

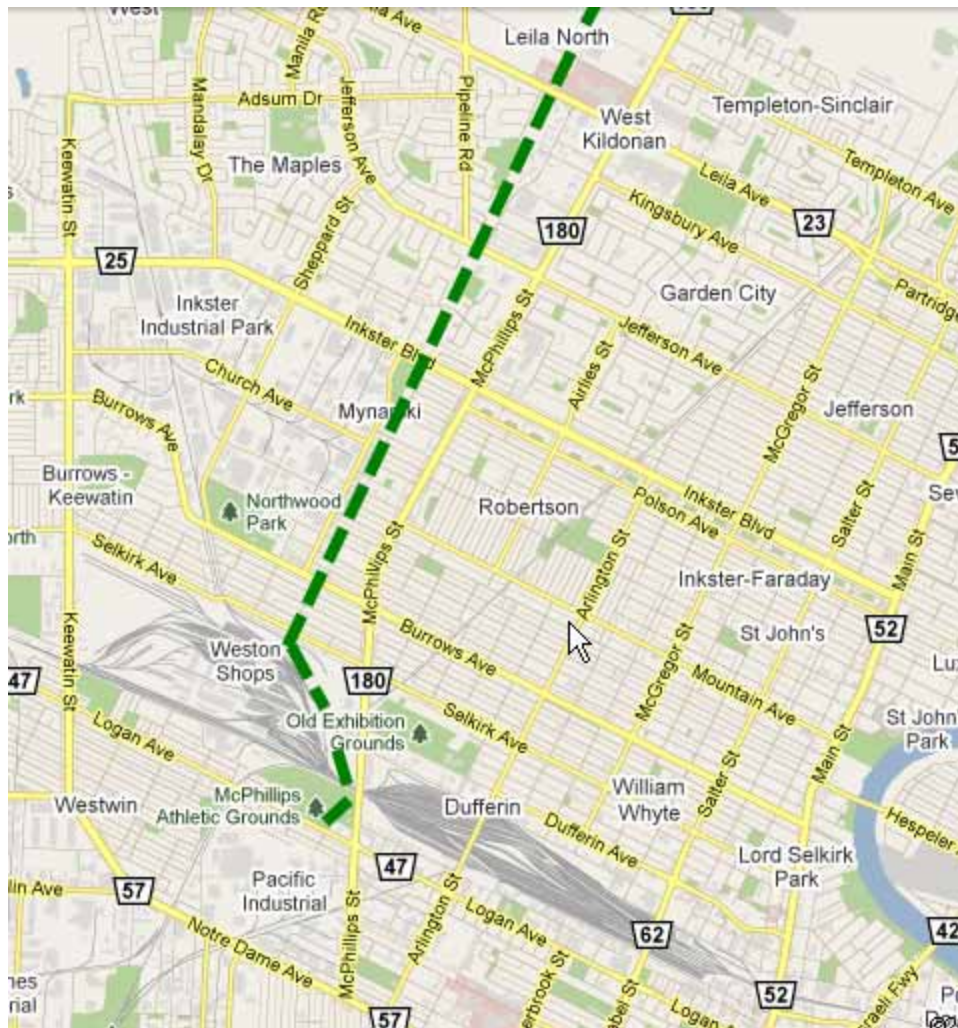


# **McPhillips Hydro Line Right of Way Greenway Discussion Paper**



## Introduction

Running parallel to McPhillips Street from just north of the McPhillips Station Casino past Seven Oaks Hospital and beyond the Perimeter Highway, this right of way has the potential to be developed into a primary spoke in Winnipeg's expanding bicycle network. The ROW passes through single and multi family residential neighbourhoods, touches on the Inkster Industrial Park, passes near major shopping districts along McPhillips Street, runs next to Seven Oaks Hospital, and intersects the planned westward route of the Chief Peguis Trail. Importantly, the southern end of the Hydro ROW directs cyclists towards the junction of several key existing and planned/potential bike routes that converge just south of the CPR rail yards at the McPhillips Street Underpass. There is strong potential to link a bikeway along the hydro right of way to these southern routes via a pathway traversing the McPhillips Athletic Grounds and connecting to the Alexander/Pacific bikeway via Winks Street. Similarly, future westward extension of the Chief Peguis Trail and its AT pathway will make it easy for residents of northeast Winnipeg to connect to the northern end of this route and cycle to important employment and shopping centres along the northern end of McPhillips.



## **Key Bikeway Connections**

### Direct Connections

- Leila (planned)
- Kingsbury Bikeway (planned)
- Jefferson Bikeway (planned)
- Machray Bikeway (constructed 2010)
- Pritchard Bikeway (constructed 2010)
- Chief Peguis Trail AT Pathway (planned)

### Indirect Connections North of the CPR Yards

- Flora Bikeway
- Arlington Bikeway
- Potential Winnipeg Beach Rail with Trail
- Arlies Bikeway

### Indirect Connections South of the CPR Rail Lines

- Alexander/Pacific Bikeway
- Spruce/Clifton Bikeway
- Empress Bikeway
- Saskatchewan Bikeway
- Wellington Avenue Bikeway



## **Key Destinations**

- Health/Institutional
  - Seven Oaks Hospital
- Residential
  - St. Joseph's Residence
  - McPhillips Common Housing Development
  - Fred Douglas Lodge
- Shopping
  - Garden City Shopping Centre
  - Superstore
  - Canad Centre
  - Northgate Mall
- Education
  - Andrew Mynarski School
  - Robertson School
  - Elwick Community School
  - Sisler High School
  - Lord Selkirk School
  - Maples Collegiate
  - Seven Oaks Adult Education
- Employment
  - Inkster Industrial Park
  - Pacific Industrial Park
- Parks & Recreation
  - Simkin Park
  - Dobrinski Park
  - Fort Whyte Park & Recreation Centre
  - McPhillips Athletic Grounds
  - Old Exhibition Grounds
  - Fife Street Community Garden
  - Elwick Recreation Centre
  - Maples Multiplex
- Cultural/Entertainment
  - Canad Inns Garden City
  - Cinema City Northgate
  - Caribbean Community Cultural Centre
  - McPhillips Street Station Casino

