



# Welcome

## City of Winnipeg

### William R. Clement Parkway Extension Functional & Preliminary Design Study

GRANT AVENUE TO MCGILLIVRAY BOULEVARD - PUBLIC OPEN HOUSE

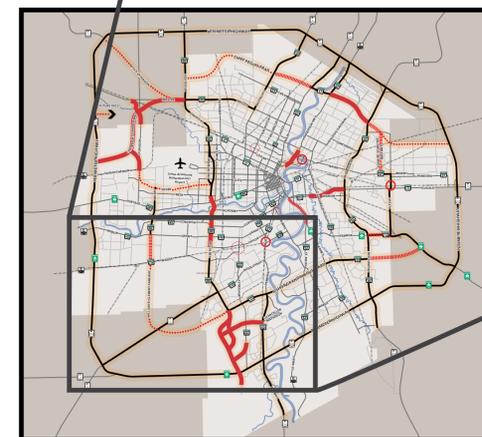
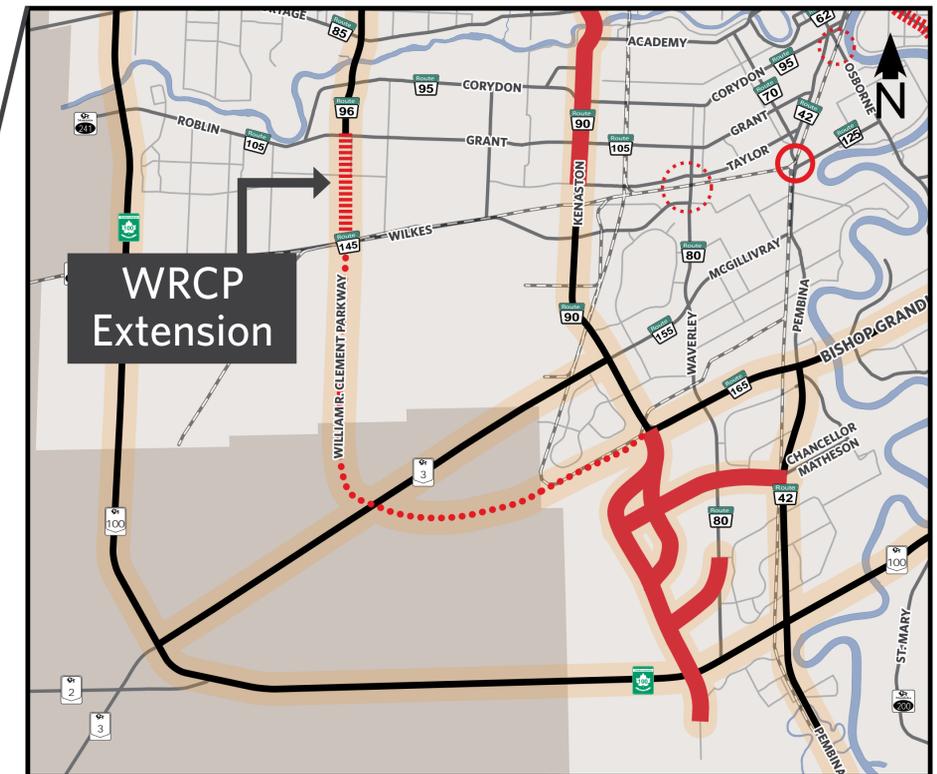
January 2016

Please review the boards and maps  
Project staff are happy to answer your questions

**Please complete and submit a comment form prior to leaving**

## The City of Winnipeg Transportation Master Plan (TMP) Recommends William R. Clement Parkway (WRCP) Extension

- » “The purpose of the TMP is to present a long-term strategy to guide the planning, development, renewal and maintenance of a multi-modal transportation system in a manner that is consistent with project needs, and aligned with the City’s growth and the overall vision for a sustainable Winnipeg and region”
- » The WRCP Extension Study is identified as part of the TMP’s future Strategic Road Network
- » On April 25, 2012 Winnipeg City Council approved an amendment to the TMP to change the WRCP Extension between Grant Avenue and Wilkes Avenue from a medium-term project to a short-term project



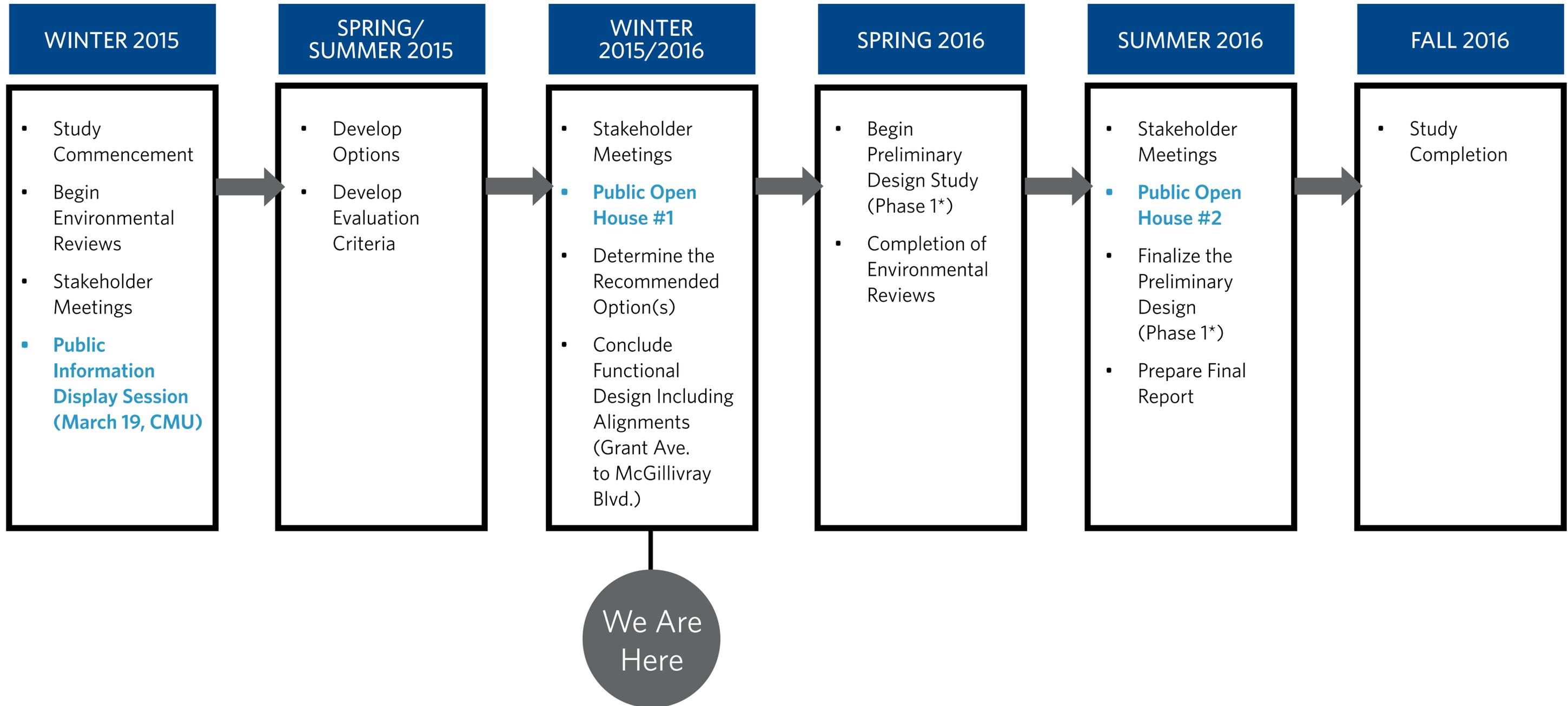
City of Winnipeg  
Transportation Master Plan  
Road Implementation Network Map



- » The WRCP is an important component of the City's Strategic Road Network to accommodate the north-south travel demand in west Winnipeg
- » The City's TMP recommends Phase 1 of the WRCP extension as a short-term project and Phase 2 as a long-term project as described in the figure on the left
- » Funding for construction of the WRCP extension is currently not in place

**Today's meeting is presenting material for Phase 1**

- » Conduct functional and preliminary design studies for the WRCP extension
- » Develop alignment options for an east-west connection south of the CN Mainline
- » Develop grade separation options at the CN Mainline
- » Develop alternatives for the Harte Trail crossing
- » Identify potential dog park location(s)
- » Obtain Environmental Act Licensing for Phase 1
- » Conceptual Environmental Assessment Study for Phase 2



\* Phase 1 - Grant Avenue to Wilkes Avenue (or an alternative east-west connection)

