



PUBLIC WORKS DEPARTMENT • SERVICE DES TRAVAUX PUBLICS

Director's Office • Bureau du directeur

**CONFIDENTIAL**

June 20, 2016

Re: Your request for access to information under Part 2 of *The Freedom of Information and Protection of Privacy Act*. Request Number **16 04 355**

Dear

On April 20, 2016, the City of Winnipeg City Clerk's Department received your request for access to the following records:

*The final draft, draft, or final report (I am not sure which was completed) of the study of potential locations for a pedestrian bridge connecting South St. Vital across the Red River to the University of Manitoba. (Red River Crossing) Please include any associated neighbourhood survey(ies) and their results, public input, and any assessments and analysis of the report and costing of a bridge completed by the City of Winnipeg's staff.*

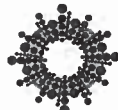
On May 19, 2016, a letter was sent to you advising that a 30 day extension of time was necessary as we needed to consult with another public body before we could decide whether or not to grant access to the records, as permitted by clause 15 (1)(c) of *The Freedom of Information and Protection of Privacy Act* which provides:

**Extending the time limit for responding**

15(1) The head of a public body may extend the time for responding to a request for up to an additional 30 days, or for a longer period if the Ombudsman agrees, if

- (a) time is needed to consult with a third party or another public body before deciding whether or not to grant access to a record;

I am pleased to inform you that your request for access to these records has been granted in part. Enclosed is a copy of the final report prepared for the City of Winnipeg by MMM Group Limited entitled CONCEPTUAL DESIGN STUDY TO IDENTIFY OPTIONS (INCLUDING A GONDOLA AND A PEDESTRIAN AND CYCLING BRIDGE)



**2016 YEAR OF RECONCILIATION**

**2016, ANNÉE DE LA RÉCONCILIATION**

## FOR A PEDESTRIAN AND CYCLE CROSSING OF THE RED RIVER TO CONNECT ST.VITAL WITH FT. GARRY IN THE VICINITY OF THE UNIVERSITY OF MANITOBA.

The enclosed report contains respondents' personal information provided in the survey results comment field. This information falls within the following exceptions to disclosure in *The Freedom of Information and Protection of Privacy Act* sections 17(3)(e) and 17(3)(i).

### Determining unreasonable invasion of privacy

17(3) In determining under subsection (1) whether a disclosure of personal information not described in subsection (2) would unreasonably invade a third party's privacy, the head of a public body shall consider all the relevant circumstances including, but not limited to, whether

- (e) the personal information has been provided, explicitly or implicitly, in confidence;
- (i) the disclosure would be inconsistent with the purpose for which the personal information was obtained.

As required by subsection 7(2) of the *Act*, we have severed information that is protected from disclosure and have provided you with as much information as possible.

**7(2)** - The right of access to a record does not extend to information that is excepted from disclosure under Division 3 or 4 of this Part, but if that information can reasonably be severed from the record, an applicant has a right of access to the remainder of the record.

- (c) if access to the record or part of the record is refused,
  - (i) in the case of a record that does not exist or cannot be located, that the record does not exist or cannot be located.

As you requested a copy of these records, and as they can reasonably be reproduced, in accordance with clause 14(1)(a) of *The Freedom of Information and Protection of Privacy Act*, a copy of the records is enclosed.

- 14(1)** - Subject to subsection 7(2), the right of access is met under this Part,
- (a) if the applicant has asked for a copy and the record can reasonably be reproduced, by giving the applicant a copy of the record.

**7(2)** - The right of access to a record does not extend to information that is excepted from disclosure under Division 3 or 4 of this Part, but if that information can reasonably be severed from the record, an applicant has a right of access to the remainder of the record.

Subsection 59(1) of *The Freedom of Information and Protection of Privacy Act* provides that you may make a complaint to the Manitoba Ombudsman about this decision. You

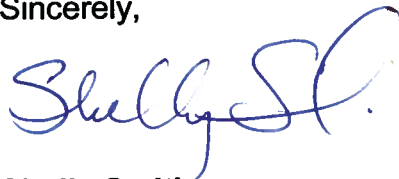


have 60 days from the receipt of this letter to make a complaint on the prescribed form to:

Manitoba Ombudsman  
750 – 500 Portage Avenue  
Winnipeg, MB R3C 3X1  
(204) 982-9130 or 1-800-665-0531

If you have any questions, please contact me at (204) 986-3041, by email at [ssmith@winnipeg.ca](mailto:ssmith@winnipeg.ca), or by mail at the address below.

Sincerely,



**Shelly Smith**  
Records and Information Management Coordinator  
Public Works Department

c.c. K. Krahn, Corporate FIPPA Coordinator

# MMM Group Limited



CONCEPTUAL DESIGN STUDY TO IDENTIFY OPTIONS (INCLUDING A GONDOLA AND A PEDESTRIAN AND CYCLING BRIDGE) FOR A PEDESTRIAN AND CYCLE CROSSING OF THE RED RIVER TO CONNECT ST. VITAL WITH FT. GARRY IN THE VICINITY OF THE UNIVERSITY OF MANITOBA

**PREPARED FOR:**  
City of Winnipeg

**SUBMITTED BY:**  
 **MMM GROUP**

COMMUNITIES  
TRANSPORTATION  
BUILDINGS  
INFRASTRUCTURE

October 2013 | 5511100

**CITY OF WINNIPEG**

**CONCEPTUAL DESIGN STUDY TO IDENTIFY OPTIONS (INCLUDING A  
GONDOLA AND A PEDESTRIAN AND CYCLING BRIDGE) FOR A  
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Prepared for:

**The City of Winnipeg**

Submitted by:

**MMM Group Limited**

October 2013

5511100.000



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### **STANDARD LIMITATIONS**

This report was prepared by MMM Group Limited (MMM) for the account of the City of Winnipeg (the Client). The disclosure of any information contained in this report is the sole responsibility of the Client. The material in this report reflects MMM's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. MMM accepts no responsibility for damages, if any, suffered by a third party as a result of decisions made or actions based on this report.



## 1.0 EXECUTIVE SUMMARY

MMM Group Limited (MMM) was retained by the City of Winnipeg to complete a conceptual design to identify options (including a gondola, and a pedestrian and cycling bridge) for a pedestrian and bicycle crossing of the Red River to connect St. Vital with Fort Garry in the vicinity of the University of Manitoba (the University).

The limits of the study are bound by the Perimeter Bridge over the Red River to the south and the Bishop Grandin Bridge over the Red River to the north. Five viable zones were identified within this boundary where a crossing could be constructed. Through extensive public consultation and input from stakeholders, it was determined that the preferred location for the crossing would be either at the Henteleff Park/University zone or at the St. Amant/University zone.

A variety of crossing types were considered, with the options of a bridge or gondola being compared. Although the capital cost of a gondola is considerably less than a bridge, when annual maintenance and rehabilitation costs were considered over a comparable life span, the bridge option is much more economical.

Should this project move forward into preliminary design, we recommend that the two locations be considered for a possible bridge crossing.



## 2.0 INTRODUCTION

MMM was retained by the City of Winnipeg to complete a conceptual design to identify options (including a gondola, and a pedestrian and cycling bridge) for a pedestrian and cycle crossing of the Red River to connect St. Vital with Fort Garry in the vicinity of the University of Manitoba (the University).

### 2.1 Background

The University is one of the primary destinations for travellers from both within Winnipeg and also outside of Winnipeg.

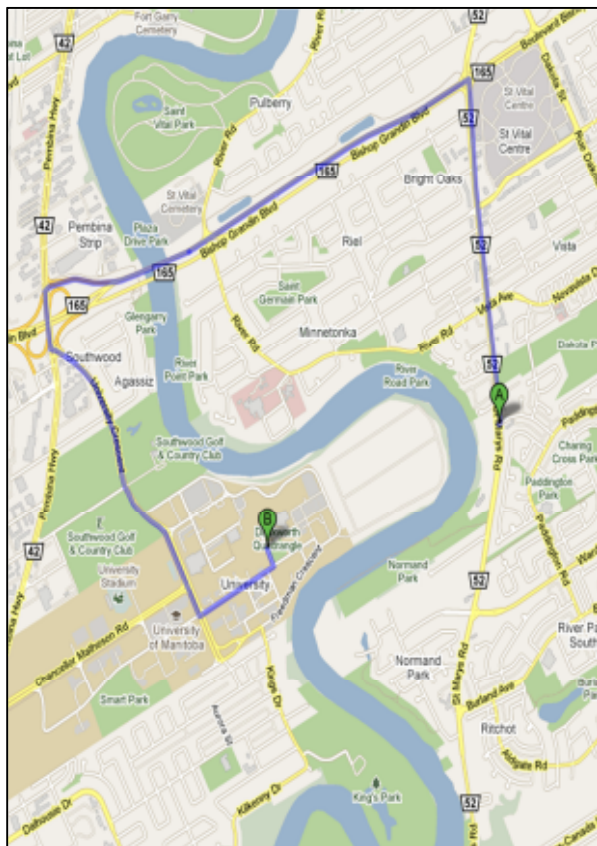
The City is currently pursuing several methods to better move people in and out of the University, including rapid transit from downtown and the construction of an Active Transportation (AT) path along Bishop Grandin Boulevard. These initiatives will improve access to the University however, all access is focused on the west side of the University.

A significant portion of Winnipeg's population resides just across the Red River from the University – in communities such as St. Vital, Bonivital, River Point, River Park South, Van Hull Estates and Normand Park, to name a few. While the University can be seen from the east side of the River, it is an indirect trip to travel there. This trip takes the form of one of two options (as illustrated in the figures below):

- Route A: St. Mary's Road → Bishop Grandin → Pembina Highway → University Crescent → U of M (7.5 km)
- Route B: St. Mary's Road → Perimeter Highway → Pembina Highway → Chancellor Matheson → U of M (10.5 km)

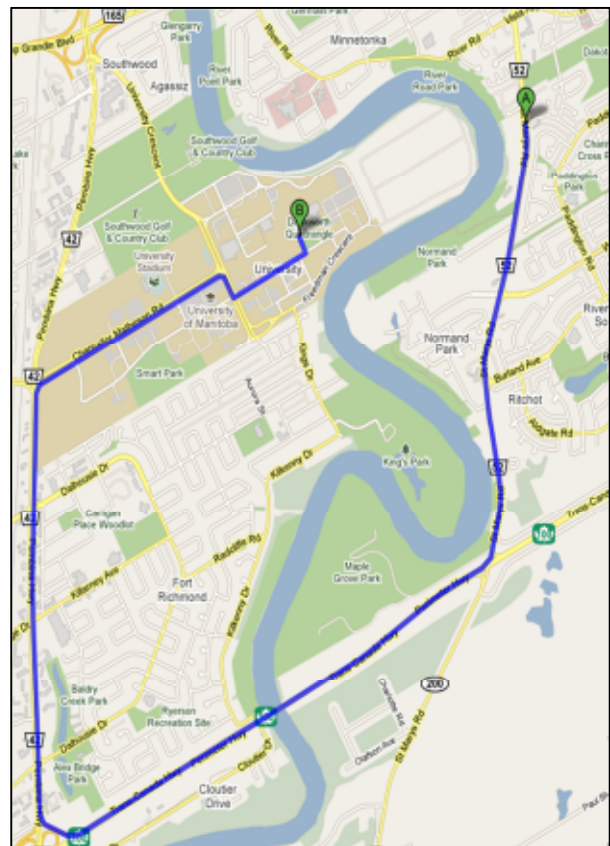






**Figure 1 - Route Option A (7.5 km)**

Source: Google Maps (North is up)



**Figure 2: Route Option B (10.5 km)**

Source: Google Maps (North is up)

There are also AT facility users that come from communities further afield that also must travel this added distance.

A potential solution to this problem is to provide a crossing of the Red River from the University to the St. Vital area, cutting the travel distance significantly, thereby making walking/bicycling trips more attractive.

In order to determine the best location for a crossing, the following questions need to be answered:

- What are the benefits of a new crossing?
  - Determine if a new crossing needs to be built and why.
- How will a new crossing impact communities that have never previously been linked?
  - The neighborhoods of Van Hull Estates and Normand Park are currently “destination neighborhoods”, meaning that most people that go into those neighbourhoods are



- those that live there or are visiting as opposed to travellers on their way to somewhere else.
- The construction of a new stadium at the University may result in non-university staff/students using the bridge during stadium events.
  - People who travel to the University/Stadium may park on the east side of the river and walk over the crossing to their destination. How will parking affect the neighbourhood if this does occur?
  - Currently the neighbourhood parks are relatively quiet and are characterized by some residents as being “natural”. How will this change?
  - With the influx of more people, will security be considered more of an issue in the area?
  - Will residents realize the advantages of a shorter commute to the University or new access to King’s Park?
  - What will the public think of such a crossing?
  - How will public transit fit into the construction?
    - The use of the crossing can be linked to Winnipeg Transit so that the journey to and from the university is integrated.
  - How will travellers get from one side to the other?
    - A link of any sort will likely be at least 2.0 km from St. Mary’s Road to the Administration Building at the University. What measures can be introduced to make this trip comfortable in extreme weather conditions? Is a shuttle to/from the crossing viable?
  - What kind of crossing is required? Can a gondola system be used?
    - A cost comparison of different types of crossings must be done.
    - Riverbank stability may dictate the best location.
    - If a bridge is used, how many piers are required?
    - If a bridge is used, the height of it will likely be similar to the existing nearby bridges. This being the case, a substantial amount of land may be required at the bridge ends to accommodate the bridge landings/approaches. This may dictate the prime location of the bridge.



- The bridge will have to accommodate the City's bridge inspection vehicles as well as any pedestrian or other alternative vehicle loadings.
- Can a gondola system achieve the city's goals in a cost-effective manner?

Project Objective – Determine the optimal location for the proposed new crossing.

## 2.2 Constraints

### 2.2.1 Undesirable Crossing Areas

The study area extends along the Red River between the Perimeter Highway Bridge to the south and the St. Vital Bridge on Bishop Grandin Boulevard to the north.

The potential location of a crossing is governed by several factors that include constructability, land availability, neighborhood impact, access, environmental factors, public acceptability and regulatory requirements. Several sections along this length were deemed to be undesirable early on by the project team and Steering Committee. *Appendix A – Property Ownership* shows property ownership in the selected areas. These areas are located between the shaded lettered areas in Figure 2.2.1.1 on the following page.





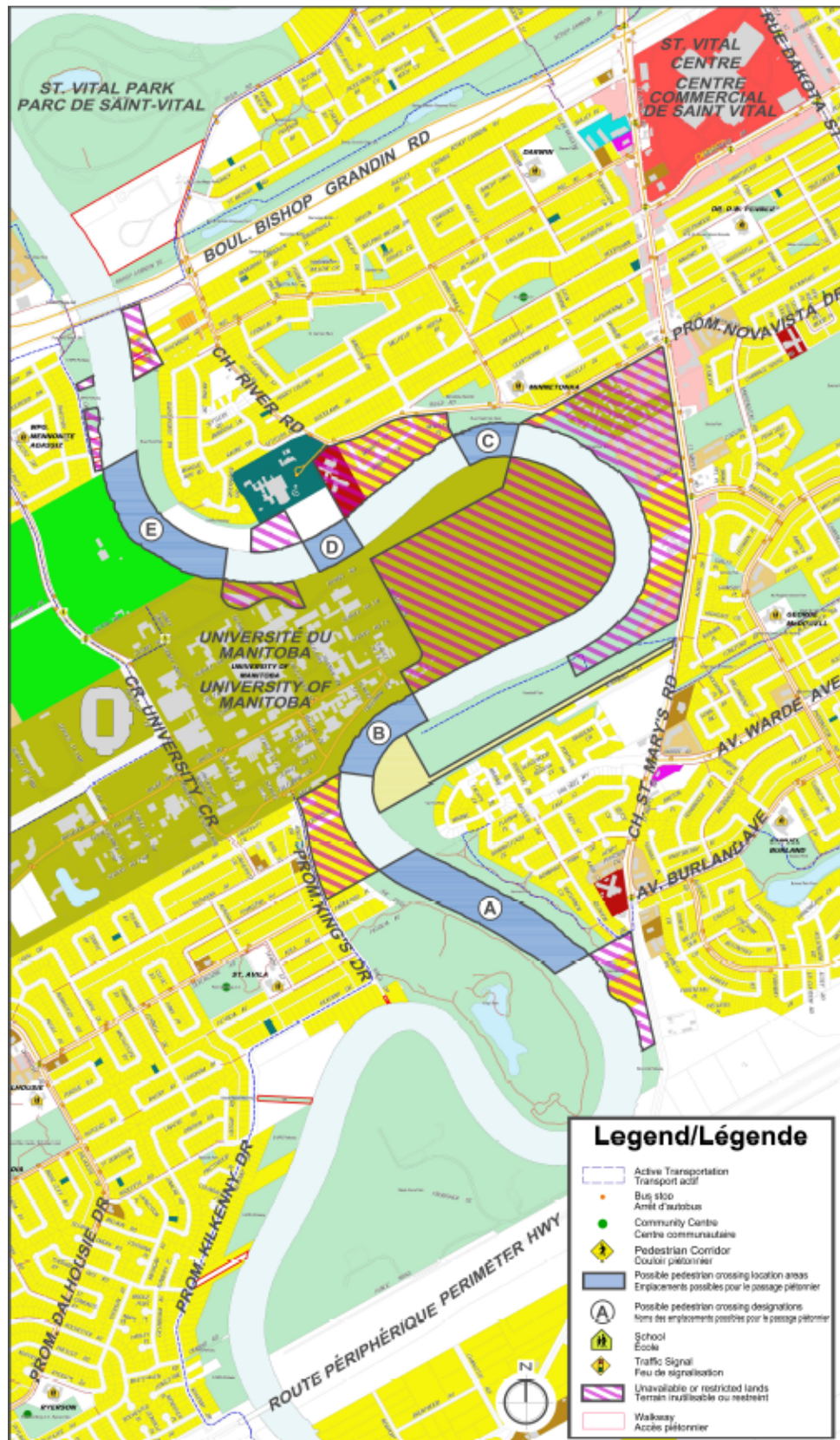


Figure 2.2.1.1 – Possible Crossing Locations



To simplify the selection process for the crossing location an effort was made to determine viable locations by eliminating non-viable ones. Reasoning for elimination of these areas is as follows:

### **Area South of Zone A**

A crossing located in this area would be in close proximity to the existing bridge on the Perimeter Highway and would provide less value as a direct access to the University of Manitoba. Currently this area has limited access/proximity to major roads, bus routes or other existing AT routes.

### **Area Between Zones A and B**

Residences back onto the river along the west bank of the river which results in an inadequate landing area for an approach to a structure.

### **Area Between Zones B and C**

Lands on the west bank of the University are known as the Point Lands. MMM was advised by the University that valuable agricultural research is performed on plants in this area. These plants are photosensitive so that stray light from lit pathways would affect their growth. The University indicated that pathways would not be allowed in the area, with the exception of the north side of the Point Lands that are unused and would be shielded by a row of mature trees. MMM was also advised that disruption to natural grass plantings on the east end of Henteleff Park should be avoided.

### **Area Between Zones C and D**

Heavily developed residential areas back onto the river along the west bank of the river which results in an inadequate landing area for an approach to a structure.

### **Area Between Zones D and E**

Heavily developed residential areas back onto the river along the west bank of the river which results in an inadequate landing area for an approach to a structure.

### **Area North of Zone E**

A crossing located in this area would be in close proximity to the existing bridge on Bishop Grandin Boulevard and would provide less value as a direct access to the University of Manitoba.

## **2.2.2 Viable Crossing Zones**

Viable crossing zones in the study area along with initial pros and cons for each are illustrated in the following graphics:



### 2.2.2.1 Zone A: Normand Park/King's Park

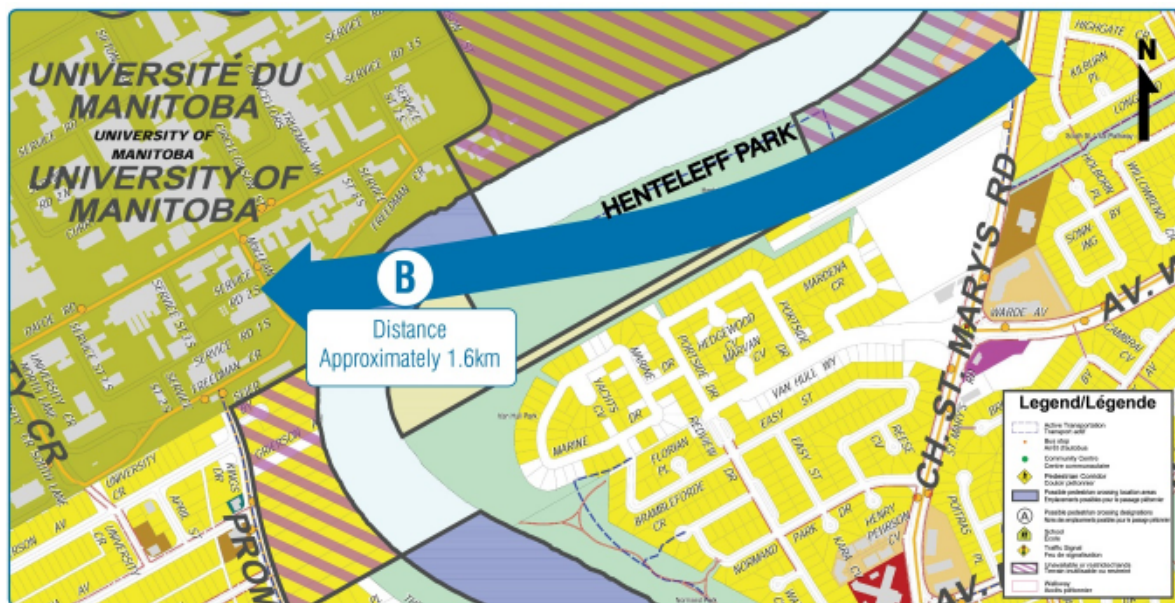


Pros	Cons
<ul style="list-style-type: none"> <li>Connects two parks.</li> <li>Could connect to Active Transportation path at Burland Avenue to the east.</li> <li>All public owned lands.</li> </ul>	<ul style="list-style-type: none"> <li>Close to existing Perimeter Bridge.</li> <li>Construction in King's Park flood zone could be difficult.</li> <li>Routes people through developed residential area.</li> <li>No nearby bus route.</li> <li>Indirect connection to University.</li> </ul>





### 2.2.2.2 Zone B: Henteleff Park/University

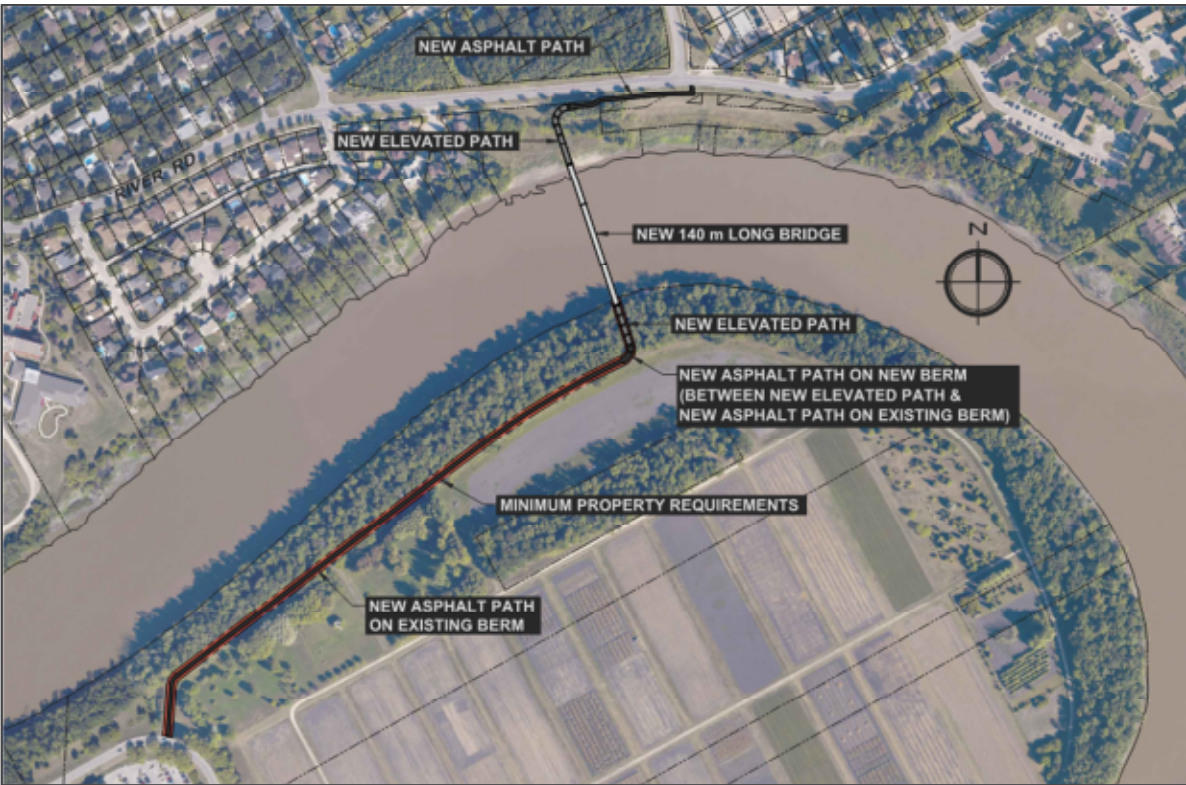
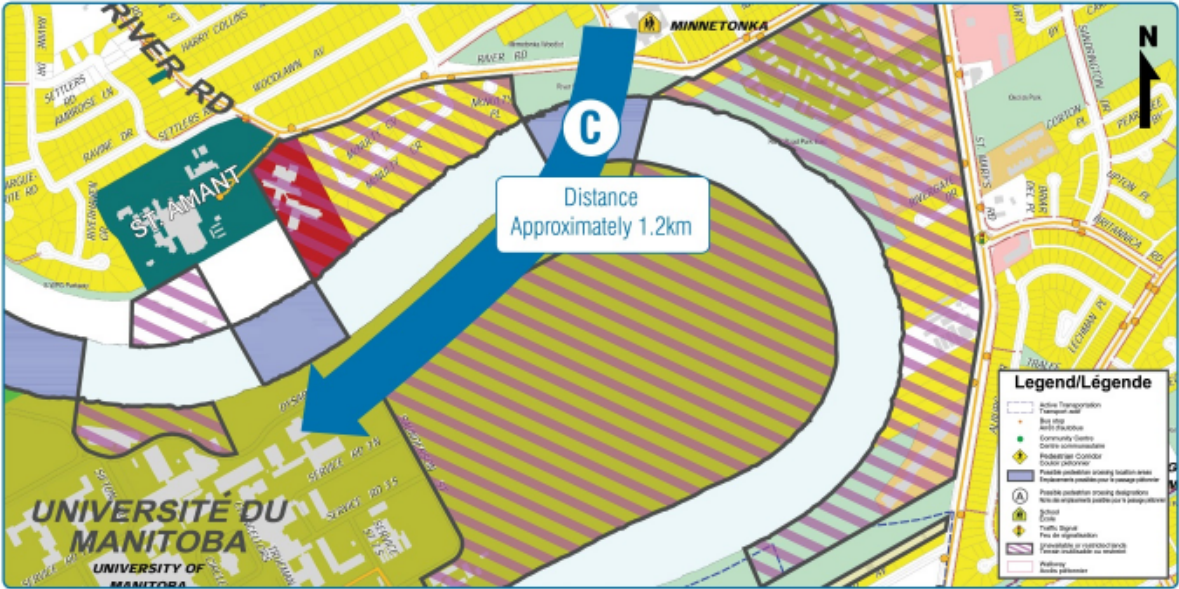


Pros	Cons
<ul style="list-style-type: none"> <li>Approximately midway between existing bridges.</li> <li>More people will experience the Park.</li> <li>Connects near the core of the University.</li> <li>More enjoyable walking experience.</li> <li>All public/University lands.</li> </ul>	<ul style="list-style-type: none"> <li>Construction in Henteleff Park flood zone could be difficult.</li> <li>No nearby bus route.</li> <li>Increased isolation and decreased public visibility.</li> </ul>





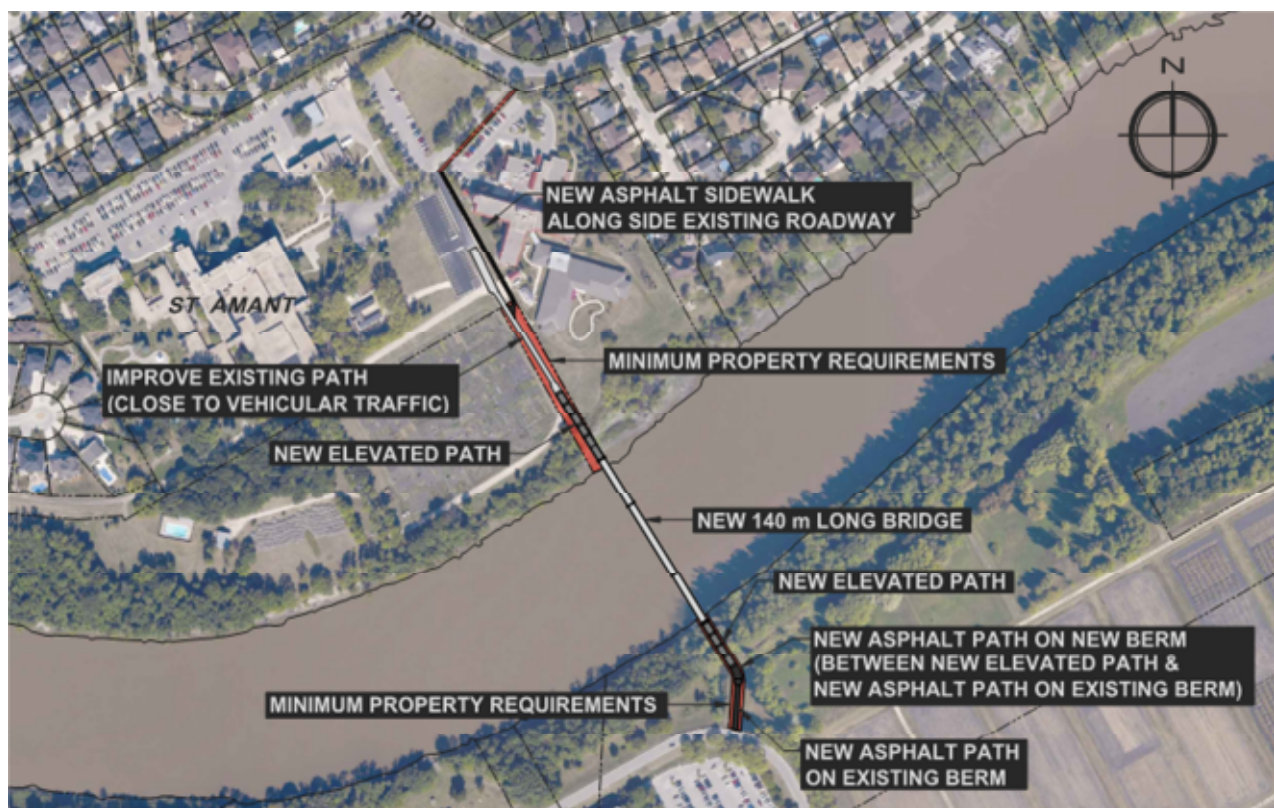
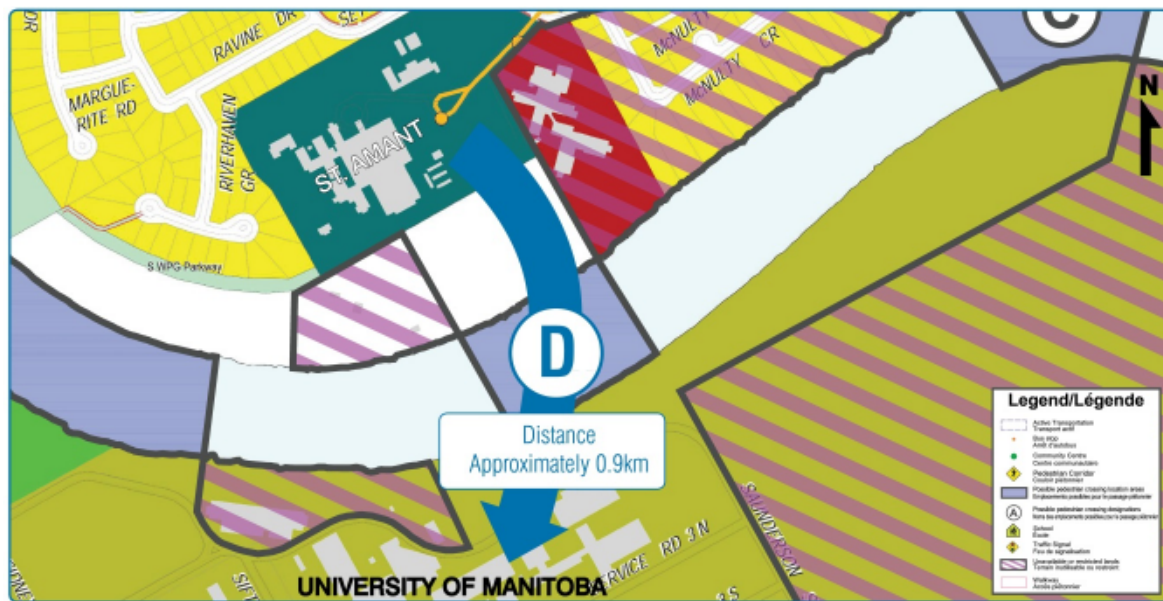
### 2.2.2.3 Zone C: Minnetonka/University



Pros	Cons
<ul style="list-style-type: none"> <li>Close to existing bus route.</li> <li>Connects to the University.</li> <li>More enjoyable walking experience.</li> <li>All public/University lands.</li> </ul>	<ul style="list-style-type: none"> <li>Construction in a flood zone could be difficult.</li> <li>Away from core developed campus.</li> <li>Increased isolation and decreased public visibility on the University side.</li> </ul>



#### 2.2.2.4 Zone D: St. Amant/University

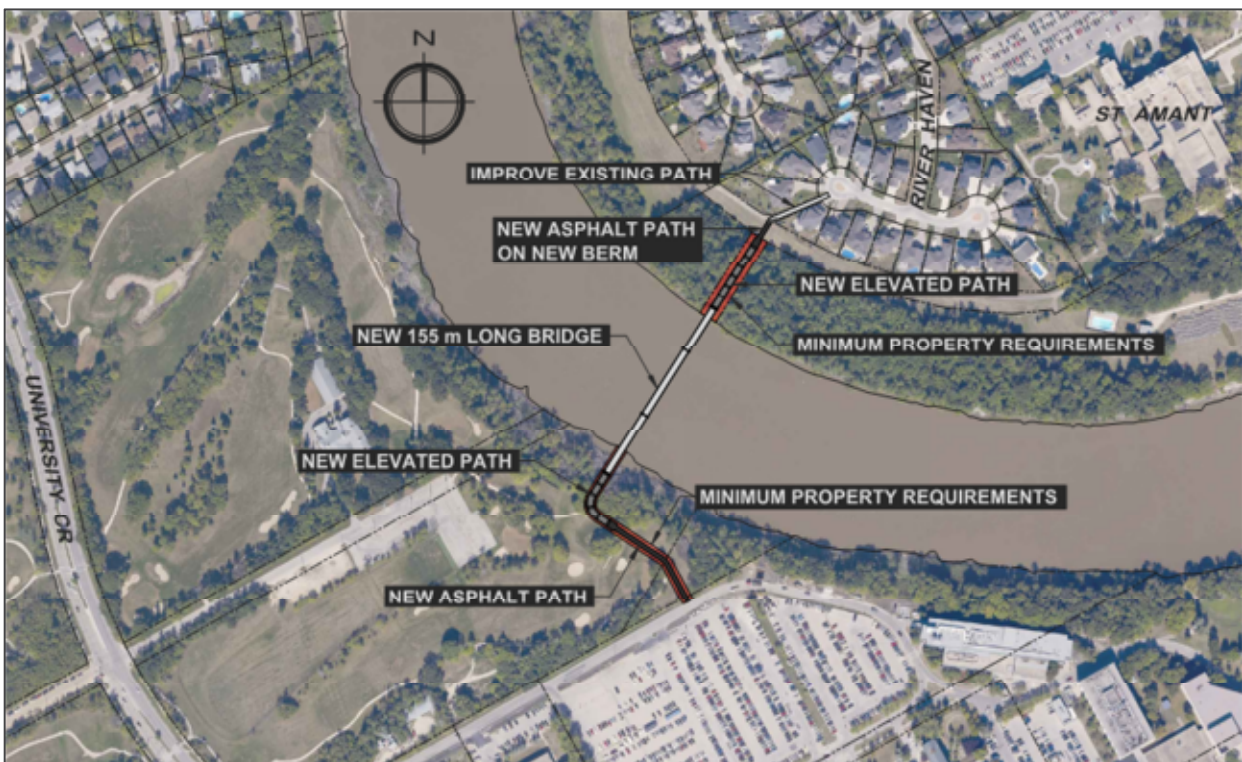
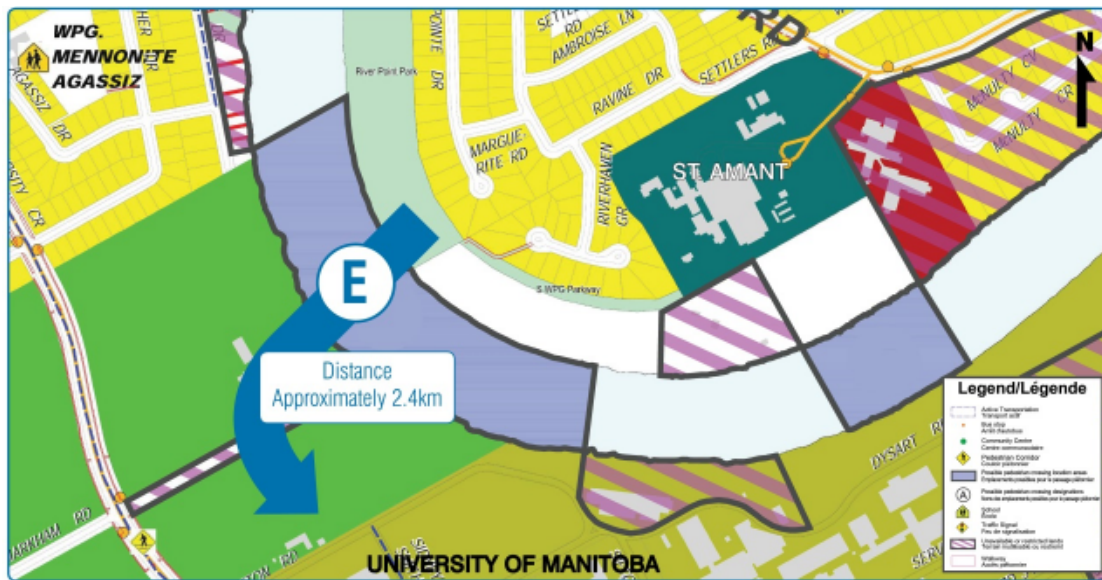


Pros	Cons
<ul style="list-style-type: none"> <li>• Close to existing bus route.</li> <li>• Increased interaction between St. Amant and the University.</li> <li>• Close to University services.</li> </ul>	<ul style="list-style-type: none"> <li>• Close to Bishop Grandin Bridge.</li> <li>• Increased activity along St. Amant Centre.</li> <li>• Requires private property on St. Vital side.</li> </ul>





### 2.2.2.5 Zone E: River Point Park/Former Golf Course



Pros	Cons
<ul style="list-style-type: none"> <li>• Connection to future University development.</li> <li>• All public/University lands.</li> </ul>	<ul style="list-style-type: none"> <li>• Close to Bishop Grandin Bridge.</li> <li>• Indirect access to University core.</li> <li>• Routes people through developed residential area.</li> <li>• No nearby bus route.</li> </ul>



### 2.2.3 Hydraulic Considerations – Building in the Floodway Zone

All options required some construction within the floodway zone that is bound by the primary dike (shown as a blue line in the following figures). MMM met with MIT (Manitoba Infrastructure and Transportation, Hydrologic Forecasting and Water Management, Water Management and Structures Division) to get a better understanding of restrictions regarding construction in the floodway zone (written confirmation of this can be found in the letter from Mr. S. Topping, P.Eng. dated June 21, 2012 attached in Appendix B – Floodway Area Letter).

MIT stated that they have no objections to the concept of a pedestrian crossing of the Red River from the University to the east side, be it for foot traffic or other means, provided it met the certain criteria set forth in the City of Winnipeg Charter, section 158(2) which states in part:

- Section 158(2): “Subject to subsection (3), no person shall construct, and the city shall not issue a permit for construction of, works within the designated floodway area unless the works are public service works.”
- Part (c) of section 158 (3) of the charter states “all construction done under the permit is subject to all restrictions applicable in a designated floodway fringe area.”

MIT will not provide final approval for such a project until:

1. A final design and layout are presented for review and comment.
2. A hydraulic study and report clearly demonstrate that new construction will have a “net zero impact” on upstream water surface elevations during flood conditions.
3. An engineering investigation and report clearly demonstrate that the new construction, which includes but may not be limited to either a pedestrian bridge or gondola and associated elevated pathways and structures, will not adversely affect ice flow.

MIT indicated that development within the floodway line shall only be considered in the interests of strategic public policy, and where it is clearly indicated, and confirmed through comprehensive hydraulic evaluation, that such development will have “net zero impact” on water surface elevations during design flood conditions.

Development of the bridge crossing options proceeded with the assumption that they are feasible, with the need to complete a hydraulic study during the preliminary engineering stage to address MIT requirements.

The figures on the following pages indicate the extent of historical flooding and the location of the primary dike for each zone.





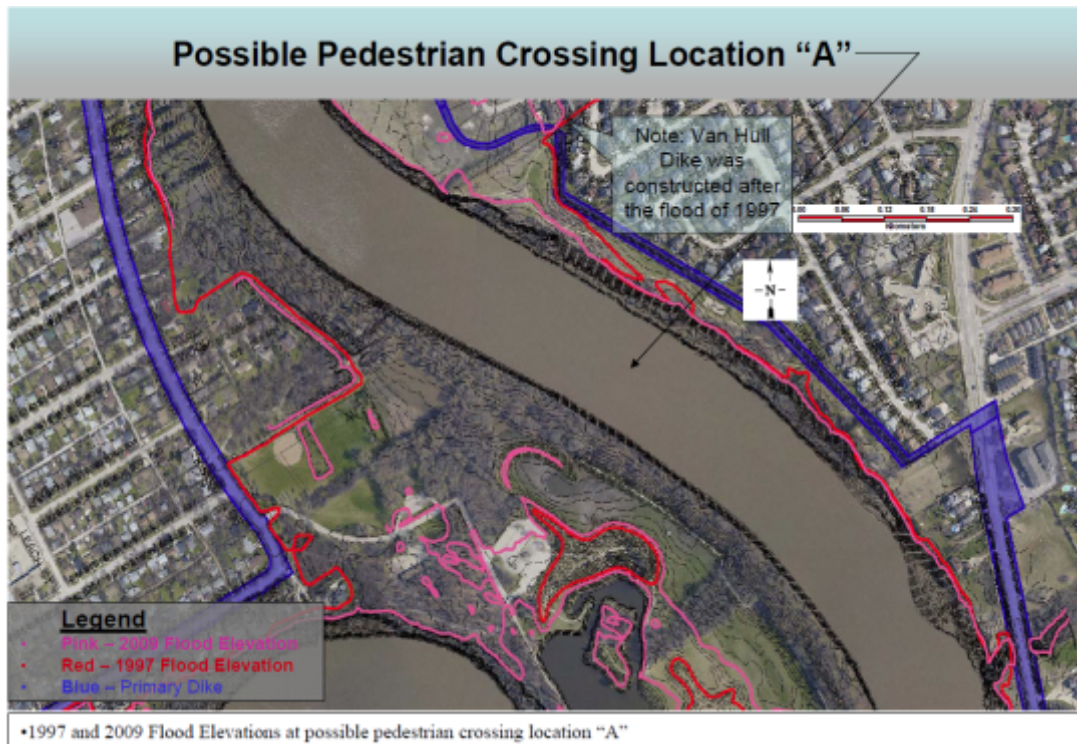


**Figure 2.2.3 - City of Winnipeg Floodway Line**

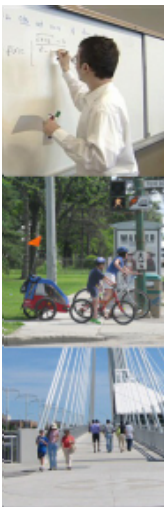
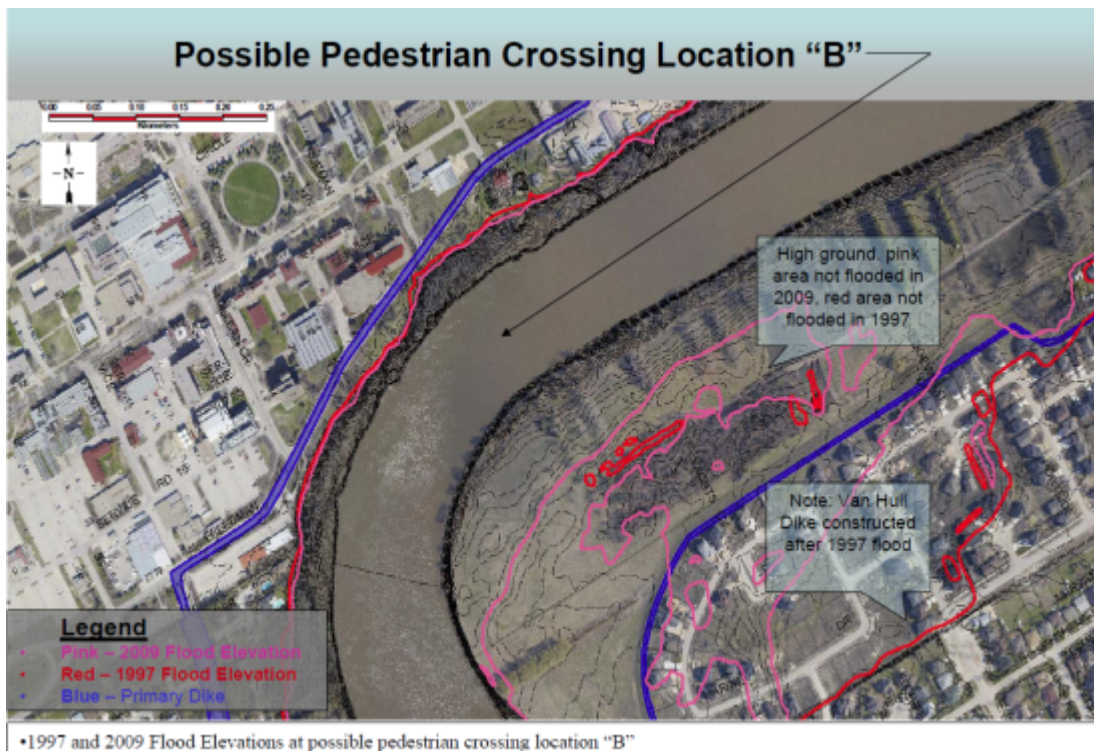




### 2.2.3.1 Zone “A” King’s Park

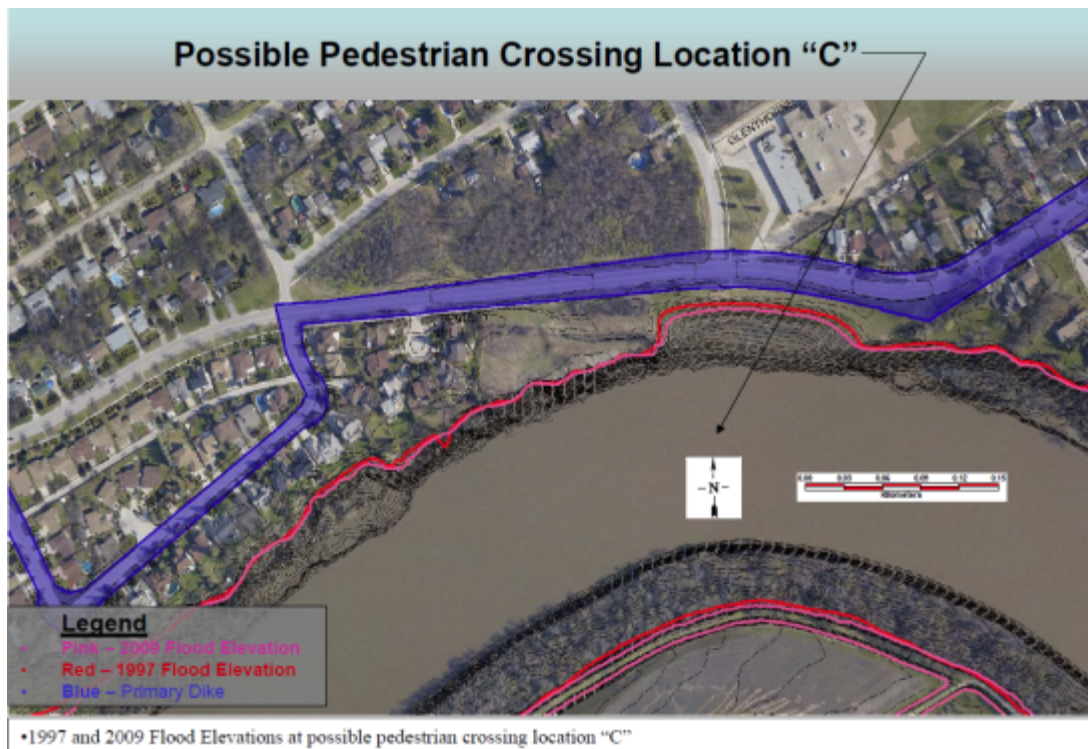


### 2.2.3.2 Zone “B” Henteleff Park

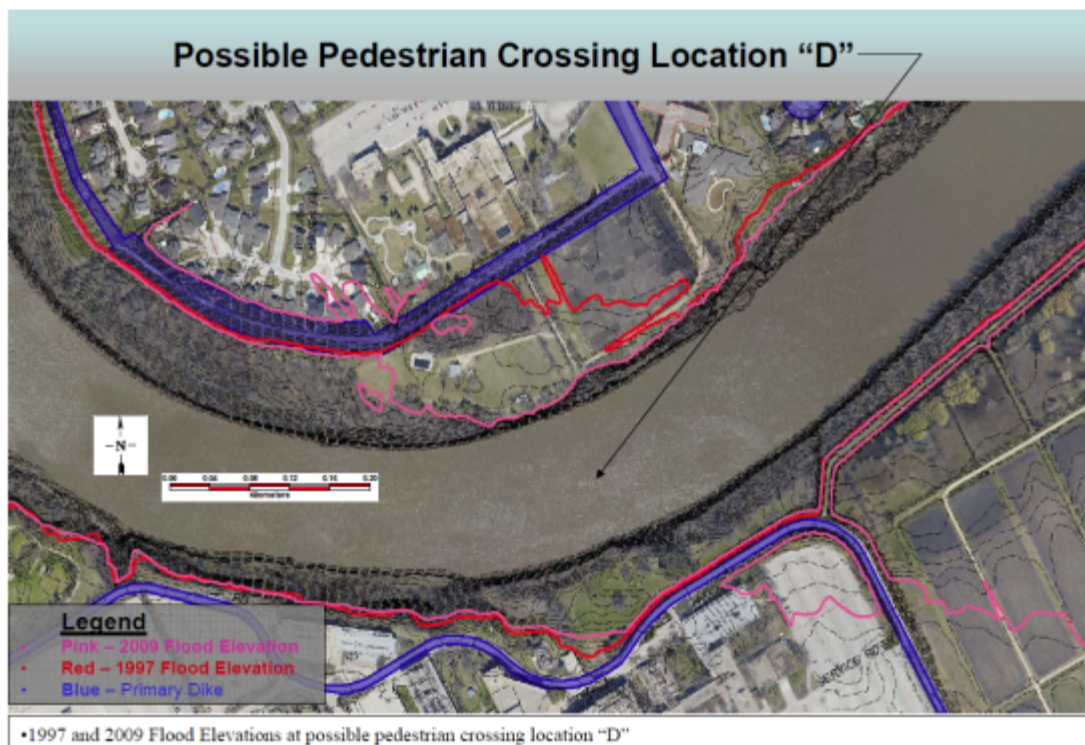




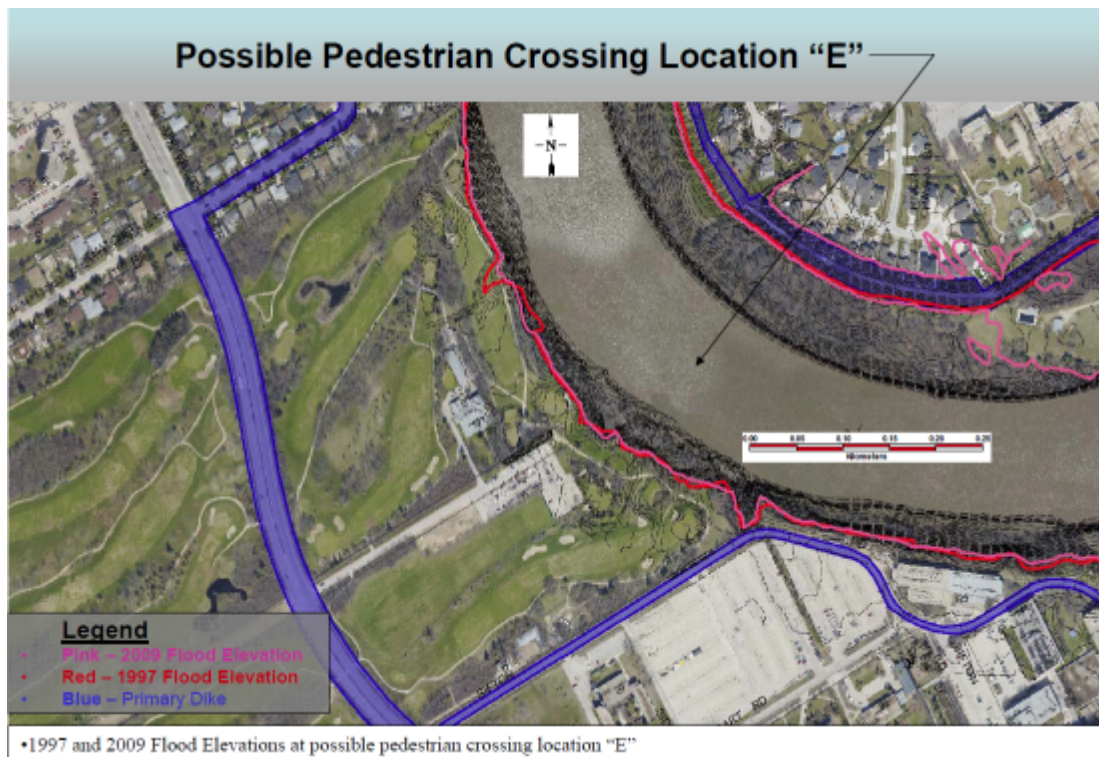
### 2.2.3.3 Zone “C” Minnetonka



### 2.2.3.4 Zone “D” St. Amant



### 2.2.3.5 Zone “E” Old Golf Course



## 3.0 TRANSPORTATION ANALYSIS

### 3.1 Assumptions

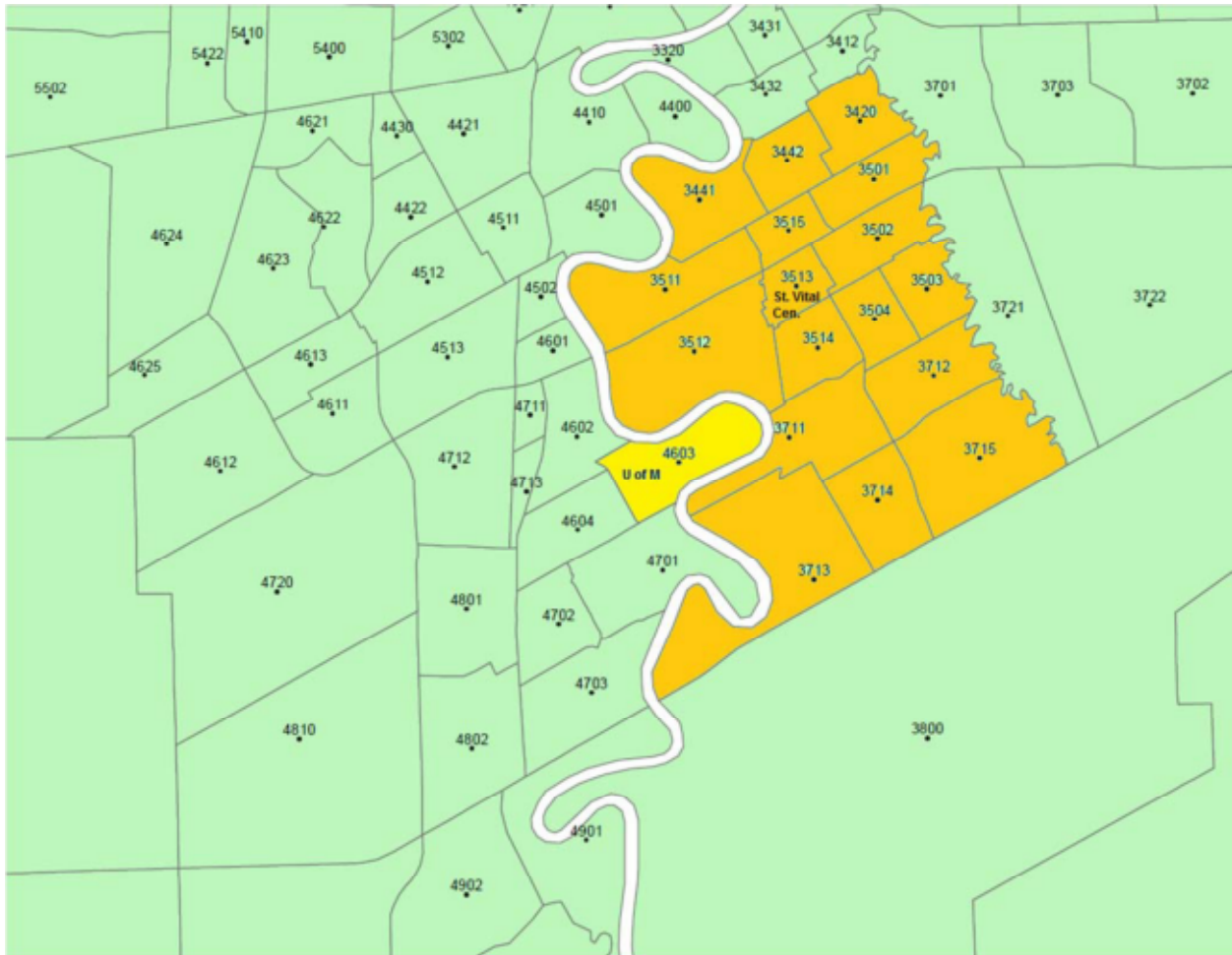
MMM undertook a study of travel in the area in order to be able to estimate the potential number of users of the new river crossing.

The City of Winnipeg’s 2007 Winnipeg Area Travel Survey was provided to MMM by the City. This survey collected data on a sample of Winnipeg residents that was then “expanded” so that each respondent’s data was factored up to represent one or more residents of the city with similar behaviour. In this way, results from a small sample of the city can extrapolated to represent the entire city.

The database was queried using Microsoft Access and Microsoft Excel to generate information on existing travel and mode split conditions between the U of M campus and the zones making up the area to the east of the Red River. This is the assumed catchment area for trips that would most likely make use of the proposed future river crossing between the east side of the Red River and the U of M. Travel zones examined as part of this study are illustrated in Figure 3.1.1.

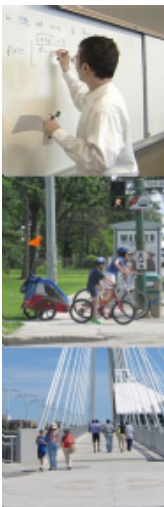






**Figure 3.1.1 - Study Area**

Note that MMM assumed that the primary use of the crossing will be to connect users on the east side of the river to the U of M, but users on the west side of the river who wish to access destinations on the east side of the river, such as the residential areas or St. Vital Shopping Centre would be another potential user group. However, given the distances, and the type of destination, it was assumed that the primary destination in the study area would be the U of M, therefore the focus was on this destination. A wider ranging review is considered to be outside the scope and intent of this study due to the following:



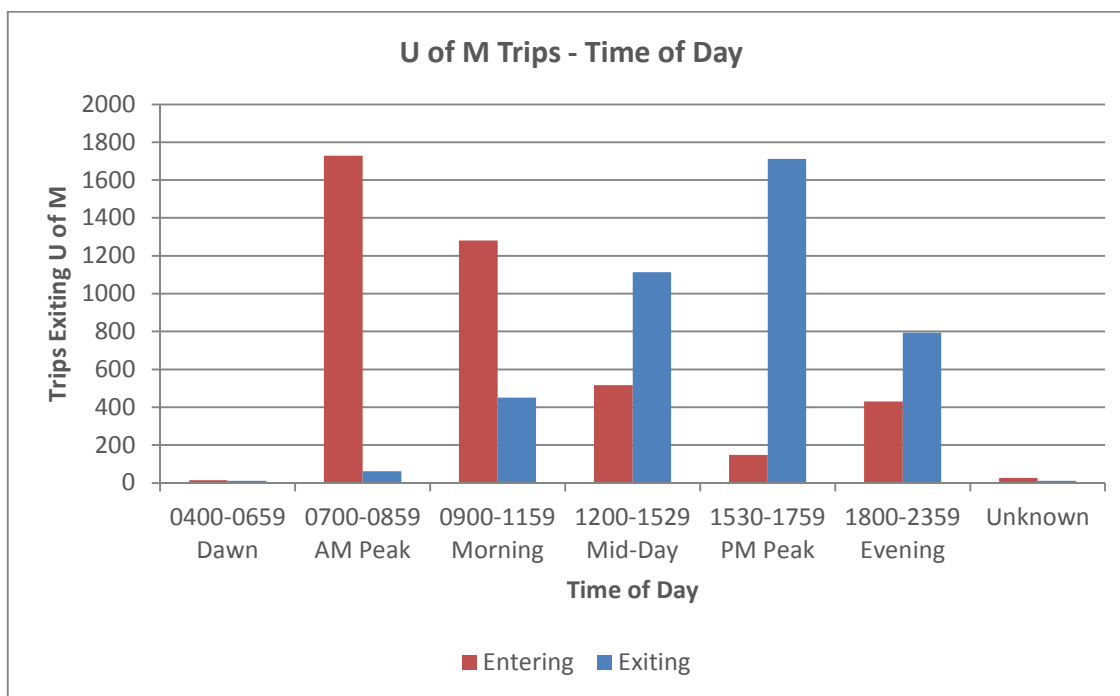
- It is assumed that there is a greater potential for trips from the east side of the River to/from the U of M to convert from other modes to active mode trips, than for other potential trip-makers overall, given that travellers to/from the U of M are predominantly a demographic that would derive a significant benefit from using active modes (students will typically save money rather than driving).
- The majority of travellers to/from the U of M are students (whom we assume would most likely be willing to change modes).
- There is no information available related to the elasticity of mode choice for the variety of different population cohorts in the entire area, which would need to be obtained if a full analysis of all potential users of the crossing is to be conducted. Each population category will respond differently in terms of changing modes as a result of a new crossing of the Red River, and would need to be analyzed individually.
- In this analysis, we simplify the calculations by assuming conversion within the reference group (U of M commuters) to use of the new crossing from their former mode if they meet certain criteria. This simplification is assumed to also capture other trips with non-U of M origins or destinations.

This could be modelled in greater detail with a multimodal four-stage transportation model, but that was not an available option. Reviewing the survey data as described above, and limiting the review to trips between the U of M and the east side of the river, provides an alternate easily calculable “first cut” for estimating a component of the number of potential users of the river crossing. This would provide an estimate of the order of magnitude being dealt with in terms of users.

## 3.2 Time of Day

Over the 28-hour period of the study, approximately 4145 trips enter and 4155 trips exit the U of M travelling to/from the area to the east of the Red River. Figure 3.2.1 below shows the time of day these trips occur.





**Figure 3.2.1 - U of M Inbound/Outbound Trips**

- Most trips entering the University arrive during the a.m. peak period (7:00 a.m. – 8:59 a.m.). During the two hour peak period, approximately 1730 trips enter the U of M.
- Most trips exiting the University depart during the p.m. peak period (3:30 p.m. – 5:59 p.m.). During the two hour peak period, approximately 1715 trips exit the U of M.

### 3.3 High Activity Transportation Zones

The top six origin transportation zones in the study area, in terms of total trips generated, are all located along the Red River apart from one, zone 3501. Together, these zones account for 53 percent of the total trips made to the U of M (2175 trips). Table 3.1 and Table 3.2 outline the number of trips generated in the top origin transportation zones during entire 28-hour data collection period, and during the a.m. peak period specifically.



**Table 3.3.1: Trips Entering U of M from Top Origin Transportation Zones – Total Period**

Origin Transportation Zone	Number of Trips	Percent of Total Trips Entering U of M (%)
3441	230	6
3501	560	14
3511	310	8
3512	375	9
3711	330	8
3713	370	9
<b>Total</b>	<b>2175</b>	<b>54</b>

**Table 3.3.2: Trips Entering U of M from Top Origin Transportation Zones – AM Peak Period**

Origin Transportation Zone	Number of Trips	Percent of Total Trips Entering U of M in the a.m. Peak Period (%)
3441	145	9
3501	215	13
3511	130	8
3512	230	13
3711	115	7
3713	105	6
<b>Total</b>	<b>940</b>	<b>56</b>

Transportation zone 3501 generates the highest total amount of trips to the U of M at 14 percent (560 trips) of total trips and 13 percent (215 trips) of a.m. peak period trips. The housing in this zone is a combination of single family detached homes, apartments, and condominium type homes.

The top six destination transportation zones, in terms of total trips from the U of M, are located along the Red River southeast of the U of M, in zone 3501, and in zone 3513 (St. Vital Shopping Centre). These six transportation zones account for 50 percent of the total trips exiting the U of M (2130 trips). Tables 3.3 and 3.4 show the number of trips attracted to the top destination transportation zones during the entire study period and the p.m. peak period.



**Table 3.3.3: Trips Exiting U of M to Top Six Destination Transportation Zones – Total Study**

Origin Transportation Zone	Number of Trips	Percent of Total Trips Exiting U of M (%)
3441	555	13
3501	310	7
3511	375	9
3512	290	7
3711	255	6
3713	345	8
<b>Total</b>	<b>2130</b>	<b>50</b>

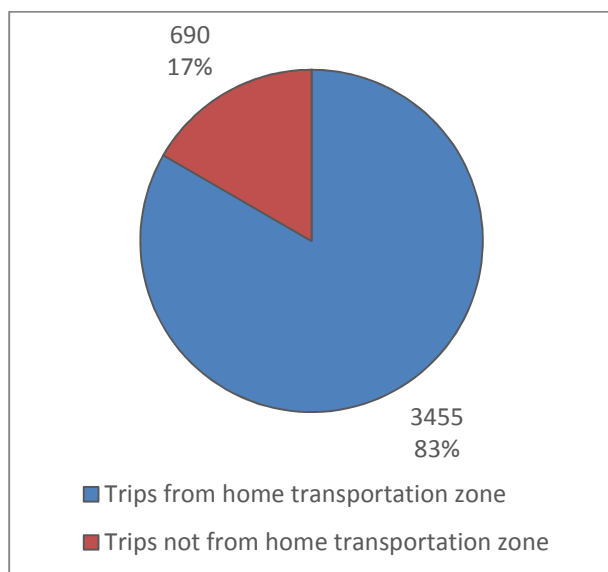
**Table 3.3.4: Trips Exiting U of M to Top Six Destination Transportation Zones – PM Peak**

Origin Transportation Zone	Number of Trips	Percent of Total Trips Exiting U of M in the p.m. Peak Period (%)
3441	135	8
3501	145	9
3511	205	12
3512	175	10
3711	105	6
3713	110	7
<b>Total</b>	<b>875</b>	<b>52</b>

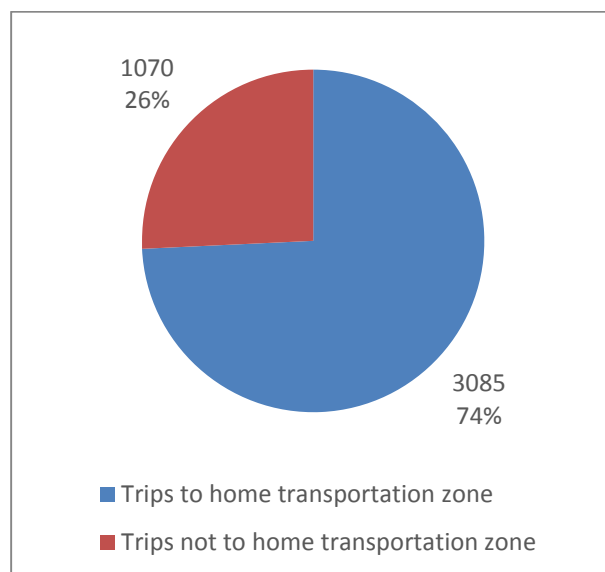
During the p.m. peak period, the top six destination transportation zones are located towards the northeast of the U of M. The zones generating the most school-related travel over the entire day are not the same as those in the p.m. peak hour, as class schedules vary throughout the day and students often leave prior to or after the p.m. peak hour, and are less of a factor in the travel occurring during the p.m. peak hour period.

Figure 3.3.1 and 3.3.2 show the proportion of trips being made to/from home transportation zones and other transportation zones. These figures give an idea of the proportion of people making trips prior to arriving at school and prior to arriving home (this is known as “trip chaining”). The data shows that the majority of travel between the U of M and other locations is direct travel between home and school, but that there is a greater likelihood of a non-home destination taking place for trips leaving the U of M. Typically a trip from the U of M would take place after school, with more flexibility in a person’s schedule, to stop at a non-home destination such as a retail store before returning home.





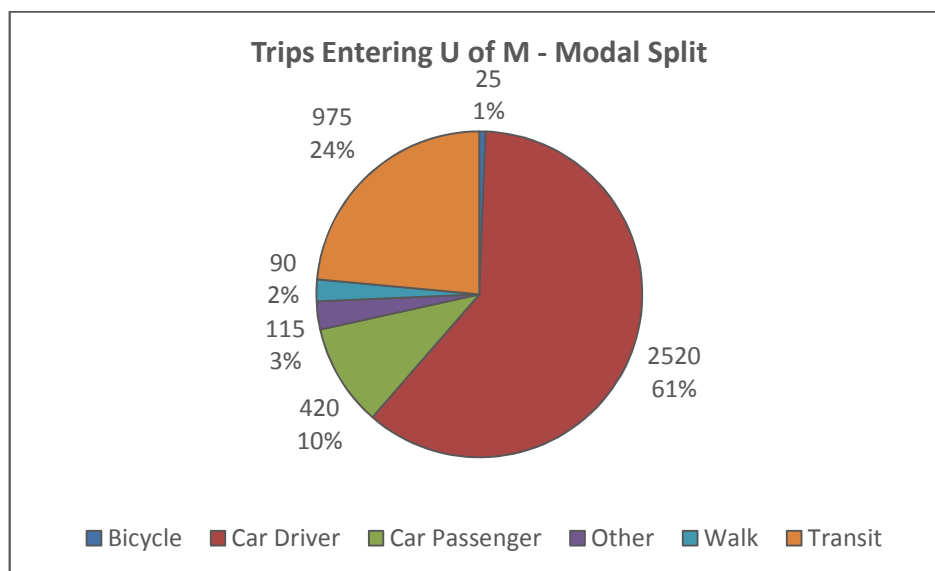
**Figure 3.3.1 – Trips Entering U of M – Origin Location**



**Figure 3.3.2 – Trips Exiting U of M – Destination Location**

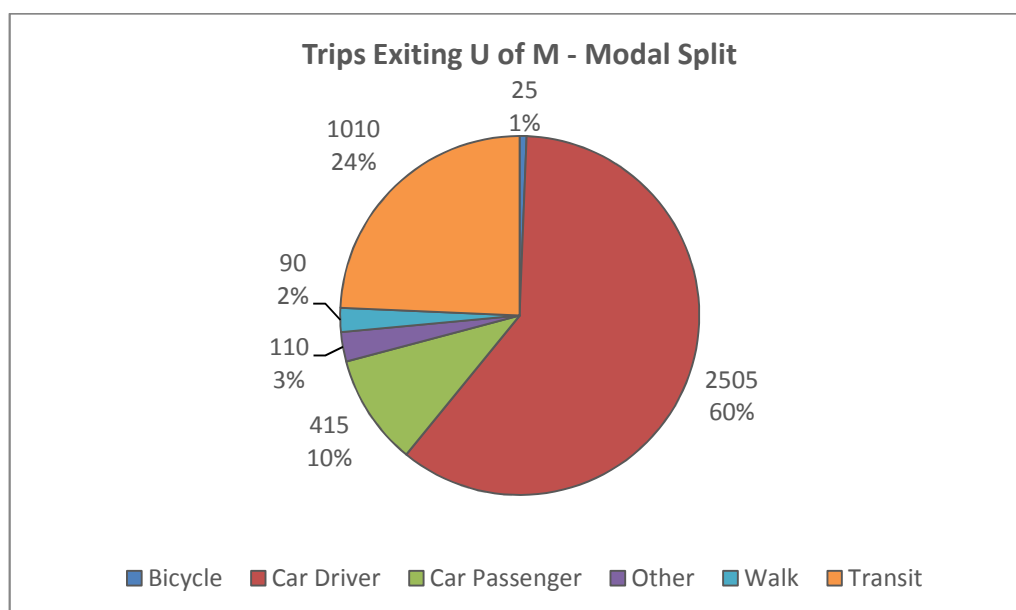
### 3.4 Modal Split

Figures 3.4.1 and 3.4.2 show the modal splits for trips entering and exiting the U of M from the area to the east of the Red River.



**Figure 3.4.1 - Trips Entering U of M from Study Area – Modal Split**





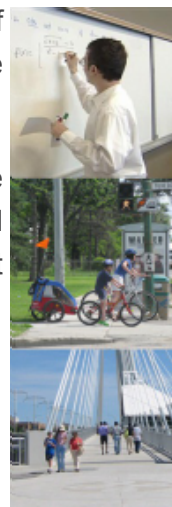
**Figure 3.4.2 - Trips Exiting U of M to Study Area – Modal Split**

The modal split remains consistent for trips in and out of the school – this is typical; one would expect most trips to and from school to be made by the same mode. Driving is the most common transportation mode, followed by transit, and being a car passenger (carpooling or getting a ride). Less utilized transportation modes include walking, cycling, intercity transit, mixed mode, and Park & Ride. Most alternative mode activity (all modes other than driving) occurs to the north of the U of M and east along Bishop Grandin Boulevard.

Automobile trips (driver and passengers) make up around 70 percent of the total trips, with vehicle occupancy of around 1.17.

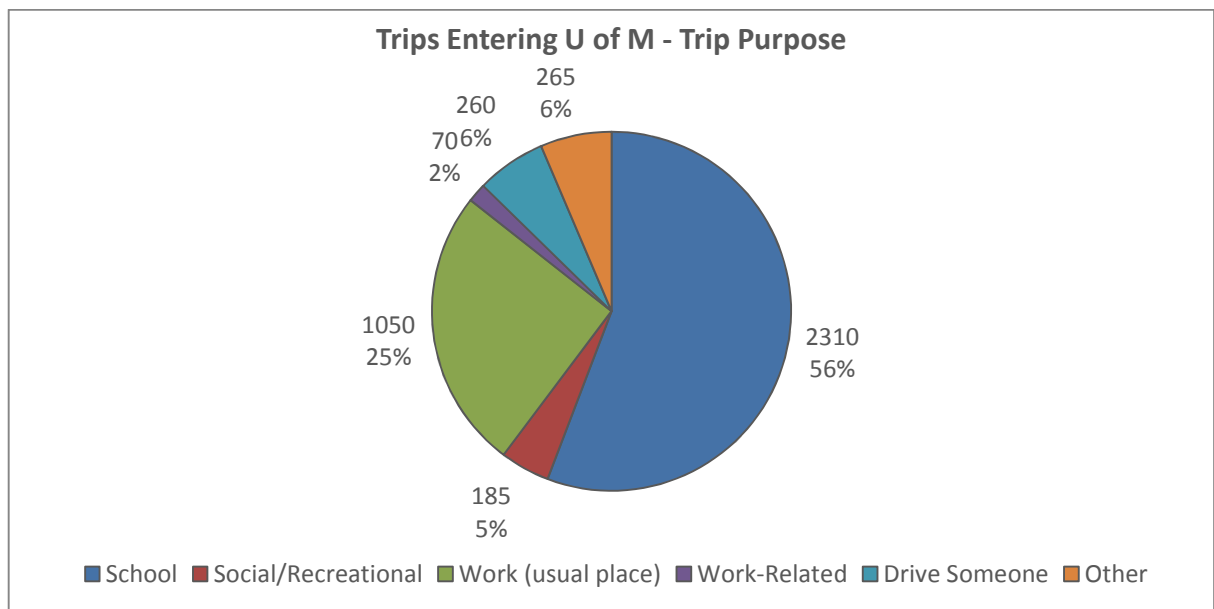
Transit is the most common non-automobile mode choice, with just under a quarter of trips. Areas with high transit ridership are located along Bishop Grandin Boulevard and north of Bishop Grandin Boulevard. These areas have better access to express routes or routes that go directly to the U of M. Areas with low transit ridership, but a high number of total trips are located to the south of the U of M. These areas are closer to the Perimeter Highway; express transit routes do not operate there, and at least one or more transfers would be required to get to the U of M.

Walking and cycling account for only a small percentage of trips. These low levels of active transportation (AT) trips can be partially explained by the limited crossing locations of the Red River, which increase travel distances and make walking and cycling less attractive to travellers at present than other modes.





### 3.5 Trip Purpose



**Figure 3.5.1 - Trip Purposes for Trips Entering the U of M from East of the Red River**

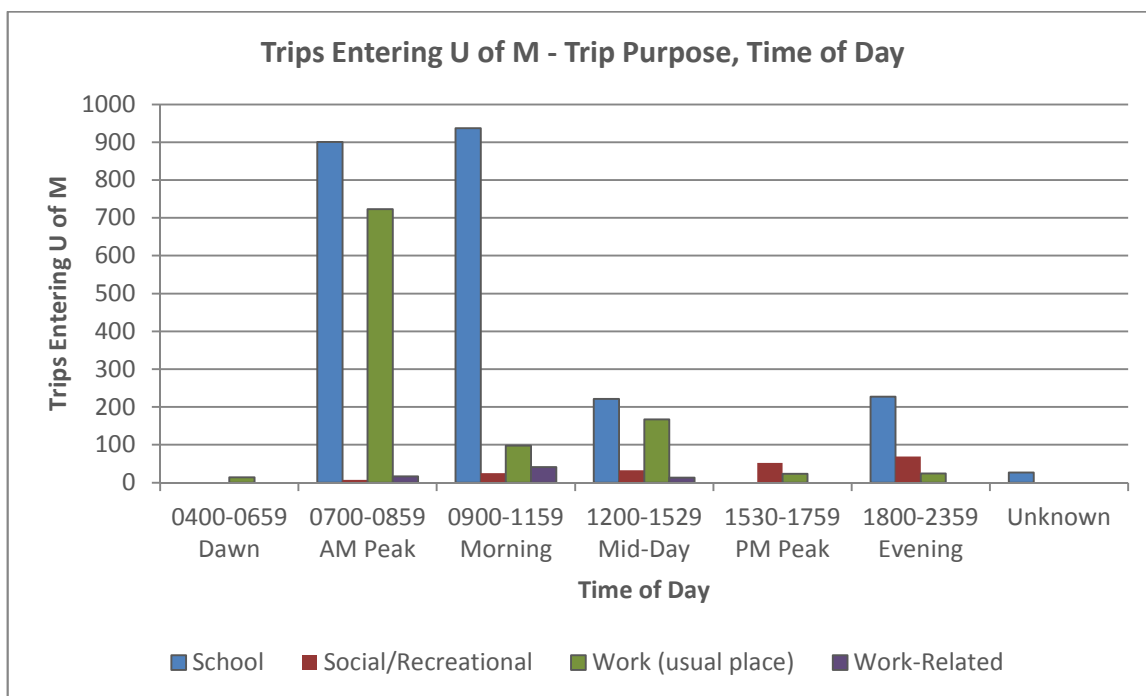
The figure above illustrates the different purposes for trips entering the U of M from east of the Red River. Not surprisingly, school trips are most common. This is followed by work trips. Over half of the total trips entering the U of M are made for school purposes. The remaining trip purposes make up relatively small proportions in comparison with school and work purposes.

- Trips entering the U of M for school purposes typically originate from transportation zones along the Red River, directly east and southeast of the U of M and in zone 3501.
- Trips to the U of M, made for work purposes, most commonly originate from transportation zones along the Red River, directly east and northeast of the U of M.

These zones feature predominantly residential land uses, primarily made up of single family detached housing.

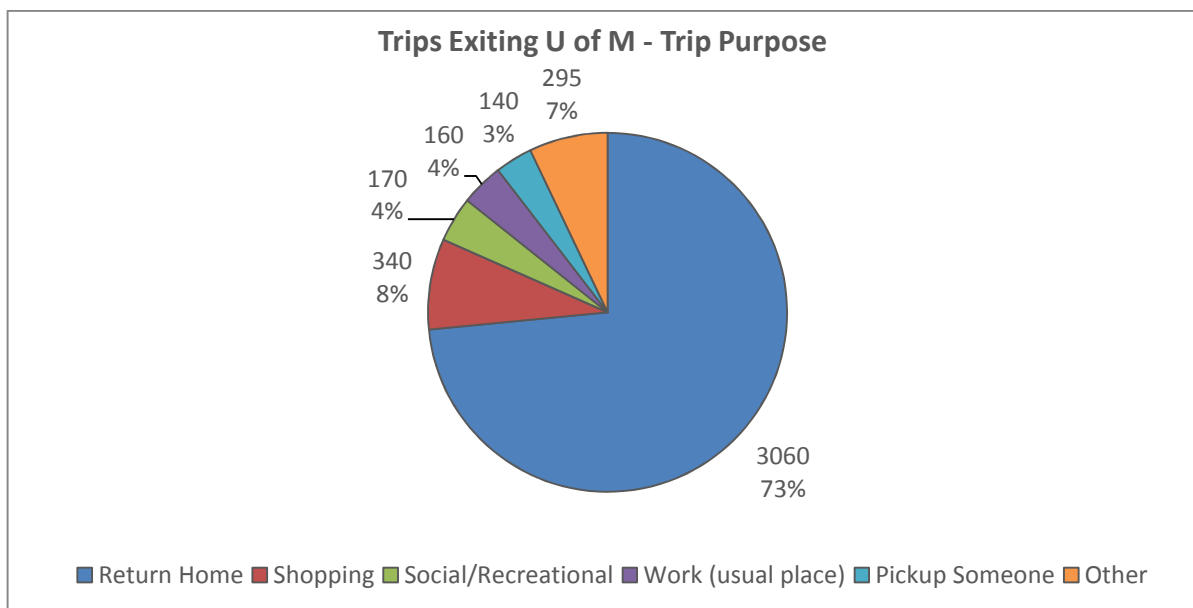
Figure 3.5.2 outlines the time of day that people arrive at the U of M for the different trip purposes. The majority of work trips arrive during the a.m. peak hour. Trips for school have significant peaks during the a.m. peak and morning hours and smaller peaks later in the afternoon, all likely following the various class schedules. Social and recreational trips occur later in the day and into the evening.





**Figure 3.5.2 - Trip Purposes for Trips Entering the U of M from East of the Red River by Time of Day**

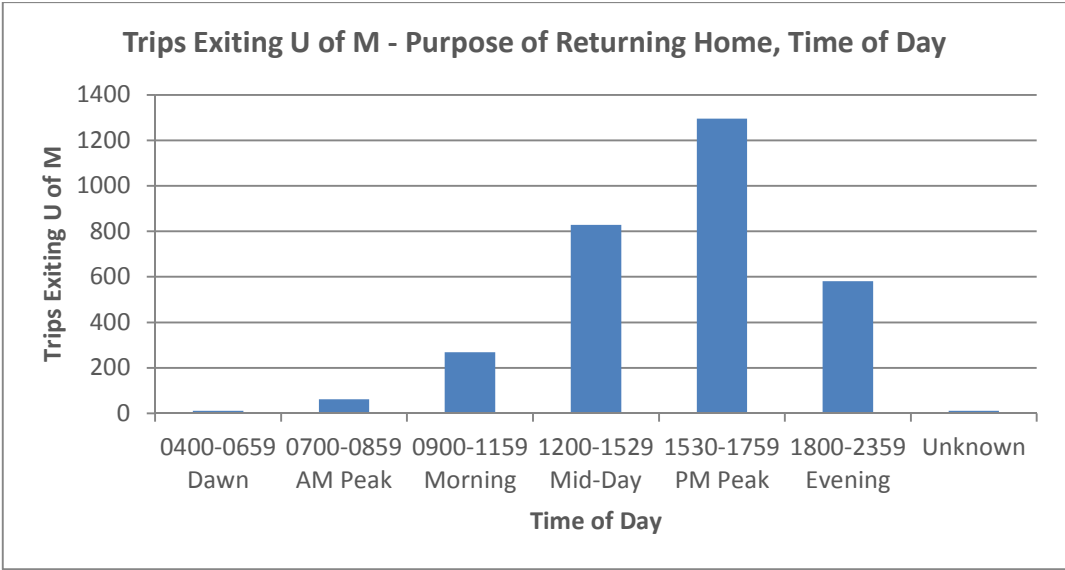
Figure 3.5.3 shows the purposes for trips exiting the U of M. A total of 74 percent of trips leaving the U of M (3060 trips) are made by people returning home. Shopping trips are the second most frequent type of trip purpose, and the remaining proportion is comprised of trips with various purposes. The “other” category includes trips made for driving someone for medical, restaurant, and work-related reasons.



**Figure 3.5.3 - Trip Purposes for Trips Exiting the U of M to East of the Red River**

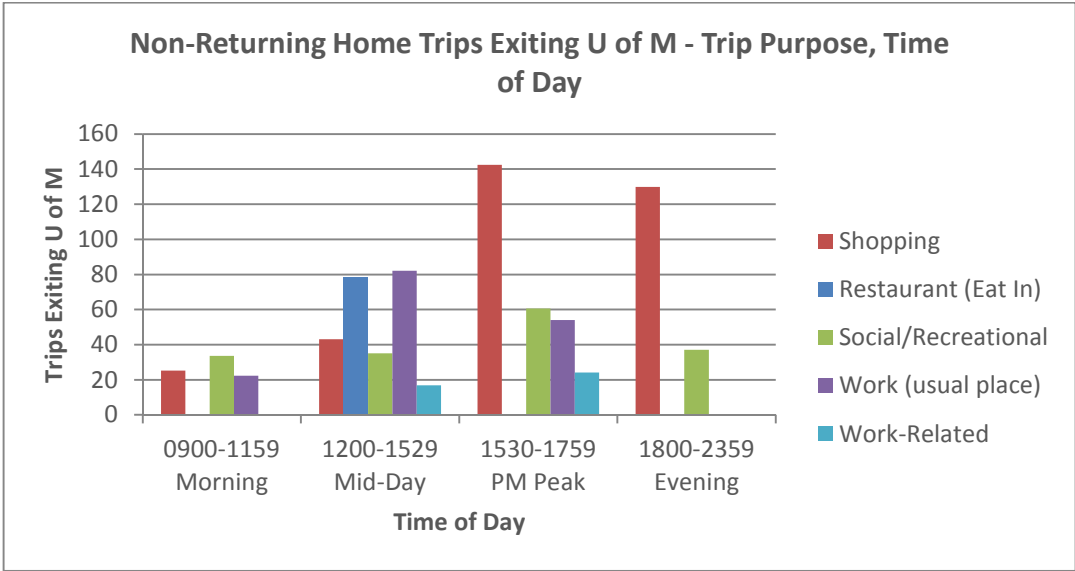


Homebound trips are the dominant type of trip out of the U of M. Figure 3.5.4 shows the distribution over time of trips leaving the U of M to home, which follow a similar pattern to the overall exiting trips shown in Figure 3.2.



**Figure 3.5.4 - Homebound Trips Exiting the U of M to East of the Red River by Time of Day**

Excluding return home trips, trips exiting the U of M by purpose and time of day are shown in Figure 3.5.5. Shopping trips peak during the p.m. peak hour and into the evening.



**Figure 3.5.5: Trips Exiting U of M and Not Returning Home by Time of Day**



## 3.6 Active Transportation Trips

### 3.6.1 High Activity Transportation Zones

Pedestrian activity was reported in zones 3441 (internally), 3503, 3511, and 3515. Only one origin transportation zone, zone 3512, reported cyclist trips to the U of M. This is not to say that bicycle travel does not occur between the U of M and the area to the east of the Red River, but information on it was not captured in the study, most likely due to the small percentage of travellers who use this mode at present.

Zone 3512 is along the Red River, northeast of the U of M, on the corner of Bishop Grandin Boulevard and Pembina Highway. There is a sharrow/paved multi-use pathway along Dakota Street and Bishop Grandin Boulevard that provides a cycle corridor.

### 3.6.2 Purposes of Pedestrian Trips

The majority of pedestrian trips are made by students going to school. Some internal walking trips appear to take place in transportation zone 3441 for the purpose of meeting someone before using other transportation modes.

### 3.6.3 Travel Time/Distance

Pedestrian trip distances in the study area ranged between 3.4 and 5.5 km. This is significant – often one assumes that a maximum distance a person would be willing to walk would be shorter than this, typically less than one kilometre. At a rate of 1.2 m/s, a 5.5 km walking trip would take over 75 minutes to complete.

Within the data, travel distances aren't captured directly. Instead, distances in the City's data are calculated as 1.412 multiplied by the shortest or straight line distance, between the node centroids of different transportation zones. This is sometimes referred to as the "as the crow flies" distance. The factor, 1.412 in this case, takes into consideration that the transportation network does not generally run along the shortest path from node to node.

To check the relationship between the calculated distance and actual distances, Google Maps was used to measure driving / walking distances along the road network between different transportation zones and the University. Some walking distances were very similar to the factored trip distance, while others were found to be much longer due to the lack of straight line road connections in the area.

Transportation zones to the southeast are in straight line proximity to the University. However, since there is no direct connection between these zones and the University, travellers must take an indirect, and therefore a longer route along the road network. Actual travel distances from these zones were measured to be closer to a factor of 3 to 4.5 times the "as the crow flies" distance.



Walking distances from transportation zones further north of the University were found to be more consistent with the factored distance. These zones are located closer to the main road network, which makes their straight line distance and walking distance more similar. These zones had factors ranging between 1.4 and 1.9, which was more consistent with the 1.412 factor used to calculate trip distance.

### 3.6.4 Vehicle Ownership and Licencing

The majority of pedestrians, approximately 70 percent (145 pedestrians), making trips to and from the U of M as well as between other transportation zones in St. Vital, are licenced to drive a vehicle. The remaining 30 percent (65 pedestrians) do not have a drivers licence.

All pedestrians come from households that own at least one vehicle. However, this does not necessarily mean that they have access to a vehicle, as many households have more than one resident and therefore a vehicle may not always be available.

### 3.6.5 Age Group

The majority of pedestrians, 58 percent (120 pedestrians), are between the ages of 15 and 24. The remaining proportion of pedestrians is relatively evenly split between the remaining age groups, as shown in Figure 3.6.5.