## **Key Partners**

- City Council
- Provincial MLAs
- Federal MPs
- Manitoba Hydro
- Manitoba Lotteries
- CanadInns
- Canadian Pacific Railways
- City of Winnipeg Active Transportation Advisory Committee
- City of Winnipeg Active Transportation Coordinator
- Province of Manitoba Trails Coordinator
- Winnipeg Trails Association
- Green Action Centre – Active and Safe Routes to School
- Manitoba Cycling Association
- City of Winnipeg Naturalist
- City of Winnipeg Parks & Recreation
- City of Winnipeg Public Works Department
- General Council Winnipeg Community Centres
- Fife Street Community Garden
- Winnipeg School Division
- Seven Oaks School Division
- Winnipeg Transit
- Rapid Transit Coalition
- Seven Oaks Hospital
- Red River College
- Developers
  - Maharlika Prairie Estates
  - McPhillips Common



## **Opportunities**

### **CPR Yards Functional Crossing Study**

*The Arlington Street Overpass is nearing the end of its useable service life. Within 10 years the Overpass will have to be replaced, undergo major reconstruction or be decommissioned with enhancements to other routes. The purpose of this study is to develop a cost effective functional plan to be implemented within the 10-year time frame. The study will include transportation planning, structural evaluation, conceptual design and public consultation. Budget allocation is based on a Class 4 estimate.*

### **Empress Rehabilitation**

Empress Street, which is part of the proposed bicycle network, is in poor condition and will likely undergo a major rehabilitation within the next 5-10 years. As city policy states that major rehabilitation projects on routes included in the proposed bicycle network must include the development of planned cycling facilities, that project will be mandated to include cycling facilities that will provide a quality cycling link between Saskatchewan Avenue and St. John Ambulance Way to the South of Portage. City plans include provision for an active transportation pathway on the Empress Overpass that will create a grade separated crossing of Portage Avenue linked to the Assiniboine Parkway and the BNSF bicycle/pedestrian bridge that links up to Wellington Crescent. Put together, this would create a high quality, 11km cycling route from the Northwest of the City into River Heights and established or planned routes into regional destinations such as Assiniboine Park and Fort Whyte Alive!.



## McPhillips Street Station to Selkirk

A bikeway through the CanadInns Hotel parking lot connecting to the rail crossing and the southern entrance of the Casino would allow for connections to the south or through Jarvis towards the Arlington Bridge.

The Winnipeg Beach rail line has potential as a rail with trail route



Weston Shops Parking Lot

Potential Connection via a new AT bridge connecting to McPhillips Athletic Grounds (which are elevated), then connecting across Logan to Winks and Alexander

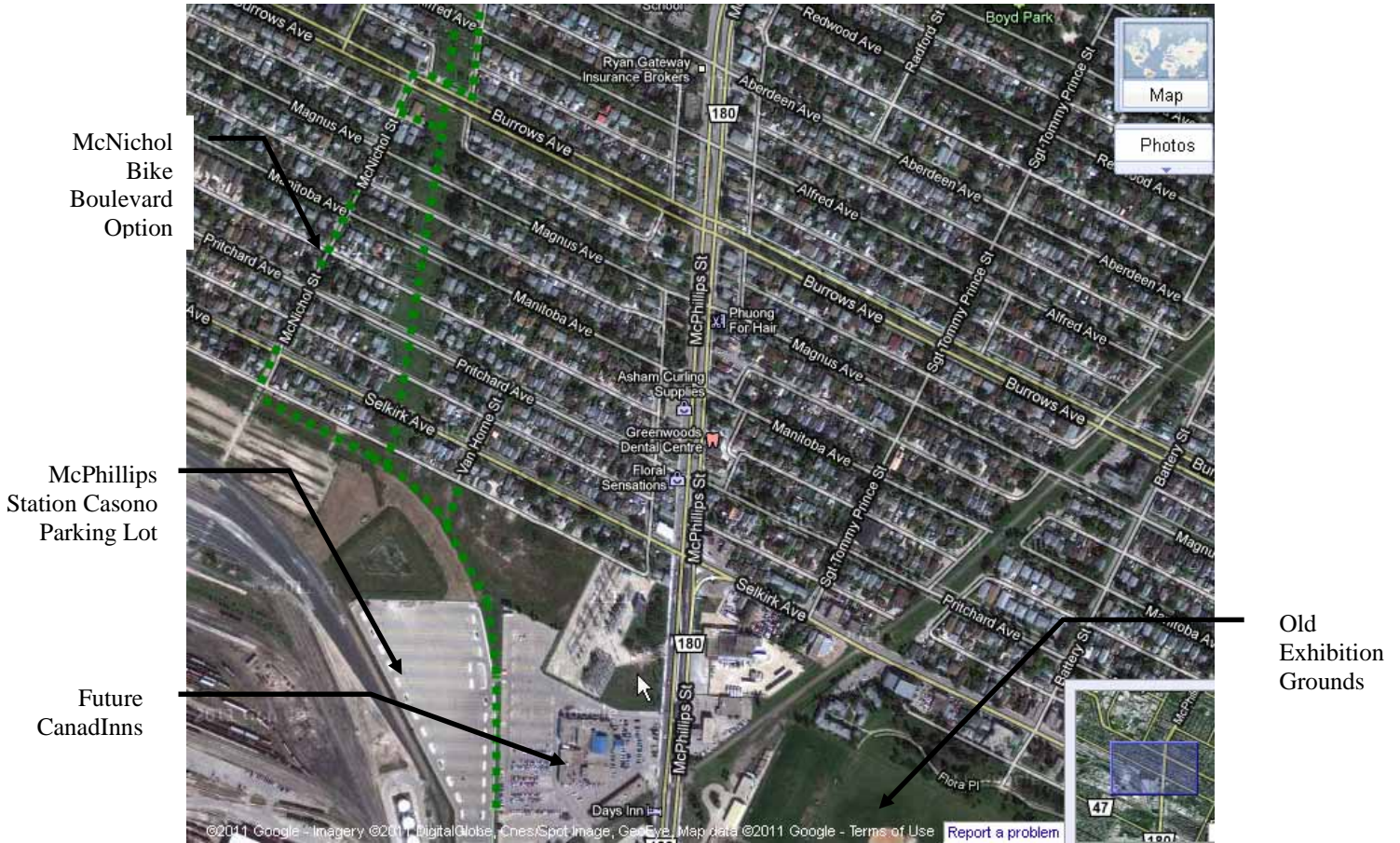
Potential Connection along McPhillips ROW, either via existing sidewalk or some improved pathway/tunnel.

The Hydro right of way ends just south of Selkirk Avenue. Working with Manitoba Liquor & Lotteries and the McPhillips Street Casino, it should be possible to include cycling facilities that would allow cyclists to connect from the northern end of the parking lot where the hydro right of way terminates to Jarvis, which would be a potential connection to the Arlington Bridge or to a potential new bike/pedestrian bridge or tunnel over/under the CPR tracks on the west side of McPhillips. Gaining access over the Winnipeg Beach rail crossing at the southwest of the casino would be critical. The rail crossing is railway property, as is the access road at the south of the casino that extends westward from Jarvis. North of the casino property, there appears be plenty of space to build a bicycle path west to where the hydro right of way turns north, or to McNichol, which could serve as an alternate route between Selkirk and Burrows.