## How we communicated and reached out to the public:

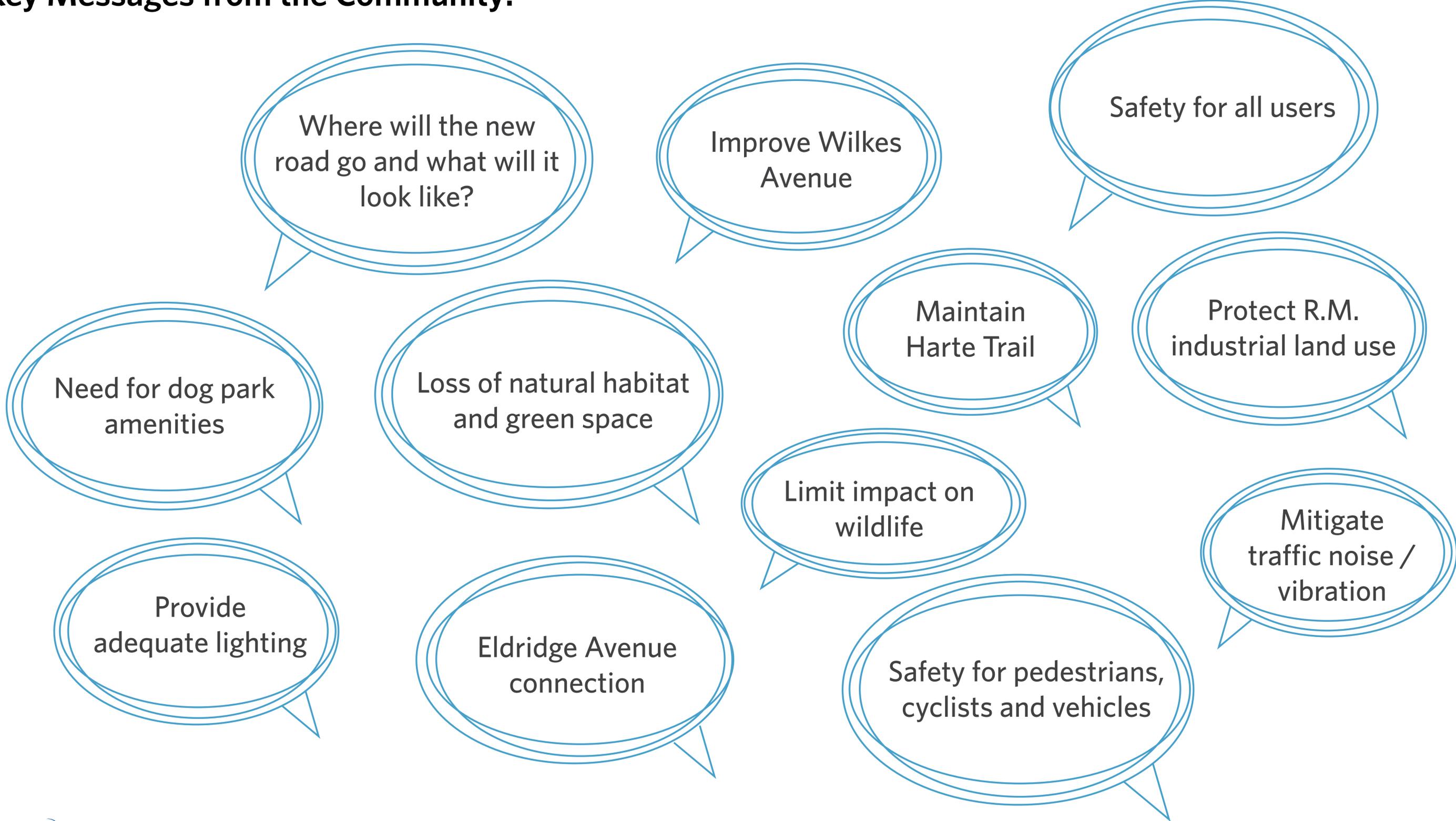
- » Public Information Display Session held on March 19, 2015
  - » Over 300 people signed in at the event
  - » Over 175 comment forms were received (hard copy and online)
- » Emails to all stakeholders and meeting attendees
- » Newspaper ads in the Winnipeg Free Press, Winnipeg Sun, Canstar Sou'Wester and Metro
- » Information on the City of Winnipeg project website [winnipeg.ca/WRCP-Extension](http://winnipeg.ca/WRCP-Extension)
- » City of Winnipeg social media (Facebook and Twitter)
- » Media release
- » Notification flyers sent to 2,700 properties in study area



Flyer distribution area

# SUMMARY OF PUBLIC ENGAGEMENT FEEDBACK

## Key Messages from the Community:



**Key Concerns for the Study Area include:**

- » Habitat fragmentation/loss of natural wildlife corridors
- » Preservation of Harte Trail
- » How wildlife will safely cross the WRCPC extension
- » Deer-vehicle collisions



Assessments Conducted To Date	
<b>Biological Surveys:</b>	
» Amphibian	✓
» Bird	✓
» Vegetation	✓
» Wildlife	✓
<b>Forestry Assessment</b>	✓
<b>Options to prevent deer-vehicle collisions</b>	✓

Accommodate emergency vehicle and truck access

Accommodate access for local businesses

Enhance safety for all users

Address environmental considerations

Identify potential dog park locations

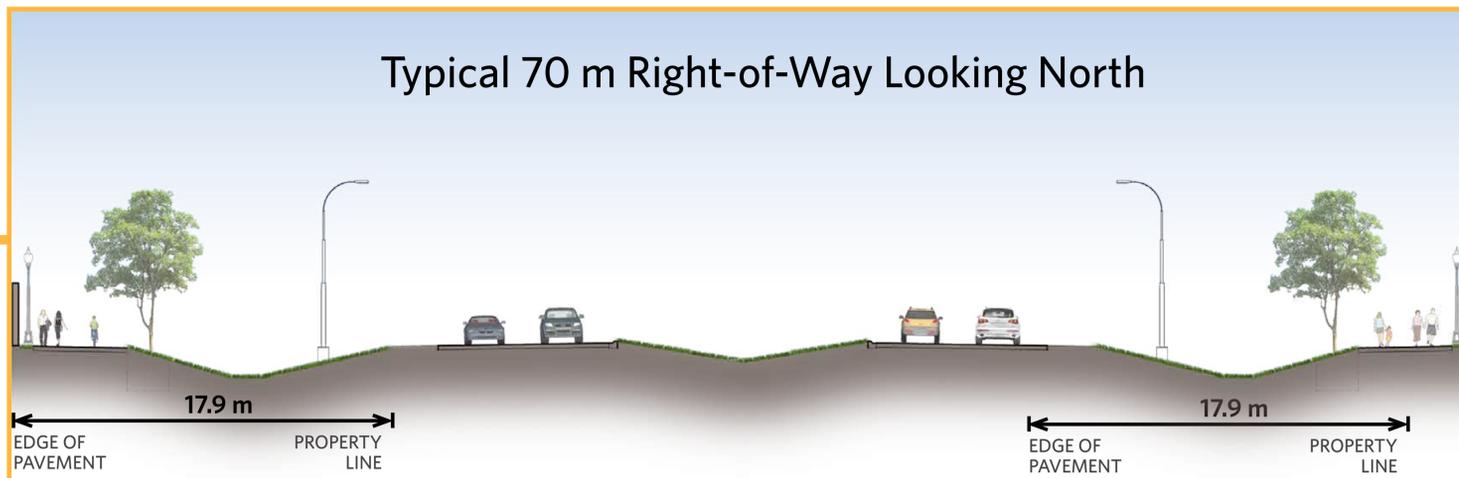
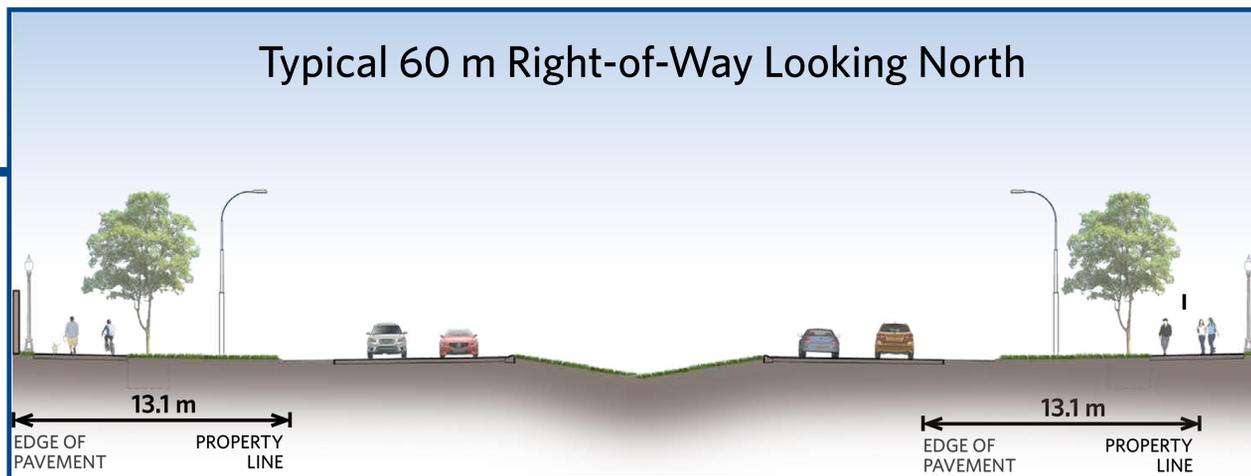
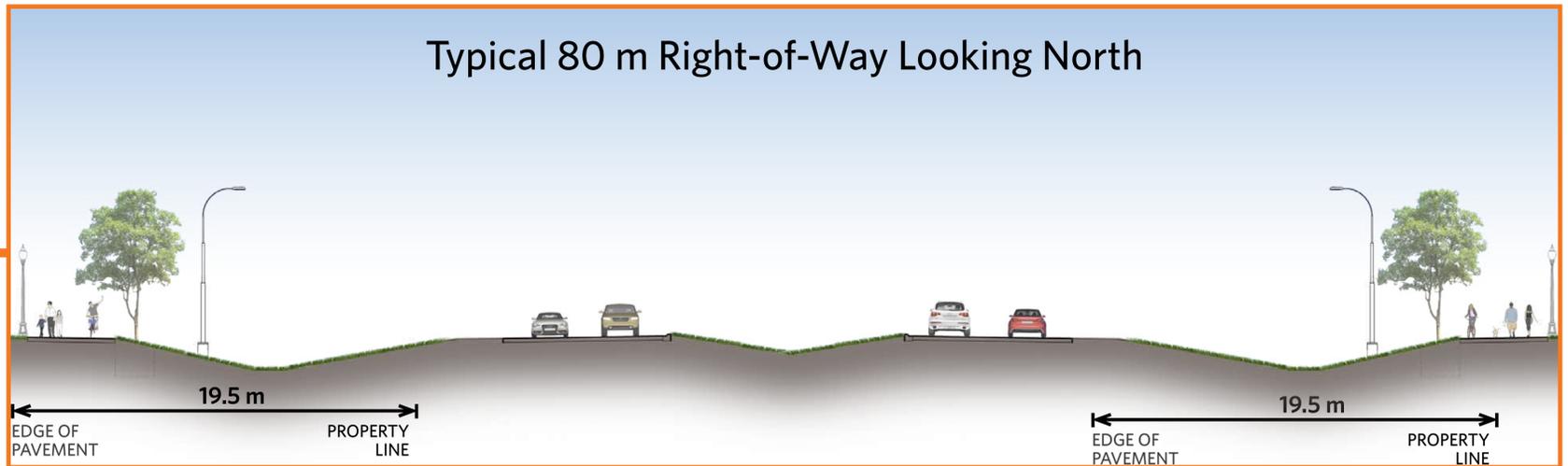
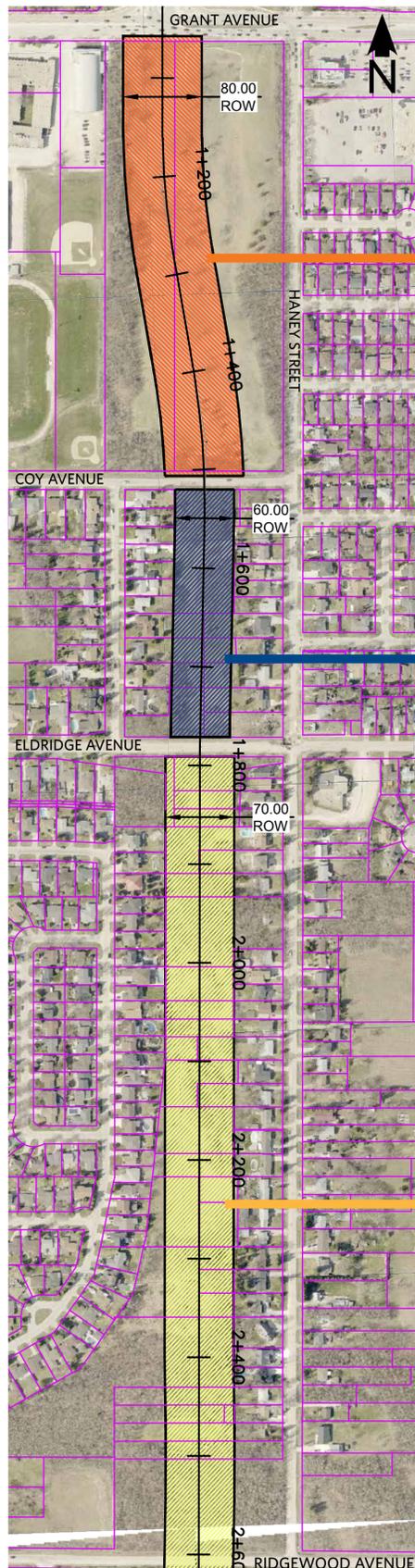
Grade separate the CN Mainline