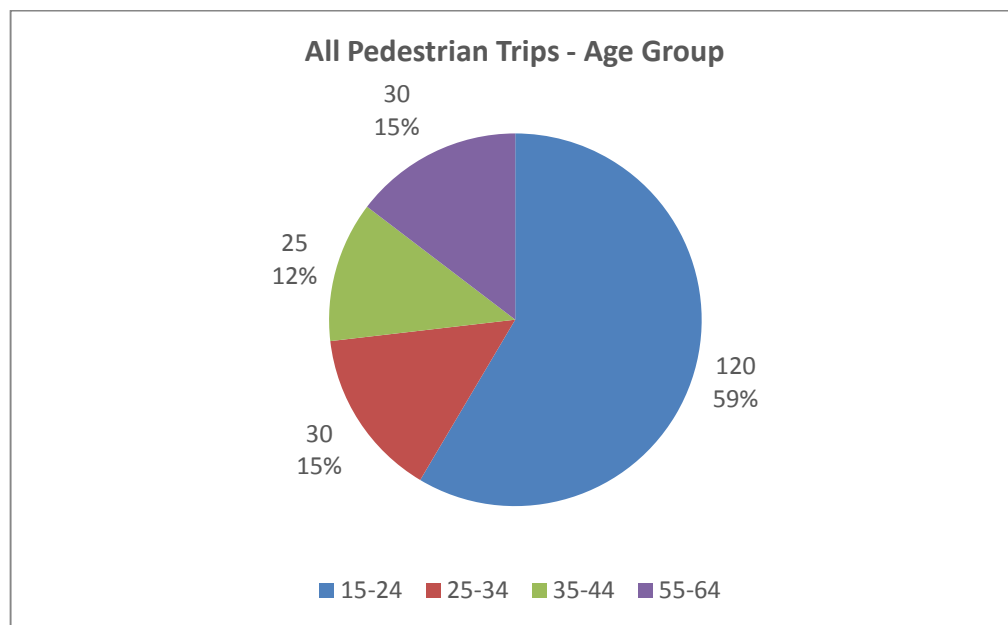
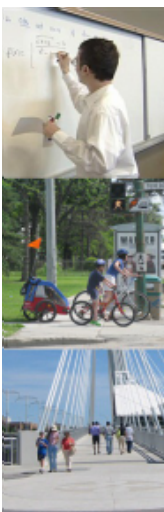


Figure 3.6.5: Age Distribution of Pedestrians





### 3.7 Potential Link Users

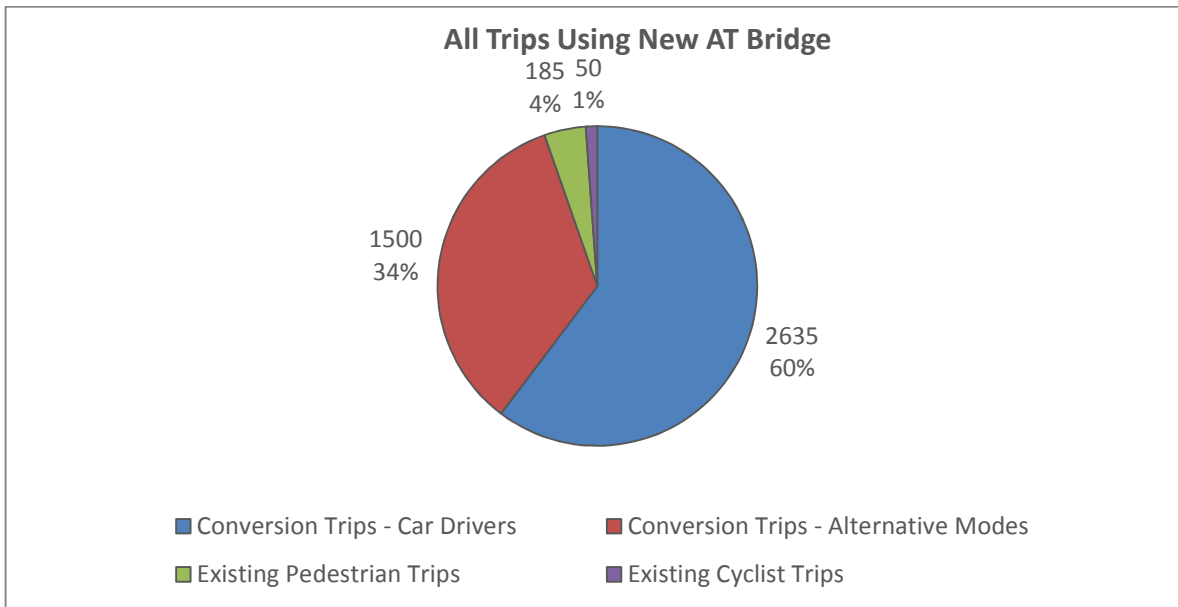
In determining the location of the new crossing of the Red River near the U of M, the number and the location of potential users should be considered as one of the factors so that the crossing is located where it can benefit a large number of potential users.

Two categories of potential link users were identified:

1. Existing AT users whose origin/destination/home transportation zone is east of the Red River. These users are people who currently walk or cycle to and from the University, and would be most likely to continue to do so. Because these people commute to and from the east side of the Red River, a new link could reduce the trip length and travel time for these users.
2. Trips converted to an active transportation mode from a different current mode if the new crossing is constructed. However, not every traveller to/from the University will change their travel mode because a new crossing is constructed. However, some travellers may change their mode if the following criteria are met:
  - Their origin/destination/home transportation zone is located on the east side of the Red River.
  - The travel distance between the transportation zone and the University is within “maximum walking distance”. “Maximum walking distance” was taken as 5.5 km, which is the maximum distance existing pedestrians walk to and from the University at present.
  - They are currently not an active transportation user. All other modes were considered. Existing alternative transportation users (transit, car passengers, Park & Ride) were considered separately from drivers, as they may be more easily persuaded to convert to an active transportation mode.

Combining both types of potential users, and assuming conversion of all travellers to type (2), a total of 4370 daily trips to and from the University and other transportation zones could potentially use active transportation modes and make use of the new link. The figure below illustrates these trips and their current mode of transportation. The majority of these trips, 95 percent (4135 trips), would be conversion trips, and the remaining five percent (235 trips), fit into the existing active transportation travel category. Most of the conversion trips, 60 percent (2635 trips), are currently made by people that drive a car. The remaining 35 percent (1500 conversion trips) are currently alternative transportation mode users (transit, car passenger, etc.).



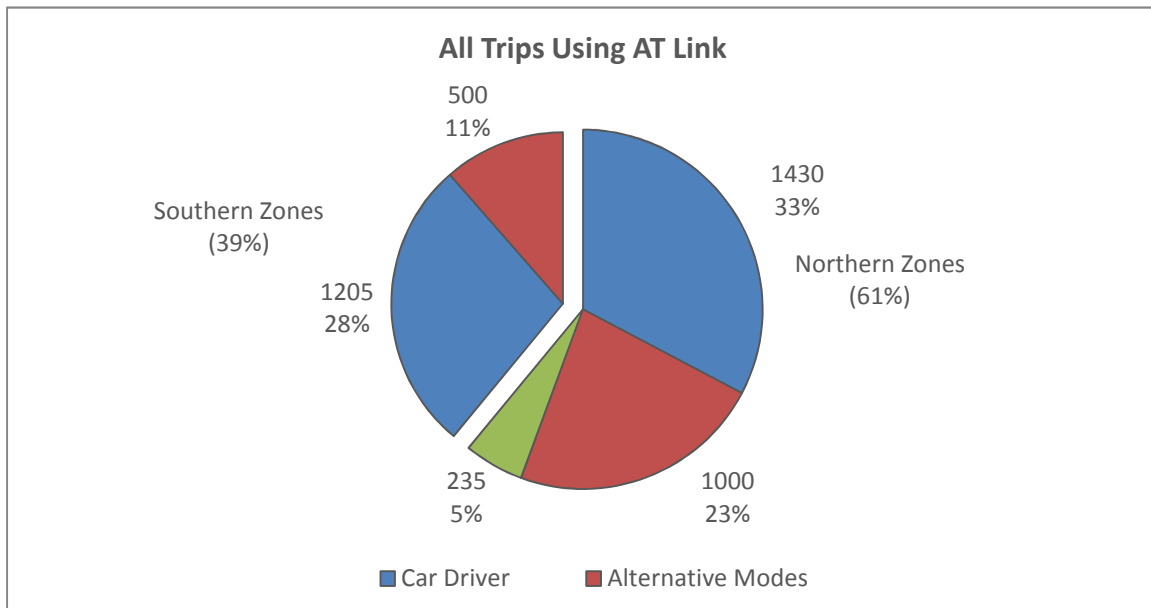


**Figure 3.7.1 - Potential Users of New Red River Crossing between U of M and East Side of River – by Current Mode of Travel**

What is then needed is information on how to locate the crossing to serve users. Ideally, the crossing should be located in such a way that it serves the greatest number of potential users. Figure 3.7.2 divides the potential link trips into trips between the U of M and transportation zones to the northeast and trips to the U of M and transportation zones to the southeast. This figure also shows the proportion of existing drivers, alternative mode users, and active users in each area. The majority of trips, 61 percent (2665 trips), are travelling to / from transportation zones located northeast of the U of M. The remaining 39 percent (1705 trips) are travelling to / from transportation zones southeast of the U of M. All existing active transportation trips are being made to / from transportation zones to the north of the U of M.

Thus it is recommended that the crossing be located towards the northeast of the U of M rather than southeast to capture a larger percentage of potential users. However, it is recognized that as future development occurs to the southeast, south towards the Perimeter, the percentage split between the northeast and southeast may come closer together.



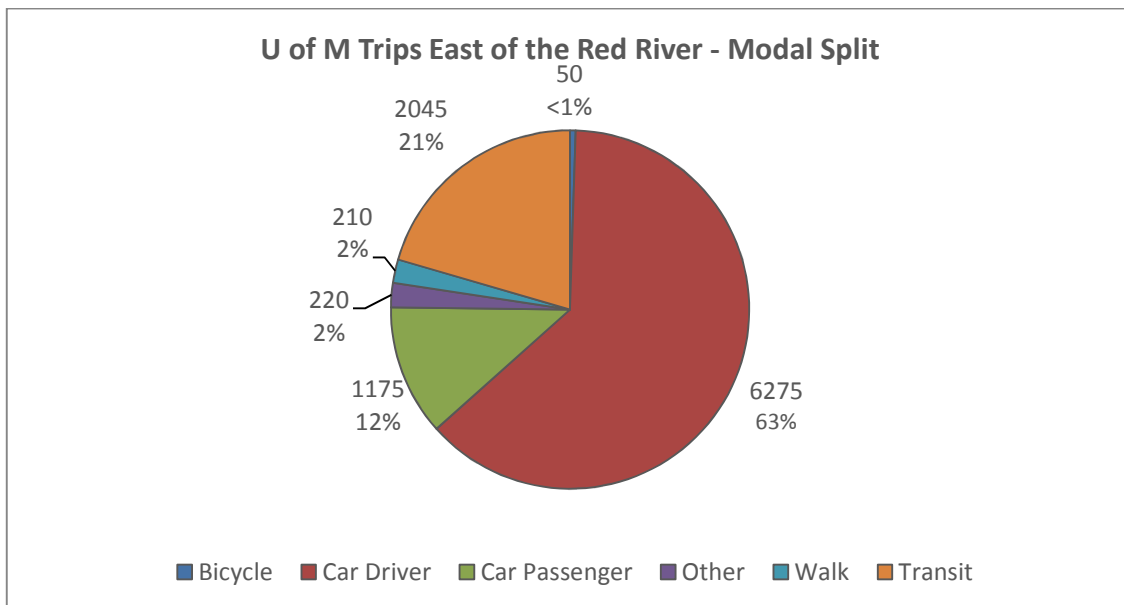


**Figure 3.7.2 - Location of Potential Users of New River Crossing**

### 3.8 U OF M Trips: West vs. East

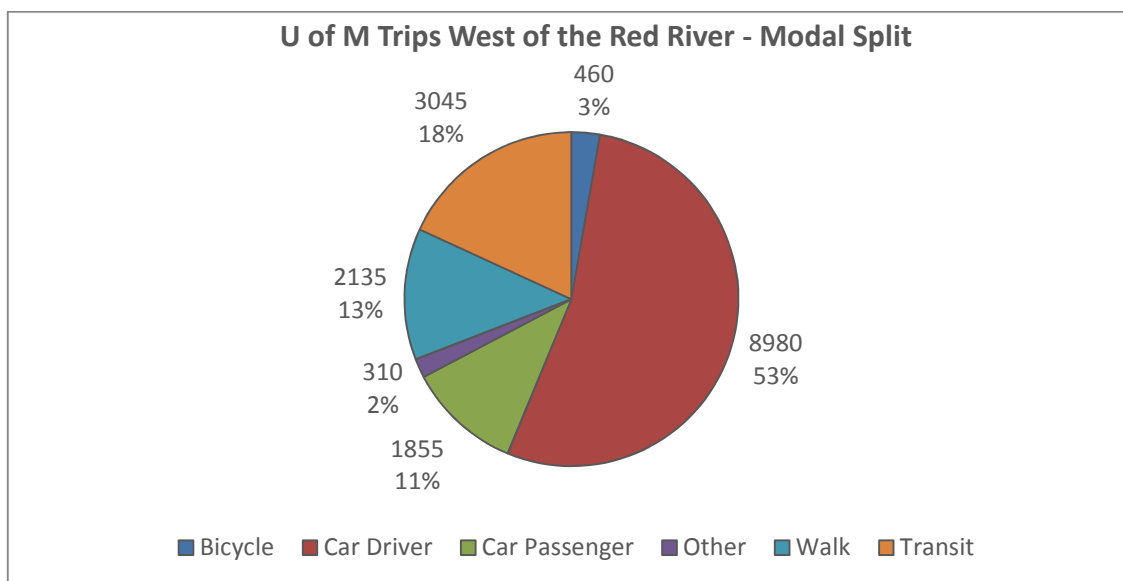
An alternative way of considering the potential for new users of the Red River crossing is to compare the modes used by travelers on the east side of the river, where the lack of connections could be considered to be hindering active mode use against that of travellers to the U of M from the west of the U of M, which does not have the same restrictions in place.

Figure 3.8.1 and 3.8.2 show the modal splits on the east side and the west side of the U of M respectively.



**Figure 3.8.1 - U of M Mode Split East of the Red River**





**Figure 3.8.2 - U of M Mode Split West of the Red River**

The two figures show that driving a car is the most common transportation mode on both sides of the U of M, however, the car driver modal split is reduced by 10 percent west of the River.

Active transportation trips to the U of M are more common on the west side of the river. The road network to the west is not constrained by the natural river barrier, which allows for a more continuous route, making active transportation modes a more attractive option for users. Due to the limited number of Red River crossings, the travel distance between U of M and locations to the east may be unattractively long and/or indirect.

By constructing an active transportation link across the Red River, it is anticipated that the modal split for trips to the east could be increased, and become similar to the west side's modal split. Currently the walk percentage is close to two percent and the cycle percentage is 0.5 percent east of the Red River. West of the Red River, the percentages are higher, 13 percent for walking and three percent for cycling. Non-active modes are closer to one another; the river is not as effective a barrier to motorized modes of transportation.

With the construction of a new crossing, it will be possible to convert a number of non-active mode trips to walking or cycling. Although one crossing does not eliminate the barrier effect of the Red River, a new crossing of the river will have a positive effect, and should bring the mode split more closely in line with that of the zones on the west side of the network.

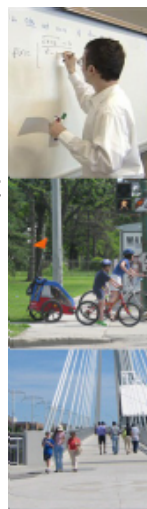




Table 3.8 compares the percentage of walking and cycling trips on either side of the Red River.

**Table 3.8 - AT Mode Split Comparison**

Mode	Mode Split Percentage (West Side)	Mode Split Percentage (East Side)	Ratio (West Side/East Side)
Walking	13%	2%	6.5
Cycling	3%	0.5%	6

Assuming the mode split on the east side of the river were to change (due to the improvement in connectivity the new crossing provides) to more closely match that on the west side (this could be considered an upper limit that may not be realized, as the new crossing does not totally eliminate the barrier effect of the river, and the other differences between the two sides of the river are not changed due to the crossing, such as differences in transit network connectivity), then the number of trips made using active modes would increase by the ratio of the difference in the current mode splits.

Increase east side walking trips by a factor of 6.5:

$$6.5 * 210 = 1365 \text{ trips}$$

Increase east side cycling trips by a factor of 6:

$$6 * 50 = 300 \text{ trips}$$

Total daily trips that may use the crossing =  $300 + 1365 = 1665$  trips per day.

Note that this figure is much lower than that estimated earlier in the report, of 4370 daily trips. The potential usage is therefore in the order of 1600 to 4370 users per day, below the capacity of whichever type of crossing is selected.

### 3.9 Stadium Impacts

The traffic impact study for the new stadium at the University of Manitoba estimated that the stadium could attract up to 11,400 vehicle trips during a sold-out event. Accommodating the additional traffic on the road network as well as in the available parking lots in the area may prove challenging. Encouraging more active transportation trips could reduce congestion and strain on the network. Over 1,100 season ticket holders live in transportation districts 8 and 9, east of the Red River. These attendees could potentially use the active transportation link to travel to the stadium as opposed to driving or taking transit. Data from the first few events at the new stadium indicate that approximately 35% of attendees are using Winnipeg Transit and an additional 1,100 attendees are cycling to and from the event.



### 3.10 Discussion

Based on data from the 2007 Winnipeg Area Travel Survey for travel to/from the University and the area to the east of the Red River, the potential daily number of trips is anticipated to be in the range of 1665 - 4370 trips per day. This should be a starting point for estimating the number of users; it does not take into account all possible users of the crossing.

Based on the data used it appears that most users would be located to the northeast of the University, as this area generates a larger percentage of trips to/from the University.

Please note that the data is based on development as it existed in Winnipeg in 2007. New development has occurred in Sage Creek and River Park South between Warde Avenue and the Perimeter Highway. Depending on the pace of development in these areas, additional demand may occur to the southeast.

Options A and E provide no advantage over the other options in terms of connectivity. Both are closest to existing Red River crossings.

Option B is logical from a connectivity viewpoint as long as it respects sensitive areas of Henteleff Park. Option B has a good connection to the heart of the campus, but is in the poorest location in terms of meeting demand based on trip locations from the 2007 O-D survey and is the furthest from a collector or arterial street connection. An upgraded pathway with good lighting would need to be developed. One option is to make use of existing streets to reach the general crossing area. Option B is in the best location to tie into the South St. Vital Pathway located between Warde Avenue and Normand Avenue and connects Lagimodiere Boulevard to St. Mary's Road. Option B is the furthest from transit service on the east side (around 1,200 m) and features a good connection on campus, close to student residences and near other University developments.

Option C is in a fairly strong location to benefit AT users based on the O-D survey data, as it is relatively close to River Road and has the shortest connection to St. Mary's Road. Limited transit service is available on River Road (Routes 54 and 16), with more service on St. Mary's Road around 750 m to the east. Option C is, however, furthest removed (around 550 m) from the developed area of the University campus.

Option D is located close to University development, although further from student residences than Option B. Limited transit service is available on River Road (routes 54 and 16), with more service on St. Mary's Road approximately 1,750 m to the east. St. Amant Centre is supportive as the Centre would like to increase ties to the University. Option D is closer to the developed area of the University campus compared to Option C.



## 4.0 CROSSING TYPES

MMM investigated several novel structure types but due to limitations related to our climate the types of crossing were reduced to two, either a bridge or a gondola. The scope of this study mandated that the crossing would not carry motorized traffic, with the exception of maintenance and inspection vehicles.

### 4.1 Bridges

#### 4.1.1 Operational Considerations

##### Universal Access and Active Transportation

The bridges would be designed for Active Transportation, comply with the City's 2010 Accessibility Design Standard, be designed in accordance with City standards, and would have sufficient width allowance for free flow of pedestrians and cyclists.

##### Maintenance Vehicle Access

The design of the bridge would be in accordance with the Canadian Highway Bridge Design Code (CHBDC) and would also allow for access by maintenance and inspection vehicles.

##### Hydraulic Considerations

As discussed earlier, there are challenges in building in the Floodway Zone. The primary challenge is that the construction must not affect the water surface elevations during flood conditions. This can be mitigated in the bridge construction by minimizing the size and number of in water piers. The greater challenge would be how to mitigate the effects of the construction of the approaches. These approaches will have to be constructed such that the AT path is at approximately the same elevation as the primary dike to ensure year round use.

If the approach is constructed on a berm, then a hydraulic analysis would have to be completed to ensure a net zero effect on water levels. An elevated pathway could be constructed such that high waters would pass beneath the pathway. A hydraulic study would also have to be performed for this option, although the result will likely be more favourable than the berm option. Both of these options would likely result in impacts to the use of the surrounding area that would have to be considered.

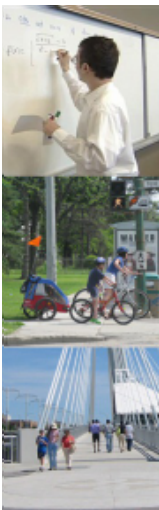
#### 4.1.2 Estimated Costs

For this conceptual study, bridge designs were presented at a very high level with approximate present-value construction costs. The estimated present value cost of the bridge option is as follows:



Rate of Inflation	2.5%
Discount Rate	6.0%
Nominal Discount Rate	3.5%

Bridge Option (Henteleff Park to Freedman Cr./Saunderson St.)						Service Life: 75 years
Item	Unit Cost	Units	Quantity	Frequency (years)	Nom. Discount Rate	Net Present Value (2013)
<b>Capital Costs</b>						
Bridge over the Red River	\$ 6,050,000	Lump Sum	1	-	-	\$ 6,050,000
Asphalt Paths, Approaches and Lighting	\$ 2,700,000	Lump Sum	1	-	-	\$ 2,700,000
River Bank Stabilization	\$ 2,000,000	Lump Sum	1	-	-	\$ 2,000,000
Estimated Engineering Fees	15%	Percent	1	-	-	\$ 1,620,000
Contingency (on construction costs and estimated engineering fees)	25%	Percent	1	-	-	\$ 3,100,000
<b>Sub-Total: Capital Costs</b>						<b>\$ 15,470,000</b>
<b>Operating and Maintenance Costs</b>						
Annual Bridge Maintenance Costs (at 0.25% of Replacement Cost) <sup>4</sup>	\$ 15,125	Lump Sum	1	1	3.5%	\$ 400,000
Annual Elevated Path Maintenance Costs (at 0.15% of Replacement Cost)	\$ 4,050	Lump Sum	1	1	3.5%	\$ 107,000
<b>Sub-Total: Operating and Maintenance Costs</b>						<b>\$ 507,000</b>
<b>Total Lifecycle Costs (discounted)</b>						<b>\$ 15,977,000</b>
<b>SAY</b>						<b>\$ 16,000,000</b>

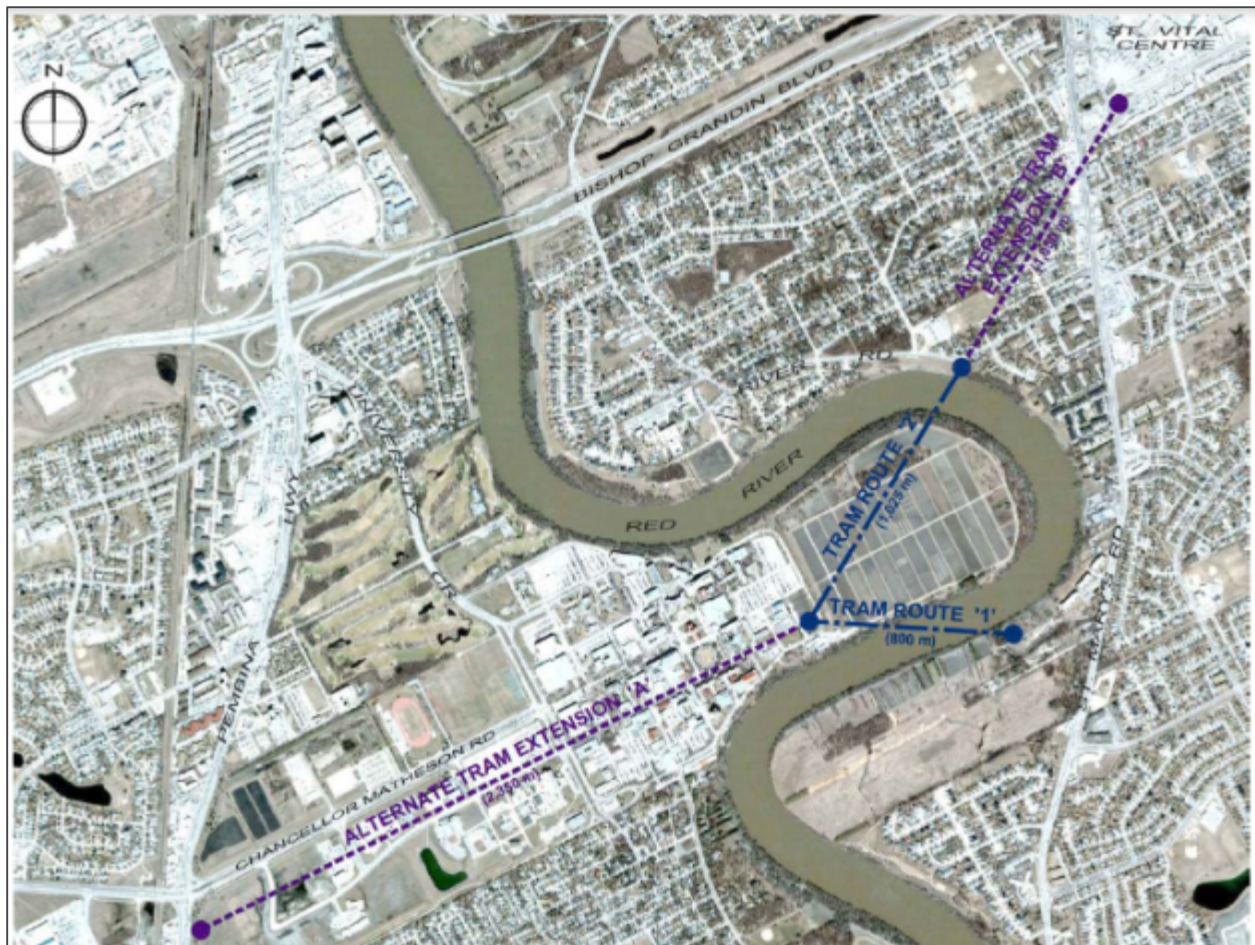




## 4.2 Gondola

### 4.2.1 Alignments

For reasons related to possible building constraints in the Floodway Area between the primary dikes on both sides of the river a gondola could be a viable alternative to a bridge. Possible routes for a gondola were developed as shown in the following graphic:





#### 4.2.2 Examples of Other Urban Gondola Systems

There are several examples elsewhere where gondolas/trams are used to move large numbers of people in urban environments including the following (source: Wikipedia):

##### Roosevelt Island Tramway, USA

The Roosevelt Island Tramway is an aerial tramway in New York City that spans the East River and connects Roosevelt Island to Manhattan.

Over 26 million passengers have used the tram since it began operation in 1976. Each cabin has a capacity of up to 110 people and makes approximately 115 trips per day. The tram moves at 17.9 mph (28.8 km/h) and travels 3,100 feet (940 m) in three minutes. At its peak it climbs to 250 feet (76 m) above the East River as it follows its route on the north side of the Ed Koch Queensboro Bridge, providing views of the East Side of midtown Manhattan. Two cabins make the run at fifteen-minute intervals from 6:00 a.m. to 2:30 a.m. (3:30 a.m. on weekends) and continuously during rush hours. It is one of the few forms of mass transit in New York City not run by the Metropolitan Transportation Authority, but uses that system's MetroCard



##### Portland Aerial Tram, USA

The Portland Aerial Tram or OHSU Tram is an aerial tramway in Portland, Oregon, carrying commuters between the city's South Waterfront district and the main Oregon Health & Science University (OHSU) campus, located in the Marquam Hill neighborhood. The tram travels a horizontal distance of 3,300 feet (1,000 m) and a vertical distance of 500 feet (150 m) in a ride that lasts three minutes.

A round-trip tram ticket costs \$4; the tram is free for OHSU employees, patients, students, and visitors.



### Metrocable, Medellin, Colombia

Metrocable is a gondola lift system implemented by the City Council of Medellín, Colombia with the purpose of providing a complementary transportation service to that of Medellín's Metro. It was designed to reach some of the least developed suburban areas of Medellín and is largely considered to be the first Cable Propelled Transit system in South America.

As of 2010, the Medellín Metrocable system contained three lines, namely Line K, Line J and Line L (Cable Arvi). Overall, the system has been received with enthusiasm by the locals.



### **4.2.3 Operational Considerations**

#### Wheel Chair Accessibility

Wheel chair accessibility is possible with a detachable style tram system that stops movement of the car for a short time allowing users time to board.

#### Cyclist Accessibility

Cyclist accessibility would be allowed as riders would be allowed to bring their bicycles into the cabin.

#### Integration with Winnipeg Transit

A gondola system could be integrated with Winnipeg Transit to provide a further link in their system. The use of the gondola system could be facilitated with a transfer or a monthly bus pass. If pursued, funding arrangements for the operation of this facility could follow that of the existing transit system.

### **4.2.4 Estimated Costs**

An estimate of costs for the construction and operation of the gondola project was carried out based on the following assumptions:

- One attendant at each station (mandated for safety).
- Ten passengers per car and 41 cars travelling at 1,000 ft/min. for a capacity of 3,000 people per hour (pph).
- Operate 16 hours per day, 50 weeks per year (shut down two weeks for maintenance).



- Estimate of administration and insurance costs included.
- Annual drive and terminal buildings maintenance.
- Major rehabilitation of gondola electrical works every 25 years.
- Gondola cabin replacement every 25 years.
- Major drive and terminal building rehabilitation every 25 years.

This capital cost is less than the typical bridge construction cost of approximately \$16M however to do a proper comparison it was necessary that a life cycle cost comparison be done. The capital and operating costs of a gondola system are as follows (based on the shortest route (Route 1) :



Gondola Option (Henteleff Park to Freedman Cr./Saunderson St.) - with Lift Attendants						Service Life: 75 years
Item	Unit Cost	Units	Quantity	Frequency (years)	Net Discount Rate	Net Present Value (2013)
<b>Capital Costs</b>						
Mono-Cable Gondola including cabins, drive station and terminal station	\$ 6,700,000	km	1	-	-	\$ 6,700,000
Station Buildings	\$ 400,000	Lump Sum	2	-	-	\$ 800,000
Asphalt Paths and Lighting <sup>1</sup>	\$ -	m	0	-	-	\$ -
Estimated Engineering Fees	15%	Percent	1	-	-	\$ 1,130,000
Contingency (on construction costs and estimated engineering fees)	25%	Percent	1	-	-	\$ 2,160,000
<b>Sub-Total: Capital Costs</b>						<b>\$ 10,790,000</b>
<b>Operating and Maintenance Costs<sup>2</sup></b>						
Attendants (1 at drive station & 1 at terminal station)	\$ 174,497	Lump Sum	2	1	3.5%	\$ 9,215,783
Administration <sup>3,4,5</sup>	\$ 175,388	Lump Sum	0.5	1	3.5%	\$ 2,315,714
Hydro (Gondola)	\$ 39,534	Lump Sum	1	1	3.5%	\$ 1,043,957
Annual Gondola Maintenance	\$ 588,601	Lump Sum	1	1	3.5%	\$ 15,542,998
Annual Building Operations and Maintenance	\$ 30,000	Lump Sum	1	1	3.5%	\$ 792,201
Gondola Major Rehabilitation (Electrical)	\$ 200,000	Lump Sum	1	25	3.5%	\$ 120,440
Gondola Cabin Replacement	\$ 35,000	Lump Sum	41	25	3.5%	\$ 864,157
Building Rehabilitation	\$ 150,000	Lump Sum	2	25	3.5%	\$ 180,660
<b>Sub-Total: Operating and Maintenance Costs</b>						<b>\$ 30,075,911</b>
<b>Total Lifecycle Costs (discounted)</b>						<b>\$ 40,865,911</b>
<b>SAY</b>						<b>\$ 40,900,000</b>

Note:

<sup>1</sup> Costs for asphalt paths and lighting have not been included for the gondola option as it is assumed that it will tie into planned infrastructure within Henteleff Park and existing infrastructure at the U of M.

<sup>2</sup> See separate "St. Vital to U of M Link Crossing the Red River - Gondola Operating and Maintenance Budget" spreadsheet for conceptual operating and maintenance cost calculations.

<sup>3</sup> For the purposes of this budget, it is assumed that administration of the system will be integrated into existing operations and that one 0.5 time staff would be devoted to the administration of the system. Additional costs for Lift Director, Shift Supervisor and additional Station Attendants may apply.

<sup>4</sup> Cost of insurance (i.e., liability and property) have not been included as it is assumed that the City carries a broad scope insurance plan that will include this infrastructure.

## St. Vital to U of M Link Crossing the Red River Gondola Operating and Maintenance Budget

Lift and Operation Data					
Lift Characteristics:		Staffing	No.	Rate	Benefits
Horizontal Length (feet)	2,625	Lift Director	1	\$70,000 yr	Yes
Vertical Rise (feet)	40	<b>Per 8 Hour Shift</b>			
Slope Length (feet)	2,632	Shift Supervisor (Dual Mech-Electr)	1	\$6,000 mo	Yes
Number of Drive Station(s)	1	Ticket sales	0	\$18.00 hr	Yes
Number of Return Station(s)	1	Ticket Checkers	0	\$18.00 hr	Yes
No. of Middle Stations (if any)	0	Drive Station attendants (per station)	2	\$18.00 hr	Yes
No. of Angle-only Stations (if any)	0	Return Station attendants (per station)	2	\$18.00 hr	Yes



Lift and Operation Data							
Lift Characteristics:			Staffing	No.	Rate		Benefits
Cabin size (No. of passengers)	10		Middle Station attendants (per station)	0	\$18.00	hr	Yes
Capacity (pph)	3,000		Proportional to the number of hours of Operations:				
Operating Speed (ft/mn)	1,000		Mechanics	1	\$24.00	hr	Yes
No. of Cabins	36		Electricians	1	\$24.00	hr	Yes
Average Power Consumption (Kwh)	111		Payroll Overhead and Benefits:				
Operations Variable:			Payroll Taxes (including Workers Compensation)		30%	-	-
No. of Hours per Day	16		Employee Benefits (Health, Pension, etc.)		15%	-	-
No. of Days per Week	7		Vacations		3	wk	-
No. of Weeks per Year	50		Electricity				
No. of Hours per Year	5,600	Hydro		0.06	\$/kWh		
System Life	27 years						

Yearly Operating Expenses				
Staffing		Maintenance		
Lift Director	\$101,500	Mechanics		\$174,717
Shift Supervisor	\$408,545	Electricians		\$154,556
Ticket sales	\$155,109	Haul Rope Inspection (once a year)		\$1,500
Ticket Checker(s)	\$155,109	Rescue Rope Inspection (every other year)		\$750
Drive Station attendants	\$174,497	Suspension Rope Inspection (every 5 years)		\$2,000
Return Station attendants	\$174,497	Oil Change (5,000 Hours)		\$1,344
Middle Station attendants	\$0	Lift Inspection (once a year)		\$10,000
Sub-Total:	\$1,169,256	Haul Rope Replacing (12,000 hours)		\$1,400
Electricity:		Terminal Parts (annual supply)		\$15,000
Hydro	\$39,534	Line Parts (annual supply)		\$5,263
Overhead Cost:		Cabin Maintenance		\$41,000
Office/Administration	\$175,790	Rope Replacement (200,000 cycles)		\$57,561
Property & Liability Insurance	\$0	Drive Overhaul (40,000 hours)		\$70,000
Sub-Total:	\$175,388	Contingencies (10%)		\$53,009
Annual Operating Expenses:	\$1,972,779	Sub-Total:		\$588,601
		or \$352/hour		
		or 11.7¢ per psgr/mile		

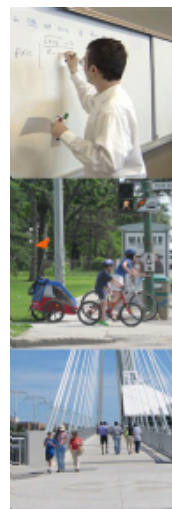




## 5.0 EVALUATION MATRIX

To objectively select the preferred location and bridge type, an evaluation matrix was developed in advance in consultation with the City and PAC members. The matrix is as follows (total weight must equal 100):

Category	Weight	Comments
Cost	20	Consider property acquisition, construction and maintenance / operating cost.
Aesthetics	15	What are the views of and from the crossing? Is the crossing compatible with the existing context and adjacent structures?
Environmental	5	It was deemed that all options would have similar environmental impacts. Consider tree removals, plantings, and temporary works for construction.
Neighborhood Impact	30	Impact on neighborhoods is important including possible parking issues.
User Performance	30	<ul style="list-style-type: none"> <li>Location with respect to trip origin/destination: does it serve a large number of users?</li> <li>Year round availability / access: are users protected from weather and the elements?</li> <li>Universal access.</li> <li>Ease of use for pedestrians and cyclists: distance, directness, experience.</li> <li>Safety (lighting, entrapment, natural surveillance).</li> <li>Transit connectivity.</li> <li>Connectivity to pedestrian and cycling networks.</li> <li>Impact on current land use or area: are current and potential uses of the affected areas protected or enhanced?</li> <li>Overall walk distance.</li> </ul>



## 6.0 PUBLIC CONSULTATION

### 6.1 Introduction

Bridge design projects are commonly developed with a fixed alignment that link together existing routes or roadways on either side of the crossing. The conceptual design study of a river crossing from St. Vital to the University of Manitoba was distinctly different because the City of Winnipeg had no pre-defined location nor was there a strong understanding of the public interest or acceptability of such a crossing. The project sought to determine the following information:

- Benefits of the river crossing.
- Impacts on communities which have not been linked previously.
- The methods in which public transit will be incorporated.
- The type of river crossing design required, including gondola or bridge design.

The public consultation program clearly defined the intent and expected outcome of the process, and educated the public on how their input would help shape the project. The process was critical to ensuring that both the community needs and technical needs of the conceptual design were met.

Consultation was broad enough to include all of the potential stakeholders but remained focused on the ultimate project objective, of determining the crossing zones and design preferences of the public and the design recommendations of the project team. In order to develop an effective and inclusive community profile, the project team worked closely with the City of Winnipeg to ensure there were no gaps that could potentially create conflict during project implementation. The three main stakeholder categories identified for the project were:

- City of Winnipeg Departments and University of Manitoba.
- Organizations and Community Groups.
- General Public.

City of Winnipeg Departments were consulted and engaged, including Public Works, Water and Waste, Transit, and Planning, Property and Development to ensure coordination between City stakeholders, particularly where issues overlap two or more departments. Their interests included traffic management, utilities, transit service, landscaping, universal design, and land use planning. In addition, the University of Manitoba was consulted regarding potential land acquisition adjacent to the University grounds and how locations for the bridge meet their needs.



A Steering Committee was established for the project and was comprised of members of various City of Winnipeg departments and met on numerous occasions to outline the expectations of public engagement for the project. The public engagement strategy involved the establishment of a Public Advisory Committee (PAC), which included members of organizations and community groups with an interest in the local area. The members of the committee were selected through dialogue with the Steering Committee and an evaluation of the project area. The PAC provided an effective representation of their groups' local interests and offered an additional method of communication for the project. Their input was sought throughout the engagement process including the final evaluation of the design and location alternatives, through a comprehensive review of the evaluation matrix.

In addition to collecting feedback from the PAC and their associated organizations and City departments, the project team sought the input of the public through hosting Public Interactive Display Sessions (PIDS) and an online survey. The PIDS were designed to present the public with project information and provide opportunities for the public to comment on the design and crossing alternatives. The PIDS were developed by the project team in collaboration with the Steering Committee. Information was presented to the public through the use of visual aids, including story boards and maps. The PIDS were designed to maintain transparency and openness, by identifying multiple alternatives in design and location, without a preferred alternative from the project team. The online survey provided an additional tool for collecting feedback on the project, reaching out to those who did not feel comfortable providing input in a public setting and to those who were unable to attend the PIDS. The following sections of this report outline the specific public consultation program activities.



## 6.2 PAC Member Organizations

The Public Advisory Committee (PAC) was comprised of representatives from a variety of local community and interest groups whose role was to function as liaisons for the larger community. PAC member's responsibilities included:

- Assist in developing options and creating an evaluation framework from which a recommendation would be selected.
- Be a representative for their key stakeholder group.
- Attend the broader public events and provide feedback throughout the process.

Members were selected through an analysis of the project area and recommendations from the Steering Committee. An important component of the PAC was involvement from the University of Manitoba, as the Design Study considered three crossing zones within close proximity to the campus and primary users of the crossing were identified as those travelling to and from the University. The PAC included representatives from the following organizations, see Table 6.2:

**Table 6.2 - Public Advisory Committee Member Organizations**

Public Advisory Committee Organizations	
Access Advisory Committee	St. Vital Gardening Club
Bike to the Future	University of Manitoba Campus Planning
Henteleff Park Foundation	University of Manitoba Disability Services
Louis Riel School Division	University of Manitoba Students Union
Normand Park Residents Association	Winnipeg Football Club
Pembina Trails School Division	Winnipeg Trails Association
St. Amant	

There were three meetings held between the PAC and the project team. The first meeting was held on September 27, 2011 and included an introduction of the project scope and the role of the PAC. The purpose of the first meeting was to collect the PAC's feedback on how the proposed project could benefit the community and identify potential drawbacks. The project team and the PAC discussed potential design alternatives, including the option of a gondola to link St. Vital and the south Fort Garry community near the University of Manitoba. Five potential crossing zones were presented to the PAC as developed through a review of opportunities and constraints potentially associated with the project, which included:

- Community involvement and acceptance
- River bank stability
- Bridge design
- Gondola/Tram design





- Active transportation connections
- Transit integration

The second PAC meeting was held on November 4, 2011. The meeting was used as an opportunity to discuss the upcoming Public Interactive Display Sessions and identify other stakeholders that should be considered for the project. Prior to the second PAC meeting, a constraints map was created, outlining areas of concern (e.g., environmental sensitivity, developed lands, etc.). In addition to the constraints map, the draft copy of the evaluation matrix was presented. The evaluation matrix provided the PAC and Steering Committee with an opportunity to rank the alternative options for design and location based on a set of criteria specific to the project.

The third PAC meeting was held on February 16, 2012 following the PIDS. The meeting was used to present the findings of the PIDS and review the Evaluation Matrix components which the PAC was asked to assist with. The PAC was asked to assist the Steering Committee with evaluation of the crossing options using the Evaluation Matrix. The Steering Committee sought input from the PAC for each element of the matrix to ensure that all issues were being considered for each of the crossing zones. Following a review of the PIDS materials, the PAC was invited to provide feedback on the Evaluation Matrix criteria and determine if additional issues should also be considered.

### 6.3 PAC Evaluation Matrix Feedback

The evaluation matrix, developed by the project team and Steering Committee, was used to aid in the determination of the preferred design and location for the proposed crossing, based on design standards and potential building requirements. Prior to evaluating the merits of proposed options, it was important that the criteria be established, by which each option was to be judged. The criteria were presented to the City, with weights attached to each review and comments by the City. Once the matrix was agreed upon, it was used in the process of selection for the Steering Committee and the PAC.

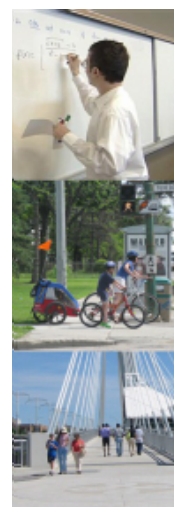
Following the completion of the PIDS and evaluation of the feedback collected, the final version of the evaluation matrix was presented to the PAC. The PAC was asked to review the matrix topics and identify any further information which should be considered in the evaluation of all crossing zones, based on their understanding of the project.

The evaluation matrix was sent to all PAC members and responses were received from seven of the PAC members. The following table (Table 6.3) includes the evaluation matrix indicators which were the primary areas of concern for the PAC and issues which arose based on their review of the matrix. All matrix responses have been compiled and included in *Appendix C – PAC Evaluation Matrix Feedback*.

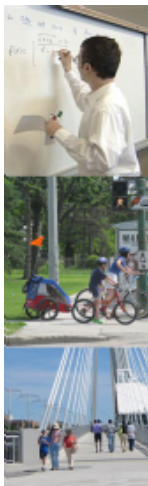


**Table 6.3 - PAC Evaluation Matrix Feedback Summary**

Evaluation Matrix Topic	PAC Member Feedback
<b>1. Project Cost</b>	
Property Acquisition	Property acquisition feedback involved consideration of property that may be required for the crossing in some portions of the project area. Areas of concern identified by the PAC included an area surrounding Van Hull Estates and potential linkages to the existing South St. Vital Trail. As well, the area surrounding the St. Amant crossing may require private land. The PAC recommended that City of Winnipeg owned property should be considered first, as the least amount of acquisition should rank higher than other crossing alternatives.
<b>2. Architecture/Aesthetics</b>	
Views	Although views of the bridge from the surrounding neighbourhood and from the crossing are beneficial, PAC members indicated that other items should be more influential in the decision making process, such as safety and traffic. In areas where there is mature landscaping, it was expressed that views of man-made structures such as a large bridge should not hinder the existing natural setting.
Compatible with Existing Context and Adjacent Structures	Some PAC members view the construction of a new bridge as beneficial, as long as it is compatible with existing content and adjacent structures. Other PAC member organizations were strongly opposed to building a new structure that would change the aesthetics and increase traffic in mature neighborhoods. Compatibility with low lying areas was expressed as a challenge in the design, as PAC members recognized the changes in elevation on opposite sides of the rivers.
<b>3. Environmental Considerations</b>	
Environmental Impacts During Construction	Environmental impacts that were identified by PAC included the significant noise and traffic associated with construction, damage to existing landscaping and gardening plots, potential damage to heritage row of ash trees and loss of green spaces. It was also noted that the riverbank to the south has experienced a lot of slumping in the last 15 years.
Long-Term Environmental Impact	The PAC expressed a concern over long-term environmental impacts of the project including potential flooding, ice scour, erosion and long-term disruption to local wildlife.. The gardening plots were deemed as an important contribution to the local food supply as they help reduce dependency on non-local food sources.
Environmental Benefits	Environmental benefits of the project may include considering a design alternative that allows for protecting the area enough to allow significant regrowth of the river bottom habitat. Long-term environmental benefits could also include the reduced number of people using vehicles if an Active Transportation route was available
<b>4. Neighbourhood Impact</b>	
Neighbourhood Impact	PAC members indicated the weighting for this topic be considered more closely, as there are both benefits and drawbacks of each route. Benefits expressed by the PAC included the improved connectivity between neighbourhoods which would be created with a river crossing. Some



Evaluation Matrix Topic	PAC Member Feedback
	members of the PAC expressed a concern for the negative impacts that additional traffic and pedestrians would have on the neighbourhoods. The history of the study area is deemed important and evaluation should heavily consider potential impacts to existing historical sites. PAC members indicated that although there were few indicators within this topic, this should not minimize the importance of the category.
Parking Impact	Parking concerns were expressed for neighbourhoods on the east side of the Red River primarily, as the areas would potentially be used for parking during major events at the University campus, specifically at Investors Group Field. The PAC indicated that consideration needs to be given to the associated resources which will be required to monitor and control parking in surrounding areas.
Safety	Although safety of users was considered, the PAC also identified the need for consideration of potential vandalism and theft. Safety was of concern especially if the crossing was in use during late night hours.
Stadium	The PAC expressed concern with increased traffic volumes, reduced safety and limited parking during stadium events. The PAC suggested that the City should manage traffic to support the primary function of local streets in providing access to local residents and ensuring that pedestrian comfort and safety are given paramount consideration in the transportation networks of neighbourhoods.
Other Disturbances	Potential sources of additional disturbances to be considered in the evaluation included late night noise from vehicles and lights on the bridge and walkways.
<b>5. User Performance</b>	
Location With Respect to Trip Origin/Destination	The PAC indicated that a bridge location south of the Minnetonka neighbourhood could provide better access to existing AT paths and could potentially service a greater population as many residents living near Bishop Grandin Boulevard already use the Bishop Grandin Greenway to cross between St. Vital and Fort Garry.
Year Round Availability/Access	In evaluating the alternatives, the PAC suggested that the routes which provide for year round flood clearance are better alternatives as access would not be prohibited. Also, the longer routes may reduce accessibility for pedestrians in winter months, if plowing is not undertaken regularly.
Compliance with 2010 Winnipeg Accessibility Design Standards	Feedback was supplied on ensuring compliance with the Winnipeg Accessibility Design Standards and the PAC suggested that the evaluation criteria should include the likelihood of proper signage, accessibility from major routes, and entry/exit ramps.
Ease of use for Pedestrians	The PAC acknowledged that the crossing should not be seasonal and evaluation should consider distance to surrounding amenities.
Ease of Use for Cyclists	The PAC indicated that cyclists already use existing paths along Bishop Grandin and that routes that travel through narrow residential streets are not the safest. The PAC recommended that new bike lanes may need to be considered in the evaluation of some routes, both along King's Drive and along River Road. As well, if the primary destination is the University of Manitoba campus, crossings that are farther from the U of M may deter riders from using the bridge since it would not be the most efficient route of travel.



Evaluation Matrix Topic	PAC Member Feedback
Transit Connectivity	Although transit connectivity may not be established at the time of evaluation, the PAC indicated this criteria may be short sighted and that the project design would have to be done concurrently with improvements to the AT network. Also, the matrix should consider if a bus stop can be added nearby and what impact an additional stop will have in the neighbourhood.
Connectivity to Pedestrian and Cycling Networks	Many PAC members recognized the route which should be weighted more heavily would be the Henteleff crossing, as this route would provide a potentially high quality connection to paths connecting to the Royalwood neighbourhood along Warde Avenue. The PAC also expressed the opinion that within the evaluation matrix, the topic of pedestrians was already considered extensively and may be over compensated in the ranking system with these additional categories.
Impact on Current Use or Land Area	Concerns were expressed that the level of sensitivity which should be given to the gardening plots was low and that the crossing would interfere extensively with the current land use.

Areas of concern that were identified by the PAC and were not initially considered in the evaluation matrix included:

- Effects of the stadium on pedestrian traffic in neighbouring communities.
- Long-term environmental impacts of the project.
- Noise and aesthetic concerns related to construction and increased traffic volume.
- Environmental benefits of the project.

The evaluation matrix was revised based on the comments received by the PAC and submitted to the Steering Committee for their review and completion. The Steering Committee completed the evaluation using a numerical ranking system for each crossing.





## 6.4 Online Feedback and Public Interactive Display Sessions

### Public Interactive Display Session

The Public Interactive Display Sessions (PIDS) were chosen as the preferred method for presenting the design and crossing options to the public and providing them with opportunities to submit their input into the overall process. A PIDS was held in St. Vital and in Fort Garry to accommodate communities on both sides of the Red River. The PIDS locations were as follows:

- February 8, 2012 – Dakota Community Centre (4:00 p.m. to 8:00 p.m.)
- February 9, 2012 – University of Manitoba Event Centre (4:00 p.m. to 8:00 p.m.)

The Public Interactive Display Sessions (PIDS) included information boards and opportunities for the public to interact with the project team while providing feedback on the project. The information that was presented on the boards included the following topics (refer to *Appendix D – PIDS Story Boards*):



- Study Background and goals of the project.
- Timing of the project.
- Five proposed river crossing zones and associated pros and cons.
- River crossing design options and estimated costs.
- Evaluation methods of the alternatives.
- Frequently asked questions about the project.

A total of 397 registered attendees were at the February 8, 2012 and February 9, 2012 events. Of the 397 registered attendees, 372 completed the exit survey for submission. Exit survey responses can be found in *Appendix E – Exit Survey Results*.

The event was advertised by email, posters, flyers and newspaper ads. A newspaper ad was also placed in *The Manitoban*, which is distributed at the University of Manitoba Campuses and a digital copy was sent to all campus staff and students. A sample advertisement can be seen in Figure 6.4.1.



# Conceptual Design for a Pedestrian Link over the Red River to the University of Manitoba

**Notice of Public Interactive Display Session - February 8 & 9**

MMM Group Limited (MMM) is currently working with the City of Winnipeg to provide professional consulting services for a conceptual design study to identify options and a location for a pedestrian and cycle crossing over the Red River to connect St. Vital with Fort Garry in the vicinity of the University of Manitoba.

We are looking for public input into the project to determine the possible location and type of river crossing structure for the area.

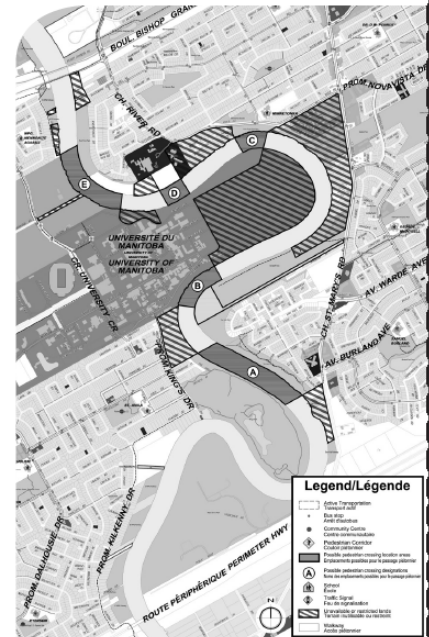
## Have Your Say

MMM, along with the City of Winnipeg, will be hosting two Public Interactive Display Sessions to collect feedback from the public. As well, an on-line survey is available at:

<https://www.surveymonkey.com/s/activetransport>

**Date:** Wednesday, February 8, 2012  
**Location:** Dakota Community Centre Great Hall, 1188 Dakota Street  
**Time:** 4:00 p.m. to 8:00 p.m.  
**Format:** Drop-in

**Date:** Thursday, February 9, 2012  
**Location:** University of Manitoba Event Centre, 100-1 Research Road  
**Time:** 4:00 p.m. to 8:00 p.m.  
**Format:** Drop-in



For more information on the University of Manitoba to South St. Vital Active Transportation Link Pedestrian Crossing, please contact:

Natalie Ducharme, MMM Group Limited  
 Tel.: 204.943.3178 | E-mail: [ducharmen@mmm.ca](mailto:ducharmen@mmm.ca)



**Figure 6.4.1 - PIDS Sample Newspaper Advertisement**

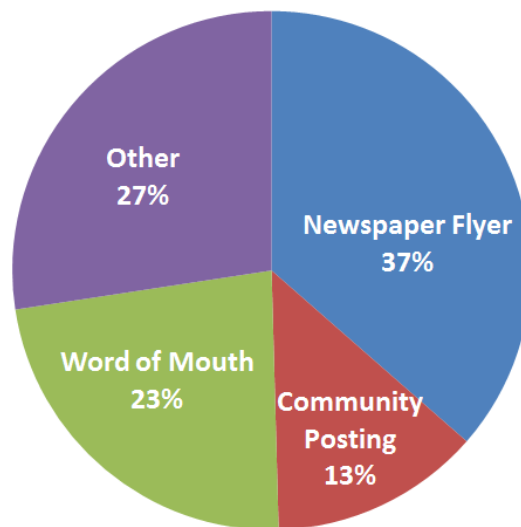
In addition to the newspaper advertisement, over 11,000 bilingual flyers were sent out with printed editions of The Lance and The Sou'Wester newspapers during the week of January 30 to February 3, 2012. The Lance and Sou'Wester are distributed weekly and all homes and business within the flyer distribution area, illustrated in Figure 6.4.2, received a copy of the advertisement.







Posters were displayed at local businesses and community centres throughout the project area. Email notifications for the event were sent by the University of Manitoba's communications department to all students and employees at the University. The PAC, community organizations, schools and places of worship were sent electronic copies of the flyer for additional distribution. The events were attended by local media, including Global News, CTV News, City TV and local newspapers. The majority of attendees indicated that the newspaper flyers were the primary source of information for attending the PIDS, as illustrated in Figure 6.4.3.



**Figure 6.4.3 - Public Engagement Notification Methods**

## 6.5 Online Survey

In addition to the feedback collected at the PIDS, people were invited to submit their feedback online via web-site [www.surveymonkey.com](http://www.surveymonkey.com). The online survey was advertised in all communications and at the PIDS. The online survey was active prior to the PIDS and remained available until February 17, 2012. The online survey form was completed by 1,179 participants.

Online respondents were asked to review the proposed crossing zones and design options, and then rank them in order of preference. The crossing zones were ranked from one to five, with one being most preferred and five being least preferred. The design options were ranked from one to four, with one being most preferred and four being least preferred. Following the closure date of the online survey, an analysis was completed to evaluate responses received and to sort them into major themes based on key indicators. The analysis included determining issues which were most important to the public and should be considered by the project team in their recommendations for the final design. All online survey responses can be found in *Appendix F – Online Survey Results*.





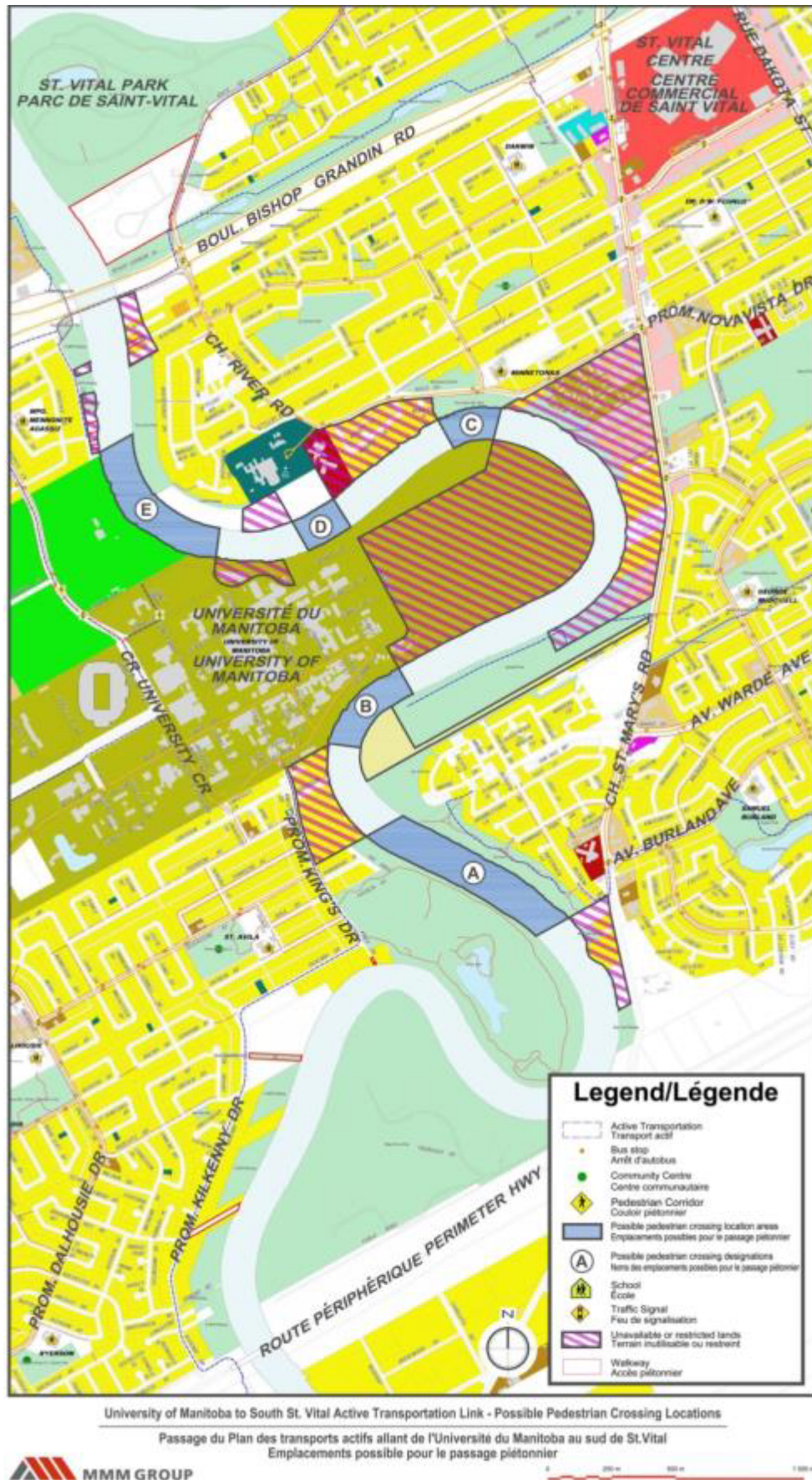
## 6.6 Crossing Zone Preferences

The public was presented with five crossing zones and associated pros and cons of each. The five crossing zones were determined based on lands that:

- Are not restricted.
- Could accommodate a structure.
- Have access to major roads, bus routes and the AT network.

For the purpose of this study, the five crossing zones were defined as follows, in Figure 6.6.1 and Table 6.6.1.


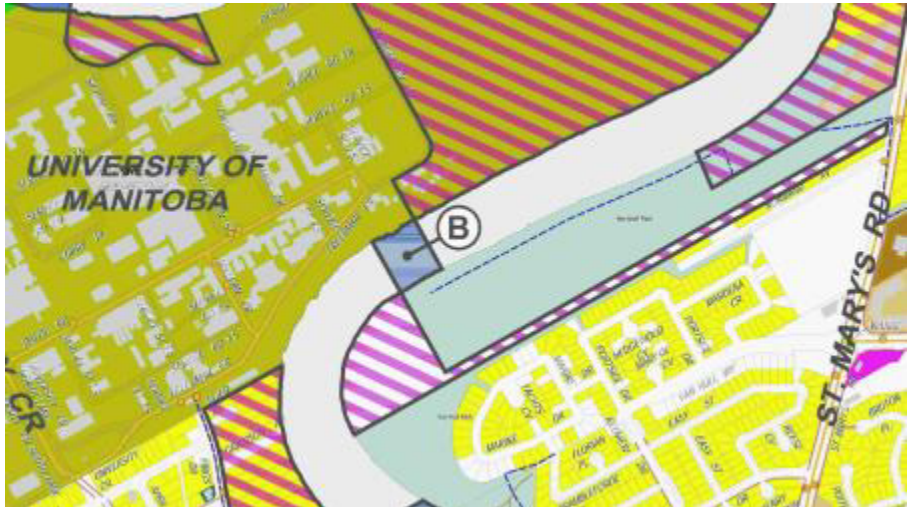




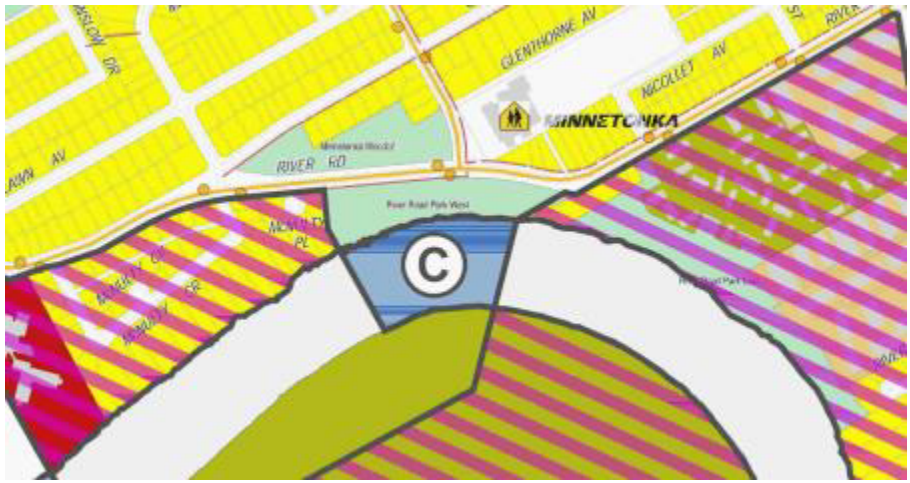
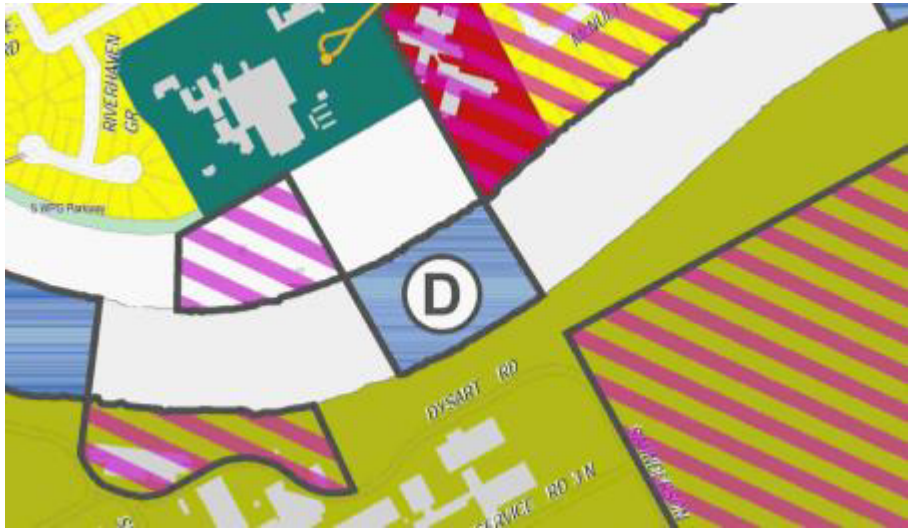
**Figure 6.6.1 - Potential Crossing Zones Between St. Vital and the University of Manitoba**



**Table 6.6.1 – Crossing Zone Location Descriptions**

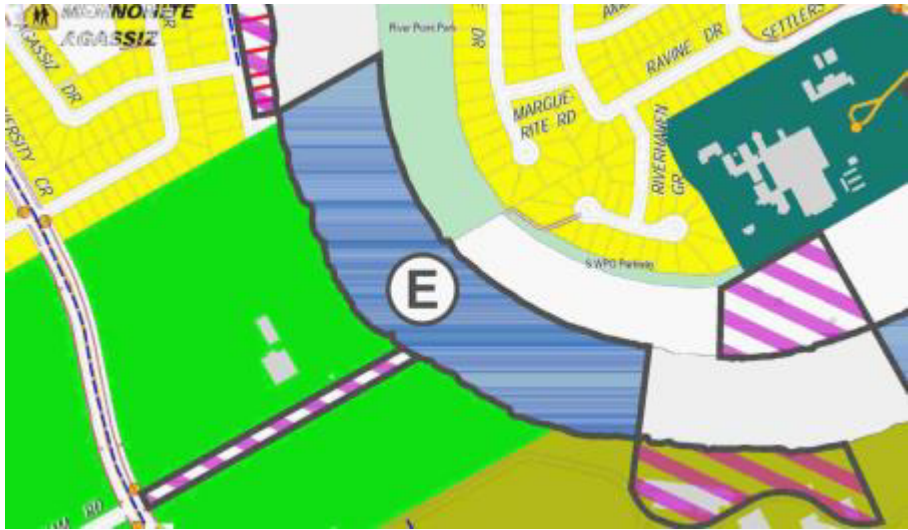
Possible Crossing Zones Zone	Zone Summary	Zone
Zone A: Normand Park/Kings Park	Access to this route would include travel through portions of Normand Park and Kings Park The route would include approximately 2.4 km of travel between St. Vital and the University of Manitoba.	
Zone B: Henteleff Park/U of M	Access to this route would be through the existing Henteleff Park and would require approximately 1.6 km of travel between St. Vital and the University of Manitoba	



Possible Crossing Zones	Zone	Zone Summary
Zone C: Minnetonka/U of M		The Minnetonka Crossing would be located within the River Road Park West neighbourhood along River Road and would include approximately 1.2 km of travel between St. Vital and the University of Manitoba
Zone D: St. Amant/U of M		Access to the St. Amant route would include travel from the existing St. Amant grounds to the University of Manitoba with approximately 0.9 km of travel.

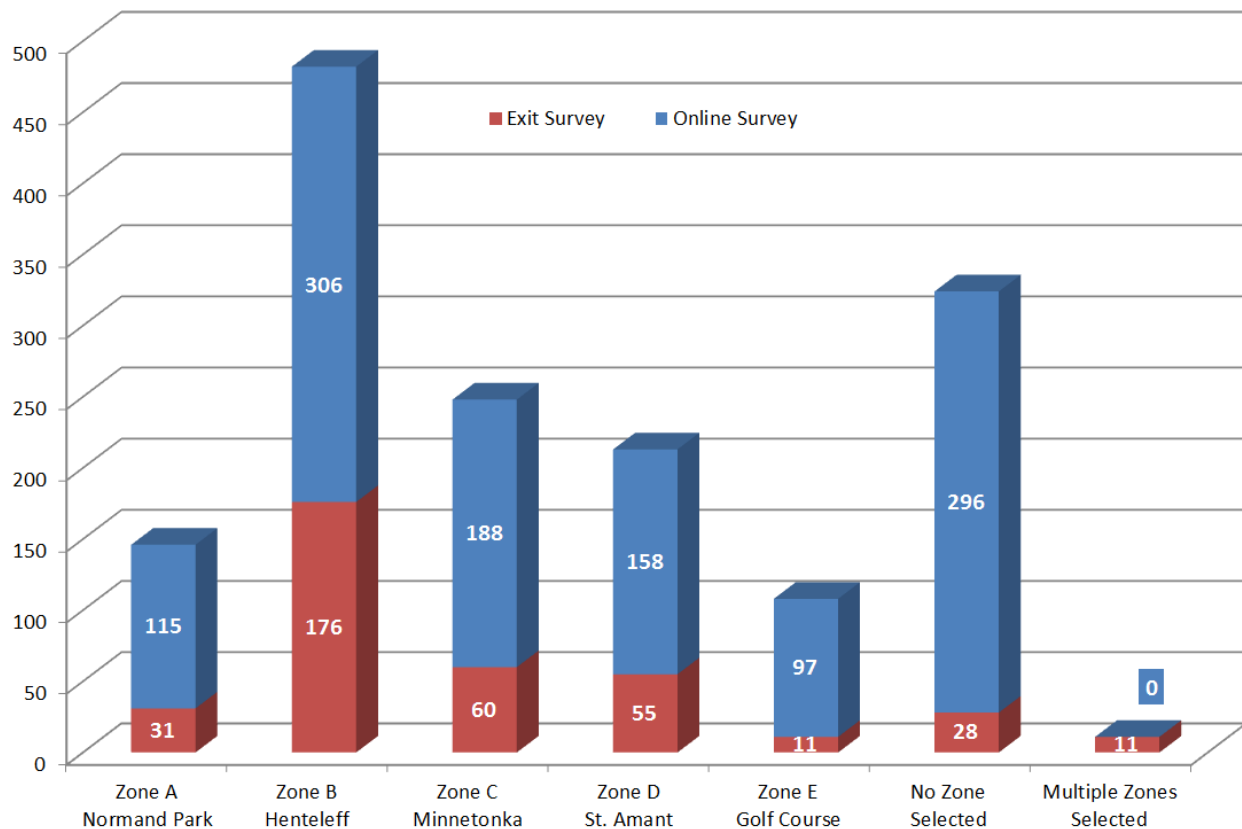




Possible Crossing Zones Zone	Zone Summary	Zone
Zone E: River Point Park/Former Golf Course	Access to this route would include travel through River Point Park and the former golf course lands. This route would include approximately 2.4 km of travel between the University of Manitoba and St. Vital.	



Following a review of potential pros and cons for each site, PIDS attendees were asked to rank the five zones from most to least preferred. The crossing zones were ranked from one to five, with one being most preferred and five being least preferred. Based on the options presented, the following table, Figure 6.6.2, summarizes the most preferred crossing zones, as indicated by the number of respondents having a ranking of one for the option at the PIDS or online.



**Figure 6.6.2 - Crossing Zone Preferences (PIDS and Online)**

Zone B (Henteleff Park/University of Manitoba) was identified as being most preferred, by approximately 31.5 percent of respondents. The public expressed that the route would likely have more users from South St. Vital, as it currently has no direct and easily accessible route to the University of Manitoba. It was indicated by the public that Zone A and Zone E are too close to existing AT routes and would not benefit as many potential users. Concerns were also expressed that Zone D could potentially impact the existing gardening plots near St. Amant.

Although Zone B was expressed as the public's preference, many recognized the sensitivity of Henteleff Park and recommended that any route through the area should maintain the natural setting and that past flooding is also of concern in the area.



## 6.7 River Crossing Design Options

Potential river crossing design options were presented based on the recommendations from the Steering Committee and project team. Estimated construction costs were also included at the PIDS to assist the public in ranking their preferred crossing design option. Figure 6.7.1 illustrates the following four design options which were presented to the public:

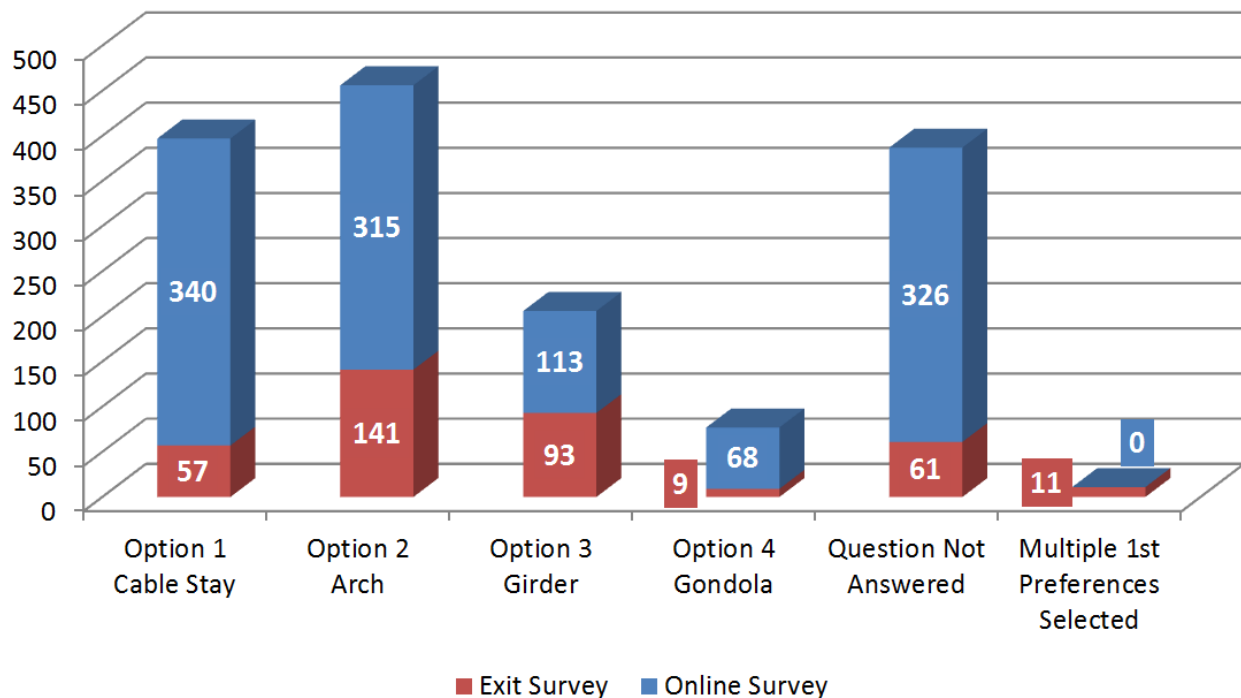
- Option 1: Cable Stay Design
- Option 2: Arch Design
- Option 3: Girder Design
- Option 4: Gondola Design



**Figure 6.7.1 - River Crossing Design Options**

Following a review of the designs, the public was asked to indicate their preference and provide any feedback related to the designs. All results were compiled and Figure 6.7.2 identifies the first preference selected by respondents. Although Option 2 was selected as the most preferred by 29.8 percent of respondents, over 21.6 percent of respondents chose not to answer the question or indicated no design preference. Respondents did indicate that further information in relation to the design should be provided to assist in their ranking and evaluation.

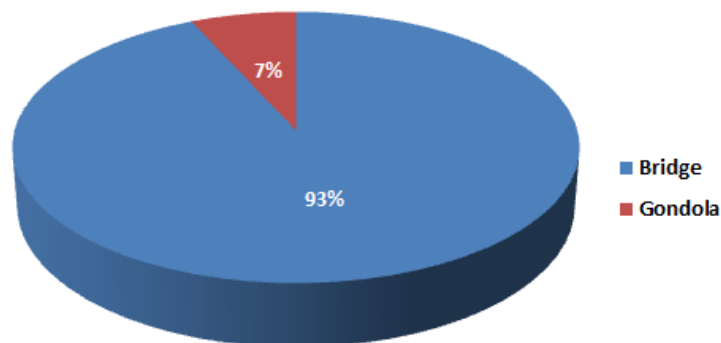




**Figure 6.7.2 - River Crossing Design Preferences (PIDS and Online)**

The public expressed little interest in Option 4 (Gondola Design), as it only received seven percent of all first preference responses, due to concerns related to the design, including:

- Inability to accommodate high volumes of people and cyclists.
- Cost of the gondola for users.
- Potentially increased maintenance and operating costs.





## 6.8 Public Interactive Display Sessions Mapping and Questions

Following the review of the information boards, attendees of the PIDS were invited to proceed to the discussion area. Within the discussion area, maps and questions were provided to engage the public. The following questions were presented and all responses can be found in *Appendix F – PIDS Interactive Questions and Mapping Results*:

- What routes do you normally use to travel in St. Vital and/or Fort Garry?
- How do you see a river crossing improving your existing travel/active transportation trips?
- How often do you see yourself using a pedestrian/cycling river crossing between St. Vital and Fort Garry/University of Manitoba?
- What advantages or disadvantages do you think this project might have for community residents and businesses?
- Can you think of any other design options for the river crossing?
- If you could locate the crossing in one location, where would it be and why?

In association with the questions presented above, people were asked to add feedback on maps, where appropriate. Routes were sketched and key areas of interest were highlighted by the public. All feedback collected on the maps can also be found in *Appendix G – PIDS Interactive Questions and Mapping Results*. Figure 6.8 provides a sample of a map which was used during the PIDS and included feedback.





Approximately 73 percent of respondents indicated that Bishop Grandin is the route primarily used for travel between St. Vital and the University of Manitoba. St. Vital residents indicated concern over potential increases in traffic, as a result of the crossing, especially when major events are held at the University of Manitoba. Other respondents felt a pedestrian crossing would provide a logical access point between the University and St. Vital, promote healthy living and reduce the number of vehicles travelling along Bishop Grandin Blvd. Respondents also indicated that a crossing near Henteleff Park would provide south St. Vital residents with improved access to the campus, while the more northerly options are too close to the existing path network along Bishop Grandin.

## 6.9 Feedback Indicators and Themes

To ensure that all responses were analyzed using the same methods, the feedback received online and at the Public Interactive Display Sessions were compiled and sorted using ten feedback indicator themes. Responses were tabulated numerically, and analyzed. Table 6.9 indicates the ten themes established by the project team during its evaluation of feedback on the project.

**Table 6.9 - Feedback Indicators and Theme Summaries**

Feedback Indicator Themes	Theme Summary
Local Gardening Plots	The comments included within the “gardening” theme focused on preserving the garden plots situated on the St. Amant grounds. The majority of individuals concerned with preserving these plots chose Option D as their least preferred potential crossing zones.
Project Costs	Comments included within the “cost” theme suggested that the City of Winnipeg should be prioritizing and directing municipal funds towards the repair and maintenance of existing infrastructure and the development of the rapid transit network rather than the construction of a pedestrian bridge.
Safety	Comments included within the “safety” theme included concerns regarding personal safety (i.e., height of bridge and travelling over a rapidly moving river), and environmental safety (i.e., stability of the riverbank).
Project Necessity	Comments included within the “necessity” theme suggested that a bridge from St. Vital to the University of Manitoba was unnecessary as Bishop Grandin already provided a major access between the neighbourhoods and the campus.
Potential Effects on St. Amant	Comments included within the “St. Amant” theme included concerns regarding the disruption of St. Amant residents and employees. The majority of individuals concerned with this disruption chose Option D as their least preferred potential crossing zones.



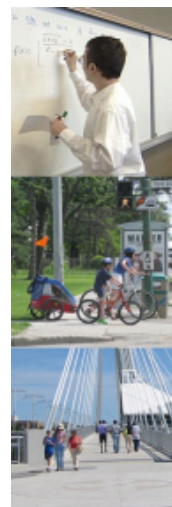


Feedback Indicator Themes	Theme Summary
Parking and Traffic	Comments included within the “parking/traffic” theme suggested that the development of this crossing would lead to a significant increase in vehicular/pedestrian traffic and an increase in the number of vehicles parking in the St. Vital neighbourhood. These individuals would be utilizing the bridge to travel to the University of Manitoba, the new stadium, and/or for active transportation/recreational purposes.
Project Opposition	Comments included within the “project opposition” theme were written comments that expressed opposition to the proposed project in its entirety.
Project Approval	Comments included within the “project approval” theme were written comments that expressed clear approval of the proposed project. Several of these comments urged the City of Winnipeg to proceed with the project as quickly as possible.
Bomber Games/Stadium Events	Comments included within the “Bomber games/stadium events” theme suggested that the crossing was solely proposed to assist with the increased traffic flow resulting from the new Winnipeg Blue Bomber stadium (i.e., Bomber games and outdoor concerts). Individuals were concerned that this crossing will lead to increased vehicular and pedestrian traffic as a result of Stadium patrons parking in St. Vital and walking/cycling across the pedestrian bridge. Individuals are also concerned about the noise and activity level that may accompany sports fans.
Encouraging Active Transportation	Comments included within the “encouraging active transportation” theme included those that were in favour of the crossing proposal due to its ability to further encourage active transportation in Winnipeg.

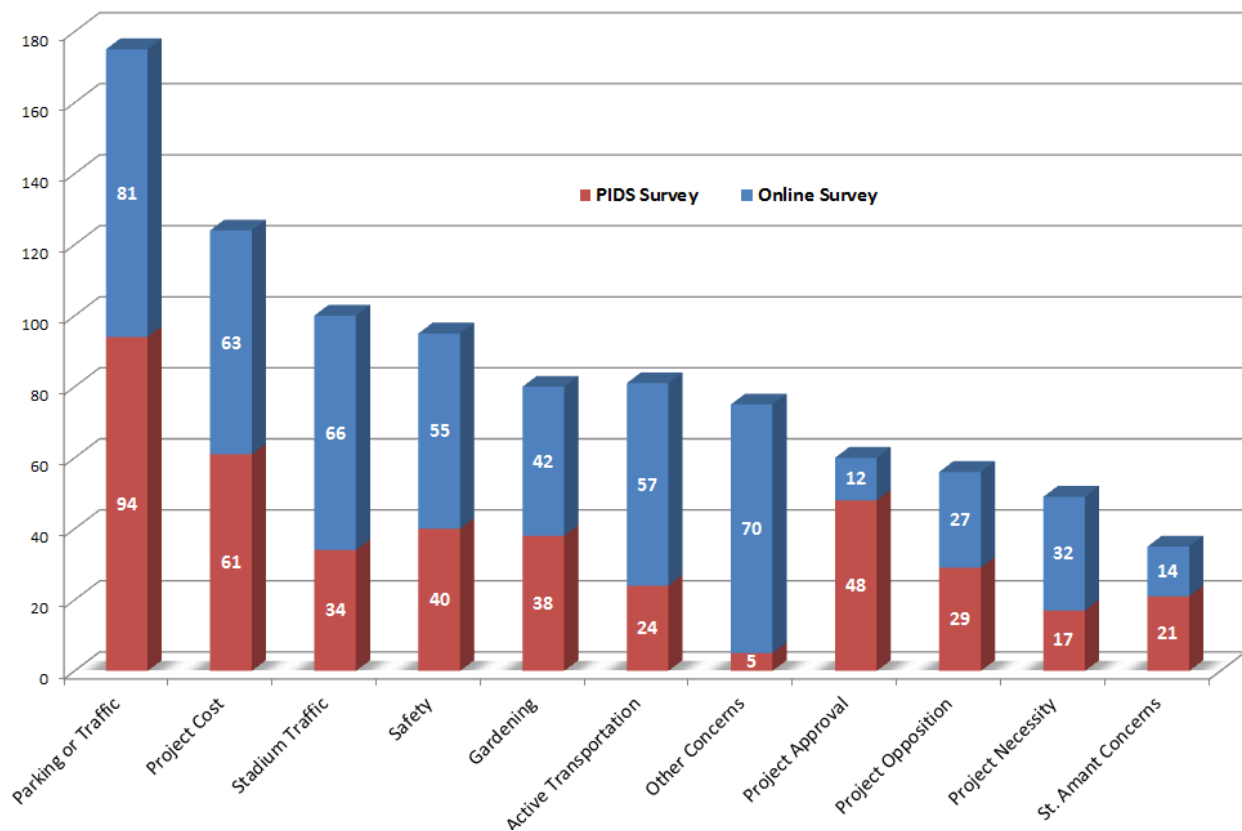
The themes were the basis for evaluation of comments received and were incorporated into the overall evaluation of the Steering Committee. Upon completion of the review, results were distributed to the Steering Committee in advance of completing the evaluation matrix. The Steering Committee received all comments from the PIDS and online surveys in both consolidated summary versions and the original content as received.

## 6.10 Feedback Indicators and Themes Evaluation

Figure 6.10 contains the number of comments received in relation to the themes identified. All comments received in relation to the project were reviewed and categorized as previously outlined in Table 6.9.







**Figure 6.10 - Feedback by Indicator Themes (PIDS and Online)**

Approximately 19 percent of feedback expressed was related to parking and traffic. As the PIDS coincided with construction of the new stadium at the University of Manitoba, many people felt that the project was being undertaken to accommodate increased demand for parking on the campus. As one respondent indicated:

*"I am very worried about the cost as these types of construction tend to be very expensive. Also, although this is being sold as an AT initiative, I foresee traffic and parking problems in St. Vital as students and football fans seek free parking and a short walk to get to U of M." (Online Respondent, 2012)*

Safety of pedestrians and cyclists was a concern that was also associated with the increased number of vehicles that may be present due to a river crossing in a residential neighbourhood. It was advised throughout the engagement process that the project was designed to improve the active transportation network (AT) and that it would encourage more people to travel using sustainable methods of transportation such as walking, cycling and using public transit. Although concerns related to traffic were expressed, this response indicates that the effects may be minimal at certain crossing zones:



*“My chief concern is that, while I think a river crossing for pedestrians and cyclists is an excellent idea, the temptation will be for commuters to park their cars on the residential streets along the eastern bank of the river and walk the remaining distance to the university, creating traffic congestion in those areas. Options C and B appeal to me the most because their construction would still require a significant walk to the university from the nearest place to park a car (C being the best option in that regard), eliminating the convenience for drivers of parking in the residential areas and instead encouraging commuters to walk or travel by bicycle (C has the additional advantage of offering the shortest walk to the school from St. Mary's Road, a major public transit route).” (Online Respondent, 2012)*

In addition to the overall concerns expressed, support was present in many responses. People recognized the benefits of the project, and felt the crossing would provide a good opportunity to link the University of Manitoba with St. Vital.

*“Please move a bridge forward that allows for bicycles. This would likely increase property values in St. Vital that would be walking distance from the University now. Please focus on this as a positive to those opposing the project.” (Online Respondent, 2012)*

*“We have young children who will hopefully be attending the U of M in the future. We fully support the project. We are a very active family and this project promotes active living in the community. We look forward to seeing the final proposal.” (PIDS Respondent, 2012)*

Although the benefits of the project were identified, concerns remained for garden plots near St. Amant and Foyer Valade. The St. Vital Gardening Club was in attendance at both PIDS and commented through the online forum. Feedback received, included responses such as the following from the online survey:

*“The gardens at St. Amant are very important to me, and the extra traffic in my neighbourhood is not acceptable. The original proposal was to build a foot bridge to help students from South St. Vital get to the University and would service 15,000 homes. Having it at St. Amant would only help 1,500 homes, many of whom no longer have university-age children anymore.” (Online Respondent, 2012)*

Following the review of comments received, all information was supplied to the Steering Committee to assist in their completion of the evaluation matrix. The summary of themes was also presented to the PAC at their final meeting on February 16, 2012.



## 6.11 Summary of Public Engagement

Overall, the public was interested in the project, valued the opportunity to provide feedback that would assist the project team in completing the Conceptual Design Study, and expressed an interest in the outcomes of the PIDS. Early involvement in the decision making process was beneficial in assisting the project team and Steering Committee in making their recommendation for a preferred crossing zone. A review of the public's opinion on the project was incorporated in the overall ranking the Steering Committee assigned in the evaluation matrix. The key issues identified by the public for the project included:

- The public identified parking and traffic as issues which should be assessed and have mitigation measures identified, prior to any construction.
- An area of sensitivity was identified surrounding St. Amant, as there are public gardening plots which are used by local residents and would need to be protected and remain in operation with a river crossing.
- The Henteleff Park crossing was most preferred by the public due to its ability to provide access to a large number of South St. Vital residents.
- The public sought further clarification on the necessity of the project and if it was being considered only due to increased number of people attending events at the stadium.
- The gondola option was least preferred in design preference as it was not seen as feasible.
- A new crossing should accommodate all commuters and provide secure, year round access.
- Engagement with the public should continue throughout the project.

Following a review of the preferred options and the feedback of the Steering Committee, the project team identified the preferred crossing zone would be connecting Henteleff Park with the University of Manitoba. Members of the project team along with representatives from the City of Winnipeg met with the Henteleff Park Foundation directly to discuss the proposed crossing zones and design alternatives in the summer of 2012.

Throughout the meetings with the Henteleff Park Foundation, concern was expressed with the proposed location. A preference to not have a route that goes through the park was indicated; however the Foundation would consider the location, should their issues be addressed.



Concerns initially expressed by the Foundation, were related to increased foot traffic which may disturb the natural setting, potential concerns with parking in and around the park, and the use of the park as a “pipeline” to filter traffic to and from the stadium. Because the project is in the conceptual design study phase, the study team indicated that future talks would ensure that the Henteleff Park Foundation be included if the project proceeded further.

At the time of this report, no further communications were undertaken with the Henteleff Park Foundation or any other organizations in relation to the project design or location.

## 7.0 FINAL EVALUATION

The evaluation matrix was completed by the City, considering all technical information and public input received during the project. The summary of the results of this evaluation follows, with a rating of 1 being worst and 5 being best (See *Appendix H – Final Evaluation Matrix Ranking* for detailed breakdown of comments):

Weight	Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost	2.7	2.9	3.4	3.9	3.4
15	Architectural/Aesthetics	3.6	3.8	3.3	3.3	2.9
5	Environmental	2.9	3.1	3.3	3	3.3
30	Neighborhood Impact	3.5	4	3	2.9	2.5
30	User Performance	2.6	3.5	3.2	4.1	2.6
<b>100</b>	<b>Total Weighted Score:</b>	<b>305.5</b>	<b>355.5</b>	<b>320</b>	<b>352.5</b>	<b>281</b>

Based on this evaluation, Zone B, Henteleff Park is the preferred location however the score for the St. Amant site is very close and therefore both sites should be considered equally preferable.

## 8.0 CONCLUSIONS

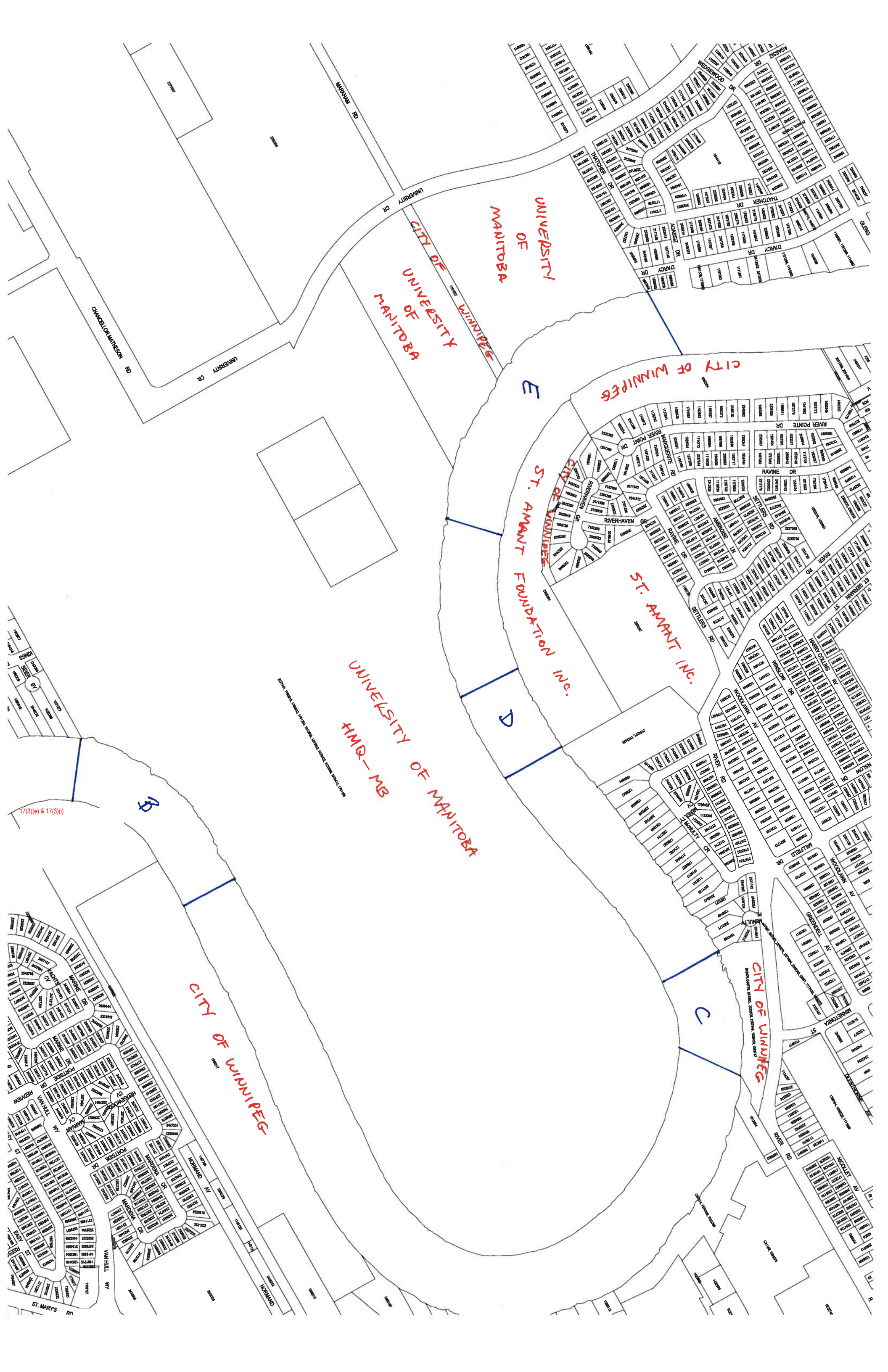
At such time as the next phase of design for this project occurs, the crossing locations that should be considered are at Henteleff and St. Amant.

Given the present value cost and public opinion of the alternatives, a bridge structure is the preferred option over a gondola, unless alternative funding sources are pursued for the latter.









