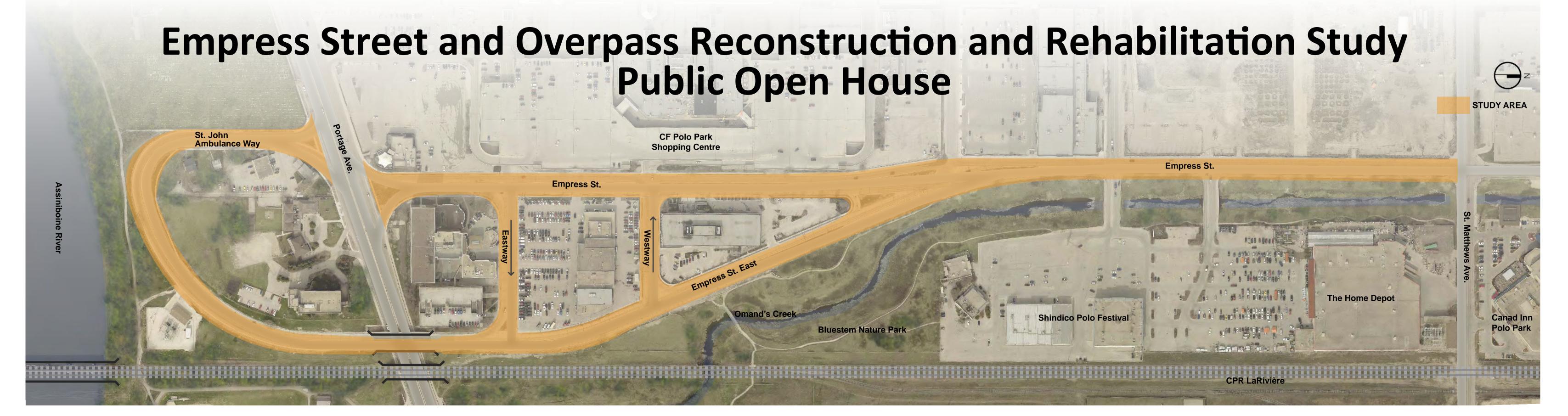
WELCOME





Empress Street and **Empress Street East** are regional streets and truck routes that are in need of renewal and rehabilitation.

The City of Winnipeg is conducting a study to plan for complete roadway and overpass improvements on these streets.

Goals of the study include:

- Renew and rehabilitate existing infrastructure
- Streamline vehicle accommodation based on current traffic flow patterns and volume
- Stabilize river and creek embankments
- Create new, and improve existing, cycling and pedestrian facilities
- Improve accessibility for walking and cycling

This study will develop a preliminary design for the project with construction planned for the 2017 and 2018 seasons.

Please participate today by:

- 1. Viewing the story boards about the study
- Asking questions and talking with the engineers, landscape architects, planners & City of Winnipeg staff
- Providing feedback on a comment form about this event





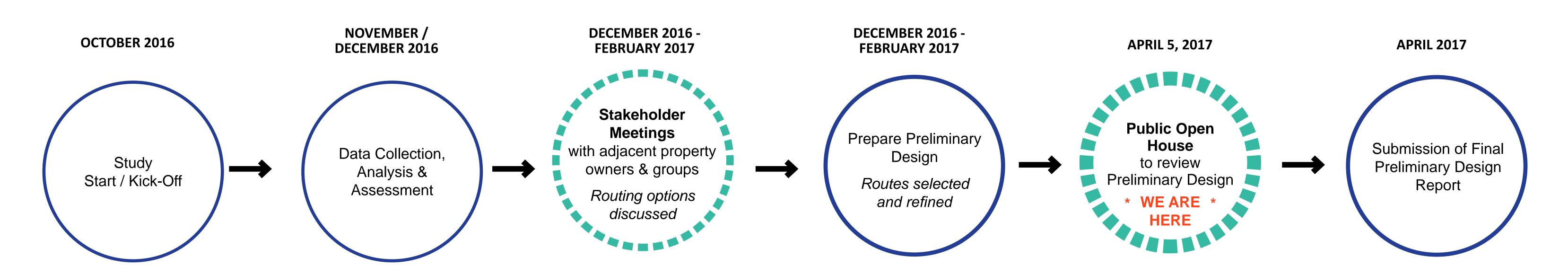




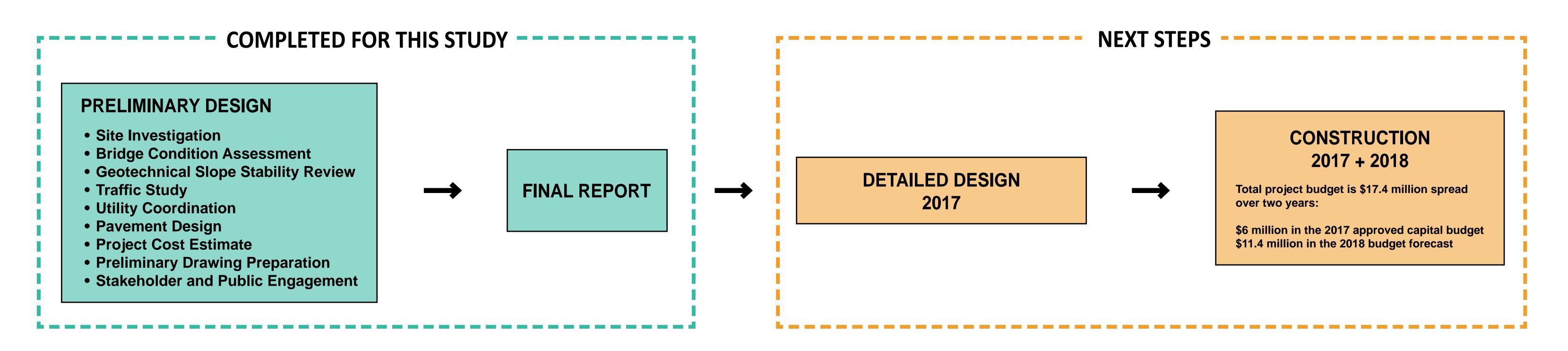
PROJECT PROCESS



Scope of Preliminary Design Study



Project Phases: from ideas to completed design and construction











WHY IS THIS PROJECT NEEDED?



