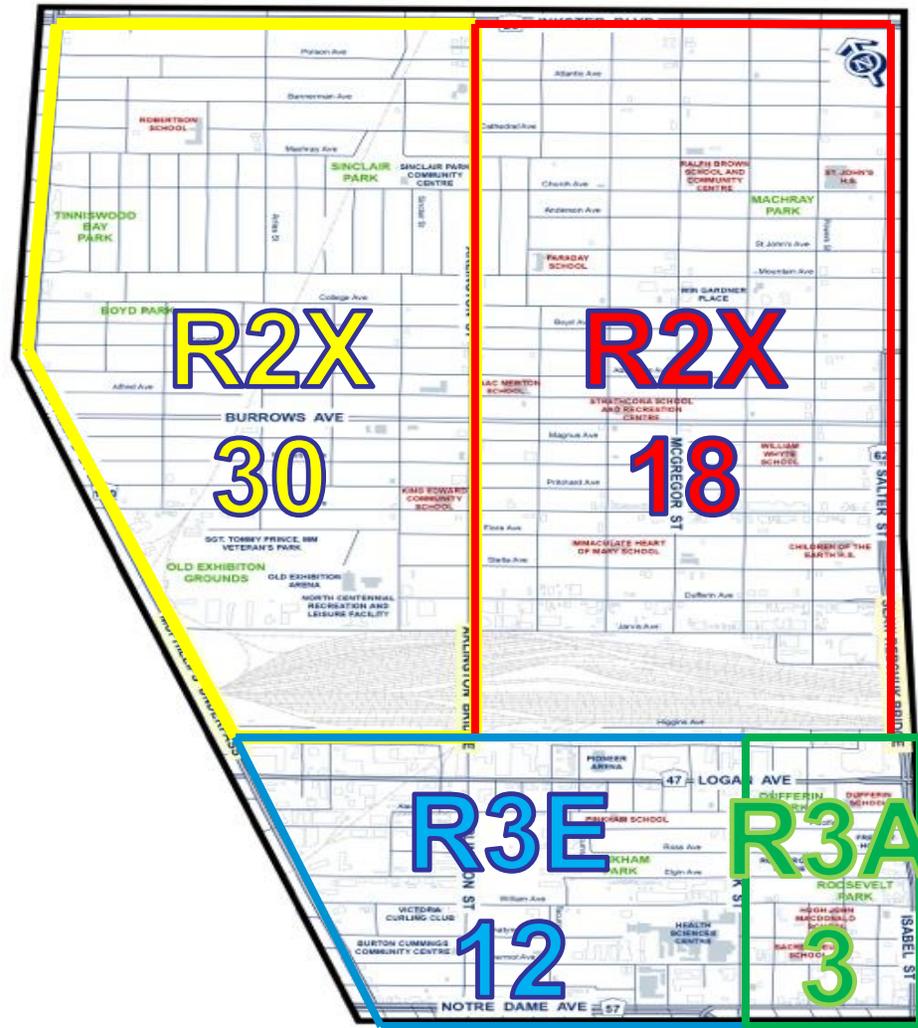
September 2015



Participation Levels

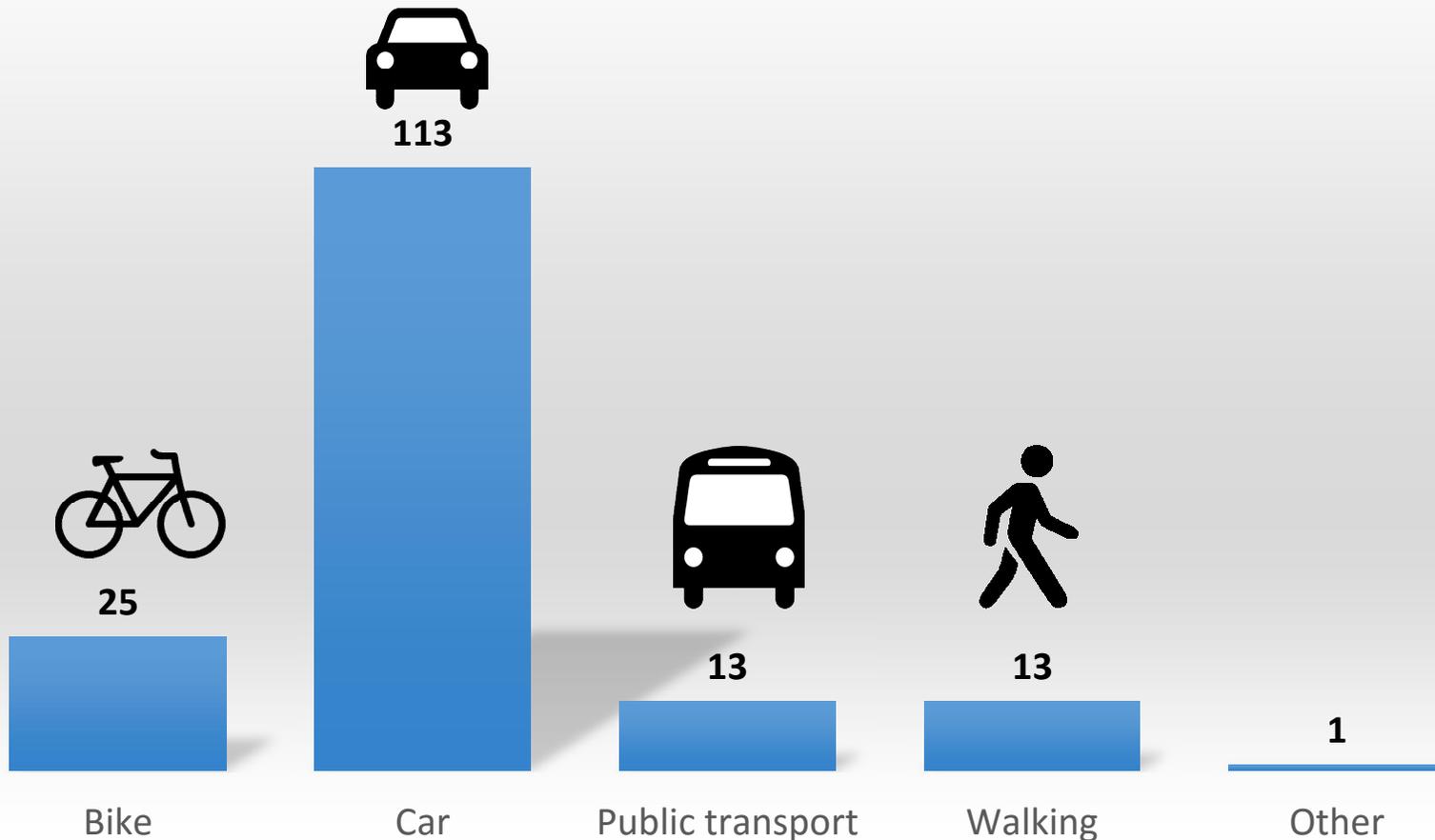


Respondents Living in Project Area, by Postal Codes



Bridge Use Frequency

What type of transportation do you currently use when crossing the Arlington Bridge?

