

Empress Corridor Design Study

Empress Street and Wellington Avenue Improvements

Stakeholder meeting

February 5, 2025

Welcome!

Introductions

Damir Muhurdarević – Project Manager – City of Winnipeg

Erik Dickson – Livable Streets Specialist – City of Winnipeg

David Wiebe – Project Manager – Dillon Consulting

Ali Campbell – Transportation Engineer – Dillon Consulting

Greg Propp – Transportation Engineer – Urban Systems

Ryan Segal – Stakeholder Engagement – Urban Systems

Meeting purpose

- Share a final update on the preliminary design and next steps
- Collect feedback to help us ensure that the proposed improvements align with your needs

Meeting overview

Presentation

- Introductions and project background
- Preliminary design overview
- Next steps
- Questions

This meeting is being recorded for note taking purposes

Project area



Project scope

- Preliminary design of Empress corridor from St. Matthews Avenue to Saskatchewan Avenue
- Preliminary design of Wellington Avenue from Empress Street to Berry Street
- Omand's Creek bank stabilization and naturalization
- Pedestrian/cycling facility improvements and connections
- Improved Transit stop facilities
- Culvert replacement (Wellington Avenue)

Preliminary design

- We analyzed design concepts and further developed the design
- We integrated stakeholder feedback from previous meetings
- Only the design portion of the project is currently funded
- There is no budget or timeline for more detailed planning or construction

Background – project timeline



We are here!

*There is currently only funding for the design study. There is no budget or timeline for more detailed planning or construction.

Stakeholder meetings

Date	Activity	Location	Details
Ongoing	City Website		
June 26, 2024	Stakeholder Information Session #1 Empress Street Conceptual Design	Canad Inns Polo Park	15 participants
July 22, 2024	Stakeholder Information Session #2 Wellington Avenue Conceptual Design	Canad Inns Polo Park	7 participants
August 22, 2024	Stakeholder Information Session #3 Empress Street and Wellington Avenue Conceptual Design	Zoom	4 participants
February 5, 2025 (Today)	Stakeholder Information Session #4 Preliminary Design	Zoom	

Stakeholder meetings

Topic	Discussion
Questions about timing/phasing of construction	<ul style="list-style-type: none">• There is currently no timeline or budget beyond the design study.• Details of construction timelines, street closures and temporary access needs would be confirmed prior to construction.
Truck turning and access requirements	<ul style="list-style-type: none">• Turn movements of trucks into properties are being considered in the design.
Concerns about lost parking and loading on Wellington Avenue	<ul style="list-style-type: none">• Some parking and loading may be impacted.

Stakeholder meetings

Topic	Discussion
Hydro corridor bicycle path	<ul style="list-style-type: none">• Need to reduce conflict between parking lot and bicycle path where the two uses overlap. The bicycle path could be separated by bollards or parking curbs.
Wellington Avenue rail crossing	<ul style="list-style-type: none">• An at-grade crossing would not be safe at this location. A future separated grade crossing would be required to allow safe crossings and not interrupt rail operations.
Bicycle path too narrow	<ul style="list-style-type: none">• There is no grade separation or barrier between the bicycle path lanes and the sidewalk. There is flexibility for cyclists to move over into the sidewalk space when necessary.
More direct cycling connections to Empress Street from the north	<ul style="list-style-type: none">• Some stakeholders suggested adding a bicycle path through Westview Park (Garbage Hill) along the rail right-of-way.

Existing conditions

There is a need for pedestrian & bicycle infrastructure.



Roadway pavements and sidewalks are in poor condition.



Omand's Creek bank stabilization will be required.

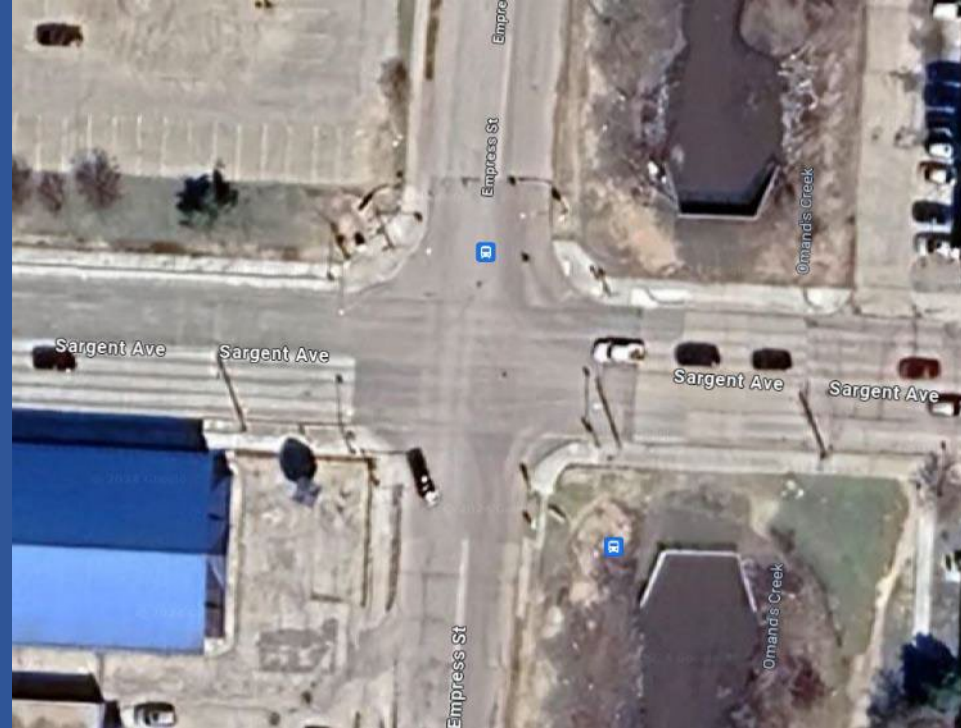


Existing conditions

Vehicle turning and access is challenging in some locations and intersections

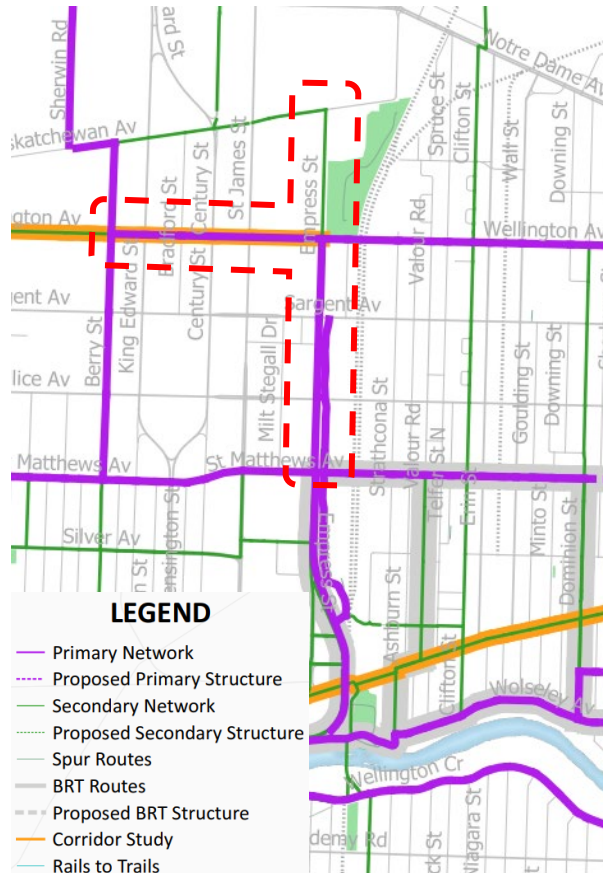


Walmart Entrance



Sargent Avenue

Pedestrian and cycling network

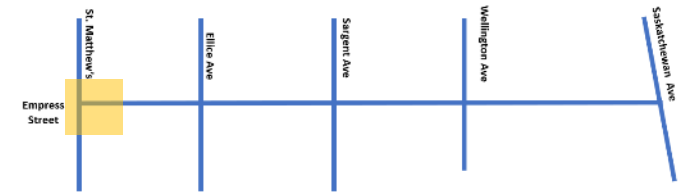


- Identified in the Pedestrian and Cycling Strategies (2015)
- Design:
 - Connect to existing bicycle infrastructure on Empress
 - Connect to Wellington Avenue
 - Wellington Railway crossing – alternate route

