

Background

The City of Winnipeg's (the 'City') Transportation Master Plan (TMP) presents a long-term strategy to guide the planning, development, renewal and maintenance of Winnipeg's transportation system. From the TMP, the City's Pedestrian and Cycling Strategies identified the need for a separated pedestrian and cycling crossing to allow people to walk and cycle uninterrupted along the Bishop Grandin Greenway in lieu of walking or biking through a complex intersection at Pembina Highway and University Crescent.

The bridge will provide a direct, safe and convenient connection for people walking and cycling in adjacent neighborhoods, to and from Investors Group Field and the University of Manitoba. Another key component of this improved connection is to allow people from nearby neighborhoods to walk or bike to new Southwest Rapid Transitway Stage 2 stations where secure bike parking will be available.



Workshop participants evaluate different bridge concepts.

Engagement

A public workshop was held on May 11, 2017 at Investors Group Field. Over 45 people attended the two hour workshop. The workshop began with a presentation to introduce participants to the project and provide necessary information to complete the group tasks that followed. The group tasks were designed to collect public input on the bridge alignment, bridge concept, decision criteria, and other project features including lighting, landscaping, and rest areas. The alignment and bridge concept options presented at the workshop are located in Appendix B and C.

Promotion

The public workshop was promoted using the following methods:

- Email invitations sent to 38 stakeholders: April 28, 2017
- News release: April 28, 2017
- Postcard invitations hand delivered to over 500 residents: April 28, 2017
- Four Facebook posts from April 28 to May 11, 2017
- Four Twitter posts from April 28 to May 11, 2017
- Public Engagement Newsletter to over 7,000 recipients: May 8, 2017

Next Steps

The public input gathered at the workshop is being considered as the project team prepares a preliminary design. An open house will be held in September 2017 to present the preliminary design to the public. Feedback from the open house will be processed and a final design will be prepared. Construction is expected to begin in 2018 with an anticipated in service date of spring 2019, subject to Council approval and funding.



BISHOP GRANDIN WALK BIKE BRIDGE OVER PEMBINA HIGHWAY PUBLIC WORKSHOP SUMMARY

June, 2017

What We Heard	How It Was Considered*
Participants preferred Alignment 2 as it is a straighter route, has better sightlines, and is shorter.	Alignment 2 was selected for the preliminary design.
Participants least preferred Alignment 3 due to seemingly higher costs, potential for spring flooding, greater traffic interruptions, lessened user experience, and perceived security concerns.	Alignment 3 was not carried forward to the preliminary design.
Participants noted access issues to the University of Manitoba and Investors Group Field via University Crescent on all three options.	Access to University of Manitoba and Investors Group Field will be considered in future walk bike upgrades to University Crescent.
Participants preferred Bridge Concept 3 as it is more aesthetically pleasing, fits in with the existing neighborhood, complements the adjacent landmarks, provides good visibility, and feels more open.	Bridge Concept 3 was selected for the preliminary design.
Participants least preferred Bridge Concepts 1 and 2 due to reduced visibility, plain aesthetics and a more confined feeling.	Bridge Concepts 1 and 2 were not carried forward to the preliminary design.
Participants indicated the importance of selecting an alignment that is easy for snow clearing, and maintenance.	Alignment 3 was not carried forward to the preliminary design, which would accumulate snow and debris quicker resulting in more frequent maintenance.
Participants supported using lighting for aesthetics and to highlight the bridge from afar. Participants also wanted the pathway to be well lit for safety and security.	A lighting study was conducted to determine suitable lighting intensities for safety and security and the preliminary design will explore different lighting options for aesthetics.
Participants expressed interest in landscaping with trees, native grasses, public art, benches and trail maps for way-finding.	Landscaping will incorporate trees, grasses, benches, and trail maps at important intersections. Public art will be explored at a later date for the entire length of the Bishop Grandin Greenway.
Participants expressed the importance of creating an uninterrupted flow for cyclists while providing a safe environment for pedestrians.	Options are currently being evaluated, and a recommendation will be made at a later date.