Time to Renew the Roads, Overpass and Sidewalks in the Project Area

- Existing roadway and sidewalk pavements are in poor condition and are in need of renewal.
- Empress Overpass requires structural maintenance to extend its lifespan.





Roads in need of renewal





Existing overpass and piers in need of repairs





Sidewalks in need of repairs

Creek and Riverbank Stabilization

- Riverbanks along Assiniboine River near St. John Ambulance Way and along Omand's Creek have a history of slope failures and are showing signs of instability.
- Slope stabilization work is required to accommodate roadwork and mitigate risk of future slope failures.





Omand's Creek bank in need of stabilization Assiniboine River bank in need of stabilization



Traffic - Accommodate Current and Future Needs

- The street network in the study area was designed to accommodate large traffic volumes generated by public events at the former Winnipeg Arena and Winnipeg Stadium.
- Some streets in the study area now have excess capacity due to removal of the arena and stadium.
- Improve the existing road network and reduce renewal costs by reconfiguring traffic circulation in the area and tailoring street network to current and projected needs.









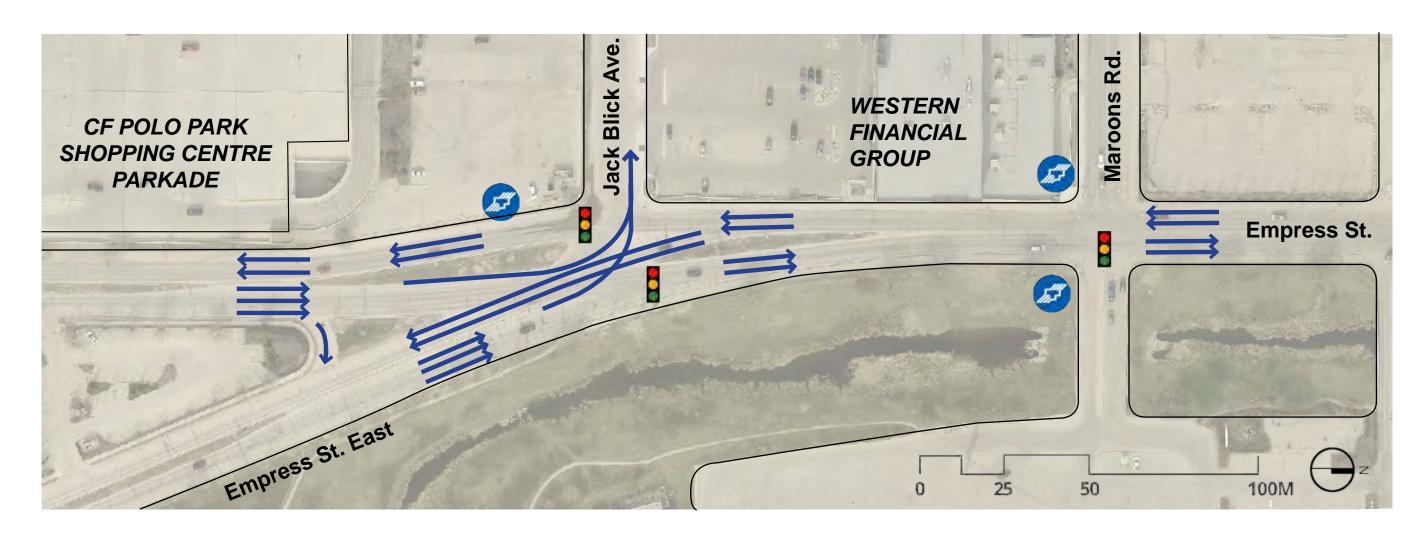


WHY IS THIS PROJECT NEEDED?

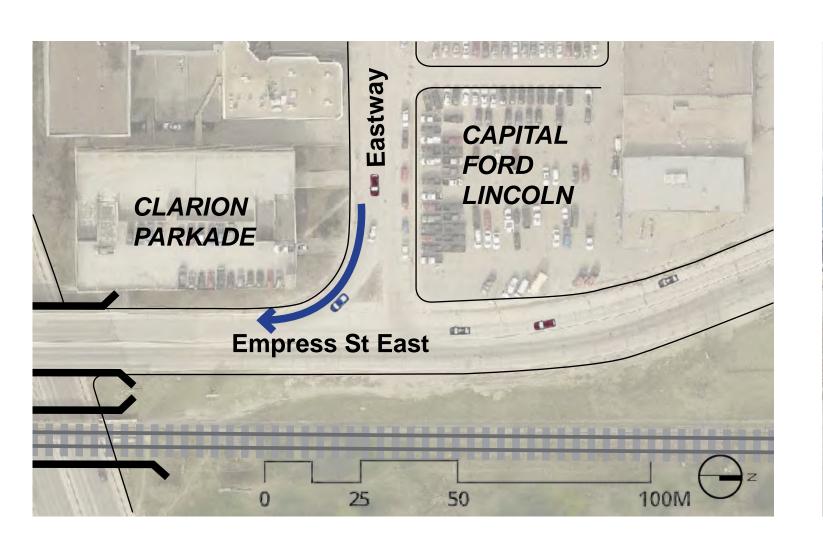


D.

Intersections Need Improvements



- Vehicular circulation in the existing 'Y' intersection at Empress St. East, Empress St. and Jack Blick Ave. is unconventional; reconfiguring intersection geometry will help navigation.
- Pedestrians are currently unable to cross the intersection in the east-west direction at the traffic signals.
- Reducing the amount of pavement will help accommodate pedestrian movement.