Draft design

■ Empress Street

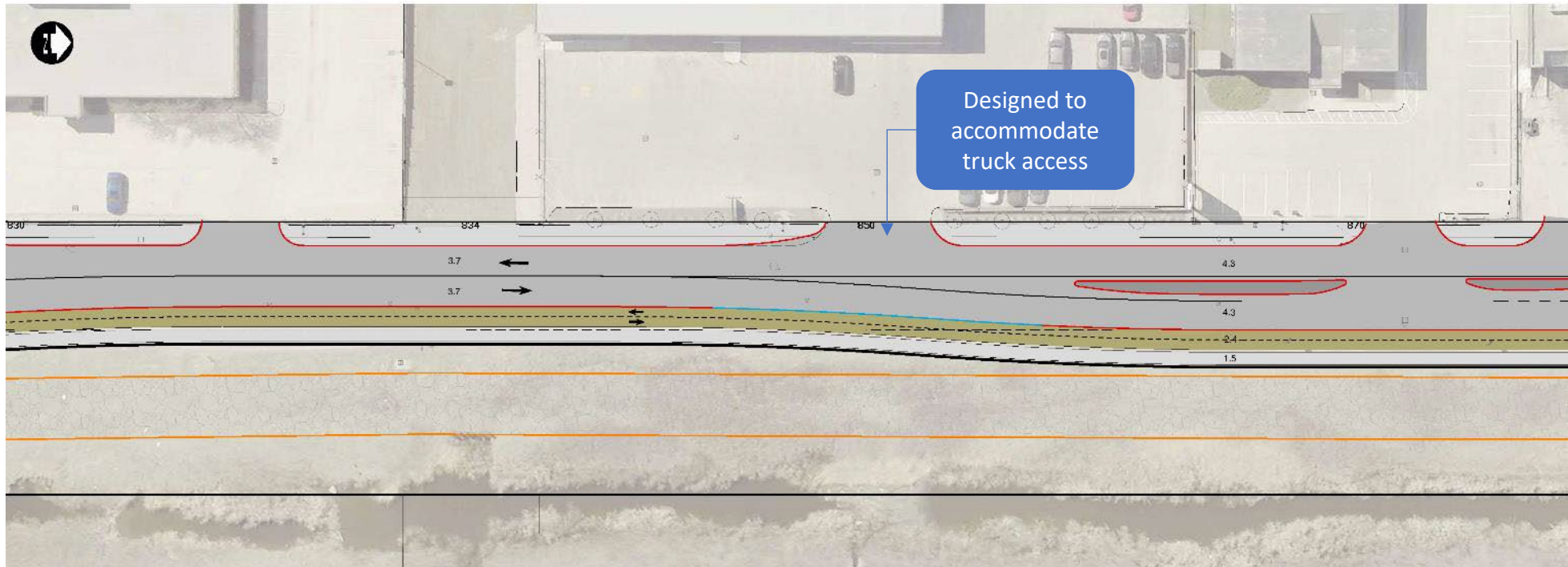
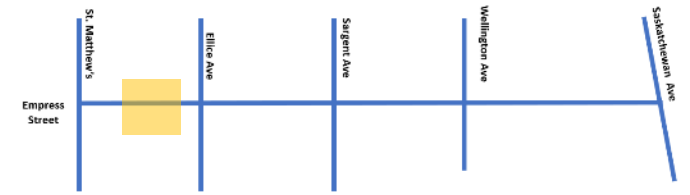
St. Matthews Avenue to Ellice Avenue



- Roadway
- Bicycle infrastructure
- Intersection crossing
- Sidewalk
- Concrete Median
- Grass

■ Empress Street

St. Matthews Avenue to Ellice Avenue

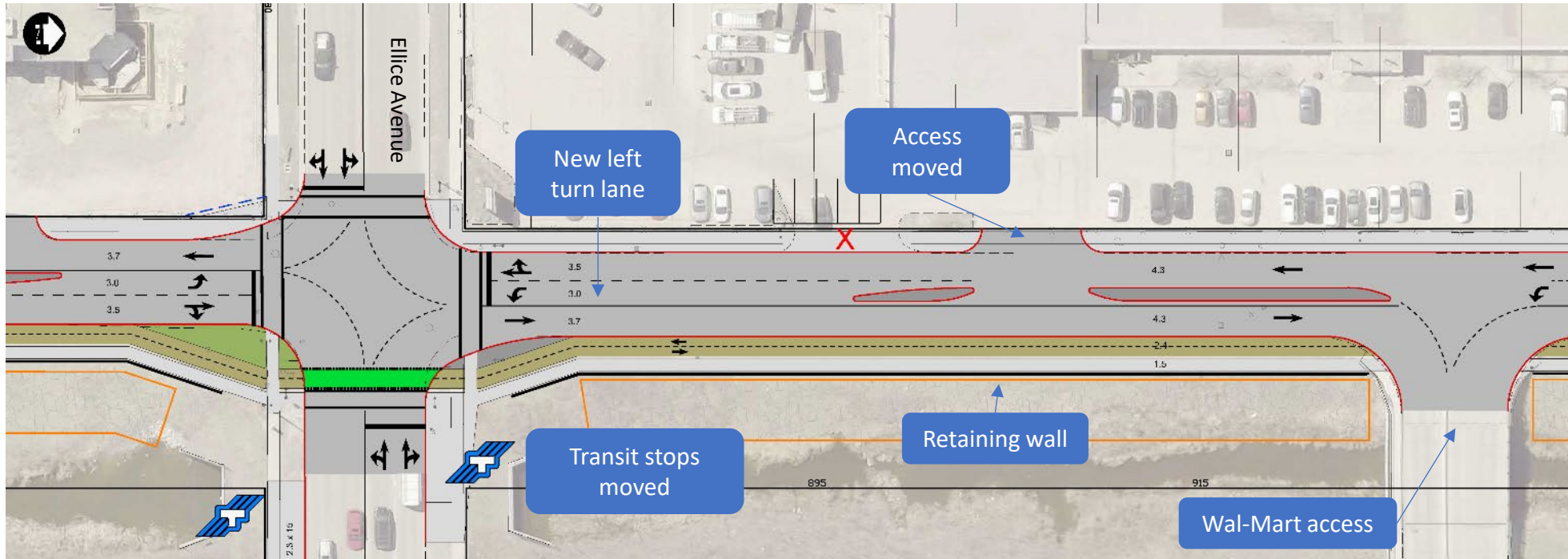
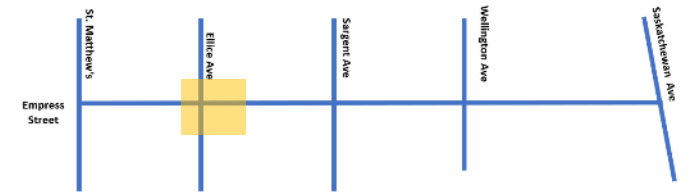








■ Roadway
■ Bicycle infrastructure
■ Intersection crossing

■ Sidewalk
■ Concrete Median
■ Grass

■ Empress Street

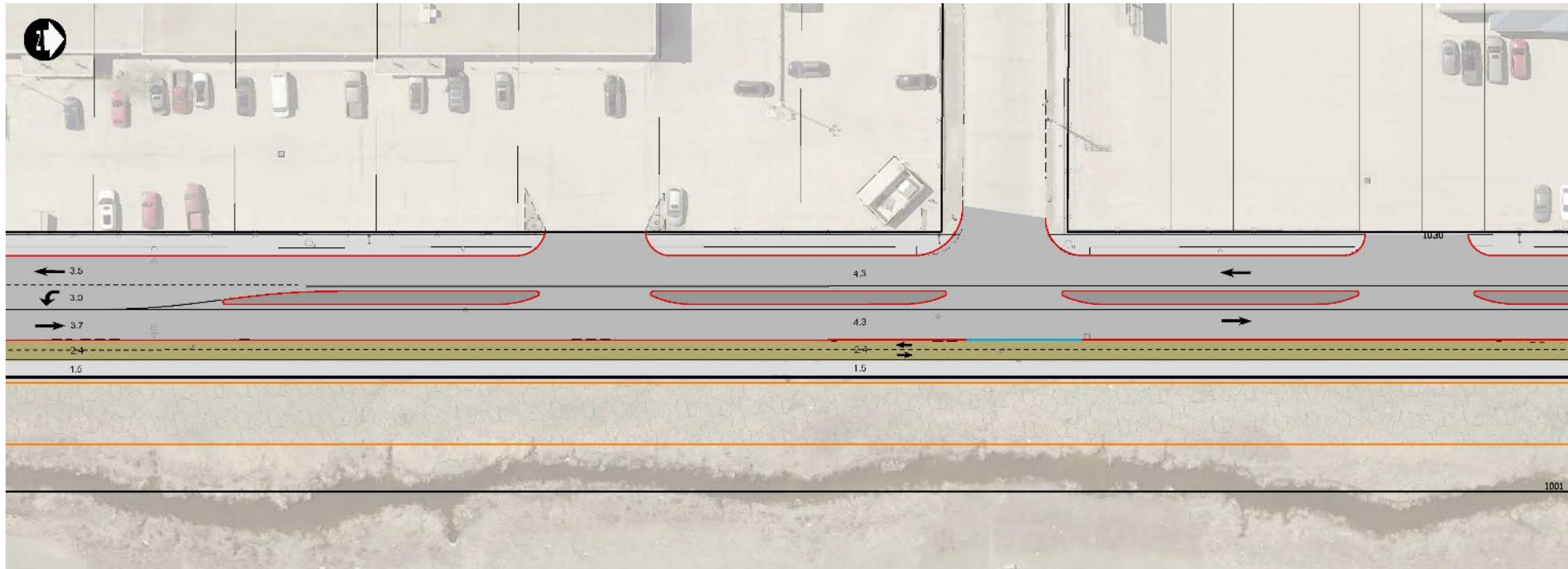
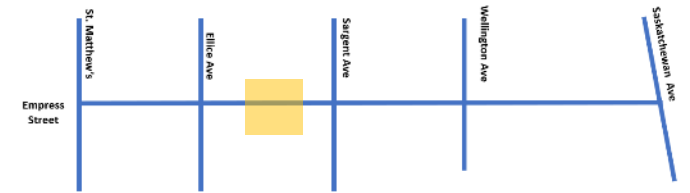
Ellice Avenue to Sargent Avenue