*The preliminary design is being finalized and may be subject to change from the concept that was presented.

Appendices

Appendix A – Workshop Invitation
Appendix B – Alignment Options
Appendix C – Bridge Concept Options

Appendix D – Workshop Minutes Bridge Alignment Options
Appendix E – Workshop Minutes Bridge Concept Options
Appendix F – Workshop Minutes Bridge Decision Criteria

To learn more about the Bishop Grandin Walk Bike Bridge Over Pembina Highway project, please visit: winnipeg.ca/BishopWalkBikeBridge

Appendix A – Workshop Invitation

Bishop Grandin Walk Bike Bridge Over Pembina Highway

The City is designing a walk bike bridge over Pembina Highway along the Bishop Grandin Greenway. We are looking for your input as we begin the design process. Please join us at an interactive workshop to share your input in a collaborative group setting.



Date: Thursday, May 11, 2017

Time: 6 p.m. – 8 p.m.*

Location: Sky Deck Event Centre (South end of stadium)
Investors Group Field 315 Chancellor Matheson Rd.

*If you would like to attend the workshop, please

RSVP to City-Engage@winnipeg.ca or call (204) 986-7134.

Presentation at 6 p.m. followed by group discussion.

For more information, visit winnipeg.ca/bishopwalkbikebridge

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact **City-Engage@winnipeg.ca** or **204-986-7134.**

Appendix B – Alignment Options



FUTURE PLAZA STATION

EXISTING BUFFERED BICYCLE LANES

FUTURE RAPID TRANSIT PEDESTRIAN PATH

FUTURE RAPID TRANSIT CORRIDOR

RECENTLY WIDENED MULTI-USE SIDE WALK ALONG BRIDGE AT RED RIVER CROSSING

BISHOP GRANDIN BOULEVARD

UNIVERSITY CRESCENT

PEUBINK HIGHWAY

EXISTING BUFFERED BICYCLE LANES

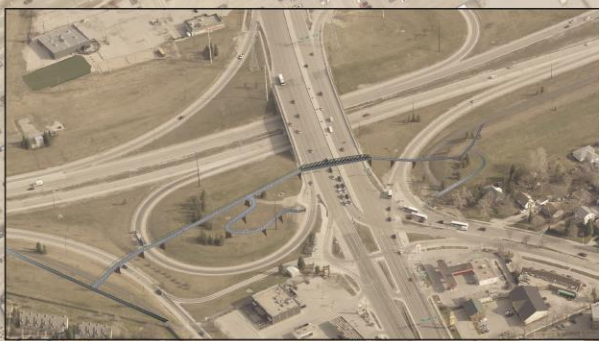
FUTURE PROTECTED BICYCLE LANES



FUTURE PLAZA STATION



EXISTING BUFFERED BICYCLE LANES



FUTURE RAPID TRANSIT PEDESTRIAN PATH

FUTURE RAPID TRANSIT CORRIDOR

RECENTLY WIDENED MULTI-USE SIDE WALK ALONG BRIDGE AT RED RIVER CROSSING

BISHOP GRANDIN BOULEVARD

UNIVERSITY CRESCENT

PEMBINA HIGHWAY

EXISTING BUFFERED BICYCLE LANES

FUTURE PROTECTED BICYCLE LANES

Appendix C – Bridge Concept Options

Option 1: 'H' PRATT TRUSS



Option 2 'U' PRATT TRUSS



Option 3: BOWSTRING TRUSS



Appendix D – Workshop Minutes Bridge Alignment Options

Workshop Minutes

Date of workshop:	May 11, 2017	Project:	Bishop Grandin Walk Bike Bridge Over Pembina Highway
Location:	Sky Deck Event Centre		
Time:	Investors Group Field		
	6 p.m. – 8 p.m.		
Description:	Workshop participants discussed the three different bridge alignment options and shared their likes and dislikes for each alignment.		

