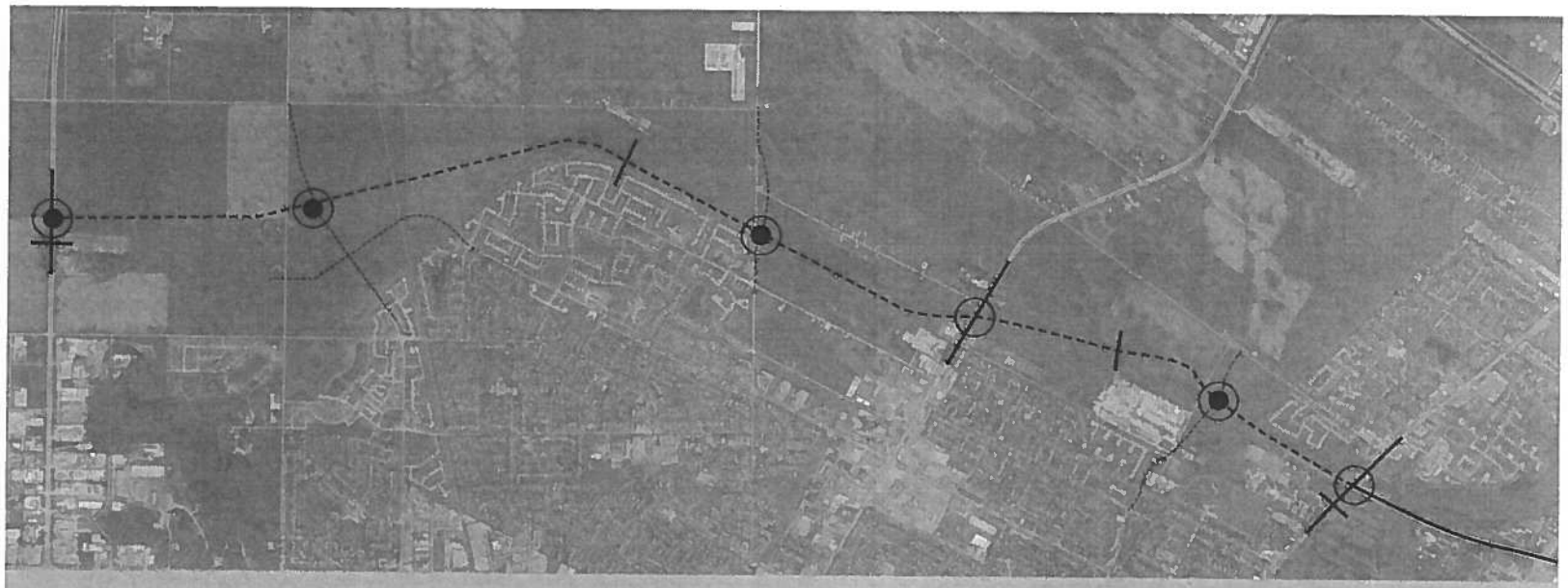
Winnipeg



PRELIMINARY DESIGN OF THE

CHIEF PEGUIS TRAIL EXTENSION WEST

Public Information Session

June 6, 2017

Welcome



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

Study Background

- Chief Peguis Trail (CPT) is a major transportation facility and an important component of Winnipeg's strategic road network.
- From 2014 to 2016, the City completed a Functional Design Study for the CPT Extension West and hosted four public engagement events to gain insight into the use and expectations for CPT from Main Street to Brookside Boulevard.
- A Preliminary Design Study is now being completed for the CPT Extension West which will:
  - Include greater detail of all design elements;
  - Confirm land requirements;
  - Address the requirements of the Environmental Act License;
  - Identify potential locations for Park and Ride lots; and
  - Identify potential locations for public art.

Study Objective and Goals

The objectives of the study are to:

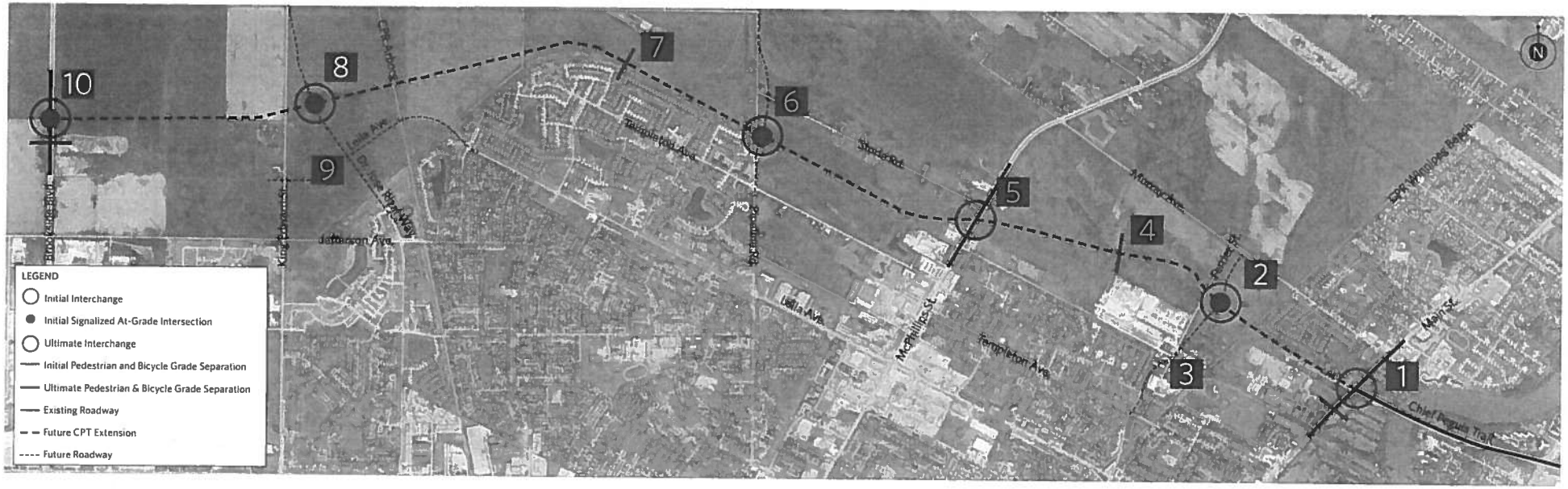
» Prepare a recommended final design for the CPT Extension West from Main Street to Brookside Boulevard. The design will:
  - Accommodate forecast traffic flow on CPT;
  - Relieve traffic on neighbourhood streets;
  - Provide connections to surrounding neighbourhoods;
  - Include pedestrian and cycling infrastructure along the route and connections to community destinations;
  - Include potential locations for public art; and
  - Limit the loss of higher quality natural areas.