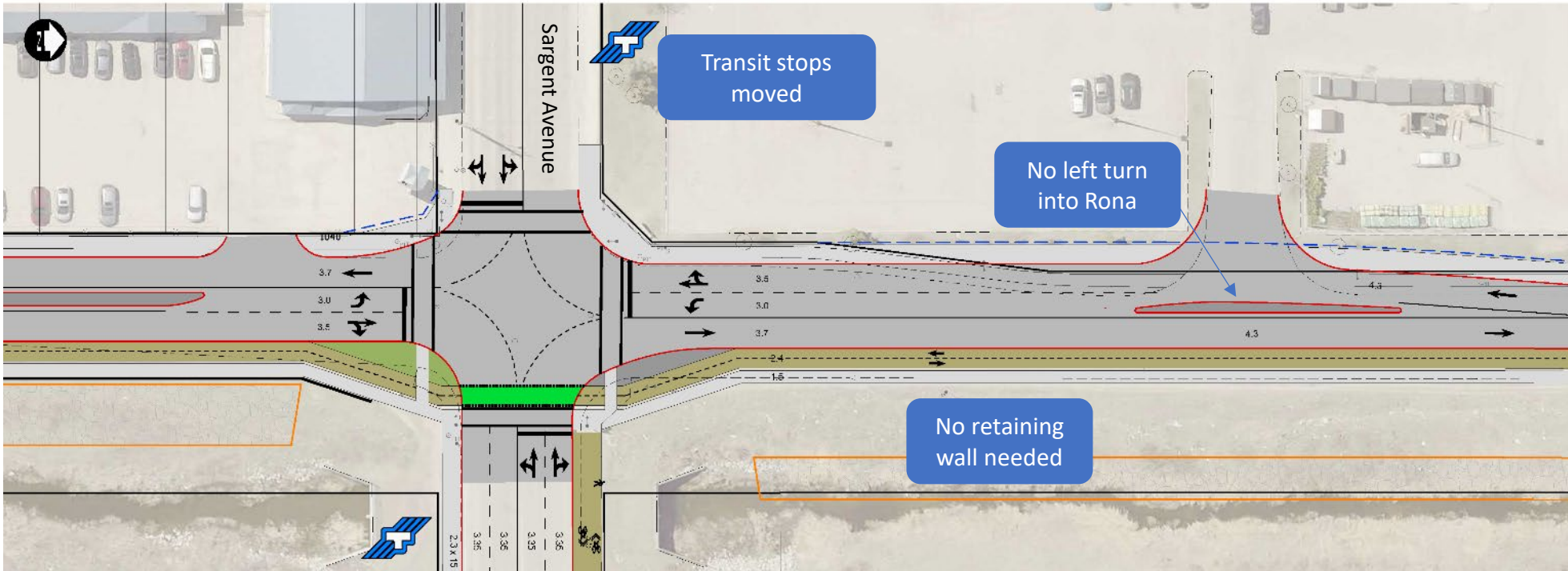
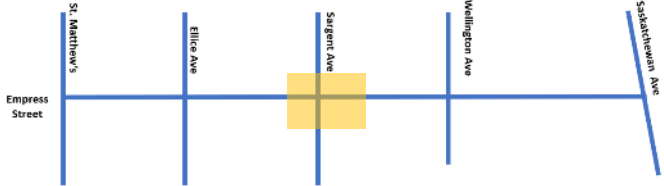
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|---|---|
|  Roadway |  Sidewalk |
|  Bicycle infrastructure |  Concrete Median |
|  Intersection crossing |  Grass |







■ Empress Street

Ellice Avenue to Sargent Avenue



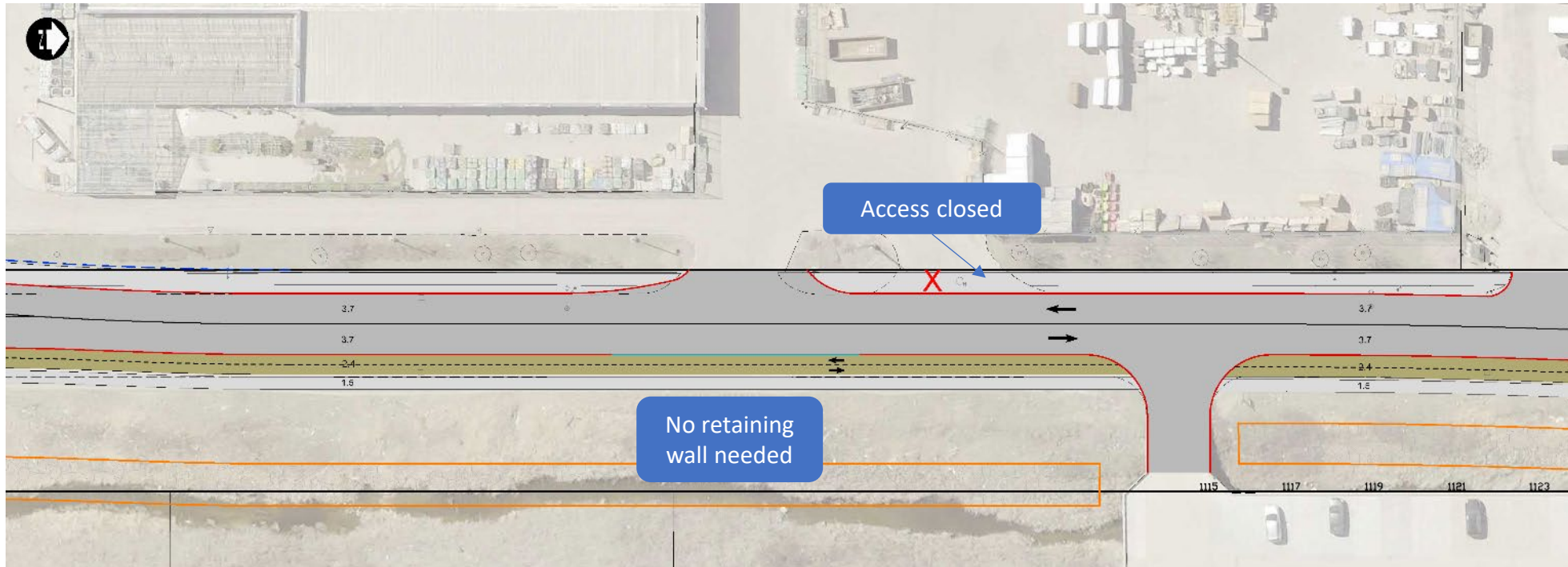
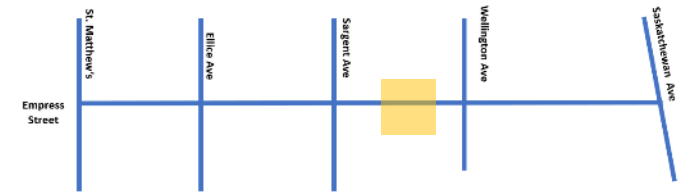
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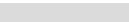






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|  | Roadway |  | Sidewalk |
|  | Bicycle infrastructure |  | Concrete Median |
|  | Intersection crossing |  | Grass |

■ Empress Street

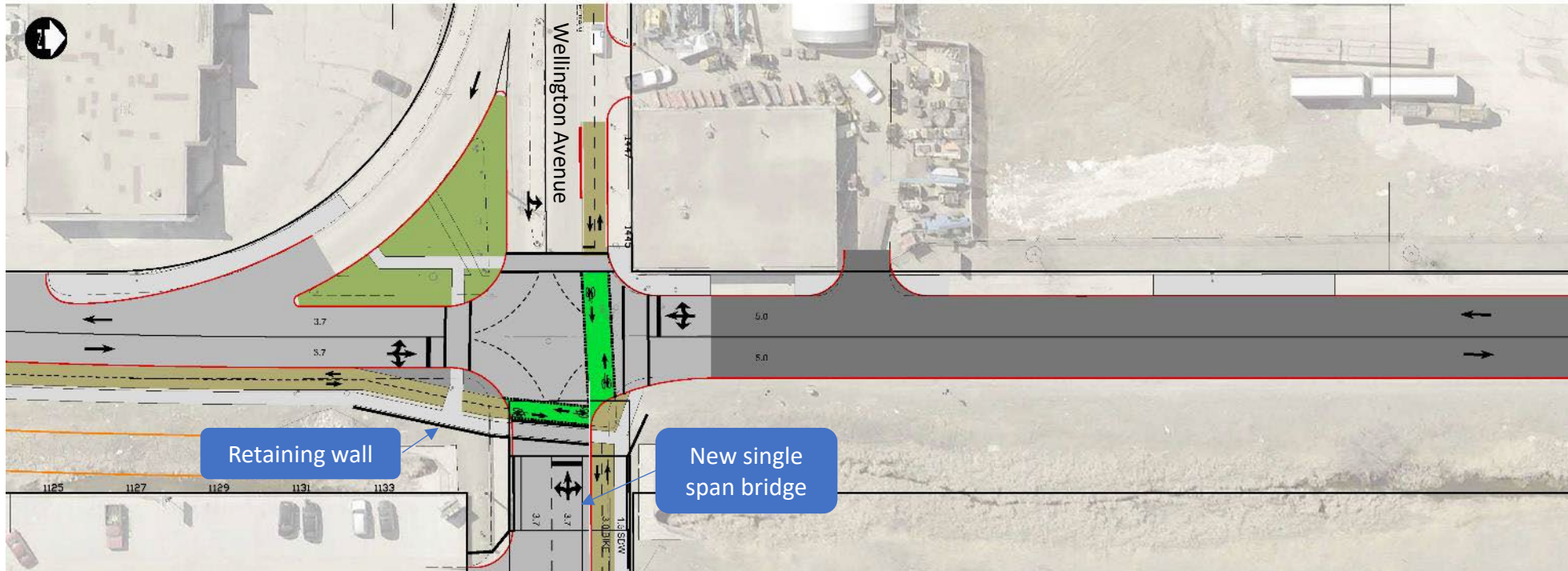
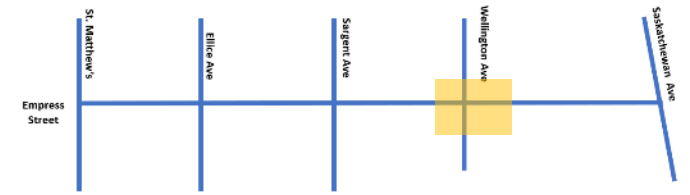
Sargent Avenue to Wellington Avenue



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|---|---|
|  Roadway |  Sidewalk |
|  Bicycle infrastructure |  Concrete Median |
|  Intersection crossing |  Grass |