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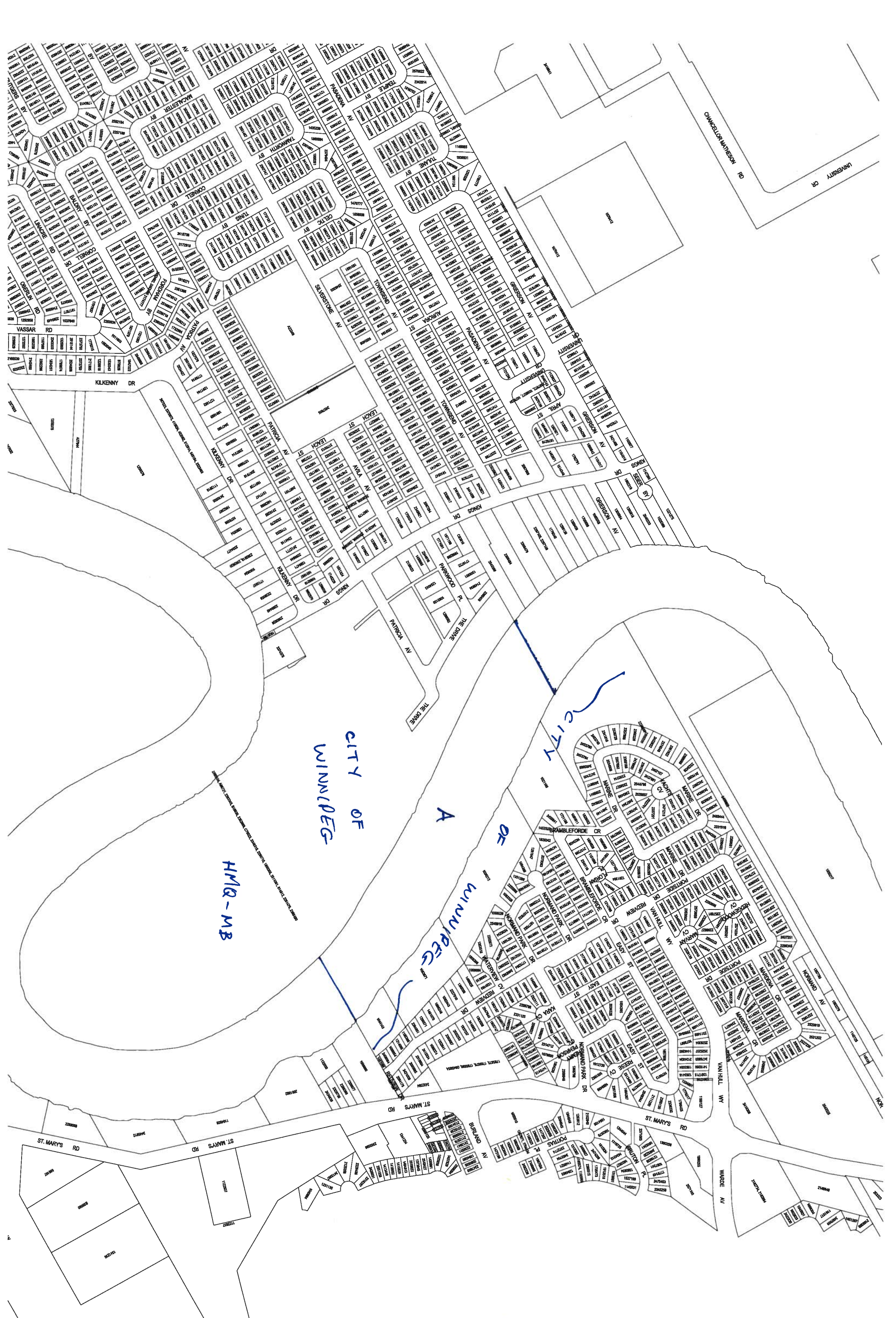
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Steven D. Topping, P. Eng.  
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June 21, 2012

Jim Lukashenko, P. Eng.  
MMM Group  
111 – 93 Lombard Avenue  
Winnipeg MB R3B 3B1

Dear Mr. Lukashenko:

**RE: CONCEPTUAL DESIGN OF ST. VITAL TO U. OF M. / FT. GARRY AT CROSSING**

Hydrologic Forecasting and Water Management, Manitoba Infrastructure and Transportation has no objections to the concept of a pedestrian crossing, be it for foot traffic or other means, of the Red River from the University of Manitoba Campus to Hentleff Park.

As you have indicated in your e-mail correspondence of June 12, 2012 the City of Winnipeg Charter states in part:

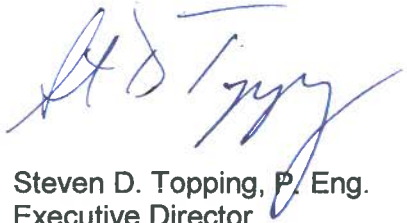
- Section 158(2): "Subject to subsection (3), no person shall construct, and the city shall not issue a permit for construction of, works within a designated floodway area unless the works are public service works."
- Part (c) of Section 158 (3) of the charter states "all construction done under the permit is subject to all restrictions applicable in a designated floodway fringe area."

Final approval for such a project will not be forthcoming from Hydrologic Forecasting and Water Management until:

1. A final design and layout are presented for review and comment, and
2. A hydraulic study and report clearly demonstrate that new construction will have a "net zero impact" on upstream water surface elevations during design flood conditions, and
3. An engineering investigation and report clearly demonstrate that the new construction, which includes but may not be limited to either a pedestrian bridge or gondola and associated elevated pathways and structures, will not adversely affect ice flow.

I also wish to indicate that the "floodway policy" as indicated in my letter (copy attached) dated June 10, 2003, addressed to Messrs. MacBride and Finnigan of the City of Winnipeg remains in effect. Development within the floodway line shall only be considered in the interests of strategic public policy, and where it is clearly indicated, and confirmed through comprehensive hydraulic evaluation, that such development will have "net zero impact" on water surface elevations during design flood conditions.

Yours truly,

A handwritten signature in blue ink, appearing to read "S. D. Topping", written over a horizontal line.

Steven D. Topping, P. Eng.  
Executive Director  
Hydrologic Forecasting and Water Management

c: Diane Sacher City of Winnipeg, Water & Waste Department  
Grant Mohr, City of Winnipeg, Water & Waste Department  
Anne-Marie Hamilton

# Manitoba



## Conservation

Water Branch  
Box 14, 200 Saulteaux Crescent  
Winnipeg MB R3J 3W3  
Telephone: (204) 945-7657  
Fax: (204) 945-7419

June 10, 2003

File: 9.5.6.2 Winnipeg

Mr. Barry MacBride, P. Eng.  
Director  
Water and Waste Department  
City of Winnipeg  
101 – 1155 Pacific Avenue  
Winnipeg MB R3E 3P1

Mr. Harry Finnigan  
Director  
Planning, Property and Development Department  
City of Winnipeg  
3<sup>rd</sup> Floor, 65 Garry Street  
Winnipeg MB R3C 4K4

Dear Messrs. MacBride & Finnigan:

Flood risk maps were produced for the City of Winnipeg in 1980, and the designated floodway line and the designated flood risk area on these maps are now explicitly referred to in the "Designated Floodway Fringe Area Regulation" under the City of Winnipeg Act. The location of the designated floodway lines were determined using a hydraulic criteria: the water surface elevation with the design flood confined within these lines cannot be, at any location, more than a set amount higher than the water surface elevation of the design flood with it confined to the designated flood risk area. Such a hydraulic criteria permits some amount of flexibility in setting the location of the designated floodway line. Consequently, it was possible to accommodate several requests in the past for the designated floodway line to be moved somewhat closer to the Red River. However, because of the damages experienced in the 1997 flood throughout the Red River Valley, and because of Winnipeg's evident vulnerability to significant flood damages in large floods, it has been decided to no longer permit any further modifications to the designated floodway line that would result in additional flood prone land being eligible for development.

If you have any questions regarding this new policy on revisions to the designated floodway lines, please do not hesitate to contact me or call me at 945-7488.

Yours truly,

Steven D. Topping, P. Eng.  
Director  
Surface Water Management Section

EFK\*jm

## APPENDIX C – PAC EVALUATION MATRIX FEEDBACK



Conceptual Design for a New Crossing Between St. Vital and the U of M						
February 16, 2012						
Crossing Options Evaluation Matrix						
LOCATION						
Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst						
Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost						
Property Acquisition				-Unclear as to how this will be evaluated. Need to include cost of associated infrastructure to connect existing routing to bridge location - Need to include cost of associated infrastrurcture to connect existing routing to bridge location - recommend addit this cost to overall structural costs and removing it from the location weighting		More property acquisition = more cost
Architectural/Aesthetics						
Views Compatible with Existing Context and Adjacent Structures				- keep aesthetic weighting at 15% - safety should be a greater concern (view from the bridge somewhat irrelevant) - need to contact residents who would be most impacted by the aesthetics of the bridge in the neighborhood.		Are the significant views of and from the bridge?
Environmental						
Environmental Impacts During Construction				weighting should be increased to 25% - anticipate the potential environmental impacts during construction will be required to be mitigated - however, varying degrees of riparian zone clearing and in-water structures required with each bridge design needs to be factored in - also need to factor in other shoreline preparation/impacts (tree removal, impact on sensitive areas/wildlife habitat)		Tree removal, plantings etc.
Long Term Environmental Impact				- should include long term envr. Impacts incl. flooding, ice scour, erosion, as well as long term disruption to local wildlife - include long term envt benefit of each location (anticipated use by cyclists/peds vs. cars)		
Neighborhood Impact						
Neighborhood Impact				- weighting should be increased to 35% - need to consider increased pedestian/bike traffic and interactions with vehicle traffic at each location and safety concerns for each location = neg. impact		Positive impact = better
Parking Impact				University students/stadium users parking on the St. Vital side.		Less = better
Safety				Vandalism, theft, disorderly conduct.		
Other Disturbances				Late night noice from vehicles, lights on bridge and walkway.		
User Performance						
Location w.r.t. Trip Origin/Destination				- weighting should be decreased to 25% - need to clearly define and quantify the target user group, how will different uses groups be included/weighted (students, employees, eventgoers, weigh per capita cost of each location.		Serves larger no. of users = better
Year Round Availability/Access						Protection from the elements
Compliance with 2010 Winnipeg Accessibility Design Standard						Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Ease of use for Pedestrians				Define "experience"		Distance, directness, experience
Ease of Use for Cyclists				Define "experience"		Distance, directness, experience
CPTED/Safety Issues Considered						Safer = better, lighting, entrapment, natural surveillance etc.
Transit Connectivity				Also consider if a bus stop can be added and what impact an additional stop will have in the neighborhood.		More connectivity = better
Connectivity to Pedestrian and Cycling Networks						More connectivity = better
Impact on Current Use or Land Area				If part of "active" transportation - should be less of a consideration - is this to incl total length of bridge or also walkway connecting current path to bridge.		Are current and potential uses of the riverfront protected or enhanced?
Overall Walk Length						Shorter walk = better
Overall Usefulness of the Project						
Summary:				Need to define and quantify the target user groups. - consider expanding AT route from Darcy St. through the University		
Weight	Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					

Conceptual Design for a New Crossing Between St. Vital and the U of M

February 16, 2012

Crossing Options Evaluation Matrix

LOCATION

Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst

Category		Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost							
Property Acquisition		Easement at eastern end of Van Hull Estates at a planned multi-family development to connect South St. Vital Trail to existing pathways on Normand Ave Right of Way	Easement at eastern end of Van Hull Estates at a planned multi-family development to connect South St. Vital Trail to existing pathways on Normand Ave Right of Way, landing site on west side of river	For Greendell to Greenwood Connection	For Connection from St. Amant Driveway to Woodlawn or Settlers and for Greendell to Greenwood Connection	West side landing	More property acquisition = more cost
Architectural/Aesthetics							
Views Compatible with Existing Context and Adjacent Structures		Excellent	Excellent	Excellent	Excellent	Excellent	Are the significant views of and from the bridge?
		Reasonable	Yes	Yes	Yes	Probably not on the east side	
Environmental							
Environmental Impacts During Construction							Tree removal, plantings etc.
Neighborhood Impact							
Neighborhood Impact		Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; Will likely lead to increased traffic and parking demand; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; increases parking demand and traffic in Minnetonka neighbourhood; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University;reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Positive impact = better
Parking Impact		Manageable, mainly in the Normand Park area	Manageable, mainly in the Normand Park area; Good potential for Park & Peddle (Churches, Schools, Community Centres)	Manageable, mainly in the Minnetonka neighbourhood	Manageable, mainly in the Minnetonka Neighbourhood	Manageable, mainly in the Minnetonka Neighbourhood	Less = better
User Performance							
Location w.r.t. Trip Origin/Destination		Significantly shortens connections to U of M for River Park South, Dakota Crossing; Shortens connections to U of M from Meadowoods Neighbourhood Simplifies connections to St. Vital Centre for Fort Richmond (better quality routes)	Significantly shortens connections to U of M for River Park South, Dakota Crossing; Shortens connections to U of M from Meadowoods Neighbourhood Simplifies connections to St. Vital Centre for Fort Richmond (better quality routes)	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited	Serves larger no. of users = better
Year Round Availability/Access		Sheltered, short access routes - Kings Drive is the choke point;	Flood clearance could be a problem on the St. Vital side (cut throughs provide detours). Relatively sheltered access on east side, with excellent year round access to bike shed via separated path, excellent connections on west side to Freedman Crescent	Good flood clearance; River road has poor year-round qualities because of parking; Fort Garry side would be pretty exposed to inclement weather;	Good flood clearance; River road has poor year round qualities because of parking; would need curb to curb priority snow clearing	Good flood clearance; River road has poor year round qualities because of parking; would need curb to curb priority snow clearing;	Protection from the elements
Compliance with 2010 Winnipeg Accessibility Design Standard		King's Drive has no sidewalk south of Parkwood (easily extended)					Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Ease of use for Pedestrians		Distance is the main concern, oin both sides	Cut throughs in Van Hull Estates make this option competitive with the St. Amant option. Kiss & walk would be an attractive option.	Distance and exposure to the elements on the Fort Garry side are the main concerns	Excellent	Distance and wayfinding are the main issues	Distance, directness, experience
Ease of Use for Cyclists		King's drive will act as a choke point in AM Peak. Requires backtracking for destinations at U of M					Distance, directness, experience
CPTED/Safety Issues Considered		Reasonable	Reasonable; Cut throughs in Van Hull Estates offer regular escape routes, good visibility of bridge from University residences and Freedman Crescent.	Very isolated on the U of M side.	Excellent	Reasonable	Safer = better, lighting, entrapment, natural surveillance etc.
Transit Connectivity		Poor; long walk to either end	Poor on St. Vital side. A bike share program might mitigate this somewhat. Also allows for good bike and ride options	via River Road (frequency would need to be addressed via rerouting of some routes)	via River Road (frequency would need to be addressed via rerouting of some routes)	Poor	More connectivity = better
Connectivity to Pedestrian and Cycling Networks		Warde/St. Mary's acts as the barrier - a connection from South St. Vital Trail to Henteleff Park then to Normand Park trail would be a likely mitigation strategy. Sonning Baie Trowebridge cut throughs would also be critical	Excellent connectivity to South St. Vital trail/Dakota Trail; Very good potential connections to Burland Park trails via Sonning and Trowbridge cut throughs (with improvements to crossing of Warde - potential high quality bike facility)	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road	More connectivity = better
Impact on Current Use or Land Area			Depends on flood requirments on St. Vital Side				Are current and potential uses of the riverfront protected or enhanced?
Overall Walk Length		Long	Depends on where you start; reasonable if you get dropped off in Van Hull Estates, long if you start at St. Mary's	Long	Reasonable	Long	Shorter walk = better
Summary:							
Weight	Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	
20 15 5 30 30	Cost						
	Architectural/Aesthetics						
	Environmental						
	Neighborhood Impact						
	User Performance						
100	Total:						

## Conceptual Design for a New Crossing Between St. Vital and the U of M

Februaury 16, 2012

### Crossing Options Evaluation Matrix

### LOCATION

Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst

Category	Zone A King's Park	Zone B Hentleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost						
Property Acquisition	1	5	5	4	1	More property acquisition = more cost
Architectural/Aesthetics						
Views	5	5	5	3	3	Are the significant views of and from the bridge?
Compatible with Existing Context and Adjacent Structures	5	5	5	5	5	
Environmental						
Environmental Impacts During Construction	3	3	5	1	1	Tree removal, plantings etc.
Neighborhood Impact						
Neighborhood Impact	1	3	1	1	3	Positive impact = better
Parking Impact	1	1	1	1	1	Less = better
User Performance						
Location w.r.t. Trip Origin/Destination	5	1	1	3	5	Serves larger no. of users = better
Year Round Availability/Access	3	5	3	3	3	Protection from the elements
Compliance with 2010 Winnipeg Accessibility Design Standard	n/a	n/a	n/a	n/a	n/a	Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Ease of use for Pedestrians	2	3	5	3	1	Distance, directness, experience
Ease of Use for Cyclists	5	4	5	5	1	Distance, directness, experience
CPTED/Safety Issues Considered						Safer = better, lighting, entrapment, natural surveillance etc.
Transit Connectivity	3	5	5	5	5	More connectivity = better
Connectivity to Pedestrian and Cycling Networks	5	5	5	5	5	More connectivity = better
Impact on Current Use or Land Area	3	3	3	3	3	Are current and potential uses of the riverfront protected or enhanced?
Overall Walk Length	1	5	5	3	1	Shorter walk = better

#### Summary:

Weight	Category	Zone A King's Park	Zone B Hentleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					

# Conceptual Design for a New Crossing Between St. Vital and the U of M

Febraury 16, 2012

## Crossing Options Evaluation Matrix

### LOCATION

Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst

Category	Zone A King's Park	Zone B Hentleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost						
Property Acquisition	3	5	1	2	4	More property acquisition = more cost
Architectural/Aesthetics						
Views	4	1	3	2	5	Are the significant views of and from the bridge?
Compatible with Existing Context and Adjacent Structures	1	5	4	2	3	
Environmental						
Environmental Impacts During Construction	2	4	1	3	5	Tree removal, plantings etc.
Neighborhood Impact						
Neighborhood Impact	4	1	3	2	5	Positive impact = better
Parking Impact	5	1	3	4	2	Less = better
User Performance						
Location w.r.t. Trip Origin/Destination	1	2	5	3	4	Serves larger no. of users = better
Year Round Availability/Access	1	2	5	4	3	Protection from the elements
Compliance with 2010 Winnipeg Accessibility Design Standard	4	5	2	1	3	Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Ease of use for Pedestrians	2	4	1	5	3	
Ease of Use for Cyclists	4	1	2	3	5	Distance, directness, experience
CPTED/Safety Issues Considered	3	4	1	5	2	Distance, directness, experience
Transit Connectivity	3	4	1	2	5	Safer = better, lighting, entrapment, natural surveillance etc.
Connectivity to Pedestrian and Cycling Networks	4	1	2	3	5	
Impact on Current Use or Land Area	4	2	1	3	5	More connectivity = better
Overall Walk Length	3	4	1	2	5	Are current and potential uses of the riverfront protected or enhanced?
						Shorter walk = better

#### Summary:

Weight	Category	Zone A King's Park	Zone B Hentleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					



Conceptual Design for a New Crossing Between St. Vital and the U of M						
Febraury 16, 2012						
Crossing Options Evaluation Matrix						
LOCATION						
Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst						
Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost		Preferred				
Property Acquisition						More property acquisition = more cost
Architectural/Aesthetics						
Views		- The bridge may not need to use all cement as a covering. THe deck of the walking bridge from Hull to Ottawa in the area of the Parliament buildings is wood.				Are the significant views of and from the bridge?
Compatible with Existing Context and Adjacent Structures		- The physical challenges of building at Henteleff, such as the low lying area just across from the Business Building at U of M are recognized - Build elevated bridge and this is part of uniqueness of design of connections to St. Vital pathways.				
Environmental						
Environmental Impacts During Construction		- Bank to the south here has experienced a lot of slumping in last 15 years.				Tree removal, plantings etc.
Environmental Benefits		- could also be a major benefit if a bridge is built in such a way as to protect the area enough to allow significant regrowth of the river bottom habitat (i.e. bridge starts far into park and travels over the are - much like interpretive bridges in marshes --- but not made of wood in this case).				
Neighborhood Impact						
Neighborhood Impact		There will need to be careful planning of connections --- with the point being to make all connections possible - the idea of easement at new Van Hull condo area is good. Also park areas already exist at some of the condo areas to the south and these could be mapped and marked. - no cars or large city buses on the bridge				Positive impact = better Less = better
Parking Impact						
User Performance						
Location w.r.t. Trip Origin/Destination						Serves larger no. of users = better
Year Round Availability/Access						Protection from the elements
Compliance with 2010 Winnipeg Accessibility Design Standard						Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Ease of use for Pedestrians		- Look at bridge structure that might allow for electric people movers over the bridge (like Disney from parking lots to park entrance) for game days and in winter?				Distance, directness, experience Distance, directness, experience
Ease of Use for Cyclists						
CPTED/Safety Issues Considered						Safer = better, lighting, entrapment, natural surveillance etc.
Transit Connectivity		- No building in Henteleff Park other than if located near St. Mary's Road A re-look at current bus routes might facilitate connections				More connectivity = better
Connectivity to Pedestrian and Cycling Networks		- Pathway connections from Warde and St. Mary's Road intersection and Nova Vista will be important. - Although this may be outside of terms of bridge study - allows for incorporation of a connection to Maple Grove and then over Perimeter Bridge to King's Park Drive. This provides a circular route. - Future connection to Royalwood and Sage Creek through extension of Warde all point to Henteleff as most logical option.				
Impact on Current Use or Land Area		- Needs recognition that there is a resident deer herd in area that F35 between Henteleff and South of Perimeter				More connectivity = better
Overall Walk Length						Are current and potential uses of the riverfront protected or enhanced? Shorter walk = better
		In terms of question of bridge or no bridge --- the answer is bridge is the only option. (1.) This is a "city-building project". In St. Vital we now see the Stadium and new residence so feel like U of M is part of our neighbourhood - but can't get there other than through a highway (Perimeter or Bishop Grandin). (2.) given the streets, in St. Vital this is an opportunity to connect to rapid transit.				
Summary:						
Weight	Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					

Conceptual Design for a New Crossing Between St. Vital and the U of M						
Februaury 16, 2012						
Crossing Options Evaluation Matrix						
LOCATION						
Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst						
Category	Zone A King's Park	Zone B Hentelief	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost						
						More property acquisition = more cost
Architectural/Aesthetics						
						Are the significant views of and from the bridge?
Environmental						
						Tree removal, plantings etc.
Neighborhood Impact						
						Positive impact = better Less = better
User Performance						
						Serves larger no. of users = better Protection from the elements
Location w.r.t. Trip Origin/Destination Year Round Availability/Access Compliance with 2010 Winnipeg Accessibility Design Standard	Major Accessibility Issues - Sidewalks - Signage - Elevation changes in Kings Park - Clear line of travel on the bridge including non-glare, non-visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing shear distance	Major Accessibility Issues - sidewalk - signage - distance to St. Mary's road in non-populated area. - clear line of travel on the bridge including non-glare, non-visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing	Major Accessibility Issues - sidewalk - signage - elevation change and space for ramps. - Clear line of travel on the bridge including non glare, non-visually distracting design - snow clearing	Major Accessibility Issues - sidewalk - elevation changes - clear line of travel on the bridge including non-glare, non-visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing	Major Accessibility Issues - sidewalk - Signage - distance to UofM - Clear line of travel on the bridge including non-glare, non-visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing	
	2	3	4	5	1	
						Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
						Distance, directness, experience
						Distance, directness, experience
						Safer = better, lighting, entrapment, natural surveillance etc.
						More connectivity = better
						More connectivity = better
						Are current and potential uses of the riverfront protected or enhanced?
						Shorter walk = better

Summary:

Weight	Category	Zone A King's Park	Zone B Hentelief	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost Architectural/Aesthetics Environmental Neighborhood Impact User Performance					
15						
5						
30						
30						
100	Total:					

Conceptual Design for a New Crossing Between St. Vital and the U of M						
February 16, 2012						
Crossing Options Evaluation Matrix						
LOCATION						
Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst						
Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost						
Property Acquisition				- need to understand if property needs to be acquired, gifted, etc. - determine where city owns property		More property acquisition = more cost
Architectural/Aesthetics						
Views				- In a natural setting such as the gardens at St. Amant we would hope the views of man-made structures would be minimized.		Are the significant views of and from the bridge?
Compatible with Existing Context and Adjacent Structures				- The gardens at St. Amant are one of the few areas in St. Vital that still have a rural feeling, it is a peaceful location, inviting hundreds, or thousands of people to cross through this area in addition to adding a significant man-made structure will change the aesthetics forever. - A physical structure, regardless of design would bring pedestrians in the area which is not a "worthy fit" in this park like area. As far as views go, there is nothing spectacular that would enhance any of the Minnetonka crossings that stands out.		
Environmental						
Environmental Impacts During Construction				- During construction there would be: - Possible disruption of access to the gardens that could prevent gardening for an entire season – that could be a blow from which the gardens might not recover - Significant noise and traffic - The presence of construction trailers - Poisoning of gardens with runoff from the petroleum based path surface - Possible damage to the heritage row of ash trees - Damage to the underground sprinkler system - It would disturb the peace of the gardens, both adjacent institutions, and the whole neighborhood - The green space with it's complement of natural inhabitants such as rabbits, birds, deer, etc. would be permanently dislocated.		Tree removal, plantings etc.
Long Term Environmental Impacts				- To replace a garden and its beautiful surroundings with a concrete structure would mean the loss of a valuable food supply to over 100 families. This garden area has for many years been the culture and history of the area, much as the Riel house several blocks away, which has been designated is a national historical site. In fact, it would be appropriate to designate the gardens as a historically significant area.		
Neighborhood Impact						
Neighborhood Impact				- We hope that the lack of indicators here are not indicative of a minimalization of neighborhood impact. We noticed that there was a great amount of thought put into user performance based on the number of indicators. - What is a neighborhood? In the case of the SWGC our gardens are the neighborhood with 100 families that garden, as well as our interactions with passers by from St. Amant and Foyer Valade. The destruction of the gardens would mean the destruction of a community. - The gardening community at St. Amant has deep historical roots as well. The plots have been under cultivation since the 1930's when the Grey Nuns first grew gardens there. It is the understanding of many of the long-term gardeners that these first gardeners had willed the gardens to be used as garden plots in perpetuity. - The MMM staff member who surveyed right through the middle of the gardens indicated that the project would consume about 1/3 of the gardens, this is without even considering the irrigation, poisoning of the gardens due to the road materials, and disruption to the existing drainage. - In the event that 1/3 of the gardens were lost how does the garden community decide who continues to garden and who does not? If the path were to come close by or through the gardens how would the gardens be protected from damage by those taking shortcuts, pilfering, or from vandalism? There has been vandalism to St. Amant property in the past. - If part of garden site could be salvaged, upkeep of the bridge in the winter - With respect to the community at large one of the big issues on River Road at this time is traffic, the local community will likely not accept the addition of additional traffic to the area. It is surprising that traffic issues was not acknowledged at the PIDs or on the grid. Once again it gives the appearance that the process is biased. Vehicles belonging to St. Amant staff and volunteers are already parked on two way streets adjacent to St. Amant and are creating difficult passing issues, particularly in winter when there is hardly enough room for vehicles to pass when meeting. Morning and evening traffic patterns on River Road are already heavy. Even with a no-left turn at St. Mary's, between 7:00 a.m. and 9:00 a.m., vehicles go one block further on St. Mary's and turn left on Nicollet and come back to River Road to take a short cut to Bishop Grandin. Evening traffic comes off the Bishop Grandin Bridge and goes directly on River Road to St. Mary's Road. Evening traffic flows are already heavy. Are there any current traffic statistics? - This location is not suitable for the quiet, serene atmosphere of St. Amant or Foyer Valade, especially after bedtime when football game traffic might be returning		Positive impact = better
Parking Impact				- Parking would be a major issue for St. Amant and for Foyer Valade, as well as the community at large. With 30 000 + people attending stadium events up to 20 times per year, and 20 000 + at the University daily this could add a huge parking issue. - Is the plan to put in huge parking lots on the St. Vital side of the river to accommodate this demand? - For the gardens themselves we can imagine people just driving in and parking all around the gardens and then short-cutting through he gardens to the proposed bridge. - St. Amant and Foyer can anticipate their staff and visitor lots to have uninvited parkers. The streets in the area would face daily pressure. - Even if the city makes assurances that parking will be policed, how sustainable is that practice over the years, how much will it cost all of us in the long run?		Less = better
Stadium				- Certainly the proposal of the St. Amant and Golf Course locations are seen by the community as something that is being done for the stadium which is already very unwelcome in the University Heights community. We noticed that the stadium folks are on the distribution list for the minutes of the PAC so they are apparently considered a stakeholder, in fact they were in the loop before the Minnetonka residents or the gardeners faced with the potential loss of the gardens. - If the bridge were to come in to this location not only would the noise from the stadium be coming across the river, but those making the noise, many of whom will be under the influence of alcohol, will be coming through the neighborhood as well. - This cause concern for security for the gardens, institutions, and neighborhood, as well the high probability of impaired drivers. - The City shall manage neighbourhoods traffic to support the primary function of local streets in providing access to local residents by i) encouraging the minimization of through traffic and working to reduce the impact of non-local traffic in neighbourhoods; ii) consulting with neighbourhood residents regarding any proposed change in the status of local streets; and iii) ensuring that pedestrian comfort and safety are given paramount consideration in the transportation networks of neighbourhoods.(Source - Creating healthy neighbourhoods) - There was very little solid planning done when they decided to locate the football stadium at the university in the first place. There are only 2 entrances in and out of the campus, and no parking available for the vast number of spectators who will be using the facility. We grant that the city would like to have people use public transportation, but Winnipeggers are still going to use their cars and cause havoc to quiet streets in the neighborhood.		
User Performance						
Location w.r.t. Trip Origin/Destination				- The best information that you have on this is from the BTTF review where they have recommended the Henteleff location. Location D and the other Minnetonka locations and not the best for AT or to serve the greatest number of citizens from the Royalwood and all of River Park South. T. Looking at the population data for the communities to be served there can be no argument that having the crossing further south would serve a greater number of people. The Bishop Grandin crossing has served Minnetonka and Pulberry well since the 1970's.		Serves larger no. of users = better
Year Round Availability/Access				- St. Amant location does not offer any advantages over other options for year round access.		Protection from the elements
Compliance with 2010 Winnipeg Accessibility Design Standard	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites	Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Ease of use for Pedestrians				- Most pedestrians coming from south of this location, in the highly populated River Park South area, will find the distance to St. Amant, option "D" prohibitive.		Distance, directness, experience
Ease of Use for Cyclists				- Cyclists coming to location D at St. Amant will face having to ride down River Road, which is narrow, does not offer a potential bike lane, and is extremely congested with auto traffic, particularly during rush hours. - There is really no rationale for a Minnetonka area location for cyclists as the University is no more that a 10 -15 minute cycle across Bishop from the Minnetonka community. - If the city was interested in a cost efficient improvement for cyclists they would put in an AT corridor on the west side of the Red River from the Bishop Grandin bridge to campus. This would undoubtedly be acceptable to the beleaguered University Heights neighborhood.		Distance, directness, experience
CPTED/Safety Issues Considered				- Safety concerns re: St. Amant option include: - It is difficult to cross River Road due to traffic volume (for both pedestrians and cyclists), - The access road to St. Amant at the intersection to River Road is at a steep incline, which makes the intersection dangerous especially when roads are slippery. The danger is exacerbated by the curve of River Road at that location and is a blind corner. - Traffic on River Road and the St. Amant access road will increase due to pedestrians being "dropped off" in the bus loop, parking lots and garden access. - Increased pedestrian traffic may pose risks or may be distressing to vulnerable St. Amant residents and Foyer Valade residents. - Ongoing "game day" or "concert night" crowds may be intoxicated, and may pose increased safety issues to all residents in the community. Impaired drivers on local streets are expected. - Gardeners are concerned about pedestrians trampling the gardens or stealing from the gardens. - With that many more people wandering through the space between St. Amant and Foyer Valade, there will likely be more garbage around, possible damage to private property, strangers who wouldn't necessarily respect homeowners privacy or personal belongings.		Safer = better, lighting, entrapment, natural surveillance etc.

Conceptual Design for a New Crossing Between St. Vital and the U of M						
February 16, 2012						
Crossing Options Evaluation Matrix						
LOCATION						
Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst						
Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Transit Connectivity				- There is an existing bus stop at St. Amant, similar to the other options being considered. If transit is a consideration then the routes, timing and exact location of the bus stops could all be altered to suit for any of the locations. - To suggest that the current transit arrangements would be a major factor in the decision would be short sighted, what can we do to enhance the transit service for the future is the real question.		
Connectivity to Pedestrian and Cycling Networks				8. In St. Vital there are currently two East- West AT networks, the bishop Grandin Greenway that is serviced by the existing Bishop bridge. The other AT network is in River Park South and connects all the way across to Royalwood. This network comes out roughly at Henteleff Park. The St. Amant location services neither of these AT networks. As mentioned in point 5 of this section a more cost efficient solution would be to improve the AT connection on the West side of the river.		More connectivity = better
Impact on Current Use or Land Area				- This topic was covered extensively in the neighborhood impact section but in short in the opinion of the SWGC the development of a bridge at this site would either range from effectively destroying the gardens to partially destroying and significantly degrading the gardening experience. Even if there was a concession made to go around the gardens there are still the issues of a possible disruption of access to the gardens for the gardeners and how to prevent unwanted traffic through the gardens. Would the city be willing to put in the necessary security measures ie fencing to keep the gardens in pristine condition. - If the gardens were essentially destroyed would the city be willing to find a comparable location? As far as we are aware there is none. - Would the city be willing to replace the underground sprinkler system, rebuild the composters, move the garden shed and condition the soil to match what we have now. - It is worth noting the SWGC was moved 12 years ago due to another development issue. Is this to be a recurring theme in Winnipeg – replace Greenspace with development?  Below are references to studies and City of Winnipeg Documents that attest to the significance and value of urban gardens. - In the recent St. Vital Food Study by Food Matters Manitoba it was noted that there is currently a lack of garden space in St. Vital, where would a new garden site come from? - St. Amant bridge location does not support food security or provide opportunities for small-scale food production within neighbourhoods. (Source - Call for Action for Winnipeg) - Direction: WORKING THROUGH COMMUNITY PARTNERSHIPS, RESPOND TO FOOD NEEDS AS IDENTIFIED BY COMMUNITIES. Enabling strategies: Develop planning tools to manage the sustainability of existing community gardens and enable the creation of new permanent or temporary gardens. - Also: A sustainable Winnipeg 05, Complete Communities 03-3, 03-4, 04, 08) (Source – Our Winnipeg – Quality of Life) Increased interest in dog parks and community gardens (Source – Winnipeg's Parks, Places + Open Spaces		More connectivity = better
Overall Walk Length Overall Usefulness/Other				- This is the second item that relates to pedestrians. Does this mean that the main consideration for this bridge is for pedestrians? - With respect to determining the value to pedestrians there has been no study or survey done to determine the possible demand. - Are there statistics about the average trip length that Winnipeggers are willing to walk? Is there a maximum length? - Is there a seasonal issue, how much of the year would such a structure being in use? - At this point in time MMM and the city do not know how many people might actually the structure, for what purpose, the origin of their destination and the season that they might use it. A snapshot of this could have been had if the surveys had been structured differently. Instead all we have are a bunch of anecdotal comments from the PIDs		Are current and potential uses of the riverfront protected or enhanced? Shorter walk = better
	- Perhaps the Normand park folks would prefer this location but it is hard to see for AT that is for commuters how it would be practical. It would be beautiful for recreation. The access through the residential area on the St. Vital side would be awkward just as for the golf course location.	- Henteleff is clearly the location that could have the greatest impact for the greatest number of people due to the fact it would connect to the existing South St. Vital AT Network all the way up to Royalwood. - This location is also in closer proximity to the greatest number of residents in River Park South, and the Normand Park area. - It has an existing roadbed that avoids the Natural Grass Plantings that were indicated as an issue at the PIDs. - It is a natural direct route to the campus where it would come out between some of the Agriculture buildings and the residence. - This is the first choice of Bike to the Future - The city already owns	- This location would be unpopular with the Minnetonka residents and it is hard to understand if this is a serious location or just an option for illusion. It does have the advantage of being closer to River Park South. - Safety measures would need to be put place because of the heavy traffic on River road. - The same parking issues would face the area residents and the school. - A bus lane/loop would need to cut out on the river side. - The University would need to warm up to the idea of AT traffic through a small section on the very edge of the point lands. The bridge would come out a little ways up from the "Architecture	- One of the recurring themes with this proposal is the point of whether it is even wanted in the community. Will it be useful for promoting AT, or hardly used for a large part of the year such as the pedestrian bridge in St. Boniface downstream from the Forks? Would putting the money towards Rapid Transit actually benefit more citizens?	- If you walk the Golf course options on both sides of the river it is hard to understand how this could have been considered as a serious location. One citizen made a remark that in situations like this it is a standard practice to include options that are not actually viable just to give the public the illusion of choice. - The access to this point is right through a residential neighborhood and is realistically not accessible. - It is so close to the Bishop Grandin Bridge that it makes not practical sense or advantage.	
Summary:						
Weight	Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					



## APPENDIX D – PIDS STORY BOARDS

# Welcome



## **Public Interactive Display Session for the Conceptual Design of a River Crossing from St. Vital to the University of Manitoba**

February 8 - 9, 2012

# Study Background

## Why is this project being undertaken?

- ▶ The City of Winnipeg is studying the feasibility of providing an Active Transportation Crossing of the Red River, in the vicinity of the University of Manitoba, to connect the neighbourhoods of St. Vital and Fort Garry. In order to determine the feasibility, conceptual options for crossing locations and structure/technology types need to be developed and evaluated.

## Why are we here?

- ▶ Preliminary analysis has been conducted to identify possible locations and types of structure/technology. This Public Interactive Display Session is intended to provide an overview of the analysis conducted and to gain your input. **What issues and needs should we be aware of? Are there specific opportunities and constraints that have not yet been considered?**

## How will your input be used?

- ▶ The information gathered today will help facilitate further analysis and will be included as input into the evaluation process.

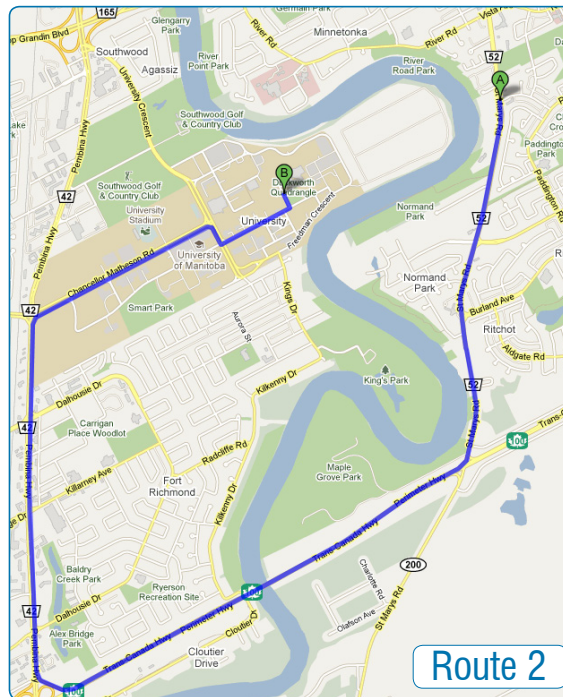
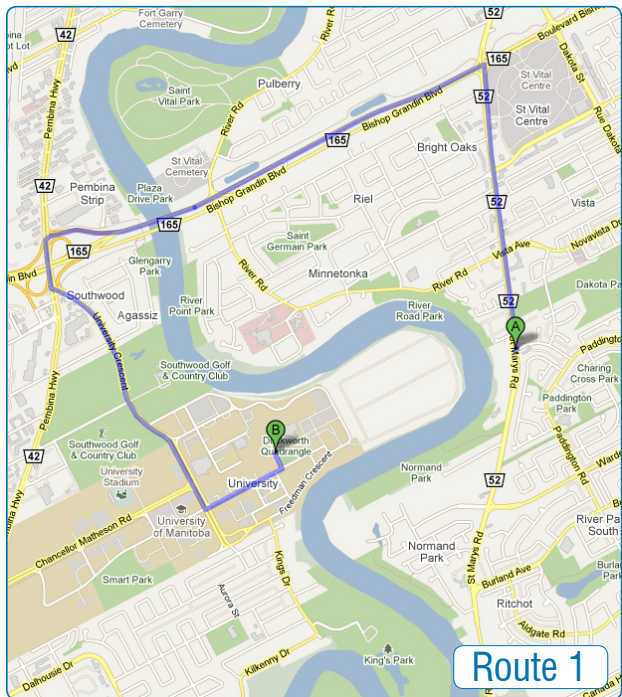
# Study Goals

- ▶ Determine **if there are viable options** for a river crossing
- ▶ **Assess public acceptability** for a pedestrian and cycling crossing over the Red River (including a gondola or a pedestrian/cycle bridge)
- ▶ Produce a Conceptual Design of the best viable option
- ▶ If the recommended option is a bridge, undertake a conceptual structural bridge design



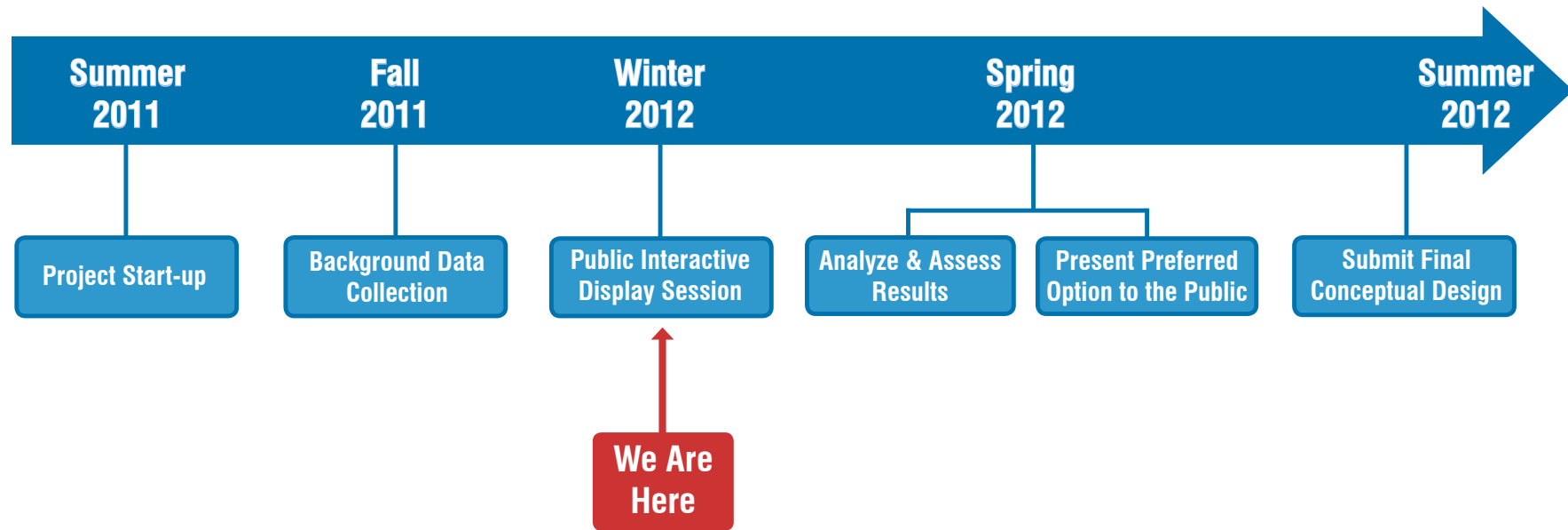
# Current Options

Currently the main two options for getting from St. Vital to/from the University of Manitoba by walking or cycling are:



- **Route 1 (left):**  
7.5 km; or
- **Route 2 (right):**  
10.5 km

# Project Timeline



# River Crossing Constraints Map

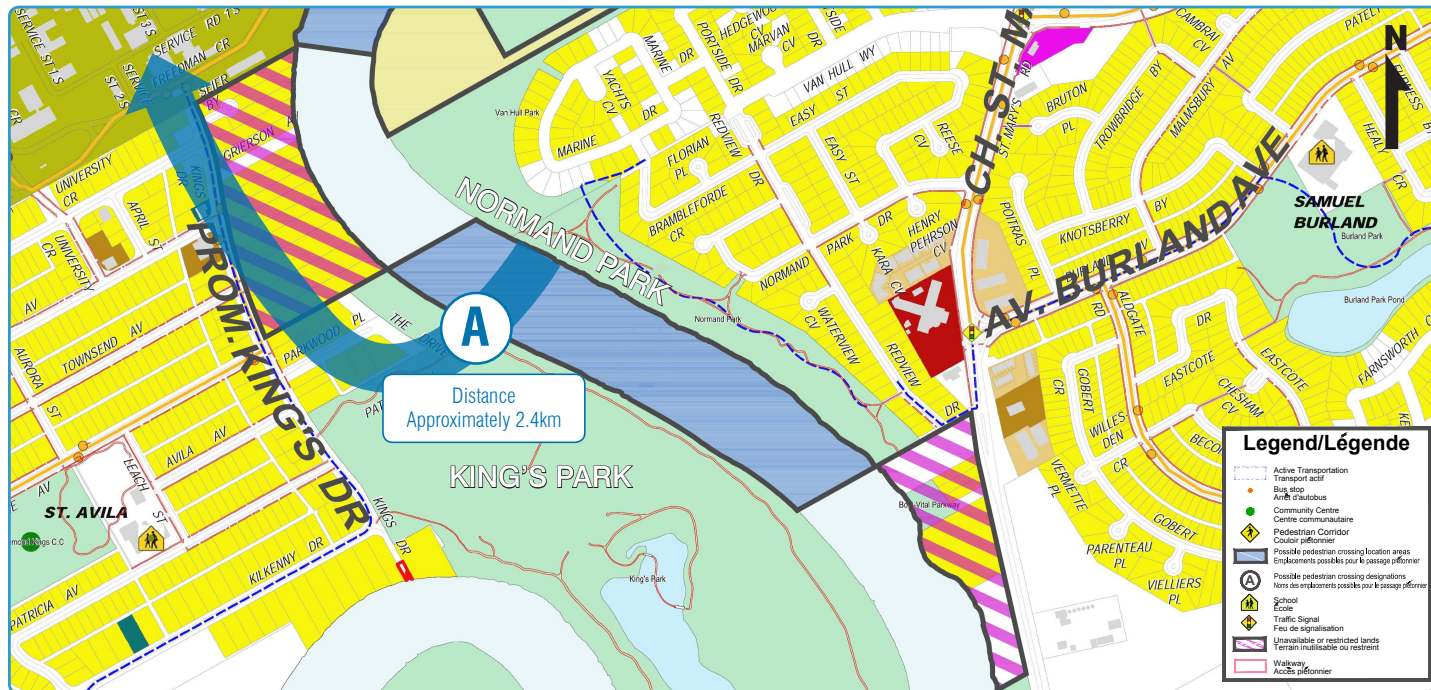
## Five Viable Zones Are Identified

- ▶ Avoid restricted lands (ex. U of M agricultural research lands)
- ▶ Avoid areas that are already heavily developed
- ▶ Avoid areas of environmental sensitivity (ex. natural grass plantings in Henteleff)
- ▶ Locations with adequate landing area for structures
- ▶ Access/proximity to major roads, bus routes and AT routes





# Zone A: Normand Park / King's Park



## Pros:

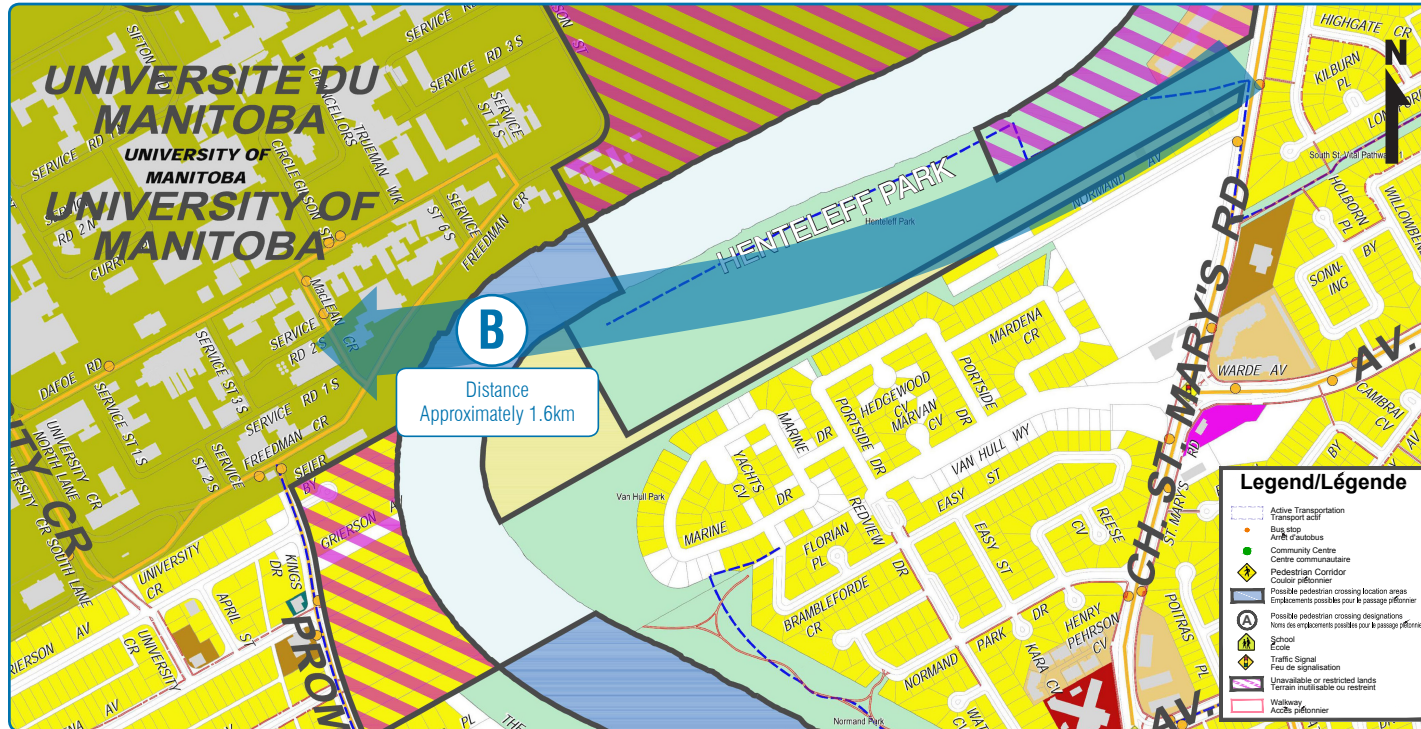
- Connects two parks.
- Connects to Active Transportation path at Burland Avenue.

## Cons:

- Close to existing Perimeter Bridge.
- Construction in King's Park flood zone could be difficult.
- Routes people through Normand Park area.
- No nearby bus route.
- Indirect connection to U of M.



# Zone B: Henteleff Park / U of M



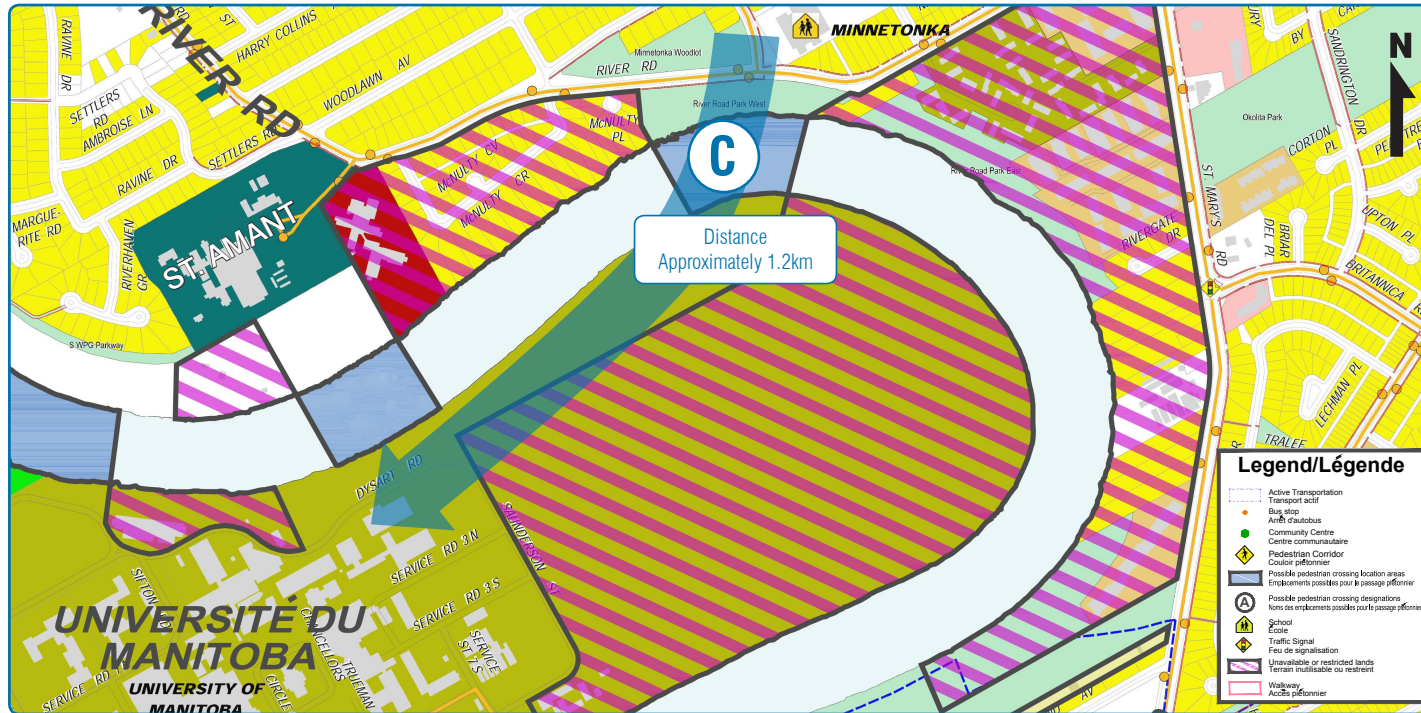
## Pros:

- Approximately midway between existing bridges.
- More users experience Henteleff Park.
- Connects near the core of U of M.
- More enjoyable walking experience.

## Cons:

- Construction in Henteleff Park flood zone could be difficult.
- No nearby bus route.
- Increased isolation and decreased public visibility.

# Zone C: Minnetonka / U of M



## Pros:

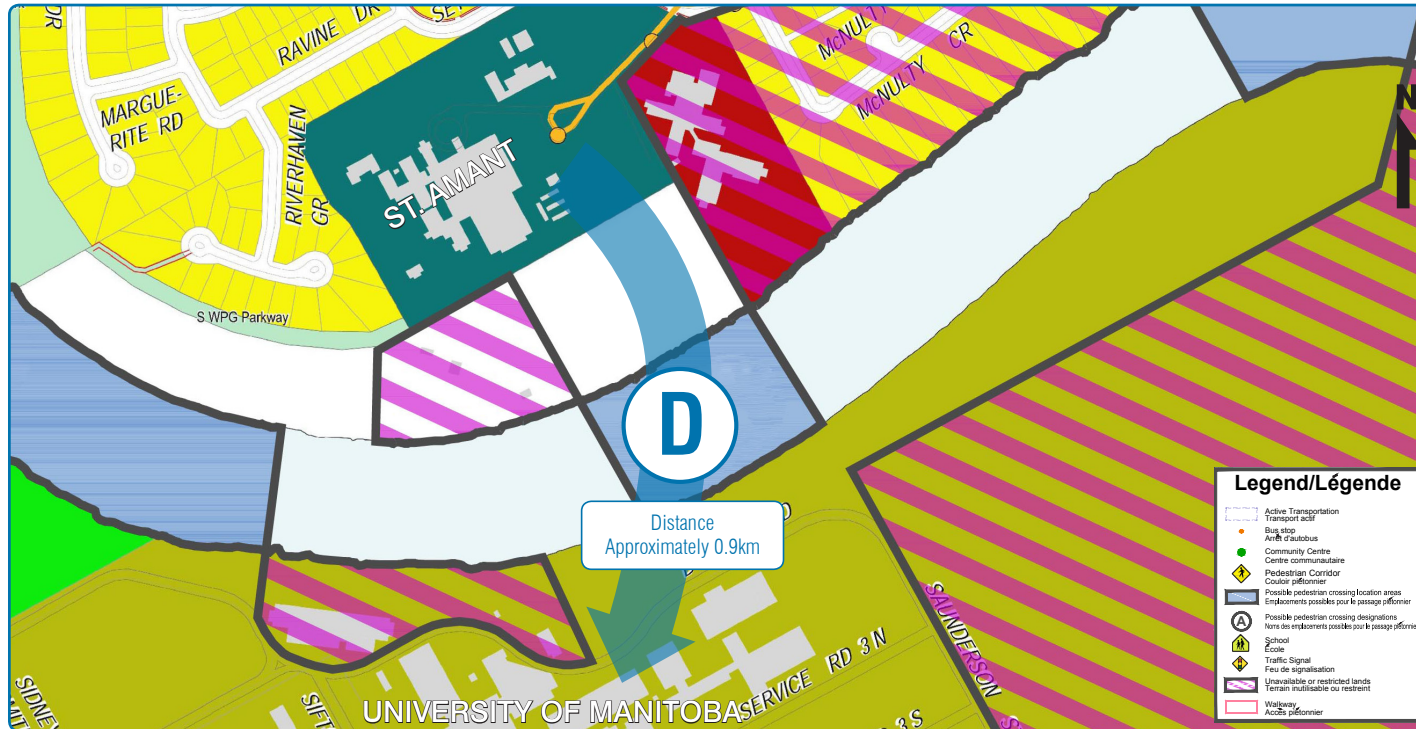
- Close to bus route.
- Crossing would be apparent from the street.

## Cons:

- Near Bishop Grandin bridge.
- Indirect route to U of M.
- Increased isolation and decreased public visibility.



# Zone D: St. Amant / U of M



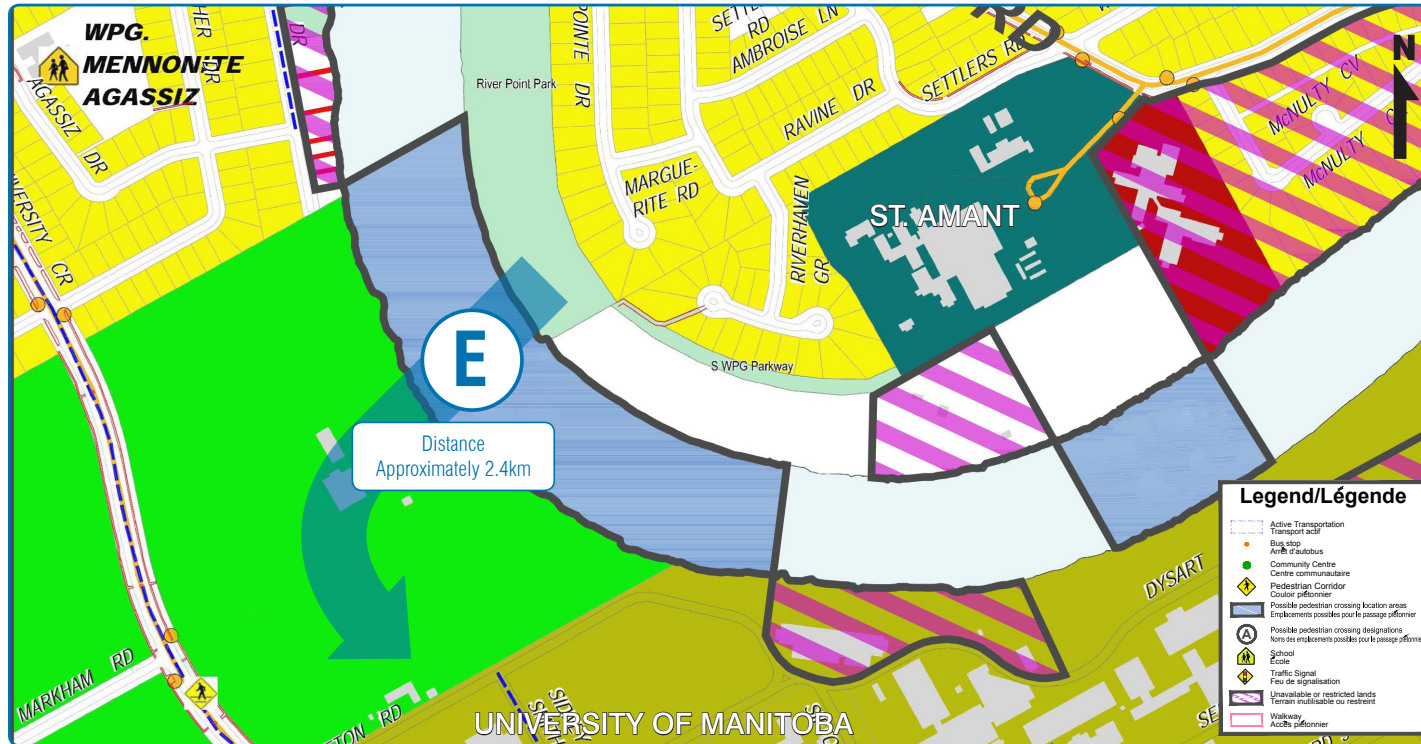
## Pros:

- Close to bus route.
- Increased interaction between St. Amant and the U of M.
- Close to U of M services.

## Cons:

- Close to Bishop Grandin bridge, reduces effectiveness of crossing.

# Zone E: River Point Park / Former Golf Course



## Pros:

- Connection to future university lands.

## Cons:

- Very close to Bishop Grandin bridge minimizing effectiveness of crossing.
- Indirect access to U of M.
- Route people through River Point residential area.
- No nearby bus route.



# River Crossing Design Options



Option 1  
\$16  
Million



Option 2  
\$14  
Million



Option 3  
\$16  
Million



Option 4  
\$33  
Million

\* Estimated River Crossing Construction Cost (present value including 75 year operating costs excluding land acquisition)

\*\* All options to be universally accessible

# How will options be evaluated?

- ▶ The five river crossing zones will be evaluated by the Steering Committee and the Public Advisory Committee (PAC) using an Evaluation Matrix which will consider the location and the structure separately
- ▶ The Evaluation Matrix will consider criteria such as:
  - ▶ Property Acquisition
  - ▶ Environmental Impacts During Construction
  - ▶ Neighbourhood Impact
  - ▶ Life-Cycle Costing
  - ▶ Constructability

# Frequently Asked Questions

## **When will the crossing be built?**

- ▶ The City has not currently budgeted for the construction of a river crossing.

## **Will buses use the river crossing?**

- ▶ The river crossing is currently intended for use by pedestrians / cyclists only.

## **What about potential parking issues?**

- ▶ Before a river crossing is constructed, the City will develop a parking management plan to deal with any concerns similar to the plan that is under development in the Fort Richmond Area.

## **Will the crossing be universally accessible?**

- ▶ Yes. Any river crossing option will be designed for safety and accessibility of all people regardless of their physical abilities.

## **Who will make the final decision on the crossing option and will the public be advised of that decision?**

- ▶ The City of Winnipeg Steering Committee will make recommendations to Council on the crossing option using input from the Public Interactive Display Sessions and the Public Advisory Committee (PAC). The PAC is made up of a balance of representatives from a variety of community and interest groups. The PAC will also be instrumental in reviewing crossing options through an evaluation framework and provided their feedback to the Steering Committee.

# Thank You

On behalf of the Project Team, thank you  
for your attendance and participation.

**Please fill out a comment sheet to  
let us know your thoughts and concerns.**



Please proceed to the discussion area.

## APPENDIX E – EXIT SURVEY RESULTS

Survey #	2. From the potential crossing locations on the map, please rank yur preferred river crossing zone options from 1 to 5						3. Please rank your preferred river crossing conceptual design optiosn from 1 to 4					Did you find the public interactive display session usefule and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other			
1	Option B	Option A	Option E	Not Answered	Multiple Choices		#3	Not Answered	Not Answered	#4		Yes	No	Word of Mouth
2	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	No	No	Not Answered
3	Option A	Option B	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes	Comm. Posting
4	Option D	Option E	Option C	Option A	Option B		#1	#2	#3	#4		Yes	Yes	Word of Mouth
5	Option D	Option C	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	No	Newspaper Flyer
6	Option A	Option B	Option E	Option D	Option C		#1	#2	#3	#4		Yes	Yes	Word of Mouth
7	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	No	No	Word of Mouth
8	Option B	Multiple Choices	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		No	No	Newspaper Flyer
9	Option B	Option D	Option C	Option E	Option A		#2	#3	#1	#4		Not Answered	Not Answered	Not Answered
10	Option B	Option C	Option E	Option A	Option B		#3	#2	#1	#4		Yes	Not Answered	Word of Mouth
11	Option C	Not Answered	Not Answered	Not Answered	Not Answered		#1	#2	#3	#4		Yes	No	Newspaper Flyer
12	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes	Word of Mouth
13	Option A	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	Yes	Newspaper Flyer
14	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	No	Word of Mouth
15	Option B	Option A	Option C	Option D	Option E		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Comm. Posting
16	Option B	Option A	Option C	Option D	Option A		#2	#3	#1	#4		No	No	Newspaper Flyer
17	Option B	Option A	Option E	Option C	Option D		#3	#1	#2	#4		Yes	No	Word of Mouth
18	Option B	Option C	Option D	Option A	Option E		#1	#2	#3	#4		Yes	No	Word of Mouth
19	Option B	Option C	Option A	Option D	Option E		#3	#1	#2	#4		Yes	Yes	Newspaper Flyer
20	Option B	Option C	Not Answered	Not Answered	Multiple Choices		Multiple Choices	Not Answered	Not Answered	#4		Yes	No	Word of Mouth
21	Option D	Option B	Option A	Option E	Option C		#1	#3	#2	#4		Yes	No	Comm. Posting
22	Option B	Option C	Option A	Option D	Option E		#1	#3	#2	#4		Yes	Yes	Comm. Posting
23	Option B	Option C	Option D	Option A	Option B		#3	#2	#1	#4		Yes	No	Newspaper Flyer
24	Option B	Option A	Not Answered	Not Answered	Not Answered		#2	#1	#3	Not Answered		Yes	Yes	Newspaper Flyer
25	Option B	Option D	Option C	Not Answered	Not Answered		#2	#1	#3	#4		Yes	No	Newspaper Flyer
26	Option C	Option B	Option E	Option D	Option B		#1	#2	#3	#4		Yes	No	Newspaper Flyer
27	Option B	Option C	Option A	Option E	Option D		#1	#2	#3	#4		Yes	No	Comm. Posting
28	Option C	Option B	Option D	Option A	Option E		#1	#2	#3	#4		Yes	No	Word of Mouth
29	Option B	Option A	Option C	Option E	Option D		#1	#3	#2	#4		Yes	No	Newspaper Flyer
30	Option B	Option A	Option C	Option E	Option D		#2	#3	#1	#4		Yes	No	Newspaper Flyer
31	Option B	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	No	Newspaper Flyer
32	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	No	Newspaper Flyer
33	Option E	Option D	Option C	Option A	Option B		#1	#4	#3	#2		Yes	No	Other (Please Indicate)
34	Option B	Option D	Option A	Option C	Option E		#3	#1	#2	#4		Yes	No	bike to the future
35	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#2	#3	#4		Not Answered	Not Answered	Newspaper Flyer
36	Option C	Option D	Option B	Not Answered	Multiple Choices		#2	#1	#3	#4		Yes	No	Newspaper Flyer
37	Option B	Not Answered	Not Answered	Not Answered	Multiple Choices		#2	#3	Not Answered	Multiple Choices		Yes	Yes	Newspaper Flyer
38	Option A	Option B	Option C	Option A	Option E		#3	#2	#1	#4		Yes	No	Newspaper Flyer
39	Option D	Not Answered	Option C	Not Answered	Multiple Choices		#1	#2	#3	#4		Not Answered	Yes	Word of Mouth
40	Option A	Option B	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	Newspaper Flyer
41	Option D	Option C	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		No	No	Newspaper Flyer
42	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		No	No	Comm. Posting
43	Option B	Not Answered	Not Answered	Not Answered	Option D		Not Answered	Not Answered	Not Answered	#4		Yes	No	Newspaper Flyer
44	Option B	Not Answered	Not Answered	Not Answered	Option D		Not Answered	Not Answered	Not Answered	#4		Yes	No	Word of Mouth
45	Not Answered	Option C	Not Answered	Multiple Choices	Option A		Not Answered	Multiple Choices	Not Answered	Multiple Choices		Yes	No	Comm. Posting
46	Option B	Option C	Option E	Option A	Option D		#2	#1	#3	#4		Yes	Yes	Comm. Posting
47	Option D	Option B	Not Answered	Not Answered	Option C		#2	#1	#3	#4		Not Answered	No	Newspaper Flyer
48	Option D	Option E	Option C	Option A	Option B		#3	#2	#1	#4		Yes	Yes	Newspaper Flyer
49	Option D	Option C	Not Answered	Not Answered	Multiple Choices		#1	#4	#2	#3		Yes	No	TV
50	Option B	Option A	Option D	Option C	Option E		#1	#3	#2	#4		Not Answered	Not Answered	Not Answered

Survey #	2. From the potential crossing locations on the map, please rank yur preferred river crossing zone options from 1 to 5						3. Please rank your preferred river crossing conceptual design optiosn from 1 to 4					Did you find the public interactive display session usefule and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other			
51	Option C	Option B	Option D	Option E	Option A		#3	#1	#2	#4		Yes	Yes	email
52	Option C	Option B	Option D	Option A	Option E		#1	#3	#2	#4		Yes	Yes	Comm. Posting
53	Option B	Option A	Option E	Option D	Option C		#1	#3	#2	#4		Yes	No	Word of Mouth
54	Option C	Option D	Option B	Option E	Option A		#3	#2	#1	#4		Not Answered	Not Answered	Word of Mouth
55	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	No	Yes	Word of Mouth
56	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer
57	Option A	Option C	Option B	Option D	Option E		#3	#1	#2	#4		Yes	No	Newspaper Flyer
58	Option B	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		No	Yes	email
59	Option B	Option A	Option D	Option C	Option E		#2	#1	#3	#4		Yes	No	Word of Mouth
60	Option B	Not Answered	Not Answered	Not Answered	Option C		#3	#2	#1	#4		Yes	No	Not Answered
61	Option C	Option B	Option E	Option D	Option A		#1	#3	#2	#4		Yes	No	Newspaper Flyer
62	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	Yes	No	Newspaper Flyer
63	Multiple Choices	Not Answered	Option D	Option A	Option E		Multiple Choices	Not Answered	#2	#4		Yes	No	Word of Mouth
64	Option D	Option B	Option C	Option E	Option A		#1	#2	#3	#4		Yes	No	Word of Mouth
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67	Option D	Multiple Choices	Not Answered	Option A	Option E		Multiple Choices	Not Answered	#2	#3		Yes	No	Newspaper Flyer
68	Option D	Multiple Choices	Not Answered	Not Answered	Not Answered		#1	Not Answered	Multiple Choices	#4		Yes	Yes	Word of Mouth
69	Multiple Choices	Not Answered	Not Answered	Not Answered	Not Answered		#2	Multiple Choices	No Bridge	#4		Yes	Yes	Comm. Posting
70	Option D	Option B	Option C	Option E	Option A		#3	#2	#1	#4		Yes	No	Newspaper Flyer
71	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		#2	Not Answered	Not Answered	Not Answered		Yes	No	TV
72	Option D	Option C	Option B	Option E	Option A		#2	#1	#3	#4		Yes	No	Word of Mouth
73	Option C	Option D	Option E	Option A	Option B		#3	#2	#1	#4		Yes	Yes	Word of Mouth
74	Option D	Option B	Option C	Option E	Option A		Not Answered	#2	Not Answered	#4		Yes	No	Word of Mouth
75	Option B	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		No	No	Comm. Posting
76	Option D	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes	Newspaper Flyer
77	Option D	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes	Newspaper Flyer
78	Option E	Option D	Option C	Option B	Option A		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer
79	Option E	Option D	Option C	Option B	Option A		#1	#2	#3	#4		Yes	No	Newspaper Flyer
80	Option C	Option D	Option E	Option A	Option B		#1	#3	#2	#4		Yes	No	Word of Mouth
81	Option C	Option E	Option D	Option A	Option B		#4	#1	#3	#2		Yes	No	Newspaper Flyer
82	Option B	Option A	Option E	Option D	Option C		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Word of Mouth
83	Option B	Option D	Option C	Option A	Option E		#3	#1	#2	#4		Yes	No	Word of Mouth
84	Option B	Option D	Option C	Option A	Option E		#3	#1	#2	#4		Yes	No	Newspaper Flyer
85	Option D	Option E	Option C	Option B	Option A		#1	#3	#2	#4		Not Answered	Not Answered	Not Answered
86	Option B	Option C	Option D	Option A	Option E		#1	#3	#4	#2		Yes	No	TV News
87	Option B	Option A	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered
88	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	Word of Mouth
89	Option B	Option A	Option D	Option E	Option C		#2	#1	#3	#4		No	Yes	Newspaper Flyer
90	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	Not Answered		Yes	Yes	Comm. Posting
91	Option A	Not Answered	Multiple Choices	Not Answered	Multiple Choices		#1	Multiple Choices	Not Answered	Not Answered		Yes	No	Word of Mouth
92	Option D	Option B	Option E	Option A	Option C		#2	#1	#3	#4		Not Answered	Not Answered	Not Answered
93	Option B	Option A	Option C	Option D	Option E		#1	#2	#3	#4		Yes	No	Bike to the Future
94	Option B	Option A	Option D	Option E	Option C		#1	#3	#2	#4		Yes	No	Newspaper Flyer
95	Option E	Not Answered	Not Answered	Option C	Multiple Choices		#1	#2	#3	#4		Yes	Yes	Newspaper Flyer
96	Option B	Not Answered	Option C	Not Answered	Multiple Choices		#2	#3	Not Answered	Multiple Choices		Yes	No	U of M email
97	Option D	Option C	Not Answered	Not Answered	Not Answered		#2	Not Answered	#3	Not Answered		Yes	Yes	Newspaper Flyer
98	Option B	Option A	Option E	Option D	Option C		#1	#3	#2	#4		Yes	No	Word of Mouth
99	Option B	Option A	Option E	Option D	Option C		#1	#3	#2	#4		Yes	Yes	Residents Meeting
100	Option C	Option B	Option D	Option A	Option E		#1	#2	#3	#4		Yes	Yes	Word of Mouth



Survey #	2. From the potential crossing locations on the map, please rank yur preferred river crossing zone options from 1 to 5						3. Please rank your preferred river crossing conceptual design optiosn from 1 to 4					Did you find the public interactive display session usefule and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other			
101	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	#4		Yes	No	Newspaper Flyer
102	Option C	Option D	Option B	Option E	Option A		#1	#2	#3	#4		Yes	No	Newspaper Flyer
103	Option B	Option C	Option A	Option D	Option E		#1	#3	#2	#4		Not Answered	Not Answered	Not Answered
104	Not Answered	Not Answered	Option A	Not Answered	Not Answered		#2	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer
105	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Option B*	#3	#1	#2	#4		Yes	No	Comm. Posting
106	Option E	Option C	Not Answered	Not Answered	Not Answered		#1	#3	Not Answered	Not Answered		Yes	No	Comm. Posting
107	Option C	Option B	Option D	Option A	Option E		#3	#1	#2	#4		Not Answered	Not Answered	Not Answered
108	Option B	Option C	Option A	Option E	Option D		#2	#3	#1	#4		Other (Indicate)	Yes	Gorden Club
109	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#2	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer
110	Option C	Option B	Option D	Option E	Option A		#1	#2	#3	#4		Yes	No	U of M Email
111	Option C	Option B	Option D	Option E	Option A		#4	#1	#2	#3		Yes	No	Email and Prof told to attend.
112	Option B	Option C	Option A	Option E	Option B		#2	#1	#3	#4		Yes	No	Newspaper Flyer
113	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	Not Answered	Not Answered	Not Answered		Yes	Yes	Word of Mouth
114	Option C	Option D	Option B	Not Answered	Not Answered		#3	#1	#2	Not Answered		Yes	No	Newspaper Flyer
115	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	U of M info page
116	Option D	Not Answered	Not Answered	Option C	Multiple Choices		#1	#3	#2	#4		Yes	Yes	Bike to the Future
117	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	No	Comm. Posting
118	Option B	Option B	Option E	Option A	Option C		#2	#3	#3	#3		Yes	No	Comm. Posting
119	Option A	Option B	Not Answered	Multiple Choices	Option E		#3	#1	#2	#4		Yes	No	TV
120	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	No	Newspaper Flyer
121	Option B	Option C	Option D	Option A	Option E		#2	#1	#3	#4		Yes	No	Word of Mouth
122	Option D	Multiple Choices	Not Answered	Not Answered	Multiple Choices		#2	Not Answered	Multiple Choices	#4		Not Answered	Not Answered	Not Answered
123	Option A	Option B	Option C	Option D	Option E		#1	#2	#3	#4		Yes	No	Newspaper Flyer
124	Option B	Option A	Option C	Option E	Option D		#2	#3	#1	#4		Yes	No	Word of Mouth
125	Multiple Choices	Multiple Choices	Not Answered	Not Answered	Not Answered		Multiple Choices	#3	Not Answered	Not Answered		Yes	Yes	Newspaper Flyer
126	Option B	Option A	Option C	Option D	Option E		#1	#2	#3	#4		Yes	No	Newspaper Flyer
127	Option D	Not Answered	Not Answered	Not Answered	Option C		#2	Not Answered	Not Answered	#4		Yes	No	Comm. Posting
128	Option D	Option C	Option B	Option E	Option A		#3	#1	#2	#4		Yes	Not Answered	Newspaper Flyer
129	Option A	Option B	Option C	Option E	Option D		#2	#3	#1	#4		Yes	Other (Indicate)	U of M Email
130	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	Newspaper Flyer
131	Option B	Not Answered	Not Answered	Option C	Not Answered		#1	Multiple Choices	Not Answered	#4		Yes	Yes	Comm. Posting
132	Option A	Option B	Option C	Option D	Option E		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Word of Mouth
133	Option B	Option A	Option E	Option D	Option C		#2	#3	#1	#4		No	No	Comm. Posting
134	Option B	Option A	Option C	Option E	Option D		#3	#2	#1	#4		Yes	Yes	Garden Group
135	Option B	Option D	Option C	Option E	Option A		#2	#1	#3	#4		Yes	No	Newspaper Flyer
136	Option E	Option A	Option D	Option B	Option C		#4	#1	#2	#3		Yes	No	Word of Mouth
137	Option D	Option B	Option C	Option E	Option A		#1	#2	#3	#4		Yes	Yes	Comm. Posting
138	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	No	Comm. Posting
139	Option B	Option A	Option C	Option E	Option D		#3	#2	#1	#4		Yes	No	Comm. Posting
140	Option A	Option B	Option C	Option E	Option D		#1	#3	#2	#4		Yes	No	Word of Mouth
141	Option D	Option C	Option E	Option B	Option A		#3	#1	#2	#4		Not Answered	Not Answered	Not Answered
142	Option D	Not Answered	Multiple Choices	Option B	Option A		Multiple Choices	Not Answered	Not Answered	#4		Yes	No	Newspaper Flyer
143	Option B	Option C	Option D	Option E	Option A		#1	#3	#2	Not Answered		Yes	Yes	Newspaper Flyer
144	Option C	Option D	Option B	Option A	Option E		#1	#3	#2	#4		Yes	No	Newspaper Flyer
145	Option C	Option B	Option A	Option D	Option E		#1	#3	#2	#4		Yes	No	Newspaper Flyer
146	Option B	Option C	Option A	Option E	Option D		#1	#2	#3	#4		Yes	No	Other (Please Indicate)
147	Option A	Option B	Option C	Option E	Option D		#1	#2	#3	#4		Yes	No	Newspaper Flyer
148	Option A	Option B	Option C	Option E	Option D		#2	#1	#3	#4		Yes	No	Newspaper Flyer
149	Option C	Option E	Option D	Option A	Option B		#1	#2	#3	#4		Yes	No	Word of Mouth
150	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	Community Meeting

Survey #	2. From the potential crossing locations on the map, please rank yur preferred river crossing zone options from 1 to 5						3. Please rank your preferred river crossing conceptual design optiosn from 1 to 4					Did you find the public interactive display session usefule and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other			
151	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	#4		Yes	No	Work @ U of M
152	Option C	Option D	Option B	Option E	Option A		#3	#1	#2	#4		Yes	No	Newspaper Flyer
153	Option C	Option D	Option E	Not Answered	Not Answered		#1	#3	#4	#2		Yes	No	Newspaper Flyer
154	Option C	Option D	Option C	Option E	Option A		#1	#3	#2	#4		Yes	No	Newspaper Flyer
155	Option B	Option C	Option A	Option E	Option D		#3	#2	#1	#4		Other (Indicate)	No	Other (Please Indicate)
156	Option A	Option B	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	Newspaper Flyer
157	Option B	Option A	Option C	Option E	Option D		Not Answered	Not Answered	Not Answered	#4		Yes	No	Comm. Posting
158	Option C	Option B	Multiple Choices	Not Answered	Not Answered		#3	#1	#2	#4		Not Answered	Not Answered	Not Answered
159	Option C	Option B	Option E	Option D	Option A		#1	#2	#3	#4		Yes	No	Newspaper Flyer
160	Option B	Option A	Option D	Option C	Option E		#3	#1	#2	#4		Yes	No	Word of Mouth
161	Multiple Choices	Not Answered	Option E	Option A	Option D		#1	Not Answered	Multiple Choices	#4		Yes	No	E-mail
162	Option B	Option A	Not Answered	Not Answered	Multiple Choices	No Bridge	Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Community meeting @ Minnetonka School
163	Option B	Option A	Option C	Option E	Option D		#1	#2	#3	#4		Yes	Yes	Saw surveyer in the SWGC gardents to find out
164	Option B	Option A	Option C	Option E	Option D		#2	#1	#3	#4		Yes	No	Surveyor in the community gardens
165	Option E	Option C	Option A	Option D	Option B		#3	#1	#2	#4		Not Answered	No	Comm. Posting
166	Option B	Option C	Not Answered	Not Answered	Multiple Choices		#1	#2	#3	#4		Yes	No	U of M e-mail
167	Option C	Option D	Option E	Option B	Option A		#2	#1	#3	#4		Yes	No	Newspaper Flyer
168	Option D	Option C	Option B	Not Answered	Multiple Choices		#2	#1	#3	#4		Not Answered	Not Answered	Not Answered
169	Not Answered	Not Answered	Not Answered	Not Answered	Multiple Choices	No Bridge	Not Answered	Not Answered	Not Answered	Multiple Choices	No Bridge	No	No	Newspaper Flyer
170	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Word of Mouth
171	Option B	Option C	Option D	Option A	Option E		#2	#1	#3	Not Answered		Yes	No	Comm. Posting
172	Option C	Not Answered	Not Answered	Not Answered	Not Answered		#2	Not Answered	Not Answered	#4		Yes	No	Newspaper Flyer
173	Option B	Option E	Option D	Option A	Option C		#1	#2	#3	#4		Yes	No	Comm. Posting
174	Option B	Option C	Option A	Option D	Option E		#3	#1	#4	#2		Not Answered	Not Answered	Not Answered
175	Option B	Option A	Option D	Option E	Option C		#2	#1	#3	#4		Yes	No	Newspaper Flyer
176	Option B	Not Answered	Option A	Not Answered	Multiple Choices		#2	Multiple Choices	Not Answered	#4		Yes	Yes	Newspaper Flyer
177	Option B	Not Answered	Not Answered	Multiple Choices	Multiple Choices		#1	#2	#3	#4		Yes	Yes	Newspaper Flyer
178	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered
179	Option B	Option E	Option D	Option A	Option C		#1	#2	#3	#4		Yes	No	Comm. Posting
180	Option B	Option A	Option C	Option E	Option D		#2	#3	#1	#4		No	Yes	Garden Club Member
181	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	Not Answered		Yes	No	Newspaper Flyer
182	Option D	Option B	Option E	Option A	Option C		#1	#3	#2	#4		Yes	Not Answered	Newspaper Flyer
183	Option B	Not Answered	Not Answered	Not Answered	Multiple Choices	No Bridge	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	Yes	No	South Winnipeg Garden Club
184	Option B	Not Answered	Option C	Option D	Multiple Choices		Multiple Choices	Not Answered	Not Answered	#4		Not Answered	Not Answered	Not Answered
185	Option B	Option C	Option D	Option E	Option A		#4	#1	#2	#3		Yes	No	U of M e-mail
186	Option C	Option A	Option B	Option E	Option D		#4	#1	#2	#3		Yes	No	Word of Mouth
187	Option B	Option A	Option D	Option C	Option E		#2	#3	#1	#4		Yes	Not Answered	Sandy Nemeth blog (LRSD School Trustee)
188	Option B	Option C	Option A	Option E	Option D		#1	#3	#2	#4		Not Answered	Not Answered	Not Answered
189	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	#4		Yes	No	Newspaper Flyer
190	Option A	Option B	Option C	Option D	Option E		#1	#3	#2	#4		Yes	Yes	Newspaper Flyer
191	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	Word of Mouth
192	Option B	Option A	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes	Newspaper Flyer
193	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	#4		Yes	Yes	E-mail from Bike to the Future
194	Not Answered	Not Answered	Not Answered	Not Answered	Multiple Choices	No Bridge	Not Answered	Not Answered	Not Answered	Multiple Choices	No Bridge	Yes	No	Newspaper Flyer
195	Option B	Option A	Option C	Not Answered	Multiple Choices		#2	#3	#1	#4		No	No	U of M e-mail
196	Option E	Multiple Choices	Not Answered	Multiple Choices	Not Answered		#2	#1	#3	#4		Yes	Yes	Newspaper Flyer
197	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	#4		Yes	No	Newspaper Flyer
198	Option B	Not Answered	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer
199	Option B	Option A	Option C	Option E	Option D		#3	#1	#2	#4		Yes	No	Word of Mouth
200	Option B	Not Answered	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer

Survey #	2. From the potential crossing locations on the map, please rank yur preferred river crossing zone options from 1 to 5						3. Please rank your preferred river crossing conceptual design optioesn from 1 to 4					Did you find the public interactive display session usefule and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other			
201	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered
202	Option B	Not Answered	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer
203	Option C	Option E	Option D	Option A	Option B		#3	#1	#2	#4		Yes	No	Newspaper Flyer
204	Option C	Option B	Option A	Option D	Option E		#2	#1	#3	#4		Yes	Yes	Comm. Posting
205	Option B	Option A	Option C	Option E	Option D		#2	#1	#3	#4		Yes	No	Other (Please Indicate)
206	Option B	Option A	Option C	Option E	Option D		#2	#1	#3	#4		Yes	No	Other (Please Indicate)
207	Option B	Option A	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered
208	Option B	Option D	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	No	Word of Mouth
209	Option E	Option C	Option B	Not Answered	Not Answered		#3	#1	Not Answered	Not Answered		Yes	No	Comm. Posting
210	Not Answered	Option B	Multiple Choices	Option D	Option E		#3	Multiple Choices	Not Answered	#4		Yes	No	U of M
211	Option C	Option D	Option B	Option A	Option E		#3	#1	#2	#4		Yes	No	Newspaper Flyer
212	Option B	Option A	Option C	Option E	Option D		#1	#3	#2	#4		Not Answered	Not Answered	Not Answered
213	Option B	Option C	Option D	Option E	Option D		#2	#3	#1	#4		Yes	Yes	Word of Mouth
214	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge		No Bridge	No Bridge	No Bridge	No Bridge		Yes	Yes	Not Answered
215	Option C	Option B	Option A	Option D	Option E		#1	#2	#3	#4		Yes	No	Newspaper Flyer
216	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	No	Newspaper Flyer
217	Option B	Not Answered	Option A	Not Answered	Multiple Choices		#2	Not Answered	Multiple Choices	#4		Yes	No	Newspaper Flyer
218	Option B	Not Answered	Option A	Not Answered	Multiple Choices		#2	Not Answered	Multiple Choices	#4		Yes	No	Newspaper Flyer
219	Option B	Not Answered	Not Answered	Not Answered	Option D		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Word of Mouth
220	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge		No Bridge	No Bridge	No Bridge	No Bridge		No	No	Comm. Posting
221	Option B	Option A	Option C	Option E	Option D		#1	#3	#2	#4		Yes	No	Other (Please Indicate)
222	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge		No Bridge	No Bridge	No Bridge	No Bridge		Yes	Yes	Word of Mouth
223	Not Answered	Option B	Not Answered	Not Answered	Not Answered		#2	#1	Not Answered	Multiple Choices		Yes	No	Comm. Posting
224	Option B	Option D	Option A	Option C	Option E		#4	Not Answered	Not Answered	Not Answered		Yes	No	Comm. Posting
225	Option B	Not Answered	Option A	Not Answered	Multiple Choices		#2	Multiple Choices	Not Answered	#4		Yes	No	TV News
226	Option B	Option A	Option E	Option C	Option D		#2	#1	#3	#4		Yes	No	Community members
227	Option C	Option D	Option E	Option B	Option A		#4	#1	#2	#3		Yes	No	Newspaper Flyer
228	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge		No Bridge	No Bridge	No Bridge	No Bridge		No	No	Other (Please Indicate)
229	Option B	Option A	Option C	Not Answered	Multiple Choices		#2	Not Answered	Multiple Choices	#4		Yes	No	Other (Please Indicate)
230	Option C	Option D	Option E	Option B	Option A		#2	#1	#3	#4		Yes	Yes	Other (Please Indicate)
231	Multiple Choices	Not Answered	Not Answered	Not Answered	Multiple Choices		#2	Not Answered	Not Answered	Multiple Choices		Yes	No	Newspaper Flyer
232	Option B	Option A	Not Answered	Not Answered	Multiple Choices		#1	#2	Not Answered	Multiple Choices		Yes	No	Not Answered
233	Option C	Option B	Option D	Option A	Option E		#1	#3	#2	#4		Yes	No	Word of Mouth
234	Option C	Option B	Option D	Option A	Option E		#1	#3	#2	#4		Yes	No	Word of Mouth
235	Option C	Option D	Option E	Option B	Option A		#3	#1	#2	#4		Yes	Yes	Word of Mouth
236	Option C	Option D	Option E	Option B	Option A		#1	#3	#2	#4		Yes	No	Comm. Posting
237	Option B	Option C	Option D	Option A	Option E		#3	#1	#2	#4		Yes	Yes	Comm. Posting
238	Option D	Option B	Option A	Option C	Option E		#1	#4	#3	#2		Yes	No	Public advisory Committee rep.
239	Option B	Option A	Option C	Option E	Option D		#2	#3	#1	#4		Yes	No	Mutiple choices
240	Option D	Option C	Option A	Option B	Option E		#3	#2	#1	#4		Yes	No	Word of Mouth
241	Option C	Option B	Option D	Option E	Option A		#2	#3	#1	#4		Yes	Yes	TV News
242	Option D	Option B	Option C	Option E	Option A		#1	#3	#2	#4		Yes	No	Bike to the future
243	Option B	Option E	Option C	Option A	Option D		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Mutiple choices
244	Option D	Not Answered	Not Answered	Not Answered	Not Answered		#2	Not Answered	Not Answered	Multiple Choices		Yes	No	Bike to the future
245	Option D	Option C	Option B	Option E	Option A		#3	#1	#2	#4		Yes	No	Comm. Posting
246	Option D	Option C	Option B	Option E	Option A		#1	#3	#2	#4		Yes	No	Newspaper Flyer
247	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	Word of Mouth
248	Option B	Option A	Option C	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		No	No	Word of Mouth
249	Option D	Option E	Option C	Option A	Option B		#2	#1	#3	#4		Yes	Yes	Other (Please Indicate)
250	Option D	Option C	Option E	Option A	Option B		#2	#1	#3	#4		Yes	No	Newspaper Flyer