Accommodate the Harte Trail

Link to Wilkes Avenue (or an alternative east-west connection)

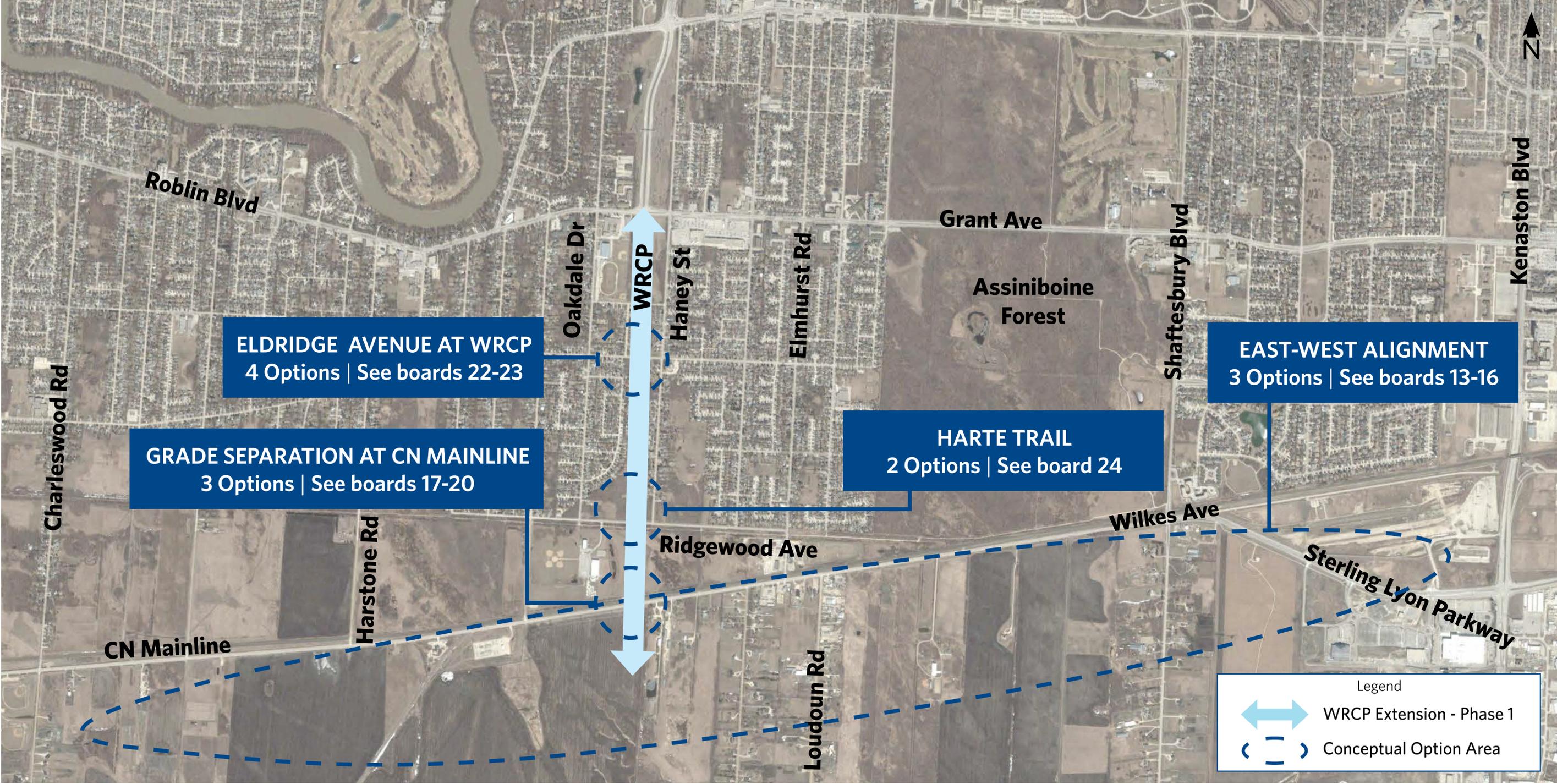
Meet the design criteria requirements

Accommodate Transit



\* Traffic noise reduction method and height to be determined during preliminary design

# CONCEPTUAL OPTIONS FOR THE WRCP EXTENSION



There are three proposed options for the east-west alignment to the WRCP extension. The alignment of the WRCP extension from Grant Avenue to the CN Mainline is the same in each of the three proposed options.