## Selkirk to Burrows

Pritchard, a low volume bike boulevard street developed in 2010, is the main east/west AT corridor along this stretch. Selkirk and Burrows are the main east/west routes for motorized traffic, although there are many lower volume streets to cross as well. Routing for this section could either follow the hydro right of way, or detour west to McNichol.



### Hydro ROW Option

If the hydro right of way is followed, chicanes that narrow traffic into a single lane, and raised crossings could be used at intersections with local streets. Right of way would have to be ceded to the bikeway at the smaller local streets.

### McNichol Street Option

To avoid the many roadway crossings along the Hydro ROW between Selkirk and Burrows, a bike boulevard along McNichol Street should be considered. A spur line to Van Home could be considered as the shortest link to Pritchard.

Just south of McNichol and Burrows, there is a back lane that gives access to the hydro right of way, giving the option of crossing Burrows at McNichol or at the Hydro ROW. Alternatively, a pathway along the northern edge of Burrows could be built to connect to the back lane on the east side of the hydro right of way. This back lane could then be incorporated into the bikeway as a bypass of the Fife Community Gardens.



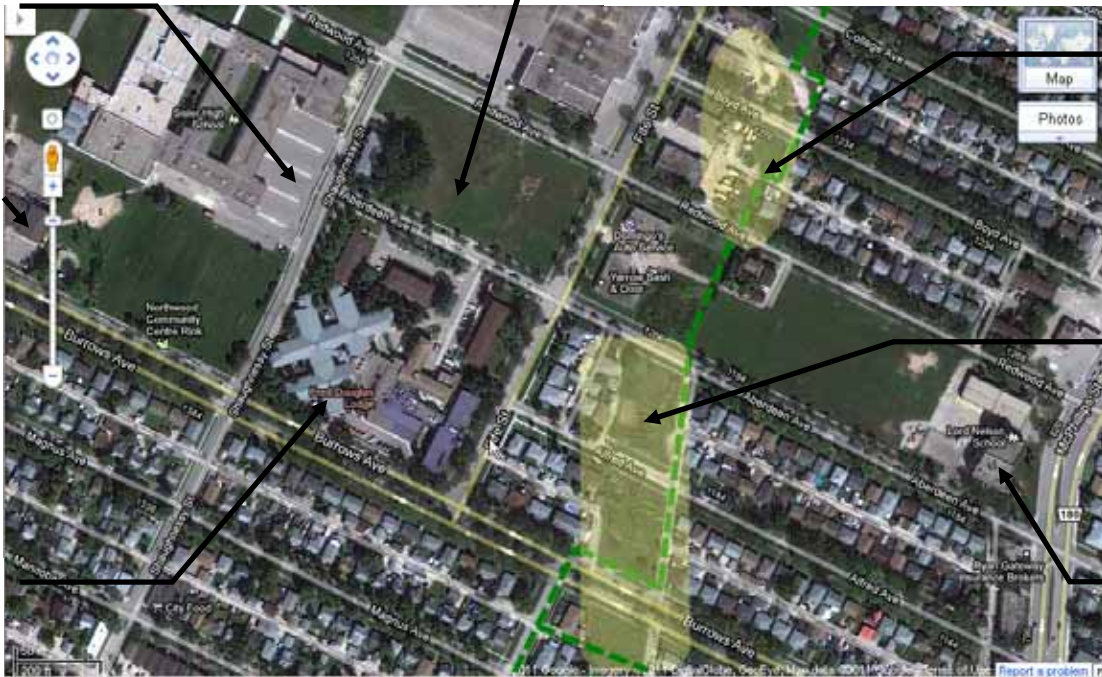


## Burrows to College

Sisler High School

Northwood Community Centre

Fred Douglas Lodge



Maharlika Prairie Estates, under development

Parking lots extending into and through ROW between Redwood and College

Fife Street Community Gardens

Lord Nelson School

## Key Destinations

- Sisler High School
- Lord Selkirk School
- Fred Douglas Lodge

## Intersections

Chicanes/Neck Downs that narrow traffic into a single lane, and raised crossings could be used at intersections with lower volume streets. Priority should be given to the bikeway along most streets on this segment. The median on Burrows allows many crossing options to be considered.

## Fife Street Community Gardens

The bikeway may need to bypass the community gardens between Burrows and Aberdeen. The back lane to the east of the hydro right of way could provide an alternate routing. The actual route will have to be determined through consultation.