Group MV

Alignment 1

- Should alignment 1 be further north to access Plaza Station?
- Alignment 1 – more accessible to pedestrian bus stops
- Stairs to bike path with bike trough
- Tight turns are okay but not so tight that you have to stop

Alignment 2

- Good for cyclists
- Longer walk for pedestrians
- Transit must be included
- No stops for cyclists

Alignment 3

- Drivers are not always thrilled with cyclists and tunnels and this alignment may lead to more traffic disruption
- This alignment is not popular with the group
- There needs to be smooth transitions from the access ramps

Group VB

Alignment 1

- Access issues via University Crescent to U of M and IGF – inconvenient
- Grade and accessibility west side slope
- Maintain path by Barley Brothers as it provides access to southbound Pembina and University Crescent
- Overall length issues for users traveling east/west

Alignment 2

- Appears to be more convenient
- Least disruptive and least time to construct
- Access issues via University Crescent to U of M and IGF – inconvenient

Alignment 3

- Drainage is a big issue after heavy rains.
- The user experience lessened by going through tunnels
- Closer to Bishop Grandin
- Access issues via University Crescent to U of M and IGF – inconvenient

Group BA

Alignment 1

- More turns reduce cyclist's speed, which is safer for pedestrians
- Might encourage dog walkers because more pedestrian friendly
- More turns can cause accidents
- University Crescent access is an issue on all three options (going south to U of M)
- High traffic down University Crescent is a potential safety concern for all three options during school hours and Blue Bomber game days

Alignment 2

- More direct
- Like the look of a straight, more direct path
- Would like an Active Transportation pathway alongside northbound University Crescent
- Better sightlines
- Pembina highway access may be steeper
- University Crescent access is an issue on all three options (going south to U of M)
- High traffic down University Crescent is a potential safety concern for all three options during school hours and Blue Bomber game days

Alignment 3

- Do not like tunnels
- Security concerns with tunnels
- Drainage concerns with tunnels
- May flood in the spring as do some other tunnels in Winnipeg
- Cost is higher
- University Crescent access is an issue on all three options (going south to U of M)
- High traffic down University Crescent is a potential safety concern for all three options during school hours and Blue Bomber game days

Group SS

Alignment 1

- 5% or less
- More curvy so slows cyclists down
- 30 meters longer than alignment 2
- Option 1 doesn't help the 7 crossings for pedestrians to catch the bus at Pembina Highway and University Crescent
- Width is 5 m
- Should have cyclist and pedestrians separated
- Connection through green space at the on ramp is not as useful. Might be nice for pedestrians

Alignment 2

- 30-40 m shorter than alignment 1
- Less convenient for pedestrians crossing Pembina Highway

Alignment 3

- Very direct
- Less visible from the roadway
- Security concerns with the tunnels
- Least helpful for people crossing Pembina Highway
- Ice buildup in tunnels is a concern
- Spring time maintenance is a concern
- More sheltered, less windy
- More snow drifts because this alignment is at ground level
- Increased noise under the bridge but peaceful in the green space
- Pedestrian connections are important at Pembina

Group CB

Alignment 1

- Concerns
 - Winter maintenance
 - Pedestrian access needed
 - Lighting on all options
 - Wayfinding signage needed on all options
 - Challenge onto University Crescent on all options
- Positives

- Could stairs be added for pedestrians to access right on Pembina (Southeast side) near transit stop?
- Question – incorporating traffic lights

Alignment 2

- Concerns
 - Winter maintenance
 - Challenges for northbound (Pembina) cyclists on all options
 - Lighting on all options
 - Wayfinding signage needed on all options
 - Challenge onto University Crescent on all options
- Positives
 - Shorter across
 - Less interruptions to traffic
 - Straighter route
 - Preference for existing connection from northbound University Crescent

Alignment 3

- Concerns
 - Possible flooding in the tunnels
 - Safety concerns at night/security in the tunnels
 - Possible build-up of refuse in the tunnels
 - Snow would build-up and need to be cleared out of the tunnels
 - Possible ice concerns
 - More traffic delays
 - Lighting on all options
 - Wayfinding signage needed on all options
 - Challenge onto University Crescent on all options
- Positives
 - The tunnels would provide weather protection
 - Clearance
 - Grading/sloping could be less than other options

Appendix E – Workshop Minutes Bridge Concept Options

Workshop Minutes

Date of workshop: May 11, 2017
Location: Sky Deck Event Centre
Time: Investors Group Field
6 p.m. – 8 p.m.