## CONCEPTUAL OPTION 1:

Wilkes Avenue  
Alignment

## CONCEPTUAL OPTION 2:

Sterling Lyon Parkway  
North Alignment

## CONCEPTUAL OPTION 3:

Sterling Lyon Parkway  
South Alignment

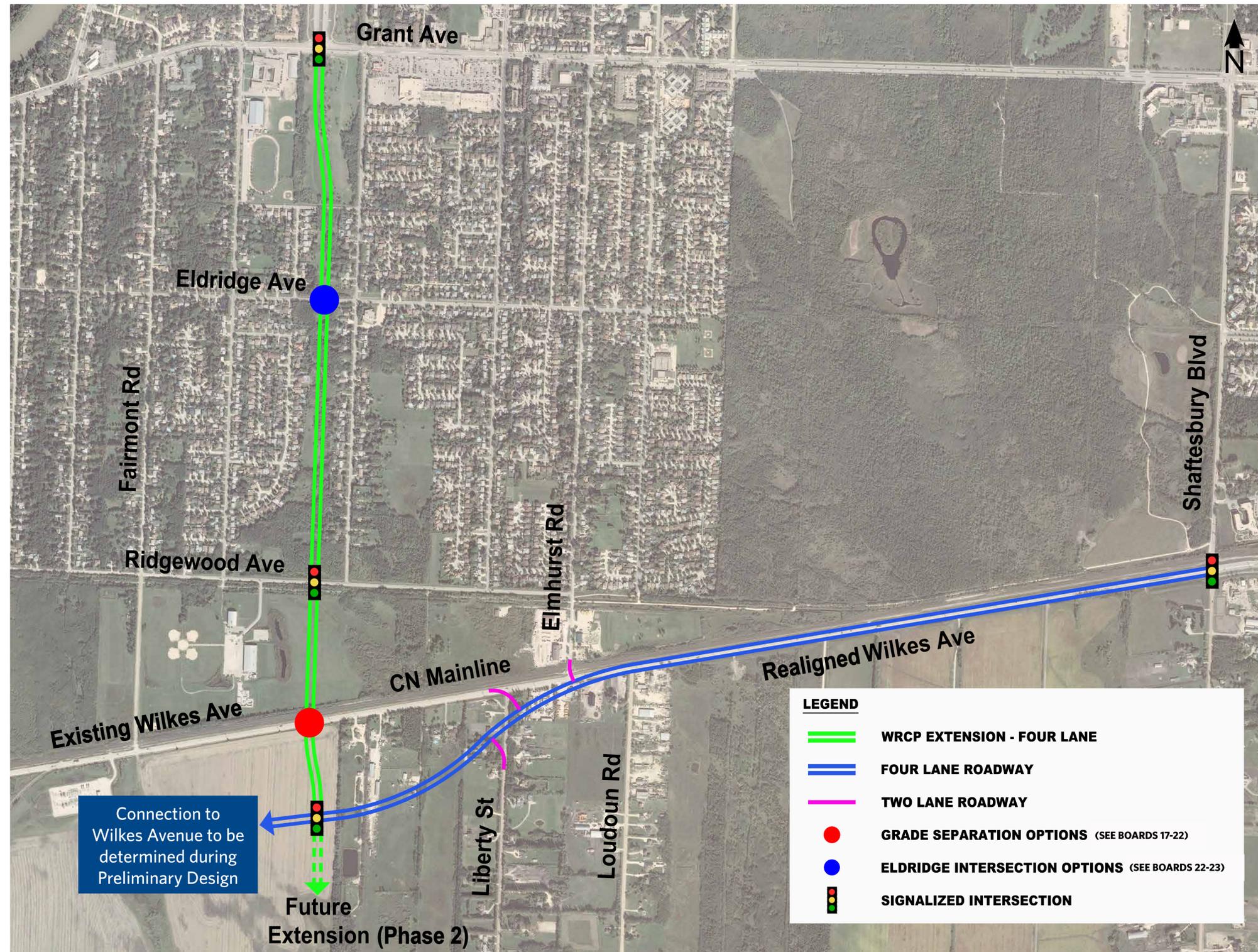
# OPTION 1: CONCEPTUAL WILKES AVENUE ALIGNMENT

Pros

- » Maintains Wilkes Avenue as the east-west connection to WRCP
- » Less property required south of Wilkes Avenue/Sterling Lyon Parkway than other options
- » Potential for development of property on relocated section of Wilkes Avenue from Elmhurst Road west

Cons

- » Due to proximity of CN Mainline, will require frontage property on south side of Wilkes Avenue from Shaftesbury Boulevard to Elmhurst Road for widening to 4 lane divided
- » Direct all-way access will not be possible to all properties fronting on Wilkes Avenue
- » Widening to 4 lane divided will require total reconstruction of Wilkes Avenue and major disruption to east west traffic
- » Spacing between realigned Wilkes Avenue and the existing CN Mainline is undesirable given the forecast in traffic volumes on WRCP



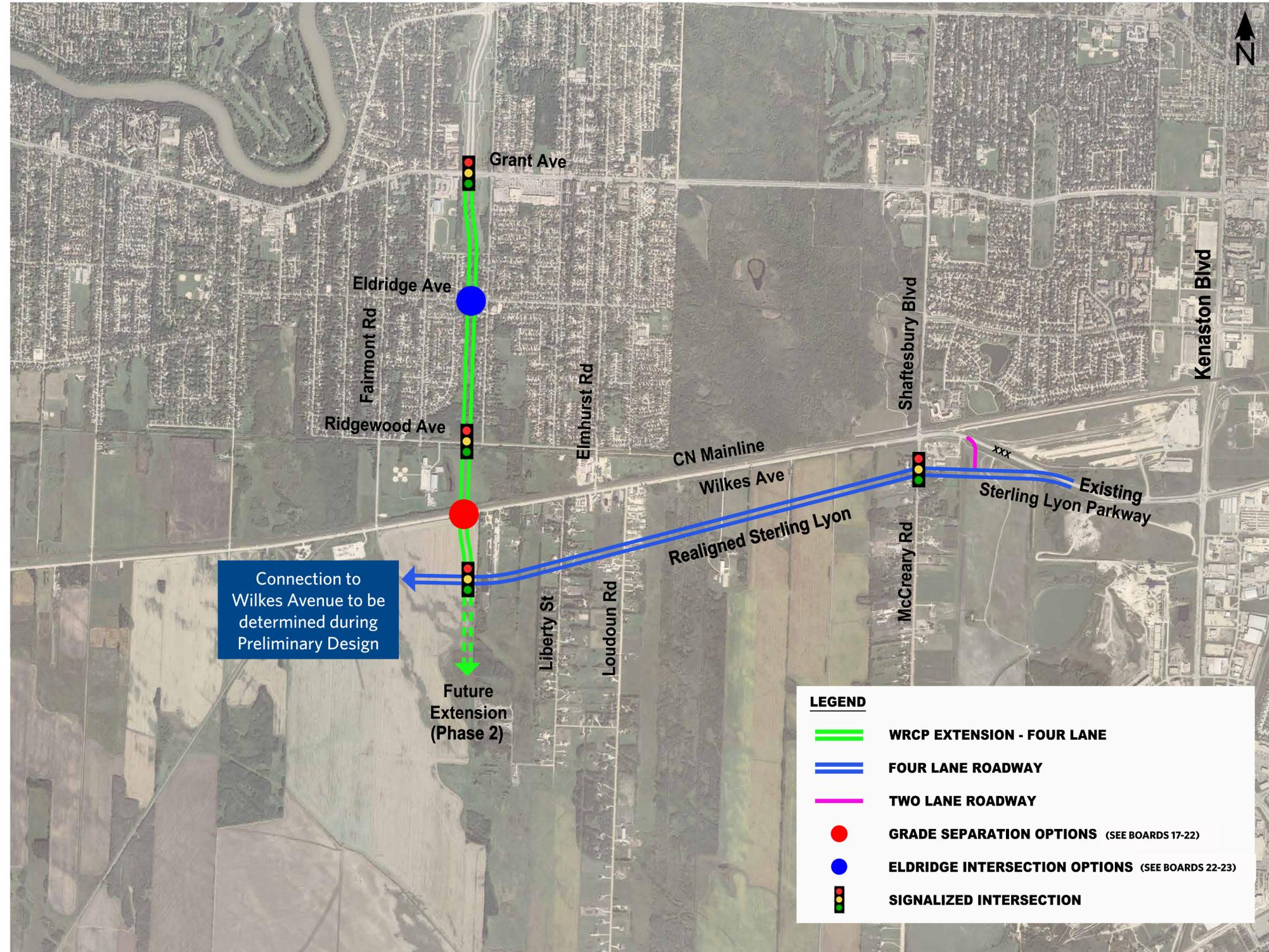
# OPTION 2: CONCEPTUAL STERLING LYON PARKWAY NORTH ALIGNMENT

Pros

- » Maintains access to existing businesses fronting on Wilkes Avenue
- » Construction of Sterling Lyon Parkway extension can occur with minimal traffic disruption
- » Potential for development of property between Sterling Lyon Parkway extension and Wilkes Avenue
- » Wilkes Avenue will remain in its current location from Shaftesbury Boulevard west as a collector street
- » Will become the major east-west route in the area; offers improved spacing between Sterling Lyon Parkway and the CN Mainline compared to Wilkes Avenue alternative

Cons

- » Property for Sterling Lyon Parkway extension required south of Wilkes Avenue
- » Short term traffic disruption may occur at the east end of the Sterling Lyon Parkway extension
- » The section of existing Sterling Lyon Parkway immediately east of Shaftesbury Boulevard will require realignment