- It is difficult to see approaching vehicles on right turn from Eastway to Empress St. East.
- Opportunity to enhance safety and improve merging at this intersection.

Creating More Inclusive Facilities for Pedestrians and Cyclists

- Current pedestrian and cycling facilities in the study area are not well connected to the City's current sidewalk and cycling network.
- There are a number of locations where worn paths indicate a high demand but no facilities exist to accommodate.
- Opportunity to enhance connections to the surrounding area by incorporating new bicycle and pedestrian paths consistent with the City's Pedestrian and Cycling Strategies.



Desire lines evident by worn path



No cycling facility











WHAT WE HEARD



The project team met with stakeholders to identify preferences, issues and review schematic routing options.

Key considerations include:

Connections: Ease of Movement for Pedestrians and Cyclists

- Connection to surrounding neighbourhoods, existing pathway system, across the river, Polo Park, businesses and bike parking
- Suggestion for protected bike lanes, additional sidewalks and better crossings

Traffic Congestion: Current and Future

- Consideration for the impact of reducing vehicle lanes in the project area
- Prioritize for motorists' needs current and future

Vehicle Routing and Ease of Movement

- Accommodate trucking needs: flow, yields and turning requirements
- Desire for continuous flow and avoid multiple stops at traffic lights
- Consider access to businesses for staff, customers, and deliveries

On-Street Parking

 Concern regarding impacts to on-street parking along Empress St. East, Empress St., Eastway and Westway

Ease of Access a Priority During Construction

- Concern for future construction and maintenance activities resulting in major traffic delays, confusion, difficulties with access to businesses and loss of business
- Concern for construction projects in Polo Park area running concurrently

Protection of Trees and Native Plantings

- Increase greenspace adjacent to Omand's Creek and create seating areas
- Consider Omand's Creek and Assiniboine River riparian habitats when selecting stabilization methods and materials

Maintenance

- Consider maintenance requirements for plant material in green space and boulevards
- Allow for snow clearing on pedestrian and bike paths

Safety and Visibility

- Public safety a priority in all routing and crossings
- Crime prevention through environmental design (CPTED) should be considered for all pathways and greenspace areas
- Consider areas for conflicts between users groups (pedestrians, cyclists, cars, trucks and buses)

Inclusive for All Abilities

- Universally Accessible, barrier free, meets City of Winnipeg Accessibility Design Standards
- Considers the needs of pedestrians and cyclists and appropriate separation (physical, visual, tactile, use of materials)
- Consideration for ease of use (path slopes, intersection layouts, wayfinding, access, potential obstacles)

STAKEHOLDERS ENGAGED: Area Councillors • City of Winnipeg: Forestry, City Naturalist, Parks, Planners & Urban Designers, Active Transportation, Universal Design Coordinator, Streets Engineers, Streets Maintenance • Winnipeg Transit • Emergency Medical Services (EMS)

Manitoba Hydro • Canadian Pacific Railway • The Province of Manitoba • Manitoba Trucking • Omand's Creek / Nature North • Western Financial Group • Shindico Polo Festival • Access Advisory Committee (AAC) • Active Transportation Advisory Committee (ATAC) • Bike Winnipeg

Cadillac Fairview Polo Park • Manitoba Blue Cross • Capital Ford Lincoln • Winnipeg Trails Association • Clarion Hotel • Home Depot • St John Ambulance • Winnipeg Regional Health Authority • Donwood Manor West • CAA Manitoba • Canad Inn Polo Park • St. James Anglican Church and Cemetery