» Engage with landowners, stakeholders, and community residents.

» Complete all technical work and prepare a Class 3 cost estimate.

» Submit an Environmental Act Proposal and support the granting of an Environmental Act License.

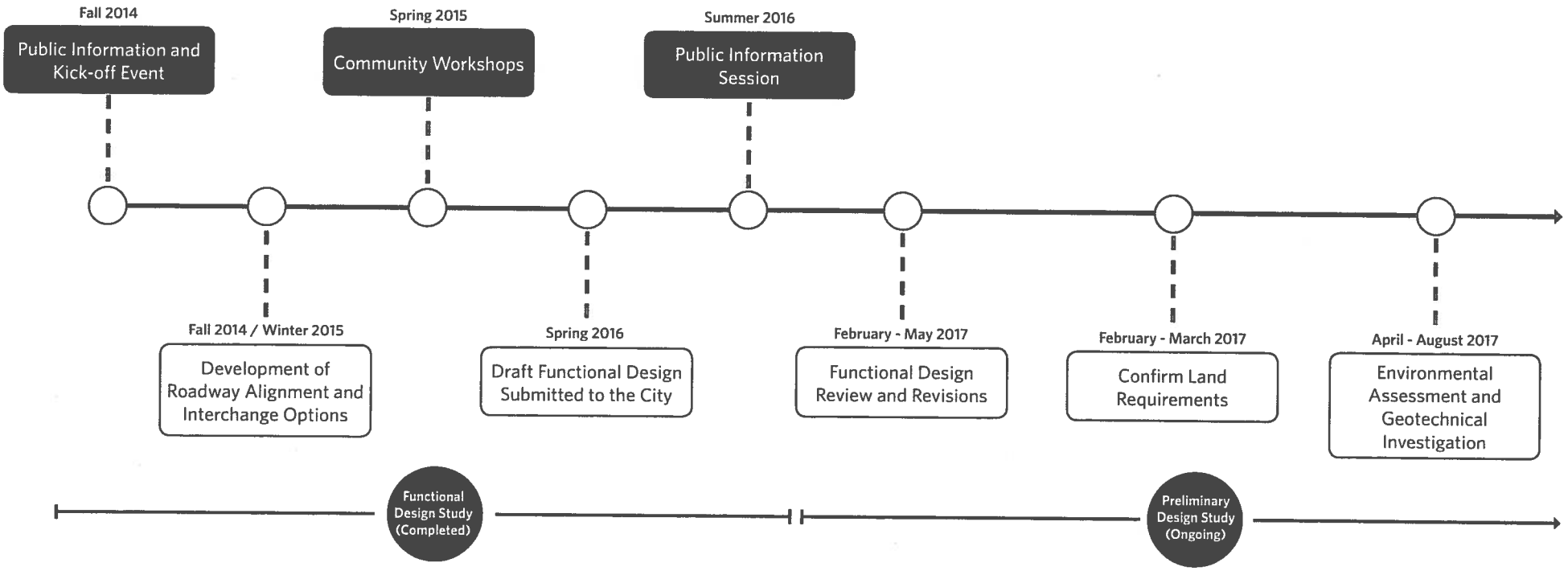
Study Road Map



1. CPT and Main Street — Single point urban interchange
2. CPT and Ferrier Street — Initial at-grade signalized intersection, ultimate diamond interchange
3. Ferrier Street/McGregor Street — Street alignment
4. Ferrier Street/McPhillips Street — Pedestrian and cycling overpass
5. CPT and McPhillips Street — Diamond interchange
6. CPT and Pipeline Road — Initial at-grade signalized intersection, ultimate diamond interchange
7. Amber Trails — Pedestrian and cycling overpass
8. CPT and Dr. Jose Rizal Way — Initial at-grade signalized intersection, ultimate diamond interchange
9. Dr. Jose Rizal Way — Extension
10. CPT and Brookside Boulevard — Initial at-grade signalized intersection, ultimate diamond interchange

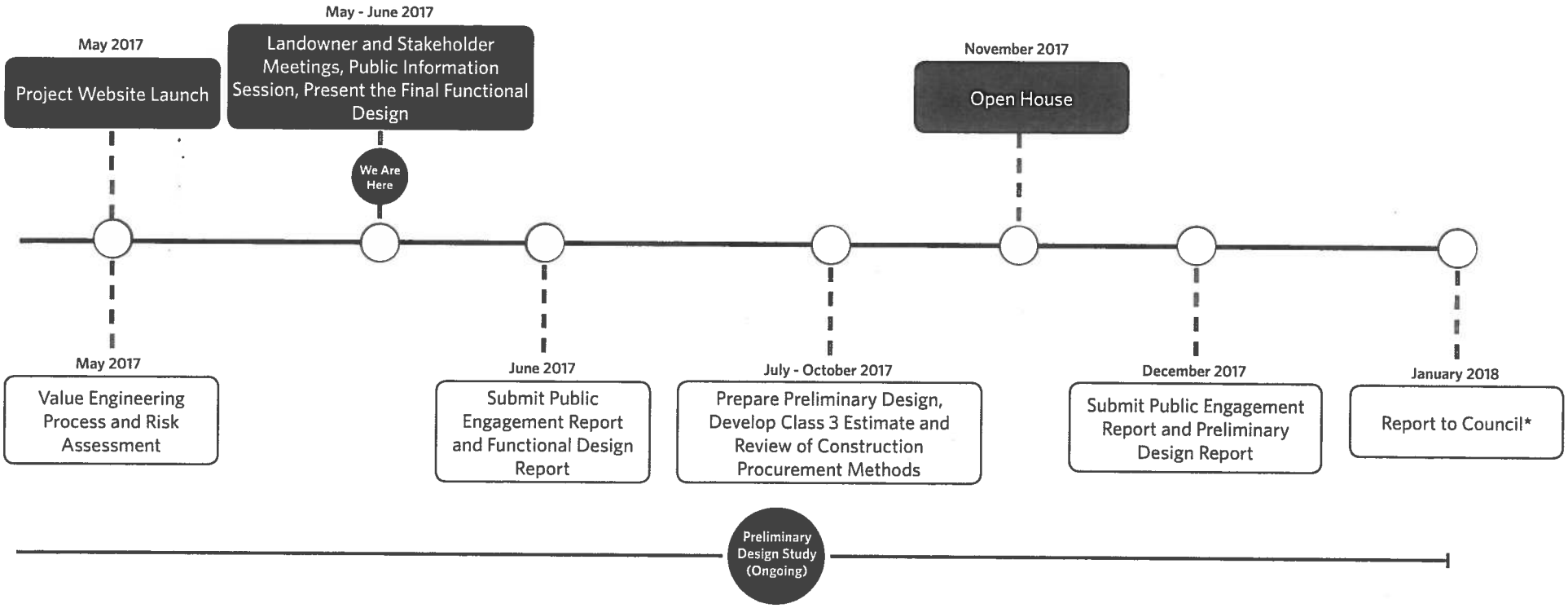
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Timeline



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.