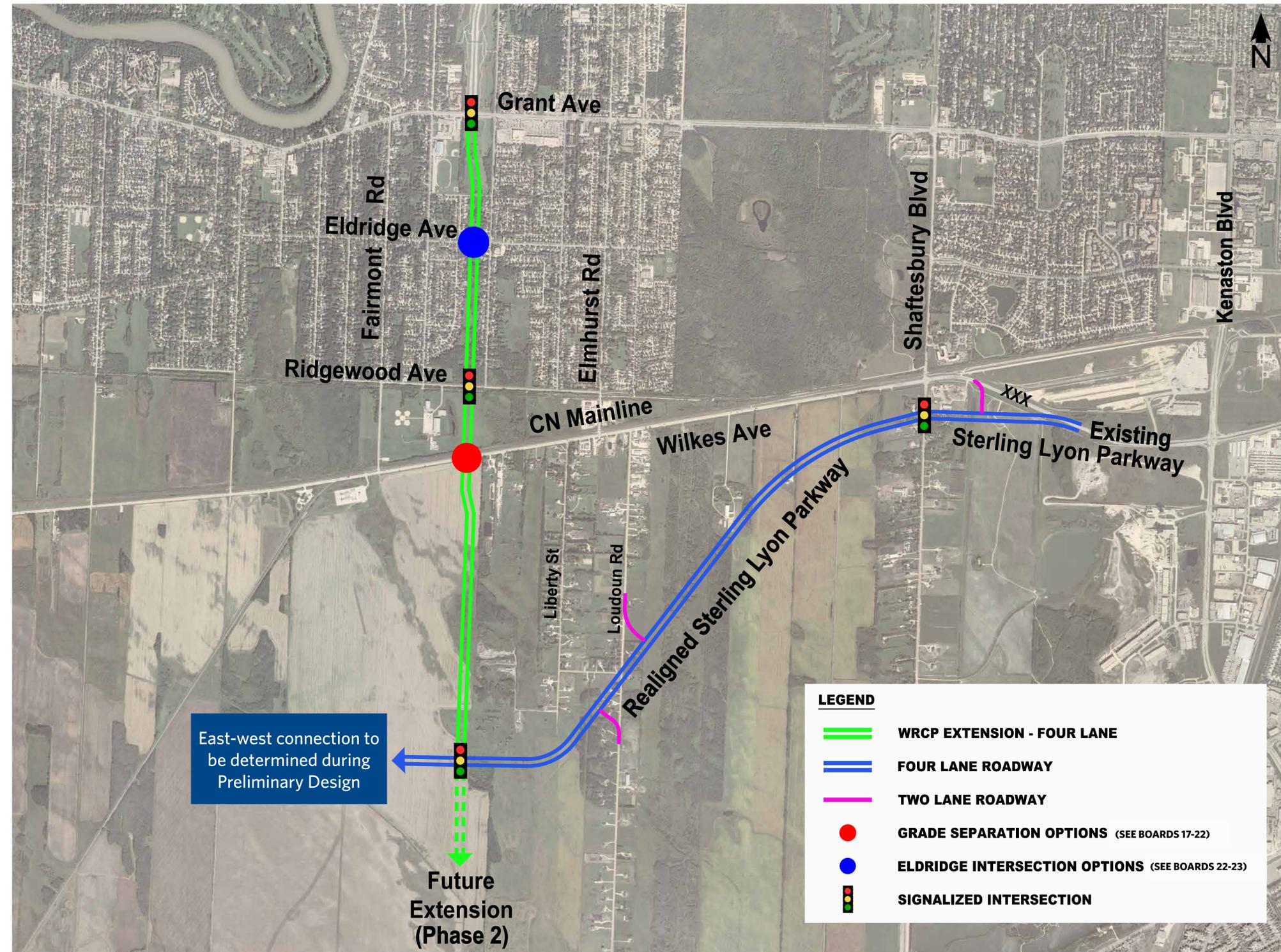
# OPTION 3: CONCEPTUAL STERLING LYON PARKWAY SOUTH ALIGNMENT

Pros

- » Maintains access to existing businesses fronting on Wilkes Avenue
- » Construction of Sterling Lyon Parkway extension can occur with minimal traffic disruption
- » Potential for development of property between Sterling Lyon Parkway extension and Wilkes Avenue
- » Wilkes Ave will remain in its current location from Shaftesbury Boulevard west as a collector street
- » Best supports the Capital Region Road Network plan

Cons

- » Property for Sterling Lyon Parkway extension required south of Wilkes Avenue
- » Short term traffic disruption may occur at the east end of the Sterling Lyon Parkway extension
- » The section of existing Sterling Lyon Parkway immediately east of Shaftesbury Boulevard will require realignment
- » Construction costs will be highest due to the increased length
- » Additional traffic short-cutting on Ridgewood and Elmhurst would be anticipated due to the more southerly location of the Sterling Lyon Parkway extension

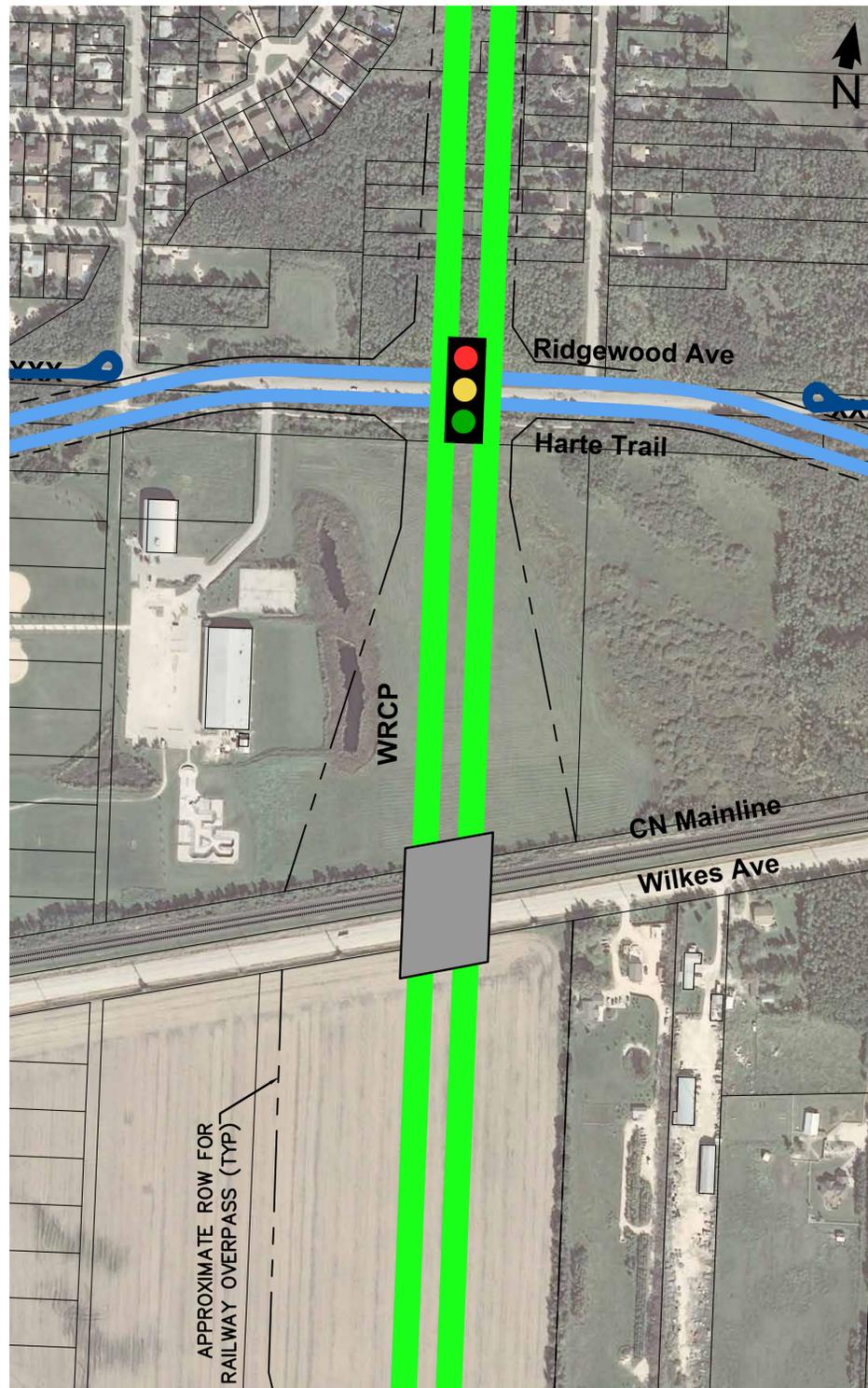


There are three proposed options for the grade separation of the WRCP Extension at the CN Mainline:

**OPTION A:  
WRCP RAIL LINE  
OVERPASS**

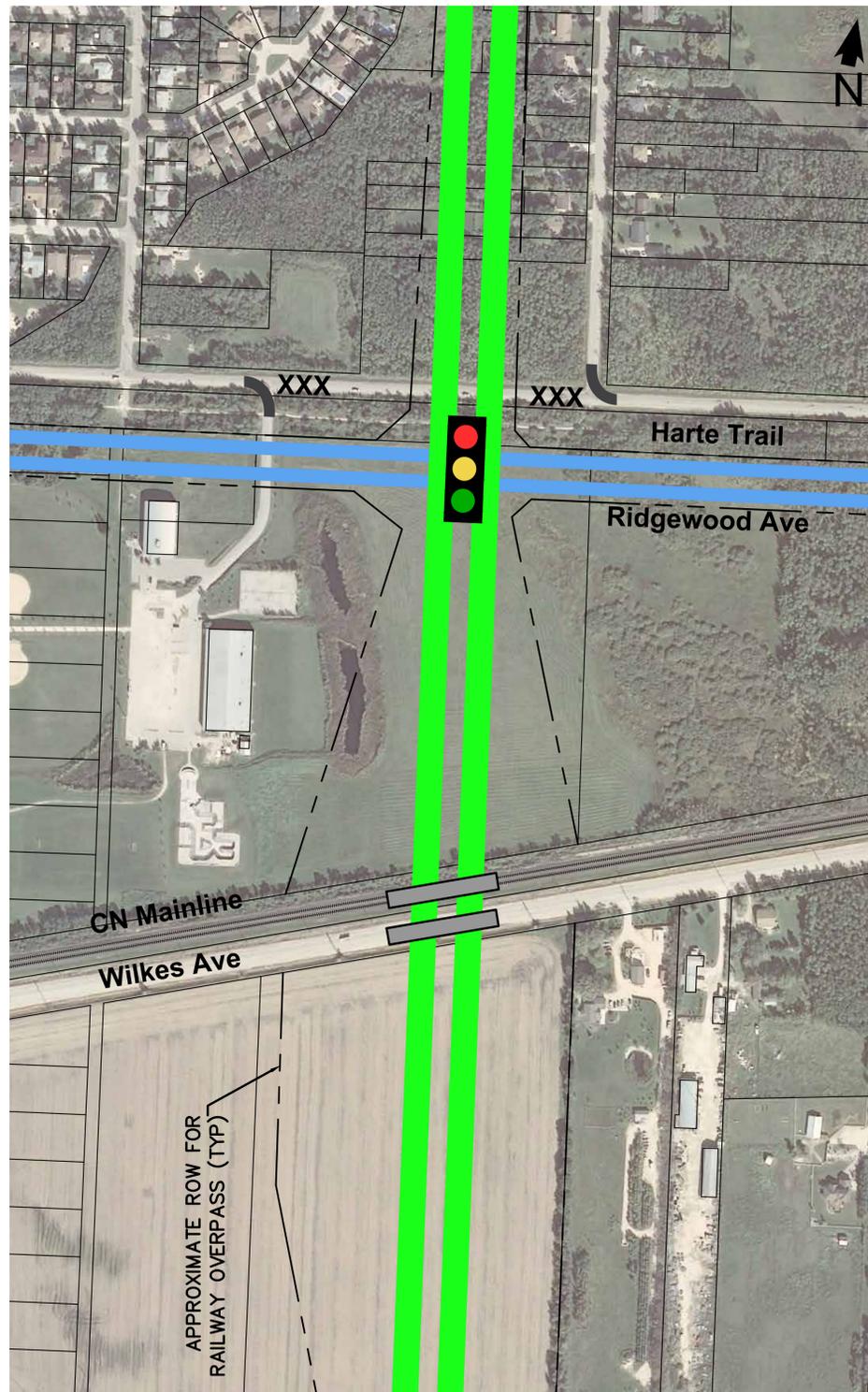
**OPTION B:  
WRCP RAIL LINE  
UNDERPASS**