## Parking Lots Encroaching Into Hydro ROW

### Sid's Complete Car Care Centre (999 Fife Street)

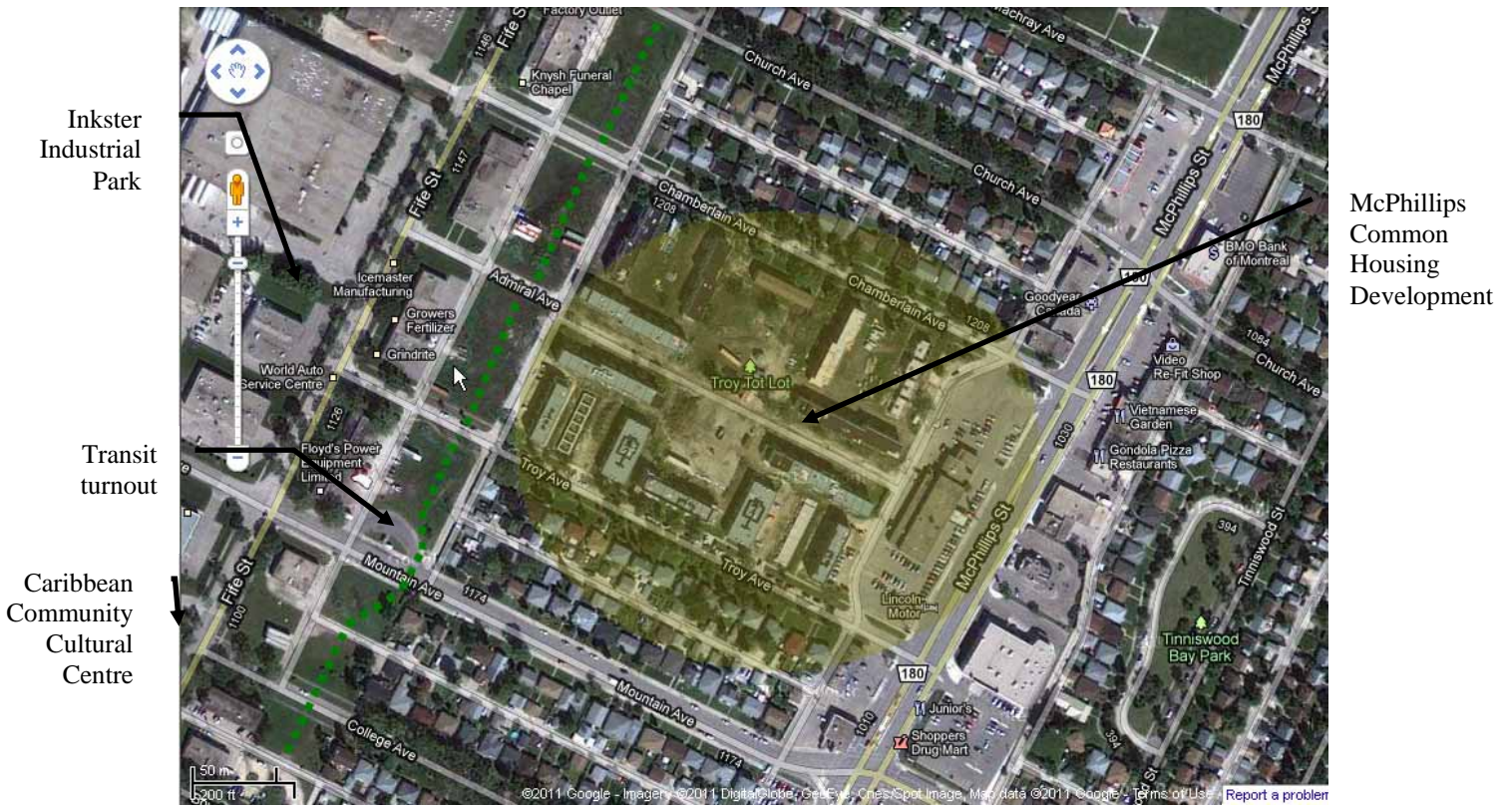
The fenced parking lot behind this building extends all of the way to the back lane, which unfortunately does not connect between Redwood and Boyd. The back of this lot is home to a garden. If arrangements could be made to move that garden to the north, it might be possible to gain an easement for a trail connecting through to the back lane on the eastern edge of the right of way.

### R M R Automotive & Car Care, Budget Building Maintenance (1283 Boyd Ave)

There is a fenced parking lot that extends half way into the row, with a gravel driveway/parking lot behind that. It should be possible to gain an easement or to by-pass this parking lot using the back lane.



## College to Church



### Key Destinations

- McPhillips Common Housing Development
- Caribbean Community Cultural Centre

This section is fairly straight forward. The crossing at Mountain will likely be the most difficult issue, although there are drainage issues as well. There is enormous potential to capture latent demand by connecting into the McPhillips Common Housing Development. There is a transit turnout on the north side of Mountain.

### Intersections

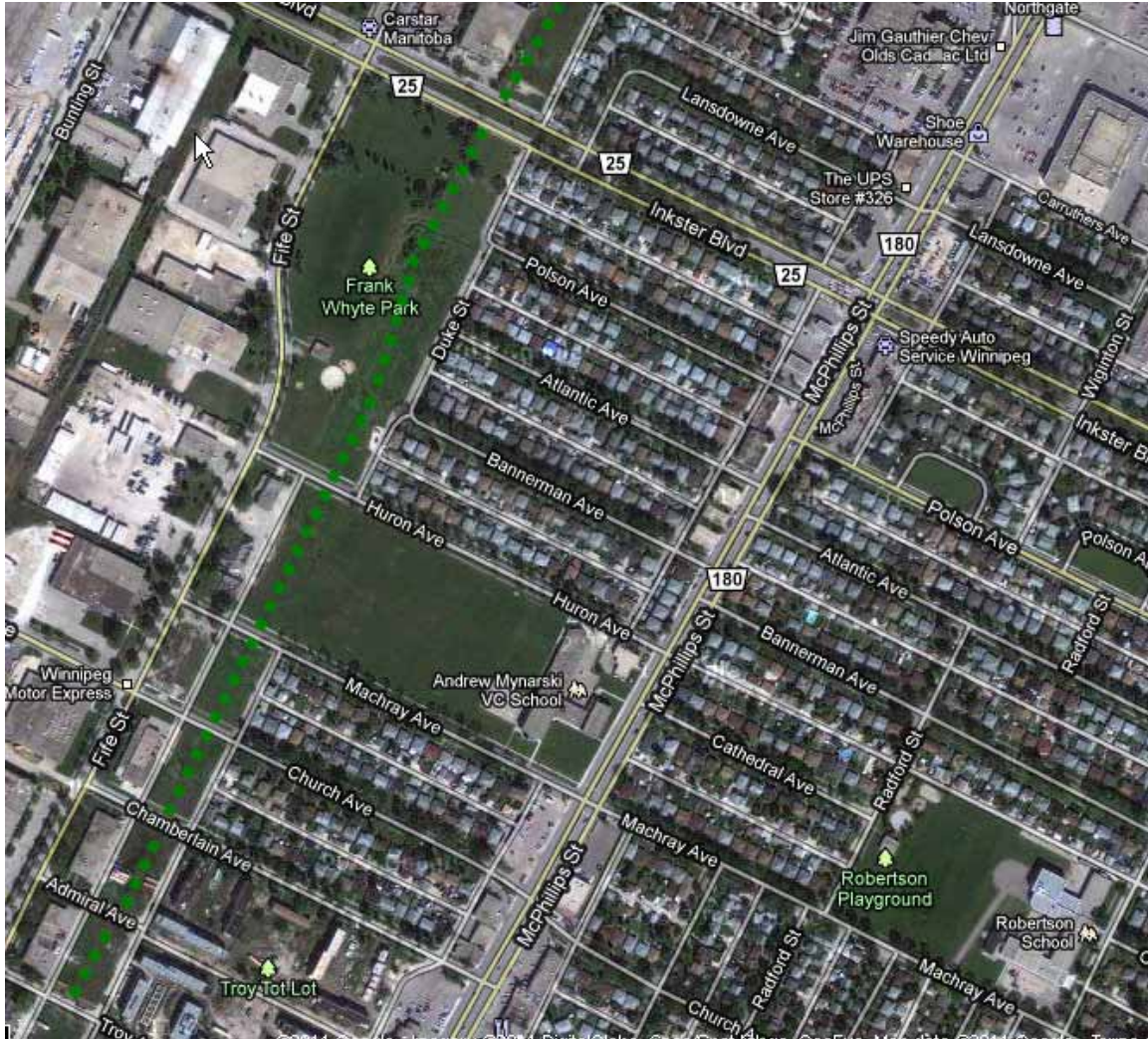
Chicanes that narrow traffic into a single lane, and raised crossings could be used at intersections with lower volume streets. Priority should be given to the bikeway along most streets on this segment. At Mountain, consideration should be given to installation of a median refuge that would split the crossing.