Project: Bishop Grandin Walk Bike Bridge
Over Pembina Highway

Description: Workshop participants discussed the three different bridge concept options and shared their likes and dislikes for each concept.

Group MV

Concept 3

- Graffiti less likely on bowstring concept
- What are 'non local suppliers'? The City should support local suppliers when possible, as with the bowstring

Other Features

- Preference for solar powered ambient lighting from above (not pathway lights)
- Functionality of rest areas is important
- Preference for artistic designs on the support beams
- Public art is great but not so big for people to hide behind
- Grasslands are great

Group VB

Concept 1

- Clearance or grade issue
- More piers could lead to higher costs and a longer building period
- Better view from the bridge for users

Concept 2

- Less visibility for users
- More confining feeling
- More enclosed

Concept 3

- Appears to be more open and less confining
- Least confining option when secure fencing added

Other Features

- Lighting is important. Theme lighting, for example Blue and Gold
- Landscaping/aesthetics
 - Provide a sense of place
 - Maintain Blue and Gold identity
 - Maintain a sense of community
- Preference for the structure to be low maintenance

Group BA

Concept 1

- Very boring look

Concept 2

- Very boring look

Concept 3

- Fits with the area
- Better visibility
- Better aesthetics for international students at the U of M - may make the City seem less boring
- More gradual slopping accesses
- More open feeling
- Downside is that it is potentially more costly
- Less bridge peers is good

Other Features

- Prefers the landscaping similar to the middle picture (Chief Peguis – mix of grasses and trees)
- Landscaping with a mix of native grasses and trees
- Would like to see statues
- Would like to see lighting similar to the middle photo
 - Low lighting (path lighting) might be a problem with snow
- Would like to see benches but not the standing benches
- Would like to see trail maps but there are issues with maintenance with other trail maps across this City (vandalism and destruction from snow clearing equipment)

Group SS

Concept 3

- Prefers the look of the Bowstring truss – it looks like the stadium
- Ability to tie in stairs
- Perception of width and safety

Other Features

- Pedestrian scale lighting
- Not overhead lighting
- Lighting should be visible from roadway
- Don't have lighting hot spots
- Continuous lighting along the pathway
- Bridge should be sheltered (like the Calgary-Peace Bridge)
- 3D accents
- Trees as buffers to road noise
- Rest areas within vegetation buffers. Make sure material of benches is comfortable but skateboard proof
- Rest areas every 400m
- Public art – perhaps lighting
- Wayfinding signage critical – very visible, very simple
- Walk “your city” signage
- Current trail signs can be confusing (okay at the beginning of the trail)

Group CB

Concept 1

- There is a need for protective screening
- Utilitarian in appearance
- Better visibility than U Pratt
- Looks like old rail bridges

Concept 2

- Utilitarian in appearance
- Looks like old rail bridges
- Poor visibility
- Not a fan of the support beams shown in the concept drawing

Concept 3

- Looks modern

- Aesthetically pleasing
- Provides more options to hide/incorporate screening
- Long-term prominence (adds aesthetics to City) – worthwhile even if the bridge costs are higher
- Good visibility
- Looks open and is aesthetically appealing from the street

Other Features

- Aesthetics
 - Incorporate color – preference for blue
 - Should be a feature bridge and act as a gateway to the stadium and the University
- Landscaping
 - Preference for landscaping and wayfinding similar to Chief Peguis Greenway
- Lighting
 - High enough so vandalism is not a concern
 - Not so high that it interferes with drivers visibility
 - Aesthetic lighting on the outside to highlight structure from afar
 - Colored LEDs
 - Safety is a concern during the night – need to be able to see people's faces
- Rest areas
 - Benches near approaches to the bridge
 - Possibility for benches mid-way across bridge (older adults)
 - Selfie area on bridge
 - Watch sunsets, place to stop and enjoy

Appendix F – Workshop Minutes Bridge Decision Criteria

Workshop Minutes

Date of workshop: May 11, 2017
Location: Sky Deck Event Centre
Investors Group Field
Time: 6 p.m. – 8 p.m.