**OPTION C:  
WRCP RAIL  
LINE OVERPASS  
WITH RAIL LINE  
RELOCATION**



Harte Trail options shown on board 24

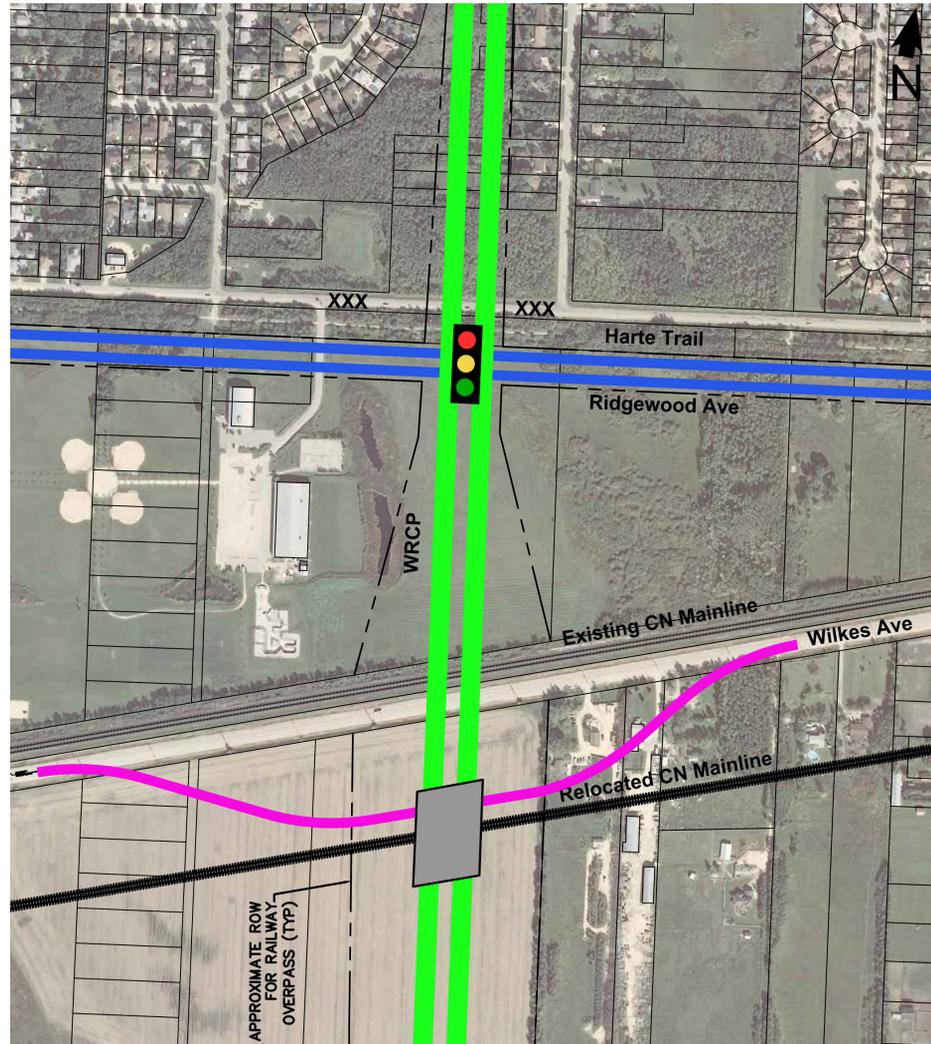
<b>Pros</b>	<ul style="list-style-type: none"><li>» CN Mainline does not require relocation or short term detouring</li><li>» Drainage would be much less costly than for an underpass</li><li>» Minimal utility relocations would be required</li><li>» Construction cost would be lower than Options B or C</li><li>» Existing Wilkes Avenue alignment can be accommodated under structure</li><li>» Allows for two grade separation options for the Harte Trail at WRCP, an overpass, or a throughpass</li></ul>
<b>Cons</b>	<ul style="list-style-type: none"><li>» Ridgewood Avenue from east of Oakdale Road to east of Laxdal Road would need to be realigned to the north and raised to allow it to intersect WRCP</li><li>» May require traffic noise reduction due to height of structure</li></ul>



Harte Trail options shown on board 24

Pros	<ul style="list-style-type: none"><li>» Less intrusive - no traffic noise reduction required</li><li>» Does not require relocation of Ridgewood Avenue</li></ul>
Cons	<ul style="list-style-type: none"><li>» The highest cost for a grade separation of the CN Mainline due to the below items</li><li>» CN Mainline will require detouring during construction</li><li>» Lift station and retention pond would be required for drainage</li><li>» A number of underground utility relocations would be required</li><li>» Wilkes Avenue will require detouring or closure during construction</li></ul>

# OPTION C: WRCP RAIL LINE OVERPASS WITH RAIL LINE RELOCATION

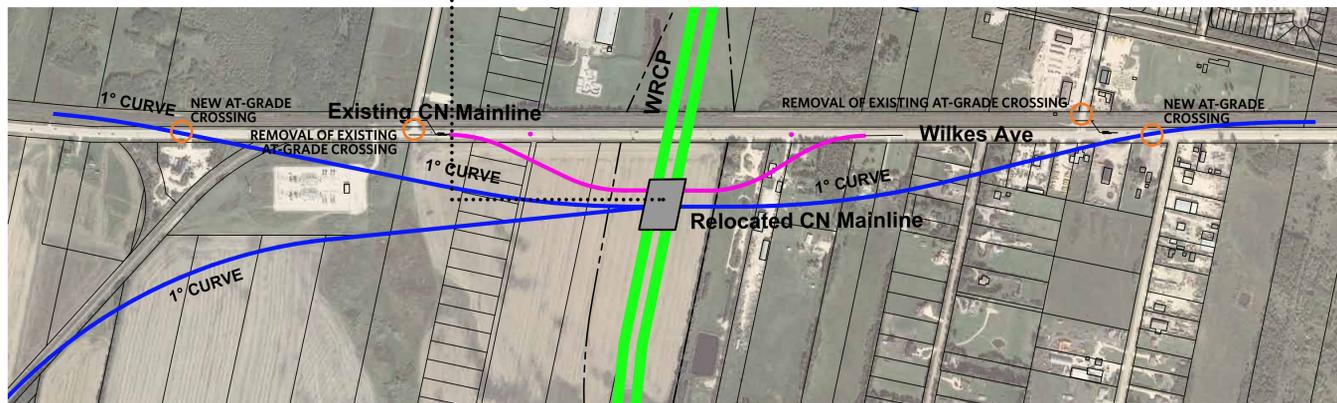


Pros

- » Does not require relocation of Ridgewood Avenue
- » Existing Wilkes Avenue alignment can be accommodated under structure

Cons

- » CN Mainline will require relocation to the south
- » CN Mainline will require detouring during construction
- » May require traffic noise reduction due to height of structure
- » Wilkes Avenue may require detouring during construction
- » Increased project cost due to relocation of the CN Mainline
- » Property required for relocation of CN Mainline



Harte Trail options shown on board 24

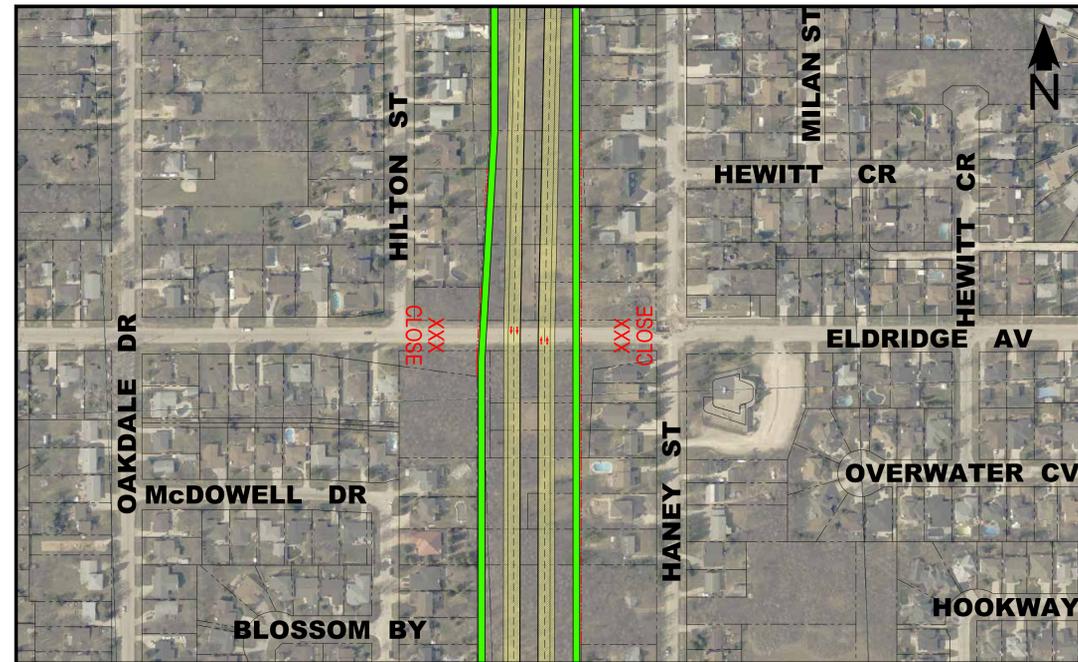
# EVALUATION CRITERIA FOR SELECTION OF PREFERRED OPTION

The alignment and grade separation options will be evaluated based on the following criteria:

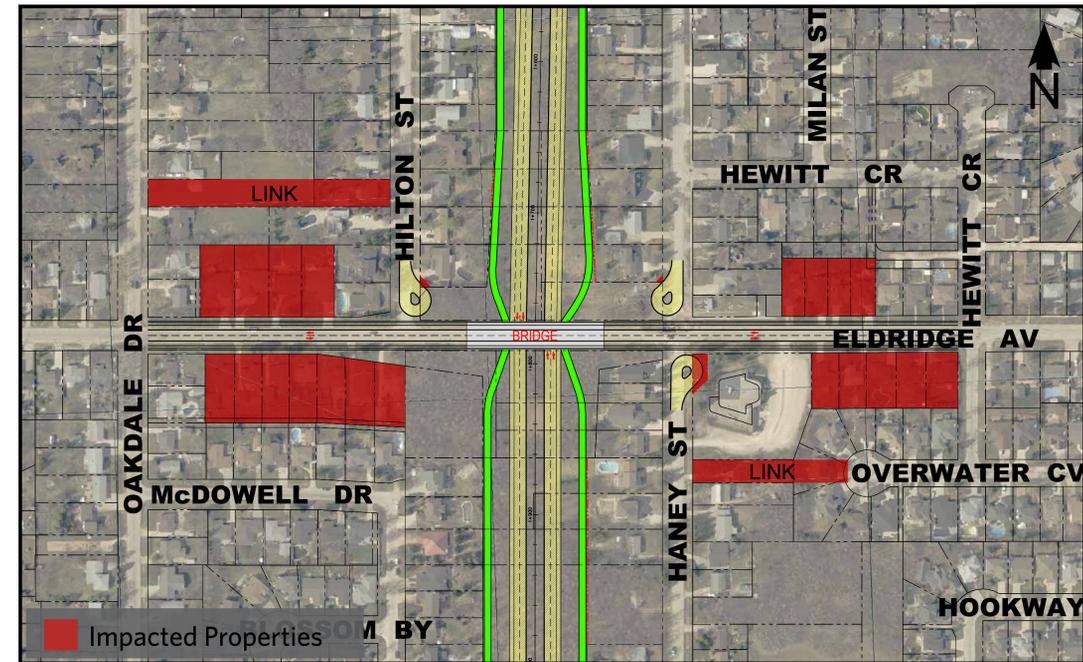
Social Environment	Safety (10%)	How well does the option safely accommodate all users of the facility, including vehicles, pedestrians and cyclists?
	Property (10%)	What are the property acquisition impacts of the option?
	Pedestrian and Cycle Facilities (10%)	How well does the option serve pedestrians and cyclists?
	Area Impacts (15%)	Does the option have significant impacts on existing commercial or residential developments and neighbourhoods?
Natural Environment		What impact does the option have on the surrounding environment (i.e., surface water, air, noise, etc.) and what level of approvals would be required?
	Drainage (15%)	How does the option affect the drainage of the surrounding area?
Transportation / Engineering	Rail Impacts (10%)	What are the impact of the option on the CN Mainline?
	Utilities (10%)	What are the impacts of the option on major utilities in the area?
	Ease of Construction and Staging (10%)	What extent of staging and detour works are required for the option? How easy or difficult is the option to construct and stage?
Cost	Costs (10%)	What is the construction cost (order of magnitude) of each option?