### McPhillips Common Housing Development

This is a massive multi-unit housing development on a 3.3-hectare site bounded by the hydro row to the west, Troy Avenue to the south, Chamberlain Avenue to the north, and the Lincoln Motor Hotel on McPhillips to the east. McPhillips Common consists of two apartment blocks and 17 three-storey townhouse complexes containing 340 units in all.



## Church to Inkster



### Key Destinations

- Andrew Mynarski School
- Robertson School
- Fort Whyte Park & Recreation Centre

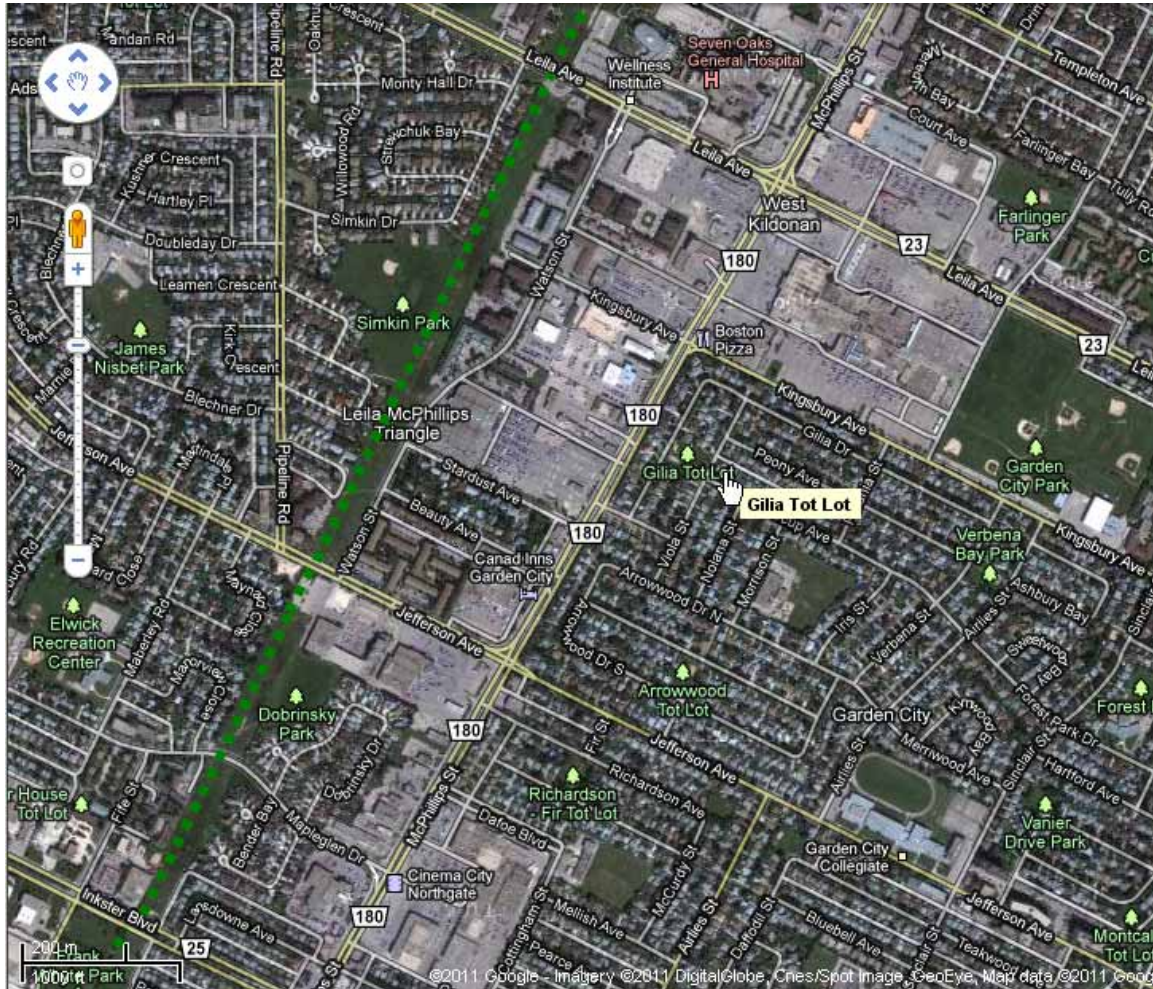
Note the excellent connections to the east north of Huron. Machray, which passes by Andrew Mynarski and Robertson Schools, was developed as a bike boulevard in 2010. The route through Frank Whyte Park will have to be determined through consultations. The intersection of Machray and McPhillips is controlled by a traffic signal, although this cannot be activated by cyclists on the road (which needs to be fixed).

### Intersections

Chicanes that narrow traffic into a single lane, and raised crossings could be used at intersections with lower volume streets. Priority should be given to the bikeway along most streets on this segment. Inkster and Fife is controlled by a traffic signal. Routing the bikeway to this intersection to make use of the traffic signal should be feasible.