■ Empress Street

Wellington Avenue to Saskatchewan Avenue

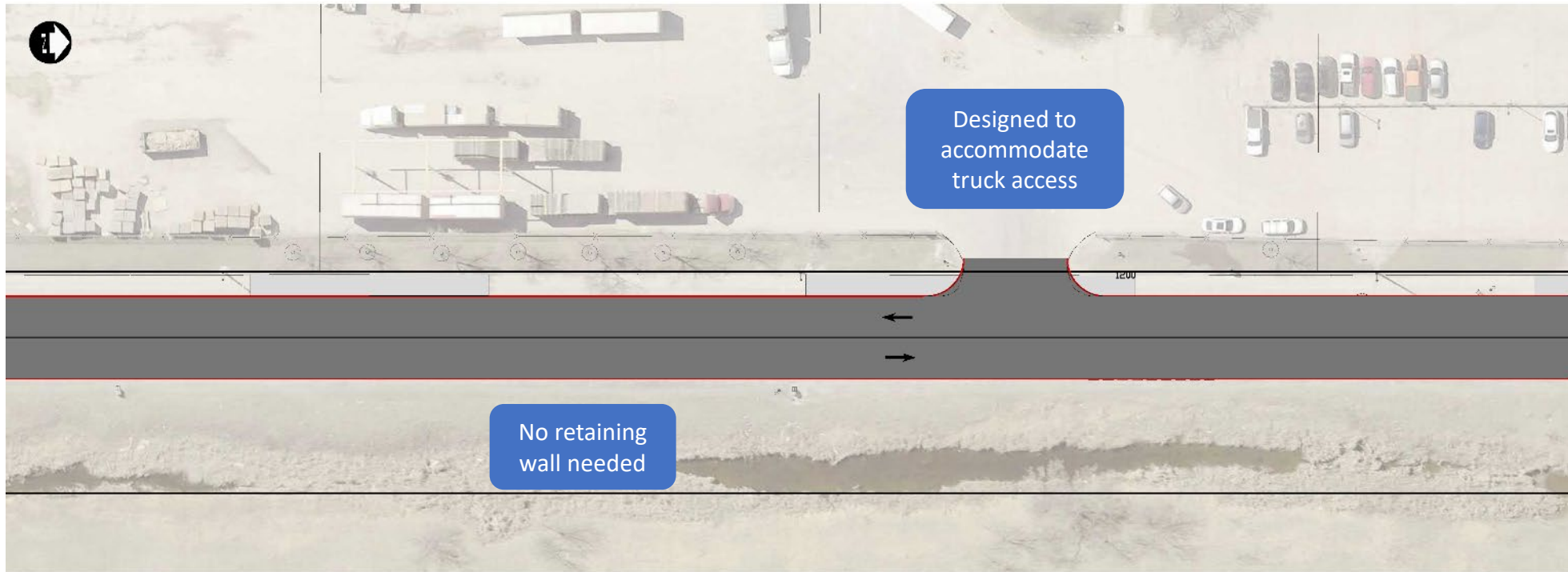
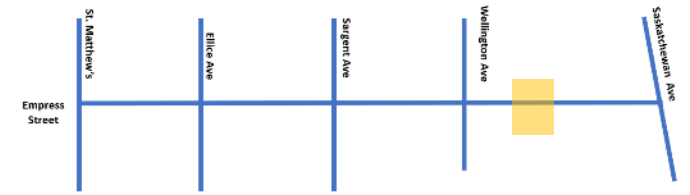


- Roadway
- Bicycle infrastructure
- Intersection crossing

- Sidewalk
- Concrete Median
- Grass

■ Empress Street

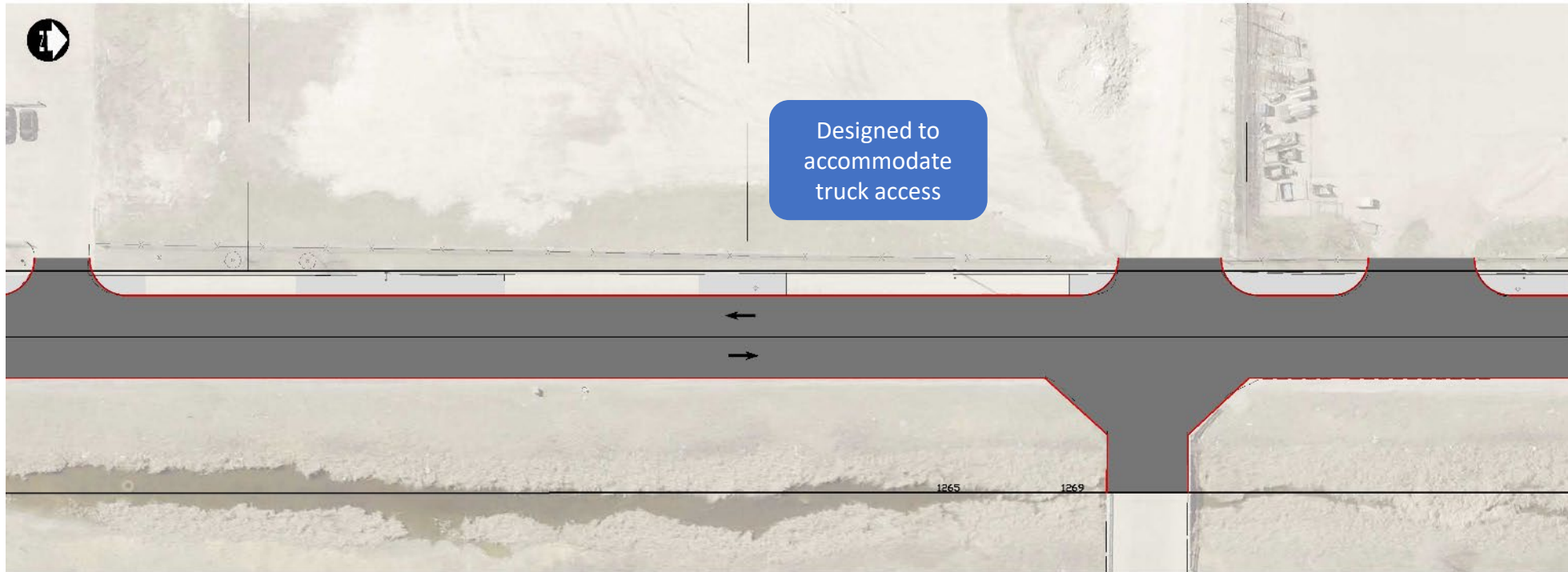
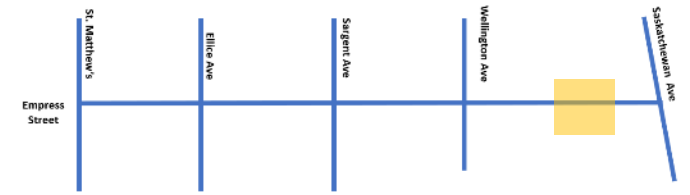
Wellington Avenue to Saskatchewan Avenue



- Roadway
- Bicycle infrastructure
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■ Empress Street

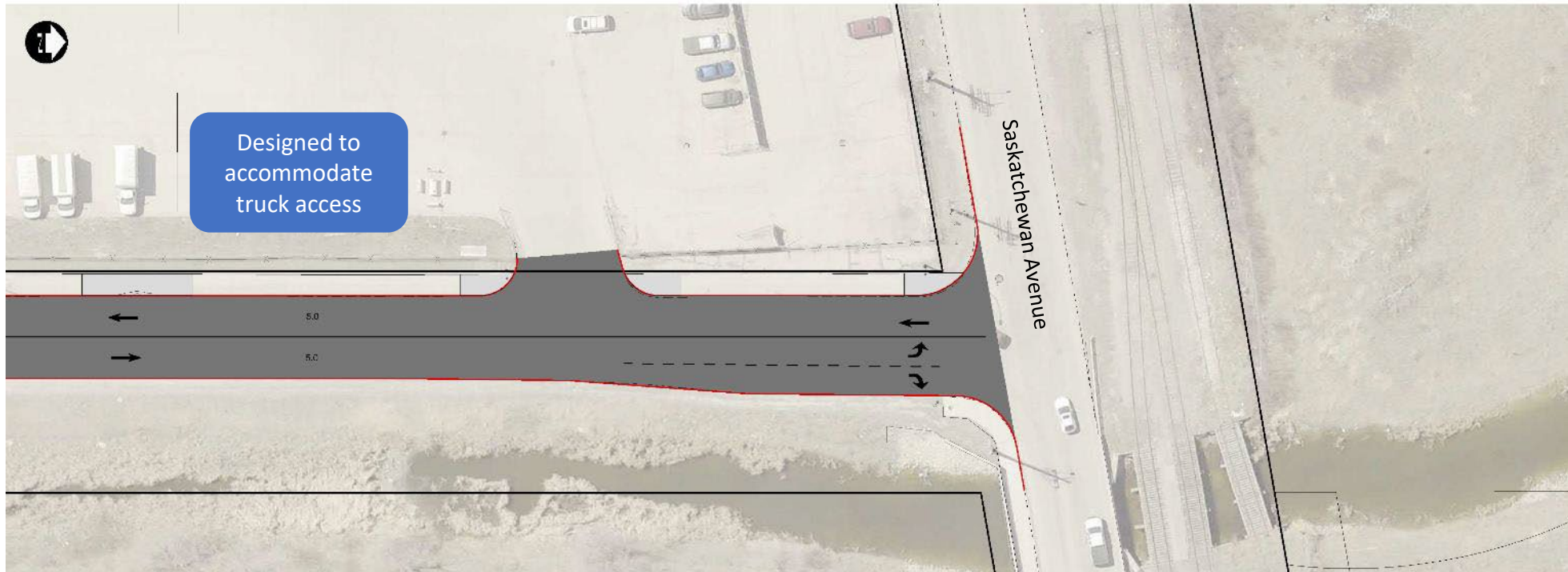
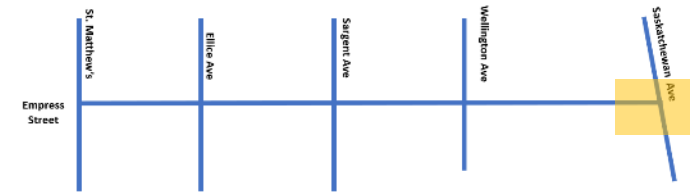
Wellington Avenue to Saskatchewan Avenue