Timeline

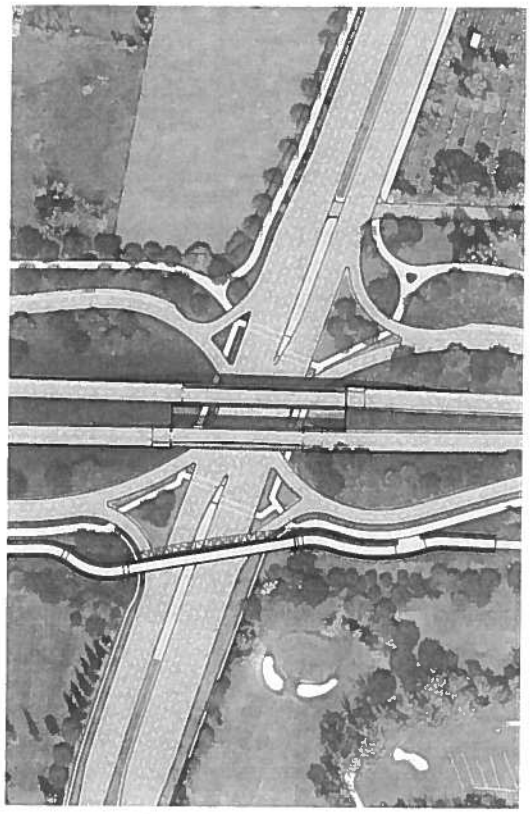


A **Preliminary Design** is the next phase in the design process and builds on the Functional Design. A Preliminary Design includes greater detail of all design elements (i.e., lane width, intersections, etc.).

* 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 administration to negotiate required lands.

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Tour the Chief Peguis Trail Extension West



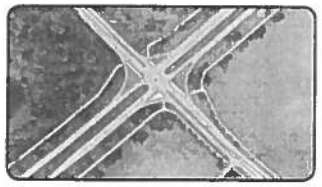
» Take a tour of the recommended design for the CPT Extension West from Main Street to Brookside Boulevard!

» The following boards share information on the different types of infrastructure at respective locations. As you read through the information, please consider the following:

- **How will the CPT Extension West change how you move through the city?**
- **What concerns do you have about the project when it moves forward to construction?**

Definitions

Before you begin your tour of the CPT Extension West, please familiarize yourself with the following types of infrastructure:



Intersection

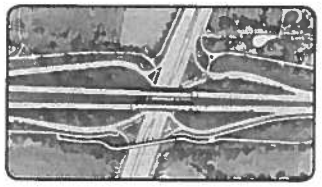
» An **intersection** is an at-grade junction where two or more roads meet or cross. Traffic controls (i.e., signals, stop signs) are used at the intersection to control traffic movement.



Diamond Interchange

» A **diamond interchange** allows traffic on a major road to move freely over or under a second road using a grade separation (i.e., a bridge). A diamond interchange has two signalized intersections on the second road. The diamond interchange requires less space than a cloverleaf interchange and is often used in an urban environment where space is limited.

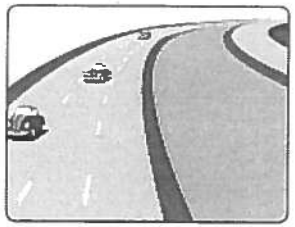
» **A diamond or single point urban interchange has never been built in Winnipeg before!**



Single Point Urban Interchange

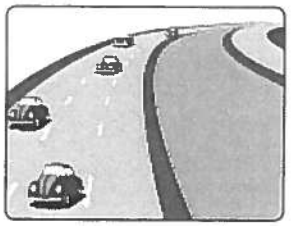
» A **single point urban interchange** is similar to a diamond interchange as it allows traffic on a major road to move freely over or under a second road using a grade separation (i.e., a bridge). A single point urban interchange has one signalized intersection on the second road. The single point urban interchange requires less space than a cloverleaf interchange and is often used in an urban environment where space is limited.

Level of Service



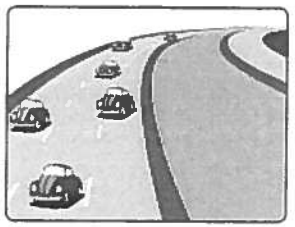
LOS A to C

Represents a constrained constant flow below speed limits, with additional attention required by the drivers to maintain safe operations. Comfort and convenience levels of the driver decline noticeably.



LOS D

Represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.



LOS E to F

Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.

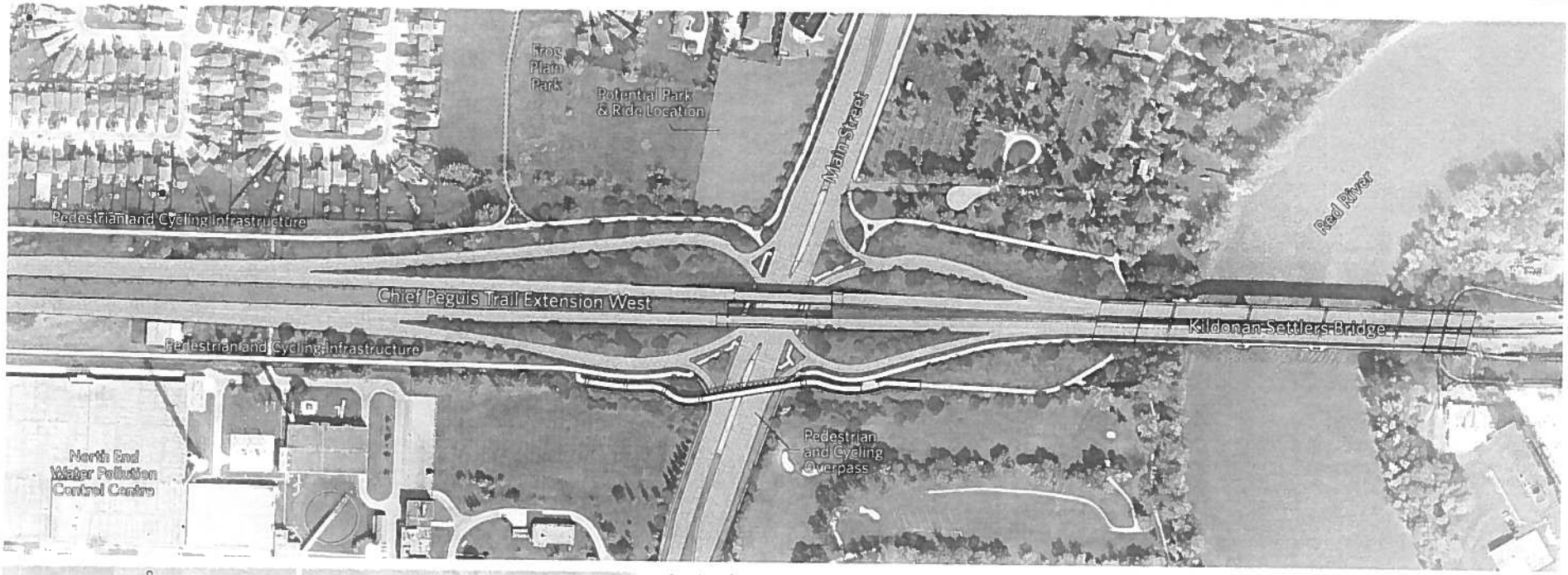
- Forecast traffic operations are described by **Level of Service (LOS)**. LOS is a qualitative measure of traffic operations as well as the comfort and convenience of drivers.
- LOS A to C is considered acceptable, LOS D requires monitoring, and LOS E to F is at or above capacity.
- For the CPT Extension West, traffic operations have been forecast to the year 2041.
- LOS is used to help describe the performance of the CPT Extension West in the proceeding boards.