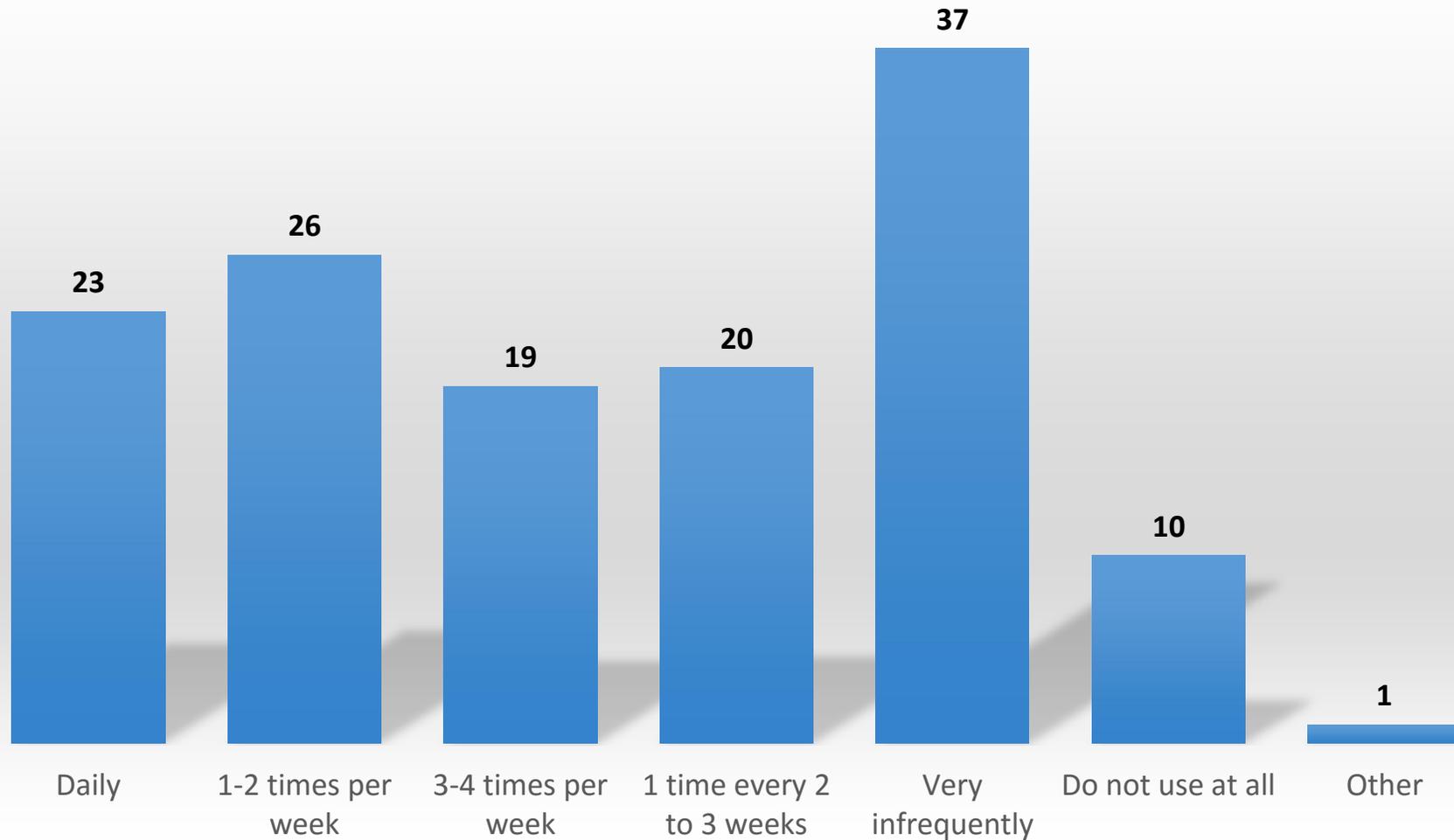


Phase One – Replace the Arlington Bridge



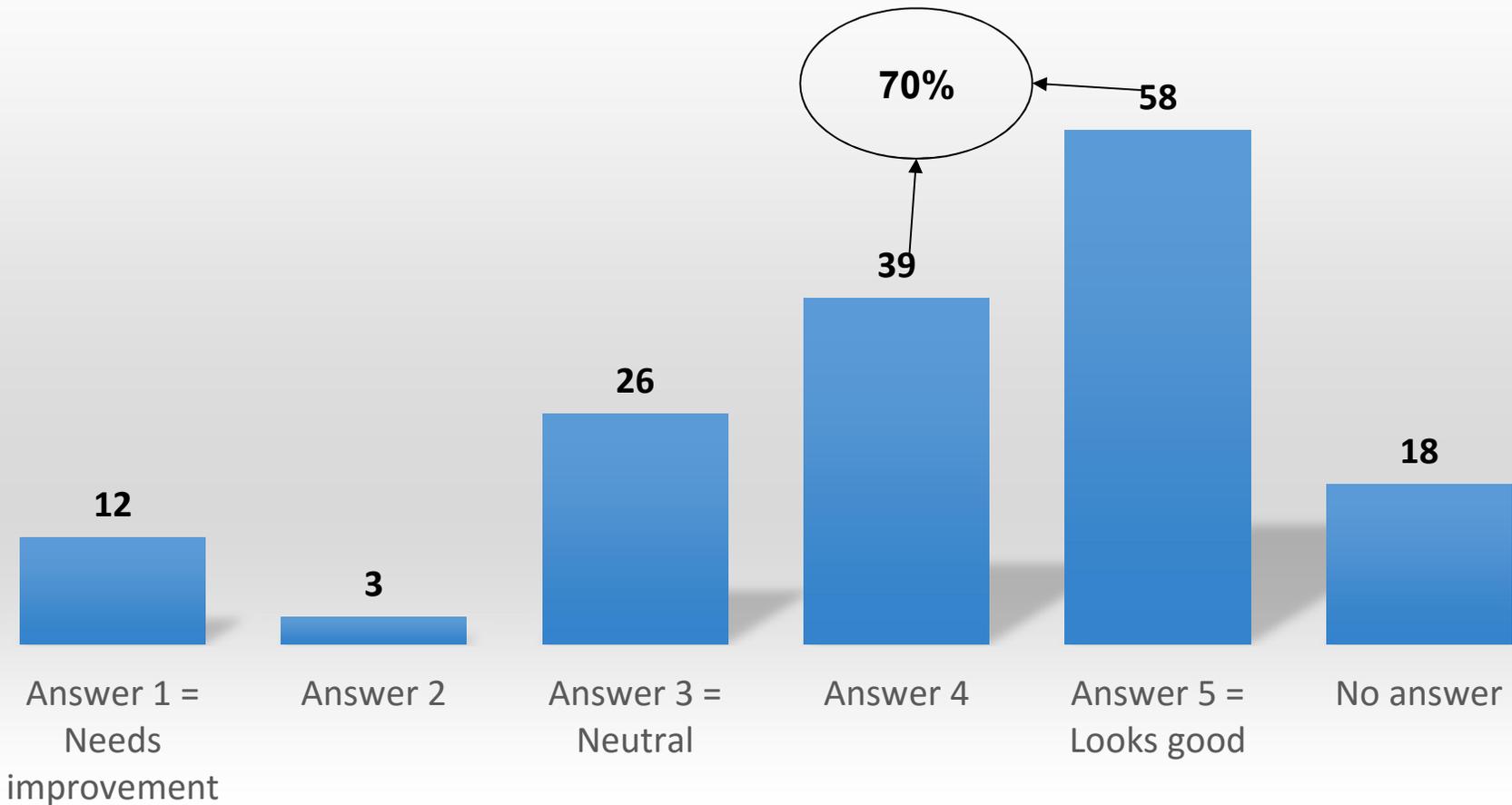
Bridge Use Frequency

How often do you use the existing crossing?



Project Vision

How well does the proposed Arlington Bridge crossing accomplish the project vision?



Comments

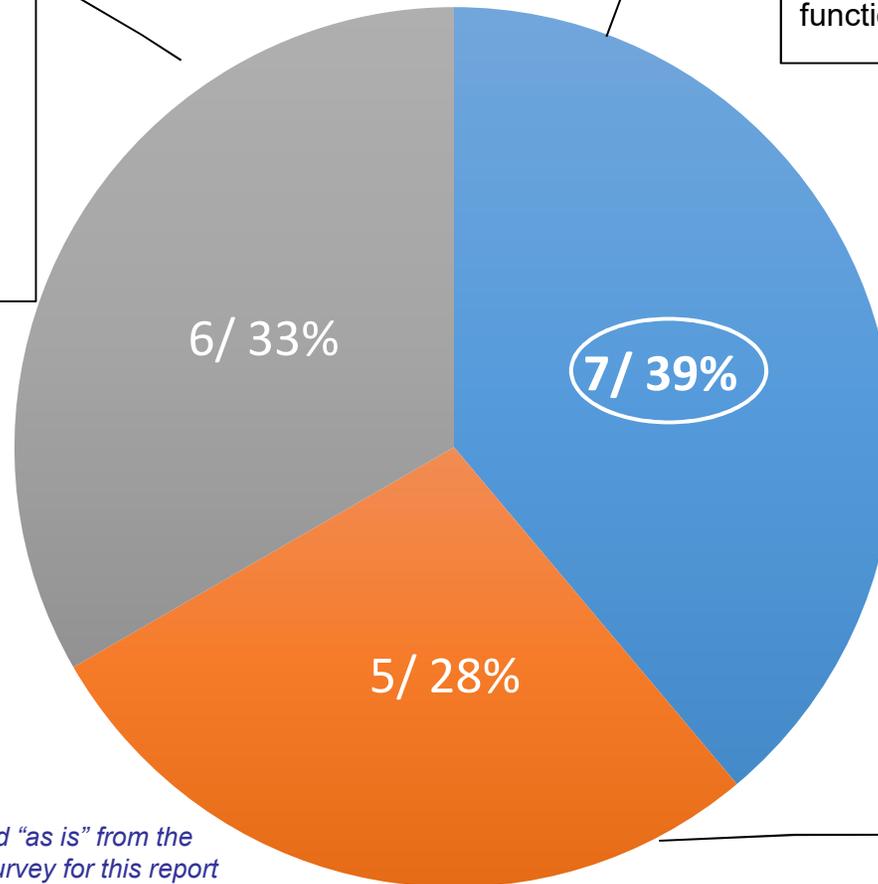
“Going to the side to reduce the time the bridge is out is a good idea”

“The North community is split into East and West between Jarvis to Stella. Less access and visibility makes the North side unsafe”

“Active transport needs to be a priority”

“...Traffic flow is the main issue. Period”

“As long as it has good transit functions”



“Keep to the old design/remove the chain link protecting fence and replace with something undestructive but artistic that does the same thing”

“Bright lighting, please.”

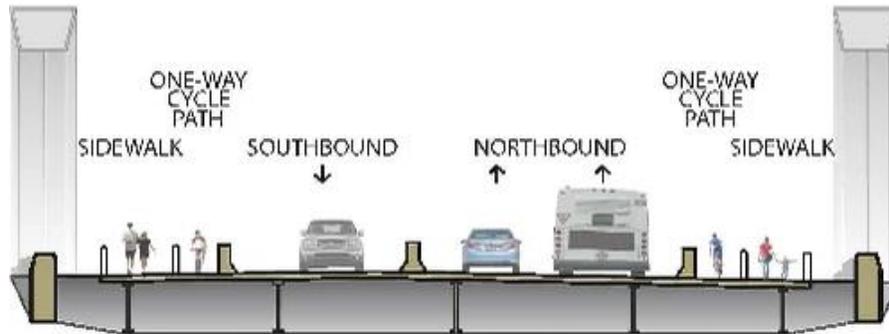
Reversible lane for traffic please”

“Question #1 - the two-lane should alternate during rush hour traffic. Two lanes going south in morning + north during the evening rush”

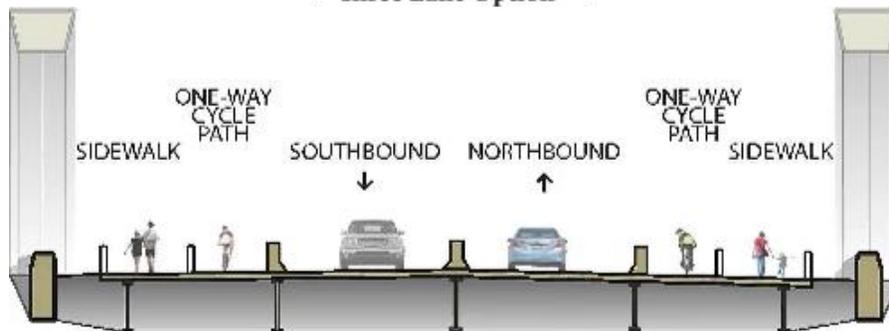
Respondents comments are transcribed “as is” from the Open House questionnaires & online survey for this report