Project: Bishop Grandin Walk Bike Bridge
Over Pembina Highway

Description: Workshop participants discussed the design criteria and weight the design criteria based on importance.

Group MV									Total
Technical Criteria	Capital costs	x	x	x	x				4
	Maintenance costs	x	x	x	x				4
	Construction staging	x	x	x	x				4
	Impacts to utilities	x							1
	Sight distance	x	x	x	x	x			5
Social Criteria	Directness	x	x						2
	Access to destinations	x	x	x					3
	Accessibility	x	x	x	x	x			5
	Safety and security	x	x	x					3
	Construction duration	x	x	x					3
	Impact to properties	x	x						2
	Public support	x	x						2
Environmental Criteria	Environmental Impacts	x	x	x	x				4
	Crossing aesthetics	x	x	x					3
	Landscaping aesthetics	x	x	x					3

Group VB									Total
Technical Criteria	Capital costs	x	x						2
	Maintenance costs	x	x	x	x	x	x		6
	Construction staging	x	x	x	x				4
	Impacts to utilities	x							1
	Sight distance	x							1
Social Criteria	Directness	x	x	x					3
	Access to destinations	x	x	x	x	x			5
	Accessibility	x	x	x					3
	Safety and security	x	x						2
	Construction duration	x							1
	Impact to properties	x							1
	Public support	x							1
Environmental Criteria	Environmental Impacts	x	x						2
	Crossing aesthetics	x	x	x	x	x	x		6
	Landscaping aesthetics	x	x	x					3

Group BA								Total
Technical Criteria	Capital costs	x	x	x	x	x	x	6
	Maintenance costs	x	x	x	x	x	x	6
	Construction staging	x	x					2
	Impacts to utilities	x						1
	Sight distance	x	x	x	x	x		5
Social Criteria	Directness	x	x					2
	Access to destinations	x	x	x	x			4
	Accessibility	x	x	x				3
	Safety and security	x	x	x	x			4
	Construction duration	x						1
	Impact to properties	x	x					2
	Public support	x	x	x	x			4
Environmental Criteria	Environmental Impacts	x	x					2
	Crossing aesthetics	x	x	x	x			4
	Landscaping aesthetics	x	x	x	x			4

Group SS								Total
Technical Criteria	Capital costs	x	x	x				3
	Maintenance costs	x	x	x	x	x	x	7
	Construction staging	x						1
	Impacts to utilities							0
	Sight distance	x	x	x	x	x		5
Social Criteria	Directness							0
	Access to destinations	x	x	x	x	x	x	8
	Accessibility	x	x	x	x			4
	Safety and security	x	x	x				3
	Construction duration	x						1
	Impact to properties	x						1
	Public support							0
Environmental Criteria	Environmental Impacts	x	x	x				3
	Crossing aesthetics	x	x	x	x	x	x	7
	Landscaping aesthetics	x						1

Group CB									Total
Technical Criteria	Capital costs	x	x	x	x	x	x	x	7
	Maintenance costs	x	x	x	x	x	x		6
	Construction staging	x							1
	Impacts to utilities	x							1
	Sight distance	x	x	x	x	x			5
Social Criteria	Directness	x							1
	Access to destinations	x	x	x	x				4
	Accessibility	x	x	x	x				4
	Safety and security	x	x	x	x	x			5
	Construction duration	x							1
	Impact to properties	x							1
	Public support	x	x	x	x				4
Environmental Criteria	Environmental Impacts	x							1
	Crossing aesthetics	x	x	x	x	x			5
	Landscaping aesthetics	x	x	x	x				4