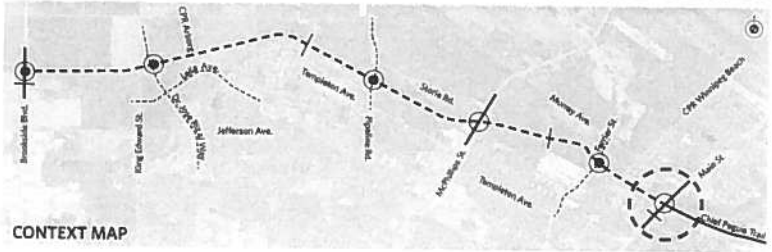
Design Changes

The design presented to the public in 2016 has been updated with a few changes. These changes were influenced by both technical requirements and public input and include:

- Shifting the alignment of the CPT Extension West to the north between Pipeline Road and McPhillips Street to minimize impact on the Ferrier Forest and to plan for a future interchange at Pipeline Road.
- An interchange at McPhillips Street and CPT Extension West as the preferred initial stage design.
- Reconfiguring the interchange at Main Street and CPT to allow free flow traffic on CPT.
- Other minor adjustments after additional traffic analysis was completed.

CPT and Main Street Interchange





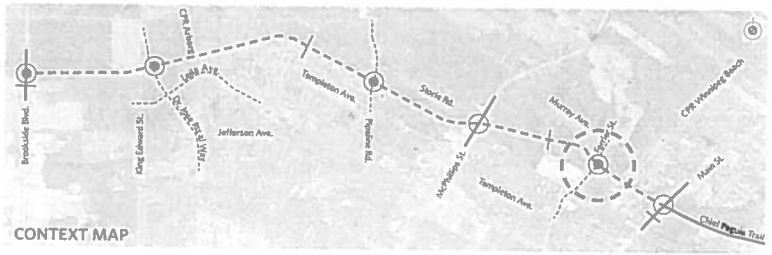
A single point urban interchange has been selected as the preferred configuration at CPT and Main Street:

- Free flowing traffic on CPT as it crosses over Main Street on a bridge structure.
- Kildonan Settlers Bridge will be upgraded to three lanes in each direction.
- Signalized intersection on Main Street with forecast LOS D and E during the 2041 weekday a.m. and p.m. peak hours respectively, which is typical in an urban area during peak periods.
- Reduced property impacts relative to other interchange designs.
- A pedestrian and cycling overpass on Main Street south of CPT.

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CPT and Ferrier Street Intersection





CONTEXT MAP

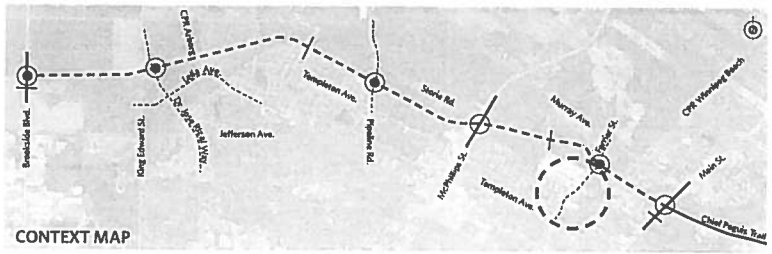
An at-grade signalized intersection has been selected as the preferred initial configuration at CPT and Ferrier Street:

- Signalized traffic control on CPT at Ferrier Street with forecast LOS D during the 2041 weekday a.m. and p.m. peak hours.
- Access to future neighbourhoods in Precinct F and Precinct G (north of CPT) and existing neighbourhoods south of CPT.
- At-grade pedestrian and cycling crossings.
- Future diamond interchange with free flow traffic on CPT.

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Ferrier Street/McGregor Street Alignment