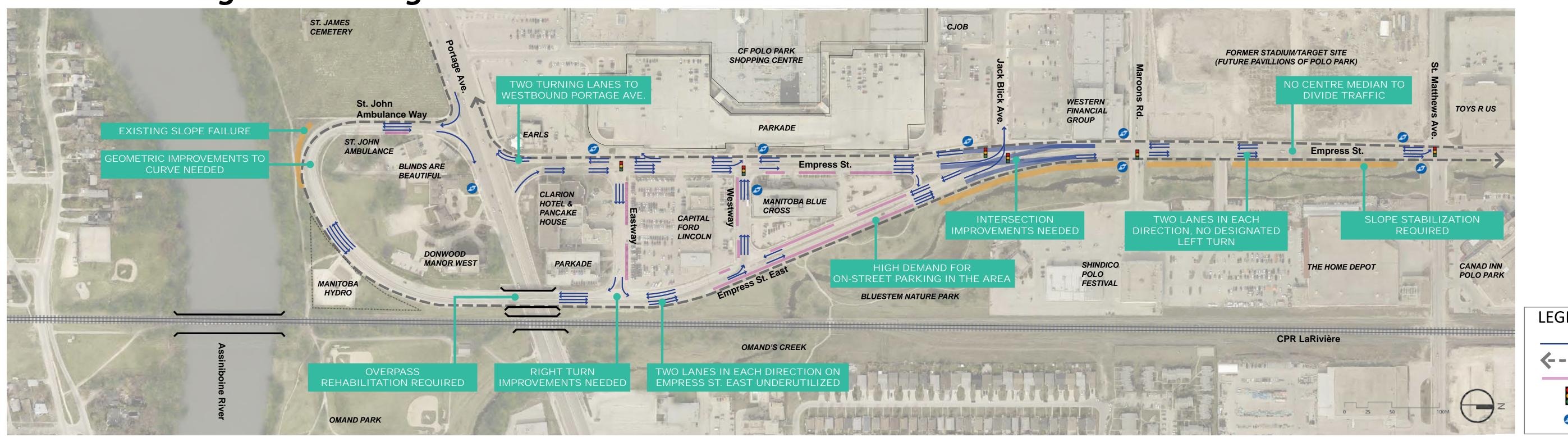


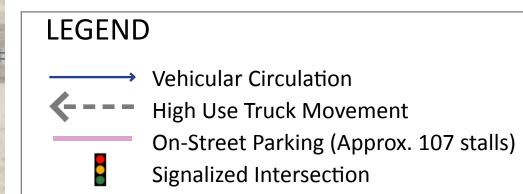


EXISTING CONDITIONS



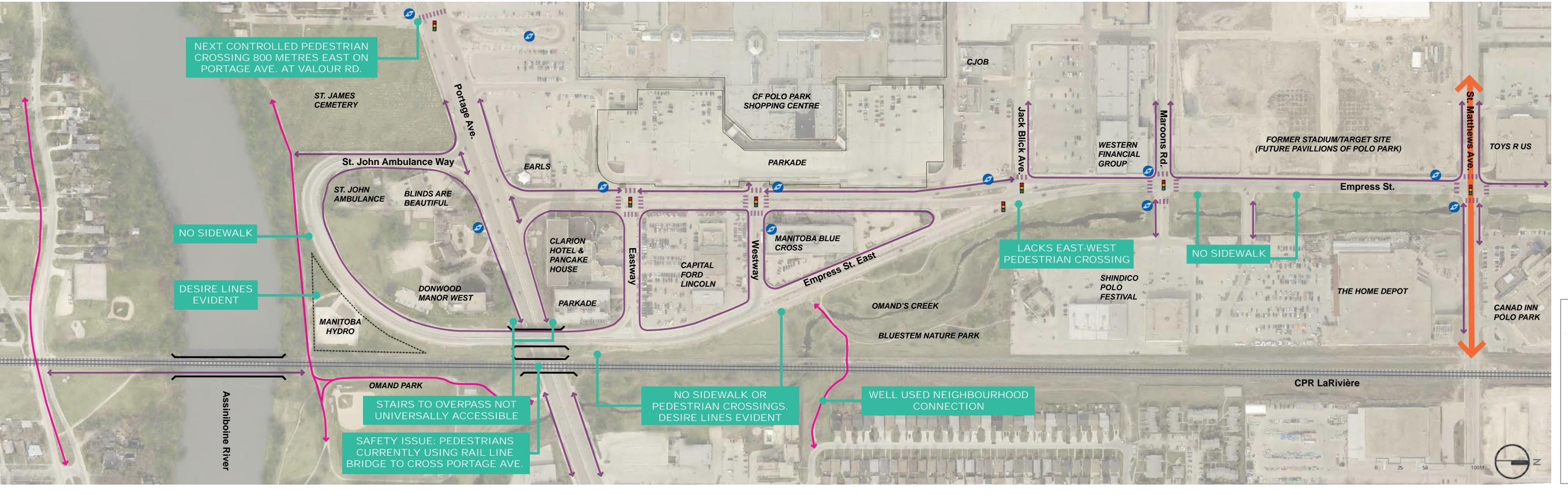
Vehicle Routing and Parking

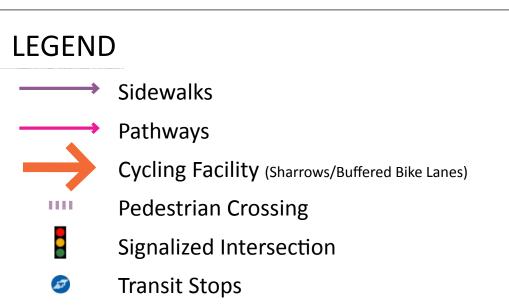




Transit Stops

Pedestrian and Cycling Facilities













VEHICLE ROUTING STUDY



LEGEND

High Use Truck Movement

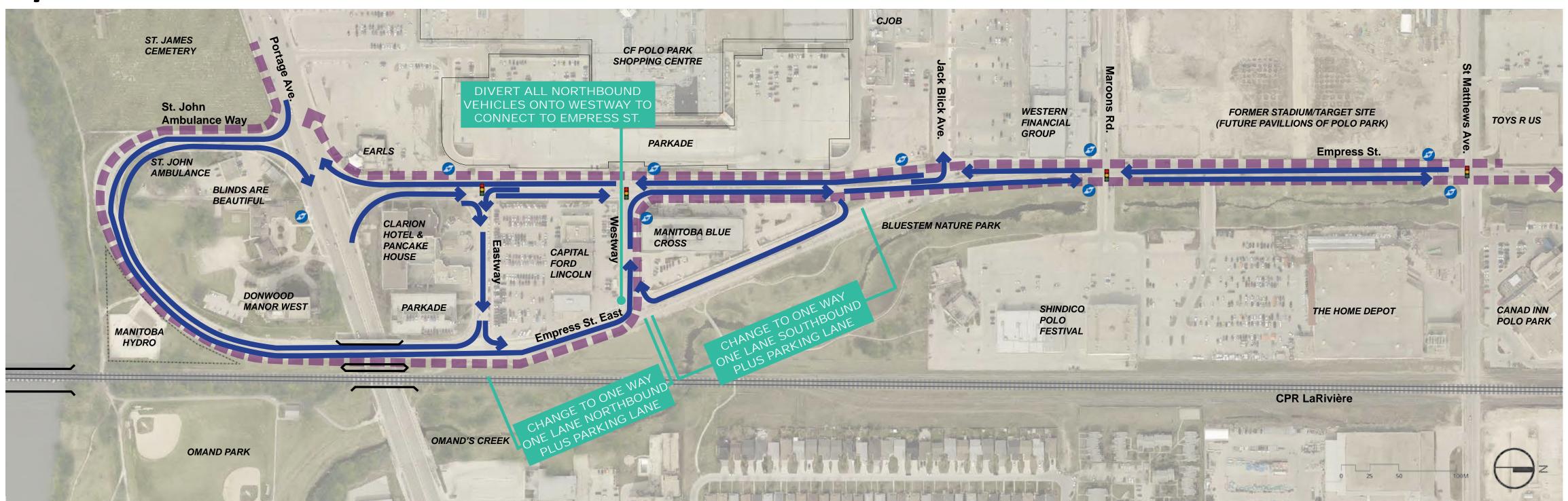
The design team considered the following criteria when evaluating routing options:

- Ease of Movement
- Traffic Flow
- Truck Routes
- Transit
- Pedestrian and Cycling Connectivity
- Streetscape Character and Aesthetics
- Bluestem Nature Park, Omand's Creek and Assiniboine River
- Parking / Loading Access
- Comfort and Safety

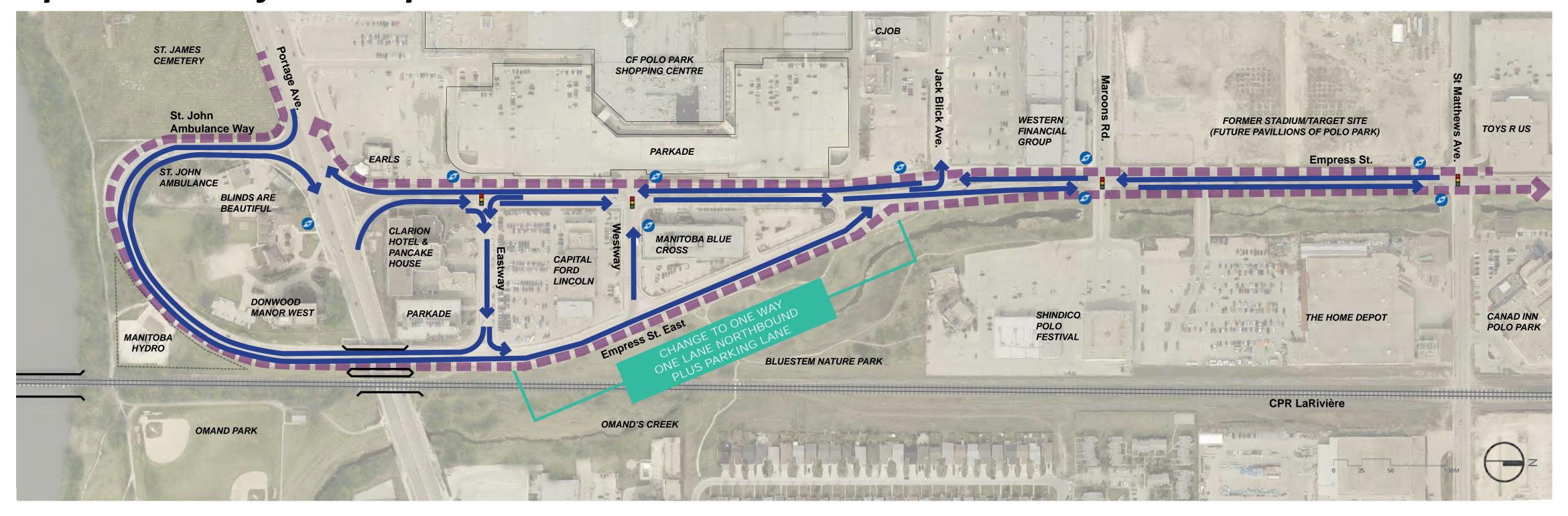
Option 2 was determined to be the preferred routing solution based on its ability to:

- Reduce conflict areas
- Minimize impact to truck movements
- Maintain access to private properties
- No impact to existing transit operations
- Opportunity to expand greenspace