Survey #	2. From the potential crossing locations on the map, please rank yur preferred river crossing zone options from 1 to 5						3. Please rank your preferred river crossing conceptual design optiosn from 1 to 4					Did you find the public interactive display session usefule and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other			
251	Option B	Option E	Option A	Option C	Option D		#3	#1	#2	#4		Yes	No	Word of Mouth
252	Option B	Option C	Option A	Option D	Option E		#1	#3	#2	#4		Yes	No	U of M e-mail
253	Option D	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Yes	Word of Mouth
254	Option B	Option A	Option C	Not Answered	Not Answered		#1	#3	#2	#4		No	No	Not Answered
255	Option C	Option D	Option E	Option B	Option A		#2	#1	#3	#4		Yes	No	Newspaper Flyer
256	Option C	Option E	Not Answered	Multiple Choices	Option B		#3	Not Answered	Not Answered	#4		Yes	No	Other (Please Indicate)
257	Option C	Option D	Option E	Option A	Option B		#1	#3	#2	#4		Yes	No	Other (Please Indicate)
258	Option B	Option C	Option A	Option D	Option E		#2	#1	#3	#4		Yes	No	Newspaper Flyer
259	Option B	Option A	Option C	Option D	Option E		#1	#2	#3	#4		Yes	No	Newspaper Flyer
260	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge		Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes	Comm. Posting
261	Option C	Option D	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes	Newspaper Flyer
262	Option A	Option B	Option C	Option D	Option E		#2	#3	#1	#4		Yes	No	Newspaper Flyer
263	Option A	Option E	Option B	Option C	Option D		#1	#2	#3	#4		Yes	No	Newspaper Flyer
264	Option A	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Newspaper Flyer
265	Option B	Option A	Option C	Option E	Option D		#3	#2	#1	#4		Yes	No	Other (Please Indicate)
266	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#2	Not Answered	Not Answered	Not Answered		Yes	No	Comm. Posting
267	Option D	Option C	Not Answered	Not Answered	Not Answered		#3	#2	Not Answered	Not Answered		Yes	No	Newspaper Flyer
268	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		No	No	Other (Please Indicate)
269	Option B	Option A	Option C	Option E	Option D		#2	#3	#1	#4		Yes	Yes	Other (Please Indicate)
270	Option B	Option C	Option A	Option D	Option E		#1	#3	#2	#4		Yes	No	Word of Mouth
271	Option B	Option A	Option C	Not Answered	Multiple Choices		#1	#2	#3	#4		Yes	No	Newspaper Flyer
272	Option B	Option A	Option C	Option E	Option D		#3	#2	#1	#4		Yes	Yes	Other (Please Indicate)
273	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge		No Bridge	No Bridge	No Bridge	No Bridge		Not Answered	Not Answered	Not Answered
274	Option B	Option E	Option A	Option D	Option C		#2	#1	#3	#4		Yes	Yes	Other (Please Indicate)
275	Option B	Option A	Option C	Option D	Option E		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Word of Mouth
276	Option B	Option A	Option C	Option D	Option E		#2	#1	#4	#4		Yes	No	Comm. Posting
277	Option B	Option C	Option D	Option A	Option E		#1	#2	#3	#4		Yes	No	Comm. Posting
278	Option B	Option C	Option D	Option A	Option E		#1	#3	#2	#4		Yes	Yes	Newspaper Flyer
279	Multiple Choices	Option E	Not Answered	Option A	Option B		Multiple Choices	Not Answered	#3	#4		Yes	Yes	Other (Please Indicate)
280	Option A	Option B	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	Newspaper Flyer
281	Option C	Option D	Option B	Option E	Option A		#1	#3	#2	#4		Yes	Yes	U of M e-mail
282	Option D	Option C	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered
283	Option C	Option B	Option D	Option A	Option E		#1	#2	#3	#4		Yes	Yes	Other (Please Indicate)
284	Option C	Option B	Option D	Option A	Option E		#3	#2	#1	#4		Yes	Yes	Word of Mouth
285	Option B	Option A	Option D	Option C	Option E		#2	#1	#3	#4		Yes	Yes	Community group
286	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Comm. Posting
287	Option B	Option A	Option C	Option E	Option D		#1	#2	#3	#4		Yes	Yes	Word of Mouth
288	Option B	Option D	Option E	Option C	Option A		Multiple Choices	Not Answered	#1	Not Answered		Yes	No	Newspaper Flyer
289	Option C	Option D	Option B	Option E	Option A		#1	#3	#2	#4		Yes	No	University
290	Option D	Option B	Option C	Option E	Option A		#1	#2	#3	#4		Yes	No	U of M e-mail
291	Option B	Option D	Option E	Option C	Option A		#3	#2	#1	#4		Yes	No	Word of Mouth
292	Option B	Option C	Option D	Option E	Option A		#1	#2	#3	#4		Yes	No	Word of Mouth
293	Option A	Option B	Option C	Option D	Option E		#3	#1	#2	#4		Not Answered	Not Answered	Not Answered
294	Option B	Option C	Option A	Option D	Option E		#1	#3	#2	#4		Yes	Yes	E-mail to retiree committee
295	Option C	Option D	Option B	Option E	Option A		#3	#1	#2	#4		Yes	No	U of M e-mail
296	Multiple Choices	Option D	Not Answered	Option A	Option E		#1	#3	#2	#4		Yes	No	e-mail.
297	Option D	Option A	Option E	Option C	Option B		#2	#1	#3	#4		Yes	No	Word of Mouth
298	Option C	Option D	Option E	Option A	Option B		#1	#3	#2	#4		Yes	No	Word of Mouth
299	Option A	Option B	Not Answered	Not Answered	Multiple Choices		#1	#2	#3	#4		Yes	Yes	Newspaper Flyer
300	Option B	Option C	Option E	Option A	Option D		#3	#2	#1	#4		Yes	No	Other (Please Indicate)



Survey #	2. From the potential crossing locations on the map, please rank yur preferred river crossing zone options from 1 to 5						3. Please rank your preferred river crossing conceptual design optiosn from 1 to 4					Did you find the public interactive display session usefule and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other			
301	Option B	Option D	Option C	Option E	Option A		#2	#1	#3	#4		Yes	No	TV News
302	Option B	Option A	Option E	Option C	Option D		#3	#2	#1	#4		Yes	Yes	Word of Mouth
303	Option B	Option A	Option C	Option E	Option D		#1	#3	#2	#4		Yes	No	Other (Please Indicate)
304	Multiple Choices	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	Not Answered	Not Answered	Not Answered	Not Answered		No	No	TV News
305	Option A	Option B	Option C	Option E	Option D		#1	#2	#3	#4		Yes	No	Word of Mouth
306	Option B	Multiple Choices	Not Answered	Option A	Option E		#2	#3	#1	#4		Yes	No	UofM email
307	Option B	Multiple Choices	Not Answered	Option A	Option E		Multiple Choices	Not Answered	Not Answered	#4		Yes	No	UofM email
308	Option B	Option D	Option C	Option E	Option A		#1	#3	#2	#4		Yes	No	Word of Mouth
309	Option A	Option B	Option C	Option D	Option E		#1	#2	#3	#4		Yes	Yes	Newspaper Flyer
310	Option B	Option C	Option D	Option E	Option A		#1	#2	#3	#4		Yes	Yes	UofM email
311	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	TV News
312	Option B	Option C	Option D	Option E	Option A		#2	#1	#3	#4		Yes	No	University class
313	Option B	Option A	Option C	Option E	Option D		#1	#3	#2	#4		Yes	Yes	Word of Mouth
314	Option B	Not Answered	Not Answered	Not Answered	Option A		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	No	Newspaper Flyer
315	Multiple Choices	Option C	Not Answered	Not Answered	Multiple Choices		#1	#3	#2	#4		Yes	No	Other (Please Indicate)
316	Option B	Multiple Choices	Not Answered	Not Answered	Multiple Choices		#1	#3	#2	#4		Yes	No	Newspaper Flyer
317	Option B	Option C	Option D	Option A	Option E		#2	#1	#3	#4		Yes	No	Other (Please Indicate)
318	Option E	Option C	Option D	Option B	Option A		#1	#3	#2	#4		Yes	No	Other (Please Indicate)
319	Option B	Option C	Option D	Option A	Option E		#1	#3	#2	#4		Yes	No	email
320	Option B	Option D	Option C	Option A	Option E		#2	#1	#3	#4		Yes	No	Word of Mouth
321	Option D	Option C	Not Answered	Not Answered	Multiple Choices		#2	#1	#3	#4		Yes	No	School (UofM)
322	Option D	Not Answered	Not Answered	Not Answered	Not Answered		#2	Not Answered	Not Answered	Not Answered		Yes	No	Comm. Posting
323	Option C	Not Answered	Multiple Choices	Not Answered	Multiple Choices		Multiple Choices	Not Answered	Not Answered	#4		Yes	Yes	email
324	Option C	Option B	Option D	Option A	Option E		#1	#2	#3	#4		Yes	No	UofM email
325	Option D	Option B	Option C	Option E	Option A		#1	#4	#3	#2		Yes	No	Professor
326	Multiple Choices	Not Answered	Not Answered	Not Answered	Multiple Choices		#2	Multiple Choices	Not Answered	#4		Yes	No	Newspaper Flyer
327	Option B	Option C	Option A	Option D	Option E		#2	#3	#1	#4		Yes	No	UofM email
328	Option B	Option C	Not Answered	Not Answered	Not Answered		#1	#3	#2	Not Answered		Yes	Yes	Wife
329	Option B	Option C	Option D	Option A	Option E		#1	#2	#3	#4		Yes	Yes	Dad
330	Option D	Option C	Option E	Option B	Option A		#1	#3	#2	#4		Yes	Yes	Newspaper Flyer
331	Option E	Option D	Option C	Option B	Option A		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered
332	Option B	Option A	Option E	Option C	Option D		#2	#1	#3	#4		Not Answered	Yes	Word of Mouth
333	Option B	Option C	Option A	Option D	Option E		#2	#1	#3	#4		Yes	No	email
334	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer
335	Option D	Option A	Option C	Option E	Option B		#3	Not Answered	Not Answered	Not Answered		Yes	Yes	Word of Mouth
336	Option A	Option B	Option C	Option D	Option E		#1	#2	#3	#4		Yes	No	Word of Mouth
337	Option A	Option B	Option C	Option D	Option E		#3	#1	#2	#4		Yes	No	Newspaper Flyer
338	Option A	Option B	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	Comm. Posting
339	Option C	Option D	Option B	Option A	Option E		#1	#2	#3	#4		Yes	No	UofM email
340	Option D	Option B	Multiple Choices	Not Answered	Option A		#3	#2	#1	#4		Yes	Yes	Comm. Posting
341	Option D	Option C	Option B	Option A	Option E		#3	#1	#2	#4		Yes	Yes	UofM email
342	Option D	Option E	Not Answered	Not Answered	Not Answered		#3	#1	#2	Not Answered		Yes	Not Answered	Newspaper Flyer
343	Option A	Option B	Option E	Option C	Option D		#1	#3	#2	#4		Yes	Yes	Word of Mouth
344	Option B	Option C	Option D	Option E	Option A		#1	#2	#3	#4		Yes	No	Newspaper Flyer
345	Option C	Option B	Option D	Option E	Option A		#4	#3	#2	#4		Yes	Yes	Word of Mouth
346	Option D	Option B	Option A	Option E	Option C		#1	#2	#3	#4		Yes	No	Newspaper Flyer
347	Option B	Option E	Option D	Option A	Option C		#1	#2	#3	#4		Yes	No	Newspaper Flyer
348	Option B	Option A	Option C	Option E	Option D		Multiple Choices	Not Answered	Not Answered	#4		Yes	Yes	Word of Mouth
349	Option B	Option A	Option C	Option E	Option D		#2	#3	#1	#4		Not Answered	No	Word of Mouth
350	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		No	No	Comm. Posting

Survey #	2. From the potential crossing locations on the map, please rank yur preferred river crossing zone options from 1 to 5						3. Please rank your preferred river crossing conceptual design optiosn from 1 to 4					Did you find the public interactive display session usefule and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other			
351	Option A	Option B	Option D	Option E	Option B		#1	#2	#3	#4		Yes	No	Word of Mouth
352	Option D	Option C	Option B	Option A	Option E		#2	#1	#3	#4		Yes	No	Newspaper Flyer
353	Option C	Option C	Option C	Option C	Option C		#2	#2	#2	#2		Yes	No	Other (Please Indicate)
354	Option C	Option B	Option E	Option D	Option A		#3	#2	#1	#4		Yes	No	Newspaper Flyer
355	Option B	Option C	Option D	Option A	Option E		Not Answered	Multiple Choices	Not Answered	#4		Yes	No	Newspaper Flyer
356	Multiple Choices	Not Answered	Not Answered	Not Answered	Option D		#2	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer
357	Option C	Option A	Option D	Option E	Option B		#1	#3	#2	#4		Yes	No	Newspaper Flyer
358	Option A	Option B	Option C	Option D	Option E		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered
359	Option D	Option B	Option E	Option A	Option C		#2	#1	#3	#4		Yes	No	UofM email
360	Option B	Option D	Option E	Option A	Option C		#4	#1	#2	#3		Yes	No	School (UofM)
361	Option B	Option A	Option C	Option E	Option D		#3	#2	#1	#4		Yes	No	Word of Mouth
362	Option D	Option C	Option E	Option A	Option B		#1	#3	#2	#4		Yes	Yes	Committee Meeting
363	Option B	Option C	Option D	Option E	Option A		#1	#2	#3	#4		Yes	No	Newspaper Flyer
364	Option C	Option A	Option D	Option E	Option B		#1	#3	#2	#4		Yes	No	UofM email
365	Option B	Option A	Option C	Option D	Option E		#1	#2	#3	#4		Yes	Yes	Newspaper Flyer
366	Option D	Option C	Option B	Option D	Option E		#1	#3	#2	#4		Yes	Yes	Word of Mouth
367	Option C	Option D	Option A	Option B	Option E		#1	#2	#3	#4		Yes	No	Newspaper Flyer
368	Option B	Option A	Option C	Option E	Option D		#1	#3	#2	#4		Yes	No	Newspaper Flyer
369	Option C	Option A	Option D	Option E	Option B		#2	#3	#1	#4		Yes	No	UofM email
370	Option C	Not Answered	Not Answered	Not Answered	Multiple Choices		#1	Not Answered	Not Answered	Multiple Choices		Yes	No	Newspaper Flyer
371	Option B	Option C	Not Answered	Not Answered	Not Answered		#2	#1	Not Answered	Not Answered		Yes	No	Newspaper Flyer
372	Option D	Option B	Option C	Option E	Option D		#1	#3	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered



1. Please select your language preference for completing the survey (Veuillez choisir votre langue préférée pour compléter le sondage s'il vous plaît):

		Response Percent	Response Count
English (Anglais)	<div><div></div></div>	96.9%	1,028
French (Français)	<div><div></div></div>	3.1%	33
answered question			1,061
skipped question			0

2. Please rank your preferred river crossing zone options from 1 to 5 (1 = Most preferred to 5 = Least preferred)

	1	2	3	4	5	Rating Average	Response Count
Option A	13.4% (104)	22.3% (174)	11.3% (88)	19.0% (148)	<b>34.0%</b> <b>(265)</b>	3.38	779
Option B	<b>35.7%</b> <b>(278)</b>	20.9% (163)	12.3% (96)	22.8% (178)	8.2% (64)	2.47	779
Option C	21.6% (168)	20.4% (159)	<b>40.8%</b> <b>(318)</b>	10.8% (84)	6.4% (50)	2.60	779
Option D	18.0% (140)	<b>27.7%</b> <b>(216)</b>	12.6% (98)	25.0% (195)	16.7% (130)	2.95	779
Option E	11.4% (89)	8.6% (67)	23.0% (179)	22.3% (174)	<b>34.7%</b> <b>(270)</b>	3.60	779
Comments (please specify)							225
answered question							779
skipped question							282



3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)								
		1	2	3	4	Rating Average	Response Count	
	Option #1	39.9% (300)	37.8% (284)	16.2% (122)	6.1% (46)	1.89	752	
	Option #2	37.4% (282)	39.3% (296)	20.7% (156)	2.7% (20)	1.89	754	
	Option #3	14.2% (106)	19.3% (144)	56.1% (420)	10.4% (78)	2.63	748	
	Option #4	8.9% (67)	3.6% (27)	6.5% (49)	81.0% (611)	3.60	754	
Comments (please specify)							236	
answered question							761	
skipped question							300	
4. If you have any additional comments or feedback please let us know.								
							Response Count	
							261	
answered question							261	
skipped question							800	
5. . Veuillez ranger les suggestions de zones de franchissement de rivière par ordre de préférence de 1 à 5. (1 = Suggestion préférée; 5 = Suggestion la moins préférée)								
		1	2	3	4	5	Rating Average	Response Count
	Option A	12.0% (3)	8.0% (2)	16.0% (4)	12.0% (3)	52.0% (13)	3.84	25
	Option B	30.8% (8)	19.2% (5)	3.8% (1)	26.9% (7)	19.2% (5)	2.85	26
	Option C	36.0% (9)	12.0% (3)	32.0% (8)	4.0% (1)	16.0% (4)	2.52	25
	Option D	15.4% (4)	42.3% (11)	7.7% (2)	11.5% (3)	23.1% (6)	2.85	26
	Option E	16.0% (4)	12.0% (3)	32.0% (8)	20.0% (5)	20.0% (5)	3.16	25
Commentaires (Veuillez préciser)							6	
answered question							26	
skipped question							1,035	

6. Veuillez ranger les différents types de franchissement de rivière illustrés par ordre de préférence de 1 à 4. (1 = Suggestion préférée; 4 = Suggestion la moins préférée)

	1	2	3	4	Rating Average	Response Count
Option 1	54.2% (13)	25.0% (6)	20.8% (5)	0.0% (0)	1.67	24
Option 2	40.0% (10)	48.0% (12)	12.0% (3)	0.0% (0)	1.72	25
Option 3	12.5% (3)	16.7% (4)	66.7% (16)	4.2% (1)	2.63	24
Option 4	0.0% (0)	3.8% (1)	0.0% (0)	96.2% (25)	3.92	26

Commentaires (Veuillez préciser)	6
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answered question	26
skipped question	1,035

7. Si vous avez d’autres commentaires à faire, veuillez nous le faire savoir.

	Response Count
	8

answered question	8
skipped question	1,053

Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)

1	Only Option A & B seem to make sense taking into consideration traffic and ease.	Feb 12, 2012 4:11 PM
2	Pedestrian/Bicycle Crossing should be at ST Vital Park to Crescent drice park, not any of this options. Make sense to join the to green spaces through a Pedestrian/Bicycle bridge, like any other civilized cities in the world. The UofM doesnt need a Pedestrian/Bicycle bridge when in one at Bishop at Pembina	Feb 12, 2012 12:13 PM
3	The Bridge at Bishop Grandin provides a good crossing of the river for foot and bike traffic, but the bridge at the Perimeter does not. Thus the crossing should be closer to the perimeter than Bishop Grandin.	Feb 12, 2012 11:14 AM
4	It would be wonderful to be able to walk over and enjoy Kings Park from location A. Biking to U of M for my night classes would be a huge time saver. A bridge at this location would reduce my driving from River Park South. I have a 16 year old set to go to U of M. Hope we see a bridge built during his school career!	Feb 11, 2012 11:31 PM
5	Do not destroy the community gardens at St. Amant, they are irreplaceable. If this is about AT Henteleff is the only option. It appears as if the Football lobby is holding sway here.	Feb 11, 2012 5:26 PM
6	Option D seeems to provide the least impact on established residential areas while providing a smooth transition to established AT paths	Feb 11, 2012 11:13 AM
7	C and D because there closer to river rd a main artery in the area and also it's walking distance from both st mary's and bishop	Feb 11, 2012 11:08 AM
8	Option B and C offer the most people in the South St. Vital area nearby access to the U of M campus.	Feb 10, 2012 6:18 PM
9	I come to the university from northern St. Vital (cycling or walking). E is not much better than the existing Bishop Grandin bridge. C and D would be very useful to St Vital residents. A is too far south of the university to be useful for most people.	Feb 10, 2012 5:57 PM
10	Please don't interfere with the quiet sanctuary of the gardens and the peaceful surroundings for St. Amant and Foyer Valade residents. Such a rare urban treasure.	Feb 10, 2012 5:23 PM
11	option a st. vital side not near trail system or population base; option e close to Bishop Grandin bridge that has pedestrian and bicycle access and connection to trail system. option b closest touniversity population base, trail system	Feb 10, 2012 5:23 PM
12	Having a crossing near St. Amant and the Foyer Centre for seniors would be very disturbing and inappropriate for the residents being housed there - an extremely inconsiderate idea!	Feb 10, 2012 4:39 PM
13	closer to the University campus the better.	Feb 10, 2012 3:24 PM
14	D particularly takes people into the heart of the University. Even in winter people can cross and be immediately connected to the Parker Building and the tunnel system for cold weather. It is also close to the new football stadium. St. Amant on the other side is in favor.	Feb 10, 2012 12:48 PM
15	C would seem to have the most direct & public access to St. Mary's Road, and in a location that could be appreciated by those passing by on the east, E would have the same argument from the west side (once Southwood Lands begins to develop) and also the Bishop Grandin Bridge, D seems like an akward location, and B & A seem too far removed from what will become more of a central location of the university to the north.	Feb 10, 2012 10:22 AM
16	D and E seem like the best two options by far. Putting one to the south of the University of Manitoba doesn't make much sense when there is so little population south of the university, and C just leaves you in the middle of nowhere once reaching the West side of the bridge.	Feb 9, 2012 10:22 PM
17	Options A and D are in the middle of green spaces, A, being King's Park and D being the St. Amant garden community. I do not believe that paving these green spaces in order to make a more convient and "green" travel way is at all logical. Why ruin the view and destroy one of these beautiful and few green spaces we have in the community?	Feb 9, 2012 10:15 PM

**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)**

18	There is no point if the crossing is close to the Bishop Grandin bridge, as it contains a cycle/walk path.	Feb 9, 2012 10:10 PM
19	Pro A far enough from stadium to not attract a lot of football car traffic	Feb 9, 2012 9:07 PM
20	option c, gives the most access to a larger collection of east side homes North and East of bridge, option A and B forces more people to travel farther, and immediate access to fewer homes.	Feb 9, 2012 8:09 PM
21	Building the bridge in E would destroy the community garden that has been there for over 50 years, and is a terrible idea.	Feb 9, 2012 6:51 PM
22	There is a community garden beside St. Amant centre where there is a proposed pedestrian bridge in option D. It doesn't make sense to bring a lot traffic going past that location and wipe out the community garden. That location is also really close to the Fort Garry Bridges and wouldn't really benefit the residents in the south east end of Winnipeg at all.	Feb 9, 2012 2:47 PM
23	D would appear to be the most useful option given its proximity to campus buildings as well commercial areas in St. Vital.	Feb 9, 2012 2:31 PM
24	I do not want to destroy the community gardens at option D.	Feb 9, 2012 2:28 PM
25	Please preserve the St. Amant community gardens.	Feb 9, 2012 2:04 PM
26	option A doesn't look like it even goes onto the campus. If I'm a student I will want to least amount of walking distance.	Feb 9, 2012 1:59 PM
27	Option D is beside a community garden, it is not shown on the map. The map is not accurate, it may destroy this garden.	Feb 9, 2012 1:53 PM
28	Option D look like the safest option, pretty close to streets and the main campus	Feb 9, 2012 1:22 PM
29	I live in Normand Park. My main concern is increased traffic flow coming through my neighbourhood if option B or A are chosen. In conjunction with this, I am concerned about the potential for increased parking on our streets and the city countering with a 2 hour parking ban on all the streets in our neighbourhood. My prediction is if the bridge is built in our area you will get a lot of UofM students parking in our neighbourhood and walking across the access bridge.	Feb 9, 2012 1:21 PM
30	Option D should NOT be considered. The destruction of a 50 year old, 3.2 acre community garden for in the name of "Green" infrastructure is hypocritical.	Feb 9, 2012 1:09 PM
31	Option B makes the most sense in order to help all those students in River Park South get to the university easily. I have a garden at St. Amant and would like it to stay there.	Feb 9, 2012 11:50 AM
32	A crossing at St. Amant will have an unfavourable impact on the residents of St. Amant, who use the area around the gardens there recreationally; the effect on the 111 gardens of the South Winnipeg Garden Club themselves will likely be disastrous, and will put an end to the healthful lifestyle that gardening there promotes among the Club members, both present and future.	Feb 9, 2012 11:46 AM
33	A crossing at St. Amant will have an unfavourable impact on the residents of St. Amant, who use the area around the gardens there recreationally; the effect on the 111 gardens of the South Winnipeg Garden Club themselves will likely be disastrous, and will put an end to the healthful lifestyle that gardening there promotes among the Club members, both present and future.	Feb 9, 2012 11:36 AM
34	E is very close to the Bishop Grandin Bridge and would provide the least net benefit, even though it has other advantages. A is rather vague	Feb 9, 2012 11:20 AM
35	connections that are closer to the university buildings would benefit the people who actually use these connection paths.	Feb 9, 2012 10:24 AM
36	Henteloff Park makes the most sense for active transportation and to service south St. Vital	Feb 9, 2012 10:12 AM
37	Henteloff park makes the most sense for an active transportation corridor and to service south St. Vital	Feb 9, 2012 10:09 AM
38	It all depends what the purpose of the project is. E,D and C are close enough	Feb 9, 2012 9:59 AM



Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)

	and able to use the Bishop Grandin bridge to get accros	
39	PLease choose an option that is farther from the Fort Garry Bridge (which has a cyclist/ped crossing, albeit not vey good) and closer to the Perimeter (which is not usable by active transportation).	Feb 9, 2012 9:30 AM
40	there is no information on the pros and cons of each location	Feb 9, 2012 12:26 AM
41	Option E is too close to an existing crossing option a seems to far away from most of the persons who could use it. Option B is close enough to be an extension of the walking path that already runs through River Park South and River Park south would probably get the best benefit from an active transport bridge since they are currently distant from Bishop Grandin. I rate D higher than C or E because i could use it.	Feb 8, 2012 11:19 PM
42	Options C,D and E do not make sense since the the Bishop Grandin Bridge is close.	Feb 8, 2012 10:56 PM
43	I am concerned that the crossing will affect the gardens near St. Amant.	Feb 8, 2012 10:24 PM
44	The bridge is a wonderful idea that my wife and I had discussed with fellow neighbours. I have heard from some of them concerns with the vehicular traffic the bridge can generate, as it is believed some UofM students/staff might park in close proximity to the bridge to avoid parking costs and ease of accessibility. My opinion is that the bridge is a significant investment and it should be located where most people will use it. Building it in isolation (Sites A or B) to deal with traffic concerns would be wasting money, might as well not buit it at all. Parking control can always be enforced with meters or signs to prevent residential streets to become parking lots. Site E is already too close to Bishop Grandin bridge and Site D is incredibly hidden being the backyard of the St. Amant Centre. In my opinion, site C is the perfect location. It would be located in city property, highly visible, it would enhance the green area adjacent to it, equidistant from St. Vital Centre and the University of Manitoba, connect the Minnetonka School with the University Campus.	Feb 8, 2012 9:54 PM
45	This is an inappropriate survey technique when forced to rank all options. Should have the option of no opinion	Feb 8, 2012 9:18 PM
46	The gardens at St. Amant are very important to me, and the extra traffic in my neighborhood is not acceptable. The original proposal was to build a foot bridge to help students from South St. Vital get to the University and would service 15000 homes. Having it at St. Amant would only help 1500 homes, many of whom no longer have university-age children any more.	Feb 8, 2012 7:57 PM
47	Pedestrian/bike bridge is a good idea but not where it will destroy community gardens and the tranquil space important to the residents of Foyer Valade and St. Amant Centre	Feb 8, 2012 5:06 PM
48	Options C , D , and E would cause traffic, parking and security issues. Option D would result in the loss of present Garden green space.	Feb 8, 2012 3:58 PM
49	Options C , D and E would cause traffic, parking and security issues. Option D would result in the loss of present Garden green space.	Feb 8, 2012 3:53 PM
50	Options C , D and E would cause traffic , parking and security issues. Option D would result in the loss of present Garden green space.	Feb 8, 2012 3:48 PM
51	Options C , D and E would cause traffic, parking, and security issues. Option D would result in the loss of present Garden green space.	Feb 8, 2012 3:38 PM
52	My husband and I have a garden plot with the South Winnipeg Garden Club at St. Amant. It provides us with most of the vegetables we eat year-round, fresh in the summer, frozen or canned or preserved fresh in our coldroom throughout the winter. The garden also provides us with life-enhancing exercise from spring through fall, including cycling to it and back from our home. A crossing at St. Amant will apparently, and most unfortunately, destroy some or all of the garden area. It would be a great pity to lose this invaluable existing resource for people interested in outdoor activity and sustainable living through unwise placement of a river crossing. We are all for active transport, and we routinely walk (in the winter) or cycle (in the summer) the 6-8 km we need to travel to go where we need to go in the city. But placing a crossing at St. Amant would exact too high	Feb 8, 2012 1:11 PM

Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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	a cost for present and future gardeners in this wonderfully secluded location.	
53	My wife and I have a garden plot with the South Winnipeg Garden Club at St. Amant. It provides us with most of the vegetables we eat year-round, fresh in the summer, frozen or canned or preserved fresh in our coldroom throughout the winter. The garden also provides us with life-enhancing exercise from spring through fall, including cycling to it and back from our home. A crossing at St. Amant will apparently, and most unfortunately, destroy some or all of the garden area. It would be a great pity to lose this invaluable existing resource for people interested in outdoor activity and sustainable living through unwise placement of a river crossing. We are all for active transport, and we routinely walk (in the winter) or cycle (in the summer) the 6-8 km we need to travel to go where we need to go in the city. But placing a crossing at St. Amant would exact too high a cost for present and future gardeners in this wonderfully secluded location.	Feb 8, 2012 1:06 PM
54	Option c, d and e are already relatively very close to the bishop grandin greenway and therefore doesn;t serve a new set of people. the B option would connect nicely with paths in the River park south area and serve people who would otherwise have to go to Bishop Grandin or the perimeter.	Feb 8, 2012 11:12 AM
55	E is too close to Bishop Grandin /Bridge to provide access to people from farther south, and, like C and D may lead toparking and traffic issues in already congested parking areas. B is closet to AT network.	Feb 8, 2012 8:40 AM
56	I believe location "C" makes the most sense for a crossing location.	Feb 8, 2012 1:09 AM
57	A and B are equal in my view. A may be too far from the university to serve it well otherwise it is a good location.	Feb 7, 2012 11:25 PM
58	i think thehenteleff park area would be best because it's at the end of the pathway that goes from st anne's rd to st mary's rd, making the pathway longer and therefore connecting more people/areas such as royalwood, island lakes , river park south to the u of m -a cyclist/footbridge is best b/c it increases physical activity, lessens pollution, takes care of parking issues.	Feb 7, 2012 7:51 PM
59	River Point, St. Amant and Minnetonka are all much close to the Bishop Grandin path.It is a duplication for Active Transportation. From reports that you hear, parking becomes a concern. This leaves Henteliff Park the only location that makes sense and would serve the south part of St. Vital. The north part is served by the Bishop Grandin pathway.	Feb 7, 2012 12:14 PM
60	They are all good options, we have needed this bridge for a longtime. Too bad I am not in University anymore. Will really help for bomber game days as well.	Feb 7, 2012 9:04 AM
61	Option c is right near a park and ride station. It is close to two main roads. St Mary's and Nova Vista. Option e, is far too close the the exisiting bridge to make a difference.	Feb 7, 2012 1:54 AM
62	Why use valuable green space next door to a long term care residence for what will amount to parking space for vehicles belonging to those attending events at the stadium?	Feb 6, 2012 9:12 PM
63	I think this whole idea is a complete waste of money. Justin Swandel is typically not caring what the community wants. He should remember he did not get elected by a large majority, he barely got in. The city should fix the infastructure, drains etc. The university students park illegally every day around the university, without a single thought for the safety of the local residents. The city parking authority does not even bother to check this every day, I guess they do not need the money they could reap in fines. This city administration is really getting a reputation for pursuing their own agenda without listening to the residents and community for any other their projects. They are not in touch with the grassroots whatsoever. These students responding to the surveys will not be walking across any bridge to class, have you seen the cars they are driving?	Feb 6, 2012 9:03 PM
64	No room for parking in the residential neighborhood off River road. Too much traffic on River Road already feeds off Bishop Grandin as a shortcut to St Mary's. More park space is available off St Mary's and across the river to King's Park.	Feb 6, 2012 8:50 PM
65	"D" "E" and C look like the shortest route. "a" is to residential and would pose parking problems, and looks to be the farthest from the University, In winter would be horrible walk. With "B" could you possibly put a parking lot and	Feb 6, 2012 7:47 PM

Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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	charge to get some of the cost back	
66	Firstly, I am a student at the University of Manitoba. I ride the bus to and from campus five days a week. Although option A is closest to my home, I think option B would provide greater access to more people, thus encouraging cycling and pedestrian traffic. That being said, options C,D and E are in relatively close proximity to the existing pathways along Bishop Grandin. I believe those who would like to walk and/or cycle to campus, are already doing so by using that route. By choosing option B (or A), people living greater distance from the Bishop Grandin Pathways, maybe encouraged to choose green alternatives. Particularly individuals like myself, who are inexperienced cyclists, and are therefore uncomfortable with cycling down major routes, such as St.Mary's Road.	Feb 6, 2012 7:25 PM
67	some sort of a gondola/crossing from the area south of the bishop grandin overpass would be pretty neat, that way it would attract alot more winnipeggers on the western side of the river to st.vital park, without having to go on the long trip over the bishop grandin bridge. (ie families in the apartment complexes taking children to the playpark right on the other side of the river located inside of st.vital park)	Feb 6, 2012 6:55 PM
68	Showing this map without giving direct community names with it can be very misleading to people who are not map literate. ie: A= Kings Park B= Henteleff Park C=Minnetonka etc. I don't understand how you can tabulate numbers on people 'guessing' the locations. This was NOT presented properly! What are the environmental impacts on the water ways? This entire area is KNOWN for the RIVER BANK ERROSION - bridges need river banks - can the waterways handle this kind of change? Moving gardens that feed over a hundred families takes serious consideration! I can't think of a more perfect location for these gardens (including the already installed/inuse watering system that is in place). Putting a large number of walking/biking people through a 'hammer-head' street also makes me shake my head!	Feb 6, 2012 6:35 PM
69	Option C is closest point to St. Mary's Rd and St. Vital Centre - situated on green space - shortest route with least impact through residential area. Route E - may as well use Bishop Grandin bridge; route A - no longer relevant to university students - maybe for those living in Kings Park area on a Sunday stroll with their dogs.	Feb 6, 2012 4:42 PM
70	Option E is our preferred location given the close proximity to St. Vital Centre. Options A & B are least preferred since the additional foot traffic would devalue the properties closest to the bridge.	Feb 6, 2012 3:58 PM
71	It needs to NOT go almost directly into residential backyards. If it were to go via E then it would be important to ensure the bridge was connected in a stretch where there was enough room between the bridge and private space.	Feb 6, 2012 2:47 PM
72	Route D goes through St Amant property, and uses land which could be used for future expansion of this facility. The bridge route should not be forced on St Amant just because the people there has disabilities and can't speak up for themselves.	Feb 6, 2012 2:06 PM
73	C appears to be closest to multiple neighborhoods and the actual campus. It's also close to St.Mary's and bus traffic. E is too close to existing crossings at Bishop. D is the same as C but much farther into the neighborhood.	Feb 6, 2012 1:38 PM
74	Least invasive of residential areas	Feb 6, 2012 1:35 PM
75	None of these locations should be considered. After listening to recent chatter regarding the proposed pedestrian bridge near the University of Manitoba, I have come to believe that the sole purpose of this expensive item may be to solve the parking problems created by the new stadium. The idea seems to be that the parking misery should be spread around. By impacting the other side of the river as well, we can double the trouble. Already small groups representing the five proposed impacted areas are springing up. You may have read about the group who represented the community gardens near St. Amanth (option D). I most certainly support the use of community gardens as a sustainable and local food source for families – well done. I also clearly understand how thousands of stadium revellers passing through the region could negatively affect the gardens. Pillaging and trampling are reasonable concerns. My support and sympathy for the community gardeners should not be interpreted as support for one of the	Feb 6, 2012 1:26 PM

other five proposed locations - no indeed. In fact, when considering whether to impact the place where people are trying to garden versus a neighbourhood where families are trying to live, I believe the choice is obvious. The disruption caused by stadium sports fans and party goers in the areas near Normand Park and Van Hull Estates (option A) would be devastating. Thousands of strangers roaming through family-friendly neighbourhoods is alarming at best. I'm sure residents in Riverpointe (option E) would have these same concerns. (Not to mention that Riverpoint is a couple of blocks from an existing river crossing on Bishop Grandin.) The Minnetonka School (option C) appears to be the most public of the choices, but still involves a residential component. The message is definitely the same for neighbourhoods as it is for garden areas: the bridge is not welcome and ill-advised. Now, let's consider the option that would impact green space in the area. Are you kidding? With such limited green space left in the city and the recent proposal to sell city golf courses to developers, do you really think we should redirect thousands of people stampeding through Henteloff Park (option B)? With developers, now building apartments in the treed area along St. Mary's Road, Henteloff Park is where the remaining wildlife is clinging to existence. This is not to mention societal goals of park preservation. Putting the pedestrian bridge at this junction would be the most sacrilegious. So, I've looked at the options. Yes, using the garden site would definitely be problematic. Using the residential neighbourhoods would clearly have an even worse impact since families are trying to live there 24/7. And, the park? Who in good conscience can condone that? No way. So what's left? How about fixing the real problem instead of creating new ones? I'll bet no one thought of that. Imagine the funds that would be saved by not building the "parking" bridge. Try investing that money in additional parking lots and by-law enforcement on the stadium side of the river. If the University of Manitoba wanted the stadium on their property, then have them ante up some more property for parking. Yes, their property is valuable. So are the associated stadium benefits they were happy to accept. On the stadium side of the river, local businesses also salivated at the economic gain the stadium would provide. So let's see those that are likely to gain the most from the stadium, deal with their problem. Our gardens? Our neighbourhoods? Our parks? No Thanks.

76	A logical choice, providing park-to-park access,along with u of m access (option) A	Feb 6, 2012 1:14 PM
77	None of these are acceptable. You can't even read this map it is so tiny.	Feb 6, 2012 12:28 PM
78	I have biked from South of Warde Ave to UofM many times to go to work the last few years and would observe the following. Option B is great option for connectivity b/c end of a park that already has trails between St. Mary's Rd and River. Could utilize the existing bike path between St. Mary's Rd and Ste. Anne's Rd to "Extend" the trail all the way to U of M. Pretty central between South Perimeter bridge and Bishop Grandon Bridge. Option A is another good option especially since it would connect directly into King's park which is (in my opinion) a hidden jewel in the city and again could easily be tied into the existing bike path in South St. Vital. This option would represent the best non-univeristy related use by connecting to King's park for Bikers, dog walkers and GeoCachers. Option E make least amount of sense location wise, the Bishop Grandon Bridge is really close to this area anyways and would save very minimal time and doesn't really make much sense to me.	Feb 6, 2012 12:22 PM
79	Option A - brings you into Kins Park, which is good Option B - brings you right into the U ofM Campus, which is good Option C - Option D - too close to Bishop Option E - no good, too close to existing Bishop Grandin Bridge, least preferred	Feb 6, 2012 12:16 PM
80	Prefer shortest walk to campus from the bridge - and farthest from crossing already at Bishop Grandin	Feb 6, 2012 11:08 AM
81	I think that two bridges should be erected, as well there should be parking limitations on the street of two hours and that residents should be givin' parking passes so residents can park on the street at any time	Feb 6, 2012 8:38 AM
82	The St. Amant - Law Building option (D) is best as it is well served by Transit, which would broaden the benefit of the bridge, and the landing location on campus is central.	Feb 6, 2012 8:03 AM
83	There's a good analysis of the crossings at <a href="http://biketothefuture.org/attachments/0000/1739/bttf-red-river-crossing-backgroundunder.pdf">http://biketothefuture.org/attachments/0000/1739/bttf-red-river-crossing-backgroundunder.pdf</a>	Feb 6, 2012 12:32 AM



**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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84	Zone A would nicely connect Fort Richmond and Richmond West and Waverly West with warde ave or Burland which nicely would make a great cycle path to South St. Vital, Royalwood, Island Lakes, and Sage creek. Zones C,D E are too close to Bishop Grandin.	Feb 5, 2012 10:20 PM
85	It would make sense to marry the pedestrian bridge with a large parking lot. Option B appears to be the only option that can accommodate public parking without infringing upon residential parking.	Feb 5, 2012 8:53 PM
86	Option A is not a direct route to the University plus it is in a residential area. Option D represents the most direct path to the University plus it is not a residential site.	Feb 5, 2012 6:53 PM
87	Attention needs to be given to parking on the east side.	Feb 5, 2012 6:22 PM
88	B meets up with the active transportation route and services more people. C,Dand E are close to Bishop Grandin which already has a bridge.	Feb 5, 2012 4:03 PM
89	Minnittonka area is not theplace to put the bridge due to parking, safety and high traffic concerns as well as loss of greenspace(community gardens)	Feb 5, 2012 2:39 PM
90	A more detailed map with streets names would have made this easier to see the locations. Map provided here and on the flyer are very poor at giving specific details.	Feb 5, 2012 1:52 PM
91	Selection simply based on current location in St.Vital and which would be closer for our family to use.	Feb 5, 2012 1:26 PM
92	this path (Option B) would benefit me greatly because taking the bus means about a 40 minute ride (if I catch my buses) and sometimes the buses are so full that I will be passed by 3 or 4 before I can finally get on one, which usually means I am late for class. Catching an earlier bus is also not an option because I work every morning at a daycare, furthermore sometimes the buses just don't show up and you have to wait about a 20 minutes to a half an hour for another bus, for the most part in the cold.	Feb 5, 2012 1:24 PM
93	It would be a TRAVESTY to take away the green space that the South Winnipeg Gardeners have --all 111 of the plots to make way for a pedestrian/bike bridge at that spot !!!!!PLEASE, PLEASE, PLEASE think about what you would be doing to these people that have gardens there !!! A concerned gardener & resident.	Feb 5, 2012 12:17 AM
94	Option B leads directly to the heart of the campus where most classes take place. Where I live, Option B would help me the most but Option C is acceptable. Also, Options D and E are too close to Bishop Grandin bridge to be of any value.	Feb 5, 2012 12:16 AM
95	Crossing should be betwn Bishop Grandin & Perimeter. Crossing C is Closer to stadium. Not B(too residential). Cyclists/pedestrians already have the option to cross at BG.	Feb 4, 2012 10:35 PM
96	My reasoning the UofM access should be as closest to the retail as possible (ie St Vital Mall). This is a GREAT proposal to have the access for the public across the River, especially for those upcoming Bomber Games.	Feb 4, 2012 5:58 PM
97	This should tie in with a bus delivery system to that crossing area.	Feb 4, 2012 5:43 PM
98	The locations C, D, and E are not an option as they are in a residential area where there is concerns for traffic, parking, safety and loss of community gardens and green space. These 3 options are very close to the Bishop Grandin Bridge (a 5 minute walk or bike ride) where there is already a Bishop Grandin pedestrian and bike path and bridge crossing. Option B joins up with an active transportation route and is marked on the city website with the route going through Hentleff Park and a walking bridge over the river at that location from previous studies. That makes the most sense-why are we doing more studies??	Feb 4, 2012 4:10 PM
99	from where we live,	Feb 4, 2012 1:48 PM
100	Options A and B provide most University access for south St. Vital residents. Options C, D and E simply duplicate the bridge over Bishop Grandin Blvd because C, D and E are too close to the bridge.	Feb 4, 2012 12:53 PM
101	As both a cyclist and a pedestrian I do not feel that both can share the same	Feb 4, 2012 12:26 PM

Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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	<p>path and should be seperated. I cannot tell you how many times I have been startled by inconsiderate cyclists riding on the side walk with no regard for pedestrians. It is illegal to ride on the sidewalk unless otherwise posted and these cyclists should be ticketed.</p>	
102	<p>B, C and A appear to provide the most benefit in terms of providing a route that substantially shortens the distance between South St. Vital and the University Campus, which makes it most likely to increase the number of people who would chose to walk or cycle rather than drive. D and E do not shorten the travelling distance by as much; this would likely only increase the number of pedestrians and cyclists by a small amount over those who currently already use the bridge on Bishop Grandin, which would raise the question of whether the increased benefit was large enough to justify the building and maintenance costs.</p>	Feb 4, 2012 11:57 AM
103	<p>The bike paths already are served by the Bishop Brandon bridge in the vicinity of options C,D and E. Why would any of these locations be even considered ? All pedestrian and bike traffic north of Bishop Brandon already use the existing bridge and the new infrastructure associated with it. Options D and E are within 400 yards of it. What a waste of taxpayer money!!! The majority of the population in South St Vital live much further south and the only access to the west side of the river is the perimeter hwy. Option B is the logical place as this would give access to many more people as well as students that will attend the university because of the younger demographics in the southern area. Option B provides access directly into the university campus and with bus service to the west end of Henteloff Park it is only a short walk to the University proper. More thought needs to be brought to the table. If this major expense is to be incurred it should be spent in the area that will serve the most number of residences and this should include a bus connection to St. Marys Rd. If people have to walk a long way they will not use the service in the winter months. Option C ,long walk on west side , Option D and E right beside existing crossing and will not be used ( should not even be considered )</p>	Feb 4, 2012 11:53 AM
104	<p>A and B provide access to most people in South St. Vital. C, D, and E duplicate the crossing on Bishop Grandin Boulevard.</p>	Feb 4, 2012 11:41 AM
105	<p>Option B is close to the mid-point between Bishop Grandin and the Perimeter, allows a link with the existing bike path that parallels Warde Ave. to the north, and it connects with the university.</p>	Feb 4, 2012 11:16 AM
106	<p>The last thing that residents want is people trying to park in their neighborhood and using the foot path to walk to the U of M. In older neighborhoods like options C &amp; D, driveways are often only 1 car wide and street parking is necessary for residents. Putting up 2 hour parking is not a solution, only another problem. The city needs to realize that people will want to park and use the footbridge. Increased crime is also a major concern from students attending U of M and drunk fans coming from Bomber games. Put the bride by option B where a parking lot can be added and the city could make revenue to pay for the bridge. Option B is also the best access to the U of M.</p>	Feb 4, 2012 10:34 AM
107	<p>The university is least easily accessed by bicycle or by walking from the area surrounding the proposed crossing zone A.</p>	Feb 3, 2012 9:34 PM
108	<p>Parking on the east side will need to be a major consideration, especially when it comes to access to the Football Stadium.</p>	Feb 3, 2012 8:32 PM
109	<p>ENOUGH ALREADY ! The traffic in this area and OVER DEVELOPMENT is ridiculous. I have lived on <sup>17(3)(e) &amp; 17(3)(i)</sup> for 12 years and have noticed an increase in population, clearing of oak forests, etc. The proposed spot option C is a beautiful and serene spot where alot of the area residents, including myself and my family, just sit on the benches and relax. I am totally opposed and will be encouraging my neighbours to do the same.</p>	Feb 3, 2012 8:14 PM
110	<p>I have looked this over and came to the realization the best crossing would be that where it would be safest and most frequented, that is option D. St. Amant on one side and close to both the U of M, as the IG Stadium. The idea is that the Dart Bus 54 and 16 run there, the city will benefit if a buses can carrie students to that point and they quickly walk to the U of M. Option C is also a good option, but only should be used if St. Amant is not okay with the location. Otherwise option E came to me as my first location of thought, but is a little too stadium friendly and less student friendly. The worst options are near Kings Drive both B and A, these are peoples homes, they will not want this Go BLUE GO chant, and</p>	Feb 3, 2012 5:04 PM

Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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	weekend traffic, it's too quiet and dark an area, and from there it goes too far south where it helps no one, but the squirrels.	
111	Option B would seem to be less intrusive re: existing properties	Feb 3, 2012 1:52 PM
112	I am biased because I live in Old St. Vital so I would prefer the bridge to be further North. I also hope that the gardens at St. Amant centre are not destroyed for this bridge. If the bridge were to go at option E it seems too close to the Fort Garry bridge which I currently use to cycle to work (U of M).	Feb 3, 2012 11:10 AM
113	C is too far away from anything of value on the U of M side. I like E personally as it would be my preferred route from home (north side of Bishop Grandin) to the U of M and the Stadium but it is pretty close to the Fort Garry Bridge which is decent for walking and cycling. I like that B would help with the development of Henteleff Park.	Feb 3, 2012 10:31 AM
114	Please leave the garden plots alone.	Feb 3, 2012 10:24 AM
115	It (Option B) might be an excellent site for a future Rapid Transit loop to be built into the crossing (perhaps a two-tier x-ing) with consideration for our environment (the river path can be +++ windy) by adding a closed/tube-like option.	Feb 3, 2012 12:36 AM
116	Totally wrong to even consider location Option D (St. Amant).	Feb 2, 2012 11:54 PM
117	Option B offers the best option with least disruption to homeowners and gets right into the heart of the campus. There is room to build parking lot, so students and fans could park and walk or cycle.	Feb 2, 2012 11:36 PM
118	A crossing does not even lead into the university!!	Feb 2, 2012 9:47 PM
119	Option C and D offer the best access for the most people in St. Vital while being a more direct route to the university. They are also close by other active transportation routes like along the Bishop Grandin Greenway. Option A and B would limit who would use the bridge to the new developments in Van Hull Estates.	Feb 2, 2012 9:43 PM
120	I am currently a member of the South Winnipeg Garden Club and have the use of a garden plot just south of St. Amant Centre. I have had the use of the garden plot for the past two years and had been on a waiting list for over a year before that. I love to garden and love the opportunity to be able to grow my own vegetables. I was shocked to hear that this site is one of the considered sites to place a pedestrian bridge. I think it would create a high traffic area in such a pristine site and as well as losing our garden plots would be unsafe for the residents of St. Amant. The workers often walk the residents around the garden area and would miss the opportunity to see what it is like to seed, grow and harvest the gardens. We also as members of the garden club volunteer to upkeep the Buhler Gardens at St. Amant. I hope that another more appropriate site is chosen.	Feb 2, 2012 8:12 PM
121	Option E makes little sense as the Fort Gary Bridge is very close and even has a bike path that crosses it.	Feb 2, 2012 5:09 PM
122	Option C makes the most sense in terms of accessibility for transit routes and shuttle services from St. Vital mall when events are taking place at IG field.	Feb 2, 2012 5:08 PM
123	It is difficult to decide without looking at where the vehicles will park when there are games / events at the new stadiu. From a connectivity point of view the two closest locations to the Bishop Grandin Greenway would be preferable, but where would people park? I will need to go to the open house in order to make a more informed decision.	Feb 2, 2012 4:52 PM
124	Since I work at the UM and live in River Park South these are the crossings that would involve the least travel time for me. Also, we take our dog to Kings Park dog park often so that's why I chose that option first.	Feb 2, 2012 3:06 PM
125	What about the gondola location, not that I support it.?	Feb 2, 2012 2:29 PM
126	Option B is the most favourable because it lines up with the active transportation corridor. Optins C,D, and E are unacceptable because of parking traffic and security issues in a residential area. Also taking 111 community gardens ( Option	Feb 2, 2012 2:00 PM

Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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	D) that have been around since 1931 and have provided families with produce and many other benefits is not acceptable.	
127	Most direct connection to: St vital road Old st vital and downtown St vital mall Pembina via university crescent and mark ham/bison Non unlversity commuters passing through Practical, but also aesthetic route	Feb 2, 2012 1:10 PM
128	If a bridge that bikes could go on went on Option A then they would also need a dedicated bike lane on King's Drive or eliminate parking on the side of the road on that street. The street is already turned into a one lane of traffic in the mornings and evenings. Options C and A give the best routes for walking from the University to the other side and catching a bus either on St. Mary's or River Rd which woudl be beneficial to students on campus.	Feb 2, 2012 12:25 PM
129	u of m direct to st.vital centres = the most trips	Feb 2, 2012 12:16 PM
130	Reason, it would better integrate with existing infrastructure and the biggest portion of the city is in that direction.	Feb 2, 2012 12:16 PM
131	Options B & D are the only options that allow for direct access to the UofM's buildings, roadways (shuttles), and tunnel system. Option C would allow for a very picturesque pedestrian path along the UofM's riverbank to be built, and isn't very far from the campus' buildings..	Feb 2, 2012 11:38 AM
132	Bishop Grandin would be the ideal choice as it is the most travelled route.	Feb 2, 2012 11:15 AM
133	A doesn't seem useful since I would want to cross to get close to the bishop grandin greenway. This is why D or C seem like the best choice.	Feb 2, 2012 11:05 AM
134	I would prefer to see the bridge located closer to Bishop Grandin as it would likely create more use.	Feb 2, 2012 10:07 AM
135	It would be amazing if the city left room for a future parking structure on the St Vital side of the bridge. I realize this may not be a hit with the residents in St Vital, however the ability to avoid crossing the Bishop Grandin bridge by car would be great for those coming to the U of M from the South St Vital.	Feb 2, 2012 9:59 AM
136	E is very close to existing bridge - why bother?	Feb 2, 2012 9:51 AM
137	Options E and D seem to be a waste of resources. They are already very close to the Bishop Grandin bridge and I see very little advantage to having another river crossing so close to one that already exists. Option B is good because it connects the best with existing bike and walking trails and would benefit those that are not comfortable cycling on busy streets.	Feb 2, 2012 9:44 AM
138	I am not very familiar with this area of the city. I live north of the city and if I was to access the University of Manitoba by bike or by walking, I would probably drive south on Lagimodiere to Bishop Grandin and park somewhere, then ride my bike. Or I would drive around the perimeter and go north on St. Mary's.	Feb 2, 2012 9:04 AM
139	because it is closest route to st. vital centre n the construction expenses will be fewer compared to the other four options because it will be a small distance from one end to another.	Feb 2, 2012 1:19 AM
140	my concerns having the crossing off River Road would be the heavy traffic. I have two small children to worry about walking to school as it is.	Feb 1, 2012 11:32 PM
141	Option B is least preferred as I feel it will create serious damage to Henteleff park. For similar reasons Option A is second least preferred.	Feb 1, 2012 10:34 PM
142	I believe that Option B is the most logical choice. It is the location that will have the least residential impact and traffic flow issues. It ties into the active transport corridor.	Feb 1, 2012 8:54 PM
143	waste of money. we already have perimeter highway, aswell as bishop grandin. the only reason I see you guys building this is to improve parking for the new stadium, that's a problem that should've been adresssed before building of the stadium took place.	Feb 1, 2012 7:57 PM
144	St. Amant has potential parking capacity and space to absorb people. Nearest to U of M. Others are less useful. E has least benefit and no capacity for cars/people.	Feb 1, 2012 7:51 PM



Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)

145	Option B for a number of reasons: you're not travelling through or disturbing an exclusively residential zone but a park which can be properly configured for bike/foot traffic, more conducive for a potentially high traffic use bike/foot path, crossing as well is right at University grounds and not at King's Park or else where requiring further travel to reach the university along another residential street.	Feb 1, 2012 7:41 PM
146	The most direct route to St. Vital Mall makes the most sense, particularly if a gondola is built which could carry people from the mall parking lot to the new Stadium. A gondola would also be useful in winter if properly heated in winter, while a bike path or walkway would see relatively little use in winter, no matter what the route.	Feb 1, 2012 7:23 PM
147	Crossings A and B are too far south. All commuters from the north would be reluctant or simply uninterested in using them because of the additional time and distance it would take.	Feb 1, 2012 7:10 PM
148	Options C and D offer the most efficient route from st vital to the university of manitoba. both these locations will cut down travel time between these two locations most significantly.	Feb 1, 2012 6:55 PM
149	I rarely spend time in these parts so deciding on my locations was really just a matter of seeing which would make most sense by looking at the map. I personally right now wouldn't use these crossings much.	Feb 1, 2012 6:17 PM
150	This poll is biased in that a person cannot choose to rank multiple sites as least preferred. I prefer not to choose sites C, D or E due to the obvious reasons of impacts to the tall forest riparian zones, lack of parking within small neighborhoods and most of all, proximity to a bridge that already crosses the river merely 500 m to the north of these locations. Maybe developers could use all their education to start thinking about such considerations while a new neighborhood is being built rather than trying to design these into existing neighborhoods that don't want them and cannot support them.	Feb 1, 2012 5:12 PM
151	University Cres is horrible for bikers trying to cross from the current underpass on Bishop Grandin. Allowing cyclists to get onto the university campus whiles avoiding this would be preferable.	Feb 1, 2012 4:19 PM
152	I think crossing D, by St. Amant center is the location where the footbridge would get the most use and have the least amount of impact on parking in the community (as some people may choose to drive to the footbridge during special events). It is also already reached by bus routes in the area. Having the footbridge within easy walking distance to densely populated residential areas is important as it will ensure that it is frequently used and a benefit to the community. I have heard concerns about the loss of the St. Amant Gardens, but I would hope their could be some way to integrate the gardens around the footbridge if that location was chosen. This location is also very convenient for residents of St. Amant who would have the opportunity to use the bridge.	Feb 1, 2012 3:52 PM
153	Option C seems the easiest to access	Feb 1, 2012 3:49 PM
154	These numbers are somewhat arbitrary. I am absolutely in favour of building such a crossing, and would say the two most important criteria should be (a) easy connectivity to the heart of the campus and (b) easy connectivity to safe cycling routes in St. Vital.	Feb 1, 2012 3:49 PM
155	E is close to science building and would be best utilized in my opinion	Feb 1, 2012 3:37 PM
156	Why can I not answer," None of the above"? This is an example of an Active Transportation Survey, in which you have made people list a favorite choice even though they like none of them. My question is where people attending the University park their cars, not on my street. Oh that's right, everyone will be riding their bicycles or skateboards in the middle of winter, another example of the city wasting tax payer's money. Just fix the streets we have and stop this waste of public money.	Feb 1, 2012 3:02 PM
157	The crossing should not be placed in Options D and C due to higher people movement in the area's of St. Amant, Forea Valad and Minitonka school. The people at those locations should have minimal extra people moving across or near their locations.	Feb 1, 2012 2:29 PM

Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)

158	T	Feb 1, 2012 1:29 PM
159	This is a fantastic Idea!!!!!!	Feb 1, 2012 12:29 PM
160	Having a bridge in 'A' would not only give residents of south St. Vital access to the University - it would also give them access to Kings Park. It would be a fairly close hookup with the existing bike path parallel to Burland. Most importantly, it would give people a resonable option in avoiding having to travel/walk along the Perimeter Hwy. - which is dirty and dangerours. The heavy traffic constantly flings debris on you as you cycle/walk and the air is heavy with exhaust - not very healthy for the lungs.	Feb 1, 2012 12:05 PM
161	Option E is too close to a the existing route (Bishop Grandin) to be of much use. Although A and B would be of the most use to me personally, C has the advantage of being a very direct route to the St. Vital Centre area.	Feb 1, 2012 11:51 AM
162	please be careful about bringing extra traffiic into quiet residential areas. The last thing we need is people parking their vehicles all day long and walking over the bridge. River Road is on a good bus route.	Feb 1, 2012 11:40 AM
163	Option A would be a good option, placed at the most northern end in order to preserve the park. Option B appears to less interfere with the tranquility of the neighbourhoods. Options D, E are too close to Bishop Grandin therefore would be redundant.	Feb 1, 2012 11:23 AM
164	I would rank the options c-d all as least preferred. There is no link to active transportation available along River Road and the other options a and b would service a larger area of St. Vital.	Feb 1, 2012 10:22 AM
165	Must consider the students who will park on the opposite side of the river to walk to school when this opens. New parking restrictions. Connecting green space is important. Active transport from one side to the other.	Feb 1, 2012 10:16 AM
166	further from the new stadium will cause less problems for the neighbourhoods involved on the other end of the walk over bridge.	Feb 1, 2012 8:59 AM
167	Wouldn't want to make River Road busy.	Feb 1, 2012 3:09 AM
168	There is no need to have the bridge close to bishop grandin road.	Feb 1, 2012 12:53 AM
169	Key point for University use is access from St. Mary's Road.	Feb 1, 2012 12:40 AM
170	I really like that Option B goes directly to the part of campus where most of the buildings are located and there is quick tunnel access. It is also convenient that it does not actually go through an existing neighbourhood, it just skirts the outskirts of one.	Jan 31, 2012 11:11 PM
171	If such a bridge were to be built, I think its primary uses would be for university students and people trying to get to the football games. As such, B would serve that purpose the best for the residents on the east of the river. If the bridge were to be built in area 'A', that would only be the best area if park users were expected to be the primary users of the bridge. Building the bridge in location C, D and E would serve a lower and lower benefit as it moves closer to the bridge on Bishop that already serves the needs of pedestrians and cars alike. I'd also like the city to consider building a one lane transit bridge with the pedestrian bridge to allow rapid transit to be accessible to residents on the east side of the river. I'm sure the federal and provincial governments would be willing to help with the bridge if it served more than just the needs of pedestrians.	Jan 31, 2012 11:07 PM
172	building a bus only or pedestrian only road for plan b is the best option as it doesn't create more traffic for residential roads.	Jan 31, 2012 10:02 PM
173	Option E proximity is too close to existing pembina bridge..slightly pointless. Option D would be a great vantage for students /commuters but also for people who are residents at St.Amant. nice river walk route.	Jan 31, 2012 9:29 PM
174	I think the most connectivity will be with more central residents getting to campus.	Jan 31, 2012 8:36 PM
175	C appears to be best for serving the greatest number of people in higher density housing on St Mary's Rd, e would serve cyclists coming from the north side of	Jan 31, 2012 8:25 PM

Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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	<p>bishop grandin as well, and link the bridge up with the transcanada trail. C, E, and D are best for connecting the university to the st vital business area also, and making that shopping area more accessible to students. A and B appear to serve the interests of developers who stand to profit from the value added bonus that a bridge there would bring to their housing developments, which serve relatively few people compared to section CDE and the more northern st vital area. While AB may be convenient for south st vital, in terms of demographics, such a bridge would be far more useful to students, who are more likely to be concentrated within the CDE area.</p>	
176	Options B and A would not be effective solutions. Option D is by far the best, as it provides optimal access both for those travelling north on River (especially to the Bishop Grandin Greenway, which is extremely popular with cyclists and pedestrians alike) and east to the rest of St. Vital.	Jan 31, 2012 7:46 PM
177	The most northly 3 options provide the best access to the university (my place of employment) for me. This pertains to biking, walking or taking the bus.	Jan 31, 2012 7:18 PM
178	access is going to be very difficult in some of these spots due to private properties	Jan 31, 2012 6:35 PM
179	D is by far the best option as there is close access to a major traffic route, a bus terminal and high population density on both sides of the river. The others are of much lower value. E is difficult to access from both sides of the river. The west bank access route is currently unoccupied golf course and is removed from the main population density of the university. The east bank access is right in the middle of a residenential area and could create traffic and parking problems for the residents. C also has issues at both banks. The east bank entry is near a school, close to high traffic density and has limited bus connections. The west access is on agricultural land and is far removed from the densely populated areas of the university. B is not easily accessible on the east side and removed from major bus routes and population density. A, aside from recreational use, would be of little value to anyone wishing to use the pedestrian/cycle bridge for more efficient access to the university.	Jan 31, 2012 6:29 PM
180	More land available for parking etc across the river near option A whereas there is already a lot of congestion coming from the north end into the university proper....and also the west end...	Jan 31, 2012 6:13 PM
181	option C utilizes land that floods each spring and after heavy rains	Jan 31, 2012 6:03 PM
182	i don't see the need or use for any river crossing and wanted to mark all options least preferred. Traffic safety is a big concern as more traffic will be brought to residential areas. Vehicular parking on residential streets will run rampant (already is in many areas) and uncontrolled. Don't see what is wrong with the current easy drive down Bishop Grandin to University Cresent. I am totally opposed to the footbridge concept. Surely the city can better use the funds on more worthwhile infrastructure projects.	Jan 31, 2012 5:56 PM
183	I think its important to build up a zone of pedestrian/cyclist friendly density between the university and St vital mall in all its pedestrian friendly glory. D is slightly preferable over C because it would create a route with more eyes on the street, though C would create a more picturesque path along the pointlands.	Jan 31, 2012 5:49 PM
184	My chief concern is that, while I think a river crossing for pedestrians and cyclists is an excellent idea, the temptation will be for commuters to park theirs cars on the residential streets along the eastern bank of the river and walk the remaining distance to the university, creating traffic congestion in those areas. Options C and B appeal to me the most because their construction would still require a significant walk to the university from the nearest place to park a car (C being the best option in that regard), eliminating the convenience for drivers of parking in the residential areas and instead encouraging commuters to walk or travel by bicycle (C has the additional advantage of offering the shortest walk to the school from St. Mary's Road, a major public transit route).	Jan 31, 2012 5:36 PM
185	what about parking	Jan 31, 2012 5:24 PM
186	I dislike E, I like the others.	Jan 31, 2012 5:10 PM
187	E is too close to the existing Bishop Grandin Bridge to be useful; whereas A is too far from the U of M and too far south on the St. Vital side to be useful to	Jan 31, 2012 5:00 PM

Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)

	many people. That's why I ranked them last. The other three (B, C, D) are all much better and thus all useful; I ranked them partly based on my own bike commuting route.	
188	D and E would make most sense, with a caveat for E: if E leads back to University Crescent, then it is useless because it basically replicates the existing crossing on Bishop Grandin and does not allow to avoid the University Crescent / Dysart Road fork (a challenging passage on a bike). On the other hand, a crossing in E that is as far right in E as possible would connect close to the geology building and would be very valuable. C is not perfect but would still work, although it would be a little counterproductive as it would probably lead people not to use the Bishop Grandin Greenway, B is too far south. Only hardcore cyclists would use that for access from anything north of Bishop Grandin (and the ride down St Mary's is not pleasant). A is even further south and serves too small a population to be anything useful. Whatever you do, though, please keep in mind that this must serve mostly as a commuting pathway. It is rare to see people heading to the U of M on weekends, whereas the cyclist and pedestrian traffic on Bishop Grandin, River Road, etc., is sometimes not negligible.	Jan 31, 2012 4:59 PM
189	Look for most direct access to the main campus. Cannot figure out parking or bus services on the St. Vital side, but that should be of importance as well.	Jan 31, 2012 4:48 PM
190	I think a crossing on river road would be most beneficial, particularly C or D, as E is too close to the fort Garry bridge.	Jan 31, 2012 4:39 PM
191	No parking at B and floods easy from the near by creek.	Jan 31, 2012 4:34 PM
192	How do A or E even make sense?	Jan 31, 2012 4:28 PM
193	Option A makes absolutely no sense to me as it does not link directly to the U of Manitoba and at present, there is no development on the east side of the river	Jan 31, 2012 4:26 PM
194	I feel options A and E are fairly close to bishop grandin or perimeter hwy making them fairly pointless in the end.	Jan 31, 2012 4:18 PM
195	Option A seems like a waste of money as there is already relatively close access across the river at Bishop Grandin. Option B seems like the best as it comes directly onto campus and serves an area with the least ability to easily get across the river. B is still very accessible to all the communities that would be closer to the other options.	Jan 31, 2012 4:15 PM
196	I live on Woodlawn just off River Road and we have cars parked in front of our house all day, 7 days a week because of the staff from the nursing home and St. Amant. The street also has heavy traffic due to St. Vital Centre and the other strip malls on St. Mary's, Dakota and Meadowood. A footbridge would just add to the problem with people parking on the street and using the bridge. This is supposed to be a nice, quiet residential street - not a thoroughfare.	Jan 31, 2012 4:02 PM
197	The neighborhood surrounding Minnetonka School and St. Amant center is not designed to take on additional parking so that people can walk to the U of M. It is a quiet residential neighborhood with fairly limited traffic access points to the larger thoroughfares of St. Mary's and Bishop Grandin. Unless a pedestrian crossing can occur at a point directly accessed from St. Mary's Avenue I feel that the project should not be considered	Jan 31, 2012 3:59 PM
198	I absolutely adore this idea!!! I live in the area of St. Vital and I work at the UM. My children go to school in the area around UM. This would allow me to get them to school and not drive for most of the year. This would help me to decrease the amount of traffic on River Road during rush hour and create a safer way for my children to get to school as they get older without an adult present, as they won't have to be near Bishop Grandin to do that. I don't want to see the traffic in my community increase, but I also don't believe that would happen with proper planning.	Jan 31, 2012 3:57 PM
199	With South St. Vital expanding as it is, it would be great to have options for walking over the river to The University of Manitoba close by, otherwise the only two options are the Perimeter and Bishop.	Jan 31, 2012 3:57 PM
200	AS I see it, it's pretty much a five-way tie - all would be perfectly acceptable to me	Jan 31, 2012 3:56 PM



Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5 (1 = Most preferred to 5 = Least preferred)		
201	B and D seem to provide the best & most direct access to the UofM.	Jan 31, 2012 3:54 PM
202	C is a perfect spot. People who are coming from the north can come down St. Mary's all the way and then through some nice residential areas to get to it. Quiet, and no problems. D is less ideal only because the roads by St. Amant look like (on Google Street View) gravel, which would get really messy at certain times of year (plus when it rains).	Jan 31, 2012 3:50 PM
203	Option C seems like a good middle ground. It directly connects to the U of M. Also, neither North St. Vital or South St. Vital active transit users will have to double back on their routes to get onto campus. For example, in option A and B, North St. Vital residents need to go further south than necessary to get back onto campus. At this point the St. Vital Bridge is still a better transportation option. In options D and E, South St. Vital residents need to go further north than necessary to get onto campus.	Jan 31, 2012 3:50 PM
204	The map cannot be enlarged and it is too small to see some of the smaller details (ex. where bike paths already exist or will be built) which would affect my opinion. I don't like E because it is almost as far as just using the Bishop Grandin bridge which I think has a bike path connected to it. Option A may be too far from the University (people may feel they are walking/biking out of the way in the wrong direction just to get to the bridge). Options B and D are nice because they are close to University buildings. Option C could also be good because it could easily be connected to major University buildings with a nice bike/pedestrian pathway.	Jan 31, 2012 3:50 PM
205	Options C, D or E would be the best connections from St. Vital Centre. I am very pleased to see this starting to happen!	Jan 31, 2012 3:47 PM
206	Option E really wouldn't help access from South St. Vital...it would only act as a slightly closer option than the Bishop Grandin Bridge. I rank option C highest because it would be more preferable to me as an individual, but I do think option B would make the most logical sense.	Jan 31, 2012 3:38 PM
207	I think this is a great idea. I don't have any strong preference. However, I think important items to consider are cost (try to keep it down!), convenience, get the most usefulness out of it (ie - try to have it so as many people as possible can use it - for eg. can people connect to transit etc)	Jan 31, 2012 3:33 PM
208	This map has to be bigger or should allow you to zoom so we can see exactly what streets these are running off of. You can barely see the legend!	Jan 31, 2012 3:29 PM
209	I am looking to commute by bicycle to the Blue Bomber games from St. Boniface. Option C is the most logical option.	Jan 31, 2012 2:54 PM
210	St Amant site is the best; the gardens there are an eyesore	Jan 31, 2012 2:22 PM
211	A is closest to St,Marys Rd and will facilitate connection to bus and also enable parking .It will also least affect the environment .C D and E have similar advantages ,Option B is the worst because it will be at laest half mile walk from St,Vital bridge exit toSt,Marys Rd, Also ,there is no place for parking and no place for buses.It will also result in the total,destruction of henteleff Park as a passive park designated as such More the \$200,000.00 has been spent and hundreds of volunteer hours by over 400 volunteers over the last several years to achieve that objective ,.It is also a flood zone with nearly all of the park flooded in the spring from time to time	Jan 31, 2012 11:55 AM
212	Option A is too far out of the way to be practical.	Jan 31, 2012 11:00 AM
213	Option D will ruin the Community Gardens, and Option E is too close to the existing Fort Garry Bridge. Option A is pretty good if the bridge is located at the extreme northend of the 'zone'. Option B is clearly the best, linking directly with existing trails into River Park South (and beyond, eastward).	Jan 31, 2012 10:40 AM
214	River Road has seen increased traffic over the past few years and should not be used for access to this Bridge. The only logical place for this bridge is Option B. It would affect the least amount of homeowners if any.	Jan 30, 2012 2:48 PM
215	I like the idea of doing a survey and I have ranked the sites, however, I recommend a description with each option because the map is difficult for residents with low vision to work with. Thank you, <span style="color: red;">17(3)(e) &amp; 17(3)(i)</span>	Jan 28, 2012 9:31 PM

Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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	17(3)(e) & 17(3)(i)	
216	I already resent that the arena is going to be across the river from us, clogging up traffic on river road onto bishop grandin during events--not to mention the noise.	Jan 25, 2012 4:11 PM
217	This is a great idea. I think the challenge is going to be finding a location on the St. V of the river which has parking nearby. Residents will complain if hundreds of cars are parking on their street for every football game while people use the bridge to get to the stadium or while attending U of M. If you can solve that dilemma, this is a great idea. This would also significantly reduce traffic congestion to the stadium for most events and student parking. Need to figure out the parking. Perhaps parking lot along with shuttle buses running to the bridge crossing. Perhaps the Bombers and U of M can be a funding partner to help address parking issues? St. Amante Centre is about where the closest crossing point would be. It's a great idea which should be pursued. Lots of upside.	Jan 25, 2012 10:56 AM
218	For a first time viewer of this map, much of it is not readable	Jan 25, 2012 9:37 AM
219	Area A floods; B, D, E are not as accessible for arkingor feeder buses	Jan 23, 2012 5:39 PM
220	The Bishop Grandin bridge has a pedestrian and bicycle path that is connected to the Bishop Grandin greenway. This trail was originally slated to be connected to the U of M but has not been completed. Now that the former golf course belongs to the U of M, the trail should be completed along the west bank of the Red all the way to the University. Then, a new crossing at Henteleff Park would serve the south St. Vital area, providing two convenient crossings of the river for pedestrians and cyclists from St. Vital to access the Universtiy.	Jan 23, 2012 12:54 PM
221	Sorry, I could not read the legend on the map so this was very difficult to answer. Also, I see no where were it says what the A to E locations relate to. This is a very invalid survey	Jan 23, 2012 11:45 AM
222	"C", "D", & "E" Options are least preferred but not able to select "5" for "C" and "E". "D" would take a community garden out which has been there since 1931, has underground irrigation, over 100 families rely on these gardens to grow their vegetables,( <a href="http://swgcstamant.wordpress.com">http://swgcstamant.wordpress.com</a> ), issues with parking and traffic are already a concern as is the security and potential to lower home values. Options "C", "D" and "E" are near an AT corridor on the south side of the Bishop Grandin Bridge. Option "B" lines up with an existing AT corridor from St. Anne's Road to St. Mary's Road. which makes the most sense.	Jan 21, 2012 1:03 PM
223	if you put a Bridge in any further north than "C" there is little advantage. Bishop Grandin is right there existing no more money spent. for commuters to the U of M, "B", direct line to the campus, further south away from Bishop Grandin. A is a good route for Family's connecting one park to another across the river, a feel good, maybe a little to far south to get used for commute. commuters may think "why ride south to cross? Bishop is closer. A Crossing at "B" has access from St Marys Rd where there is little option to park (for a Game) I see this as having the least negative impact on surrounding residents.	Jan 21, 2012 10:24 AM
224	D proviws the most additional benefitgiven its prximity to the s.st.vital trail. E is far too close to existing facilities, especially since the city pla.s to replace the side path on the Fort Garry Bridge with a separated bike/ped vridfe if/when they add a third lane to Bishop Grandin	Jan 20, 2012 8:39 PM
225	Etc	Jan 20, 2012 8:22 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4**  
**(1 = Most preferred to 4 = Least preferred)**

1	is the gondola really a relable option. What about maintenance periods, people will depend on this as a way to get to univeristy, if it is broken or under maintenance, what eill happen? Bridge can be used 24 hours a day with no one operating it.	Feb 13, 2012 12:05 PM
2	I love the gondola idea, makes it more unique.	Feb 13, 2012 11:15 AM
3	No gondola please! That's just silly, especially for cyclists.	Feb 12, 2012 5:49 PM
4	Option 4 does not allow for bike. if it did my choice would move up as it would be a nice all weather option.	Feb 12, 2012 4:14 PM
5	gondola too expensive and how many bicycles can you get in one?	Feb 12, 2012 12:55 PM
6	#4 would be a waste of tax payers money	Feb 12, 2012 12:18 PM
7	gondola is a stupid idea	Feb 12, 2012 11:22 AM
8	Suspension bridges and gondola offer single points of failure. If maintenance becomes an issue a simple bridge is better.	Feb 12, 2012 11:16 AM
9	Option 4 is silly, who thought of that? If you build this thing keep it unobtrusive.	Feb 11, 2012 5:28 PM
10	gondola would take too long tto get a large amount of people over to the other side.	Feb 11, 2012 4:57 PM
11	gondolas would end up a boondoggle.	Feb 11, 2012 4:37 PM
12	I think a gondola is a MUCH inferior option; could it even accomodate bicycles? Other than that, I have no preference--whichever foot/cycle bridge is most cost effective. I do believe it should be able to accommodate both ridden bicycles and pedestrians (ie: you shouldn't have to walk your bike across).	Feb 11, 2012 12:27 PM
13	love the gondola idea but really, students want to get from point a to point b fast and let's face it. a gondola would take forever.	Feb 11, 2012 11:10 AM
14	why a gondola?!?!?	Feb 11, 2012 1:47 AM
15	Gondola is a great idea but can't hold very many people at a time.May not be the best idea for the rush hour in the morning. I vote for a sky train to get across Winnipeg!	Feb 11, 2012 12:09 AM
16	The gondola has no advantages over a bridge, and would not be helpful for cyclists. Option 2 looks the best.	Feb 10, 2012 5:59 PM
17	You don't have the cost of them on hear so how can I choose. I don't care what it looks like.	Feb 10, 2012 5:53 PM
18	option 1 is alright as long as scale is in keeping with setting location. May work at university with scale of buildings on campus, but less so at King's Park or nearby homes, which case option 2 would be preferable. What are the costs and how will this come into the evaluation?	Feb 10, 2012 5:27 PM
19	All too expensive. Gondola crazy price!	Feb 10, 2012 5:11 PM
20	gondola just seems pointless and expensive to maintain.	Feb 10, 2012 3:25 PM
21	Gondola FTW	Feb 10, 2012 1:59 PM
22	Will the gondola work in cold weather conditions on a consistent basis? If the gondola is prone to not working due to cold weather or other breakdowns, university students and staff will be less willing to use it, if the service is not reliable. Also, I really feel that of these four photos, choices are going to be biased to chosing option 2 - complete with a sunset which is not in any of the other photos. This sunset also makes it almost impossible to see what the bridge actually looks like, other than its general shape.	Feb 10, 2012 1:46 PM
23	A gondola makes no sense. Would you not need operators at each end to load and unload people.	Feb 10, 2012 12:50 PM
24	I find option 2 the most aesthetically pleasing, with option 1 close behind, option 3 however would most likely look best close to the Bishop Grandin bridge	Feb 10, 2012 10:29 AM

Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4  
 (1 = Most preferred to 4 = Least preferred)

	(similar aesthetic). Not sure how practical option 4 would be, protection from the elements would be nice in the winter, but does that mean people are waiting on the other end to cross? Seems less free flowing and something that would slow your travel down on your way to work or class. Could you take your bike on it?	
25	Option two resembles the arches of the new stadium being built	Feb 9, 2012 10:24 PM
26	Please no Gondola. For major events at the stadium it may not be able to keep up with the high demand before and after the event.	Feb 9, 2012 10:24 PM
27	The Gondola is not reasonable, the reason is because it would have to run, continually throughout weekends, and late on week days. It is necessary for students to be able to get home even after hours, especially if they are at the university to study, or spend every waking moment at school in order to work on projects. For example, architecture students can stay till two in the morning, will the gondolas be available at that hour? With a pedestrian bridge that allows for bikes, these students and others like them would be able to bike or walk home late at night. Option three looks very narrow and has no great visual impact for those looking off the bridge and those looking at it. Option one looks like a less funded version to the provencher bridge. Option two looks like it provides a view to the pedestrian and a visual arc to those looking at the bridge. It has a better shape, and connective silhoutte.	Feb 9, 2012 10:23 PM
28	The gondola looks a bit ridiculous	Feb 9, 2012 10:16 PM
29	A gondola is a silly idea. Who operate it? Cold Weather? Only one at a time? Bike across?	Feb 9, 2012 10:12 PM
30	A Gondola is a waste of time - I think it is important the bridge be bike and pedestrian friendly and linked into the bike paths crossing south St. Vital	Feb 9, 2012 9:17 PM
31	Operating cost, maintenance, weather issues and wait times make a gondola crossing a ridiculous proposal.	Feb 9, 2012 8:26 PM
32	option 4 I can see the potential for catostrophic vandalism and impact from severe weather. They should be bridges for bike and foot traffic. Students and non students alike are more likely to use it for biking from a distance. I personally cannot walk far, due to orthopedic issues, but can bike.	Feb 9, 2012 8:18 PM
33	i feel the approaches to the span are more important than the style of support for the span. option 2 would provide the most visual interest for people crossing the bridge, as well as hen viewed from the new student residence.	Feb 9, 2012 6:25 PM
34	All look nice	Feb 9, 2012 4:15 PM
35	I feel that a crossing that engages the pedestrian with the river while considering principles of design could be a more interesting option rather than an ultra-efficient highly engineered crossing. The city of Winnipeg has the opportunity to make this more than a sidewalk over water. Our rivers are geographically an extremely important part of the history and every-day life our city yet I feel the city does not reflect this. Perhaps a design that encourages pedestrians to examine their surroundings while at a point over the river might better portray this importance. This could probably be accomplished by considering the difference in rise over the river (if the bridge rose in the middle sort of like a hill) or maybe a curve over the river so that the pedestrian was not encouraged to look strictly at the bridge itself or the other side of the river, but the river, or the riverbank. The transition from river bank to bridge also might be important in this process. Riverbanks in the city are currently used recreationally and for transit by people on foot or bike. They are one of the few and best places in the city to mountain bike. Trails along the river bank are highly valued by these people and are a real asset of the city. Unfortunately they have been cited as acting as a catalyst for erosion. Perhaps the design process of this crossing could consider these factors in some way.	Feb 9, 2012 3:33 PM
36	A gondola is just asking for trouble and a lot more ongoing maintenance. There would need to be an attendant and would it only run during regular school hours or 24/7? There are many students that often need to be at the school on evenings and weekends. Who will make the call when the gondola would operate?	Feb 9, 2012 2:54 PM
37	A gondola seems very impractical. It requires extensive maintenance and	Feb 9, 2012 2:33 PM



Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4  
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	probably operators on site. A bridge on the other hand is open 24/7, can handle large volumes of people, can handle cyclists and does not require maintenance of mechanical parts the same way that a gondola does. The gondola would be extremely impractical and therefore unwise as a choice.	
38	Having a gondola is so stupid! that seems like more of a tourist thing than a walking path. The path should be for people to walk, not have to wait for the gondola.	Feb 9, 2012 2:00 PM
39	Option one is too similar to the iconic Provencher bridge. Option 2 is visually stimulating with light at different times of the day. Option 3 is quite bland in my personal opinion. Option 4 is something new to Winnipeg (as far as I know), which is engaging, yet it may hamper people in a rush.	Feb 9, 2012 1:58 PM
40	I am somewhat indifferent between the bridge options as long as there are proper safety precautions (i.e. correct guard rails). Option 4 is least desirable because it does not allow for continuous traffic flow nor bike traffic. Understanding that option 4 is probably the cheapest, I would hate for the city to take yet ANOTHER shortcut (i.e. I hate the city's short-term thinking when it comes to infrastructure) for the sake of saving \$10 million. I know that is not a small amount of money, but it is very short-term thinking in my mind.	Feb 9, 2012 1:25 PM
41	A gondola would not be an appropriate response to this problem.	Feb 9, 2012 1:10 PM
42	A gondola structure is too expensive and not necessary. Parking on the St. Vital side needs to be provided for or the community will be very unhappy.	Feb 9, 2012 11:53 AM
43	Gondola crossing is interesting but my guess is the operating cost would be high. Otherwise a good idea if bikes could be taken on the gondola.	Feb 9, 2012 11:23 AM
44	Gondola? not sure how that fits with Active transportation, where do the bikes go, how much does it cost to operate???	Feb 9, 2012 10:13 AM
45	As a designer, none of these bridges are entirely appealing. These bridges simply create a way across. There is no excitement to them. If there is to be a brand new implementation of public use walkways, I believe it should involve the user much more than simply a passage.	Feb 9, 2012 9:55 AM
46	#4 doesn't not work for cyclists.	Feb 9, 2012 9:31 AM
47	These are ridiculous options. Absolutely ridiculous. Do you not have designers working on this project?	Feb 9, 2012 7:47 AM
48	Bahh gondola! waiting for a gondola is like waiting for the bus compelely useless after hours. and who wants bikes in a gondola.	Feb 8, 2012 11:29 PM
49	A Gondola would be very inconvenient because of waiting times.	Feb 8, 2012 10:59 PM
50	Gondola prevents cycling.	Feb 8, 2012 10:43 PM
51	The bridge structure should be as minimal as possible. Ideally, no columns should be located in the water. Option # 1 would be ideal without the column being in the water. The structure is sculptural but not overwhelming so it would complement the river bank. Option 2 is an interesting structure but visually too heavy, disrupting the river view from adjacent properties. Option 3 is the basic solution but lacks character and vision. Option 4 is unrealistic from cost perspective and functionality is very limited. This solution is optimal where larger distances need to be crossed and/or ascension is required.	Feb 8, 2012 10:04 PM
52	Any option but #4. The gondola idea is awful.	Feb 8, 2012 9:38 PM
53	a gondola is incredibly foolish. The operational and maintenance costs would be ongoing and expensive. Again the inappropriate survey technique with the forced ranking of options and absence of a not ranking choice. This technique seriously limits the validity of the survey.	Feb 8, 2012 9:21 PM
54	None are my preference, it is questionable as to why a bridge is needed when there are numerous other projects that are more important, and benefit more citizens	Feb 8, 2012 9:10 PM
55	Option #4 is too expensive.	Feb 8, 2012 7:58 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4  
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56	Gondola is too restrictive. Unless it's paired with one of the other options, it doesn't have the same ease of constant accessibility. Plus, if you enjoy the crossing for recreational use, an actual path lends itself to dog walking far better than a gondola.	Feb 8, 2012 2:13 PM
57	a gondola would be too slow, would possibly create lineups.	Feb 8, 2012 2:04 PM
58	a gondola seems to be a waste of resources and would require hiring people to operate the crossway. Bicycles likely couldn;t be accomodated. Please don't build a gondola. It doesn't allow people to use this bridge as a time saver and they are at the mercy of another schedule. Options 1-3 in my opinion all good - chose the one that is least costly.	Feb 8, 2012 11:16 AM
59	The imagery you are using for a gondola does not properly reflect potential and will skew the survey data - how about showing 3 images of different gondolas as you have used for the bridges - there are many styles of gondolas also -	Feb 8, 2012 6:51 AM
60	The gondola design makes absolutely no sense to me.	Feb 8, 2012 1:10 AM
61	the bridge should be estetically pleasing and the gondola would be interesting but restrictive. if it was in conjunction with a bridge it might work	Feb 8, 2012 12:13 AM
62	Gondola doesn't make any sense as commuters will have to wait in the winter for their turn to cross. A bridge make far more sense as there is no waiting, no operator needed, and much less risk of a breakdown.	Feb 7, 2012 11:54 PM
63	I'm not sure how the gondola contributes to active transportation? Would there be an option to take a bike inside the gondola? What would it cost to use? What hours would it be in operation? How would you fund operation of it?	Feb 7, 2012 11:52 PM
64	safety is a big concern ie. railings, cost factors-how much is allotted? a gondola seems ridiculous....cost and long term repairs? doesn't look like it transports many ppl at one time	Feb 7, 2012 7:56 PM
65	perhaps a walking bridge but with some kind of mock roof or wind shelter so it is more usable all year	Feb 7, 2012 5:30 PM
66	A gondola is much too expensive.	Feb 7, 2012 12:14 PM
67	Should be able to handle bicycles	Feb 7, 2012 12:10 PM
68	Option 4 is too simple. option 1 ties in with the provencher bridge style.	Feb 7, 2012 1:55 AM
69	Do not build a bridge at all.	Feb 6, 2012 9:05 PM
70	Option 1 is too urban and too big. Option 2 suits a park like atmosphere, is less obtrusive, and would fit nicely with an extension of the Bishop Grandin Greenway bicycle path .Option 3 is ugly. Option 4 is not functional for moving people and is ridiculous!	Feb 6, 2012 8:57 PM
71	I like the idea of a bridge, but keep it simple. There will be opposition to this plan.... so the cheaper the better. I am not really keen on the gondola idea.	Feb 6, 2012 7:27 PM
72	gondola would be #1 choice, so long fare isnt rediculously expensive, it is made sure to be safe and secure, and to have a few of them going at once to reduce wait time in line.	Feb 6, 2012 6:56 PM
73	Again - this is not properly presented, as I have just 'picked' by sight only. Initial costs and maintenance concerns should also be a factor in choosing the appropriate mode of crossing. Gondola's are cheeper to construct, however, they require on-going staffing (costs involved here are?) Gondola's have operating hours - bridges are open 24/7. Pictures are NOT adequate to judge what is best for our community!	Feb 6, 2012 6:35 PM
74	Solid construction for bikes and pedestrians - no swinging bridges or gondolas - please. This is Winnipeg. Lets be practical. Make it alll season - all passage (except vehicles). How many (numbers) can cross in a gondola or take the time to wait for the next one. Room for bikes and dogs? No thanks.	Feb 6, 2012 4:47 PM
75	The gondola sounds too noisy and maintenance intensive, also it requires people to get off their bikes and it may not accommodate bikes pulling carriers behind them.	Feb 6, 2012 2:51 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4  
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76	Can't you name the options for the survey - for example Call Option #4 Gondola in the ranking chart - it makes it MUCH EASIER to complete.	Feb 6, 2012 2:08 PM
77	The gondola is not practical. You would have to wait to cross, and have people operate it. If there were people wanting to walk from St.Vital to a Bomber game, it would be backed up considerably. In fact, it would probably be backed up early in the morning when students go to school, and not in use at all on a summer afternoon.	Feb 6, 2012 1:40 PM
78	Don't build it.	Feb 6, 2012 1:27 PM
79	would need more info about gondola to increase it's rank, cost of the other designs would also be a factor.	Feb 6, 2012 12:35 PM
80	Option 4 make no sense from an ongoing cost perspective to me. Option #2 is the most asthetically appealing but... Cost is always a consideration, Ability for Paddleboats/river cruise ships to get underneath during summer months, preventing Ice Jams (fewest pylons in water as possible) which would probably eliminate #3. Would the River taxi ever expand this far south??	Feb 6, 2012 12:35 PM
81	Ranking things in this way is very manipulative on the part of the consultant. Not a proper way of doing things.	Feb 6, 2012 12:30 PM
82	Not enough information to choose properly. Capital and Operating costs need to be considered. Gondola would not be a convenient option (i.e. waiting)	Feb 6, 2012 12:18 PM
83	Gondola is the least favourite - have a wait time that way, rather than being free to walk across at any time.	Feb 6, 2012 11:09 AM
84	I would definitely NOT want to see a gondola as an option, even though the cost is a lot less, it can only carry a limited number of people as well as limit the access to the river crossing. A Pedestrian/cycling bridge would be far more effective.	Feb 6, 2012 10:29 AM
85	Cost would be the primary concern. The least costly, the better	Feb 6, 2012 10:25 AM
86	The gondola is a non-starter due to the ongoing cost of operations. Of the bridge options, costs are needed to evaluate their relative worth.	Feb 6, 2012 8:05 AM
87	Option 4 does not benefit cyclists. For options 1 & 2 & 3, I vote for whichever is the least expensive.	Feb 6, 2012 12:35 AM
88	Design 1 mirrors downtown's and it looks great Design 2 looks old fashioned Design 3 looks boring and # 4 would be terrible b/c you'd have to wait and hard to operate	Feb 5, 2012 10:26 PM
89	The gondola would require constant maintenance and people required to run it. That does not seem like a good use of money.	Feb 5, 2012 8:55 PM
90	I prefer the aesthetics of option 1 are for a pedestrian/bike bridge (which I'm assuming are is the primary requirement. I like the simplicity of option 3 over option 2. Option 4 (gondola) would make it a real pain to use bikes and will slow down traffic across the river. Don't see the benefit of option 4 unless there are some visitor/travel benefits.	Feb 5, 2012 1:31 PM
91	Is the gondola for real?!?	Feb 5, 2012 10:06 AM
92	I think some students would like to ride their bike to campus, so a gondola is not preferable. A bike would also be needed if the bridge is placed on Options A, D, E because they are a bit far from campus.	Feb 5, 2012 12:22 AM
93	Something with the least of a "footprint" on the surrounding landscape would be preferable.	Feb 5, 2012 12:17 AM
94	Opt 4 doesn't allow for bikes. Is it 100 safe?	Feb 4, 2012 10:37 PM
95	Gondola ??? Really ?	Feb 4, 2012 6:00 PM
96	Safety is the key concern.	Feb 4, 2012 5:45 PM
97	How would Option 4 work for cyclists? I've ranked it last since it appears that there is no clear way to handle bicycles.	Feb 4, 2012 5:17 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4  
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98	I think option 3 would be the least expensive to the tax payer - us	Feb 4, 2012 1:52 PM
99	The most cost effective bridge is the best option, which appears to be Option 1. Option 1 interestingly is the best looking structure as well. A bridge would be very nice for pedestrians and cyclists, but only if it is cost effective to build and maintain. Option 4 would require sizable ongoing maintenance, and therefore is the least favourable option in my option.	Feb 4, 2012 12:59 PM
100	aesthetics, cost of construction and on going maintenance costs should be the major deciding issues. A gondola is right out of the question. How do you ride a bike across a gondola and who is going to look after it all winter never mind the liability factor when it breaks at -30C and people have to be hauled out of it 50 ft above the Red River. Somebody must have just come back from Disneyland to dream up that idea!!!	Feb 4, 2012 12:05 PM
101	Option 4 would cost a lot to maintain, most probably limit the hours of access to hours when service was available, require people to wait for scheduled crossings, and the model shown in the picture doesn't appear to accomodate bicycles. I think it would be very under-used to the point that it could not justify the operating costs.	Feb 4, 2012 12:00 PM
102	Option #1 appears to be most economical and most aesthetically pleasing, with least ongoing maintenance (gondola would be high maintenance).	Feb 4, 2012 11:43 AM
103	Option 4 would be a great addition/companion to one of the other bridge options for those who may not be able to walk the entire distance. Perhaps the gondola option could start at the St. Vital mall (park & ride) and include a bar at the midpoint over the river - great tourist attraction but only if budget permits.	Feb 4, 2012 11:26 AM
104	Option #1 and #2 look the nicest, but if #3 is cheaper, I suppose that would be important.	Feb 4, 2012 11:18 AM
105	Who cares what it looks like. Can the city for once be fiscally responsible and put in a bridge that is economical in the additional construction and also in future upkeep. If you want our opinions, give us information to make good decisions.	Feb 4, 2012 10:37 AM
106	How would a gondola accommodate bikes? Would it work in winter? The gondola idea seems like a poor choice for our climate and also in regards to encouraging physical fitness.	Feb 4, 2012 12:19 AM
107	A gondola connecting St. Vital Mall to the University would be ideal.	Feb 3, 2012 9:35 PM
108	Fastest and least expensive option.	Feb 3, 2012 9:34 PM
109	4 -Gondola is limited in the numbers that can be transported within limited time frames- i.e access to the Football stadium, morning and evening rush hour access to the Campus. 1 - is architectural pleasing and unique within the City. 2 - is a knock-off from the Esplanade Riel foot bridge. 3 - although functional and likely the least cost is not architecturally pleasing.	Feb 3, 2012 8:38 PM
110	The first 2 options are the most visually pleasing. Option 1 obstructs vision the least. Whichever option is chosen should be good looking, yet not disturb the nature of the area.	Feb 3, 2012 7:48 PM
111	Well first nice smoke screen with the Gondola option, this is where I stand up and ask do we even need this active pathway bridge at all, or are we here to waste the cities time, and money. Hundred good reasons why the Gondola is out, but I'll give you this one, What view ? Now if we can be serious and spend 15 million we could build an active pathway bridge, not a damn ride. I suggest that it look like an arch, I like the hanging suspension arch bridge option 2, otherwise another pinnacle suspension, bridge. The idea with option 2 is it can go bank to bank in one move reducing the river impact. The pinnacle would be over shadowed by the existing million dollar toilet anyway and still requires a river impact. Option 3 is great if your building a monorail, and again, why is there no fourth option, oh because someone got high and watched a James Bond movie then said, Gondola !	Feb 3, 2012 5:17 PM
112	Gondola? Really?? That is a terrible idea. Might be fun for the first time but it wont be nearly as useful as a regular walking bridge. Sounds like a recipe for disaster. You would probably need to hire someone to monitor it to so people don't brake it or vandalize it or deficate in it.	Feb 3, 2012 4:16 PM