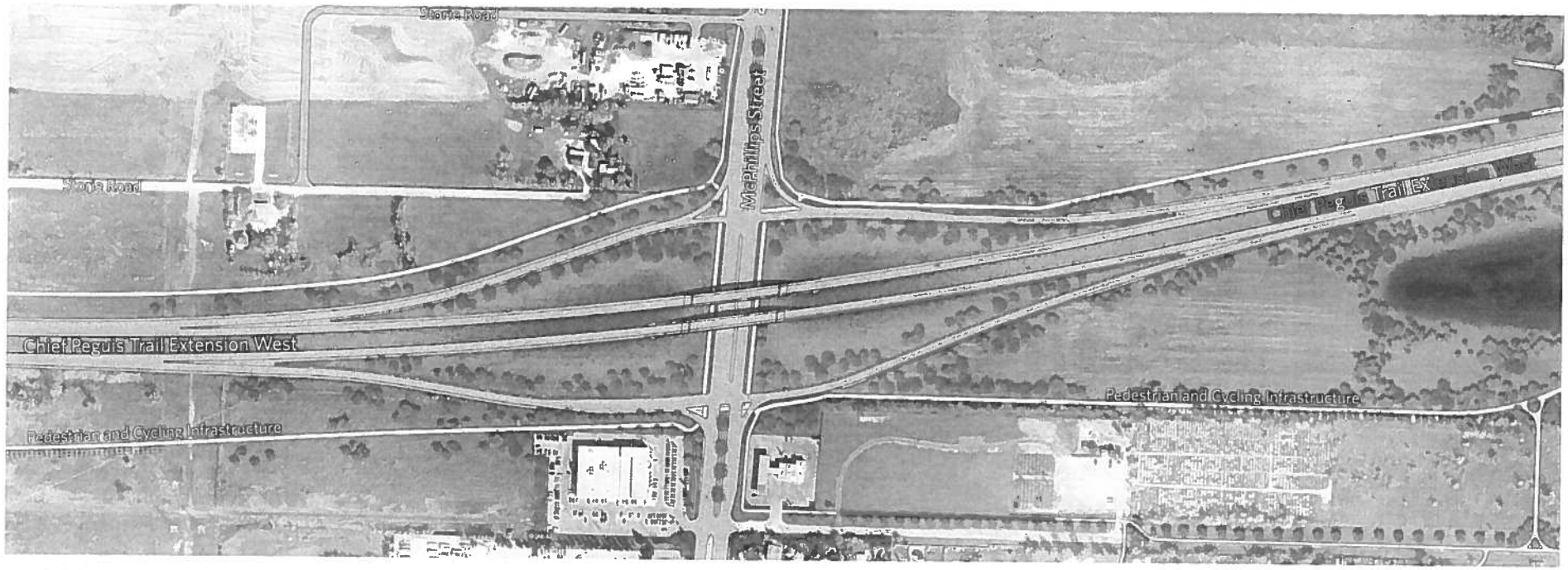


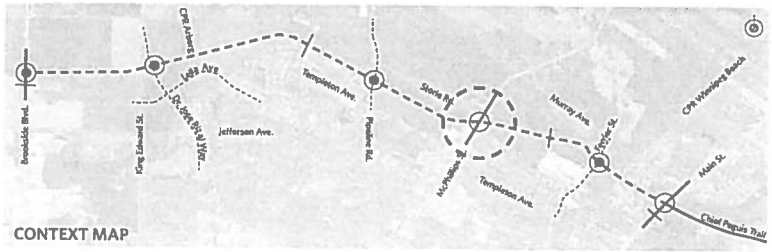
CONTEXT MAP

Ferrier Street is proposed to be realigned to tie directly into McGregor Street at Templeton Avenue:

- Two or four lanes can be accommodated.
- A multi-use pathway is proposed for the west side of Ferrier Street.

CPT and McPhillips Street Interchange





CONTEXT MAP

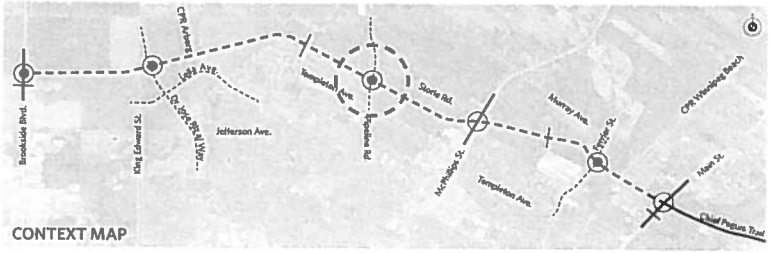
A diamond interchange has been selected as the preferred configuration at CPT and McPhillips Street:

- Free flowing traffic on CPT as it crosses over McPhillips Street on a bridge structure.
- Two coordinated signalized intersections on McPhillips Street with forecast LOS C during the 2041 weekday a.m. and p.m. peak hours.
- Realignment of Storie Road to intersect with McPhillips Street further north.
- Expansion of McPhillips Street to six lanes north of Leila Avenue.
- At-grade pedestrian and cycling crossings at both signalized intersections on McPhillips Street.

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CPT and Pipeline Road Intersection





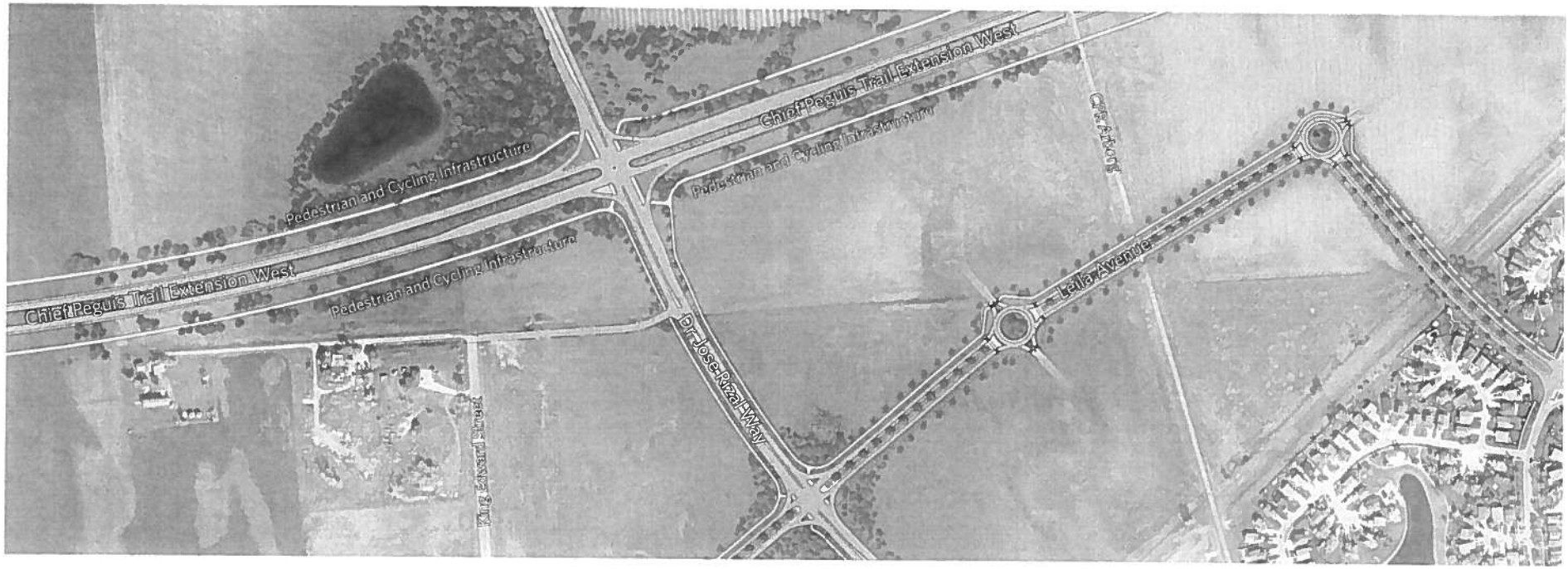
CONTEXT MAP

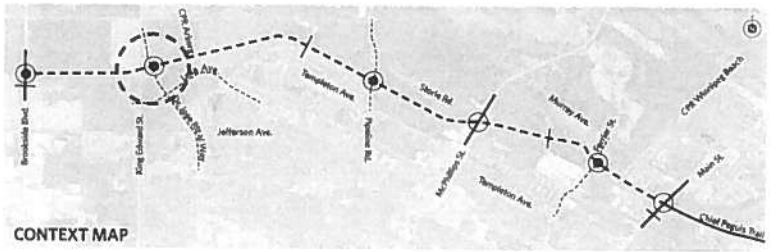
An at-grade signalized intersection has been selected as the preferred initial configuration at CPT and Pipeline Road:

- Signalized traffic control on CPT at Pipeline Road with forecast LOS D and E during the 2041 weekday a.m and p.m. peak hours respectively.
- Access to future neighbourhoods north of CPT and existing neighbourhoods south of CPT.
- At-grade pedestrian and cycling crossings.
- A multi-use pathway for the west side of Pipeline Road (south of CPT) connecting to the Amber Trails neighbourhood.
- Future diamond interchange with free flow traffic on CPT.

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CPT and Dr. Jose Rizal Way Intersection



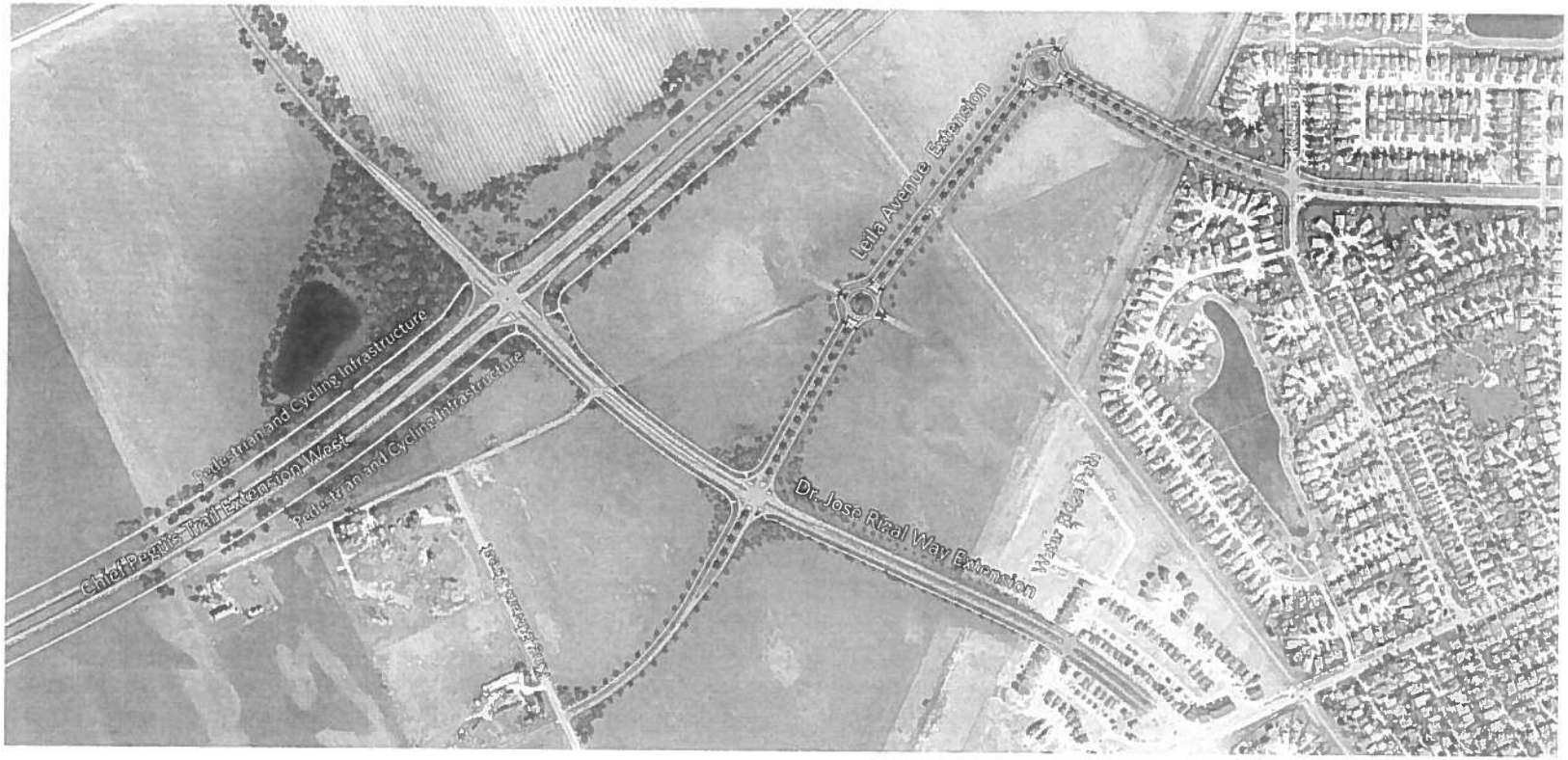


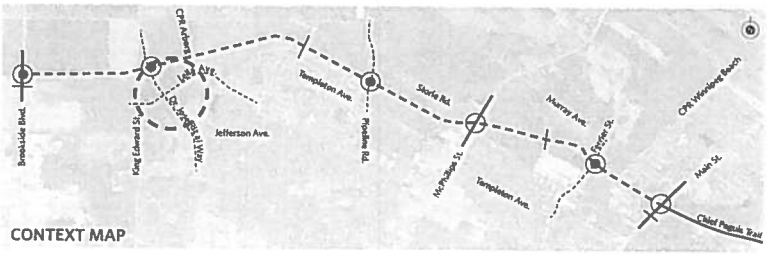
An at-grade signalized intersection has been selected as the preferred initial configuration at CPT and Dr. Jose Rizal Way:

- Signalized traffic control on CPT at Dr. Jose Rizal Way with forecast LOS C during the 2041 weekday a.m. and p.m. peak hours.
- Access to future neighbourhoods north of CPT and existing neighbourhoods south of CPT.
- At-grade pedestrian and cycling crossings.
- Future diamond interchange with free flow traffic on CPT.