Option 1



Option 2 - Preferred Option







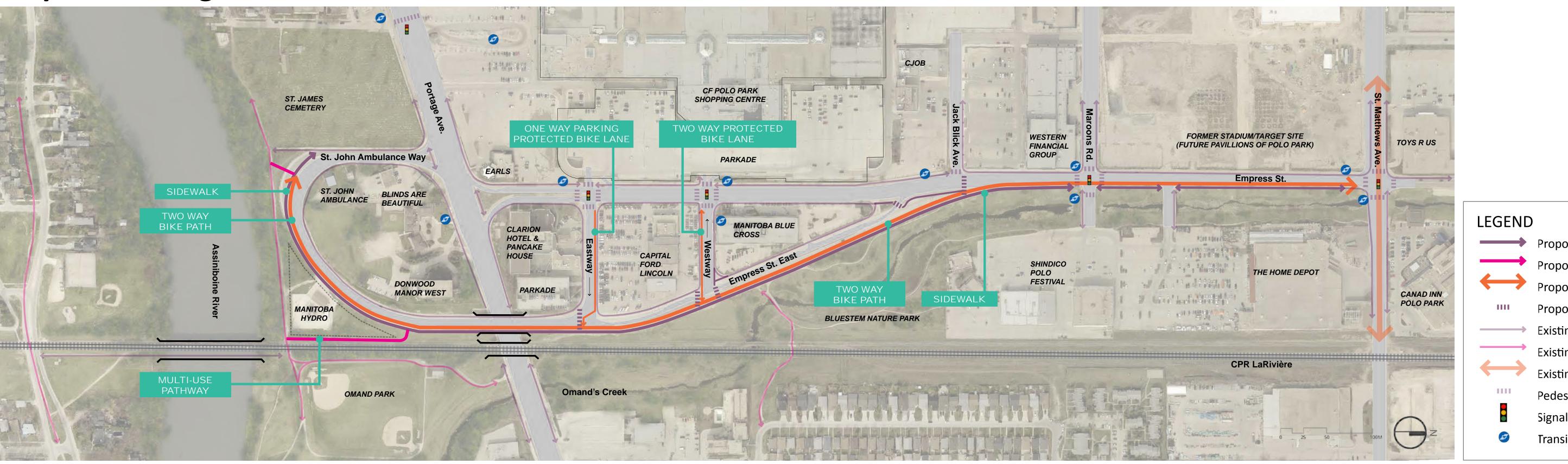


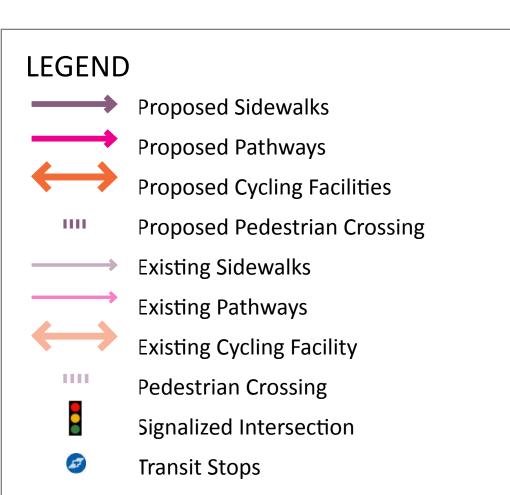


PEDESTRIAN & CYCLING FACILITIES

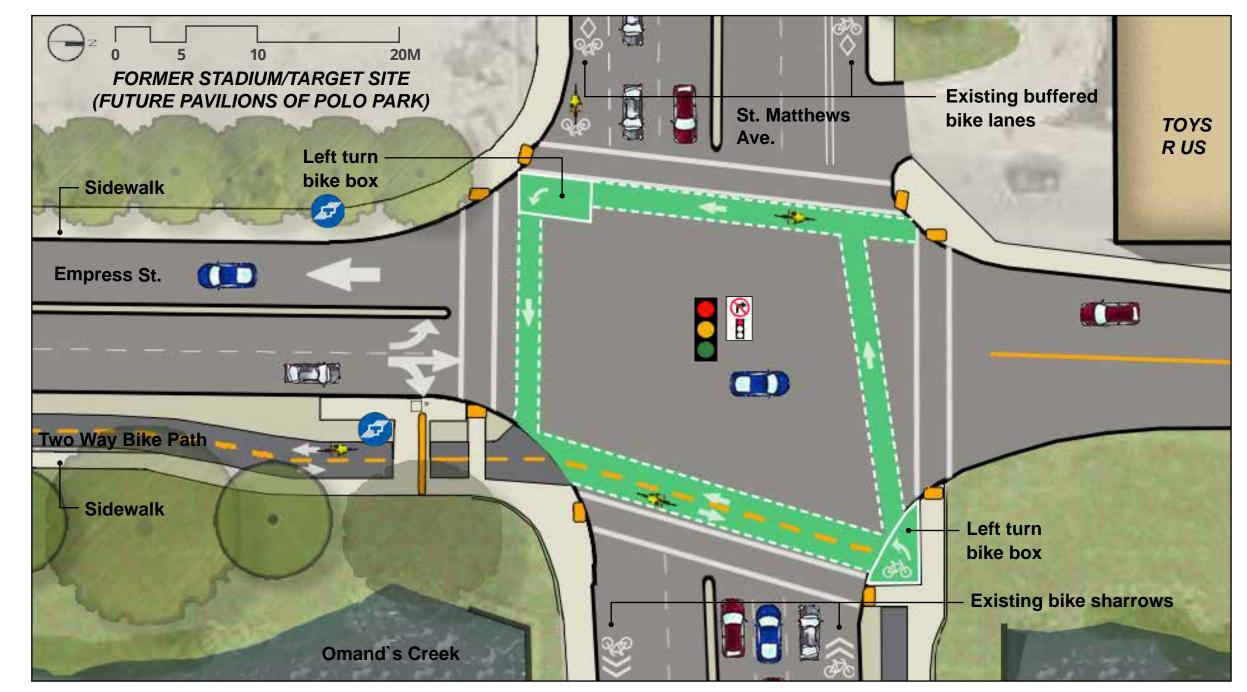


Proposed Design

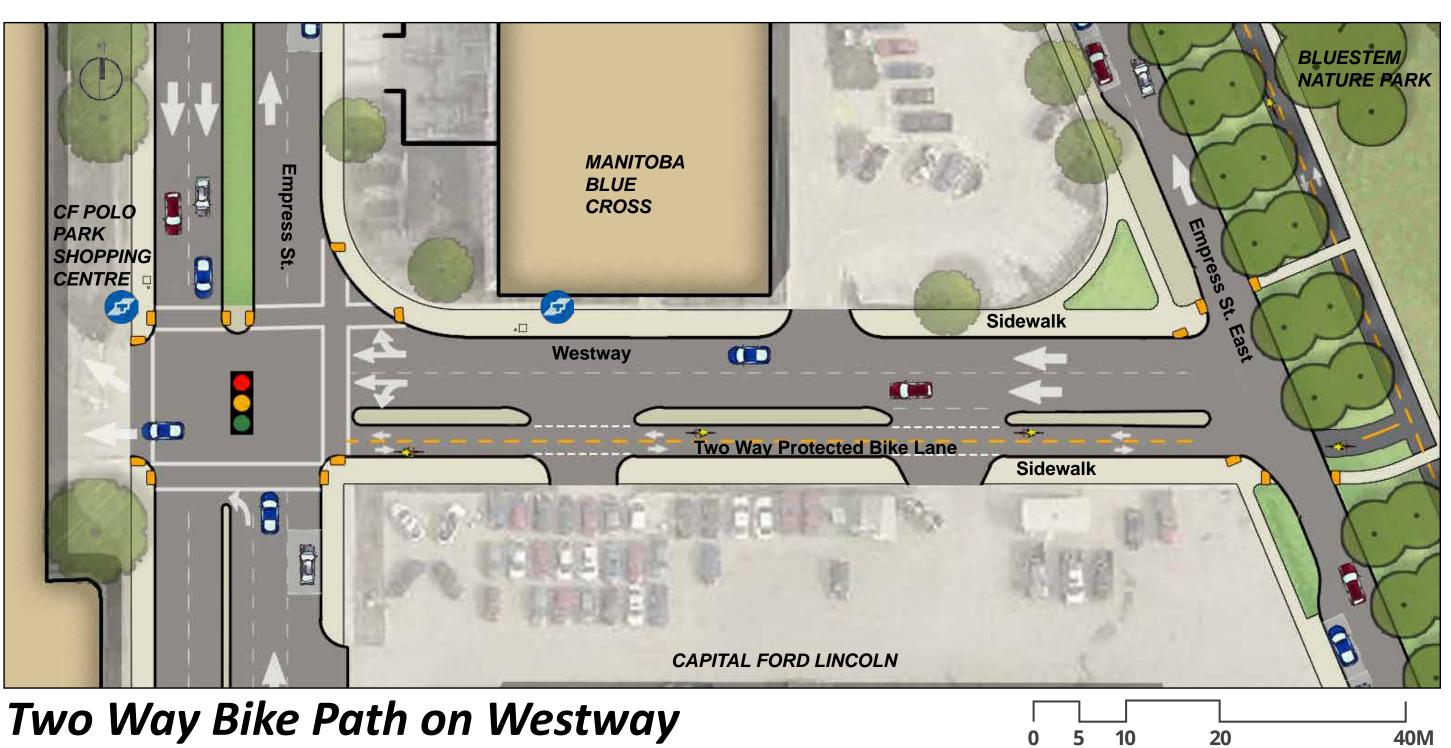




Plan Details



Empress St. at St. Matthews Ave. Intersection
Refer to Section E





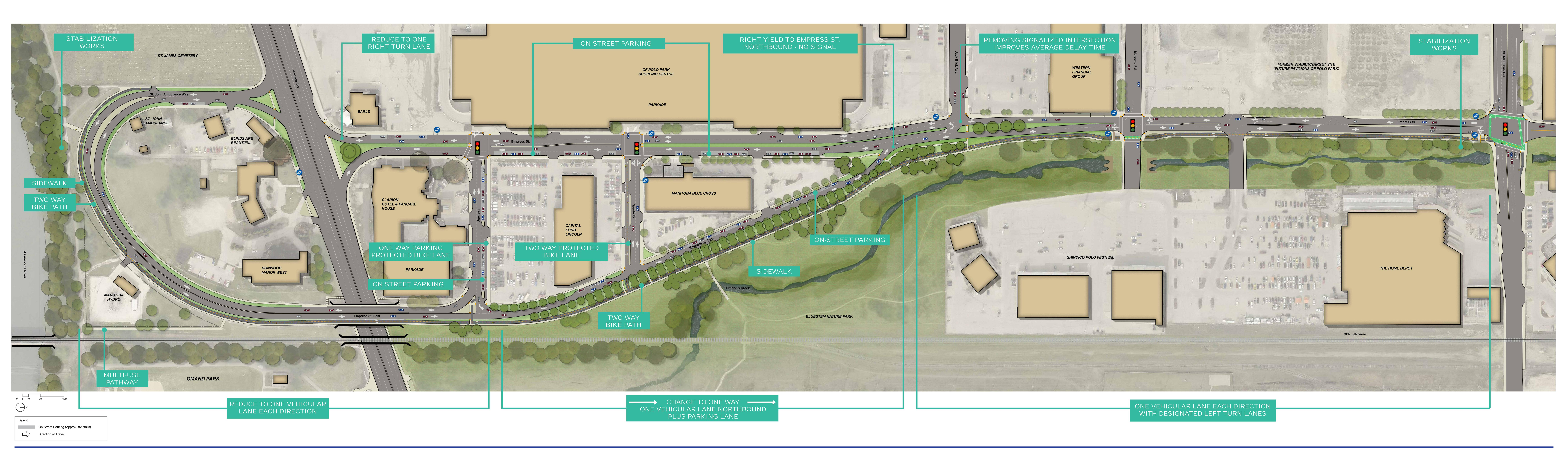






PROPOSED DESIGN











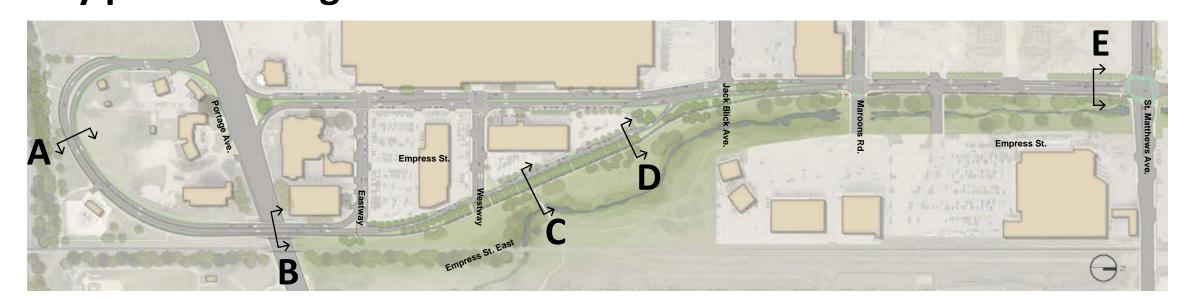




CORRIDOR CHARACTER

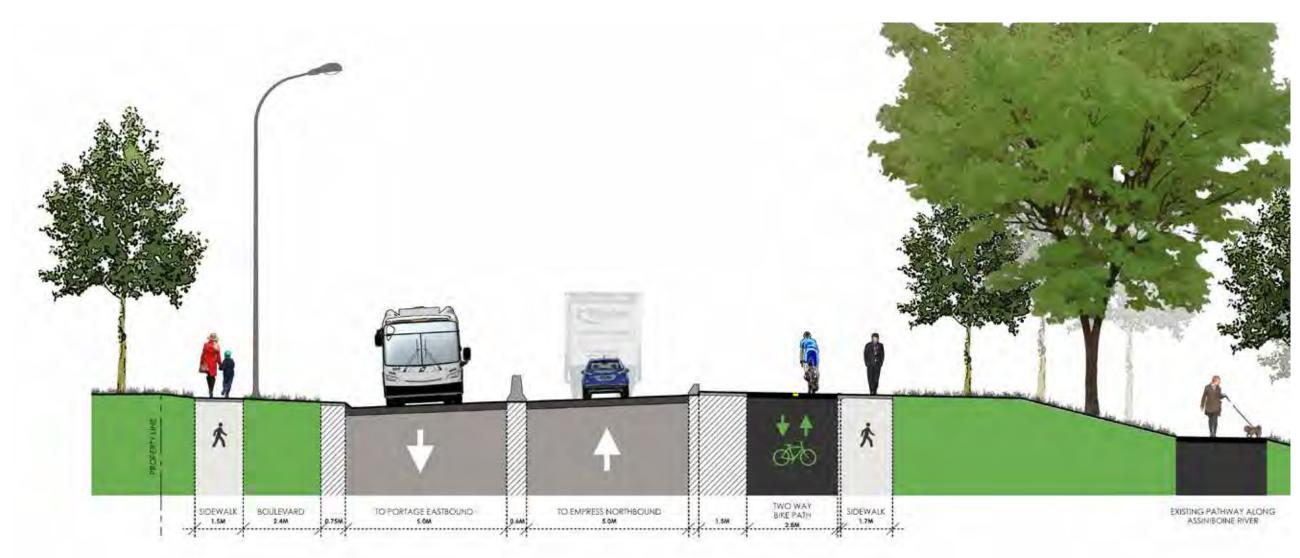


Key plan showing section locations

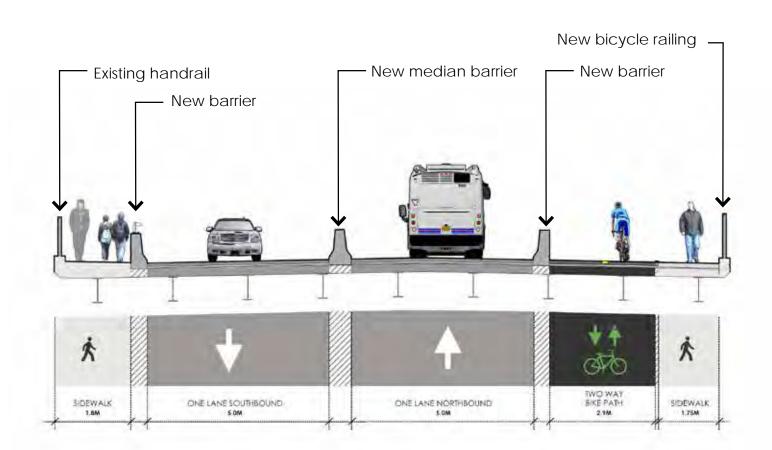




Section C - At Bluestem Nature Park and Omand's Creek crossing



Section A - At St. John Ambulance Way