**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4  
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113	I like the Gondola idea because it would be perfect for winter. My only concern would be whether a bike could be brought across in the Gondola or not.	Feb 3, 2012 12:12 PM
114	I don't care much for the gondola design. I cycle to work at the U of M and I don't think the gondola idea would work very well. Also with a gondola there are schedules and does it run all the time? As far as the design of a bridge, any one would work and cost should be the main issue.	Feb 3, 2012 11:14 AM
115	Who are you kidding about the gondola? What a maintenance nightmare not to mention having to wait to cross and it being full after large events etc. Bad idea.	Feb 3, 2012 11:09 AM
116	Love the Gondola option! Link it to St. Vital Centre and watch both St. Vital and U of M grow. Would be great as a parking option for Bombers games. 2 and 1 are both nice bridge designs. No to 3 - too sterile and not very interesting.	Feb 3, 2012 10:33 AM
117	The gondola would be a terrible idea. If a high-volume of people would be on their way to a football game at the University, the gondola would take too long.	Feb 3, 2012 10:21 AM
118	I feel a gondola would be too time consuming!! many people can walk across at one time but only a few at a time. Also I feel it would probably cost more to maintain (neat idea though).	Feb 3, 2012 10:06 AM
119	I don't think the Gondola option would move enough people fast enough, especially for large events like the Bomber games	Feb 3, 2012 9:45 AM
120	What every bridge is most cost efficient. I don't like the gondola idea.	Feb 3, 2012 9:20 AM
121	A covered section (this is the part that can be co-shared with Rapid Transit) for pedestrians who don't want to brave the environment. Open area above for those who prefer to remain 'outside'.	Feb 3, 2012 12:40 AM
122	I don't want to see any of the designs if the St. Amant site is chosen	Feb 2, 2012 11:57 PM
123	Staying with similar Provencher Bridge design....I like it.	Feb 2, 2012 11:37 PM
124	Gondola will be something new in Winnipeg. It'll probably help with tourism too as it provides something to do in the city	Feb 2, 2012 11:35 PM
125	The first two options are the most visually appealing of the bridges with the third looking rather simple. The gondola idea is terrible! There are safety concerns regarding someone being forced into one and assaulted, wait times for an empty one, mechanical failures, and people avoiding it due to fears of heights. While I really like the idea of a pedestrian bridge, I would never get into a gondola.	Feb 2, 2012 9:47 PM
126	Option 2 looks more esthetically pleasing. If option 4 is chosen, you would have to maintain the Gondola, have staff working on it 24 hrs a day... otherwise it would be useless to have.	Feb 2, 2012 8:15 PM
127	the gondola wouldn't be efficient because only a certain amount of people fit at each time. Also a bicycle wouldn't fit in it either unless it was large and can fit many people	Feb 2, 2012 7:30 PM
128	If we go with a gondola, it would have to have bicycle carrying features. being a football fan, the gondola would be ideal from St. Vital Centre to the stadium.	Feb 2, 2012 6:58 PM
129	Option 1 & 2 are nice, but glamorous 3 gets the job done with no frills 4 is impractical and subject to breaking down and could only be used at certain times of the day. - most long term cost.	Feb 2, 2012 5:11 PM
130	Gondola is too limited and slow, it would not be suitable for bicycles.	Feb 2, 2012 4:55 PM
131	the gondola not a practical idea for active transportation	Feb 2, 2012 4:52 PM
132	I believe Red River is classified as a federally regulated navigable river and so clearance regulations may preclude my preferred option design #3. Also I would prefer the least cost option (which you don't estimate) provided the width and strength requirements are met to handle snow, snow removal equipment and particularly for multi-passenger (electric or pedal) people movers.	Feb 2, 2012 3:01 PM
133	Gondola isn't practical for cyclists commuting. Will it be wide enough for cyclists and pedestrians to have their own space?	Feb 2, 2012 2:02 PM

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134	I would like a link that is available 24/7 year-round. Not sure if a gondola would fulfill that desire.	Feb 2, 2012 1:23 PM
135	Bridge may be exPensive but: Open 24/7 Less servicing No delay Operating costs low Permanence Faster crossing on bike Better for joggers (no interruptions)	Feb 2, 2012 1:15 PM
136	Shouldn't an active transportation bridge require active crossing? Also, I fear the hassle associated with waits and maintenance of a gondola. My first two choices are based on esthetics, but any of the active options suit me.	Feb 2, 2012 1:08 PM
137	The gondola is an amazing idea! Would that require charging a fee to users though?	Feb 2, 2012 1:05 PM
138	If you could take a bike on the gondola than it would be my preferred. if you can't take a bike on then either of the other three would be my preferred and the gondola the least preferred.	Feb 2, 2012 12:27 PM
139	Convenience sake for cyclists, especially when used in winter. Any angle proves a challenge when thaw/freeze cycles come along, the flatter the bridge the better. And as for the Gondola, waiting times and where to put cycling gear is a question as I'm usually sweaty when I get there and the time of exposure is a big consideration for me. I usually cannot feel my feet on colder days, which mean I have to get into warmth as soon as I stop cycling.	Feb 2, 2012 12:20 PM
140	Not sure that I would necessarily pick any of these other than Option #2 -- aesthetics are important and should be a key consideration. How many bikes and people can you fit in a gondola? :)	Feb 2, 2012 11:51 AM
141	Option 1 offers the least disruption to the skyline, Option 2 the next least disruptive. Option 4 is probably too small to handle peak pedestrian & cyclist traffic.	Feb 2, 2012 11:42 AM
142	2 feels the safest on my bike. I thought the goal was active transportation, why would we do gondola? Wouldn't that just add cost to the consumer? How do I put my bike on a gondola?	Feb 2, 2012 11:07 AM
143	Gondola? Really?? This isn't viable at all. And exactly how many could cross at a time? You certainly could not go for a leisurely bike ride or a nice walk.	Feb 2, 2012 11:04 AM
144	The gondola is a dumb idea because of the low volume possible. People will just wait.	Feb 2, 2012 10:36 AM
145	Please go forward with a bridge option, not the gondola! The gondola might be cheaper, but will suffer very long wait times at peak traffic flows to or from the campus.	Feb 2, 2012 10:14 AM
146	The gondola seems totally impractical especially during rush times such as heavy commuting times to the U of M, or Blue Bomber game day. It is also impractical for cyclists.	Feb 2, 2012 10:00 AM
147	Boo to the Gondola. This should be something that you build it once and it lasts for a hundred years with minimal operating maintenance. The Gondola will (I assume) require an operator while in use, limiting the hours it can run. This crossing should be accessible 24/7/365 without any hassles - just walk across.	Feb 2, 2012 9:52 AM
148	I don't know the cost difference between options 1-3. In my opinion they could all be effective so whatever is the most reasonable cost wise would be fine. All we need is a bridge that is sturdy enough and wide enough to safely accommodate both pedestrian and cycling options. Option 4 would guarantee little use. Limitations in passenger numbers and the need for an operator would not make the crossing available at all times and would defeat the purpose for peak traffic to the stadium for events. Option 4 may also be a problem if you have lots of cyclists with bikes to transport, or dog walkers wanting to cross with their dogs to go to the off leash area at King's Park.	Feb 2, 2012 9:49 AM
149	Gondola sounds amazing but would probably be too expensive, and does not hold very many people	Feb 2, 2012 9:34 AM
150	I love option 2. Option 3 is ok but it looks very narrow. I think the river crossing should be wide and much wider than the St. James/Polo Park river crossing	Feb 2, 2012 9:07 AM

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	linking Wellington Ave to Portage. That particular river crossing is much too narrow. I strongly vote against a gondola. I only voted Option 1 as 3rd choice because we already have a bridge sort of like that one in the city. It is nice too.	
151	it will be a beautiful viewpoint for people seated inside and a new invention in manitoba, but built two or more of option 4 for two and forth to reduce traffic and disputes, the carrier should have strong cables (wire ropes) for strength n safety purposes	Feb 2, 2012 1:30 AM
152	perhaps a covered bridge would for too. Walking across the river in winter without cover would not be enjoyable.	Feb 2, 2012 1:13 AM
153	A gondola seems to be an impractical long term solution unless it has dramitically lower startup costs.	Feb 1, 2012 10:35 PM
154	A gondola - you are joking right? Capacity is pathetic and who wants to see the Red River? This is a link - not a tourist attraction that will be a laughing stock worldwide!	Feb 1, 2012 7:53 PM
155	We want to encourage physical exercise with a foot/bike bridge and also would allow higher capacity than a gondola? Also should have some aesthetics and not be a concrete slab to cross but a pleasing gateway providing pride in our city and university.	Feb 1, 2012 7:42 PM
156	A gondola is practical and can be used year round if properly heated. If it is big enough, it could hold several bikes. Gondolas are used as public transit in cities such as Portland, Rio De Janeiro and Medellin. It could provide an excellent link between St. Vital Centre (with its high traffic and convergence of transit routes) and the U of M. Spectators at the Stadium would also have the option of parking their cars on the St. Vital side of the river and take the gondola across. Few game spectators would bike or walk across. A gondola would also be an object of curiosity and provide Winnipeg an image of being modern and progressive.	Feb 1, 2012 7:27 PM
157	gondola really? not very efficient, expensive?	Feb 1, 2012 6:56 PM
158	really don't like the gondola idea	Feb 1, 2012 6:18 PM
159	I don't mind the gondola option, but I wouldn't want to be dependent on a gondola to get across. It would be a fabulous supplement to a bridge, but I would want to be able to cross the river when I got to it, not to have to wait for a gondola to arrive and hope that it had room for me, etc. With 30,000 people going on and off campus on a daily basis, I can see the potential for a bridge to get a great deal of use. I don't much care for the style of the bridge, though it should be wide enough to accomodate large numbers of crossers. Bridge Option # 3 is kind of ugly. As with the provencher bridge, I would hope that it is seen as meritorious to invest in something beautiful, as well as functional.	Feb 1, 2012 3:53 PM
160	The gondola option seems really excessive.	Feb 1, 2012 3:52 PM
161	A bridge would be easily accessed by bikers	Feb 1, 2012 3:38 PM
162	Why can I not answer," None of the above"? This is an example of an Active Transportation Survey, in which you have made people list a favorite choice even though they like none of them. My question is where people attending the University park their cars, not on my street. Oh that's right, everyone will be riding their bicycles or skateboards in the middle of winter, another example of the city wasting tax payer's money. Just fix the streets we have and stop this waste of public money.	Feb 1, 2012 3:02 PM
163	Gondola would be nice in winter	Feb 1, 2012 2:38 PM
164	Gondola is a very dumb idea	Feb 1, 2012 2:30 PM
165	i wouldhope to be able to ride my bike to the university	Feb 1, 2012 2:07 PM
166	Having a godola is a good idea for tourists, however it's not practical because heavy pedestrian use. Having to wait for the car that you missed by 20 seconds to come back to your side, unless of course there were two cars on separate cables. Nobody wants to wait when it'a -30%.Still have problems with pedestrian volumn.	Feb 1, 2012 2:04 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4  
(1 = Most preferred to 4 = Least preferred)**

167	The picture for number two is far too vague to be able to judge it properly. There is little information provided on the gondola option, (will it work properly with ice and snow on it? how many will there be? Will you have to wait for it to return/how long?) You really need to provide more information on this before expecting a public response that will be in any way accurate.	Feb 1, 2012 1:06 PM
168	A gondola on an _ACTIVE_ transportation bridge - are you kidding me? BTW, what would the ongoing cost of operation be? Would bus fare be enough to get on board? Would it be open 7x24 year round?	Feb 1, 2012 12:27 PM
169	I dont think the gondola is a viable option at all for cyclists, people walking/running for exercise or for people walking pets.	Feb 1, 2012 12:08 PM
170	Option #4 would be inconvenient for bicycles. #1 is a consistent style with Esplanade Riel.	Feb 1, 2012 11:55 AM
171	gondola seems not very convenient for cyclists	Feb 1, 2012 11:41 AM
172	Option # 4 is a good idea! Option # 2 is a good looking bridge.	Feb 1, 2012 11:29 AM
173	Don't like the gondola idea.	Feb 1, 2012 10:11 AM
174	A GONDOLA? THIS SHOULDNT EVEN BE AN OPTIION	Feb 1, 2012 10:05 AM
175	This nees to be more functional and cost effective than an architectural statement. The gondola is inefficient, requires operators and maintenance, and may be unsuitable in some weather condiitons we commonly encounter in Winnipeg.	Feb 1, 2012 9:12 AM
176	whichever one is fastest, cheapest and safest. From the pictures it is impossible to figure out those criteria since I am not an engineering student.	Feb 1, 2012 9:01 AM
177	Whatever is cheapest but looks good.	Feb 1, 2012 3:10 AM
178	If a gondola would take longer to build and/or raise funds for, a bridge is the preferable option	Jan 31, 2012 11:14 PM
179	I'd really like it if we moved away from the gondola idea, it's not practical, an eye sore and expensive. I think the city needs to consider using suspension bridges more often, I'm not expert but I think its pretty clear that pillars in the river help create the ice build ups that we have in the spring. No need to add to the problem.	Jan 31, 2012 11:10 PM
180	A gondola would limit the number of people able to cross at a single time and require waiting. I personally think it is a waste of resources, especially considering the maintenance necessary.	Jan 31, 2012 11:08 PM
181	gondola is more comfortable in the winter (most of the school year is in the winter)	Jan 31, 2012 10:04 PM
182	Option 2 is more cost effective then the others, but option 2 and 3 appeal aesthetically. Option 4 is just plain ridiculous. This is winnipeg. Not the swiss alps.	Jan 31, 2012 9:31 PM
183	I think a gondola would be inconvenient.	Jan 31, 2012 8:37 PM
184	A gondola would not be good for cyclists.	Jan 31, 2012 8:13 PM
185	The gondola is just silly, and detracts from the active experience of being a cyclist or pedestrian. It also creates a traffic bottleneck during peak times. I'm not sure if the width shown in the pictures is representative, but if it is than 3 seems a bit thin. The bridge needs to be wide enough to accomodate cyclists passing each other. A flat bridge is also nicer for cyclists.	Jan 31, 2012 7:57 PM
186	The gondola idea is rather, um, counterproductive from both a sustainability and health perspective. It is in fact rather foolish from any perspective that I can think of.	Jan 31, 2012 7:26 PM
187	The gondola option seems restrictive to bike use. #3 seems too narrow to facilitate bike and pedestrian traffic. I prefer #1 or #2, they both appear capable of handling bike and pedestrian traffic. The difference would be aesthetic. Certainly that matters, as the bridge should fit well with its immediate	Jan 31, 2012 7:23 PM



**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4  
(1 = Most preferred to 4 = Least preferred)**

	environment.	
188	1-3 are all good. 4 would be very tough on bicyclists.	Jan 31, 2012 6:40 PM
189	Don't ever consider a gondola! #3 is too utilitarian and looks like a monorail track. #1 and #2 are both very attractive.	Jan 31, 2012 6:33 PM
190	Would prefer construction that offers some semblance of a windbreak for those times of the year where the wind blows down the river....and could create windchill problems....gondola is too mechanical and too much could go wrong...	Jan 31, 2012 6:15 PM
191	Option #3 is aesthetically boring; Option #4 seems extremely unnecessary.	Jan 31, 2012 6:04 PM
192	again am oposed to any crossing. just answereing your survey as set out	Jan 31, 2012 5:57 PM
193	Option #5 get fabrication dwgs from calgary and use the peace bridge concept. The gondola is just narrow minded, if i want to get from the university to the mall, i will take the bus for a fare, if there's a fare for the gondola thats even worse, bridges are public and free, gondolas are controlling and miserly.	Jan 31, 2012 5:53 PM
194	Gondola idea is ridiculous. With the wind on the river, they would be off half of the time. Also, I somehow get the feeling that someone would find the way to make users pay. All other scenarios are fine, with a little preference for something nicer looking.	Jan 31, 2012 5:44 PM
195	Options 1, 2 and 3 would all be acceptable (Option 1 is, to me, the most aesthetically pleasing). A gondola, while cheaper than a bridge, eliminates the appeal of the crossing for cyclists, joggers, and all those who would appreciate the opportunity to cross the river at their leisure, and for this reason I believe runs the risk of falling into disuse.	Jan 31, 2012 5:43 PM
196	I think the Gondola would be fantastic, however, I doubt either the City of Winnipeg nor the Province of Manitoba could fund something like that. I mean, the City doesn't even maintain its upkeep of its current EXISTING bridges (e.g. Desraeli's rusted out railings...)	Jan 31, 2012 5:30 PM
197	The gondola seems like an inefficient method to cross the rive. It would prevent bikers from easily taking advantage of the crossing, and would create bottlenecks. It would also require more upkeep	Jan 31, 2012 5:12 PM
198	A gondola would be the least practical. It would not support that ability for people to bike across the river to access the University or King's park. It would also be the least reliable.	Jan 31, 2012 5:12 PM
199	The gondola option that, in principle, is interesting, too, however, I don't see how this would facilitate bike transport. Hence, I think that some sort of bridge would be best.	Jan 31, 2012 5:01 PM
200	The gondola seems like a poor option since it involves power, waiting time, and may not accommodate cyclists.	Jan 31, 2012 5:00 PM
201	option 4 is unacceptable	Jan 31, 2012 4:59 PM
202	It's difficult to make a decision when the implications of each are unknown.	Jan 31, 2012 4:58 PM
203	#1 goes along with our trade-mark Provencher bridge	Jan 31, 2012 4:50 PM
204	A gondola would be pointless because then cyclists cannot cross.	Jan 31, 2012 4:41 PM
205	For cyclists, the gondola option may not be feasible, depending on the size of the gondola. While having a gondola in Winnipeg would be fun and would be good for inclement weather, the cost for a project like that may be too much.	Jan 31, 2012 4:27 PM
206	A gondola? Seriously?	Jan 31, 2012 4:26 PM
207	Gondola could be fun and interesting. Will it be accessible to bikes?	Jan 31, 2012 4:19 PM
208	The gondola is cute but would have a lot of maintenance and labour issues to keep it running. Plus there are hazards in loading/unloading. Please don't put in something ugly (like option 3). Please consider having a covered/enclosed bridge so that people can be kept out of the winter wind. It could be glassed in with ventilation that adjusts for the seasons.	Jan 31, 2012 4:18 PM

Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)		
209	is the gondola really an option?	Jan 31, 2012 4:15 PM
210	all are unacceptable	Jan 31, 2012 4:01 PM
211	The gondola option is interesting, but it seems like it would require more maintenance. On the plus side it would allow access to the crossing to be controlled. I like #1 because I'm a sucker for cable-stayed bridges.	Jan 31, 2012 4:00 PM
212	I do not like the idea of a Gondola as it would most likely be a paid service. Unless there was some sort of all in one Rapid Transit / Bus / gondola pass, I wouldn't like this at all. I also want something that is fully enclosed with rails that small children cannot fall through. Option 2 does not appear to have those kind of rails.	Jan 31, 2012 3:59 PM
213	The Gondola idea is ridiculous. Option 3 looks the simplist design, and looks the most cost effective, why not build two.	Jan 31, 2012 3:58 PM
214	Any bridge design would be preferred over a gondola. A bottleneck would form during peak crossing times and crossings would be completely halted during a breakdown.	Jan 31, 2012 3:56 PM
215	A static structure is much preferred to a mobile one.	Jan 31, 2012 3:56 PM
216	I don't like the gondola because it would need to use energy and you would probably need to get off your bike and load it somehow rather than just riding across the bridge.	Jan 31, 2012 3:55 PM
217	Option 2 looks the most appealing. Option 1 looks like a scaled down version of Winnipeg's leaning tower of penis. Option 4 is virtually useless to cyclists.	Jan 31, 2012 3:52 PM
218	Gondola isn't bike friendly enough. Not "active" transportation, and would use electricity. Not green enough.	Jan 31, 2012 3:50 PM
219	gondola option is useless to cyclists and capacity is too low to be practical for pedestrian use.	Jan 31, 2012 3:39 PM
220	A bus lane would really enhance movement without parking on the St.vital side impacting the neighbourhood	Jan 31, 2012 3:37 PM
221	price is the most important consideration	Jan 31, 2012 3:34 PM
222	I like all of the ideas and any of them would be suitable - perhaps the deciding factor is cost. Also, the gondola is nice, but it could have mechanical problems, and could you put a bike in it for those who cyle to the university?	Jan 31, 2012 3:13 PM
223	Why thee walking bridge in any event.It doesnt seem to have any substantive purpose. There is nothing on theUniversity side that wilbe attractive to residents of St,Vital [except the football stadiumand a walking bridge and all the expense associated with it for that purpose is totally unjustified] and forthe very small no. of students who live in St,Vitall and there is nothing at any of the exit points in St.Vital University that would be of interest to persons at the University	Jan 31, 2012 12:06 PM
224	Gondola option is disruptive to active transport, requires energy, and can break down, stranding people. Would require the most maintenance by far. I suspect this option is here only as the obvious sacrificial lamb. Of the three real options, Option 3 is least disruptive in appearance.	Jan 31, 2012 10:43 AM
225	Again, description with each photo would help people with low vision more accurately complete the survey.	Jan 28, 2012 9:33 PM
226	come on, a gondola? #3 is hideous!	Jan 25, 2012 4:12 PM
227	Need this to be accessible - "universal design."	Jan 25, 2012 10:59 AM
228	Pictures are really unrealistic.	Jan 25, 2012 9:50 AM
229	Bridge Engineers Rock!	Jan 24, 2012 5:57 PM
230	Are any of the bridges covered? Open is ridiculous in the winter because of wind and icing up/	Jan 23, 2012 5:41 PM
231	Isn't a Gondola getting a bit ridiculous???? Really??? A Gondola? Nothing like	Jan 23, 2012 4:20 PM

Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)		
	lazy Winnipeggers! Sheesh!	
232	Very poor context to make a decision on again. Also, the gondola and the inaccessible bridge should not even be shown as options as they violate Human Rights and the City of Winnipeg Accessibility Design Policy. Therefore my ratings are really not very valid.	Jan 23, 2012 11:48 AM
233	Options 3 & 4 are not bicycle friendly	Jan 22, 2012 10:19 AM
234	lets face it it comes down to \$ both one and two can be used by bike traffic as well. There isn;t much pedestrian traffic in Winnipeg and less so in the winter so 3 is done. Gondala. unless its from one parking lot to another there isnt the return \$ per person use so 4 is done as well. one or two are both lovely.What is the maintenance cost over the life of the two?	Jan 21, 2012 5:46 PM
235	Option "3" shows stairs. That would be unacceptable.	Jan 21, 2012 1:06 PM
236	#1 connects in design with the Provencher Bridge, #2 keeps the path level, #3 Ice jams eroding the pillars? otherwise it is clean and simple (sterile) still not my favourite.	Jan 21, 2012 10:31 AM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

1	I likes to walk.	Feb 12, 2012 6:04 PM
2	This corridor would benifit the community greatly. It would give quick access to the university. At present during peak times it takes approximately 40 min to use transit. That does not include the time the buses are full and pass you right by. on off peak times bus service is even more limited and takes along time to get to St. Vital. The Henteleff option would allow more minimal disruption to the community and quick and easy access. I hope this project gets underway quickly as it would be a great benifit to the university students and help with traffic concerns for the Bomber stadium.	Feb 12, 2012 4:20 PM
3	We have been waiting and wanting this for years!!! I would welcome the crossing immensely and hope that it happens!!	Feb 12, 2012 3:10 PM
4	why is one needed? and why doe severything revolve around the university considering most of them live at home and pay NO TAXES	Feb 12, 2012 12:18 PM
5	Pedestrian/Bicycle Crossing should be at ST Vital Park to Crescent drice park, not any of this options. Make sense to join the to green spaces through a Pedestrian/Bicycle bridge, like any other civilized cities in the world. The UofM doesnt need a Pedestrian/Bicycle bridge when in one at Bishop at Pembina	Feb 12, 2012 12:15 PM
6	1) how will the City prevent University students and Stadium users from parking on the east side of the river ? 2) the Gondola is a ridiculous idea. It cannot possibly be safe for a woman or kids to be stuck in a gondola with some undesirable individual. how could such a thing operate in our climate 24 / 7 ?	Feb 12, 2012 11:25 AM
7	With the lovely walk way along the river at Normand park area, it seems like a natural spot to put a bridge over the river. Parking in the neighborhood won't be a problem because there simply isn't any parking.	Feb 11, 2012 11:34 PM
8	This is a poorly designed survey that will yield very little useful information.	Feb 11, 2012 5:29 PM
9	active transportation too! cycling lanes!	Feb 11, 2012 4:38 PM
10	I highly prefer a bridge that accommodates both bicycles and pedestrians, not a gondola. Having it south of the large bend of the river (further away from the Bishop Grandin bridge, where pedestrians and cyclists can already cross) seems very sensible as well. If you are considering going closer to Bishop Grandin, I'd suggest a crossing from St. Vital park to Crescent Drive park (if access to the U of M was not so clearly the goal of this) as much preferable to interfering with resident privacy and resident greenspace access at St Amant Centre and Foyer Valade (plus the destruction of community gardens, which currently provide a beautiful, quiet and natural interaction between these two 'institutional residences' and the rest of the community.	Feb 11, 2012 12:31 PM
11	I am very worried about the cost as these types of construction tend to be very expensive. Also although this is being sold as an AT initiative I foresee traffic and parking problems in St. Vital as students and football fans seek free parking and a short walk to get to U of M.	Feb 11, 2012 11:18 AM
12	Active transport river crossings are a great idea. Let's hope this is the first of many more pedestrian/cycling bridges in Winnipeg!	Feb 10, 2012 8:35 PM
13	I live in Norman Park and the concern I have is that students will park on our streets and then walk across so we won't have anywhere to park ourselves.	Feb 10, 2012 5:55 PM
14	THE GONDOLA IS TOO RESTRICTIVE; AS FOR PLACEMENT, PUT IT SOMEWHERE REALLY ACCESSIBLE SO THAT WE CAN ACTUALLY USE IT!	Feb 10, 2012 5:49 PM
15	Completion of south rapid transist corridor to University of Manitoba from Jubilee is a priority to address traffic issues in relation to the university, stadium, Waverly West. This bridge project should not take capital or priority for this much need infrastructure for the south end of the city. Related to north-south traffic volume and management is the needed completion of active transportation routes paralleling Pembina. For the next round of public consultation, please inform public not only about preferred options, but also what was response to public acceptibility of the proposed bridging of St. Vital and Fort Garry. Also please provide some idea of current and forescasted active transportation use for this proposal. Thanks	Feb 10, 2012 5:34 PM
16	Overall, the inconvenience to St. Vital communities is greater than the	Feb 10, 2012 5:24 PM



	convenience of a bridge. Not worth the money especially to a cash-strapped city.	
17	It is expected that many people will drive their vehicles to the bridge. These people would not get much active living benefit. They may as well drive to the U/M where there is parking. It is unreasonable to spend 15 to 33 million to save some commuters U/M parking fees. Overall, the inconvenience to St. Vital communities is greater than the convenience of a bridge. Not worth the money.	Feb 10, 2012 5:19 PM
18	Don't touch the garden!	Feb 10, 2012 3:38 PM
19	there should be enough room for a cycling path an the bridge separate from pedestrians.	Feb 10, 2012 3:26 PM
20	-Students are walking over the ice in winter when strong underwater currents could make the ice weaker then it appears. This Pedestrian crossing should be built for the safety AND convenience of students. -Don't let the folks in St. Vital who are worried about loosing their parking stop the project. -I prefer the gondola option because it is unique and it would be an attraction for visitors to the city. Students could be hired to help with loading/unloading passengers if required. -If the crossing is located close to the new stadium the capacity of a Gondola might be exceeded after games. But there are only maybe 12 CLF events at the home stadium per year so really the capacity would only be exceeded 12 out of 365 days. That's pretty good. The capacity of the roads I drive home on are exceed twice everyday so your still better off taking the gondola then driving. But I'm sure you will get some grumpy people who will complain in the paper that is was built incorrectly.	Feb 10, 2012 1:59 PM
21	At the connection of the bridge in the St. Vital area (any of the five choices), please make sure there is adequate parking or a parkade. I think this will be an excellent option for both University students and staff to get to work, however I don't think strictly residential street parking will suffice (and will also probably annoy the local residents). If you make parking also slightly cheaper that what is available on campus, students will be more willing to use the pedestrian bridge.	Feb 10, 2012 1:49 PM
22	I think the location should be chosen based on being the most public, the most visually accessible and the most central location for the majority of activity as possible. If somewhat hidden, then choosing a taller design would help users identify its location from a distance.	Feb 10, 2012 10:37 AM
23	Winnipeg Transit should be involved in planning process. Buses such as the 14 should slightly alter their route to go closer to the bridge, to accommodate students taking the bus to the University.	Feb 9, 2012 11:01 PM
24	The option closest the Fort Gary bridge provides minimal benefits to anyone in south St. Vital with the exception of those residing in neighboring streets. Does not provide much of a short cut	Feb 9, 2012 10:25 PM
25	Put the bridge in zone B. There is a large green space there, possibly convert to a University parking lot for both students and bomber games. Bus depot in Normand Park would make people who live in St. Vital, and up St. Mary's have less of a bus. Local residents gain access to King's Park for green space (Much better green space too).	Feb 9, 2012 10:13 PM
26	I think it is vital this bridge link into the bike paths in south St.Vital and links the University of Manitoba with its Rapid Transit terminal as closely to St. Vital as possible. There are already two links at Bishop Grandon and the Perimeter, so this bridge should be as close to the middle between these two as possible	Feb 9, 2012 9:20 PM
27	Pro A. Nice way to join the parks and encourage community walks. Bonus that it opens to yo m	Feb 9, 2012 9:09 PM
28	There are more urgent and needy things to spend money on	Feb 9, 2012 8:44 PM
29	This bridge would be a good green means for getting more people to get out and bike or walk to university or conversly, go to work or shop on the east side for west side residents.	Feb 9, 2012 8:22 PM
30	This needs to happen - but in an unintrusive, practical way.	Feb 9, 2012 6:09 PM
31	At last night's meeting at Dakota Community Club, a representative of the city stated to me that the city fully expects people to drive to the bridge and cycle or	Feb 9, 2012 4:26 PM

	walk across the bridge to the U of M. My reaction is "why bother" spending 12 million or more to save drivers parking fees at the U of M at the expense and inconvenience of St. Vital residents. If people are driving their vehicles to the bridge, they may as well drive to the university where there is parking. And...don't you dare make a parking lot out of the St. Amant gardens for that purpose! Don't take away gardens that 111 families enjoy to give them away to lazy or cheap commuters.	
32	The City, University and Province need to do some integrated planning. To act unilaterally with initiatives like this crossing and the new stadium will produce ineffective results such as an underutilized bridge and a stadium without sufficient parking.	Feb 9, 2012 4:01 PM
33	Don't destroy the St Amant community gardens!	Feb 9, 2012 3:44 PM
34	do not destroy the community gardens, they belong to over 100 families and mean a lot to them. Where else in the city is there such strong community ties? Why ruin it?	Feb 9, 2012 2:30 PM
35	Please do not take out the St. Amant gardens, which provide a sustainable source of food for the community, exercise and fellowship, to put in an active transport corridor. There is a very good option at Hentleff Park, as long the the ecological aspects of the park are honoured.	Feb 9, 2012 2:22 PM
36	Wow, this idea is so bad it makes traffic calming circles look like a good idea. What a colossal waste of money.	Feb 9, 2012 2:20 PM
37	please do not do a gondola. Also I think its really good that poeple are looking into a walking path. It would help traffic on bishop grandin with all the students trying to get to the university and would encourage walking rather than driving cars.	Feb 9, 2012 2:01 PM
38	More information (optional for those who want to see), on the options and to see if it may affect adjacent land, more studies (for those who want to know). I hope this integrates the urban and nature of the place. Adding colour to the landscape can be added instead of the same bland concrete which dominates much of Winnipeg (which is slowly changing it seems).	Feb 9, 2012 2:01 PM
39	The elected official(s) who push this project forward will surely feel the wrath of the electorate. We trust you to keep our property taxes down through judicious spending. This is frivolous at best.	Feb 9, 2012 1:47 PM
40	Mass transit is a far more effective, economic and environmentally friendly solution to moving people between St. Vital and the University. It is also fully compatible with active transporation. Don't waste money my tax dollars on a little utilized pedestrian bridge.	Feb 9, 2012 1:44 PM
41	The money would be better spent improving the transit link from St. Vital to the University so that students don't have to transfer buses.	Feb 9, 2012 1:41 PM
42	This project is misguided folly. If we're going to waste money on folly then we might as well consider all manner of folly. The scope of the study should be expanded to include: - an endowmeant used to maintain annual ice crossings - zip lines and towers - docks and canoes - change rooms for swimmers - Souris-style swinging bridge - underwater tunnel	Feb 9, 2012 1:38 PM
43	Build for what's right (good traffic flow), not what's the cheapest.	Feb 9, 2012 1:26 PM
44	The Henteleff park crossing is really the best option. If the city of Winnipeg truly wants to build this bridge to encourage active transportation, then linking the bridge with the South Winnipeg pathway system makes the most sense. I will repeat that the destruction of 3.2 acres of community garden at St. Amant center is unacceptable.	Feb 9, 2012 1:18 PM
45	The new stadium at the U. of M. seems to be the main focus for reviving this decades old plan to build a river-crossing. More planning should have been done to choose a more accessible location for the stadium, considering there are only 2 entrances in or out of the campus. If you truly want to help the students get there, the B location makes the most sense as it would serve 15000 homes as opposed to 1500 homes at locations C D or E. The family age range is getting to be post-university around C D and E. South St. Vital is still a younger family majority.	Feb 9, 2012 12:01 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

46	Why is a crossing necessary at all? The fact that ALL directions from U of M are being considered by the planners suggests that there is no particular need for a crossing in any of the five areas, but that the City simply wants to increase access to U of M from any direction. This in turn suggests that parking for the new stadium is the major consideration driving this initiative. I think it's a bad idea and should be scrapped.	Feb 9, 2012 11:46 AM
47	Why is a crossing necessary at all? The fact that ALL directions from U of M are being considered by the planners suggests that there is no particular need for a crossing in any of the five areas, but that the City wants to increase access to U of M from any direction. This in turn suggests that parking for the new stadium is the major consideration driving this initiative. I think it's a bad idea and should be scrapped.	Feb 9, 2012 11:43 AM
48	There is no logic to this project. Peak demand for student trips to the U of M is September through April, yet the majority of the sane world is not interested in "active transportation" in the winter. Someone needs to start coming up with better ideas.	Feb 9, 2012 10:32 AM
49	Better job has to be done to inform the public on the potential crossing. The location of the crossing will creating parking and traffic problems.	Feb 9, 2012 10:29 AM
50	Option B will threaten the viability of Henteleff park as passive park and nature preserve by clogging its parking lot with student vehicles and turning the park into a transportation corridor...to what benefit? This project lacks vision and purpose.	Feb 9, 2012 10:28 AM
51	Of all the things we could be spending money on - this is about the most ridiculous thing I could think of.	Feb 9, 2012 10:26 AM
52	Winnipeg property owners at large should not be asked to pay for a bridge that will only benefit a handful of people. The project lacks justification and would quickly be dismissed by any reasonable NFAT (Needs For and Alternatives To) process. What is the business case for this bridge?	Feb 9, 2012 10:24 AM
53	We live close to the Minnetonka crossing. Concern: more cars in the area, parking. Crossing at this point might put kids in danger since it is close to the school, kids are curious and might do stupid things. Residents living in this area can now easily access the other side by crossing at Bishop. The area south of Nova Vista would benifit with a crossing either at B or A.	Feb 9, 2012 10:09 AM
54	These additional comments would be the same as the last comment made. These passage ways should involve the user more and have potential to have river access. The University of Manitoba has relatively no access to the river. These crossings could be potential for the university to finally include some river access.	Feb 9, 2012 9:57 AM
55	Please do not use the term "pedestrian crossing". Use "active transportation". Given the distances we're looking at here, cycling is much more viable than walking.	Feb 9, 2012 9:32 AM
56	55	Feb 9, 2012 12:27 AM
57	My main concern would be the traffic problems imposed on this side of the river during UofM sessions and game day events. Plus I feel the money should and could be used to repair our roads.	Feb 8, 2012 11:55 PM
58	You need places for lots of people to park on either side of the bridge.....not in residential areas.	Feb 8, 2012 10:40 PM
59	My greatest concern is that this project will interfere with the garden plots near St. Amant.	Feb 8, 2012 10:26 PM
60	We thank the city for organizing the information session and posting this online survey. We hope the bridge is built thinking about the most important issue: connectivity. All other issues can be solved but if the bridge is built away from where it is needed, its use will be negligible and the tax payers money would be wasted.	Feb 8, 2012 10:08 PM
61	The map is not current. Overall a sloppy presentation	Feb 8, 2012 9:23 PM
62	It appears that the new football stadium is the catalyst for the proposed foot-	Feb 8, 2012 8:02 PM

	bridge rather than helping university students. There should have been much better planning as to where this stadium would be built so as to avoid the traffic and parking problems it will create.	
63	very much in favour of a pedestrian bridge	Feb 8, 2012 5:55 PM
64	Maintenance such as snow clearance will be critical. I hope that the City and the University have determined and agreed as to their responsibilities, and that there are no grey areas.	Feb 8, 2012 2:14 PM
65	Thanks for trying to do this project. Please don't build it close to Bishop Grandin as that seems redundant. Henteleff park access wouldn't interfere with community gardens and would serve a new set of people well instead of those living close to Bishop Grandin having 2 pathways close to each other. Linking the bridge to U of M would serve the university students well - and these are the people who usually use bicycles more than any other group of people. For that reason a link to King's park (as beautiful as that would be) doesn't serve as many people and isn;t as practical as a link to U of M. Thanks.	Feb 8, 2012 11:19 AM
66	This pedestrian crossing from St. Vital to the University of Manitoba is long overdue and will certainly relieve some traffic congestion.	Feb 8, 2012 1:12 AM
67	I believe a pedestrian bridge makes the most logical sense for this application. It should also be as close to St Mary's Road as possible (Location C) so avoid an influx of unwanted traffic in residential areas, especially with the new football stadium currently being built. This crossing will encourage those who do not live in south St Vital but who want to avoid driving around the University/football stadium to park in residential areas of south St Vital and cross by foot. Residents are NOT in favor of that. In fact, we cannot express in words how badly we do not want that. At least if the crossing was kept as close as possible to St Mary's Rd, it will keep more of the vehicle traffic off the residential streets. We have one chance to do this right.	Feb 8, 2012 12:00 AM
68	Is this intended to be a link to the university or a link across the river from one community to another? How does the bomber stadium being at the U of M impact the decision making if at all?	Feb 7, 2012 11:53 PM
69	The three footbridge designs are all fine. I have only a slight preferene one over the other. If Hentillif Park is chosen there should be an effort to preserve as much green space as possible. I think a footbridge that can handle foot traffic and bicycles is the best design. The cable car is neat to look at but would not serve as well, in my opinion.	Feb 7, 2012 11:34 PM
70	The site near St-Amant centre is occupied by a community garden, which allows retired folks and young families to benefit from being outdoors, getting physically active and eating healthy foods. I believe that this is as important as allowing students to cross over the river. If students are cycling, site C or Site E would be just as convenient.	Feb 7, 2012 11:01 PM
71	i do prefer the henteleff park location- it would not bother many residences, or disrupt the gardeners area at st amant area, i think henteleff park just makes sense as it is a continuation of the path from st anne's rd to st mary's rd	Feb 7, 2012 7:58 PM
72	This survey doesn't include nearly enough information to enable people to make informed choices. You're also limiting the quality and quantity of feedback by having so few questions. Has the inclusion of transit use been considered as well?	Feb 7, 2012 3:21 PM
73	The St. Amant site should not be considered. It is a well known fact that students quite often are listening to whatever when cycling and do not pay attention to their surroundings. The Foyer Valade is next door to St. Amant and in the summer many residents (in wheelchairs) are taken out by their families for a quiet outing around the gardens, something many of the residents did in the past and can connect. It would be very sad to take this one little pleasure away from them. Many residents from St. Amant are taken out for the quiet outing also either by staff or family. Many families do not have the facilities to take their family member in a vehicle that is equipped for a wheelchair. Also, parking might be taken away from the Foyer Valade and St. Amant by students or fans, something which is unthinkable. Families come before many other considerations.	Feb 7, 2012 12:15 PM
74	It would be great if they could tie in rapid transit. Maybe make a connection that	Feb 7, 2012 1:56 AM



	goes from the UofM to the St vital centre.	
75	I think the pedestrian walkway is a great idea, for walking access to the U of M and the new stadium. The stadium will be bringing an influx of traffic into the south end of the city, and I believe we should keep it away from our residential neighborhoods. River Road has seen increased traffic over the last few years, and parking on our streets has become an issue. We don't want our neighborhood to turn into a parking lot. Develop a Park and Walk where we have the space. Charge for parking to pay for the upkeep of the park and bicycle paths. Have horse and buggy rides to the games and around the park! Let's be innovative!	Feb 6, 2012 9:10 PM
76	Yes, this survey is skewed. The first question should have been -are you in favour of a bridge?	Feb 6, 2012 9:05 PM
77	will there be any parking restrictions for non-residents in the affected areas?	Feb 6, 2012 7:46 PM
78	I fully support this idea! This is a wonderful green idea, that will encourage people to use alternative forms of transit to get to campus. Given the present governmental commitments to rapid transit, this is another fantastic idea to make it easier for people to get to the U of M campus.	Feb 6, 2012 7:29 PM
79	fixing the potholes in our streets would be pretty sweet haha	Feb 6, 2012 6:57 PM
80	If this bridge crossing is for active transportation use - it does NOT make any sense to locate it next to an already existing bridge (Bishop Grandin). The Bishop Grandin Bridge already serves the immediate community of Bright Oaks/River Point/St. Vital Park Area along with the more distant communities of Meadowood and Island Lakes/Southdale via the Bishop Grandin Greenway Trail System. If the goal is to make active transportation more accessible then placing any future bridge at the Hentleff or Kings Park Locations would be proper choice. At either of these two locations it would service the River Park South/Dakota Crossing/ Royal Wood and Sage Creek areas by tapping into the bike paths/walking trails that already exist or are planned for the future. The best location over all would be Hentleff as it already has public access. It would NOT infringe on private home locations and would be completely directed at walking/biking. Hence NO CAR PARKING IN SMALL COMMUNITIES! I also find it ironic that this 'proposed' bridge is already posted on the City of Winnipeg website in the active transportation maps for the south. Clearly the City has already made up it's mind before coming to the community. We are made to believe it is for the 'local' people to access the UofM more easily. If my little community asked the City for this - we would be told 'no - too much money for too little usage'. When putting the 'new stadium' in the picture the large cost of such bridge construction now makes more financial sense as 'trucking in' more users makes it financially viable. As a homeowner - I DO NOT WANT MY AREA TURNED INTO A PARKING LOT! I do believe a bridge might be used appropriately at the Hentleff location as it would connect the south east communities. If this Bridge Proposal goes through - lets make it the Right Location and the Right Design!	Feb 6, 2012 6:38 PM
81	Great idea - long time coming. The university needs a back door.	Feb 6, 2012 4:48 PM
82	I appreciate the opportunity to provide feedback on this project and hope that most people will agree that a walkway to the St. Vital Centre commercial area would provide excellent economic benefits to that area. A walkway from a residential neighbourhood, particularly one close to the perimeter, will lead to many students parking their vehicles in the residential area through the day and walking across the bridge for their classes. This additional traffic and free parking will devalue these neighborhoods significantly. Thank you.	Feb 6, 2012 4:03 PM
83	Save the bridge money and just buy every U of M student from St.Vital a \$35 rubber dingy instead. It's just as effective and misguided an idea as the ped bridge.	Feb 6, 2012 3:59 PM
84	Good idea. As a resident/home owner in south St. Vital, I see property values increasing and accessibility to the U of M improving	Feb 6, 2012 3:20 PM
85	Good luck with the project. The key will be finding a good balance between convenience and intrusion for the immediate residents.	Feb 6, 2012 2:53 PM
86	I think this is a fabulous and safe way for university students to save money and keep their footprint green.	Feb 6, 2012 2:41 PM

Page 5, Q4. If you have any additional comments or feedback please let us know.

87	Is this really the highest priority for bike paths? Would not a path from Bishop Grandon south along the river or Pembian Highway to Chevier be much higher? Or is this really about helping fix the parking mess the new Bomber stadium made?	Feb 6, 2012 2:10 PM
88	Please move a bridge forward that allows for bicycles. This would likely increase property values in St.Vital that would be walking distance from the University now. Please focus on this as a positive to those opposing the project.	Feb 6, 2012 1:40 PM
89	Please don't put up a gondola.	Feb 6, 2012 1:36 PM
90	As I said before... After listening to recent chatter regarding the proposed pedestrian bridge near the University of Manitoba, I have come to believe that the sole purpose of this expensive item may be to solve the parking problems created by the new stadium. The idea seems to be that the parking misery should be spread around. By impacting the other side of the river as well, we can double the trouble. Already small groups representing the five proposed impacted areas are springing up. You may have read about the group who represented the community gardens near St. Amanth (option D). I most certainly support the use of community gardens as a sustainable and local food source for families – well done. I also clearly understand how thousands of stadium revellers passing through the region could negatively affect the gardens. Pillaging and trampling are reasonable concerns. My support and sympathy for the community gardeners should not be interpreted as support for one of the other five proposed locations - no indeed. In fact, when considering whether to impact the place where people are trying to garden versus a neighbourhood where families are trying to live, I believe the choice is obvious. The disruption caused by stadium sports fans and party goers in the areas near Normand Park and Van Hull Estates (option A) would be devastating. Thousands of strangers roaming through family-friendly neighbourhoods is alarming at best. I'm sure residents in Riverpointe (option E) would have these same concerns. (Not to mention that Riverpoint is a couple of blocks from an existing river crossing on Bishop Grandin.) The Minnetonka School (option C) appears to be the most public of the choices, but still involves a residential component. The message is definitely the same for neighbourhoods as it is for garden areas: the bridge is not welcome and ill-advised. Now, let's consider the option that would impact green space in the area. Are you kidding? With such limited green space left in the city and the recent proposal to sell city golf courses to developers, do you really think we should redirect thousands of people stampeding through Henteleff Park (option B)? With developers, now building apartments in the treed area along St. Mary's Road, Henteleff Park is where the remaining wildlife is clinging to existence. This is not to mention societal goals of park preservation. Putting the pedestrian bridge at this junction would be the most sacrilegious. So, I've looked at the options. Yes, using the garden site would definitely be problematic. Using the residential neighbourhoods would clearly have an even worse impact since families are trying to live there 24/7. And, the park? Who in good conscience can condone that? No way. So what's left? How about fixing the real problem instead of creating new ones? I'll bet no one thought of that. Imagine the funds that would be saved by not building the "parking" bridge. Try investing that money in additional parking lots and by-law enforcement on the stadium side of the river. If the University of Manitoba wanted the stadium on their property, then have them ante up some more property for parking. Yes, their property is valuable. So are the associated stadium benefits they were happy to accept. On the stadium side of the river, local businesses also salivated at the economic gain the stadium would provide. So let's see those that are likely to gain the most from the stadium, deal with their problem. Our gardens? Our neighbourhoods? Our parks? No Thanks.	Feb 6, 2012 1:27 PM
91	Lets quit talking and just get it done soon.	Feb 6, 2012 1:12 PM
92	Long overdue and really excited about when this will happen. City is making incredible strides last couple of years with bike trails and I have been REALLY impressed. More work needed but incredible strides. Kudos!!	Feb 6, 2012 12:36 PM
93	Seeing as MMM group and Stantec have been involved with botching so many of these bike path projects, why doesn't the city handle the consultation, the construction, the accountability and responsibility directly with it's own planners. This is a disgrace.	Feb 6, 2012 12:33 PM
94	I think the crossing site should have the least impact on parks and garden plots. Communities have worked hard to get these areas to thrive and be protected	Feb 6, 2012 11:19 AM

Page 5, Q4. If you have any additional comments or feedback please let us know.

95	I fully support the crossing, but would like to see it completed at as low a cost as possible. This would be a utilitarian crossing, and therefore would not need to be over the top in terms of aesthetics. It should, however, be able to easily accommodate both bicycle and pedestrian traffic, with those on bicycles able to cycle across. In other words, there should be designated bicycle lanes on the bridge that would not require cyclists to dismount.	Feb 6, 2012 11:03 AM
96	As mentioned, I definitely do NOT want to see a gondola/tramway crossing, but would like to see a pedestrian/cycling bridge. The gondola/tramway is very restrictive in how many people can cross at once, as well as it being up for vandalism and a spot for crime - a walking bridge is much more open and effective.	Feb 6, 2012 10:30 AM
97	What sort of traffic flow is expected?	Feb 6, 2012 10:27 AM
98	Do not use the St. Amant option. To run a bridge through a community garden that promotes self sustaining organic food growth would be a giant stumble backwards in the battle against corporate domination of the food market.	Feb 6, 2012 9:58 AM
99	The pedestrian bridge is not a "game day" issue. The lack of parking at the stadium will create epic chaos on "Game days", but will only happen 10 to 15 times a year. The real issue for the pedestrian bridge is student traffic. That's students parking on residential streets every day. Students stumbling over the bridge after socials and beer bashes. And students getting into petty mischief as students do. The residents of St. Vital could have chosen to live next to the University in Fort Richmond, but they didn't. The minor convenience of a pedestrian bridge to St. Vital residents is far outweighed by the inconvenience of attracting student traffic to the neighborhood. Don't do it. It's folly at half the cost. Put the money where it will do more good.	Feb 6, 2012 8:20 AM
100	My tax dollars would be better spent improving transportation bottlenecks such as the Pembina underpass at Jubilee and reducing the number of stop-lights on our arterial road network (Bishop, Lag, Rt 90, etc).	Feb 6, 2012 8:07 AM
101	I believe more info. Is required on the King location. Where in the park? No sidewalk access all the way down kings drive. And floods every spring. .	Feb 6, 2012 8:02 AM
102	Pedestrian bridges are better suited to crossing the rail lines that divide the city: shorter spans, lower cost and no soil stability or flooding issues.	Feb 6, 2012 7:58 AM
103	The City should develop a plan to manage its existing crumbling infrastructure before building more structures to maintain.	Feb 6, 2012 7:55 AM
104	A bridge alone will only benefit immediate residents and a small number of cyclists, etc. Further, the residential streets in the vicinity of the bridge will be plagued by student street parking daily. Ask the residents of Fort Richmond how much they like being a neighborhood parking lot for the University. A "park and walk" model with a large parking lot is the only way the bridge will significantly reduce the number of vehicles traveling from St. Vital to the U of M.	Feb 6, 2012 7:52 AM
105	Currently, it's a really long way for human-powered users from southern south St Vital to the UofM. As the crow flies, it's significantly shorter, which is why this bridge would be great. From northern south St Vital, the pathway on the Fort Garry Bridge already provides half decent service to the UofM, and it will be even better after a trail is built though the Southwood Lands to connect D'arcy with Dysart.	Feb 6, 2012 12:41 AM
106	Make a large transportation plan for all of the south of winnipeg with bike paths that connect Sage Creek, Island Lakes, Royalwood South St. Vital Fort Richmond and Waverly West from east to west.	Feb 5, 2012 10:29 PM
107	Concerns about parking for football games should not be overblown. It was not a huge problem on Wellington Crescent for games at the old stadium. Many people would walk across the footbridge along the rail line.	Feb 5, 2012 6:47 PM
108	No legend for crossings.	Feb 5, 2012 2:42 PM
109	Once again can't a better map of this be provided?////	Feb 5, 2012 1:54 PM
110	I would really welcome such a bridge. I would definitely use it to bike to the university as opposed to driving. With the stadium being built at the campus, you will need to consider people who park on one side of the bridge to walk	Feb 5, 2012 1:34 PM

	across, which will likely create traffic problems and issues in the immediate neighbourhood for game days and concerts.	
111	Don't let this wonderful oppertunity to connect St. Vital to the U of M slip away. This is a wonderful idea and I wish that the bridge would have been in place when I was a student at the U of M.	Feb 5, 2012 12:30 PM
112	I hope the bridge will be built. I'm going to graduate before the construction of this bridge, but for a lot of St. Vital residents the bus trips toward campus can take up to an hour, which is annoying given how close it is. This would also reduce traffic on Bishop Grandin bridge. As a taxpayer I happily support the idea of building this pedestrian crossing.	Feb 5, 2012 12:26 AM
113	Wherever the crossing is must tie in with bus support.	Feb 4, 2012 5:46 PM
114	There is no Legend to tell us where each crossing is on the map.	Feb 4, 2012 4:12 PM
115	If the bridge was at "b" then the bike path from st. Anne's to st. Mary,s could be utilized.	Feb 4, 2012 1:31 PM
116	A walking bridge would be much more preferred then a gondola and would likely get used much more as well	Feb 4, 2012 1:29 PM
117	A bridge would be nice, but only if the city can afford it.	Feb 4, 2012 1:00 PM
118	Keep cyclists and pedestrians seperated.	Feb 4, 2012 12:29 PM
119	I don't know what the go-forward plans are, but it would be good if this exercise is used to eliminate the options that are least supported & then the potential costs and environmental impacts are presented to the community again for further input.	Feb 4, 2012 12:03 PM
120	A pedestrian and bicycle path in the South St. Vital area would be beneficial, if a bridge is cost effective for the City.	Feb 4, 2012 11:45 AM
121	please accelerate the decision and begin construction in time for the blue bomber home opener in june 2012.	Feb 4, 2012 11:27 AM
122	The locations of Options C, D and E are too close to the Bishop Grandin bridge. What is the point of spending money on a bridge there when people can just walk/ride up to Bishop Grandin and cross the river at that bridge? Option B would better serve the majority of people east of the river between Bishop Grandin and the Perimeter. The Option A bridge to Kings Park would be almost purely for recreation. People commuting to the University or the new stadium wouldn't really be able to use it.	Feb 4, 2012 11:22 AM
123	The lack of information coming from the city is appalling. What is the city trying to achieve? Why is it looking at the particular sites it has chosen? What are estimated costs? What does the city plan to do regarding crime, neighborhood safety and parking issues?	Feb 4, 2012 10:40 AM
124	I am happy to see the city is looking for feedback. This survey is great. This project would create a fantastic new pedestrian link in our city.	Feb 4, 2012 9:47 AM
125	It would be great to have a bridge to get to the U of M!!	Feb 4, 2012 12:20 AM
126	My one concern would be the volume of foot traffic during CFL games at the stadium, and the amount of street parking East of the Red River during the games.	Feb 3, 2012 9:36 PM
127	Making the university more easily accessible to pedestrians would lighten the burden on the transit buses that run from this area. A pedestrian bridge is a wonderful idea.	Feb 3, 2012 9:35 PM
128	I know that this is for pedestrians - one can only hope that one day an automobile bridge will be built too - so we don't have to go ALL the way around campus.	Feb 3, 2012 9:26 PM
129	You might consider a bridge that would not only support pedestrian and bicycle traffic, but a bridge that would accommodate motorized scooters and buses.	Feb 3, 2012 8:19 PM
130	I think that a footbridge would be a good addition to the area. It would be nice to walk from our side of the river to the U of M and King's park. I'm not really	Feb 3, 2012 7:54 PM



**Page 5, Q4. If you have any additional comments or feedback please let us know.**

	worried about the traffic because there isn't any parking on the our side streets. (Normand Park) I live in Normand Park and think that it would be a great gateway for our kids to get to the University. I hope that this isn't just a study and the bridge will be built one day.	
131	Well a Gondola is a good joke, this project should have been more serious, and if you are serious about a Gondola, I want you removed from this project.	Feb 3, 2012 5:18 PM
132	Don't choose the gondola! At least not until there is a bridge first.	Feb 3, 2012 4:18 PM
133	This will save me on gas and give me an environmentally friendly way to get to work. I live on Burland Street and work at the UofM.....please, please, please do this and soon!!!!	Feb 3, 2012 1:55 PM
134	Hentelef park location is pedestrian friendly and links to active transportation	Feb 3, 2012 11:38 AM
135	I would like to see the bridge located at Hentelef park since this is a green space and would match a cycle/pedestrian access	Feb 3, 2012 11:37 AM
136	Hentelef park runs parallel to the active transportation network and is the best choice	Feb 3, 2012 11:36 AM
137	it appears that Hentelef park location is the most reasonable site	Feb 3, 2012 11:34 AM
138	I think an active transportation bridge is a great idea, so long as the cost is reasonable. I am not sure on the location, but would least prefer option A and E as they are too far South and North. It would be a great connection between St.Vital and the U of M.	Feb 3, 2012 11:16 AM
139	If any of the crossing areas have parking available on the other side of the river it would be a great way to take some pressure off of the exits at the university.	Feb 3, 2012 11:09 AM
140	i would be most interested in knowing when and if this will happen	Feb 3, 2012 10:47 AM
141	Gondola!	Feb 3, 2012 10:33 AM
142	It would be interesting to see where you are planning additional parking?!	Feb 3, 2012 10:07 AM
143	I think this pedestrian bridge is an excellent idea and will provide a much needed relief of car traffic at the Ft. Garry Campus and the south end of the city.	Feb 3, 2012 9:46 AM
144	I think this is a great idea. I live in the area of River Road and think that this bridge would be used by everyone.	Feb 3, 2012 8:44 AM
145	Incorporating Rapid Transit allows a quick link to St. Vital Mall and could also incorporate merchants or coffee houses in crossing.	Feb 3, 2012 12:42 AM
146	The logical choice should be Location B	Feb 2, 2012 11:58 PM
147	I think this is a excellent idea and could help solve parking issues for the new stadium but parking on east side of red and walking across the foot bridge. Students going to U of M from St Vital would utilize as park and walk or bus to foot bridge and walk. It would also promote many students and stadium fans to cycle, which is way better for health as well as the environment. Connection of the Dakota cycle trail to U of M would be excellent. Bicycle racks would have to be put through campus as well as Parking lot on the East side of the river	Feb 2, 2012 11:42 PM
148	I am really supportive of this initiative to build a pedestrian link to the university. Seeing how busy the new pathways along Bishop Grandin are, I think the pedestrian bridge would be widely used by families and students. It would also help alleviate some of the parking problems during Bomber Games. Perhaps a place to park could be built near the bridge in order to encourage people to park and walk.	Feb 2, 2012 9:50 PM
149	How much? Who is paying?	Feb 2, 2012 9:49 PM
150	Putting a bridge at c,d or e is too close to the existing bishop grandin bridge. Putting it at a or b connects to the u of m and to parks (kings park and hentellef park)	Feb 2, 2012 8:53 PM
151	This is a great idea - too long in the making. Looking forward to the project being finished!!	Feb 2, 2012 7:51 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

152	Thank you for finally taking the initiative in linking these two communities!	Feb 2, 2012 5:11 PM
153	For major events at the stadium it would be best to have a bus circulating from St. Vital centre to the St. Vital side of the bridge to allow smooth movement of many people without parking problems in the residential area. The option furthest to the north west along River Road is close to the vehicular bridge on bishop Grandin, so it doesn't make sense to have an additional foot bridge there.	Feb 2, 2012 5:02 PM
154	Parking & potential conflict with area residents?? connectivity with the Bishop Grandin Green way for Active Transportation must be a priority, especially due to the looming parking issues and the new stadium.	Feb 2, 2012 4:57 PM
155	The structure should not carry cars or buses but should be able to handle multi person carriers such as electric carts, mini-trains or other innovative people movers, This would be essential to make bridge equally advantageous for seniors and physically disable. It could run from St. Mary's Rd to bridge, across bridge at pedestrian speed, to the university bus terminous (or to stadium for events) as an extension of the bus system. We saw these in france recently as used for urban tours and for park visitors. In Winnipeg they would need to be enclosed with somme heat (but people do dress for the outdoor weather). This part of the AT might even be a viable student owned and operated green enterprise	Feb 2, 2012 3:04 PM
156	option A on locations has no private land to encrouche on, seems to make the most sense!!	Feb 2, 2012 2:10 PM
157	The map does not have a legend to identify A to E crossings.	Feb 2, 2012 2:03 PM
158	An amaz	Feb 2, 2012 1:15 PM
159	Winter cleaning has always been a hassle when it comes to bridges and paths. 2 to 4 centimeters is enough to make cycling a major effort but have to usually wait a couple of days before they get around to cleaning the paths and sidewalks (do not cycle streets in winter due to safety). Bridges are notoriously neglected, I've had to walk my bike over bridges multiple times even when the paths leading up to the bridges were cleaned. It sometimes has taken a couple of weeks before the bridge sidewalk was cleaned.	Feb 2, 2012 12:25 PM
160	Excellent initiative, well needed!	Feb 2, 2012 11:08 AM
161	THIS is a wonderful access to the University/Pembina Highway for River Park South residents thereby opening up a whole new landscape for physically active folks not to mention the access to the new Stadium and the University (for students). Parking will be a conern for residents in these developments but that is not something that should already have been considered in the early planning stages; viable enough for residents to accept and be happy with. AWESOME!	Feb 2, 2012 10:53 AM
162	Ask yourself what is the cheapest option while still somewhat elegant	Feb 2, 2012 10:37 AM
163	The gondola would make it inaccessible to bikes, which seems kind of counter-productive. Also, I definitely think the bridge should be on the north side of the university, as I imagine most people would be coming from that direction, but if it's built too close to the Bishop Grandin bridge, it becomes somewhat redundant.	Feb 2, 2012 10:04 AM
164	Just build the damn thing! Enough feasibility studies. The use it will get over time is worth it.	Feb 2, 2012 9:53 AM
165	I would like to see this project as a high priority. I have been living in south St. Vital and working at U of M for 25 years. I cycle during the summer but feel that the heavy traffic on University Cres. is a big deterrent for many people travelling to U of M from the east. It would be so much nicer and safer to be able to access a crossing from the existing trail system. Also a crossing in area B or A would make it a "walkable" distance for many of us in South St. Vital.	Feb 2, 2012 9:53 AM
166	Great Idea! Would love to be able to bike there during warmer weather. But for those winter bikers, will there be snow clearing done? If not, maybe investing in a covered crossing might be considered, or something to that degree.	Feb 2, 2012 9:28 AM
167	I am very happy a river crossing is being planned.	Feb 2, 2012 9:07 AM
168	no thank you	Feb 2, 2012 1:30 AM

169	Since this will be a cyclist and pedestrian walkway it is very important for there to be an actual physical barrier between the bike lanes and the pedestrian walkway, like the small median between the street and the bike path on Assiniboine Ave. The bike path must also be clearly marked as a bike path with signs and/or paint on the road, possibly with signs reminding pedestrians to not walk on the bike path. This is to prevent putting pedestrians and cyclists in danger of getting hit by cyclists coming up behind them (or in front of them). All of the other pedestrian/cyclist bridges in the city that I have seen do not have this, and it is a major safety and efficiency problem. Additionally, It is absolutely necessary to provide bike lanes going in both directions. Both of these lanes must be wide enough to comfortably cycle in, and ideally, wide enough to pass a slower cyclist on the left without having to move into the oncoming cycle lane.	Feb 1, 2012 10:46 PM
170	Would be THRILLED to see this happen! I particularly favour the more southern locations since they are close to existing bike trails on the St. Vital side, and there is also the huge boom of building and population growth in the south end. The option closest to the the Bishop Grandin bridge seems a waste of time. A duplicate of resources... Fingers crossed that his project goes ahead,.	Feb 1, 2012 10:01 PM
171	I don't care so much about which design is chosen, however I think the gondola would be a mistake. The cost of keeping it running would be to much for tax payers.	Feb 1, 2012 8:59 PM
172	I really think that this is a big waste of tax payers money. We have bishop grandin blvd, and perimeter highway. I think the only reason this bridge is being built is to try and figure out a way to improve parking for a stadium we won't have adequate parking for to begin with. It's going to create more traffic in our quiet neighbourhoods which is something we don't need.	Feb 1, 2012 7:59 PM
173	Need to do a proper job of understanding traffic (car/foot) demand and building for this. I live in the area but would support it if done right. Winnipeg has a very poor history in doing things comprehensively. Eg. A rapid transit to nowhere. A downtown mall that is a ghetto. An empty bus-road (Graham Ave) while Portage has buses lined up to Headingley. A Forks that is sprawling etc.	Feb 1, 2012 7:56 PM
174	This is a terrific initiative which will lessen traffic and pollution (carbon emissions) , promote physical exercise, allow travel for University students, Bomber fans, to University functions and if put by option B as well allow a pleasing park walk with a beautiful view of our river. If you build it they will come!	Feb 1, 2012 7:42 PM
175	Please plow bike lanes during the winter, so that they may be used to their maximum capacity.	Feb 1, 2012 7:13 PM
176	Gondola would be horrible for all the people who bicycle.	Feb 1, 2012 7:11 PM
177	The sooner the better. :)	Feb 1, 2012 5:49 PM
178	Considerations for the issues surrounding this idea will be forwarded to our city counselor and the Residents Association.	Feb 1, 2012 5:14 PM
179	The bridge approaches should be constructed above the flood protection level to avoid service disruptions.	Feb 1, 2012 4:59 PM
180	Having a footbridge to connect St. Vital /Bright Oaks area and the U of M has been something that has been discussed in the community for years. It would be a great benefit to residents as well as those that work in the area and to persons commuting to and from the university for work, education, or extra-curricular activities. I attended a community meeting regarding the footbridge and there were a number of concerns raised by residents, including parking, increased traffic, and the potential loss to the community gardens. There are a number of steps that can be taken to reduce or even negate these negative effects, such as parking restrictions or integrating the St. Amant gardens into the footbridge area (which I believe would be a great compromise). I am a Bright Oaks resident and currently a University of Manitoba student and I am a strong supporter of having the bridge in our area. Having the bridge in the Bright Oaks area it would be used more than if it were in either of the park locations. Being in the center of a residential area, commuters could easily bike OR walk from their homes. Having it in a park it will be further from people's homes and it will be used less by pedestrians especially during the winter months. If necessary, an additional bus route could go through the Bright Oaks area to bring additional foot traffic to the bridge. The St. Amant location is ideal for university student since it connects to	Feb 1, 2012 4:46 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

	the heart of the U of M Campus. This is my preferred location as I believe it would be the most efficient route that would get the most use.	
181	I would think after the Auditors report on active transportation would maybe take some time to read it and change your way of obtaining information. This survey does not allow for opposition to the project. You have forced people to pick one as their favorites even though they like none of them.	Feb 1, 2012 3:09 PM
182	There should be a large parking lot located at the bridge entrance on the east side of the river for students to park during school and fans to park during Bomber games.	Feb 1, 2012 2:39 PM
183	Stupid idea when the city is struggling with tax revenue and crumbling major infrastructure	Feb 1, 2012 2:31 PM
184	i think option e on bridge location is way to close to the bishop grandin bridge	Feb 1, 2012 2:07 PM
185	Our family would definitely utilize this rivver crossing...Bomber games, U of M students (2), bike paths, dog walks, summer picnics, etc. etc.	Feb 1, 2012 1:35 PM
186	have a toll charge so its maintence can be budgeted in the future	Feb 1, 2012 1:31 PM
187	I've always wondered why there was no bridge. It makes sense for students, would greatly improve ease of access to St. Marys Rd and St. Vital mall.	Feb 1, 2012 12:43 PM
188	I can't wait until this bridge is built! I have been battling the Perimeter for so long and have found it a complete deterrent to exercising my way to work (at the University).	Feb 1, 2012 12:09 PM
189	I would personally use it roughly April-October.	Feb 1, 2012 11:56 AM
190	It appears that the location at Hentelef Park would link up nicely with the current Active Transportation network plus provide the River Park South area a quicker access to the University. Residents in this area have complained that it takes a very long time by bus to get to the university and the Hentelef Park location would be a benefit.	Feb 1, 2012 11:39 AM
191	I like the idea of bridges to enable people to get around the city - walking, cycling, etc. Winnipeg is a unique city with the 3 rivers running through it. Many other North American cities have used bridges to allow its citizens to move about easily. I think that you must remember to preserve the parks and neighbourhoods as traffic increases.	Feb 1, 2012 11:35 AM
192	It is important to select a location which will address the active transportation corridor and the largest portion of St. Vital, the growing south and east areas.	Feb 1, 2012 10:25 AM
193	LOVE that this is being closely examined.	Feb 1, 2012 10:11 AM
194	2 bridges on either end would make more sense, in other words options "B" and "D" both.	Feb 1, 2012 9:03 AM
195	I have been waiting for this a long time!	Jan 31, 2012 11:15 PM
196	PLEASE consider making a single lane transit/pedestrian bridge so that rapid transit can be accessible to a greater amount of people. We have already spend hundreds of million to build the route, what's a couple more to make the route accessible by thousands more people? I've been talking about the idea to others since the rapid transit route was made and I have yet to here anyone disagree with me. Chances are, any added costs associated with constructing a bridge to withstand more weight would be covered by the federal and/or provincial government. PLEASE take this into consideration. I'm hoping to go to the open forum to bring the idea forward there, but I already have prior commitments on both dates that I doubt I'll be able to change. Again, I'd really appreciate it if the city took this into consideration.	Jan 31, 2012 11:15 PM
197	Just build a bridge, make it safe, make it cost effective and pleasing to the users, but just make one. Don't tease us and not make one...again.	Jan 31, 2012 9:32 PM
198	This is simply a great idea, and long overdue!	Jan 31, 2012 9:29 PM
199	I fully support this being built, and the parking problem on residential streets can be taken care of with time limited parking on those streets during game nights. This type of development, which supports active transportation will get people on	Jan 31, 2012 8:39 PM



	their bikes to the stadium, and all year round to campus! Its a great project!	
200	Wherever the bridge is built it should be appropriate for cyclists and connect well to current cyclist routes	Jan 31, 2012 8:15 PM
201	The city of Winnipeg should consider making the bridge look like the footbridge in London, England. It is a beautiful landmark on the Thames River that is both recognizable and visually appealing.	Jan 31, 2012 7:46 PM
202	How will traffic control be managed as there is very little parking in any of the areas	Jan 31, 2012 6:37 PM
203	A great idea. Hope is comes to fruition soon. From my perspective, we could have used it 25 years ago.	Jan 31, 2012 6:34 PM
204	I will sent a comment sent by email to my residents association. Unforetuneately I cannot get to your interactive sessions. Seriously, I cannot see such a link occurring without generation of a huge amount of vehicular traffic which the residential areas proposed as possible links can safely sustain. I do not want a footbridge.	Jan 31, 2012 6:00 PM
205	If your using a gondela instead of a walking/cycling bridge, your defeating the purpose of "Active Transportation". The University is suppose to be promoting walking, cycling, carpooling etc. You need to encourage healthy options like biking and walking! Keep our students active and healthy for life	Jan 31, 2012 5:48 PM
206	I believe the prospect of a river crossing from south St. Vital to the University of Manitoba is an excellent idea, and thank you for providing a forum for people to provide their suggestions and feedback on the matter.	Jan 31, 2012 5:45 PM
207	... better not scrimp out on the maintenance...	Jan 31, 2012 5:31 PM
208	Big kudos for bringing this option back. I really hope it gets built. It would be a great improvement for sustainable transportation infrastructure. Plus, it would probably put a dent in vehicle traffic. I did an undergraduate thesis on sustainable transportation in 2010. If you're interested in reading it, email me at <a href="#">17(3)(d) &amp; 17(3)(i)</a>	Jan 31, 2012 5:28 PM
209	Please make this bridge	Jan 31, 2012 5:12 PM
210	Bike paths and other active transport methods to the university need to be incorporated into the design	Jan 31, 2012 5:06 PM
211	In my view, this crossing should have a high priority both for the city and the university, in that it brings Southeast Winnipeg much closer to the university.	Jan 31, 2012 5:02 PM
212	This pedestrian passage would make a great addition to this city in promoting alternative methods of transportation.	Jan 31, 2012 4:51 PM
213	Good luck, this would be an excellent addition to the city!	Jan 31, 2012 4:40 PM
214	Having a pedestrian crossing would be fantastic!!	Jan 31, 2012 4:40 PM
215	A pedestrian/cyclist crossing in either the C, D or E zones would be phenomenal. It would allow cyclists to cross the river without having to deal with the crazy traffic and drivers on Bishop Grandin Blvd and make things safer for cyclists and pedestrians!	Jan 31, 2012 4:28 PM
216	Great idea and long overdue	Jan 31, 2012 4:28 PM
217	I have been waiting for this bridge for a long time!	Jan 31, 2012 4:27 PM
218	Gondolas are dumb. Don't build one.	Jan 31, 2012 4:26 PM
219	In spite of the costs, please strive for something architecturally significant that we can be proud of in our city.	Jan 31, 2012 4:19 PM
220	I live on River Pointe and am worried about parking/traffic/vandalism if the crossing is near my house. I like the Minnetonka idea the best....	Jan 31, 2012 4:06 PM
221	As previously mentioned the concept of a pedestrian bridge in these locations is there to accommodate large number of people either attending football games or the campus on a daily basis and comes at a cost to quiet residential	Jan 31, 2012 4:03 PM

	communities who in general are not the ones benefitting from this plan. I also feel that the Minnetonka/St. Amant neighborhood in particular is not designed to accommodate that kind of increase in activity given the relatively few access points into the neighborhood.	
222	There are residents in my area that are concerned that they would lose access to their community garden plots or that traffic would radically increase, especially on Game Day for the Bombers or when School is in session at the UM. While I would not want this, I believe that this can be avoided in the same way that the residential streets around the University have handled it, with 2 hour day time parking limits on the streets around the bridge. Any further than that, it's just going to be too far for most people to walk. Also, an idea to avoid that scenario is to provide and publicize more Park and Ride areas for Transit in and around St. Vital. Perhaps something close to St. Vital Park, or behind St. Amant Center if there is the space. that would elimiate congestion and more people may use that as an option. I would really love to see more sustainable ways to travel to the UM and the area now that the stadium is there.	Jan 31, 2012 4:02 PM
223	Please build it soon! Wherever it is built, there will be people who want to park on the StVital side for free. I assume there's a plan in place to deal with that...	Jan 31, 2012 4:02 PM
224	Two of these pedestrian crossings are needed.	Jan 31, 2012 3:59 PM
225	I would like completion sooner rather than later. I would prefer a wider access to a narrower one - with access for at least three bikes.	Jan 31, 2012 3:59 PM
226	Not suprisinly, myself and my neighbors are concerned that option A indicates a possibility of building the bridge whose eastern exit would go right into our backyards: this is the only intrusion of such a kind as B and C and D could be built without running directly into residential areas.	Jan 31, 2012 3:58 PM
227	I am excited to see the City considering more "green" transportation options instead of looking at widening the Bishop Grandin bridge or building another bridge for cars. I think the use of a pedestrian/bike bridge would depend heavily upon its convenience and that it should be connected to residential areas by safe pedestrian/bike paths separate from major roadways.	Jan 31, 2012 3:57 PM
228	It can't happen soon enough! So many students and UofM employees live in st. Vital.	Jan 31, 2012 3:52 PM
229	During the busiest school months, are people going to walk in the cold all the way from their homes? This is a waste of money.	Jan 31, 2012 3:43 PM
230	People will be parking their cars at the other end of these connections - are you considering that? You should be.	Jan 31, 2012 3:42 PM
231	Because of the strong wind conditions at times in Winnipeg, it's important to have controlled access at the crossings for public safety reasons. Gondola option will require some sort of fare and will become a tourist attraction of sorts, if marketed correctly for environmentally friendliness.	Jan 31, 2012 3:42 PM
232	A gondola would be ridiculous...don't do it.	Jan 31, 2012 3:39 PM
233	Lets make sure we plan around our needs for 50years down the road.....not yesterday and today only.	Jan 31, 2012 3:38 PM
234	Hopefully this goes forward as the traffic crossing Bishop Grandin at end of day is horrific and maybe this will reduce congestion. One way to help reduce congestion if the bridge does go in is to make sure some bused pass by the bridge so people can get off on that side and then walk over to the university. That is why the crossings at either end of the loop are better as they put you nearer the campus and don't require walking from the far end of the loop to campus which in winter would make the bridge less useful especially if bus routes were planned to correspond to walkway.	Jan 31, 2012 3:38 PM
235	This map has to be bigger or should allow you to zoom so we can see exactly what streets these are running off of. You can barely see the legend!	Jan 31, 2012 3:30 PM
236	The Gondola would be way too slow on Blue Bomber game days.	Jan 31, 2012 2:56 PM
237	University students are probably going to be underrepresented, despite your efforts (putting a PID on campus). This bridge would benefit them most.	Jan 31, 2012 2:25 PM

Page 5, Q4. If you have any additional comments or feedback please let us know.		
238	Have there been any studies as to no. of potential users other then for the new football stadium .And fro St.Vital to become a staging area for the new Stadiumand all the mess that will accompany that is totally unjustifiable	Jan 31, 2012 12:08 PM
239	If it's possible to build this bridge at St Amant without destroying the gardens that seems, to me, to be by far the best option.	Jan 31, 2012 11:03 AM
240	Though this potential crossing ties in nicely to Active Transport, there are few people who don't believe it is also tied to the new stadium. Parking issues must be addressed to residents' satisfaction. There will hoards of noisy, inebriated fans after Bomber games, and potentially more after the inevitable outdoor rock concerts that will occur constantly to pay for the stadium.	Jan 31, 2012 10:45 AM
241	I like the idea of having a footbridge for environmental and leisure reasons. I live in the area, and am worried about the increase in traffic and parking on my street. If this were to proceed I would like to have 1 or 2 hour parking limit signs on every street placed within 1km of the footbridge.	Jan 31, 2012 10:09 AM
242	I like active transporation and the city being linked; however, I certianly do not want this bridge near my neighbourhood. Issues include noise, rowdiness during events, drunkedness, safety, lack of parking, etc.	Jan 30, 2012 11:01 PM
243	I think a bridge is a good idea but not at the expense of existing and important parkland such as Henteleff Park.	Jan 30, 2012 9:58 PM
244	There has been very little amount of news coverage on this. I hope the property owners on both sides of the river will be consulted.	Jan 30, 2012 2:50 PM
245	I	Jan 29, 2012 11:04 AM
246	Great idea to create a pedestrian crossing! As a person with a visual imparement my concerns are clear signage and a clear pathway. Markings with large print and definite contrast between background and print as well as definite color and texture contrasts on the pathway would make the path comfortable to navigate. I like the monkey survey tool. The font is large and clear, the checkmarks in the answers are nice and large. Thank you, <span style="color: red;">17(3)(e) &amp; 17(3)(i)</span> <span style="color: red;">17(3)(e) &amp; 17(3)(i)</span>	Jan 28, 2012 9:39 PM
247	Should only have to vote on options preferred or not preferred not on all 4options to have my survey accepted.As a result of this procedure the survey will not indicate the trued desires of the participants.	Jan 25, 2012 10:44 PM
248	Already unhappy and angry that a stadium is going to be built at the University of Manitoba. We already have traffic issues going onto river road from bishop grandin and cannot imagine further issues! Unhappy at the stadium's location due to the noise.	Jan 25, 2012 4:14 PM
249	Great for another AT route/option. But for the clasess and events that take place on the U side, parking will be a concern that will have to addressed on the ST. V side. Hentileff Park area would likely not be a option due to the senitive lands there. I would also hate to convert City owned park land to parking for this proposal. All the best!!!	Jan 25, 2012 11:04 AM
250	the shortest survey ever!	Jan 25, 2012 9:50 AM
251	A better location would be to put the bridge in St. Vital park and link it to Crescent park. There already is a path along both sides of the river and the west could easily be extened to the campus.There is lots of room for parking in the park. There are 80 gardeners in the St Amont gardens and 20 or more on a waiting list. A forward thinking city would consider this a tremendous advantage to the city. The city should be more focused on freeing up more unused land and allow people to garden it. This could have a significant affect on providing food for homeless, low income families and for new comers to Canada. Urban agriculture is a growing trend all across Canada. Winnipeg should be working to sypport and expand community gardens. The garden should not be destroyed for the sake of parking. We need more gardens in Winnipeg. Gardening is a great way to get fresh air, exercise and meet your neighbors.	Jan 24, 2012 7:43 PM
252	It is a great idea !	Jan 24, 2012 2:19 PM
253	I think it is a ridiculous waste of money unless you are going to be realistic and put it somewhere there is access to feeder buses and parking. It is obvious the	Jan 23, 2012 5:46 PM

	bridge will need to be covered to protect from people throwing junk (or themselves) over it in the summer and to make it useable in the winter, because without being protected from the weather it will need to be cleaned regularly and heavily salted.	
254	I think a pedestrian crossing would be very valuable for a host of reasons. I think any concerns with it such as related parking issues, bus routes, traffic and so on could be managed well through pre-planning.	Jan 23, 2012 5:17 PM
255	Not sure why the area around St. Amant would even be offered. I would think it would not be in the best interests of the patients who reside there or the people who go to visit them. I think better locations are available than causing a disturbance for the residents at St. Amant. And they certainly don't need all the construction noise and then traffic noise to go along with it. Leave them out of it.....and build it somewhere else.....haven't they suffered enough?	Jan 23, 2012 4:22 PM
256	I would like to know the validity of this survey? What is it going to tell you with only two questions? It speaks nothing to safety, nothing to accessibility, nothing to transit and cycling....it seems to be strictly aesthetics.	Jan 23, 2012 11:50 AM
257	This would be a great idea	Jan 22, 2012 10:19 AM
258	1. The Public Advisory Committee (PAC) had met twice prior to having 2 key stakeholders, Minnetonka residents (over 4600 residents) and the South Winnipeg Garden Club (SWGC) (100 family gardens). 2. Minnetonka area was not represented by a Councilor while the MMM group was holding consultation meeting (PAC). 3.Key stakeholders were not on the PAC with over 4600 Minnetonka area residents not represented. 4. 100 families of the SWGC at St. Amant would be impacted by one of bridge options "D" (The SWGC leases the garden space from St. Amant which is a long term care facility under the Winnipeg Regional Health Authority umbrella). 5. The bridge proposal was discovered by a SWGC garden member who engaged in a conversation with a surveyor taking GPS measurements through the St. Amant gardens for option "D" of the proposed bridge crossings. Little we know about what was happening in our own backyard. 6. Current Public Information Display Session (PIDS) is not held near three of the five proposed river crossings (held at Dakota). The sessions are far from the area most impacted by three of five crossings. 7. Minnetonka would be impacted by traffic, parking, lower property values, security issues and loss of green space (13,006m2 or 3.2 acres of prime garden space at St. Amant of 111- 25 X 50 foot garden plots with in-ground irrigation, mid-sized composting facility and a storage building). 8. The PIDS is held in the middle of winter. Difficult for seniors, people with disabilities and mobility issues to participate. This survey is not accessible to all, particularly seniors or people with disabilities. 9. An existing Active Transportation corridor is in place between St. Anne's Road and St. Mary's Road. The corridor would line-up almost directly with Henteleff Park. 10. There is an active transportation crossing at the south side of the Bishop Grandin bridge which connects to the Bishop Grandin Greenway corridor. The crossing is very close to three crossings "C", "D", and "E" which are being proposed. 11. The St. Amant Executive Planning Committee reached a consensus that St. Amant would not be opposed to the bridge crossing as long as there "isn't a significant negative impact to the area residents including the SWGC". "Significant negative impact" has not been defined. The SWGC has to be sensitive to the fact that it leases the gardens from St. Amant. 12. The reports by the MMM group and newspapers keep saying the crossing is a) not for the football stadium and b) it is only for 10 events per year. Are there not approximately 20,000 students at the U of M campus and a stadium which will hold up to 40,000 people per event? The new CEO of the stadium said he wanted to hold 10 additional events per year to allow the stadium to break even, that being in addition to other events such as Bomber games. 13. 4 hours for PIDS for South St. Vital residents (15,000 or more) to actively participate is a far cry from enough time for those that do not have or chose not to use their computer or telephone. 14. Winnipeg Free Press January 19, 2012 article "Consultation Flawed:Katz; the Mayor admits the city could have done a better job consulting the public....the same goes for this project.	Jan 21, 2012 1:23 PM
259	Lets remember the primary function of this bridge, it is to move recreational and commuter traffic from St Vital to the U of M and to relieve St Marys and River Rd of some of that traffic (Cycle, Medi scooter and Ped)	Jan 21, 2012 10:34 AM
260	The city should seriously consider gaining an easement along the east side of the Rwd River between the Fort Garry Bridge and St. Amant Centre. A trail along this easement (ideally connecting into St. Vital Park ) would create an ideal	Jan 20, 2012 8:46 PM



Page 5, Q4. If you have any additional comments or feedback please let us know.		
connection into Woodydell uwou		
261	xxxx	Jan 20, 2012 8:24 PM

Page 7, Q5. . Veuillez ranger les suggestions de zones de franchissement de rivière par ordre de préférence de 1 à 5. (1 = Suggestion préférée; 5 = Suggestion la moins préférée)		
1	Je suis de l'avis que l'option D (St-Amant) n'est vraiment pas propice pour ce passage car les résidents du Centre Saint-Amant et du Foyer Valade ne pourront jouir de la nature dans leur "cour arrière" comme ils peuvent maintenant. De plus, un jardin communautaire, avec multiples installations, est déjà en place et beaucoup de familles de la communauté en bénéficient. Je comprend qu'il est important d'offrir des voies d'accès pour piétons et cyclistes, mais il y a d'autres gens, particulièrement des personnes à la retraite, qui profitent de leur jardin pour faire de l'activité physique et bien manger. C'est tout aussi important qu'une piste cyclable.	Feb 7, 2012 12:43 PM
2	Il vas aussi falloir connecter le pont aux bâtiments primaires de manière sécuritaire.	Feb 4, 2012 4:21 PM
3	un passage de piétons est essentiel.	Feb 4, 2012 11:34 AM
4	Il faut que la situation physique du passage soit construite a un endroit qui facilitera l'usage maximale, donc pres du grand nombre d'habitants que possible!	Feb 4, 2012 10:58 AM
5	Je pense que B et D son les options qui fait le plus de sense. Ils sont pas proche d'es route majeurs et aussi apres traverser la riviere les etudiants sont plus proche a U of M que les autres chois.	Jan 31, 2012 2:25 PM
6	L'option E est trop proche du pont Bishop Grandin.	Jan 30, 2012 10:12 PM

Page 8, Q6. Veuillez ranger les différents types de franchissement de rivière illustrés par ordre de préférence de 1 à 4. (1 = Suggestion préférée; 4 = Suggestion la moins préférée)		
1	For option 4, I will only choose level 4 if the crossing is guaranteed to be free, otherwise level 2.	Feb 10, 2012 12:05 PM
2	Option 4 completement inutiles pour les bicyclettes	Feb 9, 2012 3:41 PM
3	La télécabine serait vulnérable au embouteillages, et coûterait trop chère à l'entretien. Quand à Option 1, on a déjà assez de ponts phalliques à Winnipeg...	Feb 4, 2012 4:25 PM
4	la télécabine est une MAUVAISE idée. Oui, les gens seraient protégés du froid, mais que faire si la cabine s'arrête en plein milieu à cause d'un bris du mécanisme du câble?	Feb 4, 2012 11:37 AM
5	n'importe qu'elle des quatre option sauf le quatrieme sont acceptable.	Jan 31, 2012 2:27 PM
6	Options 1, 2, et 3 se valent. Option 4, il me semble, ne serait pas pratique en banlieue, avec les vélos.	Jan 30, 2012 10:16 PM

Page 9, Q7. Si vous avez d’autres commentaires à faire, veuillez nous le faire savoir.

1	It would be good if we adapt the pedestrian crossing to winter conditions.	Feb 10, 2012 12:05 PM
2	Que l'espace jardiné entre Foyer Valade et Centre St-Amant demeure un lieu tranquille et sacrée pour nos malades et nos parents qui méritent ce genre de lieu paisible et avec un minimum de passants! Merci.	Feb 9, 2012 7:48 PM
3	L'Endroit choisi devrait avoir de l'espace de stationnement et pas trop pres de proprietes privs	Feb 9, 2012 3:43 PM
4	J'encourage fortement ce projet, merci!	Feb 4, 2012 7:59 PM
5	YAY!	Feb 4, 2012 4:25 PM
6	C'est une excellente idee et nous attendons sa construction avec impatience! (notre famille est pro-passage-pieton) :)	Feb 4, 2012 11:03 AM
7	C'est un tres belle survey que voes avez faites ici.	Jan 31, 2012 2:27 PM
8	non	Jan 30, 2012 10:16 PM

## APPENDIX G – PIDS INTERACTIVE QUESTIONS AND MAPPING

1	<b>What route(s), if any, do you normally use to travel in St. Vital and/or Fort Garry? (please use the map provided)</b>
	Bishop Grandin & Highway Perimeter
	Chancellor Dr. -> Pembina Hwy. -> Bishop Grandin
	Bishop Grandin & Highway Perimeter
	River Road, Bishop Grandin Bridge
	Perimeter & Bishop Grandin
	Bishop Grandin
	Bishop Grandin Greenway
	St. Mary's -> Bishop -> University Crescent x2 +1+1
	Same x1
	Bishop
	Bishop Grandin x1 +1
	1 Main Street to St. Mary's Road
	University Crescent -> Bishop Grandin to St. Mary's
	Perimeter & Bishop Grandin x2
	Bishop Grandin/Pembina/ U Crescent
	Bishop Grandin
	St. Mary's -> Bishop -> U Crescent ...by BUS usually
	Bike or drive
	Major traffic routes (by car)
	Vehicle or bike - B. Grandin
	Bike or drive Bishop Grandin
	over Bishop Grandin bridge
	St. Mary's to Perimeter Bridge, Pembina Hwy.
	...this whole exercise is for the Stadium, <u>Not</u> active transport
	Agreed!
	This idea pre-dates the Stadium
	Why is it back then?
	And why is it suddenly a big issue?
	Bishop Grandin
	No matter where the stadium fits into the time frame - this could assist alleviate issues with the stadium.
	River Road, Bishop Grandin, University Crescent
	Perimeter > Pembina
	I use the Bishop Grandin Bridge - driving or biking. New bridge would not change that.
	I would like to comment that Henteleff Park is a park that was "given" to the city for parkland - wild grass/heritage development. Surely you can find another route.
	Bishop Grandin
	Bishop Grandin and Perimeter
	Bishop Grandin and Perimeter (some days one way, some the other)
	Bishop Grandin & Perimeter
	Bishop & Perimeter
	Bishop Grandin Greenway has to be linked to any bridge design
	Great Point!
	Bishop Grandin normally - by car to the university. Bishop Grandin by bike to Waverley Heights & Bridgewater
	Pembina, Bishop Grandin, St. Mary's Road, St. Anne's Road
	Bishop, Perimeter, St. Mary's
	Bishop Grandin Perimeter
	St. Mary's Road, Bishop, Pembina
	Pembina, Bishop Grandin, St. Mary's Road, St. Anne's Road
	Minnetonka -< Riel -> River -> Bishop - U Crescent
	From Dakota/Warde - Perimeter to UM from UM - University Crescent to Bishop



<b>1</b>	<b>What route(s), if any, do you normally use to travel in St. Vital and/or Fort Garry? (please use the map provided)</b>
	Bishop Grandin - driving & cycling
	Bishop -car & bike & Perimeter - Car
	Bishop Grandin
	Bishop and Perimeter
	Bishop Grandin
	Bishop Grandin to Pembina or St. Mary's Road
	Perimeter Hwy to get from St. Vital to Fort Richmond. St. Mary's/Bishop intersection has poor timing favouring east-west and backing up south on St. Mary's.
	Hentleff Park across Red River is the only Logical way to go
	Agree!
	Bishop Grandin Bridge

<b>2</b>	<b>How do you see a river crossing improving your existing travel/active transportation trips? (Please identify any desirable active transport routes on either side of the river)</b>
	Limited Benefit Against Cost - relieve "foot traffic" on existing bridges i.e., Bishop Grandin Bridge towards St. Vital plus will give an incentive for people of St. Vital to walk to campus. As well a value asset for Blue Bomber home games
	I do not foresee much walking over the crossing - Winnipeggers do not walk. Stadium use must be the root cause of this bridge program.
	I think that this is great in that it physically connects U of M and St. Vital. I expect lots of use by U of M students and staff.
	Pedestrian bridges are great for recreation!
	Allow people to bike/walk where normally would drive/bus.
	It would definitely improve the active transportation route if the bridge connected with the bike pedestrian route from St. Anne's to St. Mary's and across to Henteloff Park as the City has already planned on 2 previous studies that also have the bridge in Henteloff Park.
	Would walk to school instead of driving/bus
	Decreased congestion on Bishop - especially during stadium events
	By connecting to the south St. Vital bike trail - giving easy access to U of M and King's Park to residents of River Park South and beyond (east).
	Impact on Property Prices
	No one will use it - this is not Europe
	Many St. Vital Folks will use it
	Impact on Stadium
	Reduces the need to drive as it improves the time/access by walking/cycling to U of M (x2)(x2)
	Yes Positive impact (x2) *I agree!*
	It will provide stronger A.T.N. Links into the U of M.
	Seasonal at best. We are car addicted. The cost/benefit is very low
	Impact on Hospital
	Good for exercise - walking to U of M
	Lowers cost of transport to U of M
	Minimizes cyclists using Perimeter to cross river.
	Minimal impact
	Given cost, not an improvement
	access from South St. Vital
	Reducing Private vehicle load on Bishop (about 60k worth of cars per 24h across Fort Garry bridge)
	None - benefits don't justify expense in this day & age of monetary restraint
	Small very directed users
	if more southern routes, allows more practical route for those between B. Grandin & Perimeter, and some access to parks on both sides. North routes not worth cost.
	Not sure it will be used enough to be viable. I will not use it as it is too far away for me. Bishop Grandin is the best route for me.
	Easy access from St. Vital to University area.
	Winnipeg Transit is far from perfect. A bridge could cut down transit times significantly. Save us please!