■ Multimodal traffic flow ■ Bridge design/usage ■ Other

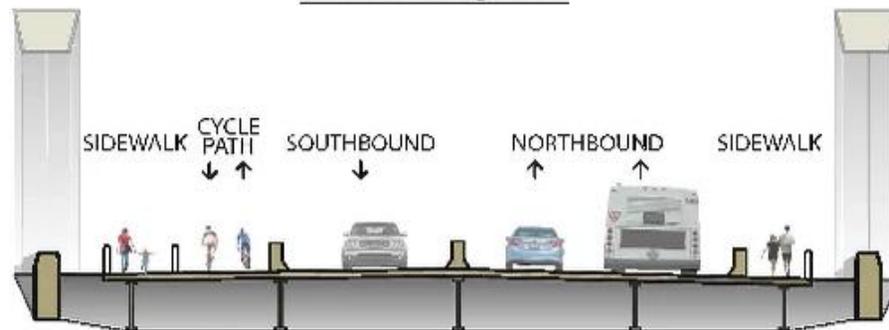
Arlington Bridge Solutions



Three Lane Option



Two Lane Option



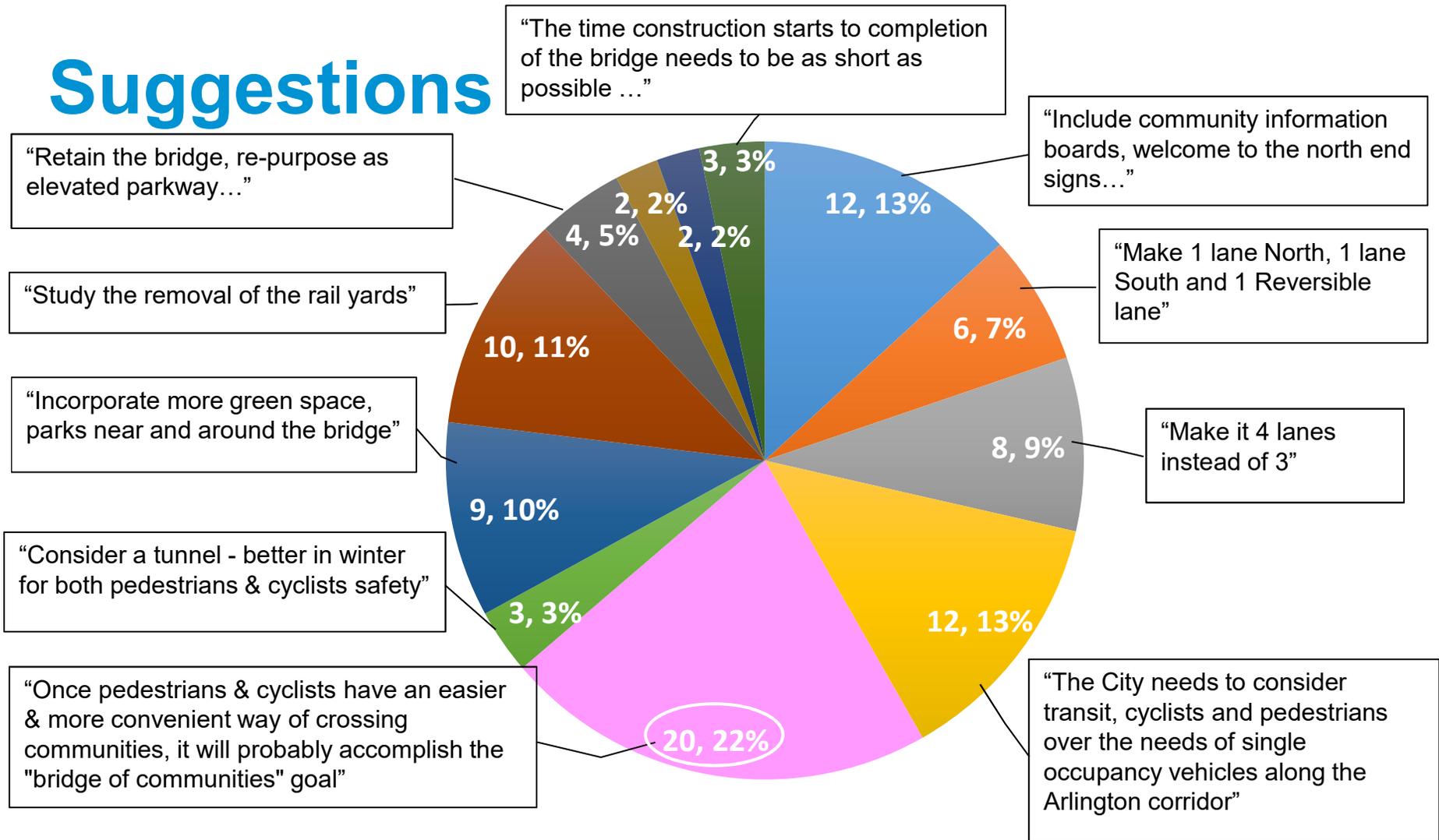
Three Lane Option

65/48% Three lane option:
Two lanes northbound, one lane southbound, cycle lanes on both side

36/26% Two lane option:
One lane northbound, one lane southbound, cycle lanes on both side

35/26% Three lane option:
Two lanes northbound, one lane southbound, two-way cycle lane on either side

Suggestions



- Bridge visual design
- Reversible 3rd lane
- More lanes
- Connectivity
- Accessibility
- Building a tunnel instead
- Surrounding areas
- Moving the CPR yards
- Repurpose the bridge
- Reconstruct on the same spot
- Reconstruct to the side
- Other suggestions

Additional Suggestions

Accessibility

- Cyclists and pedestrians should have their own separate lanes, i.e. a two-way cyclist lane on the East side, a two-way pedestrian on the West side
- Options for people such as the elderly with physical disabilities who are not able to walk across the bridge to allow them to cross
- Enforcement/a camera system/emergency buttons/talking system for safety

Bridge Visual Design

- Murals by local artists on the piers
- Create special 'art pieces' or small kiosks
- Add a skateboarding element to the bridge that would attract youth from all areas of the city and from all socio economic backgrounds ... destination where it wouldn't matter where you come from ... gain worldwide acclaim for its Arlington Bridge skate park design built into the bridge,
- Bridging all walks of life together as one
- Have a traditional First Nations Ceremony for healing, reconciliation/smudge the bridge – prayers

Connectivity

- Really important that Arlington St. have dedicated bike lanes both north & south of the bridge (Portage Ave. to Inkster). Connectivity is critical
- Extend the protected bike lanes North to Inkster & South to Portage
- Traffic calming measures

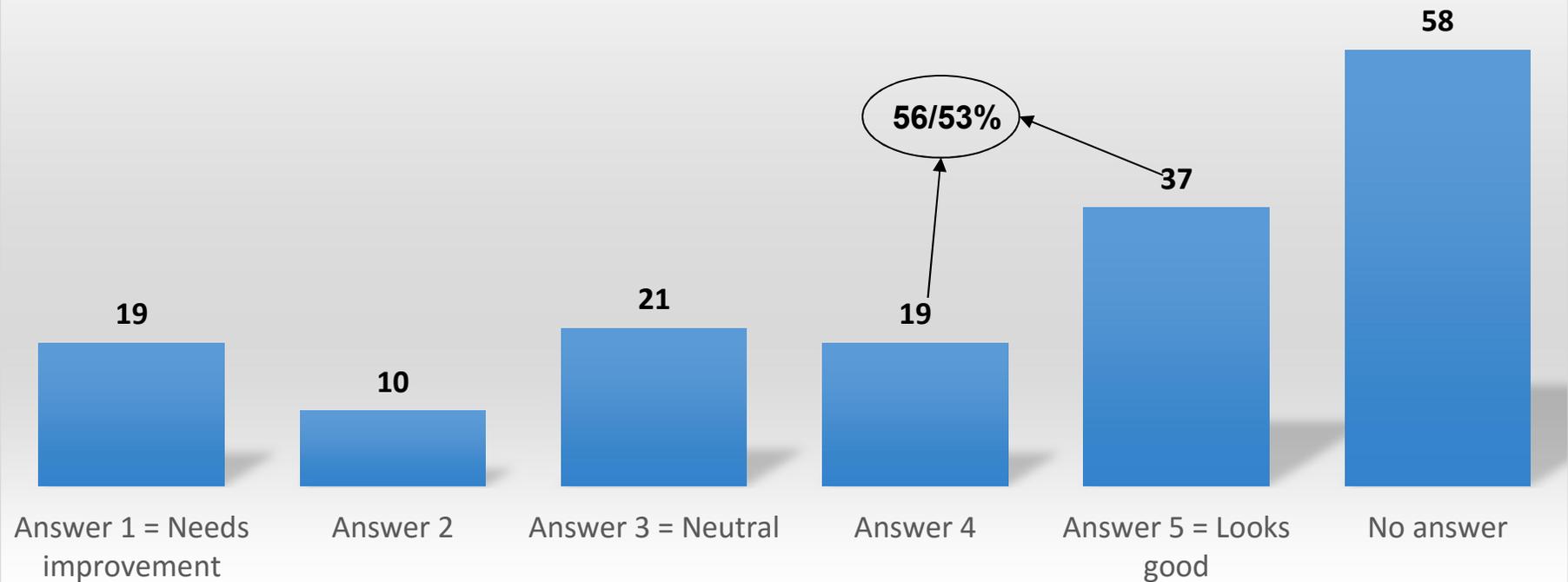
Phase 2 – Option A

Reconstruct McPhillips Underpass

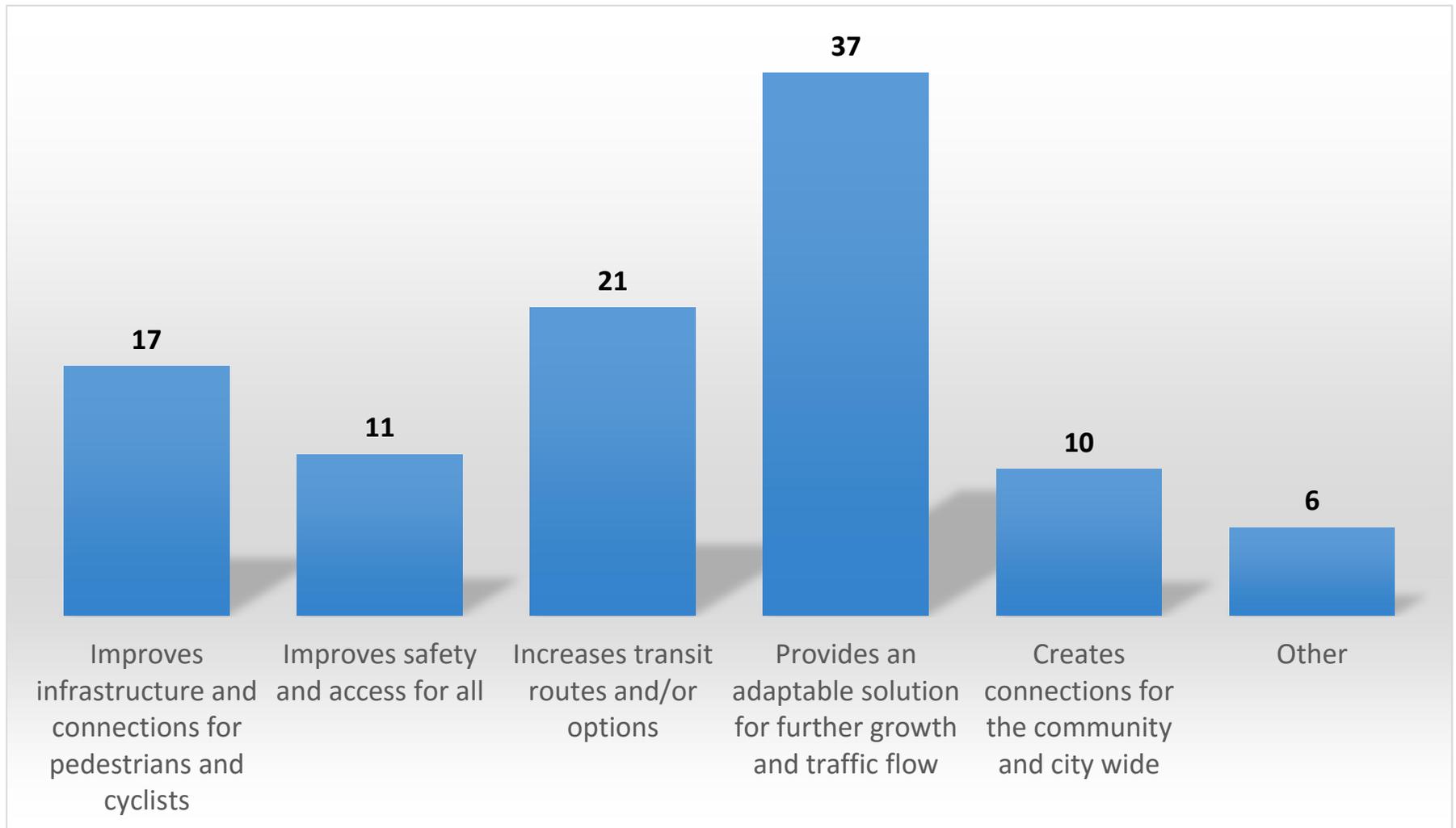


Option A: Reconstruct the McPhillips Underpass

How would you rate Option A (Widen the McPhillips Underpass in 2035)?