## Inkster to Jefferson



### Key Destinations

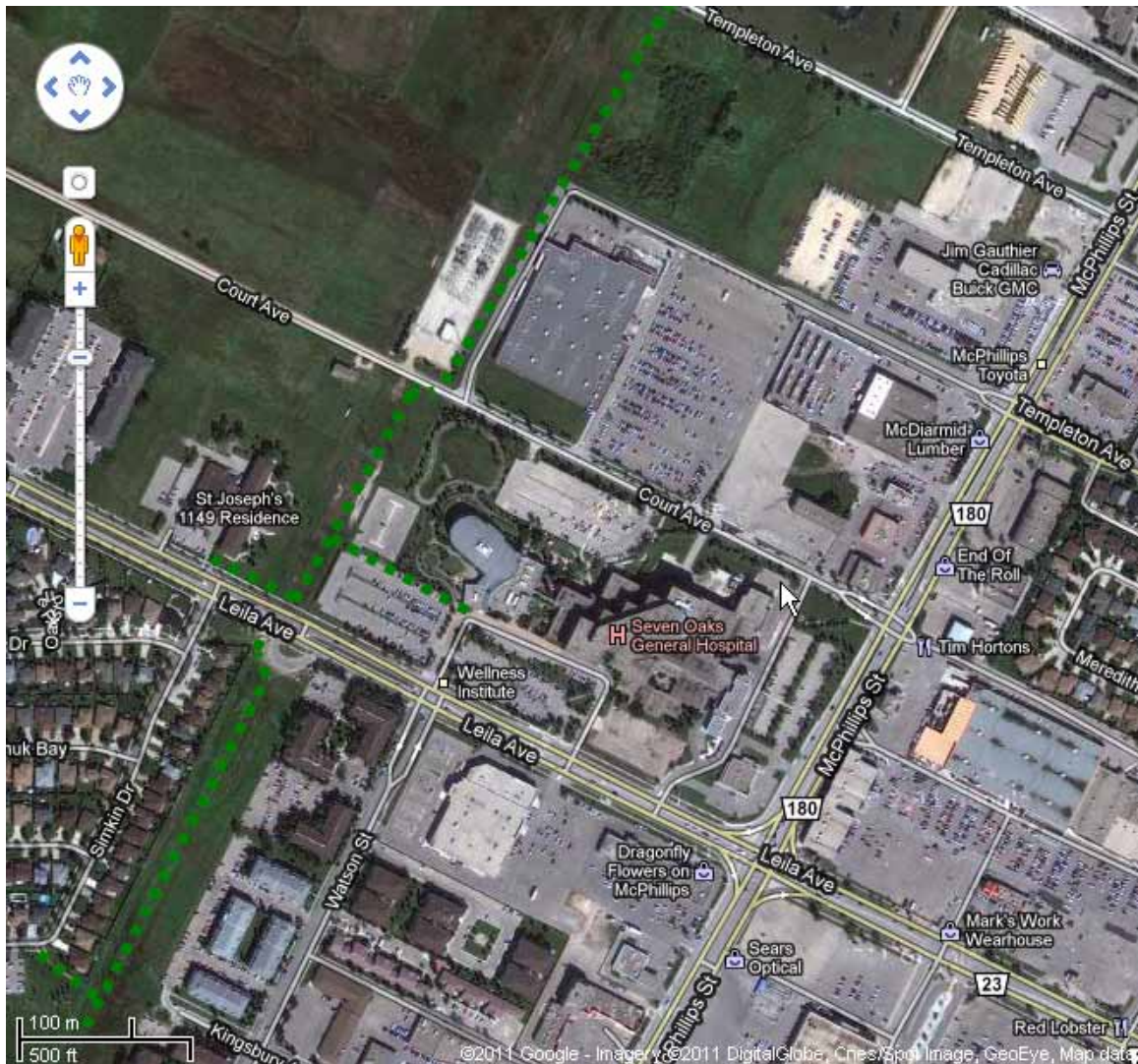
- Elwick Community School
- Elwick Recreation Centre
- Canad Centre
- Northgate Mall
- Canad Inns Garden City
- Superstore
- Northgate Mall
- Cinema City Northgate
- Garden City Shopping Centre
- Simkin Park
- Dobrinski Park

### Intersections

North of Inkster, there are only a few road crossings, with occasional rights of way leading into the neighbouring communities and destinations that could be taken advantage of (Kingsbury is a prime example). Drainage is the main issue. The parking lots just south of Jefferson block off the right of way, but Watson can be accessed easily to avoid this. Currently, the intersection at Jefferson and Watson is controlled by a 4 way stop. Jefferson is a 4 lane roadway at this point, and adds two left turn lanes at this intersection. It would make sense for this intersection to be upgraded into a signalized intersection, with cyclists and pedestrians incorporated into the signal cycle.