	I live close to proposed site C. I see absolutely no benefit. Bishop Grandin bridge is close enough.
	I live close to proposed site D and I already use Bishop Grandin Bridge. I think sites C, D and E are too close to the existing bridge on Bishop Grandin. Site B would be extremely effective in providing access to residents of south-east St. Vital, Royalwood to the U of M.
	If D is the option MAKE SURE the gardens are protected.
	What is the parking management plan referred to on one of your posters? If Minnetonka site is selected - don't disrupt the green space between River Road and Greendell.
	The existing infrastructure already exists to connect to the Bishop Grandin Overpass. A simple extension of the bike path through the "purchased" golf course would give direct access to the University. This would make locations E, D and C redundant and be a waste of tax payers money. Why spend money on an active transportation bridge when another 1/2 mile pedal puts you onto an existing structure. Location B if any are to be acted on would be the only logical location as it will give access to most of the "new" population of South St. Vital where university students might come from. Who will use this bridge when its covered with snow and sub -15 °c - NOBODY!! They will take the bus.
	Sites B & E would suffer the most from the stadium and non-residents coming through to save on parking costs. Site C would make the most sense as it is closest to St. Mary's Road.
	Traffic Flow for walkers and others would be much better for South end - If son still at U of M would have been great for him - less expensive.
	Little benefit for big \$. Especially when Bishop Bridge has bike path. A couple of the proposed areas are already close to the Bishop Bridge.
	Student Traffic to U of M - New Football Stadium - Possible for South End to Access Area (without a vehicle).
	Keep the cars out of the residential areas and concentrate them at U of M.
	N/S AT needs to be improved to bring more to this node/crossing more E AT (to Sage Creek) AT needs to be developed to feed "need" for bridge to U of M.
	A walking/biking bridge makes sense for citizens from east to west. A Gondola is absolutely ludicrous! We are paying for privatization of our municipal services.
	The real question is "does it improve the communities"? In developed residential areas I believe the increased traffic, parking and potential crime and safety issues outweigh any benefits.
	It depends on how you define "improving communities" - making active transportation part of a community certainly improves any community.
	The time saved in cycling/walking to U of M/Kings Park with the bridge access allows St. Vital/RPS residents to discover & enjoy Kings Park and other areas along the river 'on the other side' a definite improvement in sense of community.
	Will inject residential streets with vehicle parking - this causes safety issues especially where small children exist in households. St. Amant built a parking lot and started changing - guess where all the cars park over on Woodlands Avenue. This proposal will cause the same problems.
	Allow another route to U of M & Football games
	Perimeter bridge is not friendly to pedestrians or cyclists. Therefore a more southerly location would provide greater improvements to AT networks. Bishop Grandin is already AT friendly, so a bridge nearby is redundant.
	Agreed!
	This isn't about active transportation - it's about football parking!

	No - Predates stadium
	And Student/prof access to U of M
	There is a bike lane on Bishop Grandin Bridge. Another one won't help connect the neighbourhoods, but it will be a direct access for patrons of the football stadium to St. Vital streets so that they can use our neighbourhood as a parking lot. This is a <u>bad</u> idea.
	Agree
	Anything near St. Amant or Foyer Valade Will be a disaster!
	Agree!
	It would help students in South St. Vital.
	Call it for what it is. This is not about Active Transportation. This is about the New Stadium. This idea has been in the works for 20+ years - and all of a sudden a Stadium is built & this is now coming to fruition. Don't try to "snow" People and tell them this is about the environment and active transportation. Please consider the impact this has on neighbourhoods and the families that live in them. This smells bad all around.
	How many students live in South St. Vital. It's for the stadium.
	This idea got resurrected with the bomber stadium. IT is not about AT - it is about solving a parking mess. There are higher priority AT needs in Winnipeg - such as Pembina Highway - Bishop north to Chevrier.
	By connecting the network
	By making cycling safer
	By making it easier to bike to the U of M
	Excellent Idea. Lots of students (U of M) in St. Vital
	Excellent Idea. I live in South St. Vital and I am and avid cyclist and bomber season ticket holder. I would cycle or walk to games.
	Same/Agree Henteliffe would be a great location!
	A real plus (shortcut) for many students/faculty / staff living in St. Vital - save hours on bus/car & get exercise
	It would be good for people who don't like using cars!!
	It will help promote use of alternative mode of transportation i.e., cycling, walking, etc.
	Improved at location A & B
	I If done well, it can connect with the South St. Vital trail and help those of us cycling to U of M. It would be a much safer ride than travelling University Crescent.
	This will provide a miniscule part of the population a slight reduction of travel time.
	River crossing improves ATN only if it ties in with existing network.
	Makes a quick way to access U of M for students/ workers & Bomber games & makes it an environmentally sound way to get there. Also great exercise.
	Agree!
	A great idea for students going to U of M. Encourages physical fitness.
	Many U of M students already cross the river on foot during the winter. This will be much safer.
	I would love to be able to ride my bike from Lagimodiere to Bridgewater Forest & Beyond.
	Connect to the Active Transport Corridor that bisects River Park South. (i.e., Henteleff option)
	Biking on to campus using University Crescent is deadly having a river crossing would reduce chance of injury. I would bike to the U of M everyday if there was a safe option.



	Bishop Grandin has a good bike lane and a bicycle path to U of M from the West Side of the Bridge. We don't need another crossing in the River Point, St. Amant or Minnetonka area!
	I agree
	I agree too!
	Used for Bikes/walking across the Red ? Parking?
	It will not improve existing active transportation. It will be an added load to snow clearing which already woefully inadequate.
	Encourages people to walk run ride - our greenway is great but if you need to stop - each time you get to St. Mary's, River, St. Anne's it doesn't make for much of a ride. We need about 10 of these bridges to use the city as an active centre. i.e., parks.
	Dire need to connect South east Winnipeg to U of M
	Links Bishop Grandin Greenway, S... River Trails, St. Vital Trail to Trails through Kings Park and on Red River Shore of the old Southwood Golf Course - great cycling.
	By making cycling safer through giving cyclists a dedicated path.
	By creating a dedicated bike path so that cyclists are not forced onto major automobile thoroughfares.
	There is a path on Bishop Grandin
	Need to ride on busy streets to get to B.G.
	Increase Traffic
	Increase Noise
	Increase Parking Issues
	Safer travel via walking/cycling from St. Vital to work at U of Man.
	So True!
	Waste of money people would not use it very often.
	B is already linked with the A.T. between St. Anne's and St. Mary's Road.
	You are Yelling
	Hentiliffe Park option 'B' would be great would bike to work.
	Much healthier lifestyle - I'd bike/walk all year if @ Minnetonka
	Would make Victoria Hospital more AT connected for people who work there.
	No benefit!
	No benefit- there are higher priority AT needs such as along Pembina Hwy - Bishop - north to Chevrier.
	Hentiliff could potentially connect Dakota Crossings/Royal Wood & Sage Creek Areas. This would be a 'true' active transportation Route!
	For University students, cyclists, and those other wanting to access to King's Park a definite Benefit!
	Would definitely help as I live in River Park south and work at U of M. Go to King's Park a lot
	We would use this as a way to access U of M activities/Bomber games via foot or biking. At present, we are forced to go via vehicle as children could not bike/walk that far, or it would just take too long at present to bike.
	I would use it as a part of the AT network (bicycle)
	Agree... would be awesome!
	I would use it often. As a season ticket holder for bombers we would use it every game. Would also connect bike trails which I use from spring to fall.

	Less time competing with cars on the roads, sidewalks while walking, running, and biking. Cars are <u>overused</u> in our city not by <u>choice</u> but by necessity.
	We would use it daily.
	Where do you park/ you Bomber Fans??
	Awfully cold in January
	And your point?
	Walking/bike etc. from home.
	I would stop using my car - it would change the whole neighbourhood - for the better. I would walk in the winter and bike or walk in the summer. Crossing C please!
	Henteleff option would immensely help students & staff residing in River Park South and beyond
	Yes!
	I would use it often, especially if built at Henteleff. Much quicker access to U of M, also very enjoyable route for a bike ride.
	It would be used by many more people if it is at Option B - Henteleff
	Avoid B - do not destroy Henteleff Park & Fill its parking lot.
	This isn't about active transport. It's about turning our streets into a parking lot for the new stadium.
	Right on!
	Will definitely help.
	Another crossing in the ST. Amant/River Point/ Minnetonka would make no difference. I am perfectly comfortable biking across the Bishop Grandin Bridge.
	It will connect with existing ??? From St. Anne's Road
	By not having to commute with vehicles.
	I would like to see an A.T. Link from Bishop Grandin Greenway to a footbridge at Henteleff Park. I could then make a loop from River Road to Lagimodiere and back to Bishop or River to Waverley Heights and back to Bishop.
	I would ride my bike to work (at the U of M).
	Crossing E, D & C are much too close to Bishop Grandin. These locations would not improve anything.
	TRUE
	It will not improve my transportation in any way. E, D, and C much too close to existing path.
	Not at all.
	I see our neighbourhood being converted to a huge parking lot. Thanks a lot!

<b>3</b>	<b>How do you see a river crossing improving your existing travel/active transportation trips? (Please identify any desirable active transport routes on either side of the river)</b>
	Live north of Bishop - this would be leisure only
	Leisure use only, enables a cross over the river and more variation for weekend bike rides.
	Leisure only
	Shopping Reasons
	Improved commuting to U of M
	I could walk or cycle to St. Vital
	More viable biking options into U of M
	Longer AT route in S. Wpg
	Leisure only - small % of the community will use.
	Sons & Daughter will cycle to school in St. Vital.
	Opens East side of river to U of M resource.
	Would use Henteleff Park route
	None - benefits don't justify expense in this day & age of monetary restraint
	I would regularly access St. Vital by bike/walking instead of car.
	As a UM employee it will provide me with a better commute. It will be quicker (by bike), and I won't have to use my car *or cheaper parking*
	Ditto
	Not enough need for 2 focused destinations.
	If option 'C' or 'D' used, provides students with walking access to St. Vital centre.
	I would not be able to use King's Park as I do now. *Agree* Why not?
	Henteleff or south route would be useful recreational routes and align with other routes
	Henteleff is the best option
	We would be able to walk to the University for the various activities that kids attend there.
	Safer and shorter bike path than over Perimeter Bridge or Bishop Grandin

<b>4</b>	<b>How often do you see yourself using a pedestrian/cycling river crossing between St. Vital and Fort Garry near the U of M?</b>
	Never
	3/4 times a week jogging/walking
	All Depends. Will not use it in the winter months unless City or 3rd Party company properly sand and salt bridge.
	5x twice a day, i.e., daily for commuting
	Daily
	Several times a year - recreational biking
	1/month average
	Twice daily Sept-April
	Everyday (school) and for Bomber games
	A few times a year for recreation
	I would walk almost every day if it was Zone B. x2
	Daily by various family members.
	Daily
	Several times per week
	Weekly
	Never :(
	Daily as part of my commute to work
	Several times a week
	Recreation only, when weather is good.
	Recreation only, when weather is good.
	Never
	For recreation purposes (cycling), many times in the summer
	All the time
	Less than 5 times a year, can easily be accommodated with current infrastructure.
	I will not likely use, regardless of location, I do cycle, but it's not necessary for me.
	I will use this link on a regular basis it will reduce traffic on campus - parking problems
	1-2 times/week in garden season depending on route. Occasional recreational use.
	3x/week for kid's activities, and as they get older, everyday for university.
	Once a year
	Once a week or more often - great alternate route when out for a walk - would depend on the location
	Depending on the time of year. In summer/fall I might use the path daily/weekly.
	Never
	Once or twice a year
	Rarely - once of a year
	Rarely

4	<b>How often do you see yourself using a pedestrian/cycling river crossing between St. Vital and Fort Garry near the U of M?</b>
	Daily during University, also a great way to use bike/walk to the stores on Pembina, Bison - > Superstore, Winners, etc.
	Great running route!
	Bomber Games (2-3x) + Countless bike trips
	Never, I already use the Bishop Bridge!
	Never, I already use the bridge to Bishop Grandin.
	Never, I use Bishop Grandin
	Daily if it meant it would connect me to transit faster
	People will park on greenspace etc. We do not need anymore parking paved. Enough is on campus. Pry your tight wallet/purse open and <u>pay</u> to park or take transit
	Rarely
	2-3 times per week (all 4 seasons) biking & walking
	All the time in the summer.
	Rarely - what is the point of going to U of M if not a student or going to football game?
	Very often - it is an excellent way to make a cycling loop for all ages
	Certainly not in the winter
	Daily!
	If it connects through active transport infrastructure I would use it
	Daily! - University - park - recreation (pools, etc.)
	All year, if at Minnetonka
	Once a week in summer. Once a month in winter.
	Sometimes - recreation only.
	We would use the crossing all summer long for biking as we do the Greenway
	Lots - U of M Students - recreation
	Winnipeg Cycling Club would use once a week from April to October
	At least <u>everyday</u> during the weekdays of summer
	Frequently as I am one who walks frequently in the area.
	Monthly for certs/presentations at U of M.
	At least 2-3x per week during good weather -> We access soccer complex at children's activities (pool, judo, gyms) 2-3x per week. Not as much in winter though.
	I will use it every day!!
	Never
	Daily!!!
	I would use it every week if it was nice out
	I live in the U of M area and would use it to bike to the St. Vital area. However, I don't often go to St. Vital so I would not use the bridge frequently.
	I walk regularly in the St. Amant area. Over the past 2 weeks I've seen <u>1 cyclist</u> . How can you possibly justify the proposed bridge!
	In the summer I would use it three times per week for recreation. Additionally for convenience if event at stadium - ride bike.



<b>4</b>	<b>How often do you see yourself using a pedestrian/cycling river crossing between St. Vital and Fort Garry near the U of M?</b>
	Never
	Frequently in the summer, rarely in the winter
	I would use the existing pathway on the few times/year I go.
	Could be used as a major cycling/walking loop, football?? Parking
	In the spring/summer/fall season I use the Bishop Grandin Bridge (biking) 2-3 times per week I don't believe enough students would use a new bridge to make it worthwhile.
	Every Saturday May to October to go to Farmer's market.
	Frequently in the non-winter months if it was located at either option C or D.
	Why do we need a bridge? Spend the money on Kenaston Blvd!!
	Daily
	I would continue to use the Bishop Grandin AT route.
	In spring/summer/fall - to ride trails on both sides of river - to travel from St. Vital to Farmers markets we need to take care of roads - social costs are enormous (and I am not a student)
	Depends on location chosen, more for C, D.

<b>5</b>	<b>What advantages or disadvantages do you think this project might have for community residents and businesses?</b>
	More bus traffic/parking issues for local residents.
	Are there higher priority infrastructure issues we should be addressing first?
	Can D be done without impacting community gardens at St. Amant?
	A connection between U of M and SE Winnipeg is good for the community!
	Plus: Decrease or will provide relieve flow of existing Blue Bomber Home games.
	Minus: Might have to tear down homes/green life to make this fit.
	Advantage: More people walking by existing business
	Disadvantage in Minnetonka area are traffic, parking, security - that is already an issue in that area.
	Disadvantage - loss of community gardens that have been at St. Amant since 1931 and have a 100 families who rely on this beautiful green space.
	St. Vital might have parking problems
	Businesses will benefit
	Advantage for residents - increased mobility - decreased reliance on cars/bus
	St. Amant gardens - community gardening 80+ families... - active healthy living benefits - please don't take one active living opportunity to replace with another.
	We in Fort Richmond could go to St. Vital Mall on bike and save a parking there and using our car
	There is limited shopping in Fort Richmond and to go there by bike would be great!
	St. Amant crossing destroys III Community gardens, currently providing active living and exercise for 80 families, not to mention the healthy food these gardens produce.
	Why "Destroy"?? The keepers of these gardens should welcome the increased visibility so others can <u>enjoy</u> their gardens! It's just a <u>walking path</u> not a super highway!!
	Destruction of gardens at St. Amant
	Further south for AT Corridor
	Disadvantage - taxes spent irresponsibly. Fix the infrastructure instead
	Community gardens and environment destroyed.
	Less driving = less gas!!
	Active living - walking - poling
	Possible disadvantage - people parking in St. Vital to attend events at stadium.
	More active transport paths always great!
	Cars @ U of M and Fort Richmond Neighbourhood streets.
	More foot traffic to Stadiums!
	It is great to be able to walk to work
	I agree!
	Traffic issues - Please don't add to increase due to stadium
	Advantage: Access to more foot/bike paths
	Advantage: If you live in South St. Vital and work/study at U of M
	Disadvantage: Allows for more parking space if going to stadium.
	Option 'B' will have a potentially negative impact as the new housing there will soon be taken over by landlords wanting to rent to students.
	Property Prices
	Hospital Use
	Crime

5	<b>What advantages or disadvantages do you think this project might have for community residents and businesses?</b>
	It may ease Stadium traffic for those of us in Fort Richmond i.e., we could all share the load!
	*Potential destruction of <u>3.2 acre</u> community garden
	Destroy/limit community garden (lost one already). Peace/security issues for St. Amant, residents on East side.
	Parking, Parking, Parking problems in residential areas.
	Traffic congestion on residential streets that are not designed to handle it. Schools and daycare on traffic routes.
	Students & Stadium traffic will benefit from this new access route.
	Will increase foot traffic/bike traffic so make area busier.
	Greater access to less familiar are of city.
	Access to U of M programs for St. Vital residents.
	Advantages are connecting the south bicycle/walk path all the way to U of M/King's Park etc.
	Disadvantage is definitely people will "park" close to the bridge & walk across-where/how does this concern get solved? I love the active transport idea, but certainly parking is a big (one of biggest) complaints by students/staff??
	The foot bridge will result in Neighbourhoods being used as parking lots for Football and other events at the new stadium!
	I agree!!
	↓ increased traffic and parking year round in areas connected - are there any businesses in the connecting areas? Looks residential
	↑ active transport is good but Henteliff is the only one that joins up the active transit system in place.
	Parking would be a ?? Issue in all residential communities. Henteleff is already meant for walking/biking
	Site C Cons - increased parking, traffic and safety issues in a developed residential area with a school across the street
	None, leave the school alone
	I agree
	Option B may bring more traffic into the residential neighbourhoods of Van Hull - although very convenient access to the U of M is a plus.
	*Van Hull -> where young children play on the road.
	Not only would it bring Stadium goers and a <u>few</u> students to the residential area but also other undesirable people walking in our area. Near <u>our</u> homes, children, their school, properties. It is very interesting that this bridge is needed " <u>now.</u> "
	Traffic, Parking & security if bridge is put in the Minnetonka area - Option C, D and E.
	Community residents in St. Vital and parking and safety, the football stadium is driving this whole issue
	No it's not!
	Is too! Is too!
	Do you really think people are willing to walk that far? People in this city are VERY dependent on their cars. Few people even know how to walk.
	Connects a major destination ("Manitoba's 4th largest city") with a large residential population. All good! Excellent!

<b>5</b>	<b>What advantages or disadvantages do you think this project might have for community residents and businesses?</b>
	Any location in a residential area would create problems with drop-off and parking on nearby residential streets. Also, little advantage for businesses if location is residential
	Answer to this is Henteleffe Park. They could build some sort of Green wall between condo of Entrance/pathway.
	I think it's an opportunity for local residents and businesses to brainstorm about how they can BENEFIT from this project. Make it work for you the way St. Boniface residents have made the Provencher bridges benefit them. People <u>want</u> to live there now.
	↑ Properties values ↑ on Provencher and everyone wants to move there.
	Good point! It's not all negative.
	It is inevitable that some people will want to drive then park by the bridge and walk across. So far I have not seen anything about where these cars will park. I would think this would be an integral part of the decision making process so where is this information? Hard to judge the impact of the different crossings without it!
	Will cut down on traffic in St. Vital - I'd walk daily, if at Minnetonka
	People parking in St. Vital to go to U of M.
	Bridge will bring hoards of U of M people into St. Vital for free parking in residential area. Anytime school is in <u>not</u> just bomber games.
	For community residents more traffic could mean more safety concerns. People taking opportunities for alternate parking might create unwelcome residential concerns.
	Disadvantage of bringing a lot of traffic into residential area
	Great advantages to bring the 2 sides together.
	Yes!!
	Agree!
	Encourages active living.
	Agree!
	More use of the dog park at King's Drive
	Agree!
	Saves time for students and employees of UM +++
	Agree!
	Definitely need a parking area so people can park and walk.
	Agree!
	Bomber game parking major concern
	Do we really need a parking lot at all - just bike!
	Location C is least disruptive to the surround community.
	Agree!
	People can bike more
	Do not mess with the gardens - providing active living feeding the needy, afford view of active outside world, peaceful setting to residents of Foyer Valade during 3 seasons. Complete diversion to what is and has been!
	If you choose option B then you would not affect anyone because there are no businesses present and the land is not being used for anything
	If choose option B there would be little disruption of businesses.
	Who needs a parking lot in their front yard!
	Catch the existing bus to the U of M
	I see more advantages. (1.) less vehicles (less traffic) (2) gas savings (3) healthier people.

<b>5</b>	<b>What advantages or disadvantages do you think this project might have for community residents and businesses?</b>
	Health benefits for community residents.
	Depending on where the bridge could be located, community residents may be negatively affected by increased vehicle traffic/parking issues.
	Hentiliffe is the way to go
	University for the kids.
	It would encourage active transport and may cut down congestion on University Crescent.
	Advantages - increase AT routes.
	Parking would be the biggest problem. Less traffic on Bishop/Perimeter.
	For U of M employees and students in South St. Vital this would increase our ability to walk/bike to school/work.
	Parking in the area is already a huge problem and would only get worse. <u>All</u> routes affect residential areas.
	Promote proactive living
	Reduce pollution
	Make U of M accessible to more adults/seniors
	Parking issues
	Increased community resources
	Disadvantages - if too close to stadium, could cause parking issues. - if too close to school, could cause issues with student security and/or access easily to Ft. Garry (student skip out)
	It would destroy the gardens and the peacefulness of our community.
	Advantage: Bike/walking (parking?)
	Disadvantages: Potential Loss of community gardens! Parking nightmare for residents, not only for Bomber games, but year round!
	Advantages: Active transport; Reduce cars/congestion; Ease of commute to U of M to River Park South
	Yes!!
	Gardens at St. Amant Please don't sacrifice one source of active healthy living for another....
	Do not destroy Henteliff Park (B)
	No significant advantage at C, D, or E - Too close to Bishop Grandin Bridge.
	Disadvantage - no parking space - increased traffic for residents.
	Best option - Maple Grove - lots of parking.
	It seems to me that this is being pushed simply because of the <u>new stadium!!!!</u>
	I agree!



6	<b>Can you think of any other design options for the river crossing design?</b>
	...ferry crossing, canal/rowboat shuttles in summer.
	...hot air balloon
	None look great
	Walk Bridge near Lord Roberts
	Ice Road
	Maybe no bridge at all
	Tunnel under the river
	Natural design x1
	Amend legislation to use restricted land and absorb impacts
	Extend routes or gondola etc. to get traffic and parking <u>out</u> of residential areas not add to it.
	Let the river flow. Bus game day fans to game from St. Vital Park-n-ride.
	Invest money in rapid transit on proper traffic routes. Keep traffic volume out of residential areas.
	Monorail access/bus Pedestrian
	Bus loop and Henteloff with local feeder route.
	Save the money and don't build a bridge!
	Great idea - no other options - "B" is the best
	Use the money for needed improvement in infrastructure
	If we don't have a budget for existing infrastructure maintenance, how will we maintain the footbridge when due?
	Option C would be a good bus, scooter, bicycle crossing.
	The gondola one would be good and relaxing
	The gondola is too expensive and is time restrictive - a bridge is better
	Gondola would possibly require operator/operators, greatly increasing cost to operate.
	Gondola would be susceptible to mechanical breakdown, bridge <u>far</u> superior.
	You could also abandon the whole idea.
	Why not improve bus service or park and ride locations with a high speed bus.
	Getting to and from work/school I want a quick way to bike at any time of the day.
	Gondola provides protection from elements in winter when university is in session.
	Gondola could also be an attraction - has been done in several other cities.
	Potentially other location options for gondola - could span U of M agricultural lands.
	What about 2 bridges or crossings?
	Has to be bicycle -accessible
	Could test a few of locations in winter across ice if the ice is safe in those locations. Which would people use most?
	A gondola isn't exactly "active" transportation. Show me one that a smaller/weaker person could even get a bike/wheelchair into.
	Gondola is the silliest idea. How do you get off in winter if it breaks down over the river?

<b>7</b>	<b>If you could locate the crossing in one location, where would it be and why?</b>
	B Van Hull - Access to ward South St. Vital/Royalwood but not at this expense.
	C, D, or E
	C - far enough from Bishop Grandin bridge
	Good access to bus, St. Anne's, U of M
	B, C, D - furthest from existing bridges makes it most advantageous.
	B & D - You will create a walk & ride effect.
	B - for AT Corridor
	Location A - best for connection between Fort Richmond & South St. Vital and Royalwood & Island Lakes & Sage. C to go to Kings Park.
	Henteloff Park (B), close to U of M across river, connects to active transit corridor in river park south
	Henteloff Park (B) - services more people and connects with the ATR.
	Henteloff Park - definitely <u>NOT</u> SE Amant.
	Henteloff Park -> AT route!
	C - existing infrastructure
	B - has hidden costs (incorporate bus routes)
	C - Could utilize St. V mall best for shuttle parking
	Location B - great walk to the University
	...No river crossing at all <u>thanks</u>
	Option "C" Safety issues.
	<u>NOT</u> A (King's Park) Pls. leave park as natural greenspace!!
	^ includes community garden in St. Amant Grounds (Option D)
	C or D - both facilitate better connections to more people in St. Vital.
	Yes. Not Option B
	Option D or C best option - close to U of M, Stadium & St. Vital Centre
	B or C - Doesn't rip up Gardens, doesn't disrespect, offers a decent incentive for active transport through central St. Vital, may get people out of their cars.
	Option B - Offers connection to existing active transit networks
	Option B - Very difficult to get from this part of St. Vital to U of M
	Option B - Same as above. Also prefer options linking parks more
	Option B - Agree with above comments. This route ties into existing Active transport route.
	None - strongly believe that <u>need</u> has not been demonstrated to justify spending \$16 million + of tax payer money
	Maple Grove - Lots of Parking
	One advantage of C, E, A would be that most lazy car drivers would not walk that far to the game, focusing use of I on people who are not afraid of walking/biking and therefore be less likely to fill St. V with their cars.
	Option B - Henteloff Park - Connects with the active Transport Route.
	Option B- Henteloff Park already connects with the AT.
	Modify the path for B to AVOID destroying the park and filling the parking area.
	Option B, using bicycle path rather than directly through nursery.
	Option B -
	Option B - makes the most sense from midpoint of existing bridges.
	Option A or D or C
	St. Amant - people always cross the river there in winter.
	Option C - connects on public land, good flow from St. Vital to U of M
	Option B - Parking Should be considered. Easier access to majority of Population East of Red River
	Option B - Good connections to South St. Vital Trail allow for Park & Peddle options from schools or Bomber event bike share could also help get transit users from St. Mary's to the U of M/Stadium
	Definitely C - most accessible from the road, close to U of M buildings, closest to bus-route.

<b>7</b>	<b>If you could locate the crossing in one location, where would it be and why?</b>
	Option C - it provides a visible alternative that lands on public property allowing the bridge to enhance the park. It centrally located from St. Vital and the university. Minnetonka students will greatly benefit from connection to university. The are the bridge serves is much larger and influential.
	Option D - closest to the University proper. Not all gardening spots would disappear.
	Option D - closest to the University proper and probably offers most parking for users.
	Option B - connects with current A/T.
	Option D - I don't think this needs to affect gardens as bad as feared. D is most central + least isolated, also connect with St. Amant which is already an institution i.e., not as residential. And, it simply would be most convenient one me.
	Option C or B - fewest impacts. C - Minnetonka provides best AT route.
	B!
	Please keep the Garden Space at St. Amant .. Least preferred
	Without Parking - Cost ineffective just to accommodate walkers/bikers.
	Option D is my choice because it is the shortest and most direct for students and has bus access at St. Amant.
	Location "B" 1.) More people - Henteloff park 2.) Fact of further bus stops should not be a problem - people will W BIKE to go through park & across bridge 3.) It is 1/2 way between 2 existing bridges 4.) Residents in S. St. Vital not affected if people park vehicles in the park
	Ditto
	Ditto
	Keep the Gardens!
	...has there been a <u>user</u> feasibility study?
	... save the gardens at St. Amant .... Also "environmentally sensitive"
	"B" Henteloff Park - best link to AT & improves visibility of Henteloff Park
	Please spare the community gardens. Originally the bridge was to help south St. Vital students.
	Henteloff Park - other options are too close to Bishop Grandin or too close to perimeter.
	It would not be Henteloff Park. This is a heritage market garden area.
	<u>Minnetonka</u> - closest to ST. Mary's and existing transit routes. Least Invasive on residential Areas.
	^^ Not true
	Henteloff is ALREADY on the City's proposed active transportation plan!
	Henteloff Park - the Minnetonka, St. Amant & River Pointe sites are too close to the Bishop Grandin bridge. Also, increased vehicular traffic - buses & autos would be a significant concern on River Road, which already has heavy enough traffic. Henteloff Park provides space for a "staging area" for buses & perhaps some parking without affect adjacent residential areas.
	Henteloff Park is a midway point and would cause the least disturbance to residential areas.
	<u>Henteloff</u>
	Henteloff - It seems to be the least intrusive on neighbourhoods.
	Henteloff - perfect location!!
	The only location.
	I agree
	Come the winter time, there will not be a significant (1000+) number of persons using any crossing without bringir their automobile to the bridge.
	Henteloff more accessible then 101

















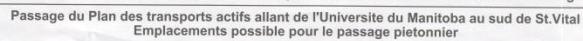
Passage du Plan des transports actifs allant de l'Université du Manitoba au sud de St.Vital  
Emplacements possible pour le passage piétonnier



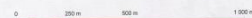


Passage du Plan des transports actifs allant de l'Université du Manitoba au sud de St. Vital  
Emplacements possible pour le passage piétonnier

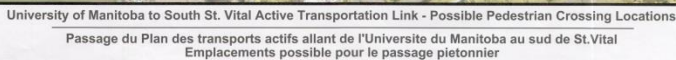




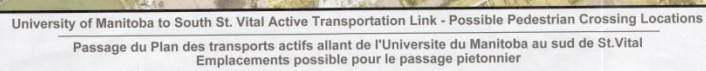
















## APPENDIX H – FINAL EVALUATION MATRIX RANKING



# Conceptual Design for a New Crossing Between St. Vital and the U of M

April 2, 2012

## Crossing Options Evaluation Matrix

Reviewer: **MMM Group**

### LOCATION

Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst (all zones can have the same rating)

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<b>Cost</b>	<b>2.7</b>	<b>2.9</b>	<b>3.4</b>	<b>3.9</b>	<b>3.4</b>
Estimated Construction Cost					
MMM Group Comments	\$17.5M	\$16.9M	\$15.2M	\$14.7	\$15.8M
<b>Property Acquisition</b>					
MMM Group Comments	None required at the Normand Park side since it lands wholly on a City Park; None required at the King's Park side since it lands wholly on a City Park.	Land required at the U of M side; If the bridge approach is through the middle of Henteleff Park then no additional land will be required on the side since it is wholly on City Park land; If the bridge approach is along the top of the dike adjacent to Van Hull Estates then property will be required.	Land required at the U of M side; Land not required on the Minnetonka side since it lands wholly on a City Park.	Land required at St. Amant; Land required at U of M.	Land required at U of M; Land not required on the River Point side since it lands wholly on a City Park.
Bike to the Future Comments	Easement at eastern end of Van Hull Estates at a planned multi-family development to connect South St. Vital Trail to existing pathways on Normand Ave Right of Way	Easement at eastern end of Van Hull Estates at a planned multi-family development to connect South St. Vital Trail to existing pathways on Normand Ave Right of Way, landing site on west side of river	For Greendell to Greenwood Connection	For Connection from St. Amant Driveway to Woodlawn or Settlers and for Greendell to Greenwood Connection	West side landing
Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	-Unclear as to how this will be evaluated. Need to include cost of associated infrastructure to connect existing routing to bridge location - Need to include cost of associated infrastructure to connect existing routing to bridge location - recommend addit this cost to overall structural costs and removing it from the location weighting	No Comment
Louis Riel School Division	1	5	5	4	1
U of M Students Union	3	5	1	2	4
Normand Park Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
C of W Access Advisory Committee	No Comment	No Comment	No Comment	No Comment	No Comment



Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
SW Gardening Club	No Comment	No Comment	No Comment	- need to understand if property needs to be acquired, gifted, etc. - determine where city owns property	No Comment
Architectural/Aesthetics	3.6	3.8	3.3	3.3	2.9
<b>Views</b>					
MMM Group Comments	Views of the bridge could be significant from within either Normand Park, Henteleff Park, King's Park and St. Mary's Rd. near the Perimeter; Views from the bridge would be of the Parks.	Views of the bridge would be significant from the U of M and Henteleff Park; Views from the bridge would be of the U of M and Henteleff Park.	Views of the bridge would be from River Road and Minnetonka Park; Views from the bridge would be of Minnetonka Park.	Views of the bridge would be from River Road from a distance; Views from the bridge would be of St. Amant.	Views of the bridge would possibly be from River Point Park; Views from the bridge would be of River Point Park.
Bike to the Future Comments	Excellent	Excellent	Excellent	Excellent	Excellent
Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	- keep aesthetic weighting at 15% - safety should be a greater concern (view from the bridge somewhat irrelevant) - need to contact residents who would be most impacted by the aesthetics of the bridge in the neighborhood.	No Comment
Louis Riel School Division	5	5	5	3	3
U of M Students Union	4	1	3	2	5
Normand Park Residents Assoc.	No Comment	- The bridge may not need to use all cement as a covering. The deck of the walking bridge from Hull to Ottawa in the area of the Parliament buildings is wood.	No Comment	No Comment	No Comment
C of W Access Advisory Committee	No Comment	No Comment	No Comment	No Comment	No Comment
SW Gardening Club	No Comment	No Comment	No Comment	- In a natural setting such as the gardens at St. Amant we would hope the views of man-made structures would be minimized.	No Comment
<b>Compatible with Existing Context and Adjacent Structures</b>					
MMM Group Comments	Bridge could be designed to compliment adjacent areas and structures	Bridge could be designed to compliment adjacent areas and structures	Bridge could be designed to compliment adjacent areas and structures	Bridge could be designed to compliment adjacent areas and structures	Bridge could be designed to compliment adjacent areas and structures. Potentially more flexibility due to future development of golf course lands (blank slate?)
Bike to the Future Comments	Reasonable	Yes	Yes	Yes	Probably not on the east side
Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
Louis Riel School Division	5	5	5	5	5
U of M Students Union	1	5	4	2	3

Category	Zone A King's Park	Zone B Henteloff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
Normand Park Residents Assoc.	No Comment	- The physical challenges of building at Henteloff, such as the low lying area just across from the Business Building at U of M are recognized - Build elevated bridge and this is part of uniqueness of design of connections to St. Vital pathways.	No Comment	No Comment	No Comment
C of W Access Advisory Committee	No Comment	No Comment	No Comment	No Comment	No Comment
SW Gardening Club	No Comment	No Comment	No Comment	- The gardens at St. Amant are one of the few areas in St. Vital that still have a rural feeling, it is a peaceful location, inviting hundreds, or thousands of people to cross through this area in addition to adding a significant man-made structure will change the aesthetics forever. - A physical structure, regardless of design would bring pedestrians in the area which is not a "worthy fit" in this park like area. As far as views go, there is nothing spectacular that would enhance any of the Minnetonka crossings that stands out.	No Comment
Environmental	2.9	3.1	3.3	3	3.3
Environmental Impacts During Construction					
MMM Group Comments	Temporary Cofferdams in the Red River and access roads and lay down areas in the Parks. Construction traffic and noise in adjacent areas.	Temporary Cofferdams in the Red River and access roads and lay down areas in the Park and the U of M. Construction traffic and noise in adjacent areas.	Temporary Cofferdams in the Red River and access roads and lay down areas in the vicinity of the Park. Construction traffic and noise in adjacent areas.	Temporary Cofferdams in the Red River and access roads and lay down areas in the vicinity of St. Amant. Construction traffic and noise in adjacent areas.	Temporary Cofferdams in the Red River and access roads and lay down areas in the vicinity of the Park. Construction traffic and noise in adjacent areas.
Bike to the Future Comments	No Comment	No Comment	No Comment	No Comment	No Comment

Category	Zone A King's Park	Zone B Henteloff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	weighting should be increased to 25% - anticipate the potential environmental impacts during construction will be required to be mitigated - however, varying degrees of riparian zone clearing and in-water structures required with each bridge design needs to be factored in - also need to factor in other shoreline preparation/impacts (tree removal, impact on sensitive areas/wildlife habitat)	No Comment

Category	Zone A King's Park	Zone B Henteloff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Louis Riel School Division</i>	3	3	5	1	1
<i>U of M Students Union</i>	2	4	1	3	5
<i>Normand Park Residents Assoc.</i>	No Comment	- Bank to the south here has experienced a lot of slumping in last 15 years.	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>SW Gardening Club</i>	No Comment	No Comment	No Comment	- During construction there would be: - Possible disruption of access to the gardens that could prevent gardening for an entire season – that could be a blow from which the gardens might not recover - Significant noise and traffic - The presence of construction trailers - Poisoning of gardens with runoff from the petroleum based path surface - Possible damage to the heritage row of ash trees - Damage to the underground sprinkler system - It would disturb the peace of the gardens, both adjacent institutions, and the whole neighborhood - The green space with it's complement of natural inhabitants such as rabbits, birds, deer, etc. would be permanently dislocated.	No Comment
<b>Long Term Environmental Impact</b>					
<i>MMM Group Comments</i>	Bridge would be designed to minimize long term environmental impact	Bridge would be designed to minimize long term environmental impact	Bridge would be designed to minimize long term environmental impact	Bridge would be designed to minimize long term environmental impact	Bridge would be designed to minimize long term environmental impact
<i>Bike to the Future Comments</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	- should include long term envr. Impacts incl. flooding, ice scour, erosion, as well as long term disruption to local wildlife - include long term envt benefit of each location (anticipated use by cyclists/peds vs. cars)	No Comment
<i>Louis Riel School Division</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>U of M Students Union</i>	No Comment	No Comment	No Comment	No Comment	No Comment

Category	Zone A King's Park	Zone B Henteloff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
Normand Park Residents Assoc.	No Comment	- could also be a major benefit if a bridge is built in such a way as to protect the area enough to allow significant regrowth of the river bottom habitat (i.e. bridge starts far into park and travels over the area - much like interpretive bridges in marshes --- but not made of wood in this case).	No Comment	No Comment	No Comment
C of W Access Advisory Committee	No Comment	No Comment	No Comment	No Comment	No Comment
SW Gardening Club	No Comment	No Comment	No Comment	- To replace a garden and its beautiful surroundings with a concrete structure would mean the loss of a valuable food supply to over 100 families. This garden area has for many years been the culture and history of the area, much as the Riel house several blocks away, which has been designated is a national historical site. In fact, it would be appropriate to designate the gardens as a historically significant area.	No Comment
Neighborhood Impact	3.5	4	3	2.9	2.5
<b>Neighborhood Impact</b> <i>MMM Group Comments</i>	Increased parking demand and traffic on St. Vital side; Increased noise; Improved connectivity between neighborhoods; Access to U of M and related facilities for St. Vital residents; Possible reduction in vehicle use on St. Vital side as U of M trips are by AT modes. Bridge would change the characteristic of Normand Park from a destination neighborhood.	Increased parking demand and traffic on St. Vital side; Increased noise; Improved connectivity between neighborhoods; Access to U of M and related facilities for St. Vital residents; Possible reduction in vehicle use on St. Vital side as U of M trips are by AT modes. Bridge would change the characteristic of Van Hull Estates from a destination neighborhood.	Increased parking demand and traffic on St. Vital side; Increased noise; Improved connectivity between neighborhoods; Access to U of M and related facilities for St. Vital residents; Possible reduction in vehicle use on St. Vital side as U of M trips are by AT modes. River Road is already very busy and this may increase traffic more so.	Increased parking demand and traffic on St. Vital side; Increased noise; Improved connectivity between neighborhoods; Access to U of M and related facilities for St. Vital residents; Possible reduction in vehicle use on St. Vital side as U of M trips are by AT modes. Impact on local gardening club.	Increased parking demand and traffic on St. Vital side; Increased noise; Improved connectivity between neighborhoods; Access to U of M and related facilities for St. Vital residents; Possible reduction in vehicle use on St. Vital side as U of M trips are by AT modes. Bridge would change the characteristic of River Point from a destination neighborhood.
<i>Bike to the Future Comments</i>	Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; Will likely lead to increased traffic and parking demand; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; increases parking demand and traffic in Minnetonka neighbourhood; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz



Category	Zone A King's Park	Zone B Henteloeff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	- weighting should be increased to 35% - need to consider increased pedestrian /bike traffic and interactions with vehicle traffic at each location and safety concerns for each location = neg. impact; Safety: vandalism, theft, disorderly conduct; Other Disturbances: Late night noise from vehicles, lights on bridge and walkway	No Comment
<i>Louis Riel School Division</i>	1	3	1	1	3
<i>U of M Students Union</i>	4	1	3	2	5
<i>Normand Park Residents Assoc.</i>	No Comment	There will need to be careful planning of connections --- with the point being to make all connections possible - the idea of easement at new Van Hull condo area is good. Also park areas already exist at some of the condo areas to the south and these could be mapped and marked. - no cars or large city buses on the bridge	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment

Category	Zone A King's Park	Zone B Hentelreff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
SW Gardening Club	No Comment	No Comment	No Comment	<p>- We hope that the lack of indicators here are not indicative of a minimalization of neighborhood impact. We noticed that there was a great amount of thought put into user performance based on the number of indicators.</p> <p>- What is a neighborhood? In the case of the SWGC our gardens are the neighborhood with 100 families that garden, as well as our interactions with passers by from St. Amant and Foyer Valade. The destruction of the gardens would mean the destruction of a community.</p> <p>- The gardening community at St. Amant has deep historical roots as well. The plots have been under cultivation since the 1930's when the Grey Nuns first grew gardens there. It is the understanding of many of the long-term gardeners that these first gardeners had willed the gardens to be used as garden plots in perpetuity.</p> <p>- The MMM staff member who surveyed right through the middle of the gardens indicated that the project would consume about 1/3 of the gardens, this is without even considering the irrigation,</p>	No Comment
<b>Parking Impact</b>					
MMM Group Comments	Increase in parking demand in neighborhoods on St Vital side.	Increase in parking demand in neighborhoods on St Vital side.	Increase in parking demand in neighborhoods on St Vital side.	Increase in parking demand in neighborhoods on St Vital side.	Increase in parking demand in neighborhoods on St Vital side.
Bike to the Future Comments	Manageable, mainly in the Normand Park area	Manageable, mainly in the Normand Park area; Good potential for Park & Peddle (Churches, Schools, Community Centres)	Manageable, mainly in the Minnetonka neighbourhood	Manageable, mainly in the Minnetonka Neighbourhood	Manageable, mainly in the Minnetonka Neighbourhood
Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	University students/stadium users parking on the St. Vital side.	No Comment
Louis Riel School Division	1	1	1	1	1
U of M Students Union	5	1	3	4	2
Normand Park Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
C of W Access Advisory Committee	No Comment	No Comment	No Comment	No Comment	No Comment

Category	Zone A King's Park	Zone B Henteloff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
SW Gardening Club	No Comment	No Comment	No Comment	<p>- Parking would be a major issue for St. Amant and for Foyer Valade, as well as the community at large. With 30 000 + people attending stadium events up to 20 times per year, and 20 000 + at the University daily this could add a huge parking issue.</p> <p>- Is the plan to put in huge parking lots on the St. Vital side of the river to accommodate this demand?</p> <p>- For the gardens themselves we can imagine people just driving in and parking all around the gardens and then short-cutting through the gardens to the proposed bridge.</p> <p>- St. Amant and Foyer can anticipate their staff and visitor lots to have uninvited parkers. The streets in the area would face daily pressure.</p> <p>- Even if the city makes assurances that parking will be policed, how sustainable is that practice over the years, how much will it cost all of us in the long run?</p>	No Comment

Category	Zone A King's Park	Zone B Hentelreff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
	No Comment	No Comment	No Comment	<p>- Certainly the proposal of the St. Amant and Golf Course locations are seen by the community as something that is being done for the stadium which is already very unwelcome in the University Heights community. We noticed that the stadium folks are on the distribution list for the minutes of the PAC so they are apparently considered a stakeholder, in fact they were in the loop before the Minnetonka residents or the gardeners faced with the potential loss of the gardens.</p> <p>- If the bridge were to come in to this location not only would the noise from the stadium be coming across the river, but those making the noise, many of whom will be under the influence of alcohol, will be coming through the neighborhood as well.</p> <p>- This cause concern for security for the gardens, institutions, and neighborhood, as well the high probability of impaired drivers.</p> <p>- The City shall manage neighbourhoods traffic to support the primary function of local streets in providing access to local residents by i) encouraging the</p>	No Comment
User Performance	2.6	3.5	3.2	4.1	2.6
Location w.r.t. Trip Origin/Destination					
MMM Group Comments	The major trip origin/destination is the U of M. This location does not directly lead to the U of M. It would serve as a community link between two parks.	The major trip origin/destination is the U of M. This location directly leads to near the highest density zone at the U of M. With the larger portion of younger families in St Vital being located further east (River Park South etc.) future attendees of the U of M would likely benefit most from this connection. A logical connection to the heart of the U of M to bike network in area.	The major trip origin/destination is the U of M. This location directly leads to the NE corner of the university where building connections are sparse. Shorter walk between U of M and St. Vital Centre, but this trip is not common. Shortens trips for traffic to/from NE, where a large number of trips were noted in the 2007 WATS data.	This location is somewhat close to the existing bridge crossing on Bishop Grandin thereby making it less optimal. Less attractive to users from the East.	This location is very close to the existing bridge crossing on Bishop Grandin thereby making it less optimal. It would not serve the areas of Eastern St. Vital much better than the existing bridge. Good East-West tie in for future residential development in golf course however.



Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Bike to the Future Comments</i>	Significantly shortens connections to U of M for River Park South, Dakota Crossing; Shortens connections to U of M from Meadowoods Neighbourhood Simplifies connections to St. Vital Centre for Fort Richmond (better quality routes)	Significantly shortens connections to U of M for River Park South, Dakota Crossing; Shortens connections to U of M from Meadowoods Neighbourhood Simplifies connections to St. Vital Centre for Fort Richmond (better quality routes)	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	- weighting should be decreased to 25% - need to clearly define and quantify the target user group, how will different uses groups be included/weighted (students, employees, eventgoers, weigh per capita cost of each location.	No Comment
<i>Louis Riel School Division</i>	5	1	1	3	5
<i>U of M Students Union</i>	1	2	5	3	4
<i>Normand Park Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>SW Gardening Club</i>	No Comment	No Comment	No Comment	- The best information that you have on this is from the BTTF review where they have recommended the Henteleff location. Location D and the other Minnetonka locations and not the best for AT or to serve the greatest number of citizens from the Royalwood and all of River Park South. T. Looking at the population data for the communities to be served there can be no argument that having the crossing further south would serve a greater number of people. The Bishop Grandin crossing has served Minnetonka and Pulberry well since the 1970's.	No Comment
<b>Year Round Availability/Access</b>					
<i>MMM Group Comments</i>	All options would have the same degree of availability/access year round. All sites will required some degree of snow clearing during winter months.	All options would have the same degree of availability/access year round. All sites will required some degree of snow clearing during winter months. This option has the longest path (on the East side).	All options would have the same degree of availability/access year round. All sites will required some degree of snow clearing during winter months. This option has a very long path on the U of M side.	All options would have the same degree of availability/access year round.	All options would have the same degree of availability/access year round.

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Bike to the Future Comments</i>	Sheltered, short access routes - Kings Drive is the choke point;	Flood clearance could be a problem on the St. Vital side (cut throughs provide detours). Relatively sheltered access on east side, with excellent year round access to bike shed via separated path, excellent connections on west side to Freedman Crescent	Good flood clearance; River road has poor year- round qualities because of parking; Fort Garry side would be pretty exposed to inclement weather;	Good flood clearance; River road has poor year round qualities because of parking; would need curb to curb priority snow clearing	Good flood clearance; River road has poor year round qualities because of parking; would need curb to curb priority snow clearing;
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>Louis Riel School Division</i>	3	5	3	3	3
<i>U of M Students Union</i>	1	2	5	4	3
<i>Normand Park Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>SW Gardening Club</i>	No Comment	No Comment	No Comment	- St. Amant location does not offer any advantages over other options for year round access.	No Comment
<b>Compliance with 2010 Winnipeg Accessibility Design Standard</b>					
<i>MMM Group Comments</i>	The bridge would be designed to meet this standard.	The bridge would be designed to meet this standard.	The bridge would be designed to meet this standard.	The bridge would be designed to meet this standard.	The bridge would be designed to meet this standard.
<i>Bike to the Future Comments</i>	King's Drive has no sidewalk south of Parkwood (easily extended)	No Comment	No Comment	No Comment	No Comment
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>Louis Riel School Division</i>	n/a	n/a	n/a	n/a	n/a
<i>U of M Students Union</i>	4	5	2	1	3
<i>Normand Park Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>SW Gardening Club</i>	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites
<b>Ease of use for Pedestrians</b>					
<i>MMM Group Comments</i>	For those whose origin/destination is the U of M, this will be a long, indirect route although the experience of walking through the Parks will be a positive one. Would better benefit the residents of East St. Vital. Will require additional wayfinding info to direct people to U of M.	For those whose origin/destination is the U of M, this will be a longer walk through Henteleff Park on the East side, with a very short walk at the U of M side. The experience of walking through the Park will be a positive one, although potentially isolated at times (see CPTED below). Would better benefit the residents of East St. Vital. Will require signage from St. Mary's to highlight it is possible to access the U of M through park.	For those whose origin/destination is the U of M, this will be a very short walk on the North side, with a long walk along the side of the agricultural lands on the U of M side. Would not directly benefit the residents of East St. Vital.	For those whose origin/destination is the U of M, this will be a very short walk on the north side, and also a short walk at the U of M side. Would not directly benefit the residents of East St. Vital. Its "tucked in" location means it will be more challenging to find for users from the East side of the river.	For those whose origin/destination is the U of M, this will be a long from the East side, and a long walk at the U of M side. Would not benefit the residents of East St. Vital. Could be tied into future development within golf course area.

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Bike to the Future Comments</i>	Distance is the main concern, on both sides	Cut throughs in Van Hull Estates make this option competitive with the St. Amant option. Kiss & walk would be an attractive option.	Distance and exposure to the elements on the Fort Garry side are the main concerns	Excellent	Distance and wayfinding are the main issues
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	Define "experience"	No Comment
<i>Louis Riel School Division</i>	2	3	5	3	1
<i>U of M Students Union</i>	2	4	1	5	3
<i>Normand Park Residents Assoc.</i>	No Comment	- Look at bridge structure that might allow for electric people movers over the bridge (like Disney from parking lots to park entrance) for game days and in winter?	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>SW Gardening Club</i>	No Comment	No Comment	No Comment	- Most pedestrians coming from south of this location, in the highly populated River Park South area, will find the distance to St. Amant, option "D" prohibitive.	No Comment
<b>Ease of Use for Cyclists</b>					
<i>MMM Group Comments</i>	This connection would provide the greatest separation from the existing bridge at Bishop Grandin but results in an indirect route to the U of M for most users.	This connection best utilizes the existing East/West AT paths West of St. Mary's Road and would connect directly to the U of M. Requires a long connection through the park maintained to a standard for bicycle use.	This location is somewhat close to the existing bridge on Bishop Grandin so that construction here would result in only minor time savings for cyclists. Note that time is one aspect of bike travel, but comfort with less volume is another. No direct connection to AT paths in the SE St. Vital area. Requires a long connection on the U of M side maintained to a standard for bicycle use.	This location is close to the existing bridge on Bishop Grandin so that construction here would result in only minor time savings for cyclists. No direct connection to AT paths in the SE St Vital area.	This location is very close to the existing bridge on Bishop Grandin so that construction here would result in only minor time savings for cyclists. No direct connection to AT paths in the SE St Vital area.
<i>Bike to the Future Comments</i>	King's drive will act as a choke point in AM Peak. Requires backtracking for destinations at U of M	No Comment	No Comment	No Comment	No Comment
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	Define "experience"	No Comment
<i>Louis Riel School Division</i>	5	4	5	5	1
<i>U of M Students Union</i>	4	1	2	3	5
<i>Normand Park Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
SW Gardening Club	No Comment	No Comment	No Comment	- Cyclists coming to location D at St. Amant will face having to ride down River Road, which is narrow, does not offer a potential bike lane, and is extremely congested with auto traffic, particularly during rush hours. - There is really no rationale for a Minnetonka area location for cyclists as the University is no more that a 10 -15 minute cycle across Bishop from the Minnetonka community. - If the city was interested in a cost efficient improvement for cyclists they would put in an AT corridor on the west side of the Red River from the Bishop Grandin bridge to campus. This would undoubtedly be acceptable to the beleaguered University Heights neighborhood.	No Comment
<b>CPTED/Safety Issues Considered</b>					
<i>MMM Group Comments</i>	The bridge and approached would be designed so that CPTED issues are concerned. Some isolation in Kings Park.	The bridge and approached would be designed so that CPTED issues are concerned. Some isolation in Henteleff Park.	The bridge and approached would be designed so that CPTED issues are concerned. Some isolation at the U of M side.	The bridge and approached would be designed so that CPTED issues are concerned. Good visibility on both sides.	The bridge and approached would be designed so that CPTED issues are concerned. Some isolation on the south side.
<i>Bike to the Future Comments</i>	Reasonable	Reasonable; Cut throughs in Van Hull Estates offer regular escape routes, good visibility of bridge from University residences and Freedman Crescent.	Very isolated on the U of M side.	Excellent	Reasonable
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>Louis Riel School Division</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>U of M Students Union</i>	3	4	1	5	2
<i>Normand Park Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment



Category		Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
Transit Connectivity	C of W Access Advisory Committee	2 - Major Accessibility Issues - Sidewalks - Signage - Elevation changes in Kings Park - Clear line of travel on the bridge including non-glare, non visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing shear distance	3 - Major Accessibility Issues - sidewalks - signage - distance to St. Mary's road in non-populated area. - clear line of travel on the bridge including non-glare, non visually distracting - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing	4 - Major Accessibility Issues - sidewalks - signage - elevation change and space for ramps. Clear line of travel on the bridge including non glare, non visually distracting design - snow clearing	5 - Major Accessibility Issues - sidewalks - elevation changes clear line of travel on the bridge including non-glare, non visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing	1 - Major Accessibility Issues - sidewalks - Signage - distance to UofM Clear line of travel on the bridge including non-glare, non visually distracting design - entry slppes/ramps and stairs - lighting in park/agri areas - snow clearing
	SW Gardening Club	No Comment	No Comment	No Comment	- Safety concerns re: St. Amant option include: - It is difficult to cross River Road due to traffic volume (for both pedestrians and cyclists), - The access road to St. Amant at the intersection to River Road is at a steep incline, which makes the intersection dangerous especially when roads are slippery. The danger is exacerbated by the curve of River Road at that location and is a blind corner. - Traffic on River Road and the St. Amant access road will increase due to pedestrians being "dropped off" in the bus loop, parking lots and garden access. - Increased pedestrian traffic may pose risks or may be distressing to vulnerable St. Amant residents and Foyer Valade residents. - Ongoing "game day" or "concert night" crowds may be intoxicated, and may pose increased safety issues to all residents in the community. Impaired drivers on local streets are expected. - Gardeners are concerned about pedestrians trampling the gardens or stealing from the gardens. - With that many more people	No Comment
	MMM Group Comments	Very poor connectivity. No close transit routes on either side.	Poor connectivity on the St. Vital side. This location may serve as a good collector route for those wishing to use AT to travel from SE St. Vital to future Rapid Transit terminal at the U of M.	Satisfactory transit service could be provided on the St. Vital side. Currently no transit service on the U of M side but in future it may be possible to provide this. Shortest walk to transit at St. Vital Centre.	Good transit service through the St. Amant bus loop on the St. Vital side and direct access to the U of M.	Very poor transit connectivity on both sides. Future BRT will provide much higher service however in close proximity.

Category	Zone A King's Park	Zone B Henteloeff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Bike to the Future Comments</i>	Poor; long walk to either end	Poor on St. Vital side. A bike share program might mitigate this somewhat. Also allows for good bike and ride options	via River Road (frequency would need to be addressed via rerouting of some routes)	via River Road (frequency would need to be addressed via rerouting of some routes)	Poor
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	Also consider if a bus stop can be added and what impact an additional stop will have in the neighborhood.	No Comment
<i>Louis Riel School Division</i>	3	5	5	5	5
<i>U of M Students Union</i>	3	4	1	2	5
<i>Normand Park Residents Assoc.</i>	No Comment	- No building in Henteloeff Park other than if located near St. Mary's Road A re-look at current bus routes might facilitate connections	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>SW Gardening Club</i>	No Comment	No Comment	No Comment	- There is an existing bus stop at St. Amant, similar to the other options being considered. If transit is a consideration then the routes, timing and exact location of the bus stops could all be altered to suit for any of the locations. - To suggest that the current transit arrangements would be a major factor in the decision would be short sighted, what can we do to enhance the transit service for the future is the real question.  8. In St. Vital there are currently two East- West AT networks, the bishop Grandin Greenway that is serviced by the existing Bishop bridge. The other AT network is in River Park South and connects all the way across to Royalwood. This network comes out roughly at Henteloeff Park. The St. Amant location services neither of these AT networks. As mentioned in point 5 of this section a more cost efficient solution would be to improve the AT connection on the West side of the river.	No Comment
<b>Connectivity to Pedestrian and Cycling Networks</b>					

Category	Zone A King's Park	Zone B Henteloff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>MMM Group Comments</i>	Connectivity to the existing East/West AT trail system in SE St. Vital is poor since most users would have to travel through residential streets and Crescents in the Normand Park area.	Best connectivity to the existing East/West AT trail system in SE St. Vital. Park trails may need to be upgraded for higher utilization.	Connectivity to existing AT paths would be through use of River Road.	Connectivity to existing AT paths would be through use of River Road.	Connectivity to the existing AT trail system is poor since most users would have to travel through residential streets and Crescents in the River Point area. Future network likely to be expanded in golf course lands.
<i>Bike to the Future Comments</i>	Warde/St. Mary's acts as the barrier - a connection from South St. Vital Trail to Henteloff Park then to Normand Park trail would be a likely mitigation strategy. Sonning Baie Trowbridge cut throughs would also be critical	Excellent connectivity to South St. Vital trail/Dakota Trail; Very good potential connections to Burland Park trails via Sonning and Trowbridge cut throughs (with improvements to crossing of Warde - potential high quality bike facility)	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	If part of "active" transportation - should be less of a consideration - is this to incl total length of bridge or also walkway connecting current path to bridge.	No Comment
<i>Louis Riel School Division</i>	5	5	5	5	5
<i>U of M Students Union</i>	4	1	2	3	5
<i>Normand Park Residents Assoc.</i>	No Comment	- Pathway connections from Warde and St. Mary's Road intersection and Nova Vista will be important. - Although this may be outside of terms of bridge study - allows for incorporation of a connection to Maple Grove and then over Perimeter Bridge to King's Park Drive. This provides a circular route. - Future connection to Royalwood and Sage Creek through extension of Warde all point to Henteloff as most logical option.	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
SW Gardening Club	No Comment	No Comment	No Comment	- This topic was covered extensively in the neighborhood impact section but in short in the opinion of the SWGC the development of a bridge at this site would either range from effectively destroying the gardens to partially destroying and significantly degrading the gardening experience. Even if there was a concession made to go around the gardens there are still the issues of a possible disruption of access to the gardens for the gardeners and how to prevent unwanted traffic through the gardens. Would the city be willing to put in the necessary security measures ie fencing to keep the gardens in pristine condition. - If the gardens were essentially destroyed would the city be willing to find a comparable location? As far as we are aware there is none. - Would the city be willing to replace the underground sprinkler system, rebuild the composters, move the garden shed and condition the soil to match what we have now. - It is worth noting the SWGC was	No Comment
<b>Impact on Current Use or Land Area</b>					
MMM Group Comments	Would bring more people in the St. Vital destination neighborhoods.	Would bring more people in the St. Vital destination neighborhoods. Would expose Henteleff Park to more users.	Would bring more people in the St. Vital destination neighborhoods.	Would bring more people in the St. Vital neighborhood and impact on the Garden Club. Conversely St. Amant would welcome the connection to the U of M, the increased exposure and increased transit service. Negative impact on garden club land.	Would bring more people in the St. Vital destination neighborhoods. Will link future development of golf course lands to the east.
Bike to the Future Comments	No Comment	Depends on flood requirements on St. Vital Side	No Comment	No Comment	No Comment
Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
Louis Riel School Division	3	3	3	3	3
U of M Students Union	4	2	1	3	5
Normand Park Residents Assoc.	No Comment	- Needs recognition that there is a resident deer herd in area that F35 between Henteleff and South of Perimeter	No Comment	No Comment	No Comment



Category	Zone A King's Park	Zone B Hentelreff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
C of W Access Advisory Committee	No Comment	No Comment	No Comment	No Comment	No Comment
SW Gardening Club	No Comment	No Comment	No Comment	- This is the second item that relates to pedestrians. Does this mean that the main consideration for this bridge is for pedestrians? - With respect to determining the value to pedestrians there has been no study or survey done to determine the possible demand. - Are there statistics about the average trip length that Winnipeggers are willing to walk? Is there a maximum length? - Is there a seasonal issue, how much of the year would such a structure being in use? - At this point in time MMM and the city do not know how many people might actually use the structure, for what purpose, the origin of their destination and the season that they might use it. A snapshot of this could have been had if the surveys had been structured differently. Instead all we have are a bunch of anecdotal comments from the PIDs	No Comment
<b>Overall Walk Length</b>					
MMM Group Comments	Very long to the U of M	Provides a somewhat direct link from SE St. Vital to the heart of the U of M. Long walk through the park.	Provides a somewhat direct link from SE St. Vital to the heart of the U of M. Long walk through park.	A short walk if using transit and the users trip begins at the St. Amant transit loop. A long walk for those from SE St. Vital.	Very long to the U of M. Not substantially shorter than the existing link at Bishop Grandin. Requires backtracking if coming from east.
Bike to the Future Comments	Long	Depends on where you start; reasonable if you get dropped off in Van Hull Estates, long if you start at St. Mary's	Long	Reasonable	Long
Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
Louis Riel School Division	1	5	5	3	1
U of M Students Union	3	4	1	2	5
Normand Park Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
C of W Access Advisory Committee	No Comment	No Comment	No Comment	No Comment	No Comment
SW Gardening Club	No Comment	No Comment	No Comment	No Comment	No Comment
<b>Other Additional Notes Provided by PAC</b>					

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Bike to the Future Comments</i> <i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	Need to define and quantify the target user groups. - consider expanding AT route from Darcy St. through the University	
<i>Louis Riel School Division</i> <i>U of M Students Union</i> <i>Normand Park Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	In terms of question of bridge or no bridge --- the answer is bridge is the only option. (1.) This is a "city-building project". In St. Vital we now see the Stadium and new residence so feel like U of M is part of our neighbourhood - but can't get there other than through a highway (Perimeter or Bishop Grandin). (2.) given the streets, in St. Vital this is an opportunity to connect to rapid transit.	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>SW Gardening Club</i>	- Perhaps the Normand park folks would prefer this location but it is hard to see for AT that is for commuters how it would be practical. It would be beautiful for recreation. The access through the residential area on the St. Vital side would be awkward just as for the golf course location.	- Henteleff is clearly the location that could have the greatest impact for the greatest number of people due to the fact it would connect to the existing South St. Vital AT Network all the way up to Royalwood. - This location is also in closer proximity to the greatest number of residents in River Park South, and the Normand Park area. - It has an existing roadbed that avoids the Natural Grass Plantings that were indicated as an issue at the PIDs. - It is a natural direct route to the campus where it would come out between some of the Agriculture buildings and the residence. - This is the first choice of Bike to the Future - The city already owns the land - The city could easily make accommodations for an appropriate transit stop.	- This location would be unpopular with the Minnetonka residents and it is hard to understand if this is a serious location or just an option for illusion. It does have the advantage of being closer to River Park South. - Safety measures would need to be put place because of the heavy traffic on River road. - The same parking issues would face the area residents and the school. - A bus lane/loop would need to cut out on the river side. - The University would need to warm up to the idea of AT traffic through a small section on the very edge of the point lands. The bridge would come out a little ways up from the "Architecture Studio" and there is apparently already some pedestrian traffic there. - It does do a fairly good job of being a direct route to campus.	- One of the recurring themes with this proposal is the point of whether it is even wanted in the community. Will it be useful for promoting AT, or hardly used for a large part of the year such as the pedestrian bridge in St. Boniface downstream from the Forks? Would putting the money towards Rapid Transit actually benefit more citizens?	- If you walk the Golf course options on both sides of the river it is hard to understand how this could have been considered as a serious location. One citizen made a remark that in situations like this it is a standard practice to include options that are not actually viable just to give the public the illusion of choice. - The access to this point is right through a residential neighborhood and is realistically not accessible. - It is so close to the Bishop Grandin Bridge that it makes not practical sense or advantage.

	Zone A	Zone B	Zone C	Zone D	Zone E
Category	King's Park	Henteleff	Minnetonka	St. Amant	Golf Course

**Summary:**

Weight	Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost	2.7	2.9	3.4	3.9	3.4
15	Architectural/Aesthetics	3.6	3.8	3.3	3.3	2.9
5	Environmental	2.9	3.1	3.3	3	3.3
30	Neighborhood Impact	3.5	4	3	2.9	2.5
30	User Performance	2.6	3.5	3.2	4.1	2.6
100	<b>Total:</b>	<b>305.5</b>	<b>355.5</b>	<b>320</b>	<b>352.5</b>	<b>281</b>

# MMM Group Limited



CONCEPTUAL DESIGN STUDY TO IDENTIFY OPTIONS (INCLUDING A GONDOLA AND A PEDESTRIAN AND CYCLING BRIDGE) FOR A PEDESTRIAN AND CYCLE CROSSING OF THE RED RIVER TO CONNECT ST. VITAL WITH FT. GARRY IN THE VICINITY OF THE UNIVERSITY OF MANITOBA

## PREPARED FOR:

City of Winnipeg

## SUBMITTED BY:



COMMUNITIES  
TRANSPORTATION  
BUILDINGS  
INFRASTRUCTURE

October 2013 | 5511100



**CITY OF WINNIPEG**

**CONCEPTUAL DESIGN STUDY TO IDENTIFY OPTIONS (INCLUDING A  
GONDOLA AND A PEDESTRIAN AND CYCLING BRIDGE) FOR A  
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Prepared for:

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Submitted by:

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October 2013

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### **STANDARD LIMITATIONS**

This report was prepared by MMM Group Limited (MMM) for the account of the City of Winnipeg (the Client). The disclosure of any information contained in this report is the sole responsibility of the Client. The material in this report reflects MMM's best judgment in light of the information available to it at the time of preparation. Any use which a third party makes of this report, or any reliance on or decisions to be made based on it, are the responsibility of such third parties. MMM accepts no responsibility for damages, if any, suffered by a third party as a result of decisions made or actions based on this report.





## 1.0 EXECUTIVE SUMMARY

MMM Group Limited (MMM) was retained by the City of Winnipeg to complete a conceptual design to identify options (including a gondola, and a pedestrian and cycling bridge) for a pedestrian and bicycle crossing of the Red River to connect St. Vital with Fort Garry in the vicinity of the University of Manitoba (the University).

The limits of the study are bound by the Perimeter Bridge over the Red River to the south and the Bishop Grandin Bridge over the Red River to the north. Five viable zones were identified within this boundary where a crossing could be constructed. Through extensive public consultation and input from stakeholders, it was determined that the preferred location for the crossing would be either at the Henteleff Park/University zone or at the St. Amant/University zone.

A variety of crossing types were considered, with the options of a bridge or gondola being compared. Although the capital cost of a gondola is considerably less than a bridge, when annual maintenance and rehabilitation costs were considered over a comparable life span, the bridge option is much more economical.

Should this project move forward into preliminary design, we recommend that the two locations be considered for a possible bridge crossing.



## 2.0 INTRODUCTION

MMM was retained by the City of Winnipeg to complete a conceptual design to identify options (including a gondola, and a pedestrian and cycling bridge) for a pedestrian and cycle crossing of the Red River to connect St. Vital with Fort Garry in the vicinity of the University of Manitoba (the University).

### 2.1 Background

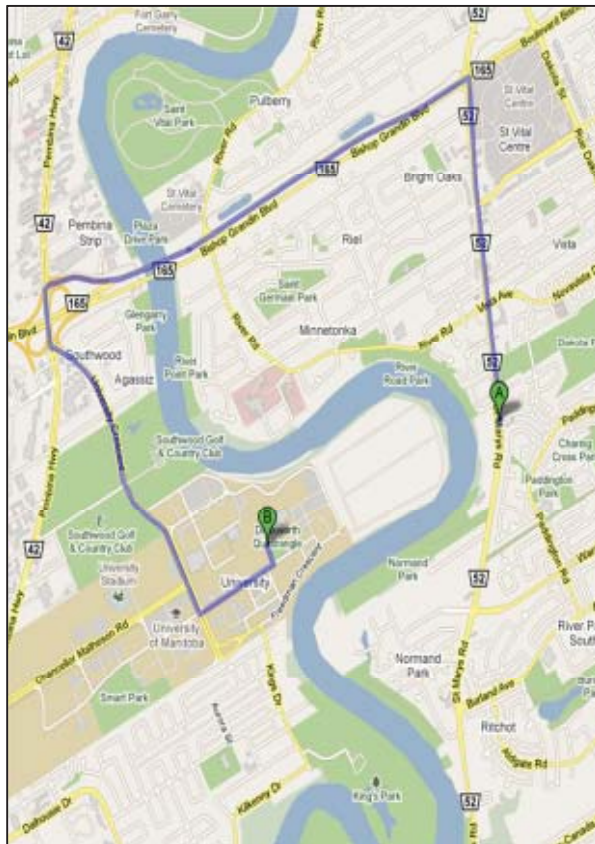
The University is one of the primary destinations for travellers from both within Winnipeg and also outside of Winnipeg.

The City is currently pursuing several methods to better move people in and out of the University, including rapid transit from downtown and the construction of an Active Transportation (AT) path along Bishop Grandin Boulevard. These initiatives will improve access to the University however, all access is focused on the west side of the University.

A significant portion of Winnipeg's population resides just across the Red River from the University – in communities such as St. Vital, Bonivital, River Point, River Park South, Van Hull Estates and Normand Park, to name a few. While the University can be seen from the east side of the River, it is an indirect trip to travel there. This trip takes the form of one of two options (as illustrated in the figures below):

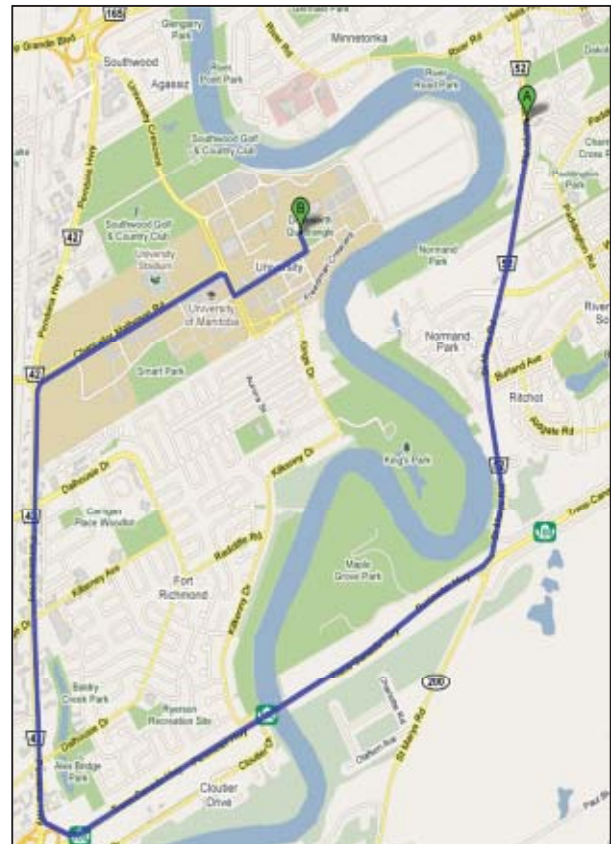
- Route A: St. Mary's Road → Bishop Grandin → Pembina Highway → University Crescent → U of M (7.5 km)
- Route B: St. Mary's Road → Perimeter Highway → Pembina Highway → Chancellor Matheson → U of M (10.5 km)





**Figure 1 - Route Option A (7.5 km)**

Source: Google Maps (North is up)



**Figure 2: Route Option B (10.5 km)**

Source: Google Maps (North is up)

There are also AT facility users that come from communities further afield that also must travel this added distance.

A potential solution to this problem is to provide a crossing of the Red River from the University to the St. Vital area, cutting the travel distance significantly, thereby making walking/bicycling trips more attractive.

In order to determine the best location for a crossing, the following questions need to be answered:

- What are the benefits of a new crossing?
  - Determine if a new crossing needs to be built and why.
- How will a new crossing impact communities that have never previously been linked?
  - The neighborhoods of Van Hull Estates and Normand Park are currently “destination neighborhoods”, meaning that most people that go into those neighbourhoods are



- those that live there or are visiting as opposed to travellers on their way to somewhere else.
- The construction of a new stadium at the University may result in non-university staff/students using the bridge during stadium events.
  - People who travel to the University/Stadium may park on the east side of the river and walk over the crossing to their destination. How will parking affect the neighbourhood if this does occur?
  - Currently the neighbourhood parks are relatively quiet and are characterized by some residents as being “natural”. How will this change?
  - With the influx of more people, will security be considered more of an issue in the area?
  - Will residents realize the advantages of a shorter commute to the University or new access to King’s Park?
  - What will the public think of such a crossing?
  - How will public transit fit into the construction?
    - The use of the crossing can be linked to Winnipeg Transit so that the journey to and from the university is integrated.
  - How will travellers get from one side to the other?
    - A link of any sort will likely be at least 2.0 km from St. Mary’s Road to the Administration Building at the University. What measures can be introduced to make this trip comfortable in extreme weather conditions? Is a shuttle to/from the crossing viable?
  - What kind of crossing is required? Can a gondola system be used?
    - A cost comparison of different types of crossings must be done.
    - Riverbank stability may dictate the best location.
    - If a bridge is used, how many piers are required?
    - If a bridge is used, the height of it will likely be similar to the existing nearby bridges. This being the case, a substantial amount of land may be required at the bridge ends to accommodate the bridge landings/approaches. This may dictate the prime location of the bridge.





- The bridge will have to accommodate the City's bridge inspection vehicles as well as any pedestrian or other alternative vehicle loadings.
- Can a gondola system achieve the city's goals in a cost-effective manner?

Project Objective – Determine the optimal location for the proposed new crossing.

## 2.2 Constraints

### 2.2.1 Undesirable Crossing Areas

The study area extends along the Red River between the Perimeter Highway Bridge to the south and the St. Vital Bridge on Bishop Grandin Boulevard to the north.

The potential location of a crossing is governed by several factors that include constructability, land availability, neighborhood impact, access, environmental factors, public acceptability and regulatory requirements. Several sections along this length were deemed to be undesirable early on by the project team and Steering Committee. *Appendix A – Property Ownership* shows property ownership in the selected areas. These areas are located between the shaded lettered areas in Figure 2.2.1.1 on the following page.



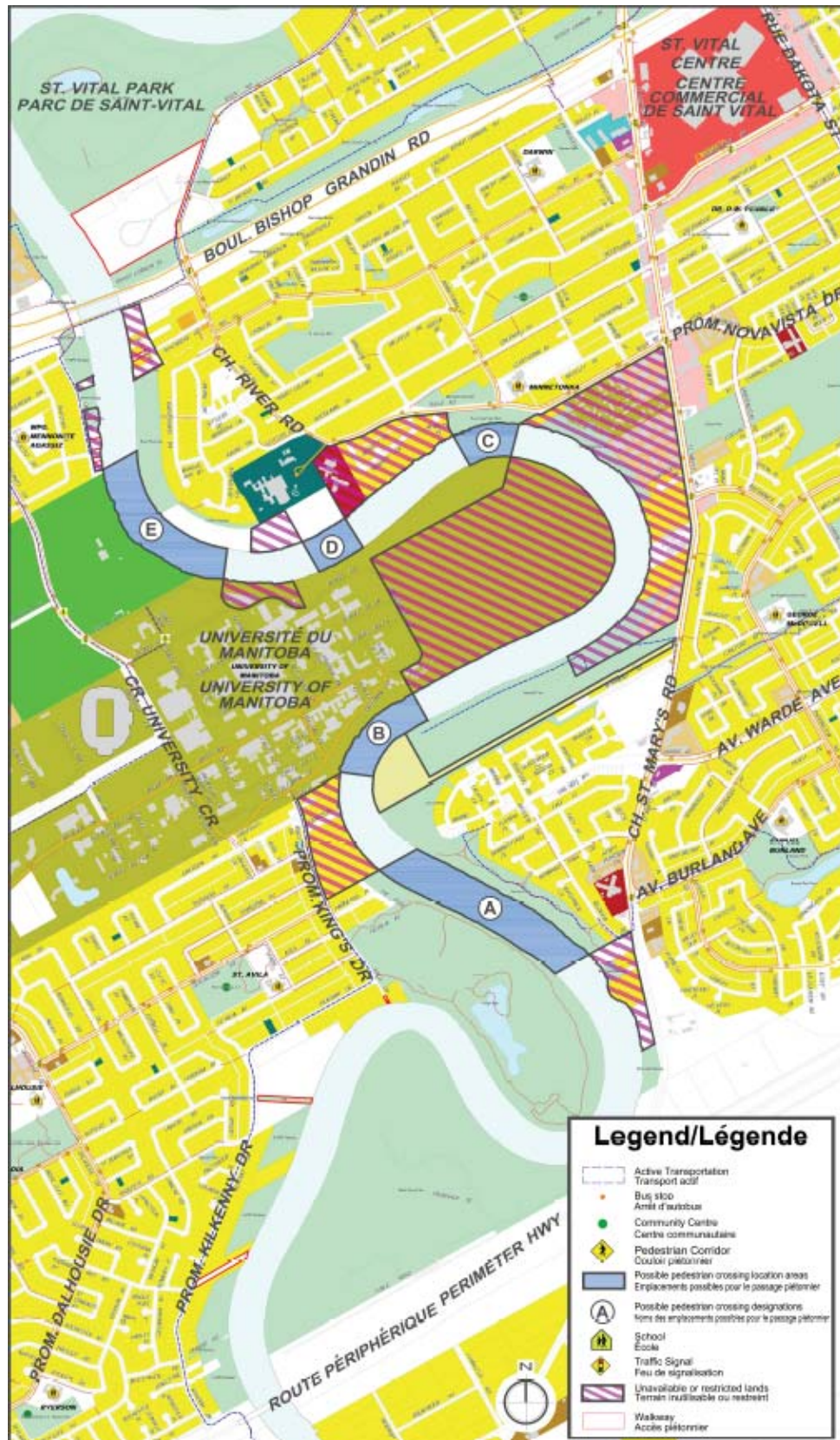


Figure 2.2.1.1 – Possible Crossing Locations

To simplify the selection process for the crossing location an effort was made to determine viable locations by eliminating non-viable ones. Reasoning for elimination of these areas is as follows:

### **Area South of Zone A**

A crossing located in this area would be in close proximity to the existing bridge on the Perimeter Highway and would provide less value as a direct access to the University of Manitoba. Currently this area has limited access/proximity to major roads, bus routes or other existing AT routes.

### **Area Between Zones A and B**

Residences back onto the river along the west bank of the river which results in an inadequate landing area for an approach to a structure.

### **Area Between Zones B and C**

Lands on the west bank of the University are known as the Point Lands. MMM was advised by the University that valuable agricultural research is performed on plants in this area. These plants are photosensitive so that stray light from lit pathways would affect their growth. The University indicated that pathways would not be allowed in the area, with the exception of the north side of the Point Lands that are unused and would be shielded by a row of mature trees. MMM was also advised that disruption to natural grass plantings on the east end of Henteleff Park should be avoided.

### **Area Between Zones C and D**

Heavily developed residential areas back onto the river along the west bank of the river which results in an inadequate landing area for an approach to a structure.

### **Area Between Zones D and E**

Heavily developed residential areas back onto the river along the west bank of the river which results in an inadequate landing area for an approach to a structure.

### **Area North of Zone E**

A crossing located in this area would be in close proximity to the existing bridge on Bishop Grandin Boulevard and would provide less value as a direct access to the University of Manitoba.

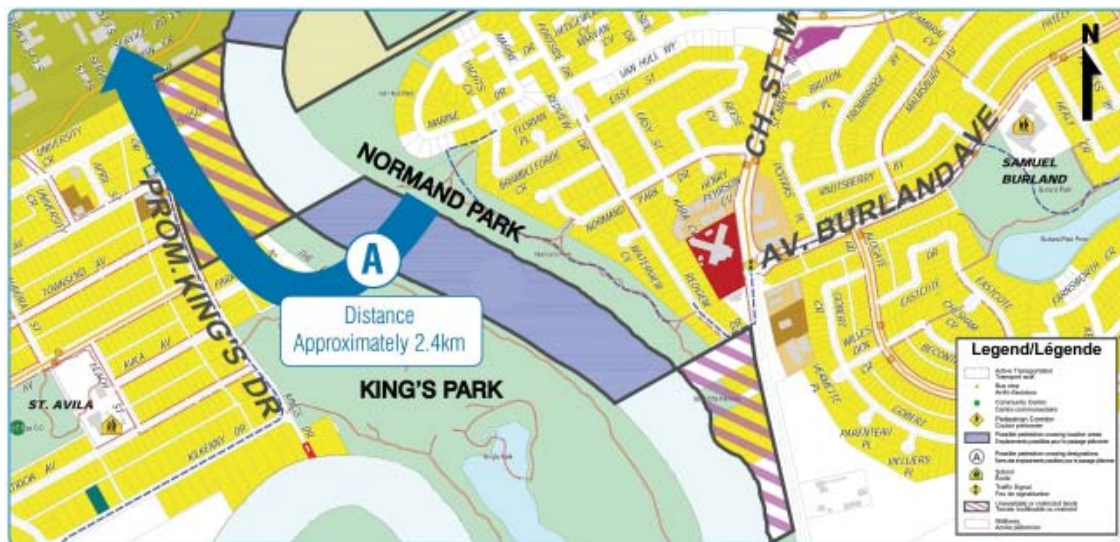
## **2.2.2 Viable Crossing Zones**

Viable crossing zones in the study area along with initial pros and cons for each are illustrated in the following graphics:





### 2.2.2.1 Zone A: Normand Park/King's Park

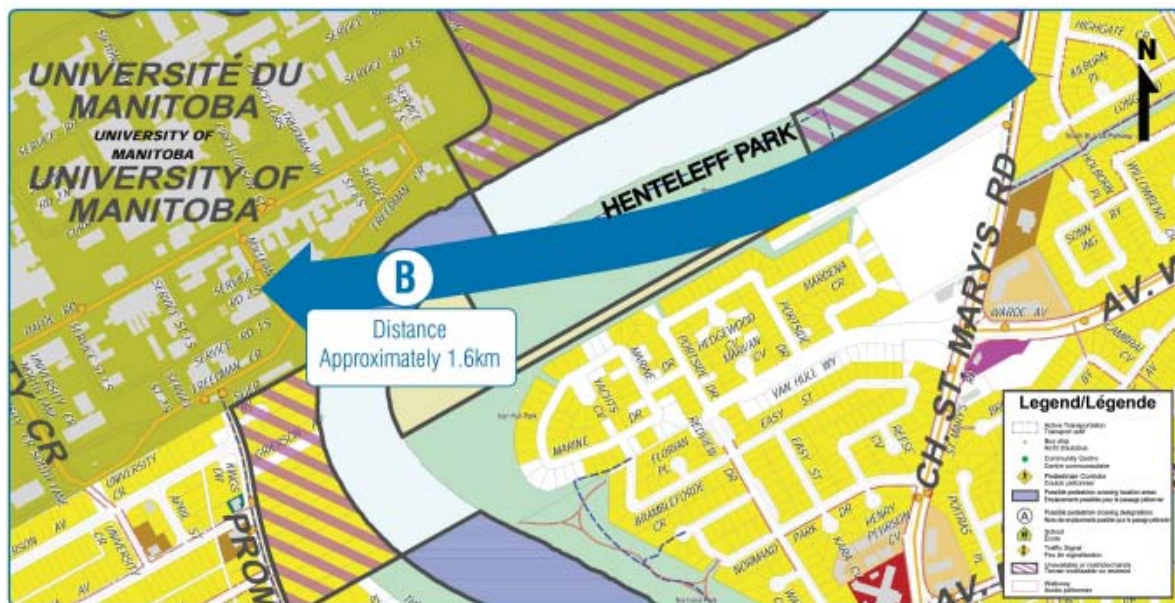


Pros	Cons
<ul style="list-style-type: none"> <li>• Connects two parks.</li> <li>• Could connect to Active Transportation path at Burland Avenue to the east.</li> <li>• All public owned lands.</li> </ul>	<ul style="list-style-type: none"> <li>• Close to existing Perimeter Bridge.</li> <li>• Construction in King's Park flood zone could be difficult.</li> <li>• Routes people through developed residential area.</li> <li>• No nearby bus route.</li> <li>• Indirect connection to University.</li> </ul>





### 2.2.2.2 Zone B: Henteleff Park/University

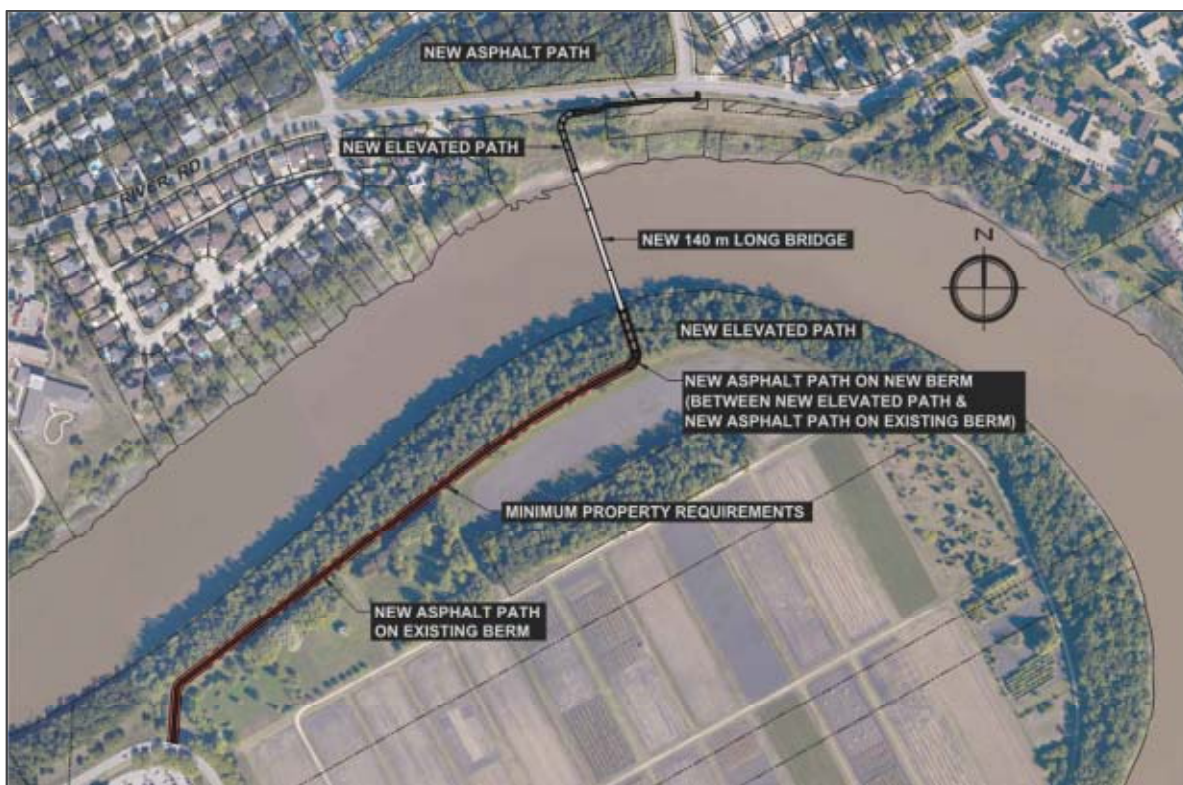
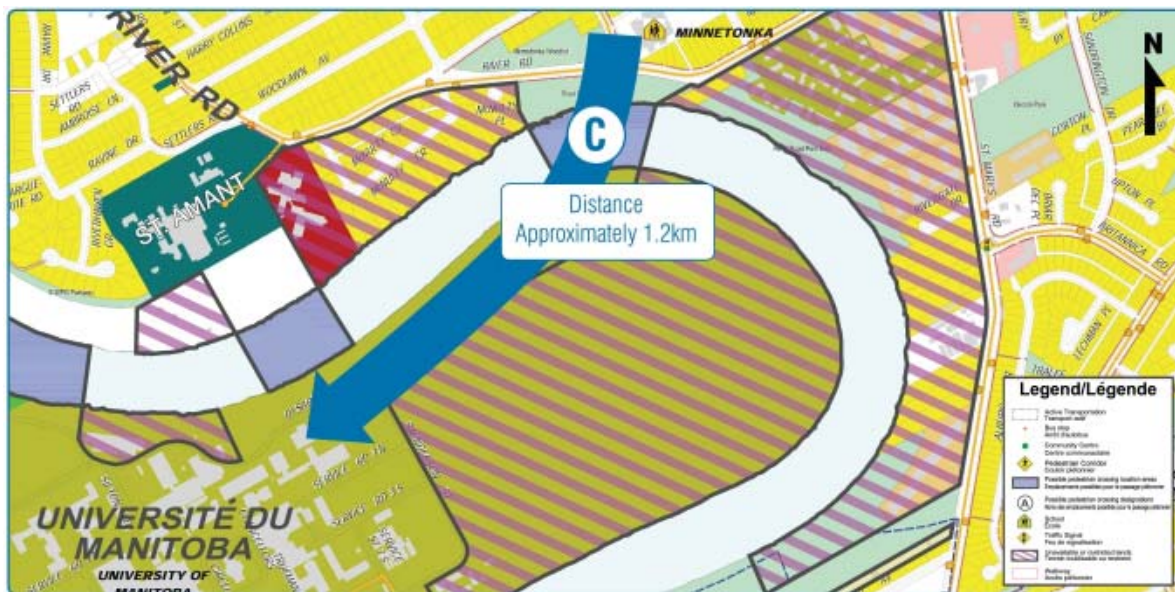


Pros	Cons
<ul style="list-style-type: none"> <li>Approximately midway between existing bridges.</li> <li>More people will experience the Park.</li> <li>Connects near the core of the University.</li> <li>More enjoyable walking experience.</li> <li>All public/University lands.</li> </ul>	<ul style="list-style-type: none"> <li>Construction in Henteleff Park flood zone could be difficult.</li> <li>No nearby bus route.</li> <li>Increased isolation and decreased public visibility.</li> </ul>





### 2.2.2.3 Zone C: Minnetonka/University



Pros	Cons
<ul style="list-style-type: none"> <li>• Close to existing bus route.</li> <li>• Connects to the University.</li> <li>• More enjoyable walking experience.</li> <li>• All public/University lands.</li> </ul>	<ul style="list-style-type: none"> <li>• Construction in a flood zone could be difficult.</li> <li>• Away from core developed campus.</li> <li>• Increased isolation and decreased public visibility on the University side.</li> </ul>

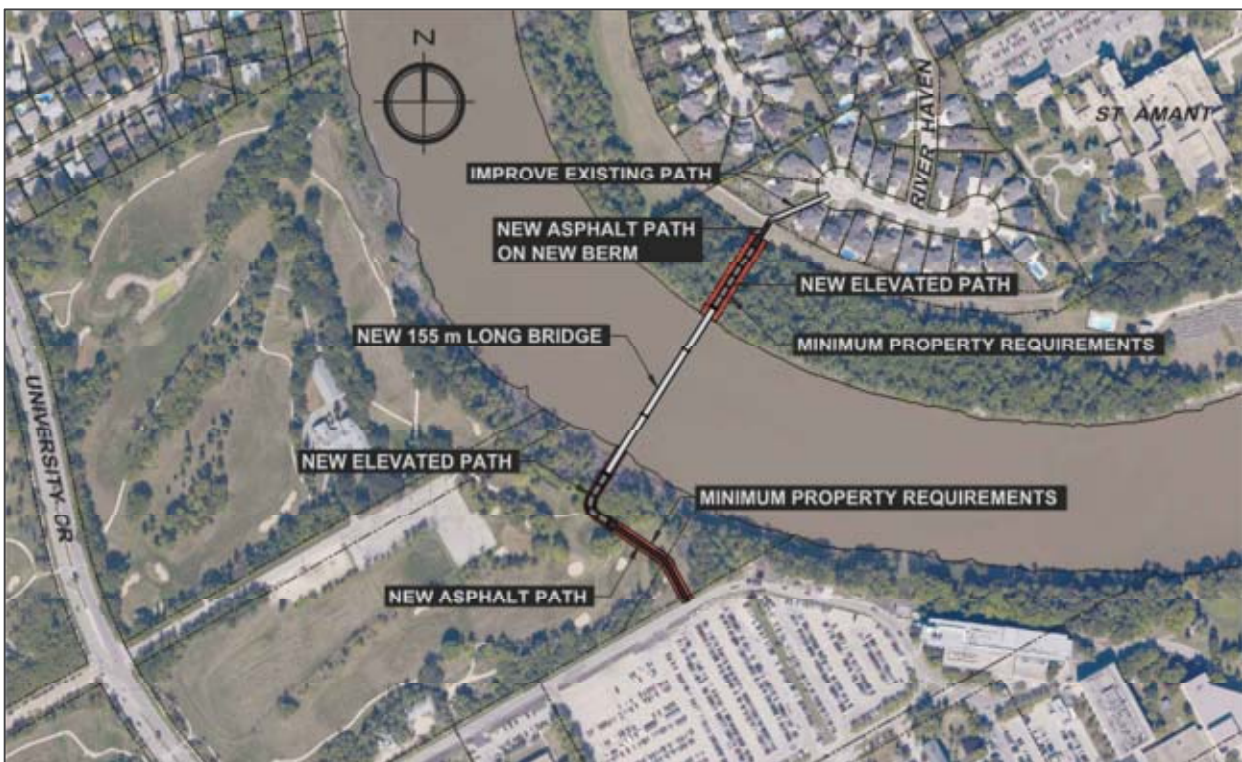
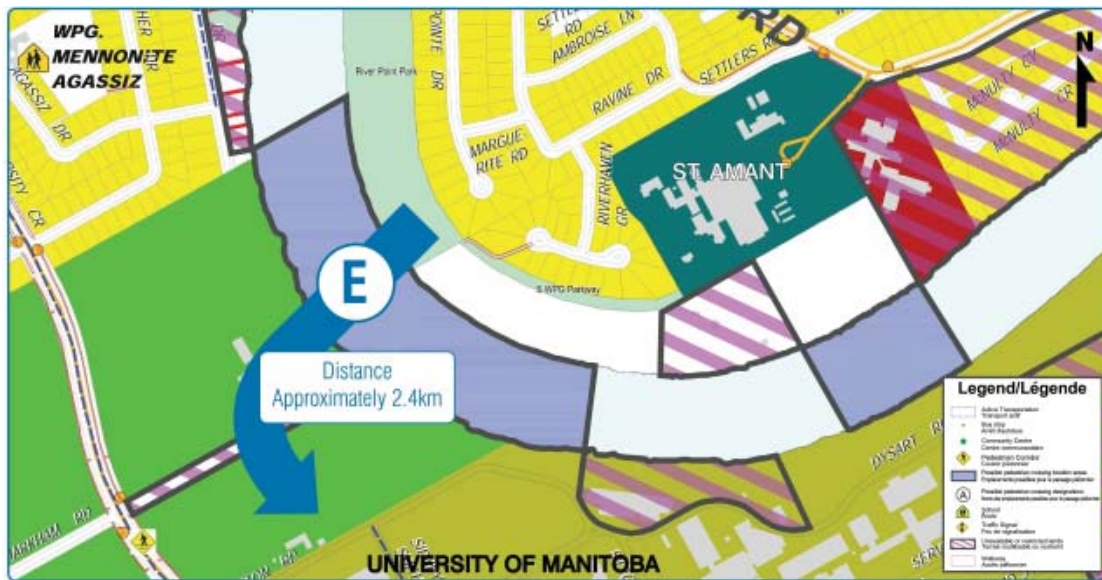








#### 2.2.2.5 Zone E: River Point Park/Former Golf Course



Pros	Cons
<ul style="list-style-type: none"> <li>• Connection to future University development.</li> <li>• All public/University lands.</li> </ul>	<ul style="list-style-type: none"> <li>• Close to Bishop Grandin Bridge.</li> <li>• Indirect access to University core.</li> <li>• Routes people through developed residential area.</li> <li>• No nearby bus route.</li> </ul>





### 2.2.3 Hydraulic Considerations – Building in the Floodway Zone

All options required some construction within the floodway zone that is bound by the primary dike (shown as a blue line in the following figures). MMM met with MIT (Manitoba Infrastructure and Transportation, Hydrologic Forecasting and Water Management, Water Management and Structures Division) to get a better understanding of restrictions regarding construction in the floodway zone (written confirmation of this can be found in the letter from Mr. S. Topping, P.Eng. dated June 21, 2012 attached in Appendix B – Floodway Area Letter).