What do you like about Option A?



Some Additional Comments

Provides an adaptable solution for further growth and traffic flow

- Expanding McPhillips underpass or overpass means a new choke point. But it is better to expand it for future consideration
- McPhillips currently has a very large flow of traffic. To divert it to another crossing would be detrimental to the overall traffic flow

Increases transit routes and/or options

- More lanes available for vehicles to go through
- Higher capacity
- Does not increase vehicular traffic on Sherbrook

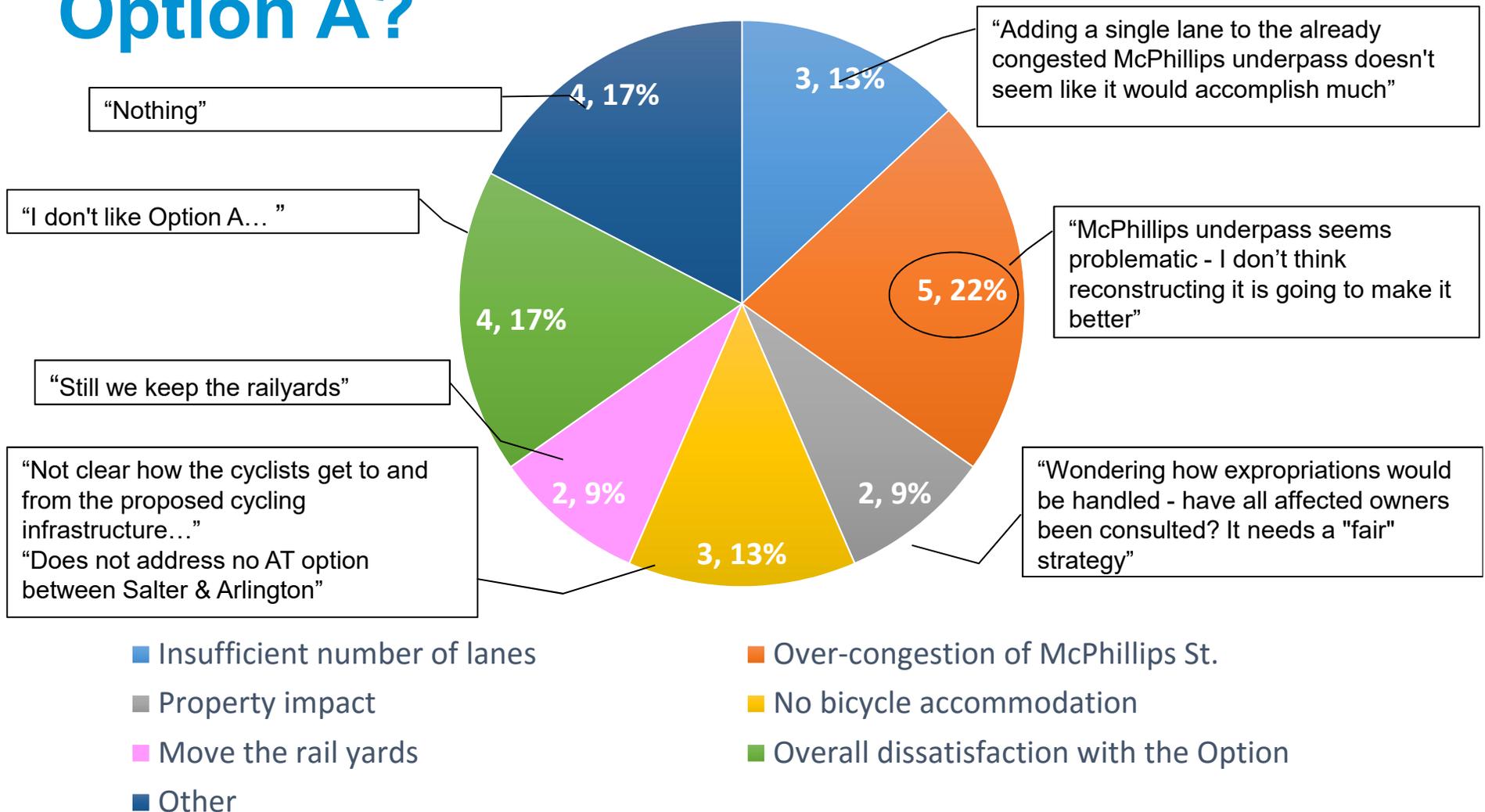
Creates connections for the community and citywide

- Looks like a sound engineering solution that also meets the needs of the community

Improves safety and access for all

- It will bring the underpass up to current standards and alleviate current problems with flooding and traffic bottleneck

Is there anything you dislike about Option A?



Additional Comments

Accessibility

- Cyclists and pedestrians should have their own separate lanes, i.e. a two-way cyclist lane on the east side, a two-way pedestrian on the west side
- Options for people such as the elderly with physical disabilities who are not able to walk across the bridge to allow them to cross

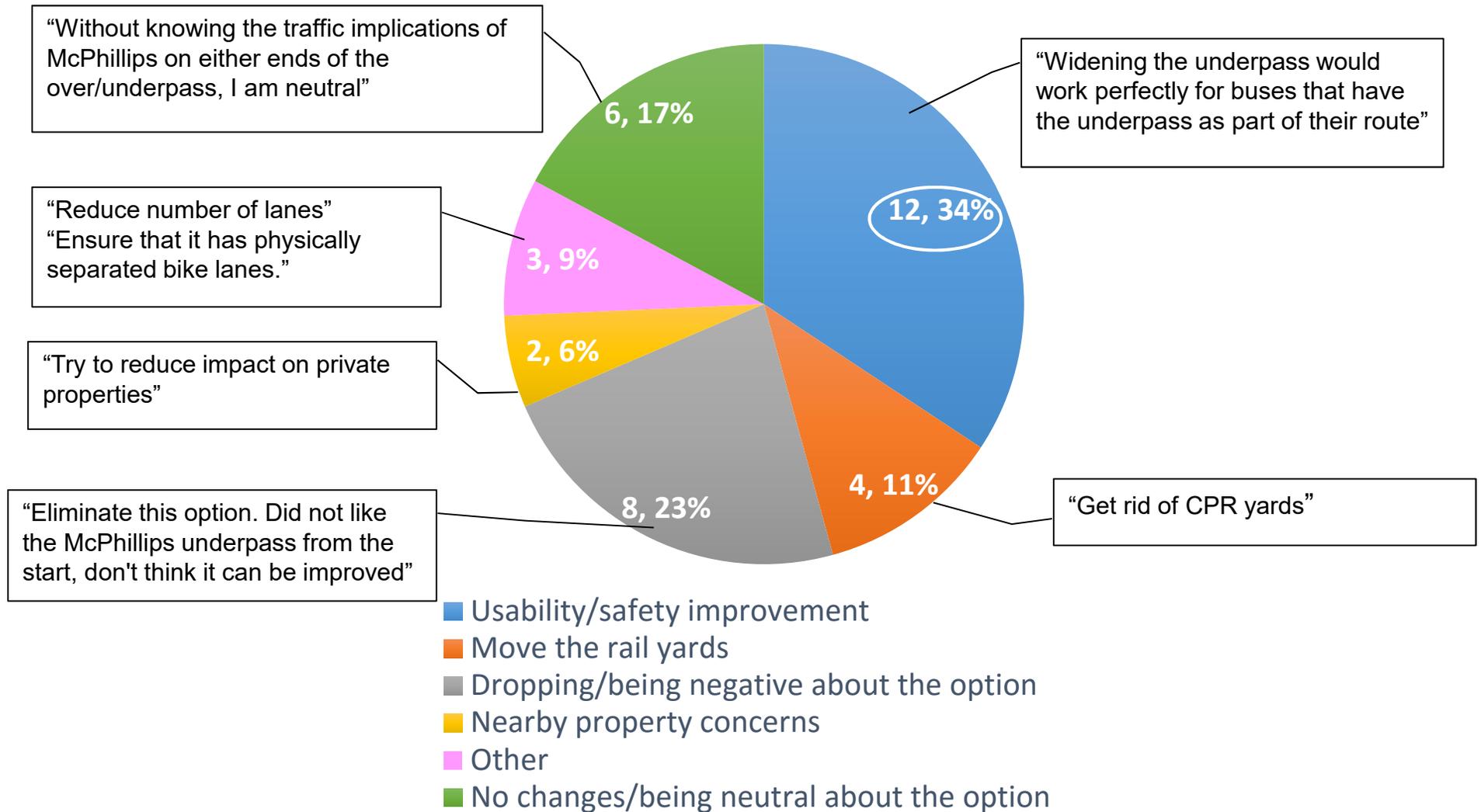
Bridge visual design

- Murals by local artists on the piers
- Create special 'art pieces' or small kiosks

Connectivity

- Really important that Arlington St. have dedicated bike lanes both north & south of the bridge (Portage Ave. to Inkster). Connectivity is critical
- Extend the protected bike lanes North to Inkster & South to Portage

How would you improve Option A?