## Leila to Templeton



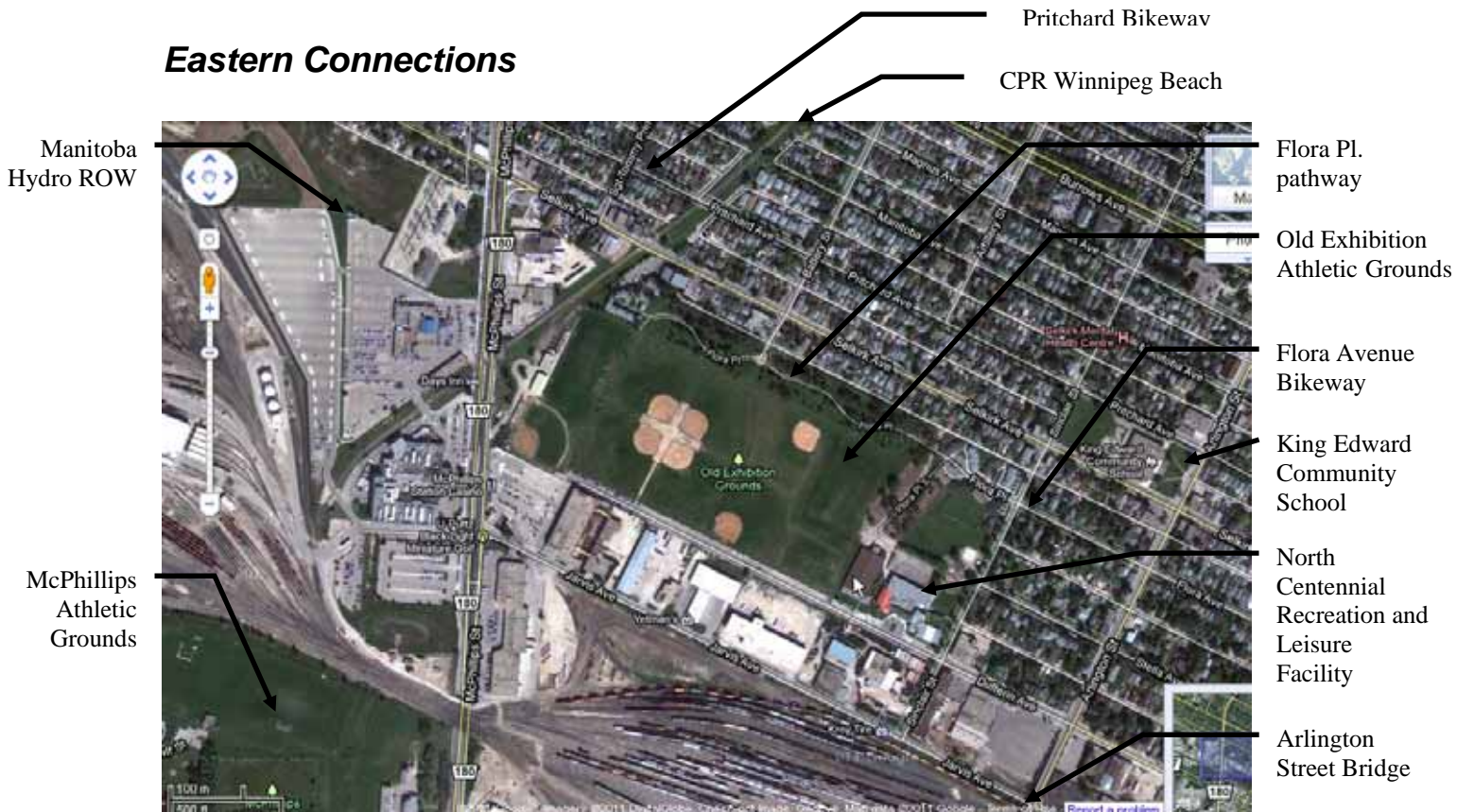
### Key Destinations

- Seven Oaks Hospital
- Wellness Institute
- St. Joseph's Residence
- Future extensions of the Chief Peguis Trail pathways

The crossing of Leila is the main concern on this section. There is potential to build spurs into Simkin Dr and Seven Oaks Hospital. Future westward extension of the Chief Peguis Trail and its AT pathway to McPhillips Street will open up the possibility of building an AT overpass of McPhillips to connect this trail to the Chief Peguis Trail pathways. For residents in the northeast of Winnipeg, such a link would create a stress free bicycle route into important employment centres dotting the northern end of McPhillips.



## Eastern Connections



On the east side of McPhillips, the Old Exhibition Grounds are an important regional destination. The Flora/Pritchard Bikeway, an east/west bike boulevard completed in 2010, connects to the eastern end of the Old Exhibition Athletic Grounds at Flora and Sinclair, and then detours north to Pritchard and west to cross McPhillips. The intersection of Pritchard and McPhillips is not controlled by a traffic light or pedestrian signal. The only crossing aid is a median that provides a refuge between the north and south bound lanes of McPhillips (motorized traffic is prohibited from crossing McPhillips at Pritchard). As McPhillips is a major truck route with average daily traffic of 43,000 vehicles, this crossing facility is less than desirable. Improving East/West connectivity across McPhillips near the McPhillips Station Casino would greatly improve the city's cycling network. As a traffic light exists at the intersection of Jarvis and McPhillips, there is potential to utilize this crossing as part of a cycling route making a more direct connection to the western end of Flora. Possible routes would be along Jarvis, along Dufferin, or through the Old Exhibition Grounds connecting to the Flora Pl. pathway.

### Key Destinations

- Old Exhibition Athletic Grounds
- North Centennial Recreation and Leisure Facility
- Charlie Krupp Stadium
- King Edward Community School
- Flora/Pritchard Bikeway
- Proposed Arlies Bikeway
- Arlington Bridge



## **Connections to the South end of the ROW**

Ensuring connections across the CPR tracks south of the casino will be a critical consideration for the development of a cycling route along the McPhillips Hydro right of way. The most likely connections into the southern end of the bikeway are via the intersection of McPhillips and Jarvis (via the casino parking lot), via Pritchard Avenue to the north of the casino, or potentially through a new AT bridge/tunnel on the west side of McPhillips that would connect cyclists south over or under the tracks into the McPhillips Athletic Grounds.

### **Existing Facilities**

#### **Pritchard**

While Pritchard has been retrofitted as a bike boulevard, its intersection with McPhillips, a high volume truck route, has no signal to stop traffic, only a refuge median that splits the crossing in two for cyclists (there is no through route for motorized vehicles). As a result, many cyclists will not be comfortable crossing McPhillips at the Pritchard intersection. Unless a half signal or HAWK signal can be installed at this intersection, Pritchard will not serve as a very good connection from the east.



A median refuge helps cyclists cross McPhillips at Pritchard, but cyclists have no way of stopping traffic on this high volume street



The lack of cycling facilities on McPhillips means many cyclists choose the narrow sidewalks

#### **McPhillips**

McPhillips is a high volume roadway and a major truck route. While it has diamond lanes north of Jarvis, they do not extend through the narrow underpass. As a result, many cyclists choose to ride along the narrow sidewalks through the underpass, resulting in pedestrian/cyclist conflict.

#### **Jarvis**

Although a lower volume roadway, Jarvis is also a truck route. No cycling facilities exist on Jarvis, although the intersection of McPhillips and Jarvis is controlled by a traffic signal. Jarvis could provide access

to the Arlington Bridge (a possible connection across the railway tracks), although it currently passes beneath Arlington. There may be potential to add cycling facilities to Jarvis at least as far as Sinclair.



### **Selkirk**

East of McPhillips, Selkirk is a relatively high volume, four lane truck route that many cyclists will not find comfortable, and likely a poor candidate to retrofit cycling facilities.

### **Dufferin/Old Exhibition Grounds**

West of Sinclair, Dufferin serves as a parking lot for the Old Exhibition Grounds, ending at the Charlie Krupps Stadium east of McPhillips. A pathway exists on the northern border of the exhibition grounds leading to Sinclair where it connects the Flora bike boulevard (completed in 2010), but it also ends at the Charlie Krupps Stadium. Connections through Dufferin/The Old Exhibition Grounds should be investigated further as an alternative to any routing along Jarvis or Pritchard, but such a connection may not be feasible.





### **Potential Connections through McPhillips Athletic Grounds**

An AT bridge or tunnel linking the south end of the McPhillips Station Casino to the McPhillips Athletic Grounds could easily be linked to Alexander and Winks via Stanley Knowles Park if a crossing aid was installed at Logan. The Alexander/Pacific bikeway extends from just west of Main Street to King Edward Street, providing a vital link to the Health Sciences District and Downtown to the east, and Red River College to the west. There is also strong potential to connect the Alexander/Pacific bikeway south into Polo Park and the Yellow Ribbon trail in the future.



Looking north across McPhillips Athletic Grounds towards the McPhillips Station Casino. Note that the actual route would be to the right of the football field.