- Roadway
- Bicycle infrastructure
- Intersection crossing
- Sidewalk
- Concrete Median
- Grass

■ Empress Street

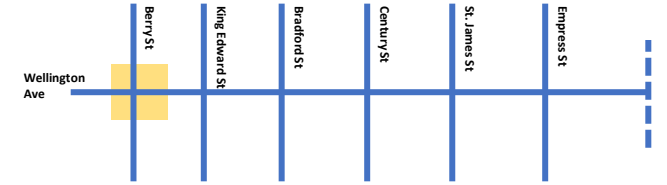
Wellington Avenue to Saskatchewan Avenue



- Roadway
- Bicycle infrastructure
- Intersection crossing
- Sidewalk
- Concrete Median
- Grass

Wellington Avenue

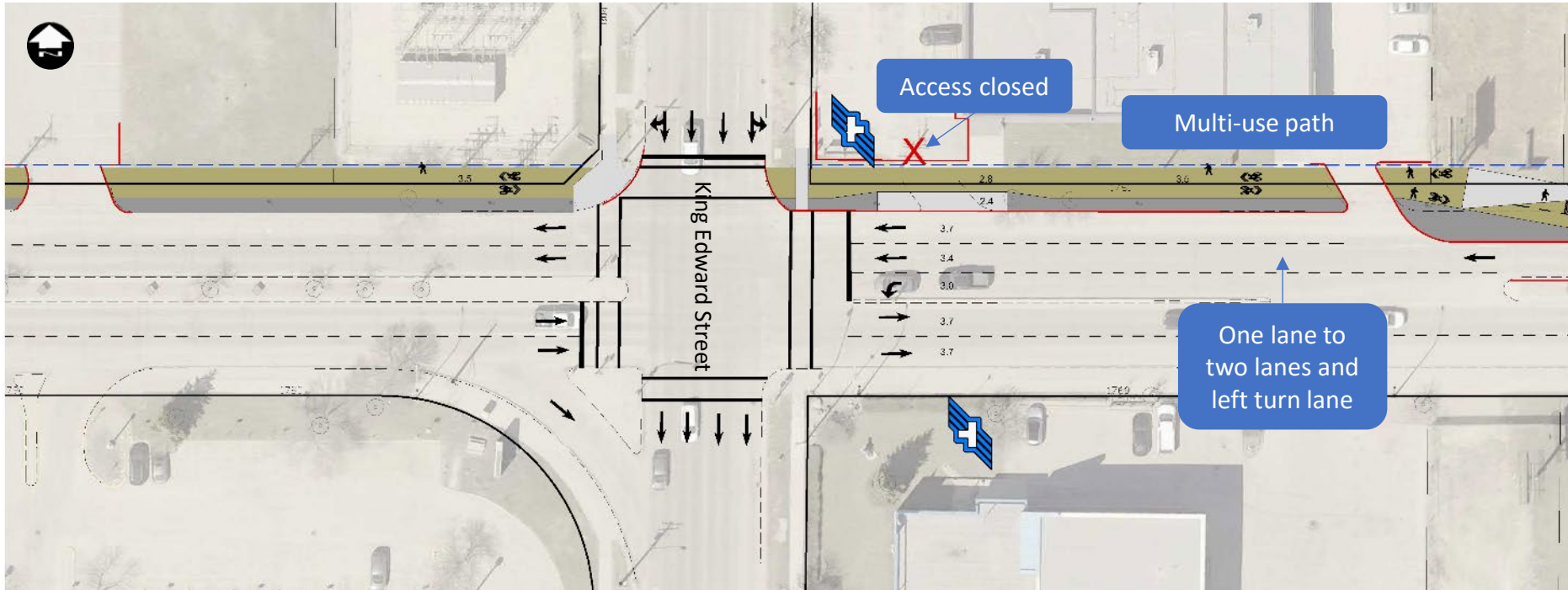
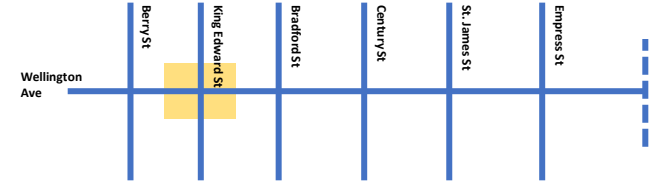
Berry Street



Multi-use path
Sidewalk

Concrete Median
Grass

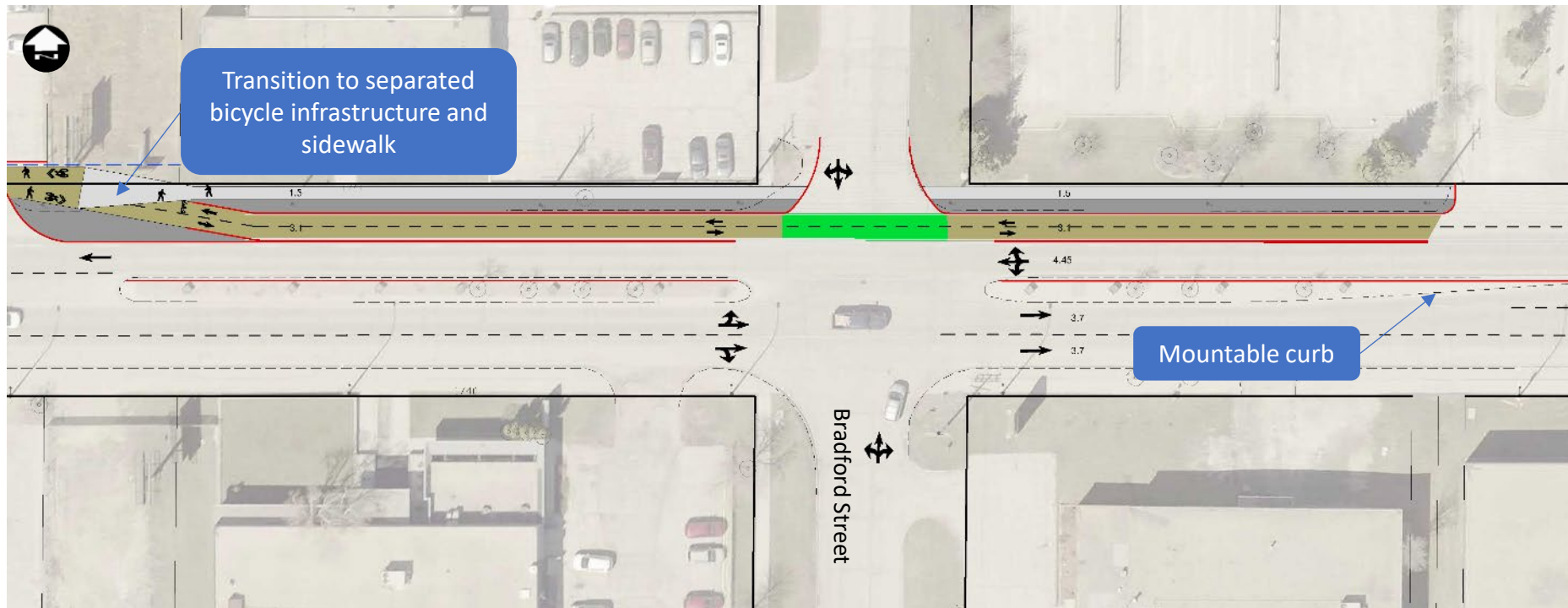
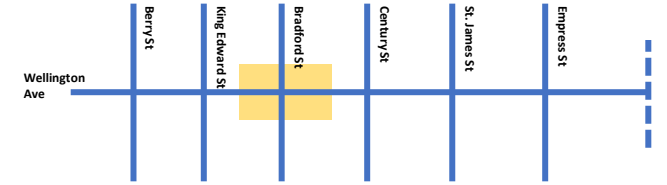
■ **Wellington Avenue**
King Edward St