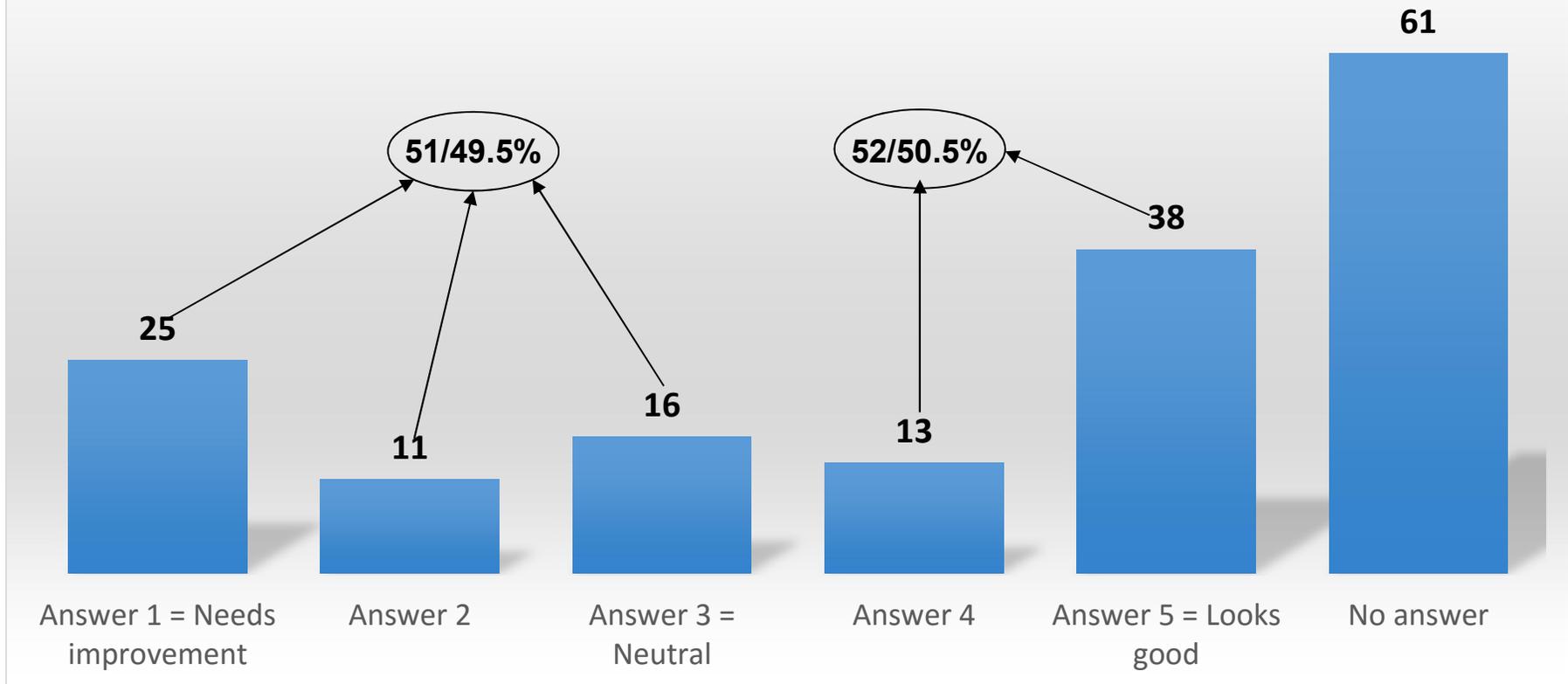
Phase 2 – Option B

McGregor/Sherbrook Tunnel Connection

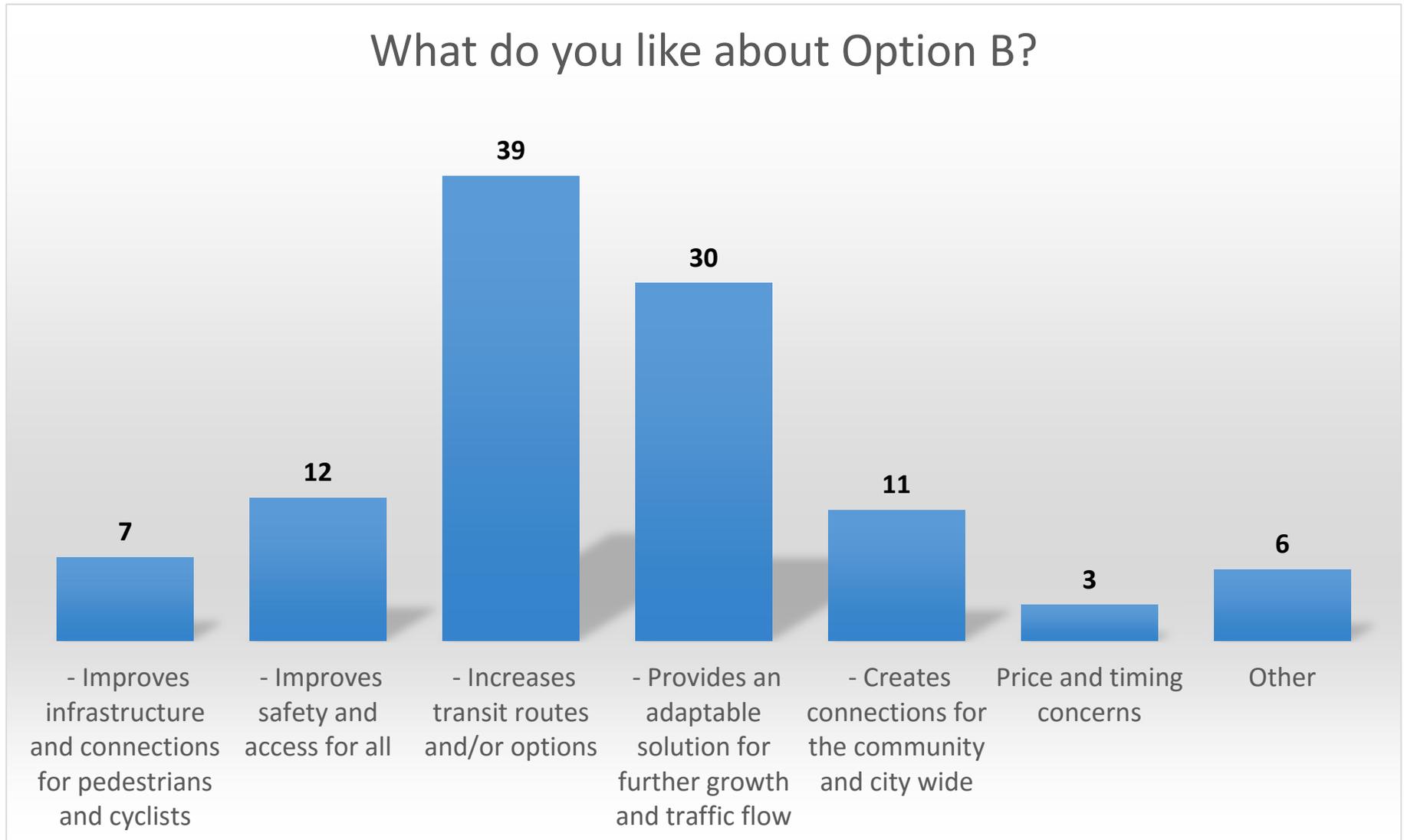


Option B: McGregor/Sherbrook Tunnel Connection

How would you rate Option B (McGregor/Sherbrook Tunnel Connection in 2035)?



What do you like about Option B?



Some Comments

Provides an adaptable solution for further growth and traffic flow

- Increase capacity without affecting landscape
- Creative, and more long term utility given the connection to a street that goes right downtown and then eventually to route 90. If McGregor is connected to Peguis it will be even better

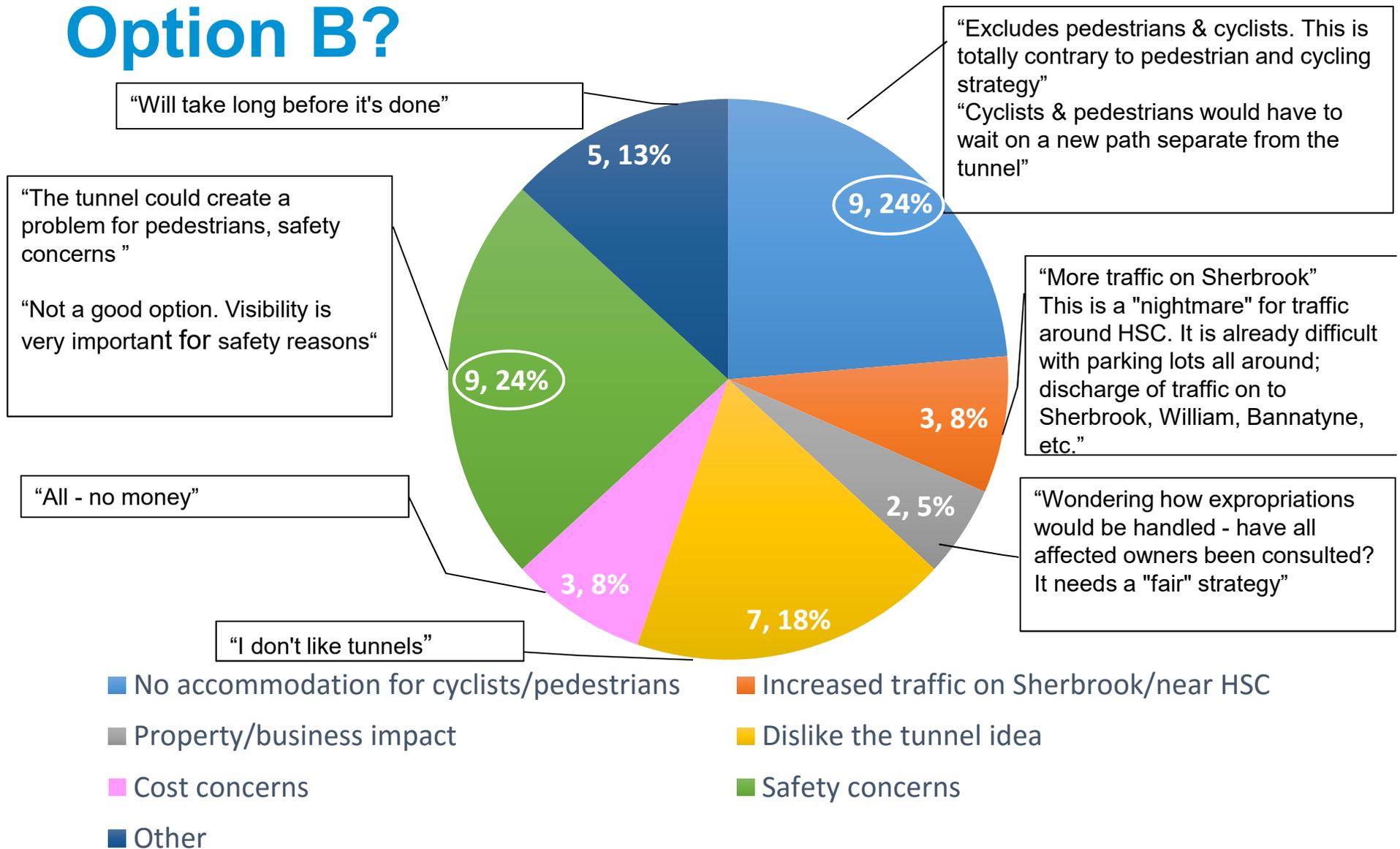
Increases transit routes and/or options

- I like that Option B is the closest in location to where Arlington is already. When exiting the tunnel on the North side you would only be three blocks from Arlington. This option would work a lot better for those, like me, living in between McPhillips and Salter
- Opens another route through the rail yard. Creative way to do it