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Extension of Dr. Jose Rizal Way





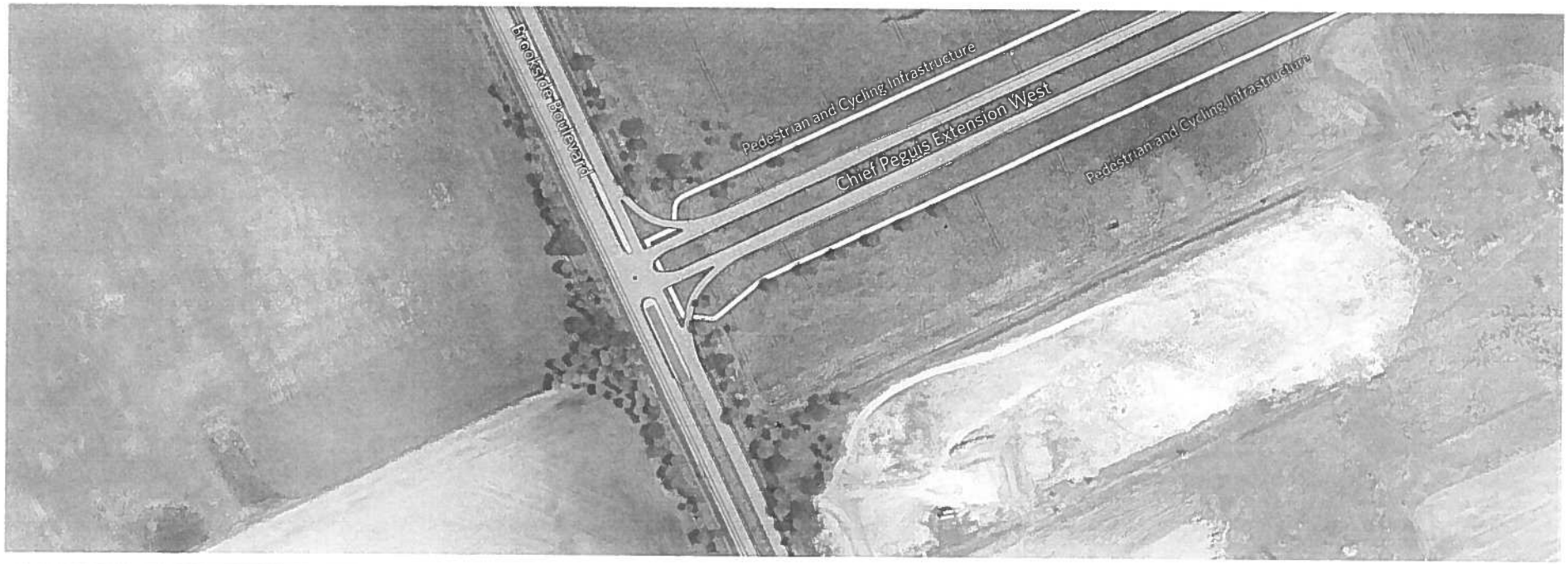
CONTEXT MAP

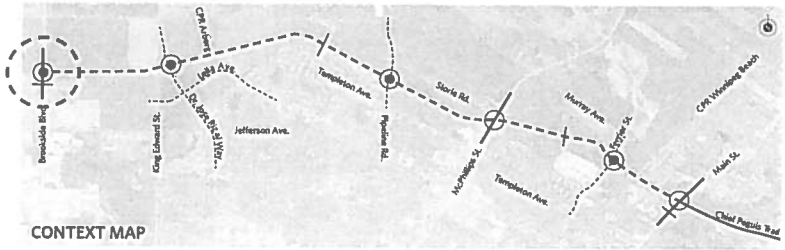
Dr. Jose Rizal Way is to be extended north from Water Ridge Path to CPT:

- Four lanes can be accommodated.
- Multi-use pathways are proposed for both sides of Dr. Jose Rizal Way north of Leila Avenue, and a multi-use path is proposed south of Leila Avenue providing a connection to existing pedestrian and cycling infrastructure.
- Leila Avenue is to be extended north of Ritchie Street to intersect Dr. Jose Rizal Way south of CPT.

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CPT and Brookside Boulevard Intersection





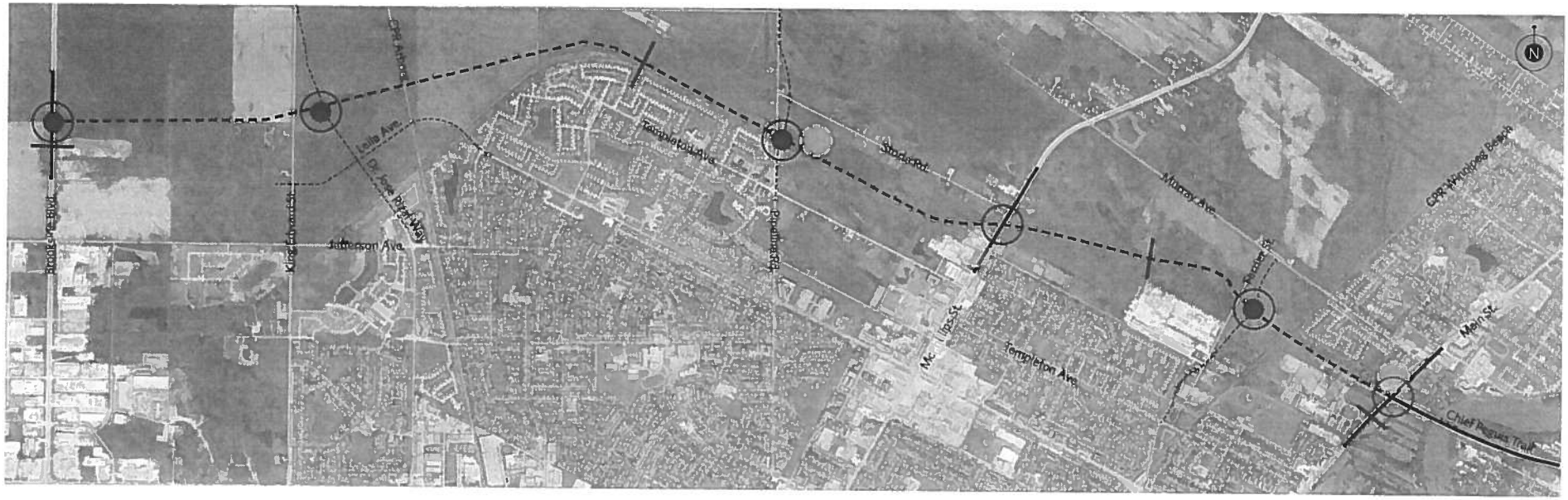
CONTEXT MAP

An at-grade signalized intersection has been selected as the preferred initial configuration at CPT and Brookside Boulevard:

- Signalized traffic control on CPT at Brookside Boulevard and forecast LOS E during the 2041 weekday a.m. and p.m. peak hours.
- Pedestrian and cycling infrastructure would end at CPT and Brookside Boulevard with the intention that connections will be provided in the future.
- Future pedestrian and cycling bridge over Brookside Boulevard south of CPT.
- Future diamond interchange with free flow traffic on CPT and future connection westward to CentrePort Canada Way.