-  Multi-use path
  Concrete Median
  Intersection crossing
-  Sidewalk
  Grass

Wellington Avenue

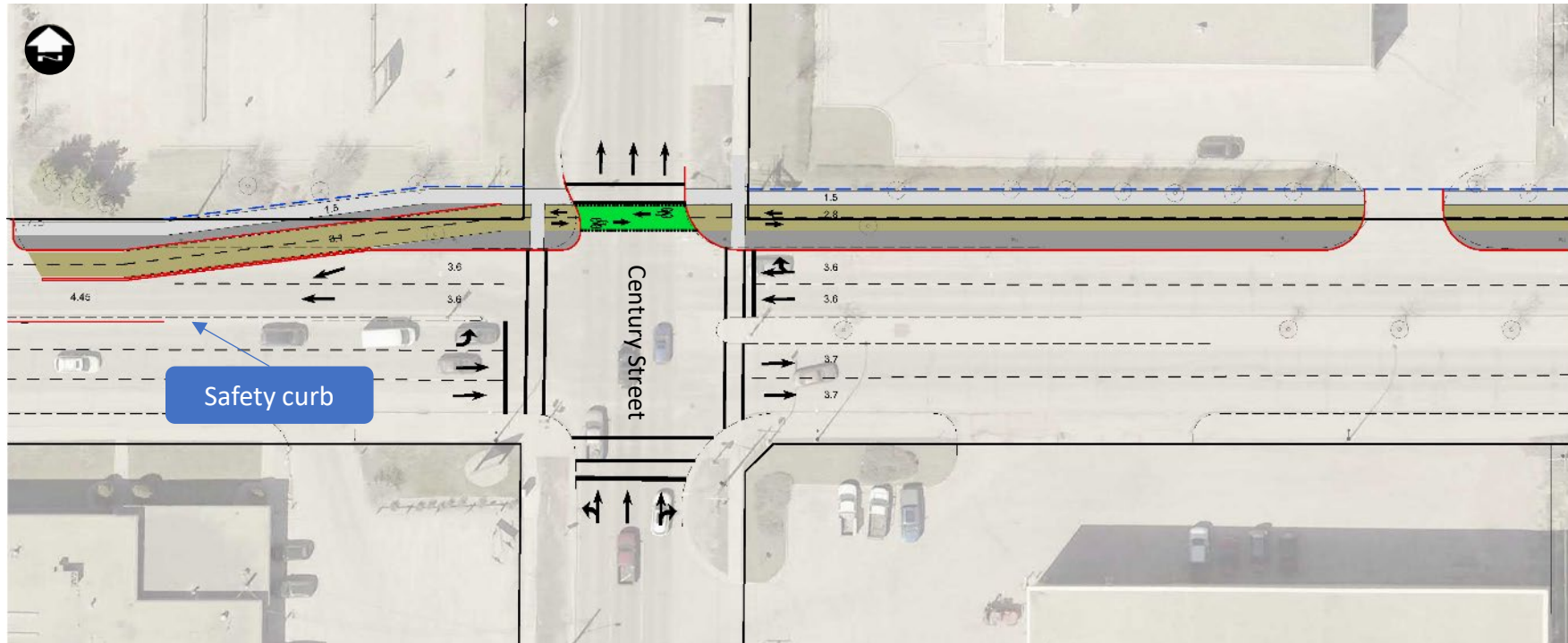
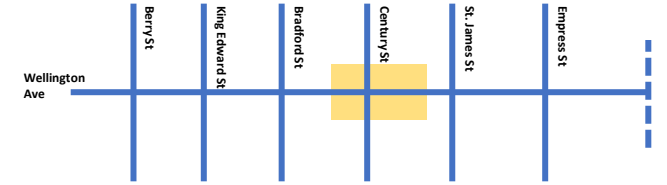
Bradford Street



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|---|---|---|
|  Multi-use path |  Concrete Median |  Intersection crossing |
|  Sidewalk |  Grass | |

Wellington Avenue

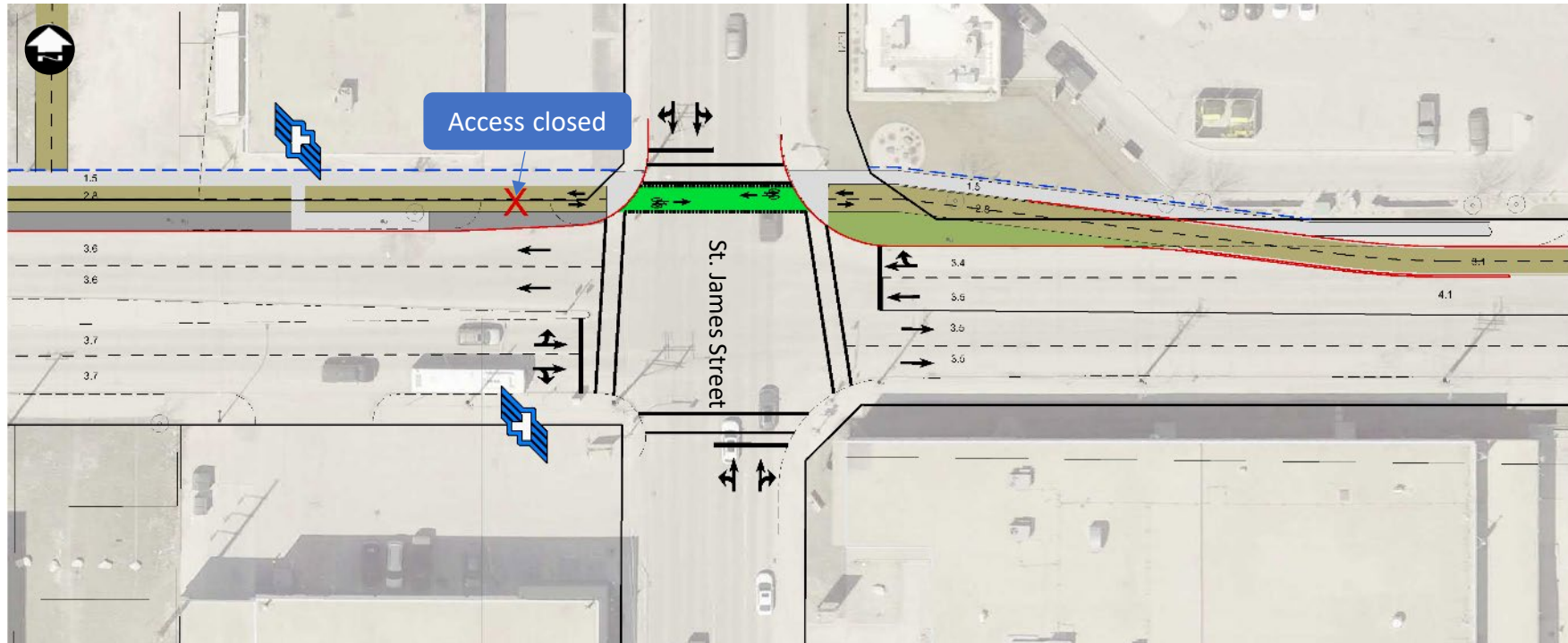
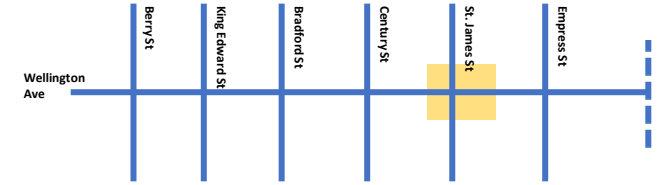
Century Street








- Bicycle infrastructure
- Sidewalk
- Concrete Median
- Grass
- Intersection crossing

Wellington Avenue

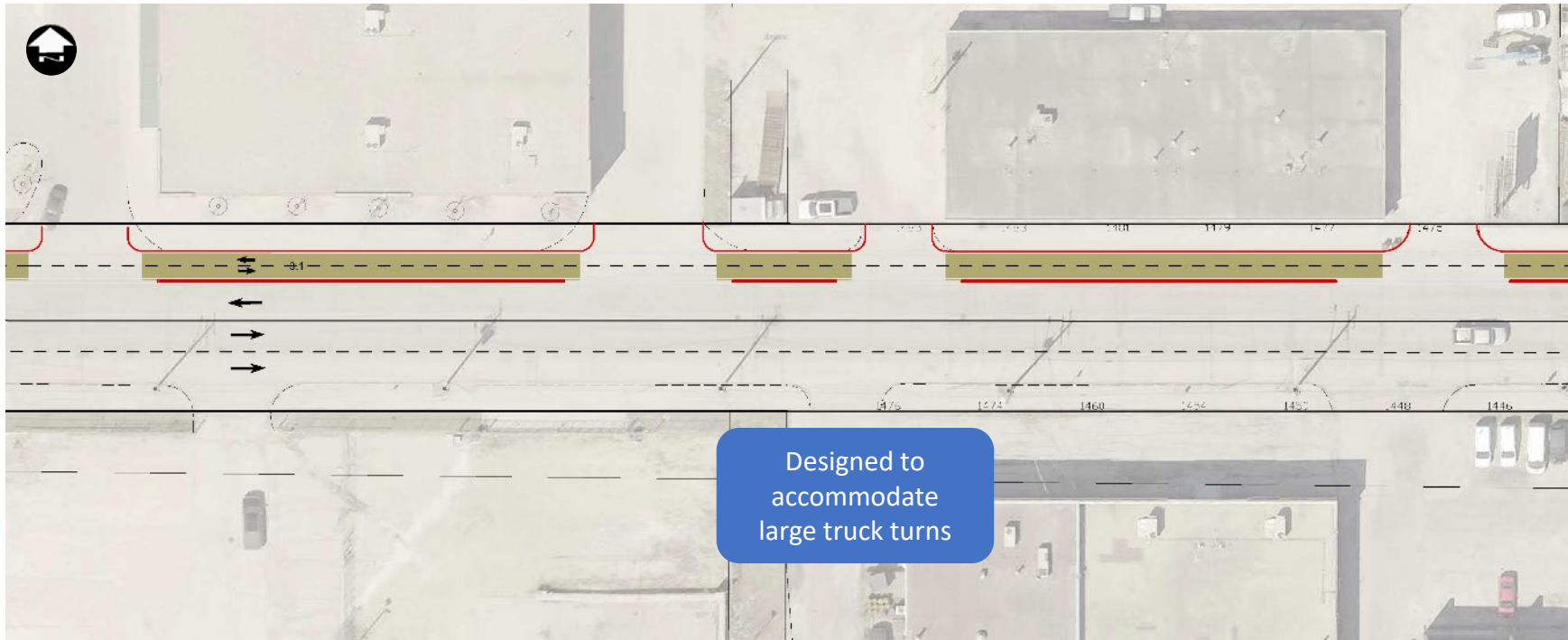
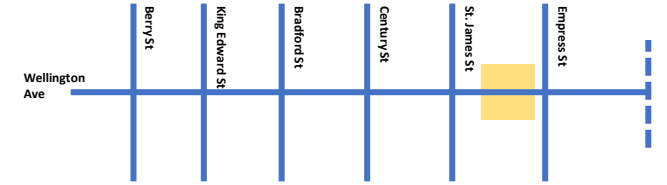
St. James Street