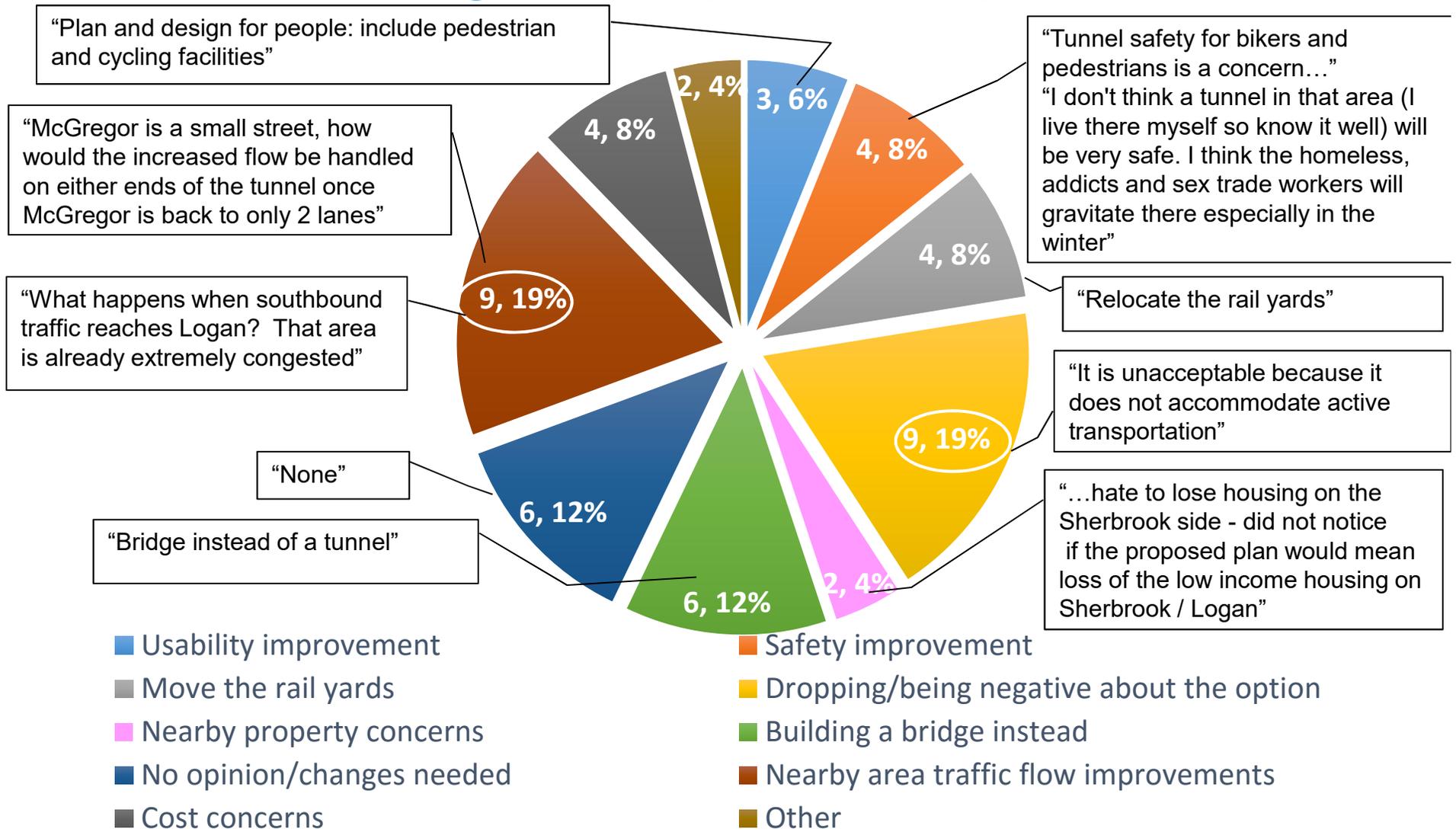
Price and timing concerns

- At this time I feel the potential cost of building this type of infrastructure would not be feasible based on the demographics in the area that would possibly use it
- Would be very expensive and probably have similar opposition as in the past

Is there anything you dislike about Option B?



How would you improve Option B?



Additional Comments

Nearby area traffic flow improvements

- Will need to improve traffic flows on McGregor and Sherbrook to accommodate future traffic, especially for left turns

Dropping/being negative about the option

- Tunnel is not feasible. Reason being, time frame could possible take up to 10 yrs to accomplish. It is an option only if there is surplus cash flow. It's a pipe dream

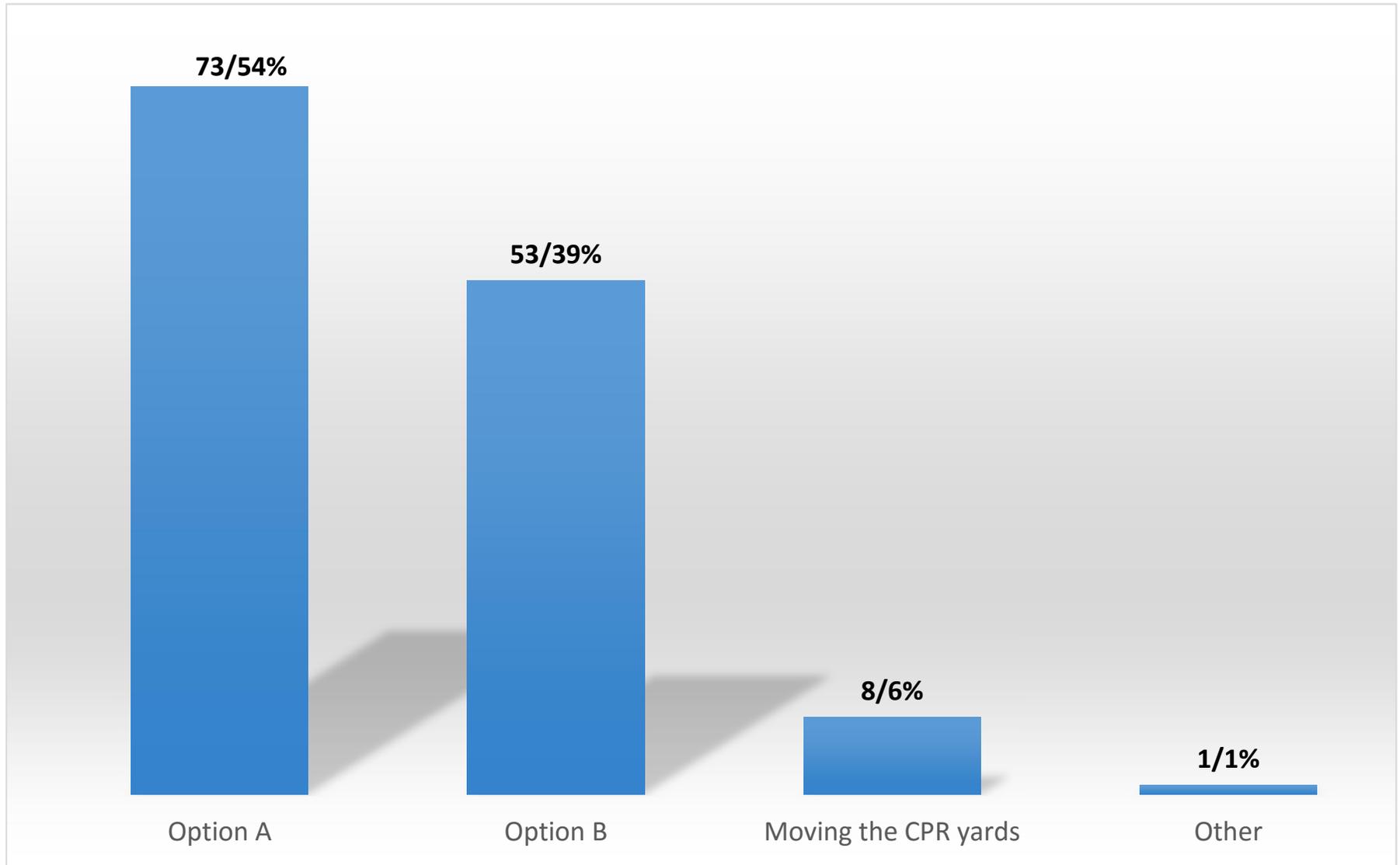
Usability improvement

- Make sure there is an alternate route constructed in this zone for cyclists...

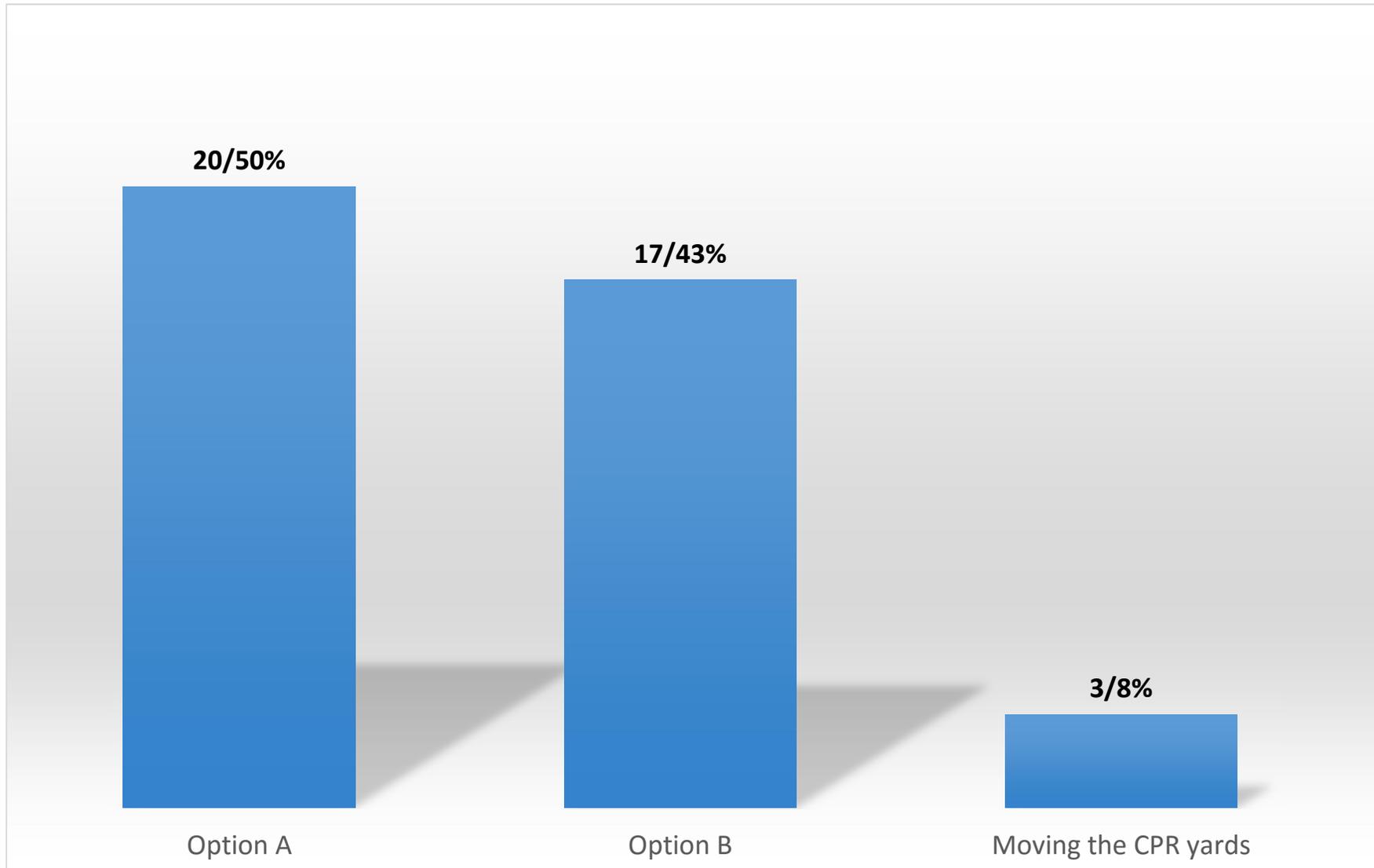
Nearby property concerns

- If properties had to be bought out, how would this effect the schools and their yards in the area? Children's safety, as there are one or two newly proposed family units going up in the area and with all the new building going on Sherbrook etc.