MIT stated that they have no objections to the concept of a pedestrian crossing of the Red River from the University to the east side, be it for foot traffic or other means, provided it met the certain criteria set forth in the City of Winnipeg Charter, section 158(2) which states in part:

- Section 158(2): “Subject to subsection (3), no person shall construct, and the city shall not issue a permit for construction of, works within the designated floodway area unless the works are public service works.”
- Part (c) of section 158 (3) of the charter states “all construction done under the permit is subject to all restrictions applicable in a designated floodway fringe area.”

MIT will not provide final approval for such a project until:

1. A final design and layout are presented for review and comment.
2. A hydraulic study and report clearly demonstrate that new construction will have a “net zero impact” on upstream water surface elevations during flood conditions.
3. An engineering investigation and report clearly demonstrate that the new construction, which includes but may not be limited to either a pedestrian bridge or gondola and associated elevated pathways and structures, will not adversely affect ice flow.

MIT indicated that development within the floodway line shall only be considered in the interests of strategic public policy, and where it is clearly indicated, and confirmed through comprehensive hydraulic evaluation, that such development will have “net zero impact” on water surface elevations during design flood conditions.

Development of the bridge crossing options proceeded with the assumption that they are feasible, with the need to complete a hydraulic study during the preliminary engineering stage to address MIT requirements.

The figures on the following pages indicate the extent of historical flooding and the location of the primary dike for each zone.





**Figure 2.2.3 - City of Winnipeg Floodway Line**

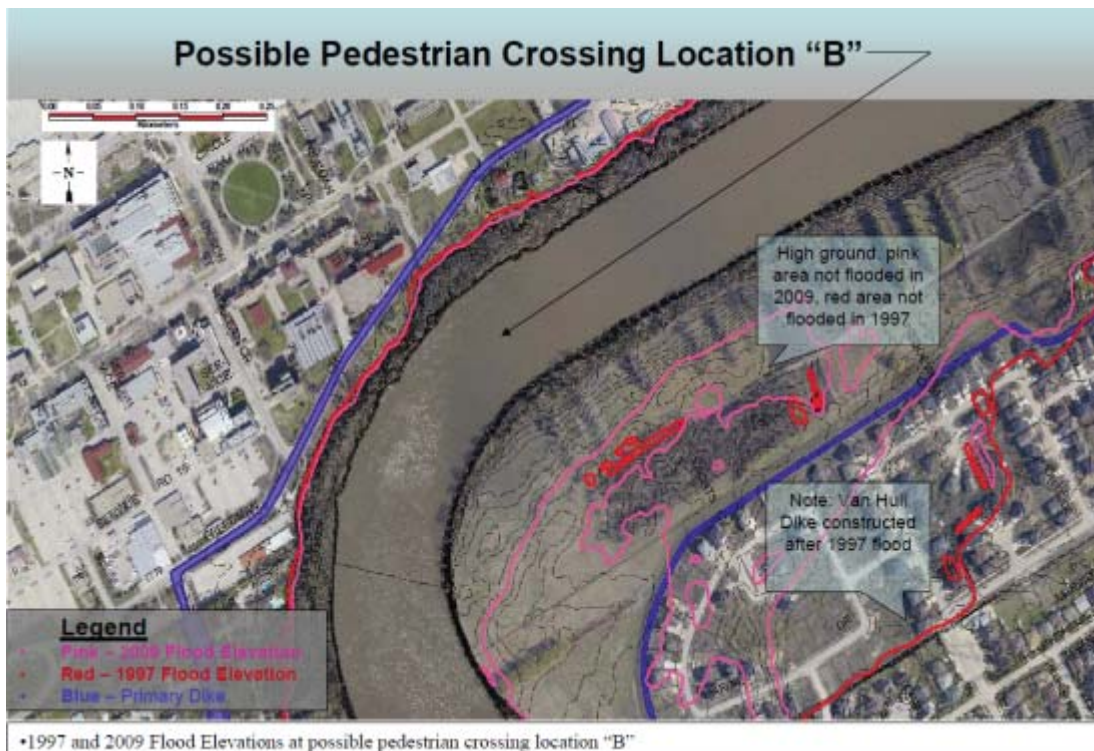




### 2.2.3.1 Zone “A” King’s Park



### 2.2.3.2 Zone “B” Henteleff Park

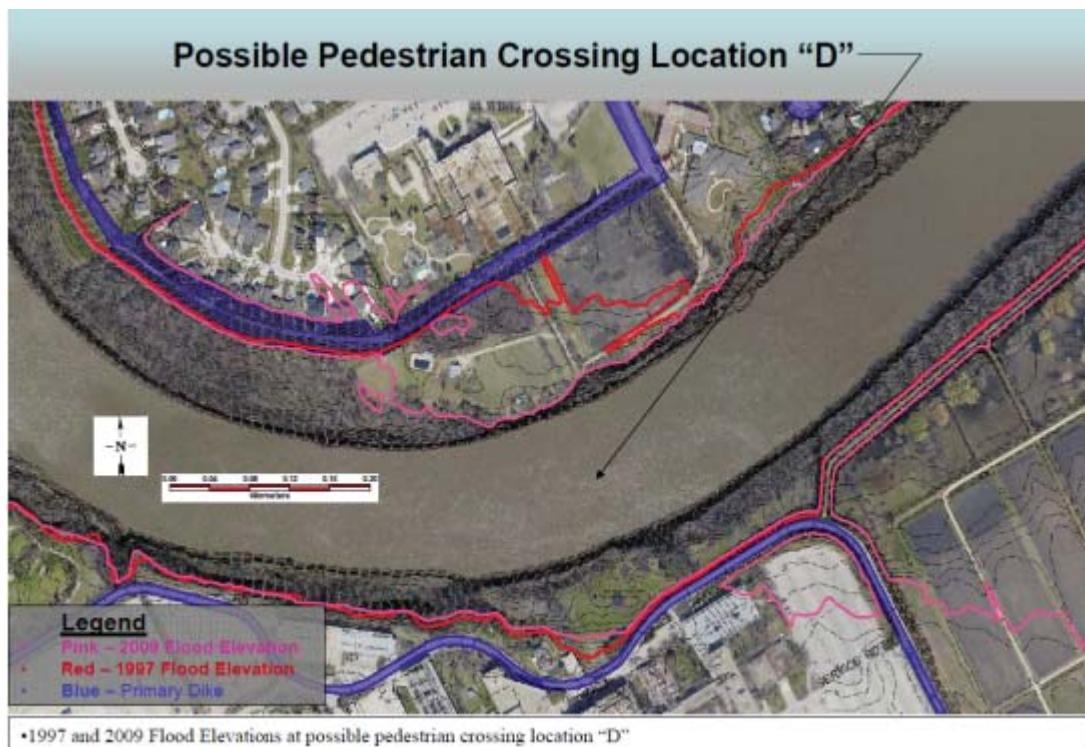




### 2.2.3.3 Zone “C” Minnetonka



### 2.2.3.4 Zone “D” St. Amant





### 2.2.3.5 Zone “E” Old Golf Course



## 3.0 TRANSPORTATION ANALYSIS

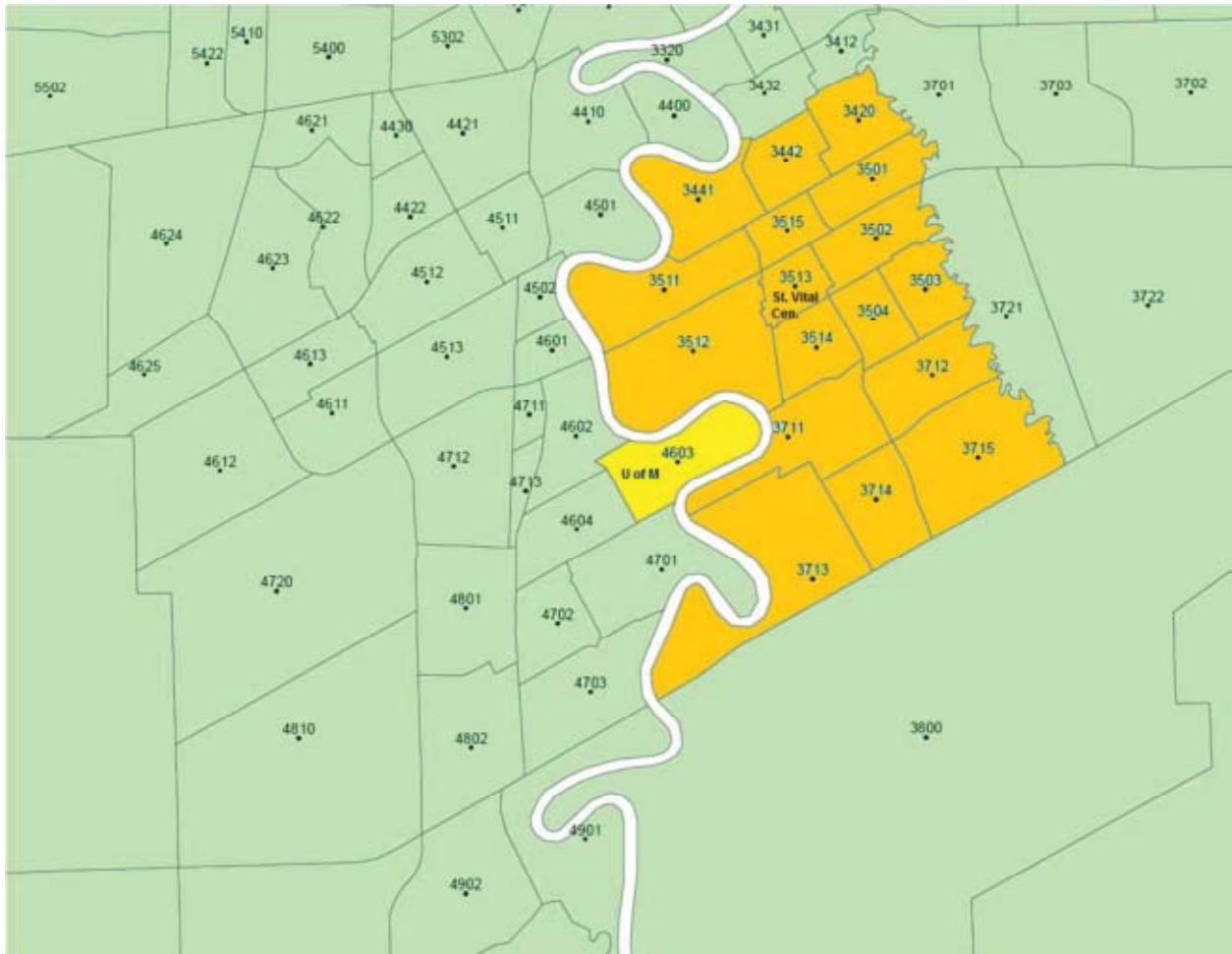
### 3.1 Assumptions

MMM undertook a study of travel in the area in order to be able to estimate the potential number of users of the new river crossing.

The City of Winnipeg’s 2007 Winnipeg Area Travel Survey was provided to MMM by the City. This survey collected data on a sample of Winnipeg residents that was then “expanded” so that each respondent’s data was factored up to represent one or more residents of the city with similar behaviour. In this way, results from a small sample of the city can extrapolated to represent the entire city.

The database was queried using Microsoft Access and Microsoft Excel to generate information on existing travel and mode split conditions between the U of M campus and the zones making up the area to the east of the Red River. This is the assumed catchment area for trips that would most likely make use of the proposed future river crossing between the east side of the Red River and the U of M. Travel zones examined as part of this study are illustrated in Figure 3.1.1.





**Figure 3.1.1 - Study Area**

Note that MMM assumed that the primary use of the crossing will be to connect users on the east side of the river to the U of M, but users on the west side of the river who wish to access destinations on the east side of the river, such as the residential areas or St. Vital Shopping Centre would be another potential user group. However, given the distances, and the type of destination, it was assumed that the primary destination in the study area would be the U of M, therefore the focus was on this destination. A wider ranging review is considered to be outside the scope and intent of this study due to the following:



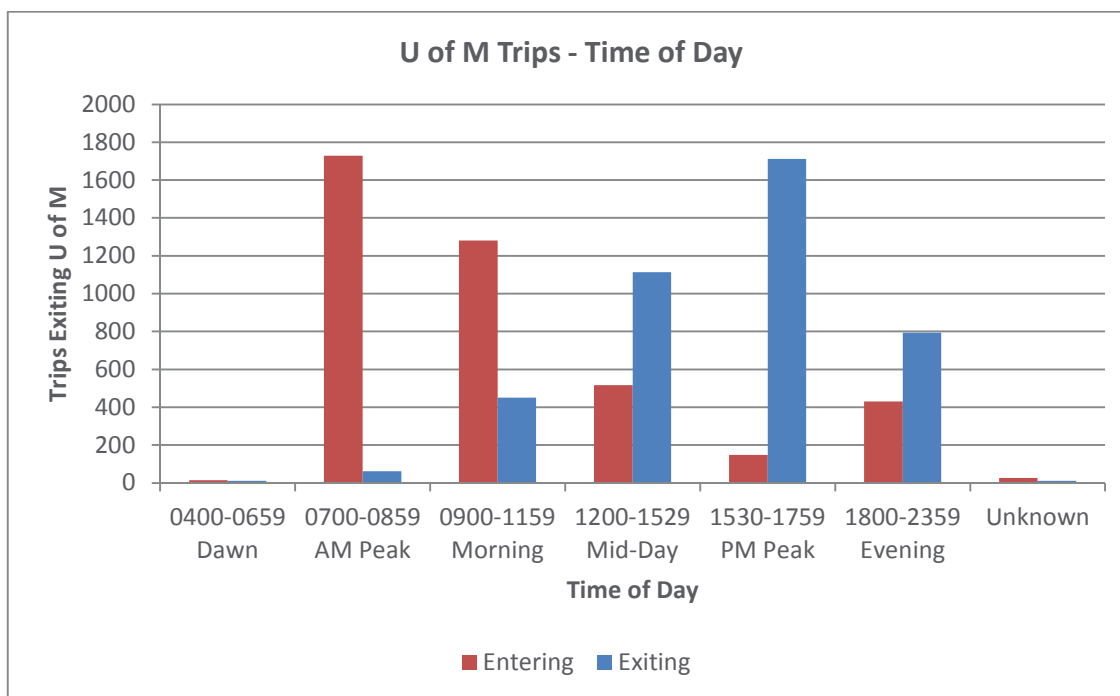
- It is assumed that there is a greater potential for trips from the east side of the River to/from the U of M to convert from other modes to active mode trips, than for other potential trip-makers overall, given that travellers to/from the U of M are predominantly a demographic that would derive a significant benefit from using active modes (students will typically save money rather than driving).
- The majority of travellers to/from the U of M are students (whom we assume would most likely be willing to change modes).
- There is no information available related to the elasticity of mode choice for the variety of different population cohorts in the entire area, which would need to be obtained if a full analysis of all potential users of the crossing is to be conducted. Each population category will respond differently in terms of changing modes as a result of a new crossing of the Red River, and would need to be analyzed individually.
- In this analysis, we simplify the calculations by assuming conversion within the reference group (U of M commuters) to use of the new crossing from their former mode if they meet certain criteria. This simplification is assumed to also capture other trips with non-U of M origins or destinations.

This could be modelled in greater detail with a multimodal four-stage transportation model, but that was not an available option. Reviewing the survey data as described above, and limiting the review to trips between the U of M and the east side of the river, provides an alternate easily calculable “first cut” for estimating a component of the number of potential users of the river crossing. This would provide an estimate of the order of magnitude being dealt with in terms of users.

## 3.2 Time of Day

Over the 28-hour period of the study, approximately 4145 trips enter and 4155 trips exit the U of M travelling to/from the area to the east of the Red River. Figure 3.2.1 below shows the time of day these trips occur.





**Figure 3.2.1 - U of M Inbound/Outbound Trips**

- Most trips entering the University arrive during the a.m. peak period (7:00 a.m. – 8:59 a.m.). During the two hour peak period, approximately 1730 trips enter the U of M.
- Most trips exiting the University depart during the p.m. peak period (3:30 p.m. – 5:59 p.m.). During the two hour peak period, approximately 1715 trips exit the U of M.

### 3.3 High Activity Transportation Zones

The top six origin transportation zones in the study area, in terms of total trips generated, are all located along the Red River apart from one, zone 3501. Together, these zones account for 53 percent of the total trips made to the U of M (2175 trips). Table 3.1 and Table 3.2 outline the number of trips generated in the top origin transportation zones during entire 28-hour data collection period, and during the a.m. peak period specifically.





**Table 3.3.1: Trips Entering U of M from Top Origin Transportation Zones – Total Period**

Origin Transportation Zone	Number of Trips	Percent of Total Trips Entering U of M (%)
3441	230	6
3501	560	14
3511	310	8
3512	375	9
3711	330	8
3713	370	9
<b>Total</b>	<b>2175</b>	<b>54</b>

**Table 3.3.2: Trips Entering U of M from Top Origin Transportation Zones – AM Peak Period**

Origin Transportation Zone	Number of Trips	Percent of Total Trips Entering U of M in the a.m. Peak Period (%)
3441	145	9
3501	215	13
3511	130	8
3512	230	13
3711	115	7
3713	105	6
<b>Total</b>	<b>940</b>	<b>56</b>

Transportation zone 3501 generates the highest total amount of trips to the U of M at 14 percent (560 trips) of total trips and 13 percent (215 trips) of a.m. peak period trips. The housing in this zone is a combination of single family detached homes, apartments, and condominium type homes.

The top six destination transportation zones, in terms of total trips from the U of M, are located along the Red River southeast of the U of M, in zone 3501, and in zone 3513 (St. Vital Shopping Centre). These six transportation zones account for 50 percent of the total trips exiting the U of M (2130 trips). Tables 3.3 and 3.4 show the number of trips attracted to the top destination transportation zones during the entire study period and the p.m. peak period.



**Table 3.3.3: Trips Exiting U of M to Top Six Destination Transportation Zones – Total Study**

Origin Transportation Zone	Number of Trips	Percent of Total Trips Exiting U of M (%)
3441	555	13
3501	310	7
3511	375	9
3512	290	7
3711	255	6
3713	345	8
<b>Total</b>	<b>2130</b>	<b>50</b>

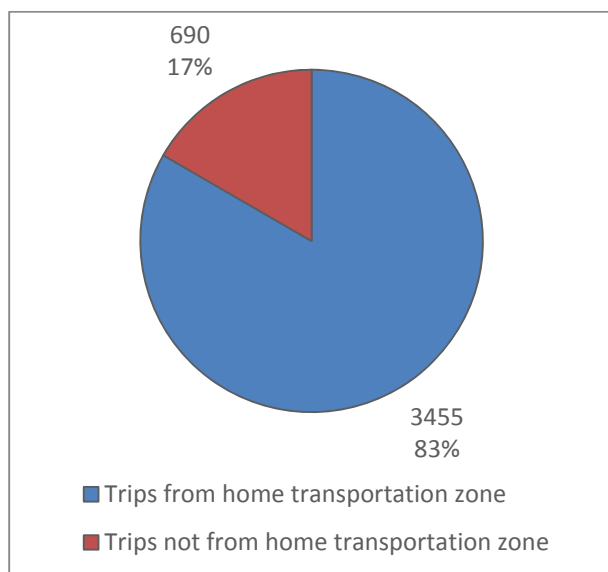
**Table 3.3.4: Trips Exiting U of M to Top Six Destination Transportation Zones – PM Peak**

Origin Transportation Zone	Number of Trips	Percent of Total Trips Exiting U of M in the p.m. Peak Period (%)
3441	135	8
3501	145	9
3511	205	12
3512	175	10
3711	105	6
3713	110	7
<b>Total</b>	<b>875</b>	<b>52</b>

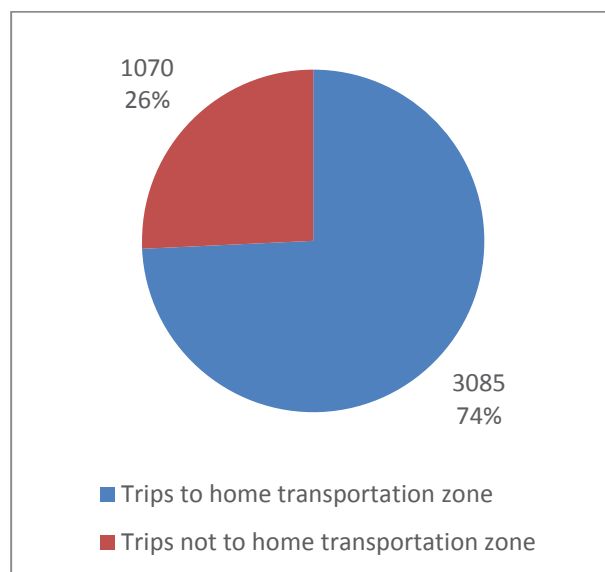
During the p.m. peak period, the top six destination transportation zones are located towards the northeast of the U of M. The zones generating the most school-related travel over the entire day are not the same as those in the p.m. peak hour, as class schedules vary throughout the day and students often leave prior to or after the p.m. peak hour, and are less of a factor in the travel occurring during the p.m. peak hour period.

Figure 3.3.1 and 3.3.2 show the proportion of trips being made to/from home transportation zones and other transportation zones. These figures give an idea of the proportion of people making trips prior to arriving at school and prior to arriving home (this is known as “trip chaining”). The data shows that the majority of travel between the U of M and other locations is direct travel between home and school, but that there is a greater likelihood of a non-home destination taking place for trips leaving the U of M. Typically a trip from the U of M would take place after school, with more flexibility in a person’s schedule, to stop at a non-home destination such as a retail store before returning home.





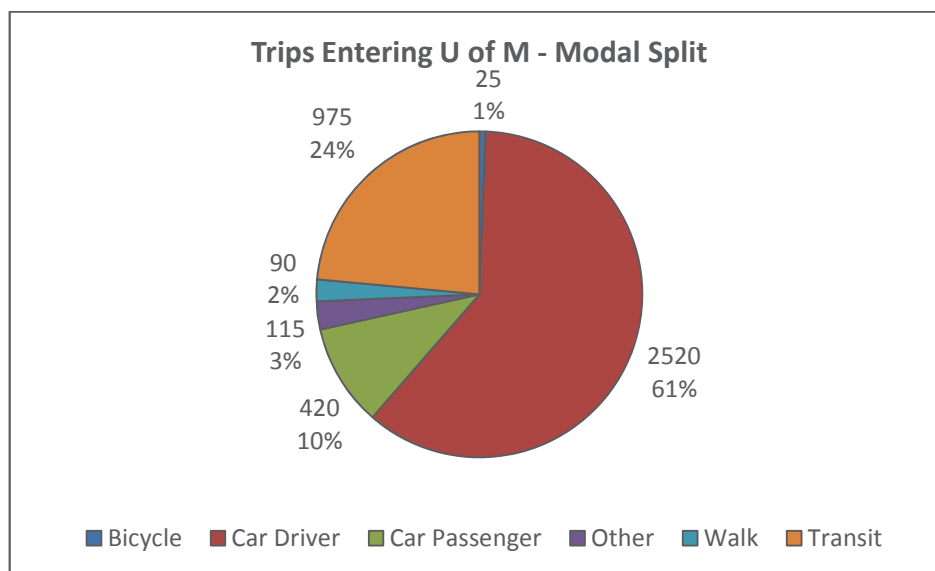
**Figure 3.3.1 – Trips Entering U of M – Origin Location**



**Figure 3.3.2 – Trips Exiting U of M – Destination Location**

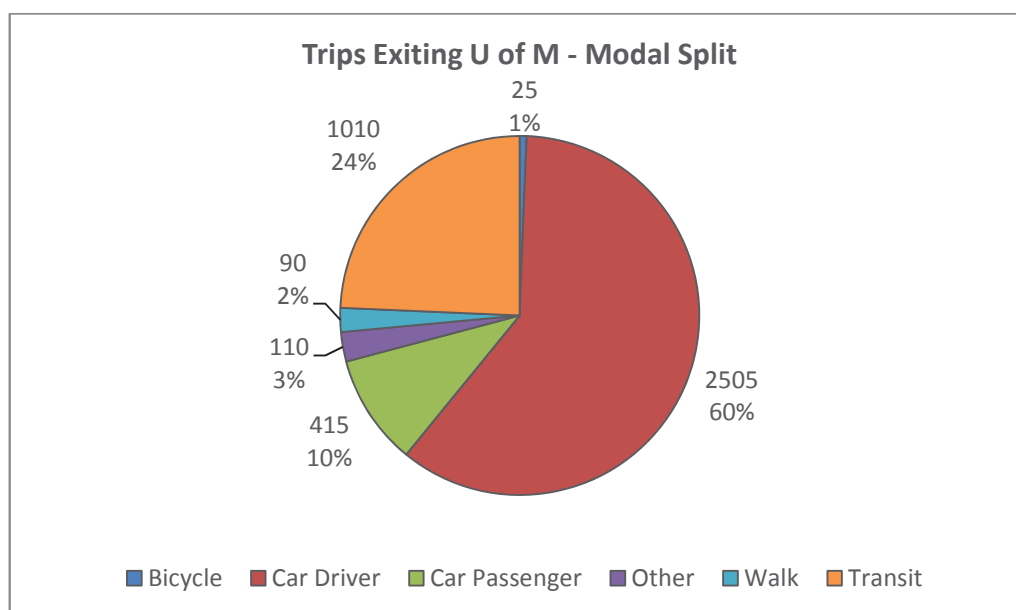
### 3.4 Modal Split

Figures 3.4.1 and 3.4.2 show the modal splits for trips entering and exiting the U of M from the area to the east of the Red River.



**Figure 3.4.1 - Trips Entering U of M from Study Area – Modal Split**





**Figure 3.4.2 - Trips Exiting U of M to Study Area – Modal Split**

The modal split remains consistent for trips in and out of the school – this is typical; one would expect most trips to and from school to be made by the same mode. Driving is the most common transportation mode, followed by transit, and being a car passenger (carpooling or getting a ride). Less utilized transportation modes include walking, cycling, intercity transit, mixed mode, and Park & Ride. Most alternative mode activity (all modes other than driving) occurs to the north of the U of M and east along Bishop Grandin Boulevard.

Automobile trips (driver and passengers) make up around 70 percent of the total trips, with vehicle occupancy of around 1.17.

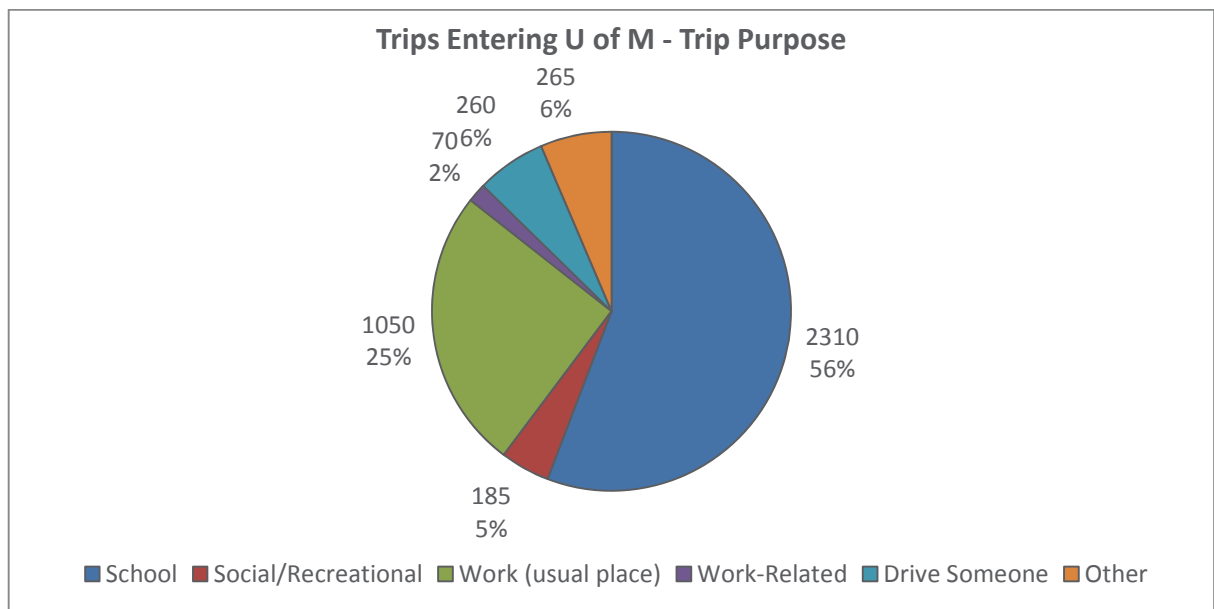
Transit is the most common non-automobile mode choice, with just under a quarter of trips. Areas with high transit ridership are located along Bishop Grandin Boulevard and north of Bishop Grandin Boulevard. These areas have better access to express routes or routes that go directly to the U of M. Areas with low transit ridership, but a high number of total trips are located to the south of the U of M. These areas are closer to the Perimeter Highway; express transit routes do not operate there, and at least one or more transfers would be required to get to the U of M.

Walking and cycling account for only a small percentage of trips. These low levels of active transportation (AT) trips can be partially explained by the limited crossing locations of the Red River, which increase travel distances and make walking and cycling less attractive to travellers at present than other modes.





### 3.5 Trip Purpose



**Figure 3.5.1 - Trip Purposes for Trips Entering the U of M from East of the Red River**

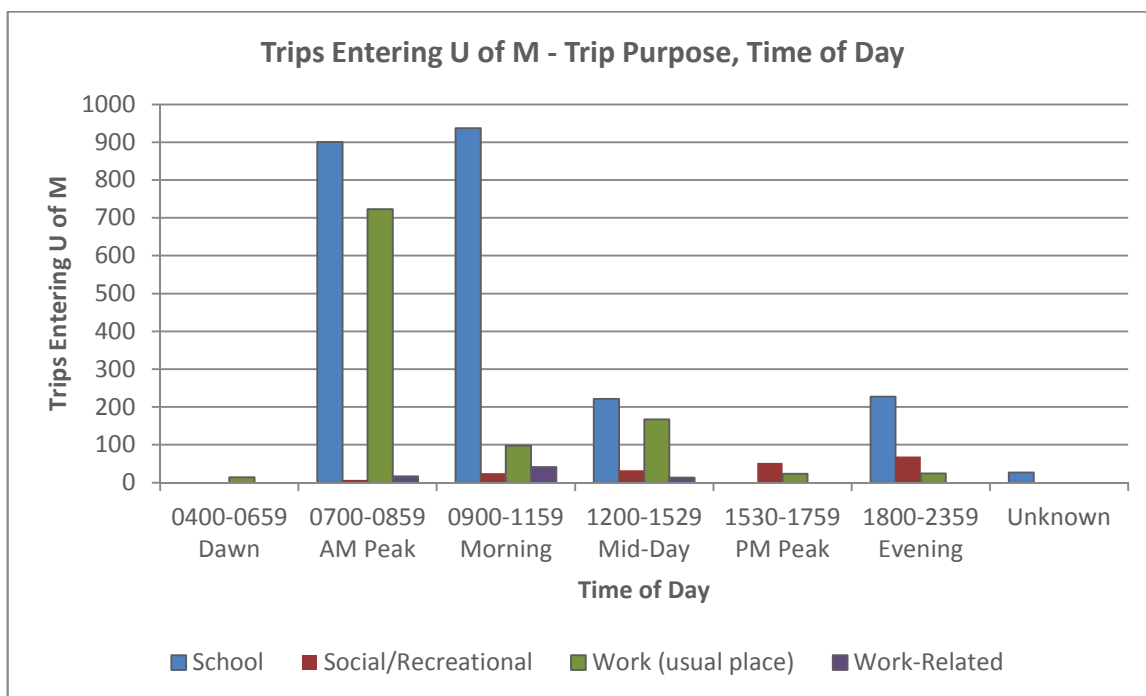
The figure above illustrates the different purposes for trips entering the U of M from east of the Red River. Not surprisingly, school trips are most common. This is followed by work trips. Over half of the total trips entering the U of M are made for school purposes. The remaining trip purposes make up relatively small proportions in comparison with school and work purposes.

- Trips entering the U of M for school purposes typically originate from transportation zones along the Red River, directly east and southeast of the U of M and in zone 3501.
- Trips to the U of M, made for work purposes, most commonly originate from transportation zones along the Red River, directly east and northeast of the U of M.

These zones feature predominantly residential land uses, primarily made up of single family detached housing.

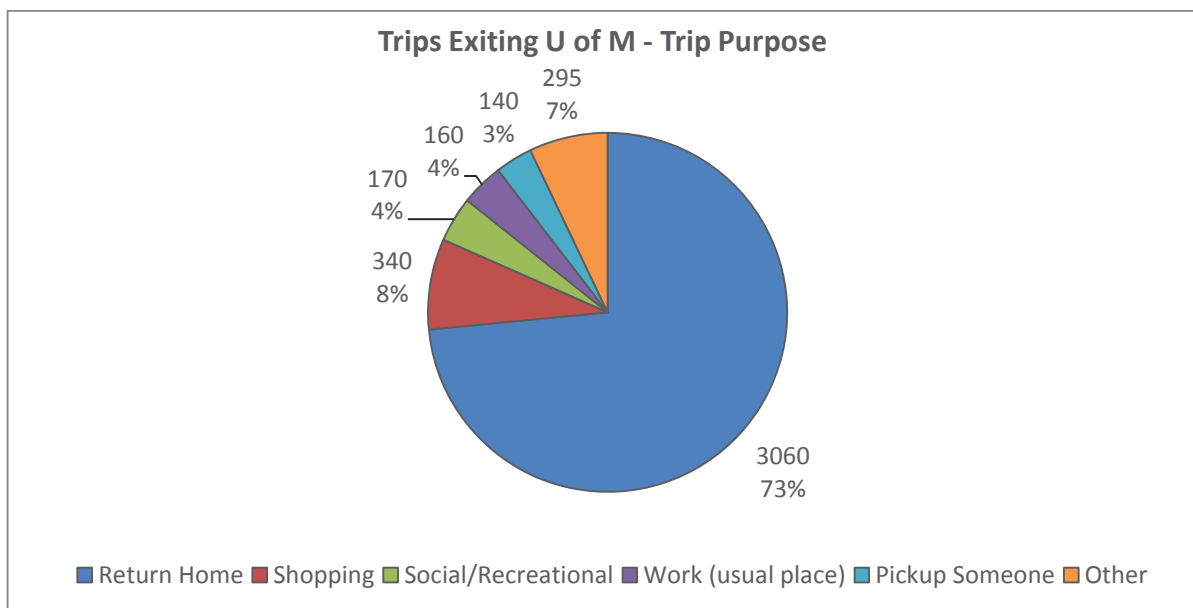
Figure 3.5.2 outlines the time of day that people arrive at the U of M for the different trip purposes. The majority of work trips arrive during the a.m. peak hour. Trips for school have significant peaks during the a.m. peak and morning hours and smaller peaks later in the afternoon, all likely following the various class schedules. Social and recreational trips occur later in the day and into the evening.





**Figure 3.5.2 - Trip Purposes for Trips Entering the U of M from East of the Red River by Time of Day**

Figure 3.5.3 shows the purposes for trips exiting the U of M. A total of 74 percent of trips leaving the U of M (3060 trips) are made by people returning home. Shopping trips are the second most frequent type of trip purpose, and the remaining proportion is comprised of trips with various purposes. The “other” category includes trips made for driving someone for medical, restaurant, and work-related reasons.



**Figure 3.5.3 - Trip Purposes for Trips Exiting the U of M to East of the Red River**



Homebound trips are the dominant type of trip out of the U of M. Figure 3.5.4 shows the distribution over time of trips leaving the U of M to home, which follow a similar pattern to the overall exiting trips shown in Figure 3.2.

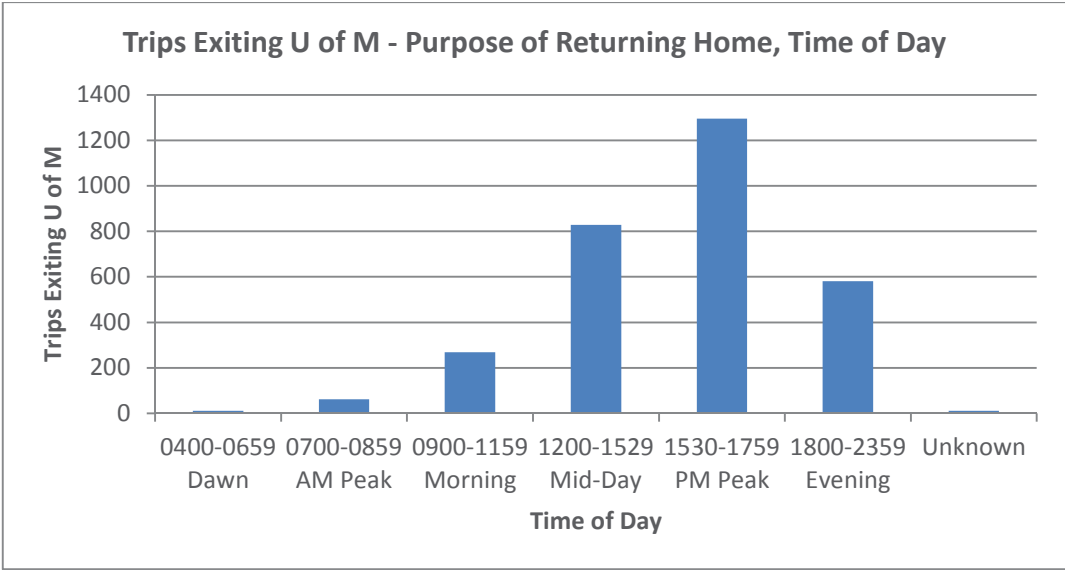


Figure 3.5.4 - Homebound Trips Exiting the U of M to East of the Red River by Time of Day

Excluding return home trips, trips exiting the U of M by purpose and time of day are shown in Figure 3.5.5. Shopping trips peak during the p.m. peak hour and into the evening.

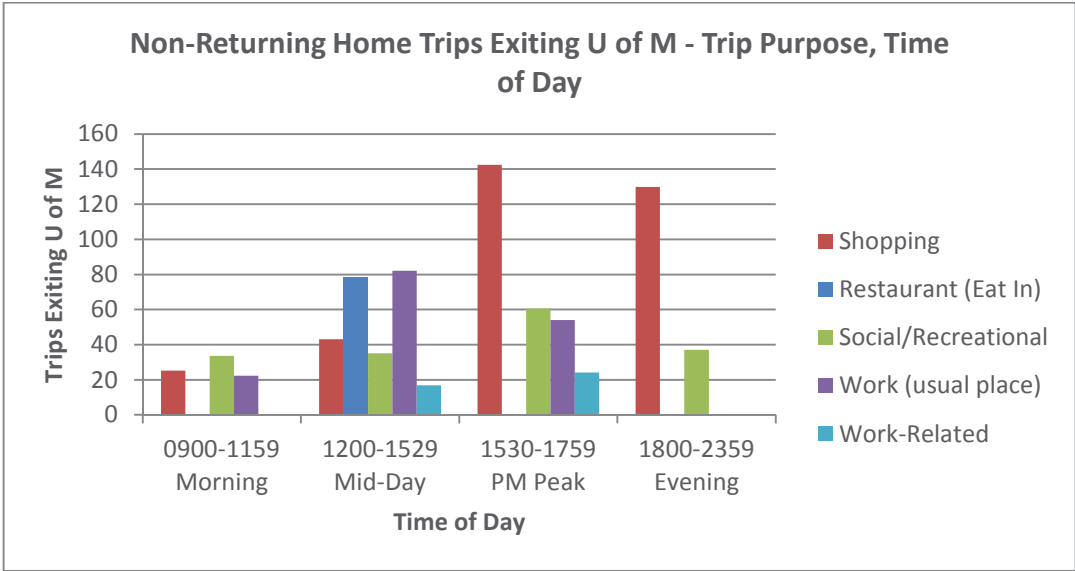


Figure 3.5.5: Trips Exiting U of M and Not Returning Home by Time of Day



## 3.6 Active Transportation Trips

### 3.6.1 High Activity Transportation Zones

Pedestrian activity was reported in zones 3441 (internally), 3503, 3511, and 3515. Only one origin transportation zone, zone 3512, reported cyclist trips to the U of M. This is not to say that bicycle travel does not occur between the U of M and the area to the east of the Red River, but information on it was not captured in the study, most likely due to the small percentage of travellers who use this mode at present.

Zone 3512 is along the Red River, northeast of the U of M, on the corner of Bishop Grandin Boulevard and Pembina Highway. There is a sharrow/paved multi-use pathway along Dakota Street and Bishop Grandin Boulevard that provides a cycle corridor.

### 3.6.2 Purposes of Pedestrian Trips

The majority of pedestrian trips are made by students going to school. Some internal walking trips appear to take place in transportation zone 3441 for the purpose of meeting someone before using other transportation modes.

### 3.6.3 Travel Time/Distance

Pedestrian trip distances in the study area ranged between 3.4 and 5.5 km. This is significant – often one assumes that a maximum distance a person would be willing to walk would be shorter than this, typically less than one kilometre. At a rate of 1.2 m/s, a 5.5 km walking trip would take over 75 minutes to complete.

Within the data, travel distances aren't captured directly. Instead, distances in the City's data are calculated as 1.412 multiplied by the shortest or straight line distance, between the node centroids of different transportation zones. This is sometimes referred to as the "as the crow flies" distance. The factor, 1.412 in this case, takes into consideration that the transportation network does not generally run along the shortest path from node to node.

To check the relationship between the calculated distance and actual distances, Google Maps was used to measure driving / walking distances along the road network between different transportation zones and the University. Some walking distances were very similar to the factored trip distance, while others were found to be much longer due to the lack of straight line road connections in the area.

Transportation zones to the southeast are in straight line proximity to the University. However, since there is no direct connection between these zones and the University, travellers must take an indirect, and therefore a longer route along the road network. Actual travel distances from these zones were measured to be closer to a factor of 3 to 4.5 times the "as the crow flies" distance.





Walking distances from transportation zones further north of the University were found to be more consistent with the factored distance. These zones are located closer to the main road network, which makes their straight line distance and walking distance more similar. These zones had factors ranging between 1.4 and 1.9, which was more consistent with the 1.412 factor used to calculate trip distance.

3.6.4 Vehicle Ownership and Licencing

The majority of pedestrians, approximately 70 percent (145 pedestrians), making trips to and from the U of M as well as between other transportation zones in St. Vital, are licenced to drive a vehicle. The remaining 30 percent (65 pedestrians) do not have a drivers licence.

All pedestrians come from households that own at least one vehicle. However, this does not necessarily mean that they have access to a vehicle, as many households have more than one resident and therefore a vehicle may not always be available.

3.6.5 Age Group

The majority of pedestrians, 58 percent (120 pedestrians), are between the ages of 15 and 24. The remaining proportion of pedestrians is relatively evenly split between the remaining age groups, as shown in Figure 3.6.5.

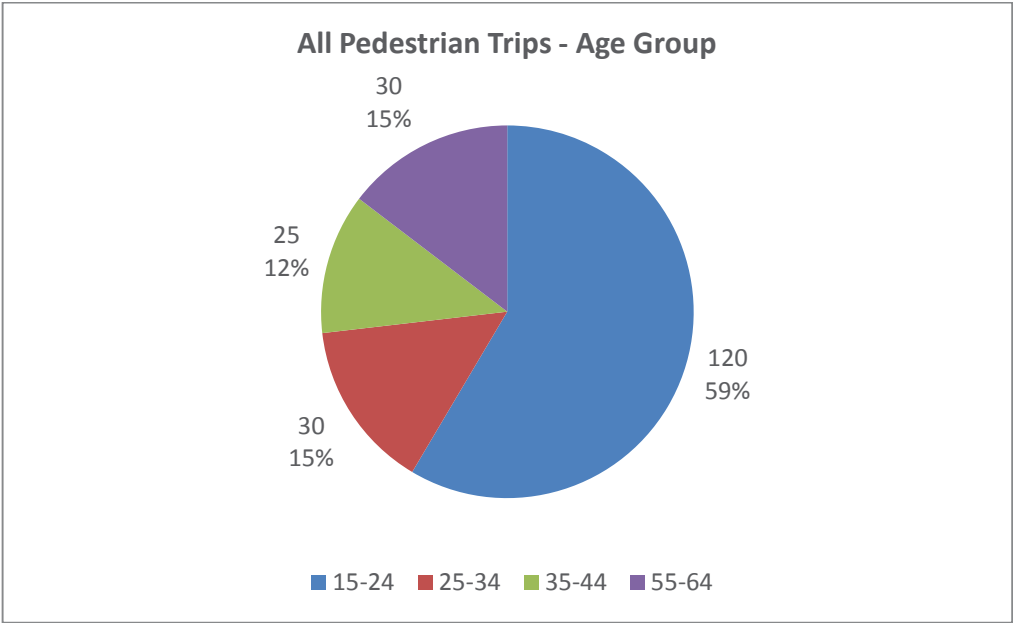


Figure 3.6.5: Age Distribution of Pedestrians



### 3.7 Potential Link Users

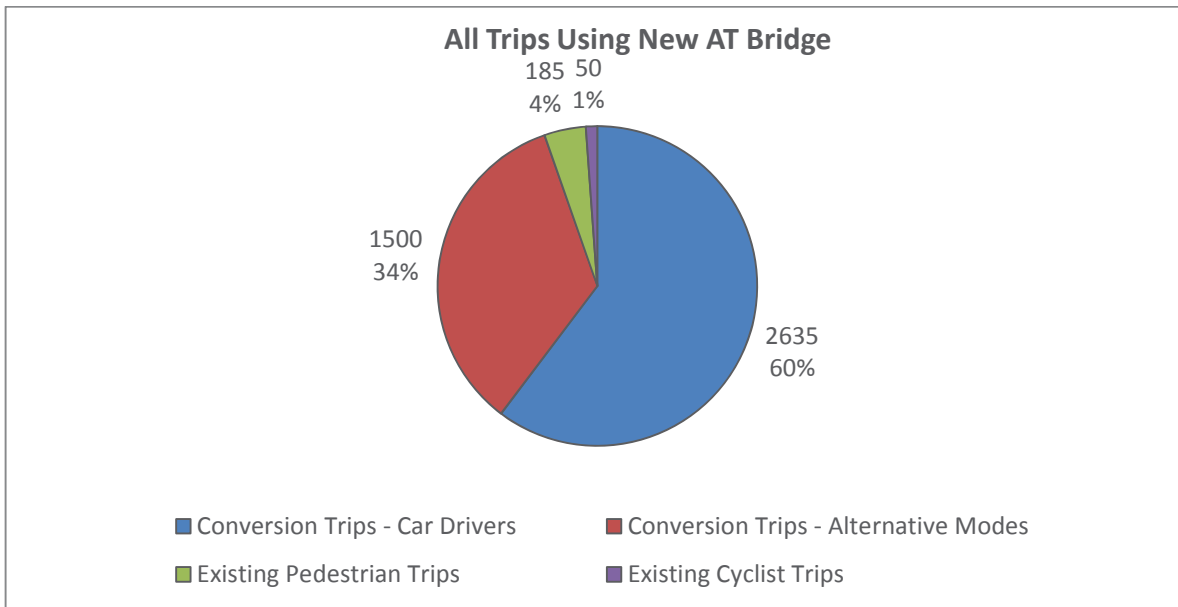
In determining the location of the new crossing of the Red River near the U of M, the number and the location of potential users should be considered as one of the factors so that the crossing is located where it can benefit a large number of potential users.

Two categories of potential link users were identified:

1. Existing AT users whose origin/destination/home transportation zone is east of the Red River. These users are people who currently walk or cycle to and from the University, and would be most likely to continue to do so. Because these people commute to and from the east side of the Red River, a new link could reduce the trip length and travel time for these users.
2. Trips converted to an active transportation mode from a different current mode if the new crossing is constructed. However, not every traveller to/from the University will change their travel mode because a new crossing is constructed. However, some travellers may change their mode if the following criteria are met:
  - Their origin/destination/home transportation zone is located on the east side of the Red River.
  - The travel distance between the transportation zone and the University is within “maximum walking distance”. “Maximum walking distance” was taken as 5.5 km, which is the maximum distance existing pedestrians walk to and from the University at present.
  - They are currently not an active transportation user. All other modes were considered. Existing alternative transportation users (transit, car passengers, Park & Ride) were considered separately from drivers, as they may be more easily persuaded to convert to an active transportation mode.

Combining both types of potential users, and assuming conversion of all travellers to type (2), a total of 4370 daily trips to and from the University and other transportation zones could potentially use active transportation modes and make use of the new link. The figure below illustrates these trips and their current mode of transportation. The majority of these trips, 95 percent (4135 trips), would be conversion trips, and the remaining five percent (235 trips), fit into the existing active transportation travel category. Most of the conversion trips, 60 percent (2635 trips), are currently made by people that drive a car. The remaining 35 percent (1500 conversion trips) are currently alternative transportation mode users (transit, car passenger, etc.).



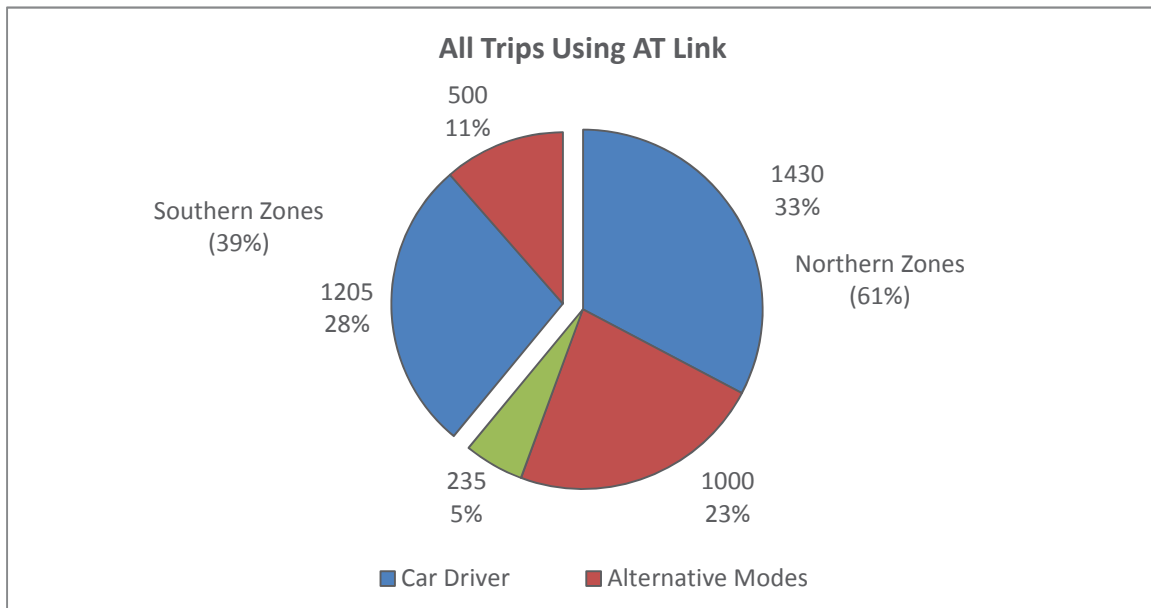


**Figure 3.7.1 - Potential Users of New Red River Crossing between U of M and East Side of River – by Current Mode of Travel**

What is then needed is information on how to locate the crossing to serve users. Ideally, the crossing should be located in such a way that it serves the greatest number of potential users. Figure 3.7.2 divides the potential link trips into trips between the U of M and transportation zones to the northeast and trips to the U of M and transportation zones to the southeast. This figure also shows the proportion of existing drivers, alternative mode users, and active users in each area. The majority of trips, 61 percent (2665 trips), are travelling to / from transportation zones located northeast of the U of M. The remaining 39 percent (1705 trips) are travelling to / from transportation zones southeast of the U of M. All existing active transportation trips are being made to / from transportation zones to the north of the U of M.

Thus it is recommended that the crossing be located towards the northeast of the U of M rather than southeast to capture a larger percentage of potential users. However, it is recognized that as future development occurs to the southeast, south towards the Perimeter, the percentage split between the northeast and southeast may come closer together.



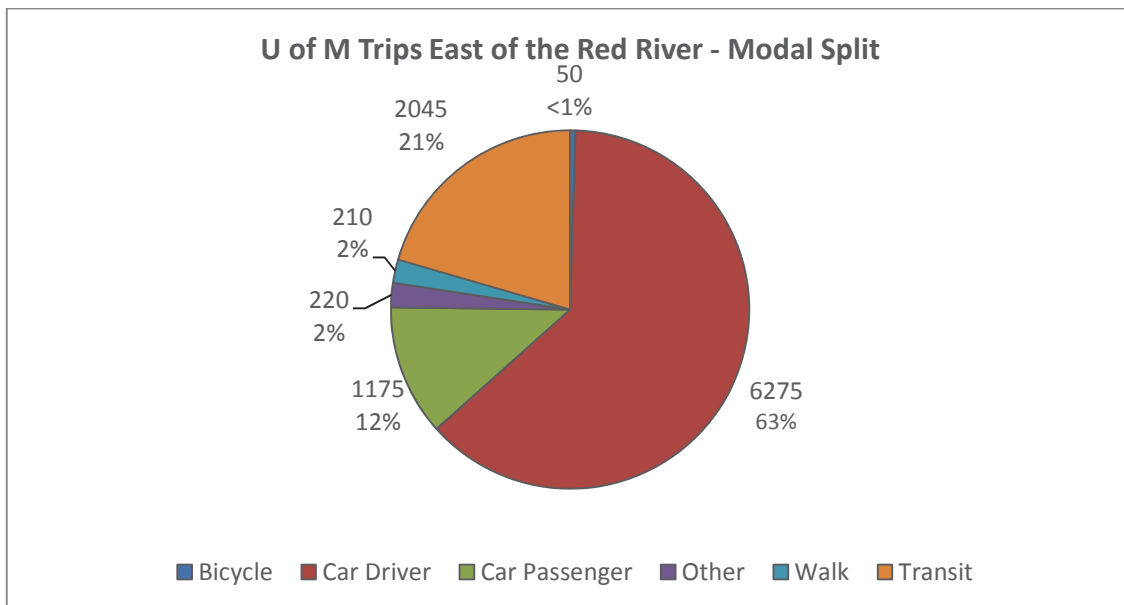


**Figure 3.7.2 - Location of Potential Users of New River Crossing**

### 3.8 U OF M Trips: West vs. East

An alternative way of considering the potential for new users of the Red River crossing is to compare the modes used by travelers on the east side of the river, where the lack of connections could be considered to be hindering active mode use against that of travellers to the U of M from the west of the U of M, which does not have the same restrictions in place.

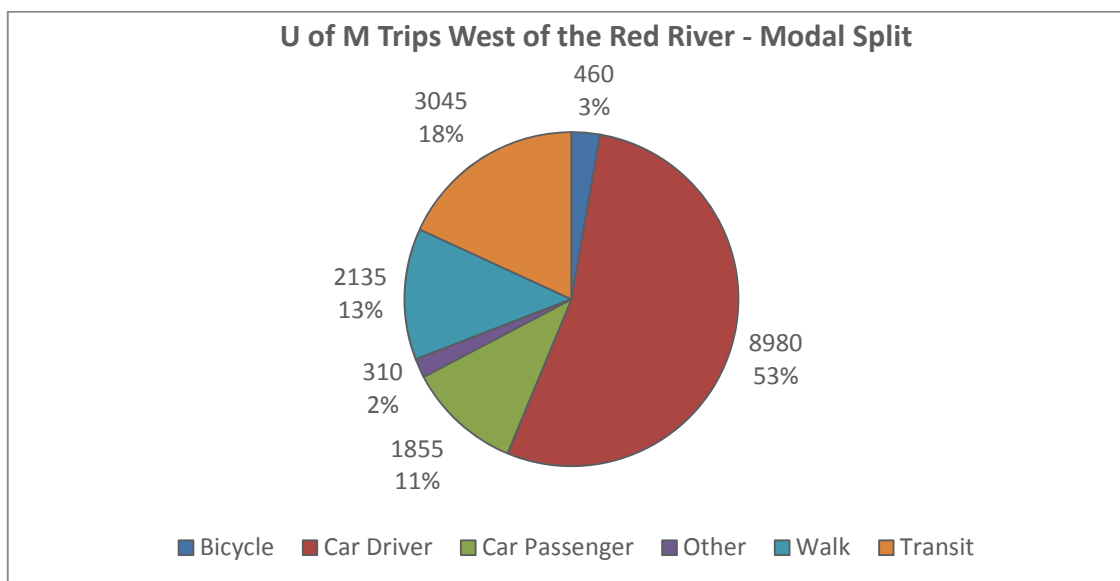
Figure 3.8.1 and 3.8.2 show the modal splits on the east side and the west side of the U of M respectively.



**Figure 3.8.1 - U of M Mode Split East of the Red River**







**Figure 3.8.2 - U of M Mode Split West of the Red River**

The two figures show that driving a car is the most common transportation mode on both sides of the U of M, however, the car driver modal split is reduced by 10 percent west of the River.

Active transportation trips to the U of M are more common on the west side of the river. The road network to the west is not constrained by the natural river barrier, which allows for a more continuous route, making active transportation modes a more attractive option for users. Due to the limited number of Red River crossings, the travel distance between U of M and locations to the east may be unattractively long and/or indirect.

By constructing an active transportation link across the Red River, it is anticipated that the modal split for trips to the east could be increased, and become similar to the west side's modal split. Currently the walk percentage is close to two percent and the cycle percentage is 0.5 percent east of the Red River. West of the Red River, the percentages are higher, 13 percent for walking and three percent for cycling. Non-active modes are closer to one another; the river is not as effective a barrier to motorized modes of transportation.

With the construction of a new crossing, it will be possible to convert a number of non-active mode trips to walking or cycling. Although one crossing does not eliminate the barrier effect of the Red River, a new crossing of the river will have a positive effect, and should bring the mode split more closely in line with that of the zones on the west side of the network.



Table 3.8 compares the percentage of walking and cycling trips on either side of the Red River.

**Table 3.8 - AT Mode Split Comparison**

Mode	Mode Split Percentage (West Side)	Mode Split Percentage (East Side)	Ratio (West Side/East Side)
Walking	13%	2%	6.5
Cycling	3%	0.5%	6

Assuming the mode split on the east side of the river were to change (due to the improvement in connectivity the new crossing provides) to more closely match that on the west side (this could be considered an upper limit that may not be realized, as the new crossing does not totally eliminate the barrier effect of the river, and the other differences between the two sides of the river are not changed due to the crossing, such as differences in transit network connectivity), then the number of trips made using active modes would increase by the ratio of the difference in the current mode splits.

Increase east side walking trips by a factor of 6.5:

$$6.5 * 210 = 1365 \text{ trips}$$

Increase east side cycling trips by a factor of 6:

$$6 * 50 = 300 \text{ trips}$$

Total daily trips that may use the crossing =  $300 + 1365 = 1665$  trips per day.

Note that this figure is much lower than that estimated earlier in the report, of 4370 daily trips. The potential usage is therefore in the order of 1600 to 4370 users per day, below the capacity of whichever type of crossing is selected.

### 3.9 Stadium Impacts

The traffic impact study for the new stadium at the University of Manitoba estimated that the stadium could attract up to 11,400 vehicle trips during a sold-out event. Accommodating the additional traffic on the road network as well as in the available parking lots in the area may prove challenging. Encouraging more active transportation trips could reduce congestion and strain on the network. Over 1,100 season ticket holders live in transportation districts 8 and 9, east of the Red River. These attendees could potentially use the active transportation link to travel to the stadium as opposed to driving or taking transit. Data from the first few events at the new stadium indicate that approximately 35% of attendees are using Winnipeg Transit and an additional 1,100 attendees are cycling to and from the event.



### 3.10 Discussion

Based on data from the 2007 Winnipeg Area Travel Survey for travel to/from the University and the area to the east of the Red River, the potential daily number of trips is anticipated to be in the range of 1665 - 4370 trips per day. This should be a starting point for estimating the number of users; it does not take into account all possible users of the crossing.

Based on the data used it appears that most users would be located to the northeast of the University, as this area generates a larger percentage of trips to/from the University.

Please note that the data is based on development as it existed in Winnipeg in 2007. New development has occurred in Sage Creek and River Park South between Warde Avenue and the Perimeter Highway. Depending on the pace of development in these areas, additional demand may occur to the southeast.

Options A and E provide no advantage over the other options in terms of connectivity. Both are closest to existing Red River crossings.

Option B is logical from a connectivity viewpoint as long as it respects sensitive areas of Henteleff Park. Option B has a good connection to the heart of the campus, but is in the poorest location in terms of meeting demand based on trip locations from the 2007 O-D survey and is the furthest from a collector or arterial street connection. An upgraded pathway with good lighting would need to be developed. One option is to make use of existing streets to reach the general crossing area. Option B is in the best location to tie into the South St. Vital Pathway located between Warde Avenue and Normand Avenue and connects Lagimodiere Boulevard to St. Mary's Road. Option B is the furthest from transit service on the east side (around 1,200 m) and features a good connection on campus, close to student residences and near other University developments.

Option C is in a fairly strong location to benefit AT users based on the O-D survey data, as it is relatively close to River Road and has the shortest connection to St. Mary's Road. Limited transit service is available on River Road (Routes 54 and 16), with more service on St. Mary's Road around 750 m to the east. Option C is, however, furthest removed (around 550 m) from the developed area of the University campus.

Option D is located close to University development, although further from student residences than Option B. Limited transit service is available on River Road (routes 54 and 16), with more service on St. Mary's Road approximately 1,750 m to the east. St. Amant Centre is supportive as the Centre would like to increase ties to the University. Option D is closer to the developed area of the University campus compared to Option C.



## 4.0 CROSSING TYPES

MMM investigated several novel structure types but due to limitations related to our climate the types of crossing were reduced to two, either a bridge or a gondola. The scope of this study mandated that the crossing would not carry motorized traffic, with the exception of maintenance and inspection vehicles.

### 4.1 Bridges

#### 4.1.1 Operational Considerations

##### Universal Access and Active Transportation

The bridges would be designed for Active Transportation, comply with the City's 2010 Accessibility Design Standard, be designed in accordance with City standards, and would have sufficient width allowance for free flow of pedestrians and cyclists.

##### Maintenance Vehicle Access

The design of the bridge would be in accordance with the Canadian Highway Bridge Design Code (CHBDC) and would also allow for access by maintenance and inspection vehicles.

##### Hydraulic Considerations

As discussed earlier, there are challenges in building in the Floodway Zone. The primary challenge is that the construction must not affect the water surface elevations during flood conditions. This can be mitigated in the bridge construction by minimizing the size and number of in water piers. The greater challenge would be how to mitigate the effects of the construction of the approaches. These approaches will have to be constructed such that the AT path is at approximately the same elevation as the primary dike to ensure year round use.

If the approach is constructed on a berm, then a hydraulic analysis would have to be completed to ensure a net zero effect on water levels. An elevated pathway could be constructed such that high waters would pass beneath the pathway. A hydraulic study would also have to be performed for this option, although the result will likely be more favourable than the berm option. Both of these options would likely result in impacts to the use of the surrounding area that would have to be considered.

#### 4.1.2 Estimated Costs

For this conceptual study, bridge designs were presented at a very high level with approximate present-value construction costs. The estimated present value cost of the bridge option is as follows:





Rate of Inflation	2.5%
Discount Rate	6.0%
Nominal Discount Rate	3.5%

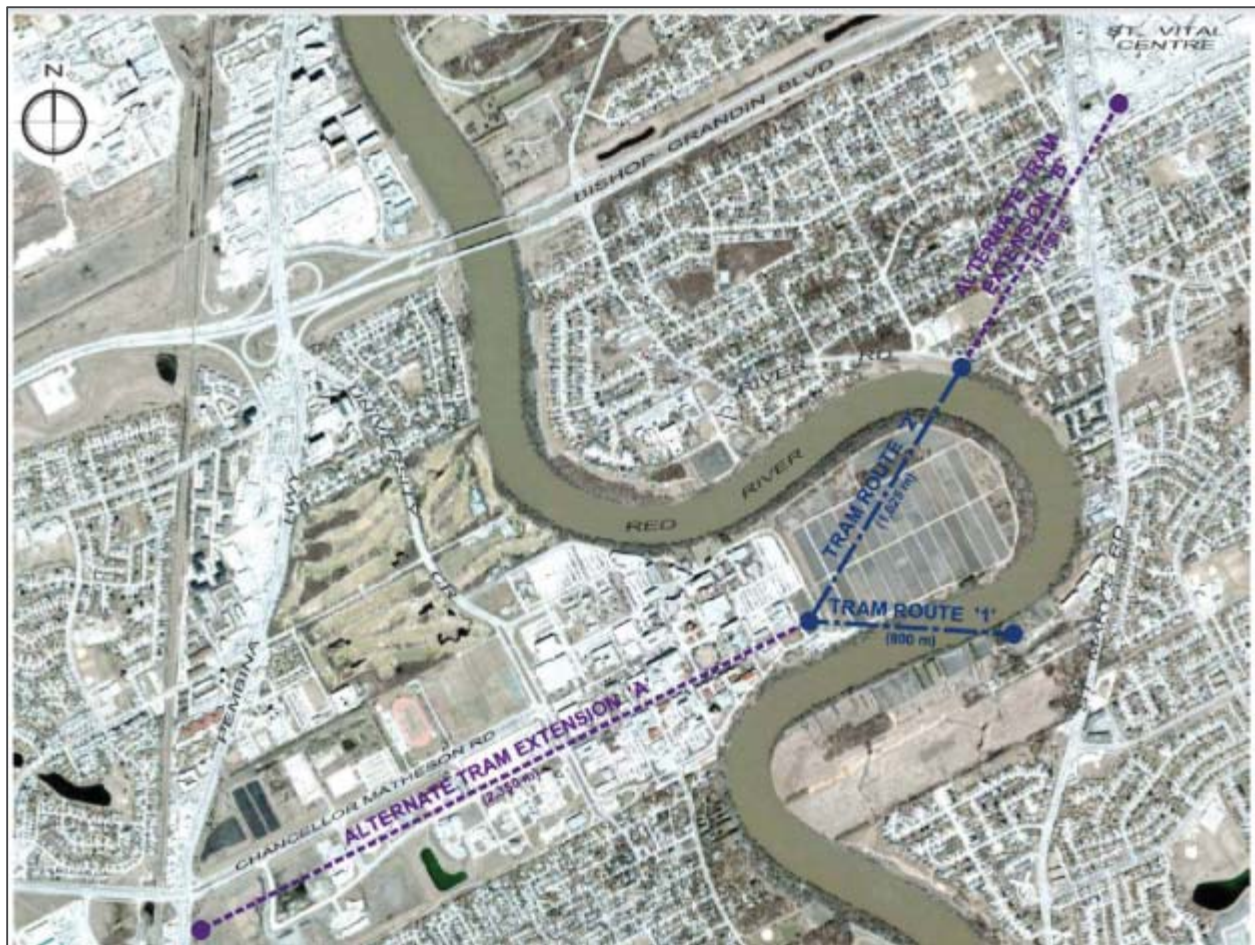
Bridge Option (Henteleff Park to Freedman Cr./Saunderson St.)						Service Life: 75 years
Item	Unit Cost	Units	Quantity	Frequency (years)	Nom. Discount Rate	Net Present Value (2013)
<b>Capital Costs</b>						
Bridge over the Red River	\$ 6,050,000	Lump Sum	1	-	-	\$ 6,050,000
Asphalt Paths, Approaches and Lighting	\$ 2,700,000	Lump Sum	1	-	-	\$ 2,700,000
River Bank Stabilization	\$ 2,000,000	Lump Sum	1	-	-	\$ 2,000,000
Estimated Engineering Fees	15%	Percent	1	-	-	\$ 1,620,000
Contingency (on construction costs and estimated engineering fees)	25%	Percent	1	-	-	\$ 3,100,000
<b>Sub-Total: Capital Costs</b>						<b>\$ 15,470,000</b>
<b>Operating and Maintenance Costs</b>						
Annual Bridge Maintenance Costs (at 0.25% of Replacement Cost) <sup>4</sup>	\$ 15,125	Lump Sum	1	1	3.5%	\$ 400,000
Annual Elevated Path Maintenance Costs (at 0.15% of Replacement Cost)	\$ 4,050	Lump Sum	1	1	3.5%	\$ 107,000
<b>Sub-Total: Operating and Maintenance Costs</b>						<b>\$ 507,000</b>
<b>Total Lifecycle Costs (discounted)</b>						<b>\$ 15,977,000</b>
<b>SAY</b>						<b>\$ 16,000,000</b>



## 4.2 Gondola

### 4.2.1 Alignments

For reasons related to possible building constraints in the Floodway Area between the primary dikes on both sides of the river a gondola could be a viable alternative to a bridge. Possible routes for a gondola were developed as shown in the following graphic:



### 4.2.2 Examples of Other Urban Gondola Systems

There are several examples elsewhere where gondolas/trams are used to move large numbers of people in urban environments including the following (source: Wikipedia):

#### Roosevelt Island Tramway, USA

The Roosevelt Island Tramway is an aerial tramway in New York City that spans the East River and connects Roosevelt Island to Manhattan.

Over 26 million passengers have used the tram since it began operation in 1976. Each cabin has a capacity of up to 110 people and makes approximately 115 trips per day. The tram moves at 17.9 mph (28.8 km/h) and travels 3,100 feet (940 m) in three minutes. At its peak it climbs to 250 feet (76 m) above the East River as it follows its route on the north side of the Ed Koch Queensboro Bridge, providing views of the East Side of midtown Manhattan. Two cabins make the run at fifteen-minute intervals from 6:00 a.m. to 2:30 a.m. (3:30 a.m. on weekends) and continuously during rush hours. It is one of the few forms of mass transit in New York City not run by the Metropolitan Transportation Authority, but uses that system's MetroCard



#### Portland Aerial Tram, USA

The Portland Aerial Tram or OHSU Tram is an aerial tramway in Portland, Oregon, carrying commuters between the city's South Waterfront district and the main Oregon Health & Science University (OHSU) campus, located in the Marquam Hill neighborhood. The tram travels a horizontal distance of 3,300 feet (1,000 m) and a vertical distance of 500 feet (150 m) in a ride that lasts three minutes.

A round-trip tram ticket costs \$4; the tram is free for OHSU employees, patients, students, and visitors.





### Metrocable, Medellin, Colombia

Metrocable is a gondola lift system implemented by the City Council of Medellín, Colombia with the purpose of providing a complementary transportation service to that of Medellín's Metro. It was designed to reach some of the least developed suburban areas of Medellín and is largely considered to be the first Cable Propelled Transit system in South America.

As of 2010, the Medellin Metrocable system contained three lines, namely Line K, Line J and Line L (Cable Arvi). Overall, the system has been received with enthusiasm by the locals.



### **4.2.3 Operational Considerations**

#### Wheel Chair Accessibility

Wheel chair accessibility is possible with a detachable style tram system that stops movement of the car for a short time allowing users time to board.

#### Cyclist Accessibility

Cyclist accessibility would be allowed as riders would be allowed to bring their bicycles into the cabin.

#### Integration with Winnipeg Transit

A gondola system could be integrated with Winnipeg Transit to provide a further link in their system. The use of the gondola system could be facilitated with a transfer or a monthly bus pass. If pursued, funding arrangements for the operation of this facility could follow that of the existing transit system.

### **4.2.4 Estimated Costs**

An estimate of costs for the construction and operation of the gondola project was carried out based on the following assumptions:

- One attendant at each station (mandated for safety).
- Ten passengers per car and 41 cars travelling at 1,000 ft/min. for a capacity of 3,000 people per hour (pph).
- Operate 16 hours per day, 50 weeks per year (shut down two weeks for maintenance).





- Estimate of administration and insurance costs included.
- Annual drive and terminal buildings maintenance.
- Major rehabilitation of gondola electrical works every 25 years.
- Gondola cabin replacement every 25 years.
- Major drive and terminal building rehabilitation every 25 years.

This capital cost is less than the typical bridge construction cost of approximately \$16M however to do a proper comparison it was necessary that a life cycle cost comparison be done. The capital and operating costs of a gondola system are as follows (based on the shortest route (Route 1) :



Gondola Option (Henteleff Park to Freedman Cr./Saunderson St.) - with Lift Attendants						Service Life: 75 years
Item	Unit Cost	Units	Quantity	Frequency (years)	Net Discount Rate	Net Present Value (2013)
<b>Capital Costs</b>						
Mono-Cable Gondola including cabins, drive station and terminal station	\$ 6,700,000	km	1	-	-	\$ 6,700,000
Station Buildings	\$ 400,000	Lump Sum	2	-	-	\$ 800,000
Asphalt Paths and Lighting <sup>1</sup>	\$ -	m	0	-	-	\$ -
Estimated Engineering Fees	15%	Percent	1	-	-	\$ 1,130,000
Contingency (on construction costs and estimated engineering fees)	25%	Percent	1	-	-	\$ 2,160,000
<b>Sub-Total: Capital Costs</b>						<b>\$ 10,790,000</b>
<b>Operating and Maintenance Costs<sup>2</sup></b>						
Attendants (1 at drive station & 1 at terminal station)	\$ 174,497	Lump Sum	2	1	3.5%	\$ 9,215,783
Administration <sup>3,4,5</sup>	\$ 175,388	Lump Sum	0.5	1	3.5%	\$ 2,315,714
Hydro (Gondola)	\$ 39,534	Lump Sum	1	1	3.5%	\$ 1,043,957
Annual Gondola Maintenance	\$ 588,601	Lump Sum	1	1	3.5%	\$ 15,542,998
Annual Building Operations and Maintenance	\$ 30,000	Lump Sum	1	1	3.5%	\$ 792,201
Gondola Major Rehabilitation (Electrical)	\$ 200,000	Lump Sum	1	25	3.5%	\$ 120,440
Gondola Cabin Replacement	\$ 35,000	Lump Sum	41	25	3.5%	\$ 864,157
Building Rehabilitation	\$ 150,000	Lump Sum	2	25	3.5%	\$ 180,660
<b>Sub-Total: Operating and Maintenance Costs</b>						<b>\$ 30,075,911</b>
<b>Total Lifecycle Costs (discounted)</b>						<b>\$ 40,865,911</b>
<b>SAY</b>						<b>\$ 40,900,000</b>

Note:

<sup>1</sup> Costs for asphalt paths and lighting have not been included for the gondola option as it is assumed that it will tie into planned infrastructure within Henteleff Park and existing infrastructure at the U of M.

<sup>2</sup> See separate "St. Vital to U of M Link Crossing the Red River - Gondola Operating and Maintenance Budget" spreadsheet for conceptual operating and maintenance cost calculations.

<sup>3</sup> For the purposes of this budget, it is assumed that administration of the system will be integrated into existing operations and that one 0.5 time staff would be devoted to the administration of the system. Additional costs for Lift Director, Shift Supervisor and additional Station Attendants may apply.

<sup>4</sup> Cost of insurance (i.e., liability and property) have not been included as it is assumed that the City carries a broad scope insurance plan that will include this infrastructure.

## St. Vital to U of M Link Crossing the Red River Gondola Operating and Maintenance Budget

Lift and Operation Data					
Lift Characteristics:		Staffing	No.	Rate	Benefits
Horizontal Length (feet)	2,625	Lift Director	1	\$70,000 yr	Yes
Vertical Rise (feet)	40	<b>Per 8 Hour Shift</b>			
Slope Length (feet)	2,632	Shift Supervisor (Dual Mech-Electr)	1	\$6,000 mo	Yes
Number of Drive Station(s)	1	Ticket sales	0	\$18.00 hr	Yes
Number of Return Station(s)	1	Ticket Checkers	0	\$18.00 hr	Yes
No. of Middle Stations (if any)	0	Drive Station attendants (per station)	2	\$18.00 hr	Yes
No. of Angle-only Stations (if any)	0	Return Station attendants (per station)	2	\$18.00 hr	Yes



Lift and Operation Data				
Lift Characteristics:		Staffing	No.	Rate
Cabin size (No. of passengers)	10	Middle Station attendants (per station)	0	\$18.00
Capacity (pph)	3,000	Proportional to the number of hours of Operations:		
Operating Speed (ft/mn)	1,000	Mechanics	1	\$24.00
No. of Cabins	36	Electricians	1	\$24.00
Average Power Consumption (Kwh)	111	Payroll Overhead and Benefits:		
Operations Variable:		Payroll Taxes (including Workers Compensation)	30%	-
No. of Hours per Day	16	Employee Benefits (Health, Pension, etc.)	15%	-
No. of Days per Week	7	Vacations	3	wk
No. of Weeks per Year	50	Electricity		
No. of Hours per Year	5,600	Hydro	0.06	\$/kWh
System Life	27 years			

Yearly Operating Expenses				
Staffing		Maintenance		
Lift Director	\$101,500	Mechanics		\$174,717
Shift Supervisor	\$408,545	Electricians		\$154,556
Ticket sales	\$155,109	Haul Rope Inspection (once a year)		\$1,500
Ticket Checker(s)	\$155,109	Rescue Rope Inspection (every other year)		\$750
Drive Station attendants	\$174,497	Suspension Rope Inspection (every 5 years)		\$2,000
Return Station attendants	\$174,497	Oil Change (5,000 Hours)		\$1,344
Middle Station attendants	\$0	Lift Inspection (once a year)		\$10,000
<b>Sub-Total:</b>	<b>\$1,169,256</b>	Haul Rope Replacing (12,000 hours)		\$1,400
Electricity:		Terminal Parts (annual supply)		\$15,000
Hydro	\$39,534	Line Parts (annual supply)		\$5,263
Overhead Cost:		Cabin Maintenance		\$41,000
Office/Administration	\$175,790	Rope Replacement (200,000 cycles)		\$57,561
Property & Liability Insurance	\$0	Drive Overhaul (40,000 hours)		\$70,000
<b>Sub-Total:</b>	<b>\$175,388</b>	Contingencies (10%)		\$53,009
<b>Annual Operating Expenses:</b>	<b>\$1,972,779</b>	<b>Sub-Total:</b>		<b>\$588,601</b>
		or \$352/hour		
		or 11.7¢ per psgr/mile		



## 5.0 EVALUATION MATRIX

To objectively select the preferred location and bridge type, an evaluation matrix was developed in advance in consultation with the City and PAC members. The matrix is as follows (total weight must equal 100):

Category	Weight	Comments
Cost	20	Consider property acquisition, construction and maintenance / operating cost.
Aesthetics	15	What are the views of and from the crossing? Is the crossing compatible with the existing context and adjacent structures?
Environmental	5	It was deemed that all options would have similar environmental impacts. Consider tree removals, plantings, and temporary works for construction.
Neighborhood Impact	30	Impact on neighborhoods is important including possible parking issues.
User Performance	30	<ul style="list-style-type: none"> <li>Location with respect to trip origin/destination: does it serve a large number of users?</li> <li>Year round availability / access: are users protected from weather and the elements?</li> <li>Universal access.</li> <li>Ease of use for pedestrians and cyclists: distance, directness, experience.</li> <li>Safety (lighting, entrapment, natural surveillance).</li> <li>Transit connectivity.</li> <li>Connectivity to pedestrian and cycling networks.</li> <li>Impact on current land use or area: are current and potential uses of the affected areas protected or enhanced?</li> <li>Overall walk distance.</li> </ul>





## 6.0 PUBLIC CONSULTATION

### 6.1 Introduction

Bridge design projects are commonly developed with a fixed alignment that link together existing routes or roadways on either side of the crossing. The conceptual design study of a river crossing from St. Vital to the University of Manitoba was distinctly different because the City of Winnipeg had no pre-defined location nor was there a strong understanding of the public interest or acceptability of such a crossing. The project sought to determine the following information:

- Benefits of the river crossing.
- Impacts on communities which have not been linked previously.
- The methods in which public transit will be incorporated.
- The type of river crossing design required, including gondola or bridge design.

The public consultation program clearly defined the intent and expected outcome of the process, and educated the public on how their input would help shape the project. The process was critical to ensuring that both the community needs and technical needs of the conceptual design were met.

Consultation was broad enough to include all of the potential stakeholders but remained focused on the ultimate project objective, of determining the crossing zones and design preferences of the public and the design recommendations of the project team. In order to develop an effective and inclusive community profile, the project team worked closely with the City of Winnipeg to ensure there were no gaps that could potentially create conflict during project implementation. The three main stakeholder categories identified for the project were:

- City of Winnipeg Departments and University of Manitoba.
- Organizations and Community Groups.
- General Public.

City of Winnipeg Departments were consulted and engaged, including Public Works, Water and Waste, Transit, and Planning, Property and Development to ensure coordination between City stakeholders, particularly where issues overlap two or more departments. Their interests included traffic management, utilities, transit service, landscaping, universal design, and land use planning. In addition, the University of Manitoba was consulted regarding potential land acquisition adjacent to the University grounds and how locations for the bridge meet their needs.



A Steering Committee was established for the project and was comprised of members of various City of Winnipeg departments and met on numerous occasions to outline the expectations of public engagement for the project. The public engagement strategy involved the establishment of a Public Advisory Committee (PAC), which included members of organizations and community groups with an interest in the local area. The members of the committee were selected through dialogue with the Steering Committee and an evaluation of the project area. The PAC provided an effective representation of their groups' local interests and offered an additional method of communication for the project. Their input was sought throughout the engagement process including the final evaluation of the design and location alternatives, through a comprehensive review of the evaluation matrix.

In addition to collecting feedback from the PAC and their associated organizations and City departments, the project team sought the input of the public through hosting Public Interactive Display Sessions (PIDS) and an online survey. The PIDS were designed to present the public with project information and provide opportunities for the public to comment on the design and crossing alternatives. The PIDS were developed by the project team in collaboration with the Steering Committee. Information was presented to the public through the use of visual aids, including story boards and maps. The PIDS were designed to maintain transparency and openness, by identifying multiple alternatives in design and location, without a preferred alternative from the project team. The online survey provided an additional tool for collecting feedback on the project, reaching out to those who did not feel comfortable providing input in a public setting and to those who were unable to attend the PIDS. The following sections of this report outline the specific public consultation program activities.



## 6.2 PAC Member Organizations

The Public Advisory Committee (PAC) was comprised of representatives from a variety of local community and interest groups whose role was to function as liaisons for the larger community. PAC member's responsibilities included:

- Assist in developing options and creating an evaluation framework from which a recommendation would be selected.
- Be a representative for their key stakeholder group.
- Attend the broader public events and provide feedback throughout the process.

Members were selected through an analysis of the project area and recommendations from the Steering Committee. An important component of the PAC was involvement from the University of Manitoba, as the Design Study considered three crossing zones within close proximity to the campus and primary users of the crossing were identified as those travelling to and from the University. The PAC included representatives from the following organizations, see Table 6.2:

**Table 6.2 - Public Advisory Committee Member Organizations**

Public Advisory Committee Organizations	
Access Advisory Committee	St. Vital Gardening Club
Bike to the Future	University of Manitoba Campus Planning
Henteleff Park Foundation	University of Manitoba Disability Services
Louis Riel School Division	University of Manitoba Students Union
Normand Park Residents Association	Winnipeg Football Club
Pembina Trails School Division	Winnipeg Trails Association
St. Amant	

There were three meetings held between the PAC and the project team. The first meeting was held on September 27, 2011 and included an introduction of the project scope and the role of the PAC. The purpose of the first meeting was to collect the PAC's feedback on how the proposed project could benefit the community and identify potential drawbacks. The project team and the PAC discussed potential design alternatives, including the option of a gondola to link St. Vital and the south Fort Garry community near the University of Manitoba. Five potential crossing zones were presented to the PAC as developed through a review of opportunities and constraints potentially associated with the project, which included:

- Community involvement and acceptance
- River bank stability
- Bridge design
- Gondola/Tram design



- Active transportation connections
- Transit integration

The second PAC meeting was held on November 4, 2011. The meeting was used as an opportunity to discuss the upcoming Public Interactive Display Sessions and identify other stakeholders that should be considered for the project. Prior to the second PAC meeting, a constraints map was created, outlining areas of concern (e.g., environmental sensitivity, developed lands, etc.). In addition to the constraints map, the draft copy of the evaluation matrix was presented. The evaluation matrix provided the PAC and Steering Committee with an opportunity to rank the alternative options for design and location based on a set of criteria specific to the project.

The third PAC meeting was held on February 16, 2012 following the PIDS. The meeting was used to present the findings of the PIDS and review the Evaluation Matrix components which the PAC was asked to assist with. The PAC was asked to assist the Steering Committee with evaluation of the crossing options using the Evaluation Matrix. The Steering Committee sought input from the PAC for each element of the matrix to ensure that all issues were being considered for each of the crossing zones. Following a review of the PIDS materials, the PAC was invited to provide feedback on the Evaluation Matrix criteria and determine if additional issues should also be considered.

### 6.3 PAC Evaluation Matrix Feedback

The evaluation matrix, developed by the project team and Steering Committee, was used to aid in the determination of the preferred design and location for the proposed crossing, based on design standards and potential building requirements. Prior to evaluating the merits of proposed options, it was important that the criteria be established, by which each option was to be judged. The criteria were presented to the City, with weights attached to each review and comments by the City. Once the matrix was agreed upon, it was used in the process of selection for the Steering Committee and the PAC.

Following the completion of the PIDS and evaluation of the feedback collected, the final version of the evaluation matrix was presented to the PAC. The PAC was asked to review the matrix topics and identify any further information which should be considered in the evaluation of all crossing zones, based on their understanding of the project.

The evaluation matrix was sent to all PAC members and responses were received from seven of the PAC members. The following table (Table 6.3) includes the evaluation matrix indicators which were the primary areas of concern for the PAC and issues which arose based on their review of the matrix. All matrix responses have been compiled and included in *Appendix C – PAC Evaluation Matrix Feedback*.