# ELDRIDGE AVENUE AT WRCP INTERSECTION OPTIONS

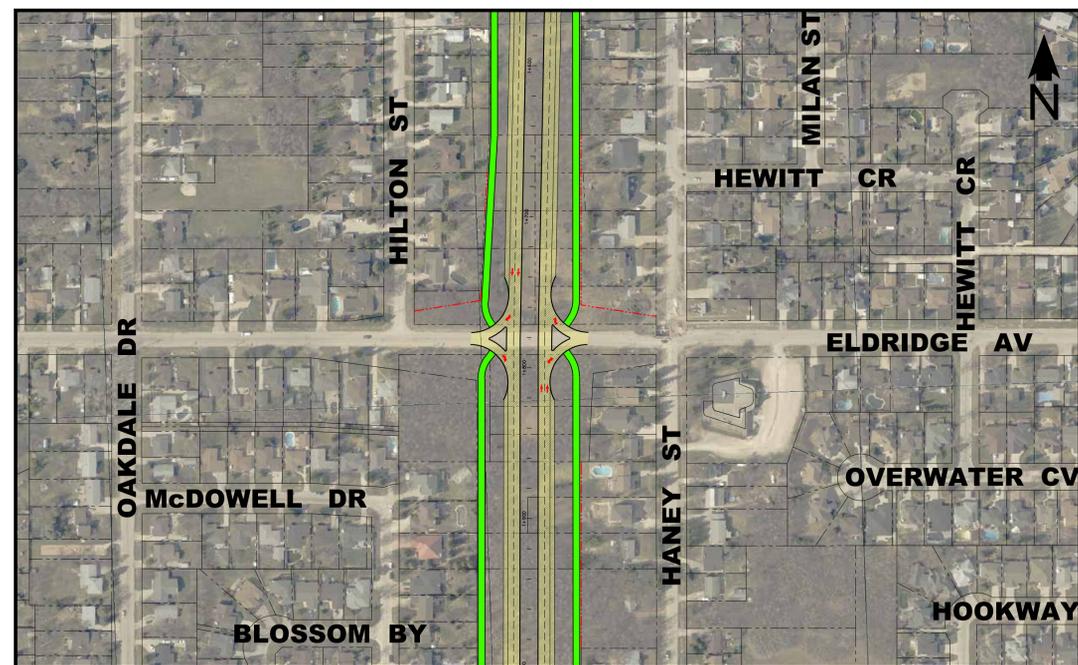
ELDRIDGE CLOSURE OPTION



ELDRIDGE FLY-OVER OPTION



ELDRIDGE RIGHT-IN/RIGHT-OUT OPTION



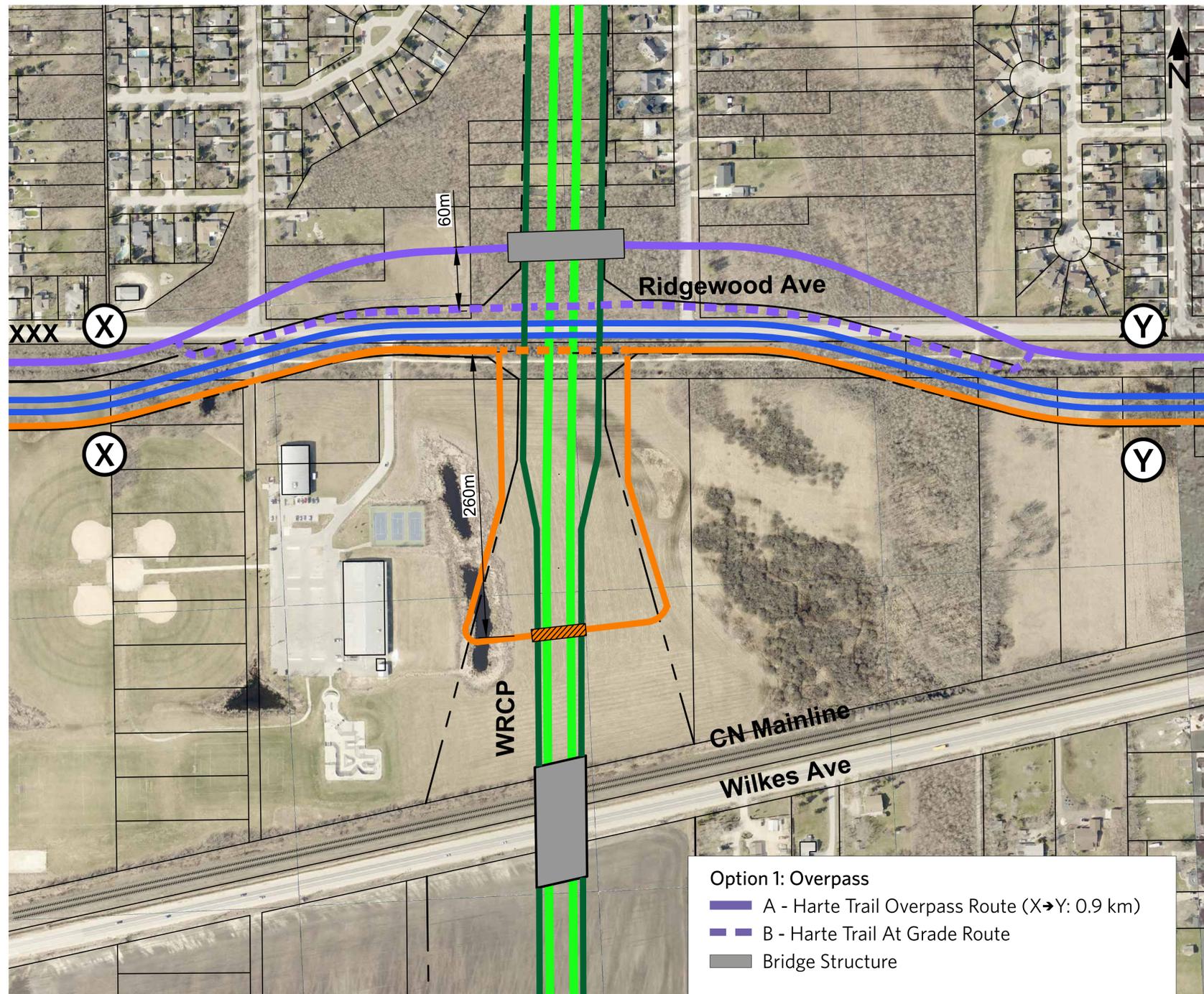
ELDRIDGE SIGNALIZED OPTION



# ELDRIDGE AVENUE AT WRCP INTERSECTION

## OPTIONS PROS AND CONS

	Closure	Fly-over	Right-In/Right-Out	Signalized
Pros	<ul style="list-style-type: none"> <li>» Reduces risk of collisions</li> <li>» Limited property impact</li> <li>» Minimal physical environmental impact</li> <li>» Minimal costs</li> <li>» Easiest to construct</li> </ul>	<ul style="list-style-type: none"> <li>» Reduces risk of collisions</li> <li>» No traffic impact on WRCP</li> <li>» No impact on neighbourhood connectivity and transit service</li> <li>» Pedestrians/cyclists do not need to cross a busy intersection — this is a safer option for all Eldridge Avenue users</li> </ul>	<ul style="list-style-type: none"> <li>» Reduces risk of collisions</li> <li>» Limited property impact</li> <li>» Minimal traffic impact on WRCP due to limited access</li> <li>» Minimal physical environmental impact</li> </ul>	<ul style="list-style-type: none"> <li>» Full access for emergency vehicles</li> <li>» Limited property impact</li> <li>» Signal will accommodate projected traffic volumes</li> <li>» Maintains neighborhood connectivity and transit service</li> <li>» Minimal physical environmental impact</li> <li>» Accommodates all pedestrians/cycle movements</li> <li>» Short-cutting on adjacent north/south streets minimized</li> </ul>
Cons	<ul style="list-style-type: none"> <li>» No access for emergency vehicles from WRCP</li> <li>» No intersection</li> <li>» May increase short-cutting on adjacent streets</li> <li>» Impact on neighborhood connectivity and transit service</li> <li>» No pedestrian/cyclist crossing</li> </ul>	<ul style="list-style-type: none"> <li>» No access for emergency vehicles from WRCP</li> <li>» Property impacts</li> <li>» No intersection</li> <li>» Traffic noise impact</li> <li>» East/west pedestrian/cyclist movements only</li> <li>» Significant costs</li> <li>» Most complicated to construct</li> </ul>	<ul style="list-style-type: none"> <li>» Limited access for emergency vehicles from WRCP</li> <li>» Impact on neighborhood connectivity and transit service</li> <li>» Limited pedestrian/cyclist crossing</li> </ul>	<ul style="list-style-type: none"> <li>» Greater risk of collisions</li> <li>» Additional signalized intersection on WRCP</li> </ul>

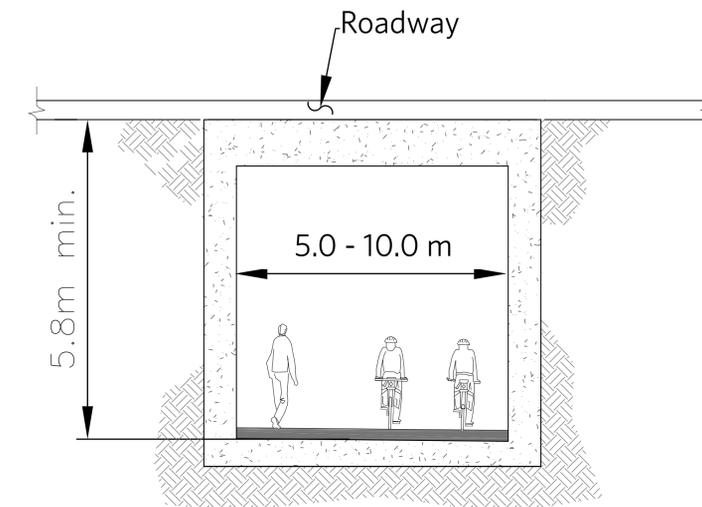


- Option 1: Overpass**
  - A - Harte Trail Overpass Route (X→Y: 0.9 km)
  - - B - Harte Trail At Grade Route
  - Bridge Structure
- Option 2: Through Pass**
  - A - Harte Trail Through Pass Route (X→Y: 1.5 km)
  - - B - Harte Trail At Grade Crossing
  - ▨ Through Pass Structure
  - WRCP Pedestrian and Cycling Facility

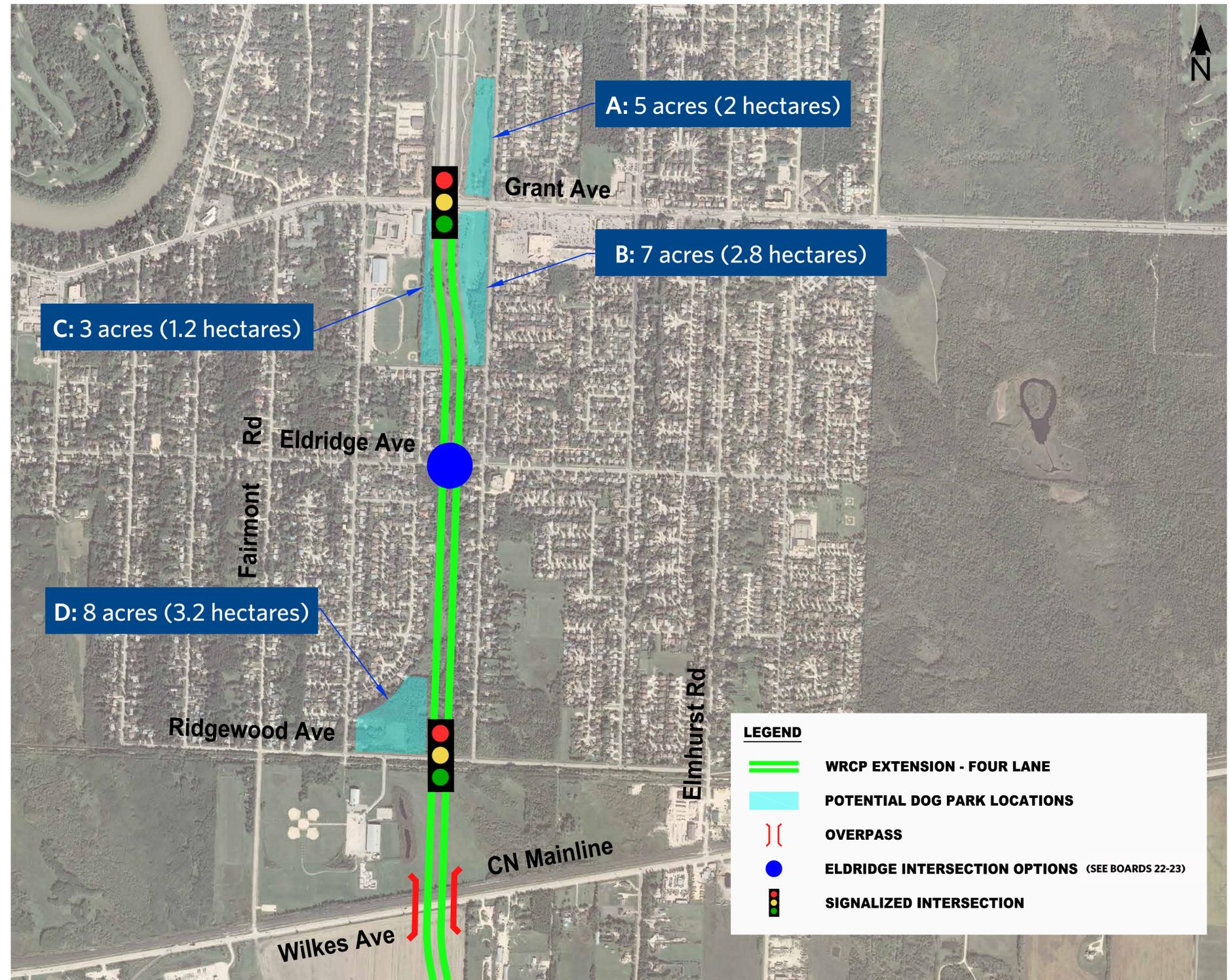
**Pedestrian & Cycling Overpass Example**  
(Chief Peguis at Northeast Pioneer's Greenway)



**Pedestrian & Cycling Through Pass**



- » The existing temporary dog park land is reserved for a future street as outlined in the Winnipeg Area Transportation Study (1968), Plan Winnipeg (1981), Winnipeg TransPlan 2010 (1998) and the City of Winnipeg Transportation Master Plan (2011).
- » A potential permanent dog park may be located in the remaining land of the existing temporary dog park, and/or additional lands within the project Corridor.
- » Four possible permanent dog park locations and sizes are shown on this map.



## **WE WANT TO HEAR FROM YOU!**

Please complete a comment form and provide feedback on:

1. WRCP Phase 1 Design
2. East-west Alignment Options
3. Grade Separation of CN Mainline Crossing Options
4. Eldridge Avenue at WRCP Intersection Options
5. Harte Trail Options
6. Potential Dog Park Locations
7. Overall Project Comments

**Your feedback will assist in the design of the recommended option for the WRCP extension**

**On behalf of the Project Team, thank you  
for your attendance and participation.**

**For more information, contact:**

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**Public Engagement Lead:**

**David Jopling, MMM Group | [joplingd@mmm.ca](mailto:joplingd@mmm.ca) | 204.943.3178**



**Project website:  
[winnipeg.ca/WRCP-Extension](http://winnipeg.ca/WRCP-Extension)**