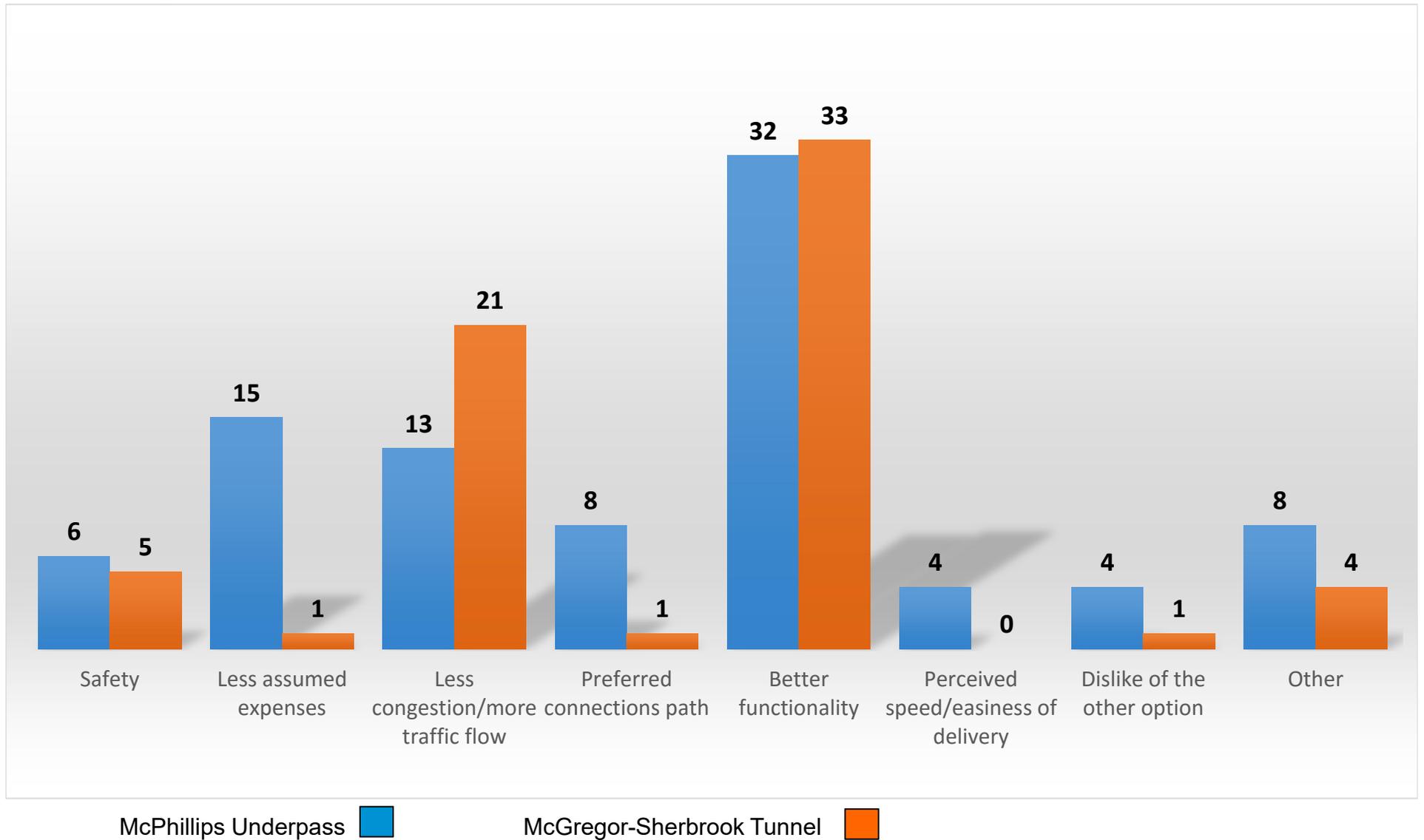
Preferred Crossing Option - Overall



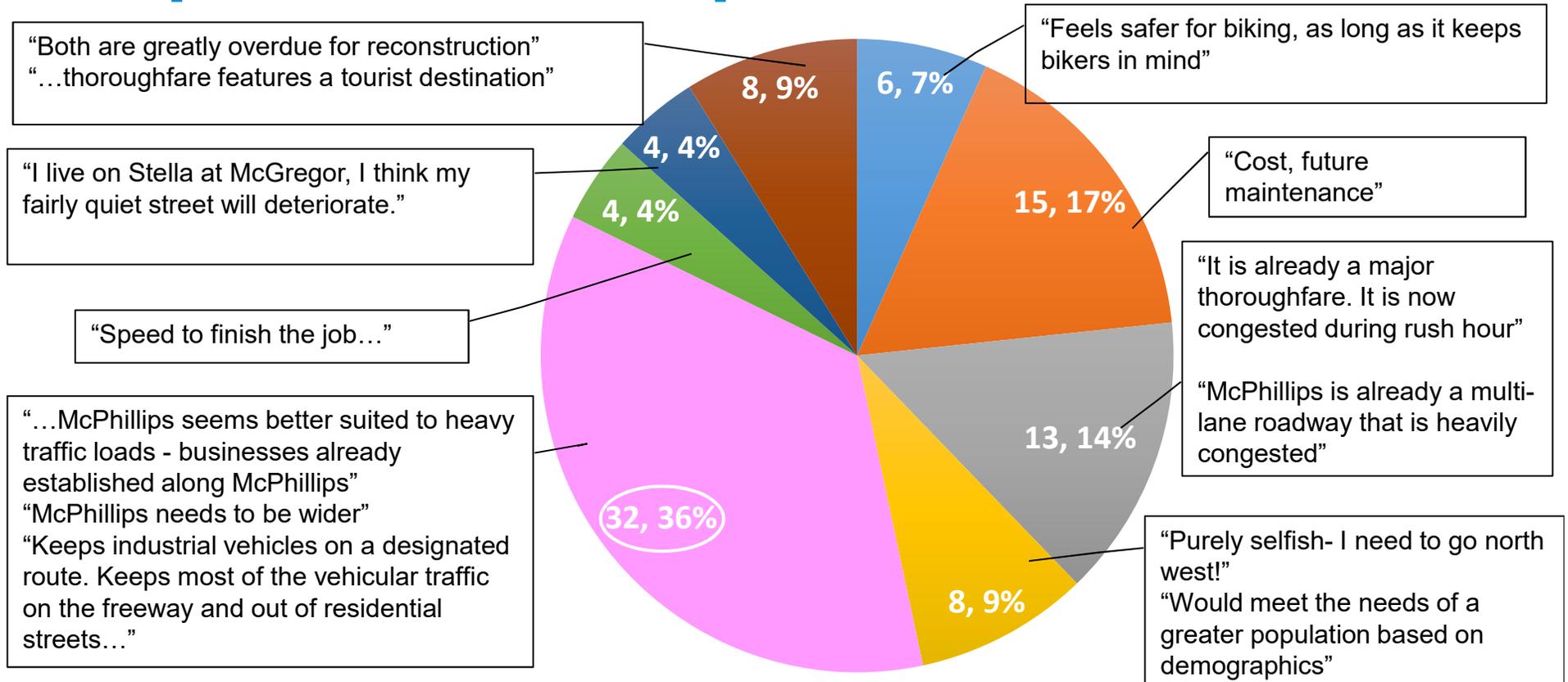
Preferred Crossing Option – Open Houses only