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|  Bicycle infrastructure |  Concrete Median |  Intersection crossing |
|  Sidewalk |  Grass | |

Wellington Avenue

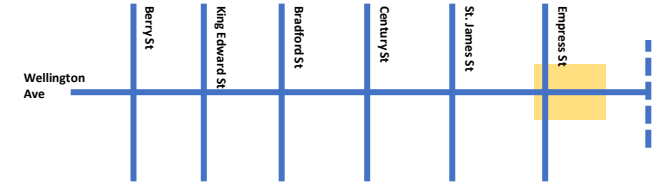
St. James Street to Empress Street








- Bicycle infrastructure
- Sidewalk
- Concrete Median
- Grass
- Intersection crossing

Wellington Avenue

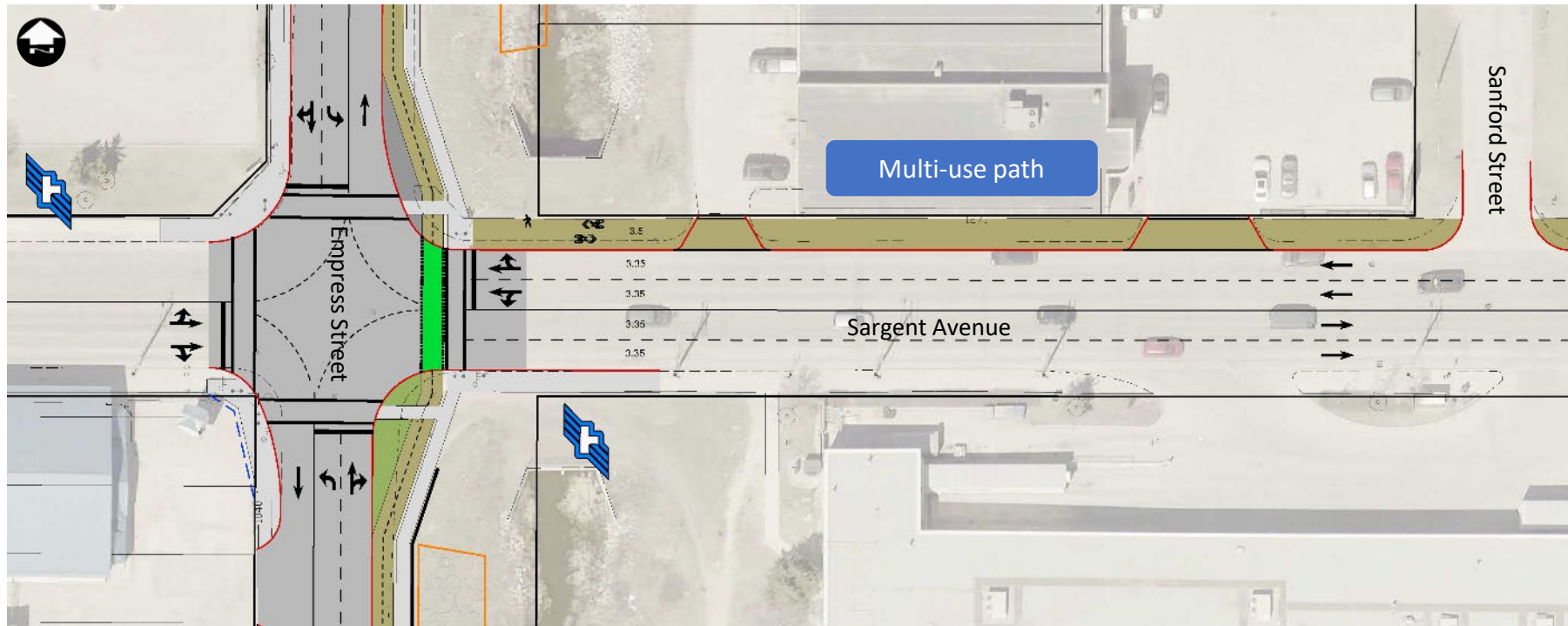
Empress Street



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|---|---|---|
|  Bicycle infrastructure |  Concrete Median |  Intersection crossing |
|  Sidewalk |  Grass | |