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Potential Park and Ride Locations



- Park and Ride facilities have been proposed as part of the project to improve access to public transit service for the surrounding neighbourhoods and commuters traveling towards the city centre from north of CPT.
- Park and Ride facilities are parking lots with public transit connections, allowing people to park their vehicle and ride public transit to their destination.
- Parking lot configurations and site access will be refined in the next phase of the study.

LEGEND

- Initial Interchange
- Initial Signalized At-Grade Intersection
- Ultimate Interchange
- Initial Pedestrian & Bicycle Grade Separation
- Ultimate Pedestrian & Bicycle Grade Separation
- Existing Roadway
- Future CPT Extension
- Future Roadway
- Potential Park and Ride

» Where would you like to see a Park and Ride site?

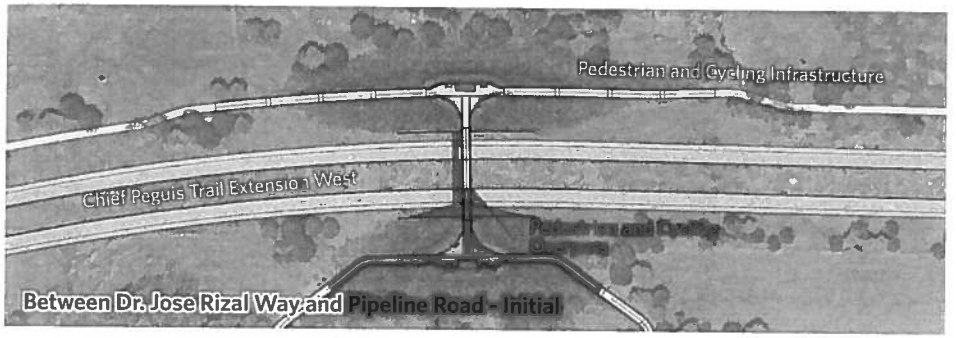
» Please place a sticker on your preferred location.

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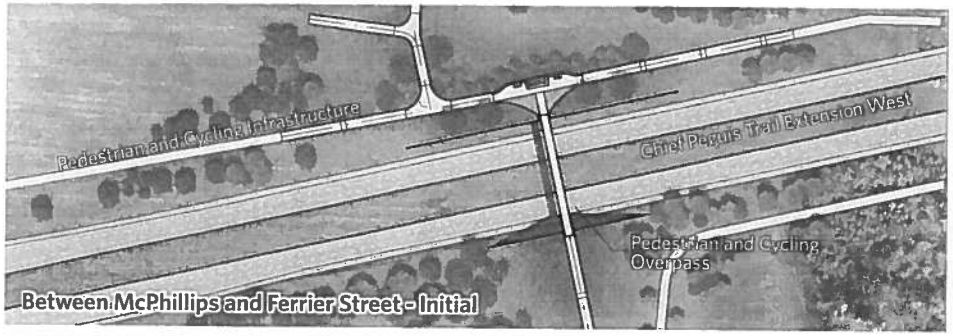
Pedestrian and Cycling Infrastructure



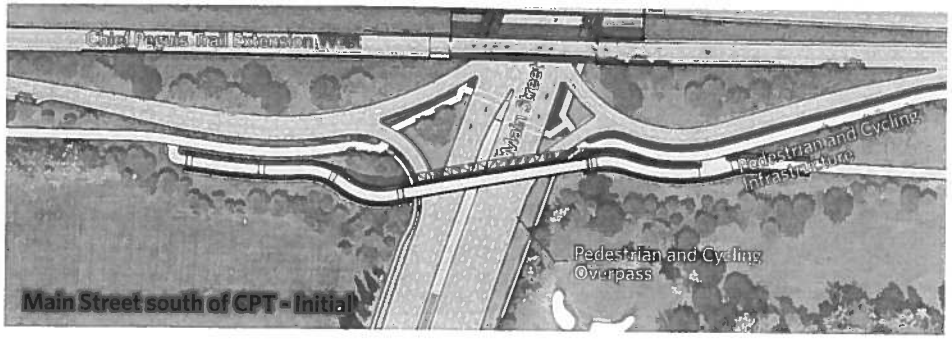
Brookside Boulevard south of CPT - Ultimate



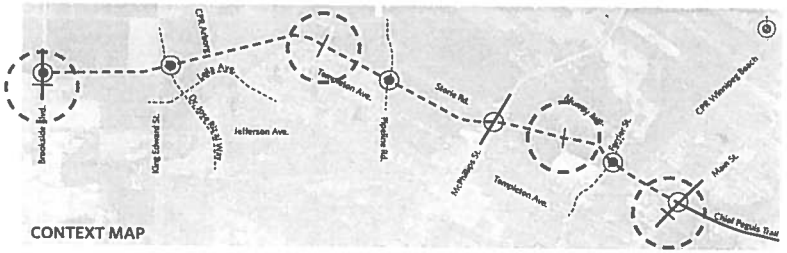
Between Dr. Jose Rizal Way and Pipeline Road - Initial



Between McPhillips and Ferrier Street - Initial



Main Street south of CPT - Initial



CONTEXT MAP

- A 4.5 metre multi-use path along both sides of the entire CPT Extension West is proposed. The multi-use path will provide connections to existing facilities and neighbourhood destinations.
- A future pedestrian and cycling overpass is proposed over Brookside Boulevard south of CPT, providing a connection for future development.
- A pedestrian and cycling overpass is proposed between Dr. Jose Rizal Way and Pipeline Road, providing a connection between the Amber Trails neighbourhood and the future neighbourhoods north of CPT, as well as the Sikh Society of Manitoba Temple.
- A pedestrian and cycling overpass is proposed between McPhillips Street and Ferrier Street, providing a connection between the Templeton-Sinclair neighbourhood and the future neighbourhoods of Precinct F and Precinct G.
- A pedestrian and cycling overpass is proposed over Main Street south of CPT, providing a connection to the Kildonan Settlers Bridge and Kildonan Park.

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Next Steps

The next public information session is planned for November 2017, where the following will be presented:

- Final recommended design including a 3D presentation of the corridor.
- Information on the Environmental Act License.
- Additional details on pedestrian and cycling infrastructure.
- Recommended locations for Park and Ride facilities.
- Potential locations for public art installations.
- Class 3 cost estimate.

Thank You

Thank you for attending.

Please fill out a comment form before you leave.

If you have any questions, please contact:

David Jopling at WSP

204.943.3178 or ChiefPeguisTrailExtension@winnipeg.ca

Project Website

Winnipeg.ca/ChiefPeguisTrail

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