Top 3 Reasons



Top 3 Reasons Option A



■ Safety

■ Less congestion/more traffic flow

■ Better functionality

■ Dislike of the other option

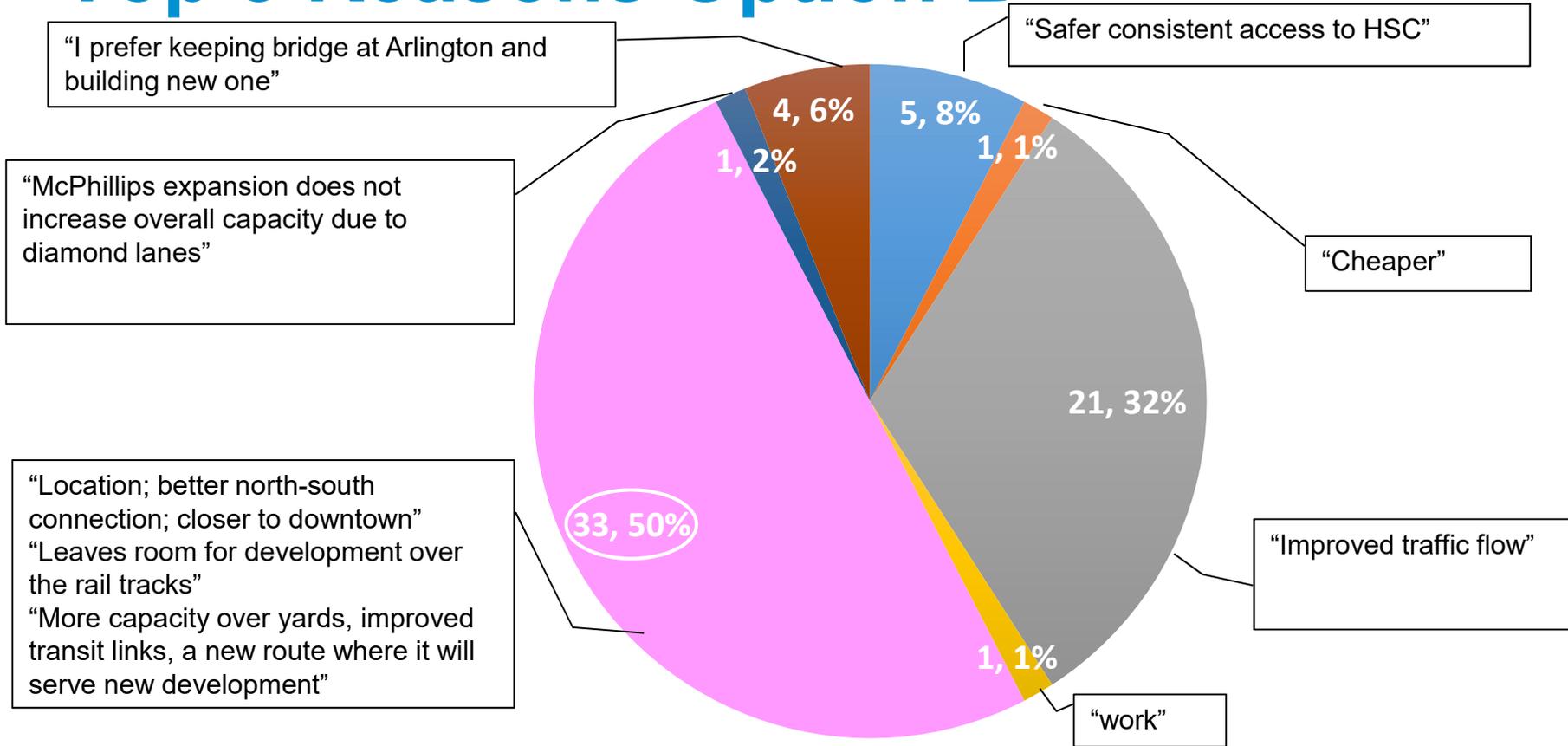
■ Less assumed expenses

■ Preferred connections path

■ Perceived speed/easiness of delivery

■ Other

Top 3 Reasons Option B



■ Safety

■ Less congestion/more traffic flow

■ Better functionality

■ Dislike of the other option

■ Less assumed expenses

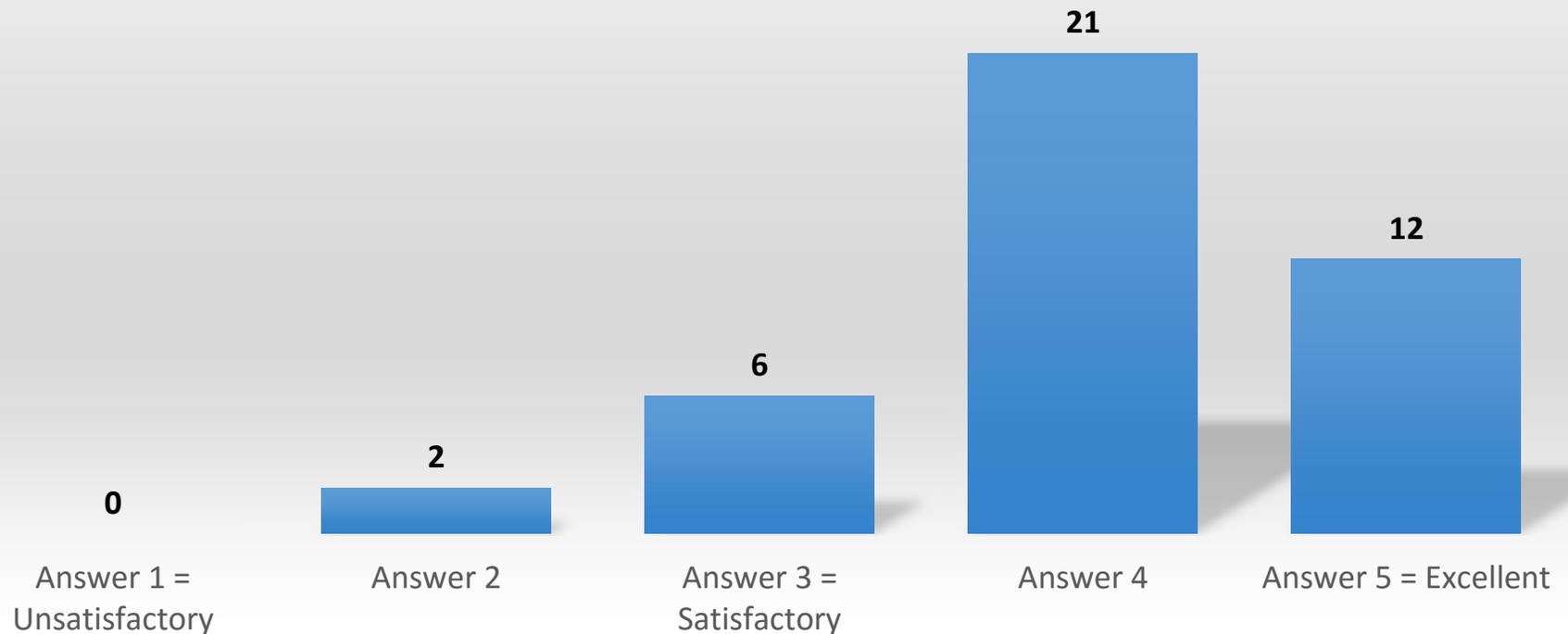
■ Preferred connections path

■ Perceived speed/easiness of delivery

■ Other

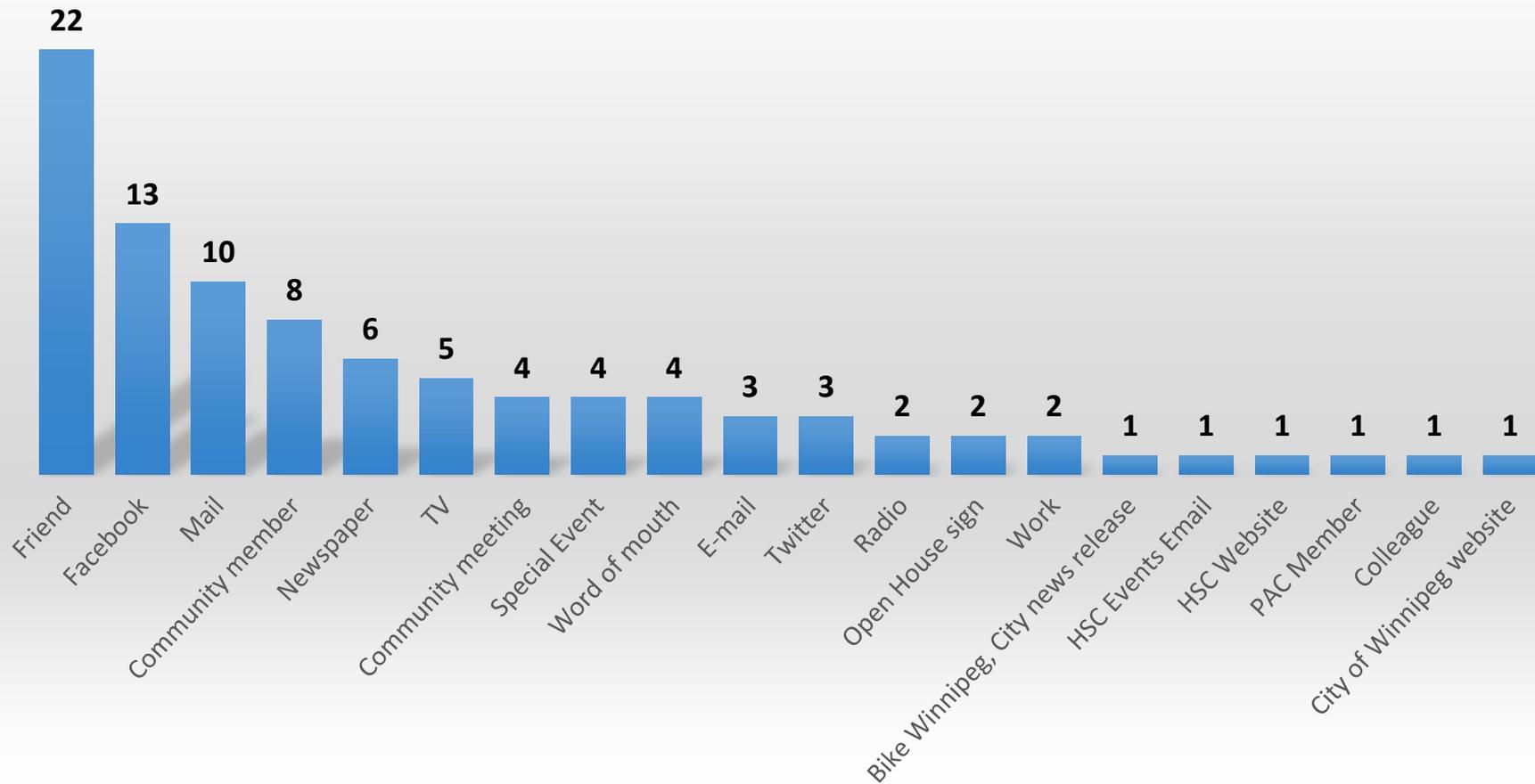
Public Engagement Process Feedback

How would you rate the quality of information, displays and interaction with project representatives in helping you learn about and discuss your ideas for the proposed crossing option(s)?



Public Engagement Process Feedback

How did you hear about the CPR Yards Crossing Study?





Written Feedback - Winnipeg Regional Health Authority

WRHA's goal: Improve local population's health, health equity, and promote active transportation

1. Health equity impact assessment to incorporate strategies to enhance positive impacts/mitigate potentially negative impacts into final plan.
2. Increase pedestrian and cycling connections across the CPR yards potentially through infrastructure at the McGregor-Sherbrook link.
3. Develop a plan for improving pedestrian and cycling infrastructure throughout the whole study area to increase active transportation connectivity, access, and safety.
4. Incorporate Complete Streets design philosophies into the final plan.
5. Explore increased transit service using CPR crossing(s).

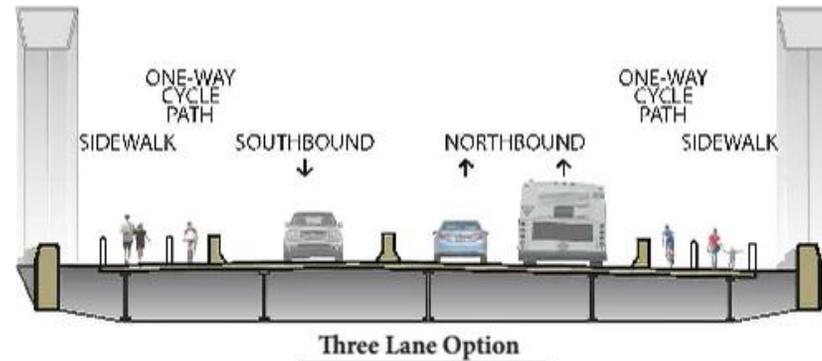
Written Feedback – Bike to the Future

Project recommendations (others outside project area, included in letter):

- One-way cycle tracks
- Two travel lanes so cycle track widths can be maximized
- Amendments to planned cycling network
- Full half signal at Arlington/Alexander to facilitate crossing of Arlington for cyclists on Alexander Neighbourhood Greenway
- Alexander/Logan intersection provisions to stop traffic on channelized turning lanes (different recommendations for how)
- Choose option A; “McGregor-Sherbrook will provide no improvements to people on bike or foot”
- Suggest a separated bike path on east side of underpass at south end of proposed NW Hydro Corridor Greenway
- Arlington St with protected bike lanes from Portage to Inkster to replace Banning/McPhillips as bicycle network spine (Ruby/Banning to remain)

Conclusion – Public Input

Phase 1 – Replacing Arlington Bridge



Preferred traffic option 65/48%

Phase 2

McPhillips

73/54% vs 53/39%

McGregor/Sherbrook



50% 43%
Open House respondents only





Conclusion – Telephone Survey Results

- 401 respondents, representing north-west area of Winnipeg
- Included cellular respondents
- Scientifically valid survey vs an Open House or online questionnaire which is “self-selecting”
- Phase 1 responses were very similar to Open House/online survey results for preferred number of traffic lanes and pedestrian/cycling accommodation
- For phase 2, 40% preferred option A and 40% preferred Option B, indicating neither option more favoured by the public.
- 15% “No Answer” rate for the option preference is fairly equal to the rate of other general public input.