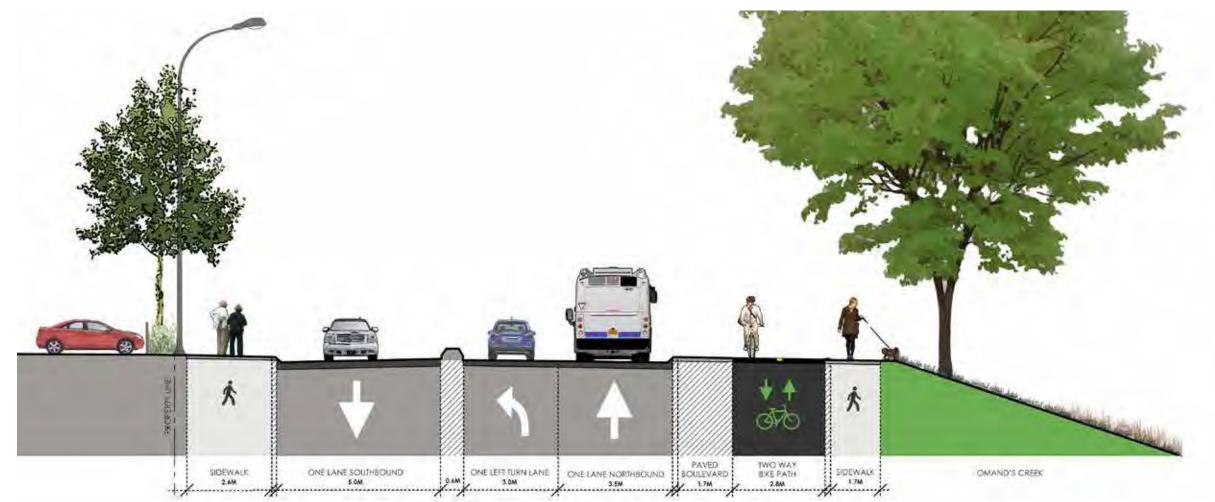
Section B - Empress St. East Overpass

The rehabilitation of the Empress Street
Overpass of Portage Avenue will extend the
service life of the bridge for an additional 25 to
40 years through:

- Rehabilitation of the abutment and pier concrete
- Rehabilitation of the deck surface, including providing a new wearing surface
- Reorganization of the bridge cross-section, as shown to the left, to provide a widened sidewalk and two-way bike lane.



Section D - At Bluestem Nature Park



Section E - Empress St. south of St. Matthews Ave.









NEXT STEPS



Construction Staging:

The City of Winnipeg is mindful that other street reconstruction projects, including St. James St., are scheduled in the Polo Park area in 2017. The amount of construction for the Empress project will be limited in 2017 with a focus on bank stabilization work and bridge repairs.

> The majority of construction work on the project is planned for 2018. Stay tuned for more details on the construction schedule.

Look for updates on the City of Winnipeg project webpage, under major projects.

www.winnipeg.ca/empress

For more information contact (311)



Thank you for coming today!

We appreciate your participation in this process.

The presentation boards and online survey are available on the City of Winnipeg project webpage. The online survey will be live until April 21, 2017.

Please fill out a comment form to provide feedback on this study and event.