■ Sargent Avenue

Empress Street to Sanford Street



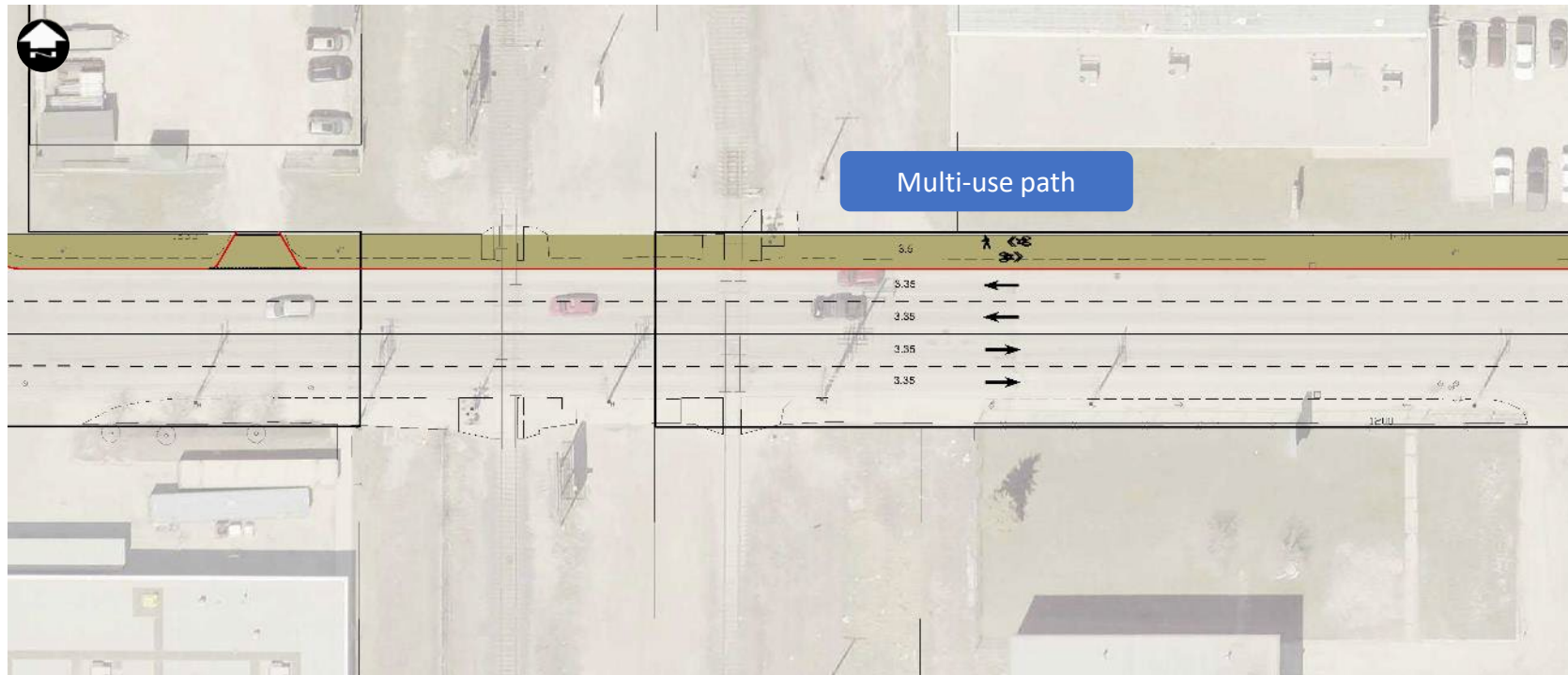
Multi-use path
Sidewalk






Concrete Median
Grass

Intersection crossing

■ Sargent Avenue

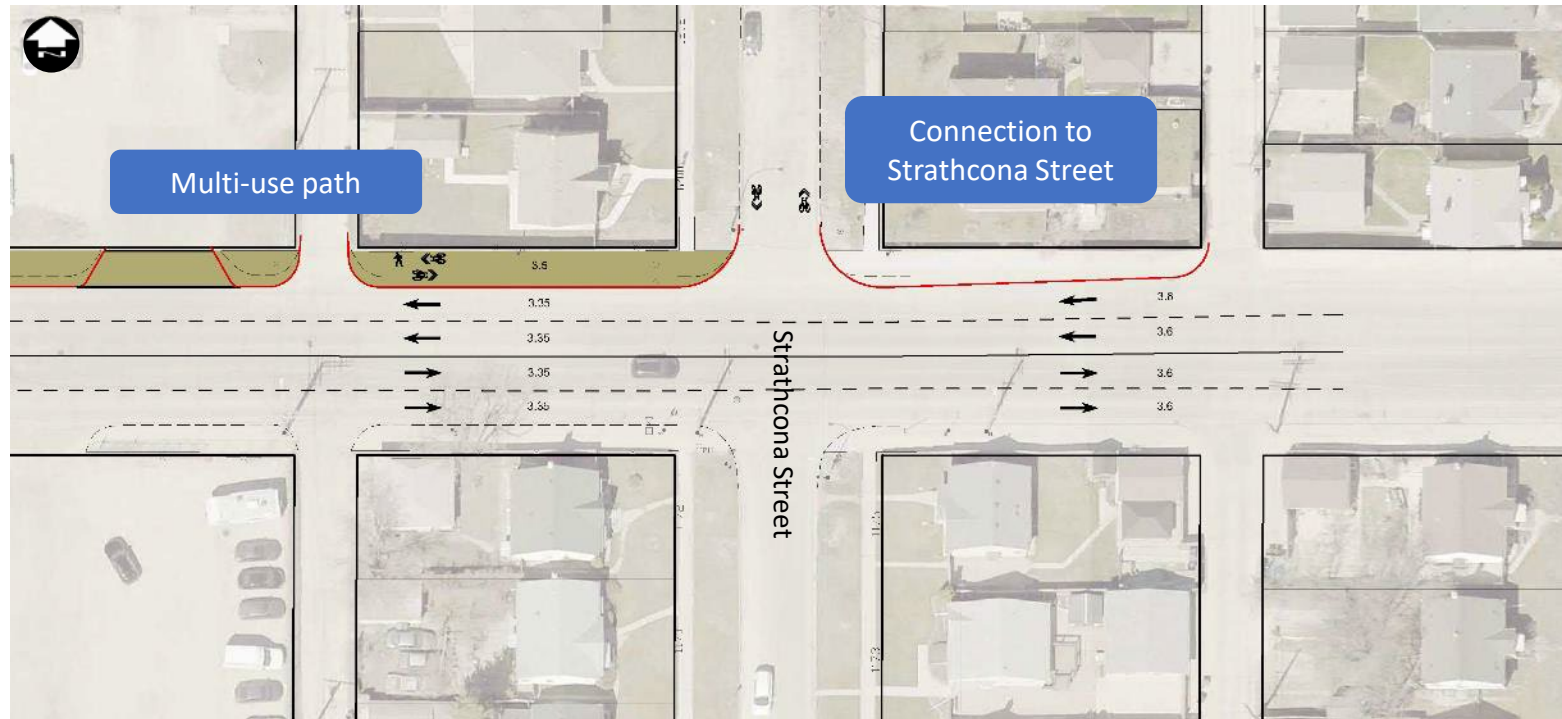
Sanford Street to Strathcona Street



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|---|---|---|
|  Bicycle infrastructure |  Concrete Median |  Intersection crossing |
|  Sidewalk |  Grass | |

■ Sargent Avenue

Sanford Street to Strathcona Street



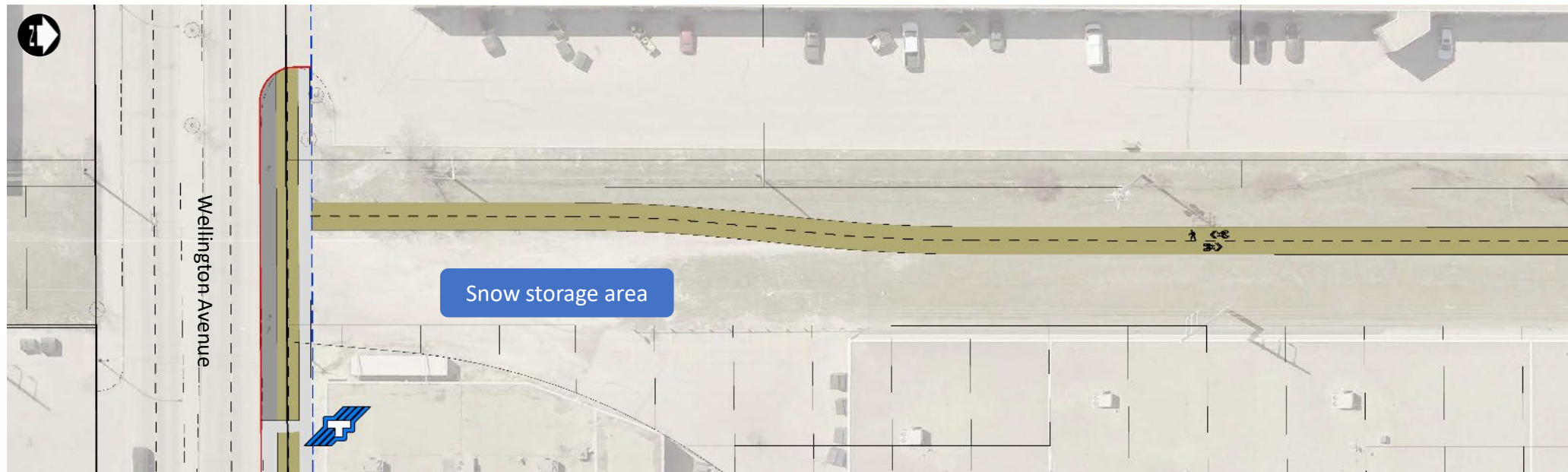
Bicycle infrastructure
Sidewalk

Concrete Median
Grass

Intersection crossing

■ Active transportation path

Hydro Corridor - Wellington Avenue to Saskatchewan Avenue

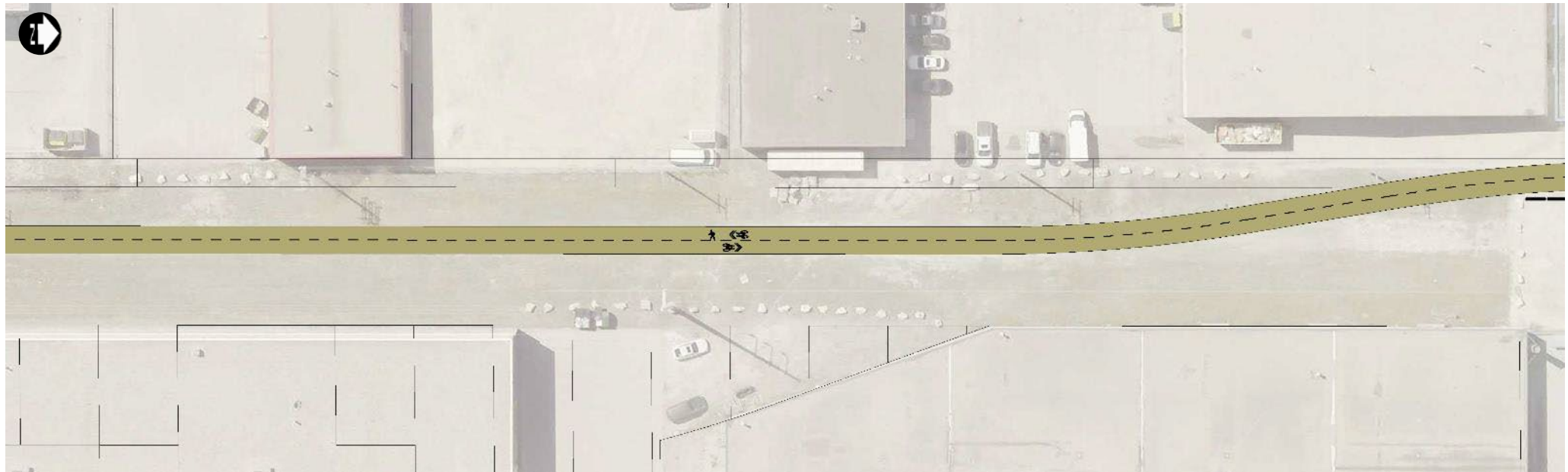


Multi-use path
Sidewalk

Concrete Median
Grass

■ Active transportation path

Hydro Corridor - Wellington Avenue to Saskatchewan Avenue

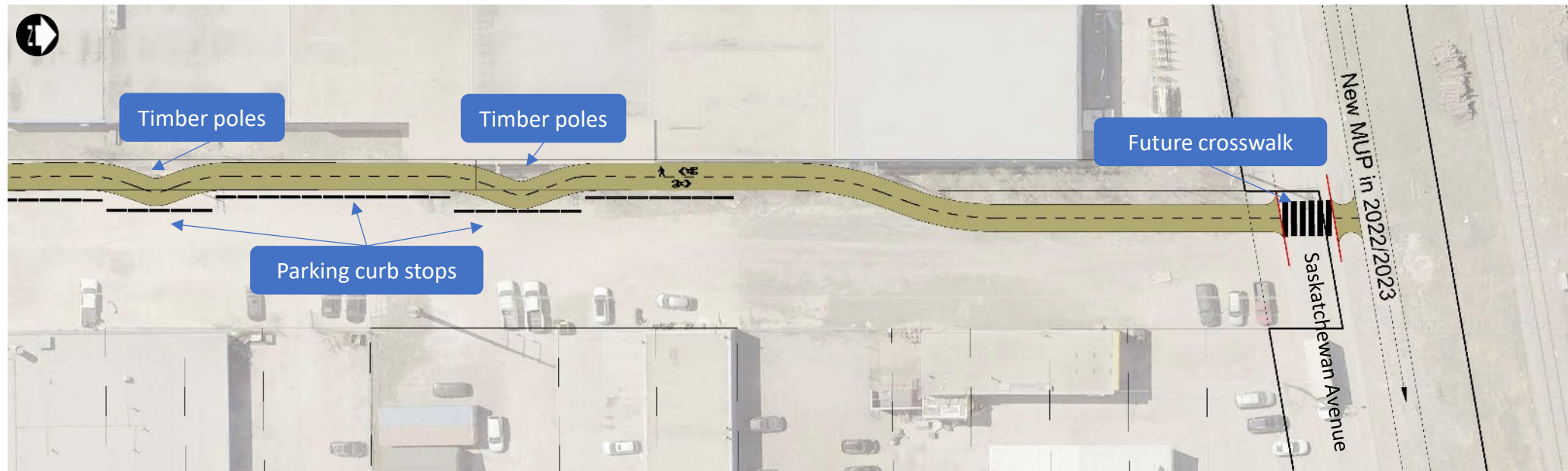


Multi-use path
Sidewalk

Concrete Median
Grass

■ Active transportation path

Hydro Corridor - Wellington Avenue to Saskatchewan Avenue



Multi-use path
Sidewalk

Concrete Median
Grass

Next steps



Thank you

Questions

Empress Corridor Design Study

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