Looking southwest towards Stanley Knowles Park from the grandstand on McPhillips Athletics Grounds



Looking east towards the McPhillips Pumping Station from the grandstand on McPhillips Athletics Grounds



Looking south through Stanley Knowles Park towards Logan and Winks

### **AT Bridge West of McPhillips**

It might be feasible to build a pedestrian/bicycle bridge over the rail way tracks just west of McPhillips. Such a bridge would need a minimum clearance of 7m above the tracks, and lengthy ramps to gain that height. There appears to be room for this option if its northern ramp is situated between the Weston Shops parking lot and southeastern casino parking lot, and its southern ramp is located to the east of the McPhillips Athletic Grounds (which sits on a reservoir). Maintenance of sight lines from the Rugby control tower could be an issue, but as the Casino operated 24hrs, perhaps they could provide 24hour video surveillance.

### **AT Tunnel/Widened sidewalk West of McPhillips**

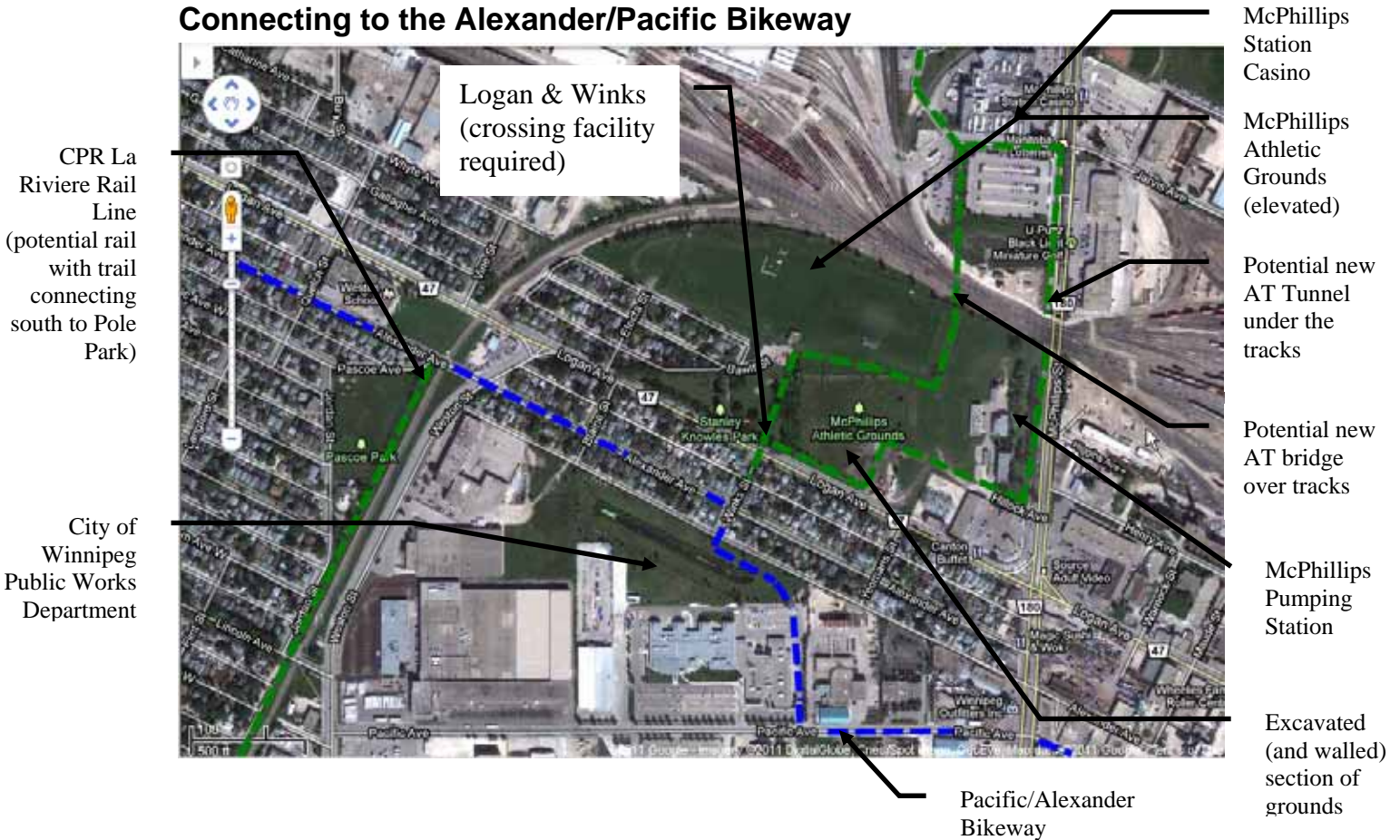
Similar to the plans for the Pembina Underpass, it may be possible to excavate an AT tunnel to west of the McPhillips Street Underpass that would be wide enough to accommodate both pedestrians and cyclists. South of the tracks, the City of Winnipeg's McPhillips Street Pumping Station could provide an easement for an AT path that could connect to Stanley Knowles Park and the Winks/Logan intersection.

*The ongoing CPR Yards Functional Crossing Study needs to consider both of these options.*



## Southern Extension

### Connecting to the Alexander/Pacific Bikeway



The Alexander/Pacific bikeway extends from King Street in the east to King Edward Street in the west, providing a vital east/west link to Red River College’s Notre Dame and Princess Campuses, the Health Sciences complex, and the downtown. An AT bridge or tunnel linking the south end of the McPhillips Station Casino to the McPhillips Athletic Grounds could easily be linked to Alexander and Winks via Stanley Knowles Park if a crossing aid was installed at Logan. (such as a half signal or HAWK signal).

#### AT Bridge

It should be feasible to build a pedestrian/bicycle bridge over the rail way tracks just west of McPhillips. Such a bridge would need a minimum clearance of 7m above the tracks, and lengthy ramps to gain that height. There appears to be room for this option if its northern ramp is situated between the Weston Shops parking lot and southeastern casino parking lot, and its southern ramp is located to the east of the McPhillips Athletic Grounds (which sits on a reservoir). Perhaps video surveillance could be provided by the casino, which already has 24hr security of the nearby parking lot. Maintenance of sight lines from the Rugby control tower would be a key consideration. Seattle’s [West Thomas Street Pedestrian and Bicycle Overpass](#) could serve as an example. It was built in 2011-2012 for \$10 million, but has a much longer crossing distance.



### **AT Tunnel/Widened sidewalk**

Similar to the plans for the Pembina Underpass, it may be possible to excavate an AT tunnel to west of the McPhillips Street Underpass that would be wide enough to accommodate both pedestrians and cyclists. South of the tracks, the City of Winnipeg's McPhillips Street Pumping Station could provide the necessary land for an AT path that could connect to Stanley Knowles Park and the Winks/Logan intersection.

### **Critical Distances**

- Weston to Winks - 290m (estimated)
- McPhillips to Winks - 395m (estimated)