**Table 6.3 - PAC Evaluation Matrix Feedback Summary**

Evaluation Matrix Topic	PAC Member Feedback
<b>1. Project Cost</b>	
Property Acquisition	Property acquisition feedback involved consideration of property that may be required for the crossing in some portions of the project area. Areas of concern identified by the PAC included an area surrounding Van Hull Estates and potential linkages to the existing South St. Vital Trail. As well, the area surrounding the St. Amant crossing may require private land. The PAC recommended that City of Winnipeg owned property should be considered first, as the least amount of acquisition should rank higher than other crossing alternatives.
<b>2. Architecture/Aesthetics</b>	
Views	Although views of the bridge from the surrounding neighbourhood and from the crossing are beneficial, PAC members indicated that other items should be more influential in the decision making process, such as safety and traffic. In areas where there is mature landscaping, it was expressed that views of man-made structures such as a large bridge should not hinder the existing natural setting.
Compatible with Existing Context and Adjacent Structures	Some PAC members view the construction of a new bridge as beneficial, as long as it is compatible with existing content and adjacent structures. Other PAC member organizations were strongly opposed to building a new structure that would change the aesthetics and increase traffic in mature neighborhoods. Compatibility with low lying areas was expressed as a challenge in the design, as PAC members recognized the changes in elevation on opposite sides of the rivers.
<b>3. Environmental Considerations</b>	
Environmental Impacts During Construction	Environmental impacts that were identified by PAC included the significant noise and traffic associated with construction, damage to existing landscaping and gardening plots, potential damage to heritage row of ash trees and loss of green spaces. It was also noted that the riverbank to the south has experienced a lot of slumping in the last 15 years.
Long-Term Environmental Impact	The PAC expressed a concern over long-term environmental impacts of the project including potential flooding, ice scour, erosion and long-term disruption to local wildlife.. The gardening plots were deemed as an important contribution to the local food supply as they help reduce dependency on non-local food sources.
Environmental Benefits	Environmental benefits of the project may include considering a design alternative that allows for protecting the area enough to allow significant regrowth of the river bottom habitat. Long-term environmental benefits could also include the reduced number of people using vehicles if an Active Transportation route was available
<b>4. Neighbourhood Impact</b>	
Neighbourhood Impact	PAC members indicated the weighting for this topic be considered more closely, as there are both benefits and drawbacks of each route. Benefits expressed by the PAC included the improved connectivity between neighbourhoods which would be created with a river crossing. Some



Evaluation Matrix Topic	PAC Member Feedback
	members of the PAC expressed a concern for the negative impacts that additional traffic and pedestrians would have on the neighbourhoods. The history of the study area is deemed important and evaluation should heavily consider potential impacts to existing historical sites. PAC members indicated that although there were few indicators within this topic, this should not minimize the importance of the category.
Parking Impact	Parking concerns were expressed for neighbourhoods on the east side of the Red River primarily, as the areas would potentially be used for parking during major events at the University campus, specifically at Investors Group Field. The PAC indicated that consideration needs to be given to the associated resources which will be required to monitor and control parking in surrounding areas.
Safety	Although safety of users was considered, the PAC also identified the need for consideration of potential vandalism and theft. Safety was of concern especially if the crossing was in use during late night hours.
Stadium	The PAC expressed concern with increased traffic volumes, reduced safety and limited parking during stadium events. The PAC suggested that the City should manage traffic to support the primary function of local streets in providing access to local residents and ensuring that pedestrian comfort and safety are given paramount consideration in the transportation networks of neighbourhoods.
Other Disturbances	Potential sources of additional disturbances to be considered in the evaluation included late night noise from vehicles and lights on the bridge and walkways.
<b>5. User Performance</b>	
Location With Respect to Trip Origin/Destination	The PAC indicated that a bridge location south of the Minnetonka neighbourhood could provide better access to existing AT paths and could potentially service a greater population as many residents living near Bishop Grandin Boulevard already use the Bishop Grandin Greenway to cross between St. Vital and Fort Garry.
Year Round Availability/Access	In evaluating the alternatives, the PAC suggested that the routes which provide for year round flood clearance are better alternatives as access would not be prohibited. Also, the longer routes may reduce accessibility for pedestrians in winter months, if plowing is not undertaken regularly.
Compliance with 2010 Winnipeg Accessibility Design Standards	Feedback was supplied on ensuring compliance with the Winnipeg Accessibility Design Standards and the PAC suggested that the evaluation criteria should include the likelihood of proper signage, accessibility from major routes, and entry/exit ramps.
Ease of use for Pedestrians	The PAC acknowledged that the crossing should not be seasonal and evaluation should consider distance to surrounding amenities.
Ease of Use for Cyclists	The PAC indicated that cyclists already use existing paths along Bishop Grandin and that routes that travel through narrow residential streets are not the safest. The PAC recommended that new bike lanes may need to be considered in the evaluation of some routes, both along King's Drive and along River Road. As well, if the primary destination is the University of Manitoba campus, crossings that are farther from the U of M may deter riders from using the bridge since it would not be the most efficient route of travel.



Evaluation Matrix Topic	PAC Member Feedback
Transit Connectivity	Although transit connectivity may not be established at the time of evaluation, the PAC indicated this criteria may be short sighted and that the project design would have to be done concurrently with improvements to the AT network. Also, the matrix should consider if a bus stop can be added nearby and what impact an additional stop will have in the neighbourhood.
Connectivity to Pedestrian and Cycling Networks	Many PAC members recognized the route which should be weighted more heavily would be the Henteleff crossing, as this route would provide a potentially high quality connection to paths connecting to the Royalwood neighbourhood along Warde Avenue. The PAC also expressed the opinion that within the evaluation matrix, the topic of pedestrians was already considered extensively and may be over compensated in the ranking system with these additional categories.
Impact on Current Use or Land Area	Concerns were expressed that the level of sensitivity which should be given to the gardening plots was low and that the crossing would interfere extensively with the current land use.

Areas of concern that were identified by the PAC and were not initially considered in the evaluation matrix included:

- Effects of the stadium on pedestrian traffic in neighbouring communities.
- Long-term environmental impacts of the project.
- Noise and aesthetic concerns related to construction and increased traffic volume.
- Environmental benefits of the project.

The evaluation matrix was revised based on the comments received by the PAC and submitted to the Steering Committee for their review and completion. The Steering Committee completed the evaluation using a numerical ranking system for each crossing.



## 6.4 Online Feedback and Public Interactive Display Sessions

### Public Interactive Display Session

The Public Interactive Display Sessions (PIDS) were chosen as the preferred method for presenting the design and crossing options to the public and providing them with opportunities to submit their input into the overall process. A PIDS was held in St. Vital and in Fort Garry to accommodate communities on both sides of the Red River. The PIDS locations were as follows:

- February 8, 2012 – Dakota Community Centre (4:00 p.m. to 8:00 p.m.)
- February 9, 2012 – University of Manitoba Event Centre (4:00 p.m. to 8:00 p.m.)

The Public Interactive Display Sessions (PIDS) included information boards and opportunities for the public to interact with the project team while providing feedback on the project. The information that was presented on the boards included the following topics (refer to *Appendix D – PIDS Story Boards*):



- Study Background and goals of the project.
- Timing of the project.
- Five proposed river crossing zones and associated pros and cons.
- River crossing design options and estimated costs.
- Evaluation methods of the alternatives.
- Frequently asked questions about the project.

A total of 397 registered attendees were at the February 8, 2012 and February 9, 2012 events. Of the 397 registered attendees, 372 completed the exit survey for submission. Exit survey responses can be found in *Appendix E – Exit Survey Results*.

The event was advertised by email, posters, flyers and newspaper ads. A newspaper ad was also placed in *The Manitoban*, which is distributed at the University of Manitoba Campuses and a digital copy was sent to all campus staff and students. A sample advertisement can be seen in Figure 6.4.1.





# Conceptual Design for a Pedestrian Link over the Red River to the University of Manitoba

## Notice of Public Interactive Display Session - February 8 & 9

MMM Group Limited (MMM) is currently working with the City of Winnipeg to provide professional consulting services for a conceptual design study to identify options and a location for a pedestrian and cycle crossing over the Red River to connect St. Vital with Fort Garry in the vicinity of the University of Manitoba.

We are looking for public input into the project to determine the possible location and type of river crossing structure for the area.

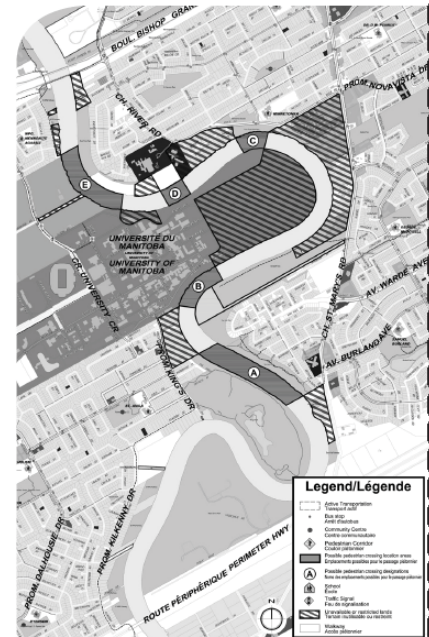
### Have Your Say

MMM, along with the City of Winnipeg, will be hosting two Public Interactive Display Sessions to collect feedback from the public. As well, an on-line survey is available at:

<https://www.surveymonkey.com/s/activetransport>

**Date:** Wednesday, February 8, 2012  
**Location:** Dakota Community Centre Great Hall, 1188 Dakota Street  
**Time:** 4:00 p.m. to 8:00 p.m.  
**Format:** Drop-in

**Date:** Thursday, February 9, 2012  
**Location:** University of Manitoba Event Centre, 100-1 Research Road  
**Time:** 4:00 p.m. to 8:00 p.m.  
**Format:** Drop-in



For more information on the University of Manitoba to South St. Vital Active Transportation Link Pedestrian Crossing, please contact:

Natalie Ducharme, MMM Group Limited  
 Tel.: 204.943.3178 | E-mail: [ducharmen@mmm.ca](mailto:ducharmen@mmm.ca)

MMM GROUP



Figure 6.4.1 - PIDS Sample Newspaper Advertisement

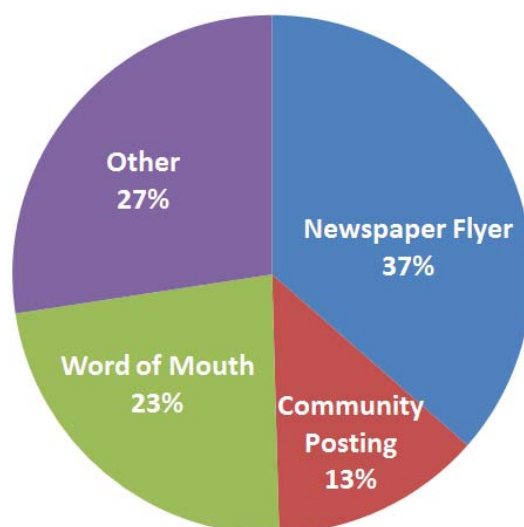
In addition to the newspaper advertisement, over 11,000 bilingual flyers were sent out with printed editions of The Lance and The Sou'Wester newspapers during the week of January 30 to February 3, 2012. The Lance and Sou'Wester are distributed weekly and all homes and business within the flyer distribution area, illustrated in Figure 6.4.2, received a copy of the advertisement.







Posters were displayed at local businesses and community centres throughout the project area. Email notifications for the event were sent by the University of Manitoba's communications department to all students and employees at the University. The PAC, community organizations, schools and places of worship were sent electronic copies of the flyer for additional distribution. The events were attended by local media, including Global News, CTV News, City TV and local newspapers. The majority of attendees indicated that the newspaper flyers were the primary source of information for attending the PIDS, as illustrated in Figure 6.4.3.



**Figure 6.4.3 - Public Engagement Notification Methods**

## 6.5 Online Survey

In addition to the feedback collected at the PIDS, people were invited to submit their feedback online via web-site [www.surveymonkey.com](http://www.surveymonkey.com). The online survey was advertised in all communications and at the PIDS. The online survey was active prior to the PIDS and remained available until February 17, 2012. The online survey form was completed by 1,179 participants.

Online respondents were asked to review the proposed crossing zones and design options, and then rank them in order of preference. The crossing zones were ranked from one to five, with one being most preferred and five being least preferred. The design options were ranked from one to four, with one being most preferred and four being least preferred. Following the closure date of the online survey, an analysis was completed to evaluate responses received and to sort them into major themes based on key indicators. The analysis included determining issues which were most important to the public and should be considered by the project team in their recommendations for the final design. All online survey responses can be found in *Appendix F – Online Survey Results*.





## 6.6 Crossing Zone Preferences

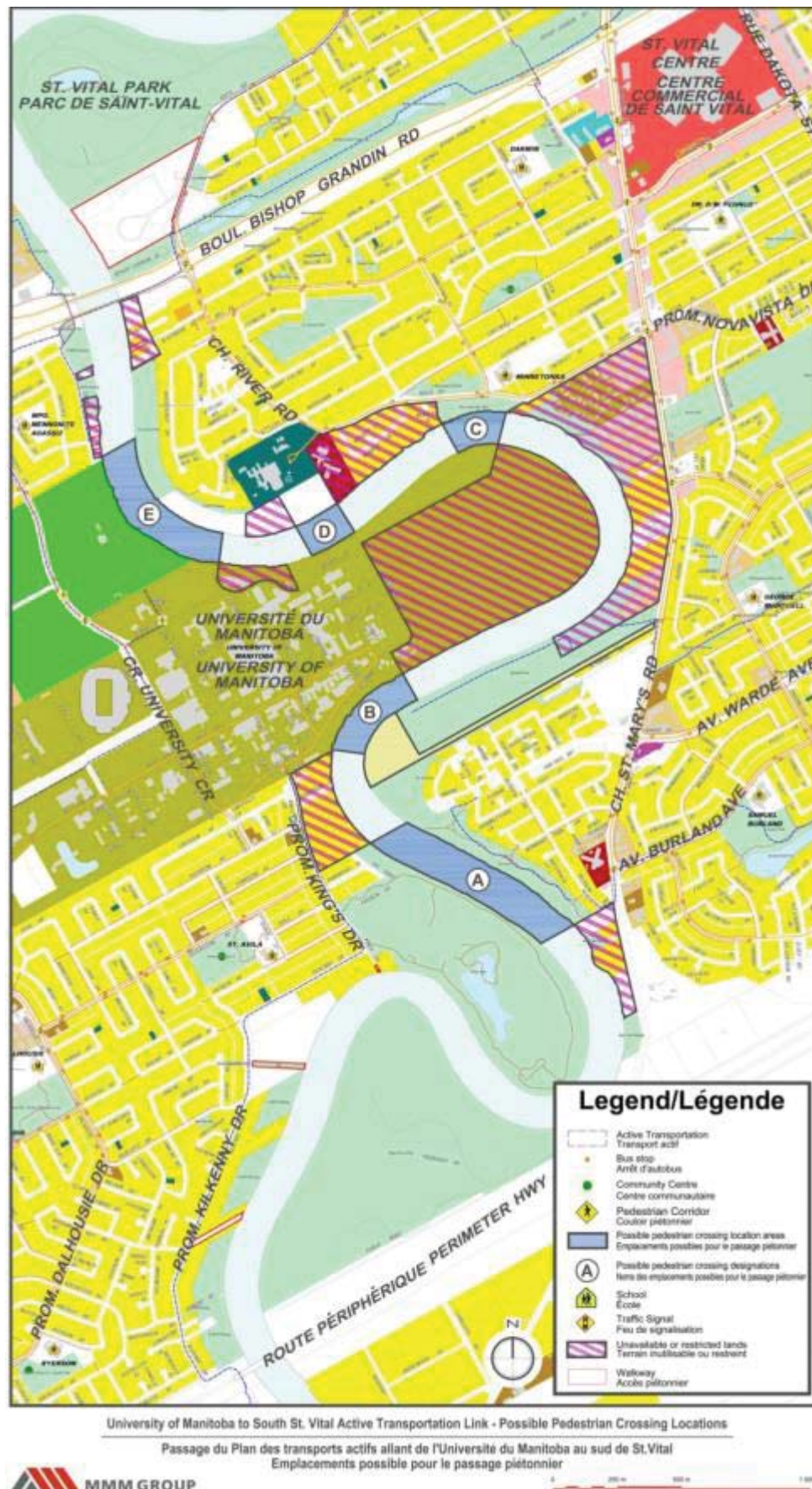
The public was presented with five crossing zones and associated pros and cons of each. The five crossing zones were determined based on lands that:

- Are not restricted.
- Could accommodate a structure.
- Have access to major roads, bus routes and the AT network.

For the purpose of this study, the five crossing zones were defined as follows, in Figure 6.6.1 and Table 6.6.1.

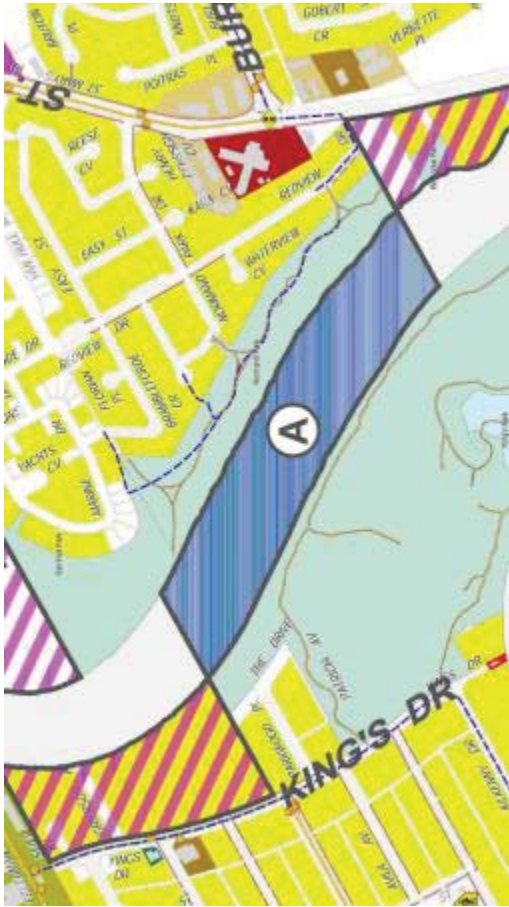









**Figure 6.6.1 - Potential Crossing Zones Between St. Vital and the University of Manitoba**

Table 6.6.1 – Crossing Zone Location Descriptions


Possible Crossing Zones Zone	Zone Summary	Zone
Zone A: Normand Park/Kings Park	Access to this route would include travel through portions of Normand Park and Kings Park The route would include approximately 2.4 km of travel between St. Vital and the University of Manitoba.	
Zone B: Henteleff Park/U of M	Access to this route would be through the existing Henteleff Park and would require approximately 1.6 km of travel between St. Vital and the University of Manitoba	





Possible Crossing Zones	Zone	Zone Summary	Zone
Zone C: Minnetonka/U of M		The Minnetonka Crossing would be located within the River Road Park West neighbourhood along River Road and would include approximately 1.2 km of travel between St. Vital and the University of Manitoba	
Zone D: St. Amant/U of M		Access to the St. Amant route would include travel from the existing St. Amant grounds to the University of Manitoba with approximately 0.9 km of travel.	



Possible Crossing Zones Zone	Zone Summary	Zone
<p>Zone E: River Point Park/Former Golf Course</p>	<p>Access to this route would include travel through River Point Park and the former golf course lands. This route would include approximately 2.4 km of travel between the University of Manitoba and St. Vital.</p>	





Following a review of potential pros and cons for each site, PIDS attendees were asked to rank the five zones from most to least preferred. The crossing zones were ranked from one to five, with one being most preferred and five being least preferred. Based on the options presented, the following table, Figure 6.6.2, summarizes the most preferred crossing zones, as indicated by the number of respondents having a ranking of one for the option at the PIDS or online.

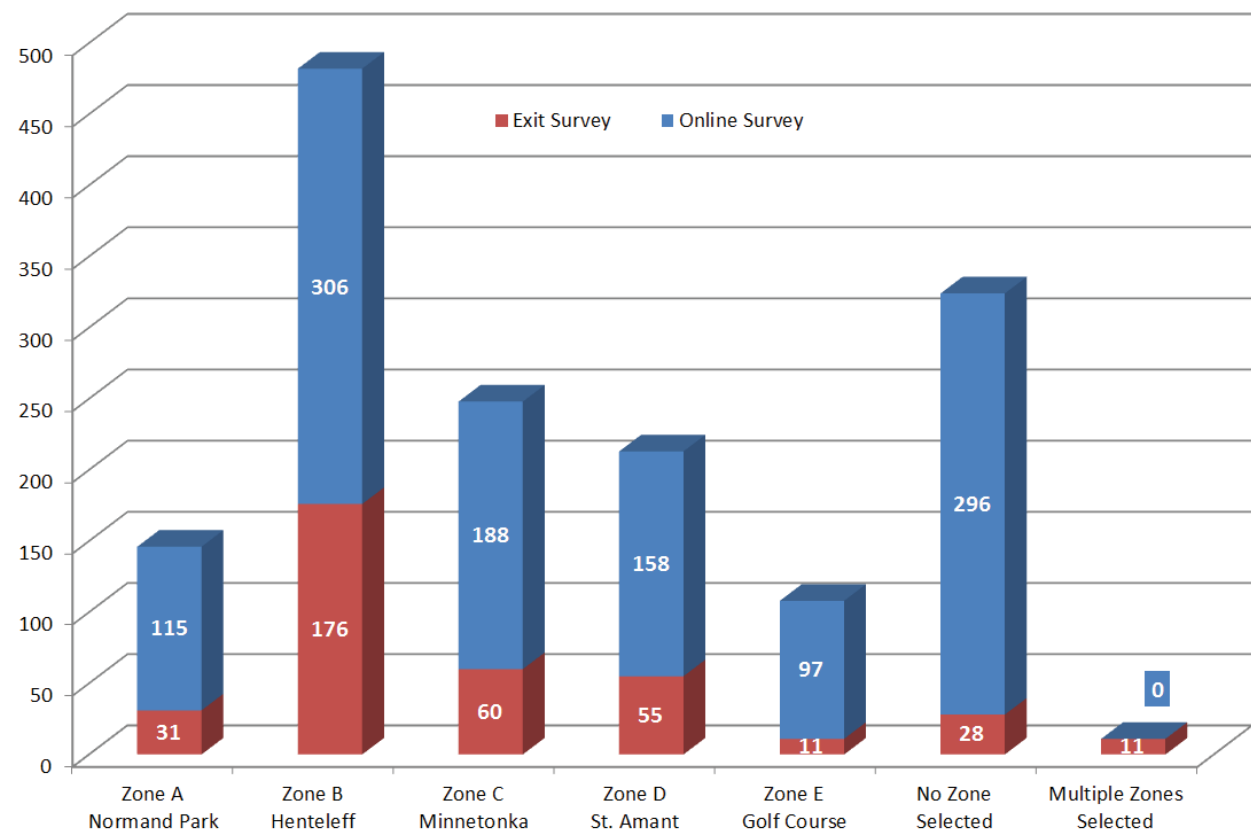


Figure 6.6.2 - Crossing Zone Preferences (PIDS and Online)

Zone B (Henteleff Park/University of Manitoba) was identified as being most preferred, by approximately 31.5 percent of respondents. The public expressed that the route would likely have more users from South St. Vital, as it currently has no direct and easily accessible route to the University of Manitoba. It was indicated by the public that Zone A and Zone E are too close to existing AT routes and would not benefit as many potential users. Concerns were also expressed that Zone D could potentially impact the existing gardening plots near St. Amant.

Although Zone B was expressed as the public’s preference, many recognized the sensitivity of Henteleff Park and recommended that any route through the area should maintain the natural setting and that past flooding is also of concern in the area.



## 6.7 River Crossing Design Options

Potential river crossing design options were presented based on the recommendations from the Steering Committee and project team. Estimated construction costs were also included at the PIDS to assist the public in ranking their preferred crossing design option. Figure 6.7.1 illustrates the following four design options which were presented to the public:

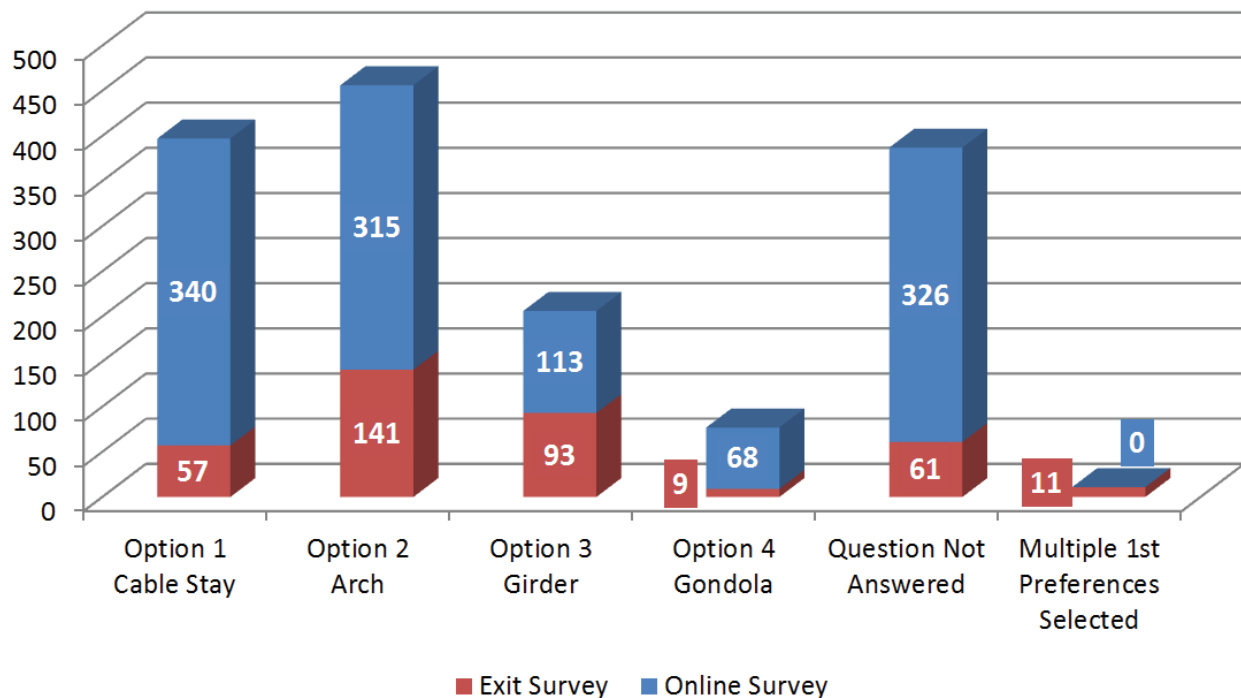
- Option 1: Cable Stay Design
- Option 2: Arch Design
- Option 3: Girder Design
- Option 4: Gondola Design



**Figure 6.7.1 - River Crossing Design Options**

Following a review of the designs, the public was asked to indicate their preference and provide any feedback related to the designs. All results were compiled and Figure 6.7.2 identifies the first preference selected by respondents. Although Option 2 was selected as the most preferred by 29.8 percent of respondents, over 21.6 percent of respondents chose not to answer the question or indicated no design preference. Respondents did indicate that further information in relation to the design should be provided to assist in their ranking and evaluation.

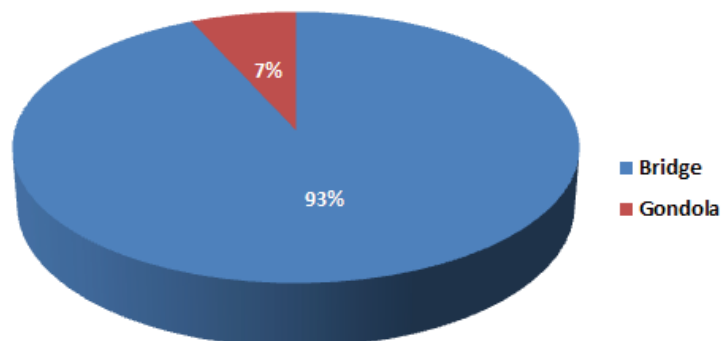




**Figure 6.7.2 - River Crossing Design Preferences (PIDS and Online)**

The public expressed little interest in Option 4 (Gondola Design), as it only received seven percent of all first preference responses, due to concerns related to the design, including:

- Inability to accommodate high volumes of people and cyclists.
- Cost of the gondola for users.
- Potentially increased maintenance and operating costs.



## 6.8 Public Interactive Display Sessions Mapping and Questions

Following the review of the information boards, attendees of the PIDS were invited to proceed to the discussion area. Within the discussion area, maps and questions were provided to engage the public. The following questions were presented and all responses can be found in *Appendix F – PIDS Interactive Questions and Mapping Results*:

- What routes do you normally use to travel in St. Vital and/or Fort Garry?
- How do you see a river crossing improving your existing travel/active transportation trips?
- How often do you see yourself using a pedestrian/cycling river crossing between St. Vital and Fort Garry/University of Manitoba?
- What advantages or disadvantages do you think this project might have for community residents and businesses?
- Can you think of any other design options for the river crossing?
- If you could locate the crossing in one location, where would it be and why?

In association with the questions presented above, people were asked to add feedback on maps, where appropriate. Routes were sketched and key areas of interest were highlighted by the public. All feedback collected on the maps can also be found in *Appendix G – PIDS Interactive Questions and Mapping Results*. Figure 6.8 provides a sample of a map which was used during the PIDS and included feedback.





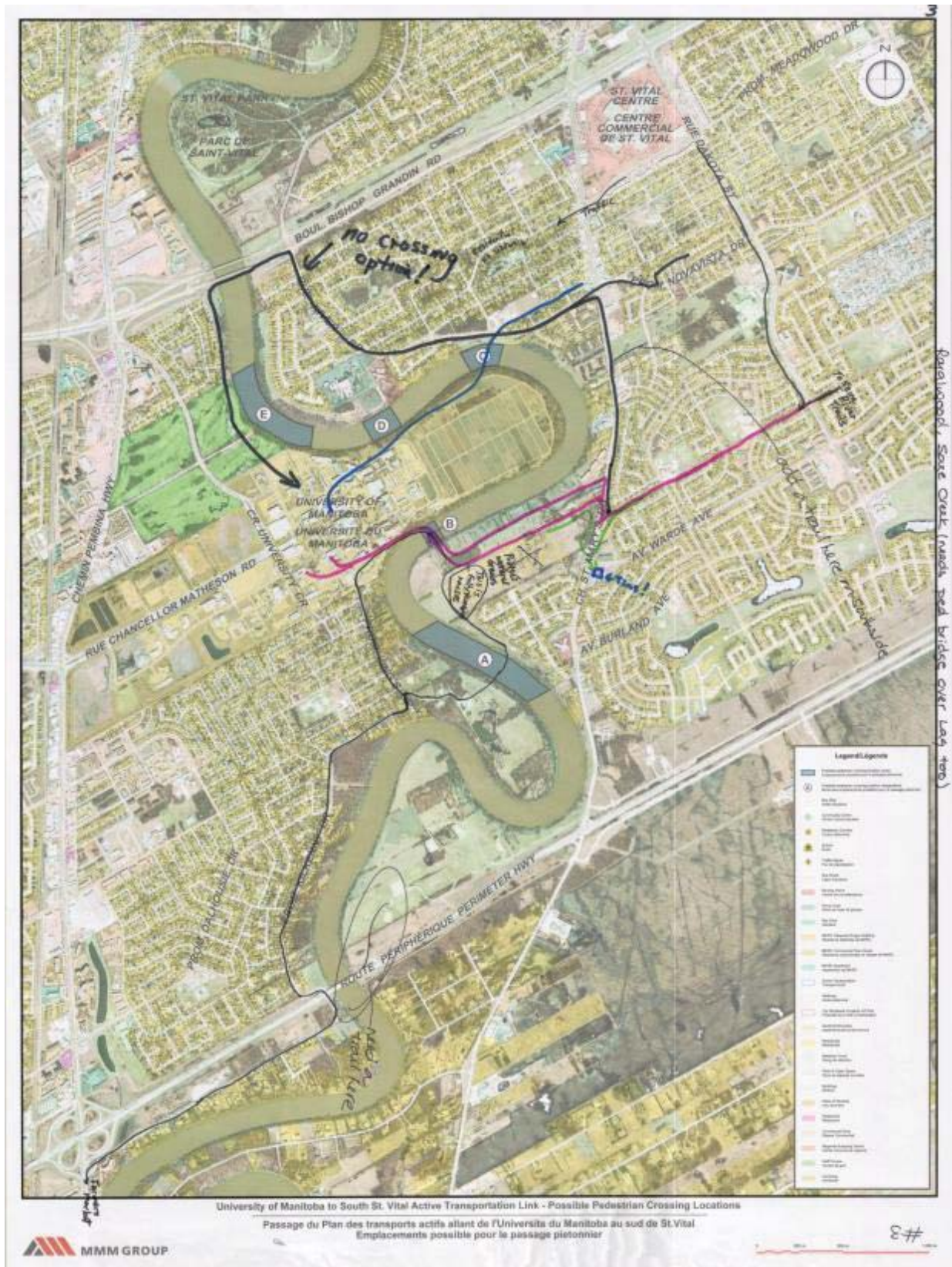


Figure 6.8 - PIDS Mapping Sample of Responses

Approximately 73 percent of respondents indicated that Bishop Grandin is the route primarily used for travel between St. Vital and the University of Manitoba. St. Vital residents indicated concern over potential increases in traffic, as a result of the crossing, especially when major events are held at the University of Manitoba. Other respondents felt a pedestrian crossing would provide a logical access point between the University and St. Vital, promote healthy living and reduce the number of vehicles travelling along Bishop Grandin Blvd. Respondents also indicated that a crossing near Henteleff Park would provide south St. Vital residents with improved access to the campus, while the more northerly options are too close to the existing path network along Bishop Grandin.

## 6.9 Feedback Indicators and Themes

To ensure that all responses were analyzed using the same methods, the feedback received online and at the Public Interactive Display Sessions were compiled and sorted using ten feedback indicator themes. Responses were tabulated numerically, and analyzed. Table 6.9 indicates the ten themes established by the project team during its evaluation of feedback on the project.

**Table 6.9 - Feedback Indicators and Theme Summaries**

Feedback Indicator Themes	Theme Summary
Local Gardening Plots	The comments included within the “gardening” theme focused on preserving the garden plots situated on the St. Amant grounds. The majority of individuals concerned with preserving these plots chose Option D as their least preferred potential crossing zones.
Project Costs	Comments included within the “cost” theme suggested that the City of Winnipeg should be prioritizing and directing municipal funds towards the repair and maintenance of existing infrastructure and the development of the rapid transit network rather than the construction of a pedestrian bridge.
Safety	Comments included within the “safety” theme included concerns regarding personal safety (i.e., height of bridge and travelling over a rapidly moving river), and environmental safety (i.e., stability of the riverbank).
Project Necessity	Comments included within the “necessity” theme suggested that a bridge from St. Vital to the University of Manitoba was unnecessary as Bishop Grandin already provided a major access between the neighbourhoods and the campus.
Potential Effects on St. Amant	Comments included within the “St. Amant” theme included concerns regarding the disruption of St. Amant residents and employees. The majority of individuals concerned with this disruption chose Option D as their least preferred potential crossing zones.





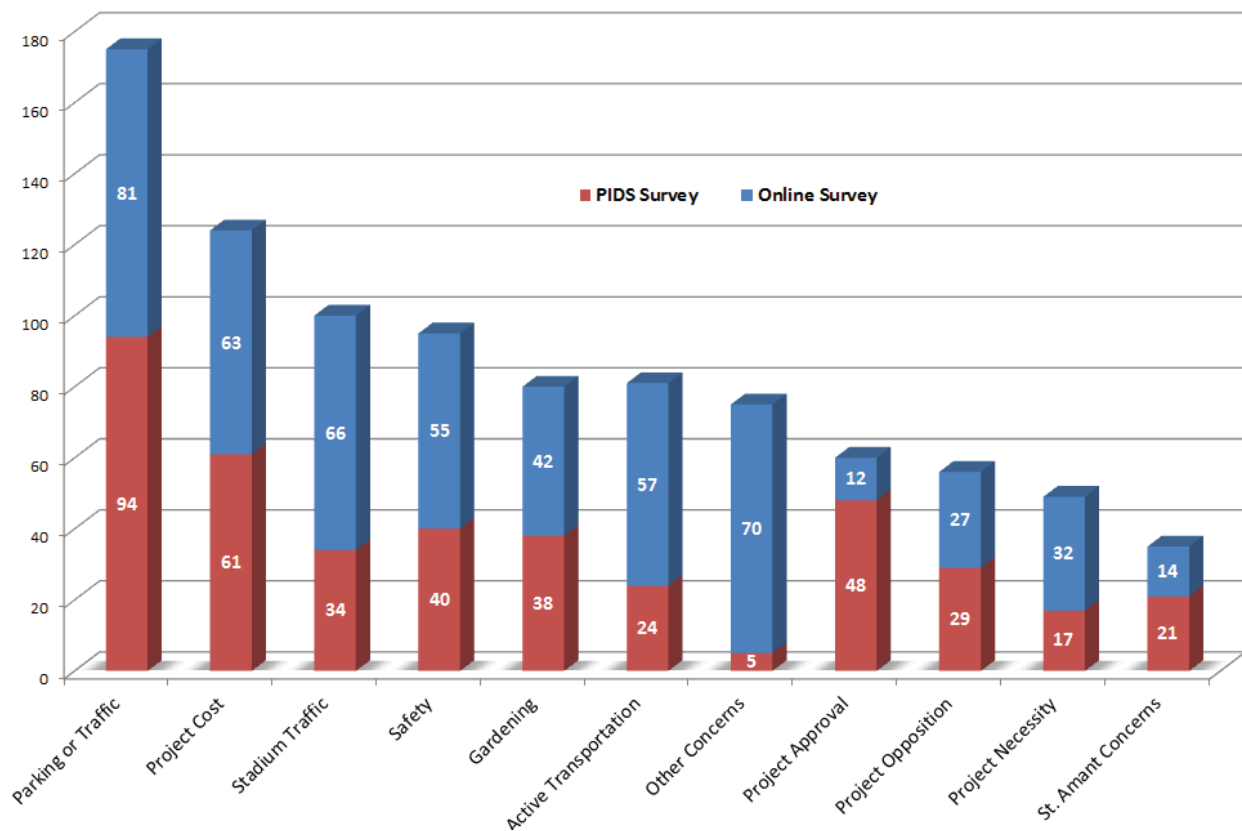
Feedback Indicator Themes	Theme Summary
Parking and Traffic	Comments included within the “parking/traffic” theme suggested that the development of this crossing would lead to a significant increase in vehicular/pedestrian traffic and an increase in the number of vehicles parking in the St. Vital neighbourhood. These individuals would be utilizing the bridge to travel to the University of Manitoba, the new stadium, and/or for active transportation/recreational purposes.
Project Opposition	Comments included within the “project opposition” theme were written comments that expressed opposition to the proposed project in its entirety.
Project Approval	Comments included within the “project approval” theme were written comments that expressed clear approval of the proposed project. Several of these comments urged the City of Winnipeg to proceed with the project as quickly as possible.
Bomber Games/Stadium Events	Comments included within the “Bomber games/stadium events” theme suggested that the crossing was solely proposed to assist with the increased traffic flow resulting from the new Winnipeg Blue Bomber stadium (i.e., Bomber games and outdoor concerts). Individuals were concerned that this crossing will lead to increased vehicular and pedestrian traffic as a result of Stadium patrons parking in St. Vital and walking/cycling across the pedestrian bridge. Individuals are also concerned about the noise and activity level that may accompany sports fans.
Encouraging Active Transportation	Comments included within the “encouraging active transportation” theme included those that were in favour of the crossing proposal due to its ability to further encourage active transportation in Winnipeg.

The themes were the basis for evaluation of comments received and were incorporated into the overall evaluation of the Steering Committee. Upon completion of the review, results were distributed to the Steering Committee in advance of completing the evaluation matrix. The Steering Committee received all comments from the PIDS and online surveys in both consolidated summary versions and the original content as received.

## 6.10 Feedback Indicators and Themes Evaluation

Figure 6.10 contains the number of comments received in relation to the themes identified. All comments received in relation to the project were reviewed and categorized as previously outlined in Table 6.9.





**Figure 6.10 - Feedback by Indicator Themes (PIDS and Online)**

Approximately 19 percent of feedback expressed was related to parking and traffic. As the PIDS coincided with construction of the new stadium at the University of Manitoba, many people felt that the project was being undertaken to accommodate increased demand for parking on the campus. As one respondent indicated:

*“I am very worried about the cost as these types of construction tend to be very expensive. Also, although this is being sold as an AT initiative, I foresee traffic and parking problems in St. Vital as students and football fans seek free parking and a short walk to get to U of M.” (Online Respondent, 2012)*

Safety of pedestrians and cyclists was a concern that was also associated with the increased number of vehicles that may be present due to a river crossing in a residential neighbourhood. It was advised throughout the engagement process that the project was designed to improve the active transportation network (AT) and that it would encourage more people to travel using sustainable methods of transportation such as walking, cycling and using public transit. Although concerns related to traffic were expressed, this response indicates that the effects may be minimal at certain crossing zones:





*“My chief concern is that, while I think a river crossing for pedestrians and cyclists is an excellent idea, the temptation will be for commuters to park their cars on the residential streets along the eastern bank of the river and walk the remaining distance to the university, creating traffic congestion in those areas. Options C and B appeal to me the most because their construction would still require a significant walk to the university from the nearest place to park a car (C being the best option in that regard), eliminating the convenience for drivers of parking in the residential areas and instead encouraging commuters to walk or travel by bicycle (C has the additional advantage of offering the shortest walk to the school from St. Mary's Road, a major public transit route).” (Online Respondent, 2012)*

In addition to the overall concerns expressed, support was present in many responses. People recognized the benefits of the project, and felt the crossing would provide a good opportunity to link the University of Manitoba with St. Vital.

*“Please move a bridge forward that allows for bicycles. This would likely increase property values in St. Vital that would be walking distance from the University now. Please focus on this as a positive to those opposing the project.” (Online Respondent, 2012)*

*“We have young children who will hopefully be attending the U of M in the future. We fully support the project. We are a very active family and this project promotes active living in the community. We look forward to seeing the final proposal.” (PIDS Respondent, 2012)*

Although the benefits of the project were identified, concerns remained for garden plots near St. Amant and Foyer Valade. The St. Vital Gardening Club was in attendance at both PIDS and commented through the online forum. Feedback received, included responses such as the following from the online survey:

*“The gardens at St. Amant are very important to me, and the extra traffic in my neighbourhood is not acceptable. The original proposal was to build a foot bridge to help students from South St. Vital get to the University and would service 15,000 homes. Having it at St. Amant would only help 1,500 homes, many of whom no longer have university-age children anymore.” (Online Respondent, 2012)*

Following the review of comments received, all information was supplied to the Steering Committee to assist in their completion of the evaluation matrix. The summary of themes was also presented to the PAC at their final meeting on February 16, 2012.



## 6.11 Summary of Public Engagement

Overall, the public was interested in the project, valued the opportunity to provide feedback that would assist the project team in completing the Conceptual Design Study, and expressed an interest in the outcomes of the PIDS. Early involvement in the decision making process was beneficial in assisting the project team and Steering Committee in making their recommendation for a preferred crossing zone. A review of the public's opinion on the project was incorporated in the overall ranking the Steering Committee assigned in the evaluation matrix. The key issues identified by the public for the project included:

- The public identified parking and traffic as issues which should be assessed and have mitigation measures identified, prior to any construction.
- An area of sensitivity was identified surrounding St. Amant, as there are public gardening plots which are used by local residents and would need to be protected and remain in operation with a river crossing.
- The Henteleff Park crossing was most preferred by the public due to its ability to provide access to a large number of South St. Vital residents.
- The public sought further clarification on the necessity of the project and if it was being considered only due to increased number of people attending events at the stadium.
- The gondola option was least preferred in design preference as it was not seen as feasible.
- A new crossing should accommodate all commuters and provide secure, year round access.
- Engagement with the public should continue throughout the project.

Following a review of the preferred options and the feedback of the Steering Committee, the project team identified the preferred crossing zone would be connecting Henteleff Park with the University of Manitoba. Members of the project team along with representatives from the City of Winnipeg met with the Henteleff Park Foundation directly to discuss the proposed crossing zones and design alternatives in the summer of 2012.

Throughout the meetings with the Henteleff Park Foundation, concern was expressed with the proposed location. A preference to not have a route that goes through the park was indicated; however the Foundation would consider the location, should their issues be addressed.



Concerns initially expressed by the Foundation, were related to increased foot traffic which may disturb the natural setting, potential concerns with parking in and around the park, and the use of the park as a “pipeline” to filter traffic to and from the stadium. Because the project is in the conceptual design study phase, the study team indicated that future talks would ensure that the Henteleff Park Foundation be included if the project proceeded further.

At the time of this report, no further communications were undertaken with the Henteleff Park Foundation or any other organizations in relation to the project design or location.

## 7.0 FINAL EVALUATION

The evaluation matrix was completed by the City, considering all technical information and public input received during the project. The summary of the results of this evaluation follows, with a rating of 1 being worst and 5 being best (See *Appendix H – Final Evaluation Matrix Ranking* for detailed breakdown of comments):

Weight	Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost	2.7	2.9	3.4	3.9	3.4
15	Architectural/Aesthetics	3.6	3.8	3.3	3.3	2.9
5	Environmental	2.9	3.1	3.3	3	3.3
30	Neighborhood Impact	3.5	4	3	2.9	2.5
30	User Performance	2.6	3.5	3.2	4.1	2.6
<b>100</b>	<b>Total Weighted Score:</b>	<b>305.5</b>	<b>355.5</b>	<b>320</b>	<b>352.5</b>	<b>281</b>

Based on this evaluation, Zone B, Henteleff Park is the preferred location however the score for the St. Amant site is very close and therefore both sites should be considered equally preferable.

## 8.0 CONCLUSIONS

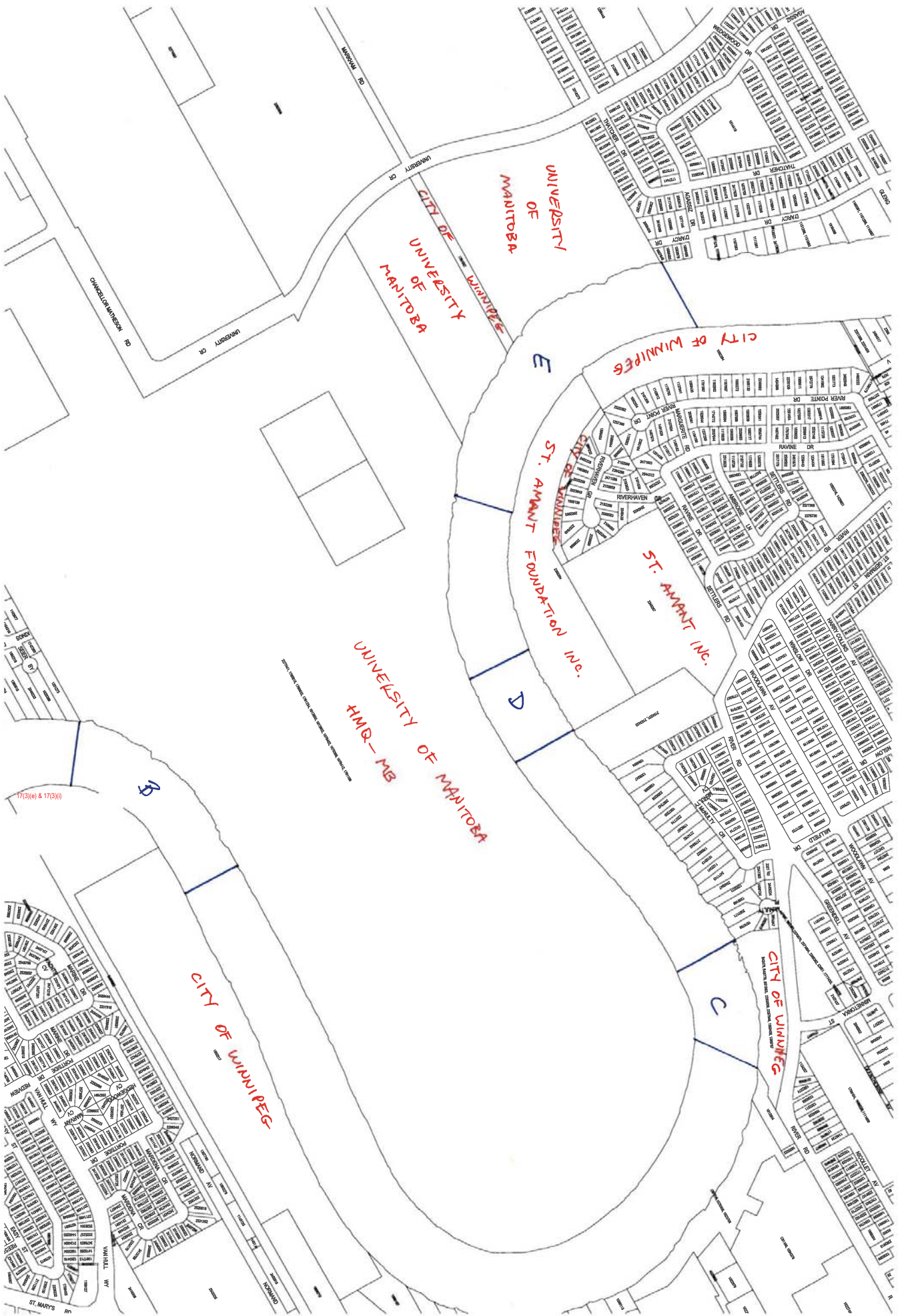
At such time as the next phase of design for this project occurs, the crossing locations that should be considered are at Henteleff and St. Amant.

Given the present value cost and public opinion of the alternatives, a bridge structure is the preferred option over a gondola, unless alternative funding sources are pursued for the latter.

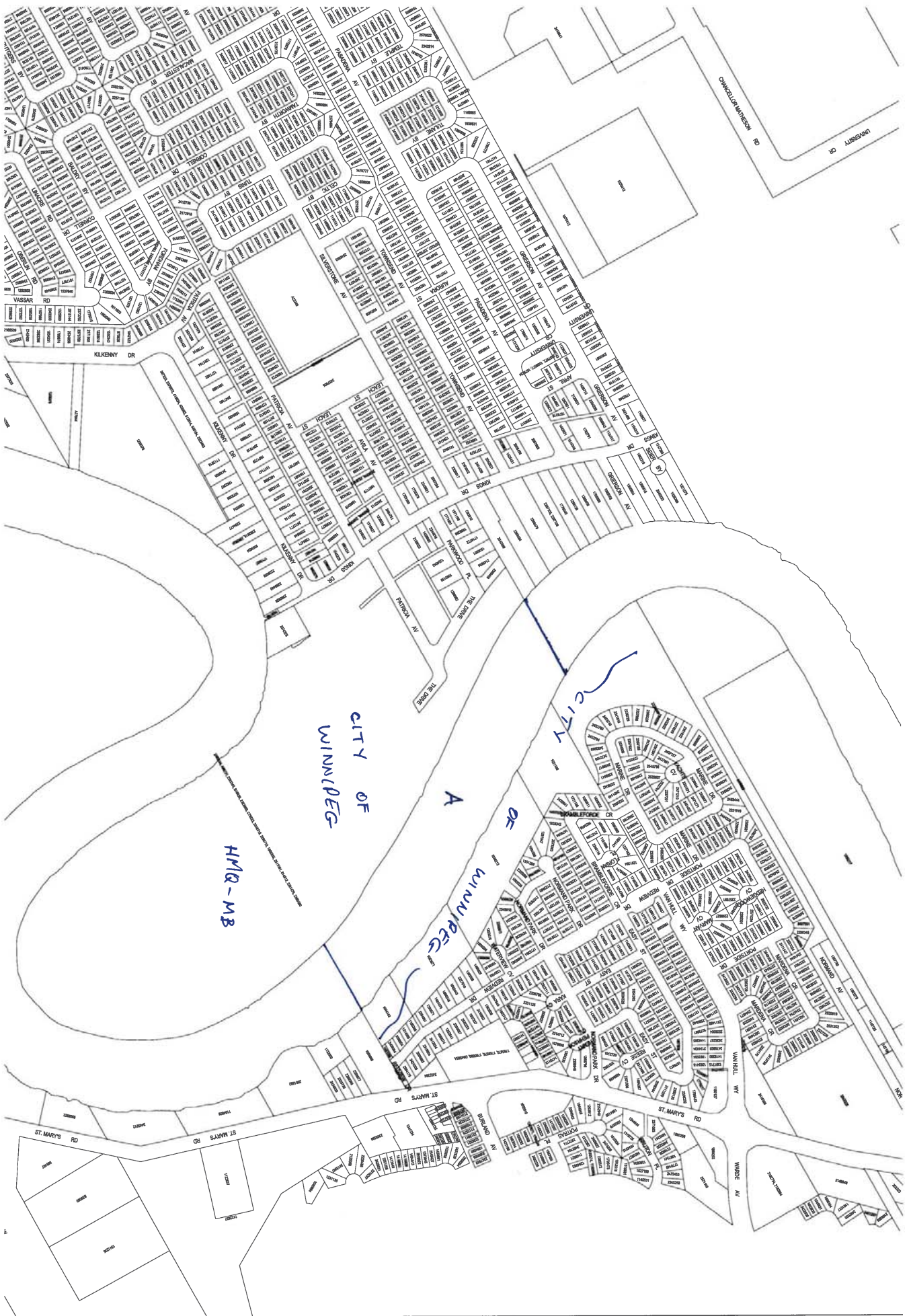














Steven D. Topping, P. Eng.  
Executive Director  
Hydrologic Forecasting and Water Management  
Water Management and Structures Division  
Box 11, 200 Saulteaux Crescent  
Winnipeg, Manitoba, CANADA R3J 3W3  
T 204-945-7488 F 204-945-7419

Received WINNIPEG	
JUN 27 2012	
<input type="checkbox"/> PMcN	_____
<input type="checkbox"/> RST	_____
<input type="checkbox"/> BW	_____
<input checked="" type="checkbox"/> Other	STW
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<input type="checkbox"/> Other	_____
<input type="checkbox"/> File	_____

June 21, 2012

Jim Lukashenko, P. Eng.  
MMM Group  
111 – 93 Lombard Avenue  
Winnipeg MB R3B 3B1

Dear Mr. Lukashenko:

**RE: CONCEPTUAL DESIGN OF ST. VITAL TO U. OF M. / FT. GARRY AT CROSSING**

Hydrologic Forecasting and Water Management, Manitoba Infrastructure and Transportation has no objections to the concept of a pedestrian crossing, be it for foot traffic or other means, of the Red River from the University of Manitoba Campus to Hentleff Park.

As you have indicated in your e-mail correspondence of June 12, 2012 the City of Winnipeg Charter states in part:

- Section 158(2): "Subject to subsection (3), no person shall construct, and the city shall not issue a permit for construction of, works within a designated floodway area unless the works are public service works."
- Part (c) of Section 158 (3) of the charter states "all construction done under the permit is subject to all restrictions applicable in a designated floodway fringe area."

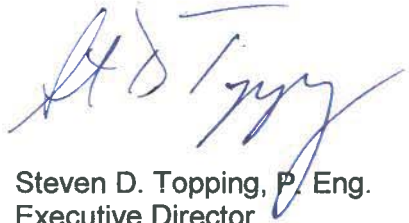
Final approval for such a project will not be forthcoming from Hydrologic Forecasting and Water Management until:

1. A final design and layout are presented for review and comment, and
2. A hydraulic study and report clearly demonstrate that new construction will have a "net zero impact" on upstream water surface elevations during design flood conditions, and
3. An engineering investigation and report clearly demonstrate that the new construction, which includes but may not be limited to either a pedestrian bridge or gondola and associated elevated pathways and structures, will not adversely affect ice flow.



I also wish to indicate that the "floodway policy" as indicated in my letter (copy attached) dated June 10, 2003, addressed to Messrs. MacBride and Finnigan of the City of Winnipeg remains in effect. Development within the floodway line shall only be considered in the interests of strategic public policy, and where it is clearly indicated, and confirmed through comprehensive hydraulic evaluation, that such development will have "net zero impact" on water surface elevations during design flood conditions.

Yours truly,

A handwritten signature in blue ink, appearing to read "S. D. Topping", is written over the typed name.

Steven D. Topping, P. Eng.  
Executive Director  
Hydrologic Forecasting and Water Management

c: Diane Sacher City of Winnipeg, Water & Waste Department  
Grant Mohr, City of Winnipeg, Water & Waste Department  
Anne-Marie Hamilton

# Manitoba



## Conservation

Water Branch  
Box 14, 200 Saulteaux Crescent  
Winnipeg MB R3J 3W3  
Telephone: (204) 945-7657  
Fax: (204) 945-7419

June 10, 2003

File: 9.5.6.2 Winnipeg

Mr. Barry MacBride, P. Eng.  
Director  
Water and Waste Department  
City of Winnipeg  
101 – 1155 Pacific Avenue  
Winnipeg MB R3E 3P1

Mr. Harry Finnigan  
Director  
Planning, Property and Development Department  
City of Winnipeg  
3<sup>rd</sup> Floor, 65 Garry Street  
Winnipeg MB R3C 4K4

Dear Messrs. MacBride & Finnigan:

Flood risk maps were produced for the City of Winnipeg in 1980, and the designated floodway line and the designated flood risk area on these maps are now explicitly referred to in the "Designated Floodway Fringe Area Regulation" under the City of Winnipeg Act. The location of the designated floodway lines were determined using a hydraulic criteria: the water surface elevation with the design flood confined within these lines cannot be, at any location, more than a set amount higher than the water surface elevation of the design flood with it confined to the designated flood risk area. Such a hydraulic criteria permits some amount of flexibility in setting the location of the designated floodway line. Consequently, it was possible to accommodate several requests in the past for the designated floodway line to be moved somewhat closer to the Red River. However, because of the damages experienced in the 1997 flood throughout the Red River Valley, and because of Winnipeg's evident vulnerability to significant flood damages in large floods, it has been decided to no longer permit any further modifications to the designated floodway line that would result in additional flood prone land being eligible for development.

If you have any questions regarding this new policy on revisions to the designated floodway lines, please do not hesitate to contact me or call me at 945-7488.

Yours truly,

Steven D. Topping, P. Eng.  
Director  
Surface Water Management Section

EFK\*jm

## APPENDIX C – PAC EVALUATION MATRIX FEEDBACK

# Conceptual Design for a New Crossing Between St. Vital and the U of M

February 16, 2012

## Crossing Options Evaluation Matrix

### LOCATION

Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost						
Property Acquisition				-Unclear as to how this will be evaluated. Need to include cost of associated infrastructure to connect existing routing to bridge location - Need to include cost of associated infrastructure to connect existing routing to bridge location - recommend add this cost to overall structural costs and removing it from the location weighting		More property acquisition = more cost
Architectural/Aesthetics						
Views Compatible with Existing Context and Adjacent Structures				- keep aesthetic weighting at 15% - safety should be a greater concern (view from the bridge somewhat irrelevant) - need to contact residents who would be most impacted by the aesthetics of the bridge in the neighborhood.		Are the significant views of and from the bridge?
Environmental						
Environmental Impacts During Construction				weighting should be increased to 25% - anticipate the potential environmental impacts during construction will be required to be mitigated - however, varying degrees of riparian zone clearing and in-water structures required with each bridge design needs to be factored in - also need to factor in other shoreline preparation/impacts (tree removal, impact on sensitive areas/wildlife habitat)		Tree removal, plantings etc.
Long Term Environmental Impact				- should include long term envr. Impacts incl. flooding, ice scour, erosion, as well as long term disruption to local wildlife - include long term envt benefit of each location (anticipated use by cyclists/peds vs. cars)		
Neighborhood Impact						
Neighborhood Impact				- weighting should be increased to 35% - need to consider increased pedestrian/bike traffic and interactions with vehicle traffic at each location and safety concerns for each location = neg. impact		Positive impact = better
Parking Impact				University students/stadium users parking on the St. Vital side.		Less = better
Safety				Vandalism, theft, disorderly conduct.		
Other Disturbances				Late night noise from vehicles, lights on bridge and walkway.		
User Performance						
Location w.r.t. Trip Origin/Destination				- weighting should be decreased to 25% - need to clearly define and quantify the target user group, how will different uses groups be included/weighted (students, employees, eventgoers, weigh per capita cost of each location.		Serves larger no. of users = better
Year Round Availability/Access						Protection from the elements
Compliance with 2010 Winnipeg Accessibility Design Standard						Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Ease of use for Pedestrians				Define "experience"		Distance, directness, experience
Ease of Use for Cyclists				Define "experience"		Distance, directness, experience
CPTED/Safety Issues Considered						Safer = better, lighting, entrapment, natural surveillance etc.
Transit Connectivity				Also consider if a bus stop can be added and what impact an additional stop will have in the neighborhood.		More connectivity = better
Connectivity to Pedestrian and Cycling Networks						More connectivity = better
Impact on Current Use or Land Area				If part of "active" transportation - should be less of a consideration - is this to incl total length of bridge or also walkway connecting current path to bridge.		Are current and potential uses of the riverfront protected or enhanced?
Overall Walk Length						Shorter walk = better
Overall Usefulness of the Project						
Summary:				Need to define and quantify the target user groups. - consider expanding AT route from Darcy St. through the University		
Weight	Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					



# Conceptual Design for a New Crossing Between St. Vital and the U of M

February 16, 2012

## Crossing Options Evaluation Matrix

### LOCATION

Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst

Category	Zone A King's Park	Zone B Hentleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost	Property Acquisition	Easement at eastern end of Van Hull Estates at a planned multi-family development to connect South St. Vital Trail to existing pathways on Normand Ave Right of Way	Easement at eastern end of Van Hull Estates at a planned multi-family development to connect South St. Vital Trail to existing pathways on Normand Ave Right of Way, landing site on west side of river	For Grendell to Greenwood Connection	For Connection from St. Amant Driveway to Woodlawn or Settlers and for Grendell to Greenwood Connection	West side landing
						More property acquisition = more cost
Architectural/Aesthetics	Views Compatible with Existing Context and Adjacent Structures	Excellent Reasonable	Excellent Yes	Excellent Yes	Excellent Probably not on the east side	Are the significant views of and from the bridge?
Environmental	Environmental Impacts During Construction					Tree removal, plantings etc.
Neighborhood Impact	Neighborhood Impact	Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; Will likely lead to increased traffic and parking demand; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; increases parking demand and traffic in Minnetonka neighbourhood; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz
	Parking Impact	Manageable, mainly in the Normand Park area	Manageable, mainly in the Normand Park area; Good potential for Park & Peddle (Churches, Schools, Community Centres)	Manageable, mainly in the Minnetonka neighbourhood	Manageable, mainly in the Minnetonka Neighbourhood	Manageable, mainly in the Minnetonka Neighbourhood
						Less = better
User Performance	Location w.r.t. Trip Origin/Destination	Significantly shortens connections to U of M for River Park South, Dakota Crossing; Shortens connections to U of M from Meadows Neighbourhood Simplifies connections to St. Vital Centre for Fort Richmond (better quality routes)	Significantly shortens connections to U of M for River Park South, Dakota Crossing; Shortens connections to U of M from Meadows Neighbourhood Simplifies connections to St. Vital Centre for Fort Richmond (better quality routes)	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited
	Year Round Availability/Access	Sheltered, short access routes - Kings Drive is the choke point;	Flood clearance could be a problem on the St. Vital side (cut throughs provides detours). Relatively sheltered access on east side, with excellent year round access to bike shed via separated path, excellent connections on west side to Freedman Crescent	Good flood clearance; River road has poor year round qualities because of parking; Fort Garry side would be pretty exposed to inclement weather;	Good flood clearance; River road has poor year round qualities because of parking; would need curb to curb priority snow clearing	Good flood clearance; River road has poor year round qualities because of parking; would need curb to curb priority snow clearing;
	Compliance with 2010 Winnipeg Accessibility Design Standard	King's Drive has no sidewalk south of Parkwood (easily extended)				Protection from the elements
	Ease of use for Pedestrians	Distance is the main concern, on both sides	Cut throughs in Van Hull Estates make this option competitive with the St. Amant option. Kiss & walk would be an attractive option.	Distance and exposure to the elements on the Fort Garry side are the main concerns	Excellent	Distance and wayfinding are the main issues
	Ease of Use for Cyclists	King's drive will act as a choke point in AM Peak. Requires backtracking for destinations at U of M.				Distance, directness, experience
	CPTED/Safety Issues Considered	Reasonable	Reasonable; Cut throughs in Van Hull Estates offer regular escape routes, good visibility of bridge from University residences and Freedman Crescent.	Very isolated on the U of M side.	Excellent	Reasonable
	Transit Connectivity	Poor; long walk to either end	Poor on St. Vital side. A bike share program might mitigate this somewhat. Also allows for good bike and ride options	via River Road (frequency would need to be addressed via rerouting of some routes)	via River Road (frequency would need to be addressed via rerouting of some routes)	Poor
	Connectivity to Pedestrian and Cycling Networks	Warde/St. Mary's acts as the barrier - a connection from South St. Vital Trail to Hentleff Park then to Normand Park trail would be a likely mitigation strategy. Sonning Baie Trowbridge cut throughs would also be critical	Excellent connectivity to South St. Vital trail/Dakota Trail; Very good potential connections to Burand Park trails via Sonning and Trowbridge cut throughs (with improvements to crossing of Warde - potential high quality bike facility)	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road
	Impact on Current Use or Land Area		Depends on flood requirements on St. Vital Side			
	Overall Walk Length	Long	Depends on where you start; reasonable if you get dropped off in Van Hull Estates, long if you start at St. Mary's	Long	Reasonable	Long
						Are current and potential uses of the riverfront protected or enhanced?
						Shorter walk = better

#### Summary:

Weight	Category	Zone A King's Park	Zone B Hentleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					

## Conceptual Design for a New Crossing Between St. Vital and the U of M

February 16, 2012

Crossing Options Evaluation Matrix

### LOCATION

Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst

Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost	1	5	5	4	1	More property acquisition = more cost
Architectural/Aesthetics						
Views	5	5	5	3	3	
Compatible with Existing Context and Adjacent Structures	5	5	5	5	5	Are the significant views of and from the bridge?
Environmental						
Environmental Impacts During Construction	3	3	5	1	1	Tree removal, plantings etc.
Neighborhood Impact						
Neighborhood Impact Parking Impact	1	3	1	1	3	Positive impact = better Less = better
User Performance						
Location w.r.t. Trip	5	1	1	3	5	
Origin/Destination	3	5	3	3	3	Serves larger no. of users = better Protection from the elements
Year Round Availability/Access	n/a	n/a	n/a	n/a	n/a	Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Compliance with 2010 Winnipeg Accessibility Design Standard	2	3	5	3	1	Distance, directness, experience
Ease of use for Pedestrians	5	4	5	5	1	Distance, directness, experience
Ease of Use for Cyclists						
CPTED/Safety Issues Considered						Safer = better, lighting, entrapment, natural surveillance etc.
Transit Connectivity	3	5	5	5	5	More connectivity = better
Connectivity to Pedestrian and Cycling Networks	5	5	5	5	5	More connectivity = better
Impact on Current Use or Land Area	3	3	3	3	3	Are current and potential uses of the riverfront protected or enhanced?
Overall Walk Length	1	5	5	3	1	Shorter walk = better

#### Summary:

Weight	Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					

## Conceptual Design for a New Crossing Between St. Vital and the U of M

February 16, 2012

Crossing Options Evaluation Matrix

### LOCATION

Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst

Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost	3	5	1	2	4	More property acquisition = more cost
Architectural/Aesthetics	4	1	3	2	5	Are the significant views of and from the bridge?
Views Compatible with Existing Context and Adjacent Structures	1	5	4	2	3	
Environmental	2	4	1	3	5	Tree removal, plantings etc.
Neighborhood Impact	4	1	3	2	5	Positive impact = better
Parking Impact	5	1	3	4	2	Less = better
User Performance	1	2	5	3	4	Serves larger no. of users = better
Location w.r.t. Trip Origin/Destination	1	2	5	4	3	Protection from the elements
Year Round Availability/Access Compliance with 2010 Winnipeg Accessibility Design Standard	4	5	2	1	3	Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Ease of use for Pedestrians	2	4	1	5	3	Distance, directness, experience
Ease of Use for Cyclists	4	1	2	3	5	Distance, directness, experience
CPTED/Safety Issues Considered	3	4	1	5	2	Safer = better, lighting, entrapment, natural surveillance etc.
Transit Connectivity	3	4	1	2	5	More connectivity = better
Connectivity to Pedestrian and Cycling Networks	4	1	2	3	5	More connectivity = better
Impact on Current Use or Land Area	4	2	1	3	5	Are current and potential uses of the riverfront protected or enhanced?
Overall Walk Length	3	4	1	2	5	Shorter walk = better

#### Summary:

Weight	Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					

Conceptual Design for a New Crossing Between St. Vital and the U of M February 16, 2012 Crossing Options Evaluation Matrix						
LOCATION Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst						
Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost		Preferred				
Property Acquisition						More property acquisition = more cost
Architectural/Aesthetics						
Views		- The bridge may not need to use all cement as a covering. This deck of the walking bridge from Hull to Ottawa in the area of the Parliament buildings is wood.				Are the significant views of and from the bridge?
Compatible with Existing Context and Adjacent Structures		- The physical challenges of building at Henteleff, such as the low lying area just across from the Business Building at U of M are recognized - Build elevated bridge and this is part of uniqueness of design of connections to St. Vital pathways.				
Environmental						
Environmental Impacts During Construction		- Bank to the south here has experienced a lot of slumping in last 15 years.				Tree removal, plantings etc.
Environmental Benefits		- could also be a major benefit if a bridge is built in such a way as to protect the area enough to allow significant regrowth of the river bottom habitat (i.e. bridge starts far into park and travels over the area - much like interpretive bridges in marshes --- but not made of wood in this case).				
Neighborhood Impact						
Neighborhood Impact		There will need to be careful planning of connections --- with the point being to make all connections possible - the idea of easement at new Van Hull condo area is good. Also park areas already exist at some of the condo areas to the south and these could be mapped and marked. - no cars or large city buses on the bridge				Positive impact = better Less = better
Parking Impact						
User Performance						
Location w.r.t. Trip						Serves larger no. of users = better
Origin/Destination						Protection from the elements
Year Round Availability/Access						Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Compliance with 2010 Winnipeg Accessibility Design Standard						
Ease of use for Pedestrians		- Look at bridge structure that might allow for electric people movers over the bridge (like Disney from parking lots to park entrance) for game days and in winter?				Distance, directness, experience Distance, directness, experience
Ease of Use for Cyclists						Safer = better, lighting, entrapment, natural surveillance etc.
CP/TED/Safety Issues Considered						
Transit Connectivity		- No building in Henteleff Park other than if located near St. Mary's Road A re-look at current bus routes might facilitate connections				More connectivity = better
Connectivity to Pedestrian and Cycling Networks		- Pathway connections from Warde and St. Mary's Road intersection and Nova Vista will be important. - Although this may be outside of terms of bridge study - allows for incorporation of a connection to Maple Grove and then over Perimeter Bridge to King's Park Drive. This provides a circular route. - Future connection to Royalwood and Sage Creek through extension of Warde all point to Henteleff as most logical option.				More connectivity = better
Impact on Current Use or Land Area		- Needs recognition that there is a resident deer herd in area that F35 between Henteleff and South of Perimeter				Are current and potential uses of the riverfront protected or enhanced? Shorter walk = better
Overall Walk Length		In terms of question of bridge or no bridge --- the answer is bridge is the only option. (1.) This is a "city-building project". In St. Vital we now see the Stadium and new residence so feel like U of M is part of our neighbourhood - but can't get there other than through a highway (Perimeter or Bishop Grandin) (2.) given the streets, in St. Vital this is an opportunity to connect to rapid transit.				

## Summary:

Weight	Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					



## Conceptual Design for a New Crossing Between St. Vital and the U of M

February 16, 2012

Crossing Options Evaluation Matrix

### LOCATION

Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst

Category	Zone A King's Park	Zone B Henteliff	Zone C Minnedoka	Zone D St. Amant	Zone E Golf Course	Comments
Cost						More property acquisition = more cost
Architectural/Aesthetics						
Views Compatible with Existing Context and Adjacent Structures						Are the significant views of and from the bridge?
Environmental						
Environmental Impacts During Construction						Tree removal, plantings etc.
Neighborhood Impact Parking Impact						Positive impact = better Less = better
User Performance						Serves larger no. of users = better Protection from the elements
Location w.r.t. Trip Origin/Destination Year Round Availability/Access Compliance with 2010 Winnipeg Accessibility Design Standard	Major Accessibility Issues - Sidewalks - Signage - Elevation changes in Kings Park - Clear line of travel on the bridge including non-glare, non- visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing - shear distance	Major Accessibility Issues - Sidewalks - Signage - distance to St. Mary's road in non-populated area. - clear line of travel on the bridge including non-glare, non- visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing	Major Accessibility Issues - Sidewalks - Signage - elevation change and space for ramps. - Clear line of travel on the bridge including non glare, non- visually distracting design - snow clearing	Major Accessibility Issues - Sidewalks - elevation changes - clear line of travel on the bridge including non-glare, non- visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing	Major Accessibility Issues - Sidewalks - Signage - distance to UofM - Clear line of travel on the bridge including non-glare, non- visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing	Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Compliance with 2010 Winnipeg Accessibility Design Standard	2	3	4	5	1	Distance, directness, experience Distance, directness, experience
Ease of use for Pedestrians						
Ease of Use for Cyclists						Safer = better; lighting, entrapment, natural surveillance etc.
CP TED/Safety issues Considered						More connectivity = better
Transit Connectivity						More connectivity = better
Connectivity to Pedestrian and Cycling Networks						Are current and potential uses of the riverfront protected or enhanced? Shorter walk = better
Impact on Current Use or Land Area						
Overall Walk Length						

#### Summary:

Weight	Category	Zone A King's Park	Zone B Henteliff	Zone C Minnedoka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total					

Conceptual Design for a New Crossing Between St. Vital and the U of M February 16, 2012 Crossing Options Evaluation Matrix						
LOCATION Score from 5 to 1: 5 = Best, 3 = Neutral, 1 = Worst						
Category	Zone A King's Park	Zone B Rembrandt	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Cost						
Property Acquisition				need to understand if property needs to be acquired, gifted, etc. determine where city owns property		More property acquisition = more cost
Architectural/Aesthetics						
Views				In a natural setting such as the gardens at St. Amant we would hope the views of man-made structures would be minimized.		Are the significant views of and from the bridge?
Compatible with Existing Context and Adjacent Structures				The gardens at St. Amant are one of the few areas in St. Vital that still have a rural feeling. It is a peaceful location, inviting hundreds, or thousands of people to cross through this area in addition to adding a significant man-made structure will change the aesthetics forever. A physical structure, regardless of design would bring pedestrians in the area which is not a "worthy fit" in this park like area. As far as views go, there is nothing spectacular that would enhance any of the Minnetonka crossings that stands out.		
Environmental						
Environmental Impacts During Construction				<ul style="list-style-type: none"> <li>- During construction there would be:</li> <li>- Possible disruption of access to the gardens that could prevent gardening for an entire season – that could be a blow from which the gardens might not recover</li> <li>- Significant noise and traffic</li> <li>- The presence of construction trailers</li> <li>- Poisoning of gardens with runoff from the petroleum based path surface</li> <li>- Possible damage to the heritage row of ash trees</li> <li>- Damage to the underground sprinkler system</li> <li>- It would disturb the peace of the gardens, both adjacent institutions, and the whole neighborhood</li> <li>- The green space with its complement of natural inhabitants such as rabbits, birds, deer, etc. would be permanently dislocated.</li> </ul>		Tree removal, plantings etc.
Long Term Environmental Impacts				- To replace a garden and its beautiful surroundings with a concrete structure would mean the loss of a valuable food supply to over 100 families. This garden area has for many years been the culture and history of the area, much as the Riel house several blocks away, which has been designated is a national historical site. In fact, it would be appropriate to designate the gardens as a <u>historically significant area</u> .		
Neighborhood Impact						
Neighborhood Impact				<ul style="list-style-type: none"> <li>- We hope that the lack of indicators here are not indicative of a minimalization of neighborhood impact. We noticed that there was a great amount of thought put into user performance based on the number of indicators.</li> <li>- What is a neighborhood? In the case of the SWGC our gardens are the neighborhood with 100 families that garden, as well as our interactions with passers by from St. Amant and Foyer Valade. The destruction of the gardens would mean the destruction of a community.</li> <li>- The gardening community at St. Amant has deep historical roots as well. The jobs have been under cultivation since the 1930's when the Grey Nuns first grew gardens there. It is the understanding of many of the long-term gardeners that these first gardeners had willed the gardens to be used as garden plots in perpetuity.</li> <li>- The MMM staff member who surveyed right through the middle of the gardens indicated that the project would consume about 1/3 of the gardens, this is without even considering the irrigation, poisoning of the gardens due to the road materials, and disruption to the existing drainage.</li> <li>- In the event that 1/3 of the gardens were lost how does the garden community decide who continues to garden and who does not? If the path were to come close by or through the gardens how would the gardens be protected from damage by those taking shortcuts, pilfering, or from vandalism? There has been vandalism to St. Amant property in the past.</li> <li>- If part of garden site could be salvaged, upkeep of the bridge in the winter</li> <li>- With respect to the community at large one of the big issues on River Road at this time is traffic, the local community will likely not accept the addition of additional traffic to the area. It is surprising that traffic issues was not acknowledged at the PID's or on the grid. Once again it gives the appearance that the process is biased. Vehicles belonging to St. Amant staff and volunteers are already parked on two way streets adjacent to St. Amant and are creating difficult passing issues, particularly in winter when there is hardly enough room for vehicles to pass when meeting. Morning and evening traffic patterns on River Road are already heavy. Even with a no-left turn at St. Mary's, between 7:00 a.m. and 9:00 a.m., vehicles go one block further on St. Mary's and turn left on Nicolet and come back to River Road to take a short cut to Bishop Grandin. Evening traffic comes off the Bishop Grandin Bridge and goes directly on River Road to St. Mary's Road. Evening traffic flows are already heavy. Are there any current traffic statistics?</li> <li>- This location is not suitable for the quiet, serene atmosphere of St. Amant or Foyer Valade, especially after bedtime when football game traffic might be expected.</li> </ul>		Positive impact = better
Parking Impact				<ul style="list-style-type: none"> <li>- Parking would be a major issue for St. Amant and for Foyer Valade, as well as the community at large. With 30 000 + people attending stadium events up to 20 times per year, and 20 000 + at the University daily this could add a huge parking issue.</li> <li>- Is the plan to put in huge parking lots on the St. Vital side of the river to accommodate this demand?</li> <li>- For the gardens themselves we can imagine people just driving in and parking all around the gardens and then short-cutting through the gardens to the proposed bridge.</li> <li>- St. Amant and Foyer can anticipate their staff and visitor lots to have uninvited parkers. The streets in the area would face daily pressure.</li> <li>- Even if the city makes assurances that parking will be policed, how sustainable is that practice over the years, how much will it cost all of us in the long run?</li> </ul>		
Stadium				<ul style="list-style-type: none"> <li>- Certainly the proposal of the St. Amant and Golf Course locations are seen by the community as something that is being done for the stadium which is already very unwelcome in the University Heights community. We noticed that the stadium folks are on the distribution list for the minutes of the PAC so they are apparently considered a stakeholder, in fact they were in the loop before the Minnetonka residents or the gardeners faced with the potential loss of the gardens.</li> <li>- If the bridge were to come in to this location not only would the noise from the stadium be coming across the river, but those making the noise, many of whom will be under the influence of alcohol, will be coming through the neighborhood as well.</li> <li>- This cause concern for security for the gardens, institutions, and neighborhood, as well the high probability of impaired drivers.</li> <li>- The City shall manage neighbourhoods traffic to support the primary function of local streets in providing access to local residents by i) encouraging the minimization of through traffic and working to reduce the impact of non-local traffic in neighbourhoods; ii) consulting with neighbourhood residents regarding any proposed change in the status of local streets; and iii) ensuring that pedestrian comfort and safety are given paramount consideration in the transportation networks of neighbourhoods.(Source - Creating healthy neighbourhoods)</li> <li>- There was very little solid planning done when they decided to locate the football stadium at the university in the first place. There are only 2 entrances in and out of the campus, and no parking available for the vast number of spectators who will be using the facility. We grant that the city would like to have people use public transportation, but Winnipeggers are still going to use their cars and cause havoc to quiet streets in the neighborhood.</li> </ul>		Less = better
User Performance						
Location w.r.t. Trip Origin/Destination				The best information that you have on this is from the BTF review where they have recommended the Henteffel location. Location D and other Minnetonka locations and not the best for AT or to serve the greatest number of citizens from the Roywood and all of River Park South. T. Looking at the population data for the communities to be served there can be no argument that having the crossing further south would serve a greater number of people. The Bishop Grandin crossing has served Minnetonka and Pulberry well since the 1970's.		Serves larger no. of users = better
Year Round Availability/Access				- St. Amant location does not offer any advantages over other options for year round access.		Protection from the elements
Compliance with 2010 Winnipeg Accessibility Design Standard Ease of use for Pedestrians	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites	Wheelchair use, vision impaired use, handrails, ramps, illumination etc.
Ease of Use for Cyclists				<ul style="list-style-type: none"> <li>- Most pedestrians coming from south of this location, in the highly populated River Park South area, will find the distance to St. Amant, option "D" prohibitive.</li> <li>- Cyclists coming to location D at St. Amant will face having to ride down River Road, which is narrow, does not offer a potential bike lane, and is extremely congested with auto traffic, particularly during rush hours.</li> <li>- There is really no rationale for a Minnetonka area location for cyclists as the University is no more than a 10-15 minute cycle across Bishop from the Minnetonka community.</li> <li>- If the city was interested in a cost efficient improvement for cyclists they would put in an AT corridor on the west side of the Red River from the Bishop Grandin bridge to campus. This would undoubtedly be acceptable to the beleaguered University Heights neighborhood.</li> </ul>		Distance, directness, experience
CPTEd/Safety Issues Considered				<ul style="list-style-type: none"> <li>- Safety concerns re: St. Amant option include:</li> <li>- It is difficult to cross River Road due to traffic volume (for both pedestrians and cyclists).</li> <li>- The access road to St. Amant at the intersection to River Road is at a steep incline, which makes the intersection dangerous especially when roads are slippery. The danger is exacerbated by the curve of River Road at that location and is a blind corner.</li> <li>- Traffic on River Road and the St. Amant access road will increase due to pedestrians being "dropped off" in the bus loop, parking lots and garden access.</li> <li>- Increased pedestrian traffic may pose risks or may be distressing to vulnerable St. Amant residents and Foyer Valade residents.</li> <li>- Ongoing "game day" or "concert night" crowds may be intoxicated, and may pose increased safety issues to all residents in the community. Impaired drivers on local streets are expected.</li> <li>- Gardeners are concerned about pedestrians trampling the gardens or stealing from the gardens.</li> <li>- With that many more people wandering through the space between St. Amant and Foyer Valade, there will likely be more garbage around, possible damage to private property, strangers who wouldn't necessarily respect homeowners privacy or personal belongings.</li> </ul>		Distance, directness, experience
						Safer = better, lighting, entrapment, natural surveillance etc.

Conceptual Design for a New Crossing Between St. Vital and the U of M February 16, 2012 Crossing Options Evaluation Matrix						
LOCATION Score from 5 to 1: 5 = Best, 3 = Neutral, 1 = Worst						
Category	Zone A King's Park	Zone B Henteloff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course	Comments
Transit Connectivity				- There is an existing bus stop at St. Amant, similar to the other options being considered. If transit is a consideration then the routes, timing and exact location of the bus stops could all be altered to suit for any of the locations. - To suggest that the current transit arrangements would be a major factor in the decision would be short sighted, what can we do to enhance the transit service for the future is the real question.  8. In St. Vital there are currently two East- West AT networks, the bishop Grandin Greenway that is serviced by the existing Bishop bridge. The other AT network is in River Park South and connects all the way across to Royalwood. This network comes out roughly at Henteloff Park. The St. Amant location services neither of these AT networks. As mentioned in point 5 of this section a more cost efficient solution would be to improve the AT connection on the West side of the river.		
Connectivity to Pedestrian and Cycling Networks				- This topic was covered extensively in the neighborhood impact section but in short in the opinion of the SWGC the development of a bridge at this site would either range from effectively destroying the gardens to partially destroying and significantly degrading the gardening experience. Even if there was a concession made to go around the gardens there are still the issues of a possible disruption of access to the gardens for the gardeners and how to prevent unwanted traffic through the gardens. Would the city be willing to put in the necessary security measures ie fencing to keep the gardens in pristine condition. - If the gardens were essentially destroyed would the city be willing to find a comparable location? As far as we are aware there is none. - Would the city be willing to replace the underground sprinkler system, rebuild the composters, move the garden shed and condition the soil to match what we have now. - It is worth noting the SWGC was moved 12 years ago due to another development issue. Is this to be a recurring theme in Winnipeg -- replace Greenspace with development?  Below are references to studies and City of Winnipeg Documents that attest to the significance and value of urban gardens. - In the recent St. Vital Food Study by Food Matters Manitoba it was noted that there is currently a lack of garden space in St. Vital, where would a new garden site come from? - St. Amant bridge location does not support food security or provide opportunities for small-scale food production within neighbourhoods. (Source - Call for Action for Winnipeg) - Direction: WORKING THROUGH COMMUNITY PARTNERSHIPS, RESPOND TO FOOD NEEDS AS IDENTIFIED BY COMMUNITIES. Enabling strategies: Develop planning tools to manage the sustainability of existing community gardens and enable the creation of new permanent or temporary gardens. - Also: A sustainable Winnipeg 05, Complete Communities 03-3, 03-4, 04, 08 (Source - Our Winnipeg - Quality of Life) Increased interest in dog parks and community gardens (Source - Winnipeg's Parks, Places & Open Spaces)		More connectivity = better
Impact on Current Use or Land Area				- This is the second item that relates to pedestrians. Does this mean that the main consideration for this bridge is for pedestrians? - With respect to determining the value to pedestrians there has been no study or survey done to determine the possible demand. - Are there statistics about the average trip length that Winnipeggers are willing to walk? Is there a maximum length? - Is there a seasonal issue, how much of the year would such a structure being in use? - At this point in time MMM and the city do not know how many people might actually the structure, for what purpose, the origin of their destination and the season that they might use it. A snapshot of this could have been had if the surveys had been structured differently. Instead all we have are a bunch of anecdotal comments from the PIDs.		More connectivity = better
Overall Walk Length Overall Usefulness/Other	- Perhaps the Normand park folks would prefer this location but it is hard to see for AT that is for commuters how it would be practical. It would be beautiful for recreation. The access through the residential area on the St. Vital side would be awkward just as for the golf course location.	- Henteloff is clearly the location that could have the greatest impact for the greatest number of people due to the fact it would connect to the existing South St. Vital AT Network all the way up to Royalwood. - This location is also in closer proximity to the greatest number of residents in River Park South, and the Normand Park area. - It has an existing roadbed that avoids the Natural Grass Plantings that were indicated as an issue at the PIDs. - It is a natural direct route to the campus where it would come out between some of the Agriculture buildings and the residence. - This is the first choice of bike to the future - The city already owns	- This location would be unpopular with the Minnetonka residents and it is hard to understand if this is a serious location or just an option for illusion. It does have the advantage of being closer to River Park South. - Safety measures would need to be put place because of the heavy traffic on River road. - The same parking issues would face the area residents and the school. - A bus lane/loop would need to cut out on the river side. - The University would need to warm up to the idea of AT traffic through a small section on the very edge of the point lands. The bridge would come out a little ways up from the Architecture	- One of the recurring themes with this proposal is the point of whether it is even wanted in the community. Will it be useful for promoting AT, or hardly used for a large part of the year such as the pedestrian bridge in St. Boniface downstream from the Forks? Would putting the money towards Rapid Transit actually benefit more citizens?	- If you walk the Golf course options on both sides of the river it is hard to understand how this could have been considered as a serious location. One citizen made a remark that in situations like this it is a standard practice to include options that are not actually viable just to give the public the illusion of choice. - The access to this point is right through a residential neighborhood and is realistically not accessible. - It is so close to the Bishop Grandin Bridge that it makes not practical sense or advantage.	Are current and potential uses of the riverfront protected or enhanced? Shorter walk = better

## Summary:

Weight	Category	Zone A King's Park	Zone B Henteloff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost					
15	Architectural/Aesthetics					
5	Environmental					
30	Neighborhood Impact					
30	User Performance					
100	Total:					

## APPENDIX D – PIDS STORY BOARDS



# Welcome



## **Public Interactive Display Session for the Conceptual Design of a River Crossing from St. Vital to the University of Manitoba**

February 8 - 9, 2012



# Study Background

## Why is this project being undertaken?

- The City of Winnipeg is studying the feasibility of providing an Active Transportation Crossing of the Red River, in the vicinity of the University of Manitoba, to connect the neighbourhoods of St. Vital and Fort Garry. In order to determine the feasibility, conceptual options for crossing locations and structure/technology types need to be developed and evaluated.

## Why are we here?

- Preliminary analysis has been conducted to identify possible locations and types of structure/technology. This Public Interactive Display Session is intended to provide an overview of the analysis conducted and to gain your input. **What issues and needs should we be aware of? Are there specific opportunities and constraints that have not yet been considered?**

## How will your input be used?

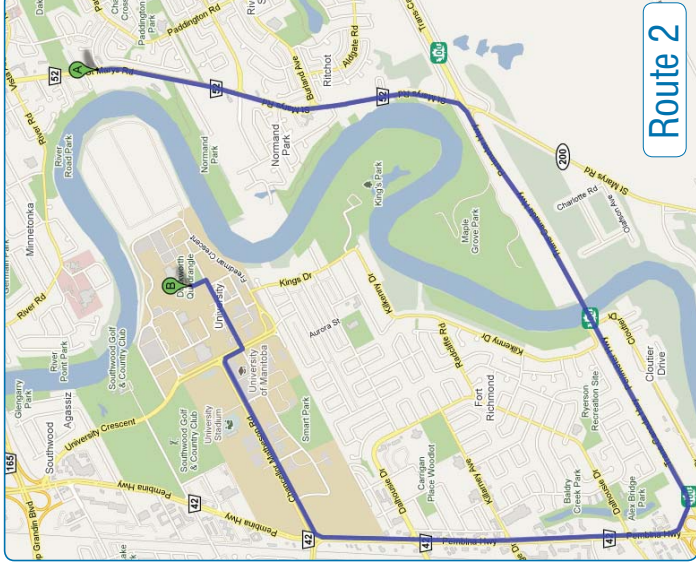
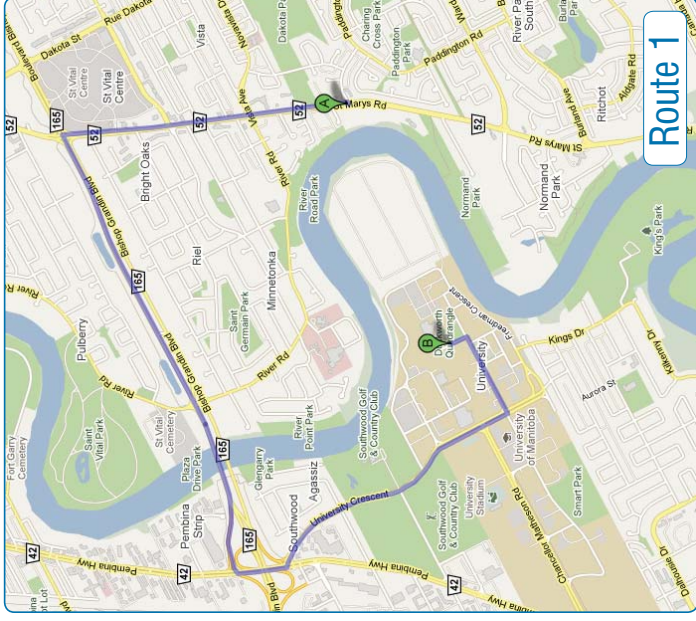
- The information gathered today will help facilitate further analysis and will be included as input into the evaluation process.

# Study Goals

- Determine **if there are viable options** for a river crossing
- **Assess public acceptability** for a pedestrian and cycling crossing over the Red River (including a gondola or a pedestrian/cycle bridge)
- Produce a Conceptual Design of the best viable option
- If the recommended option is a bridge, undertake a conceptual structural bridge design

# Current Options

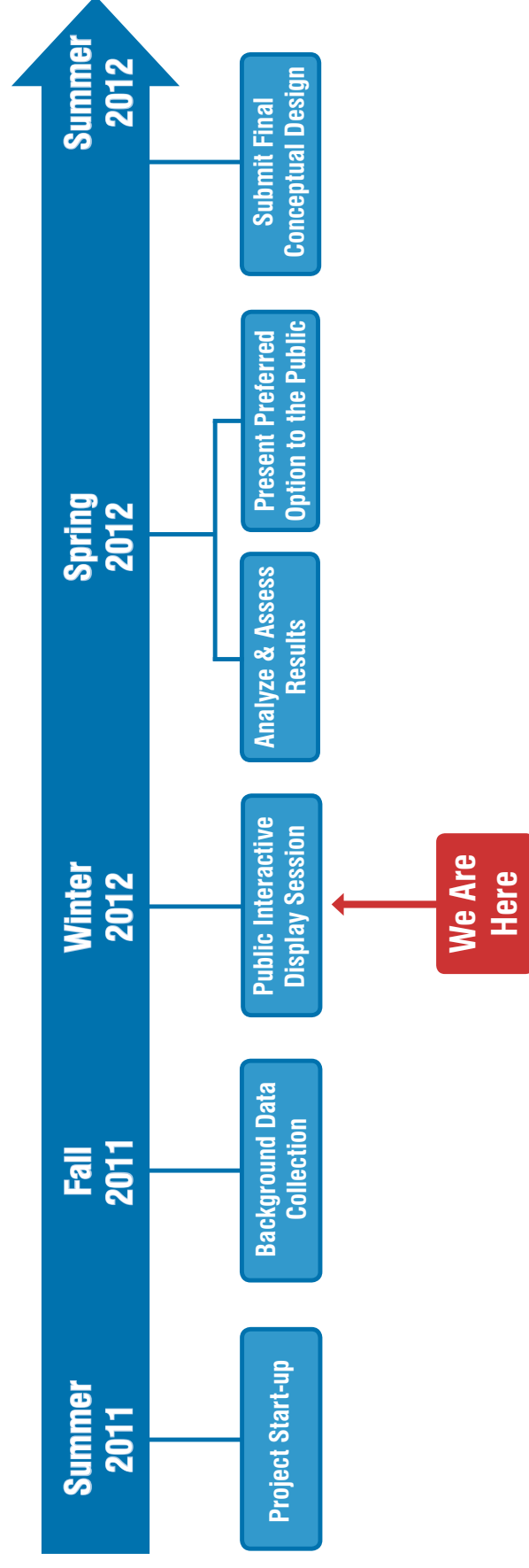
Currently the main two options for getting from St. Vital to/from the University of Manitoba by walking or cycling are:



- ▶ **Route 1 (left):**  
7.5 km; or
- ▶ **Route 2 (right):**  
10.5 km



# Project Timeline



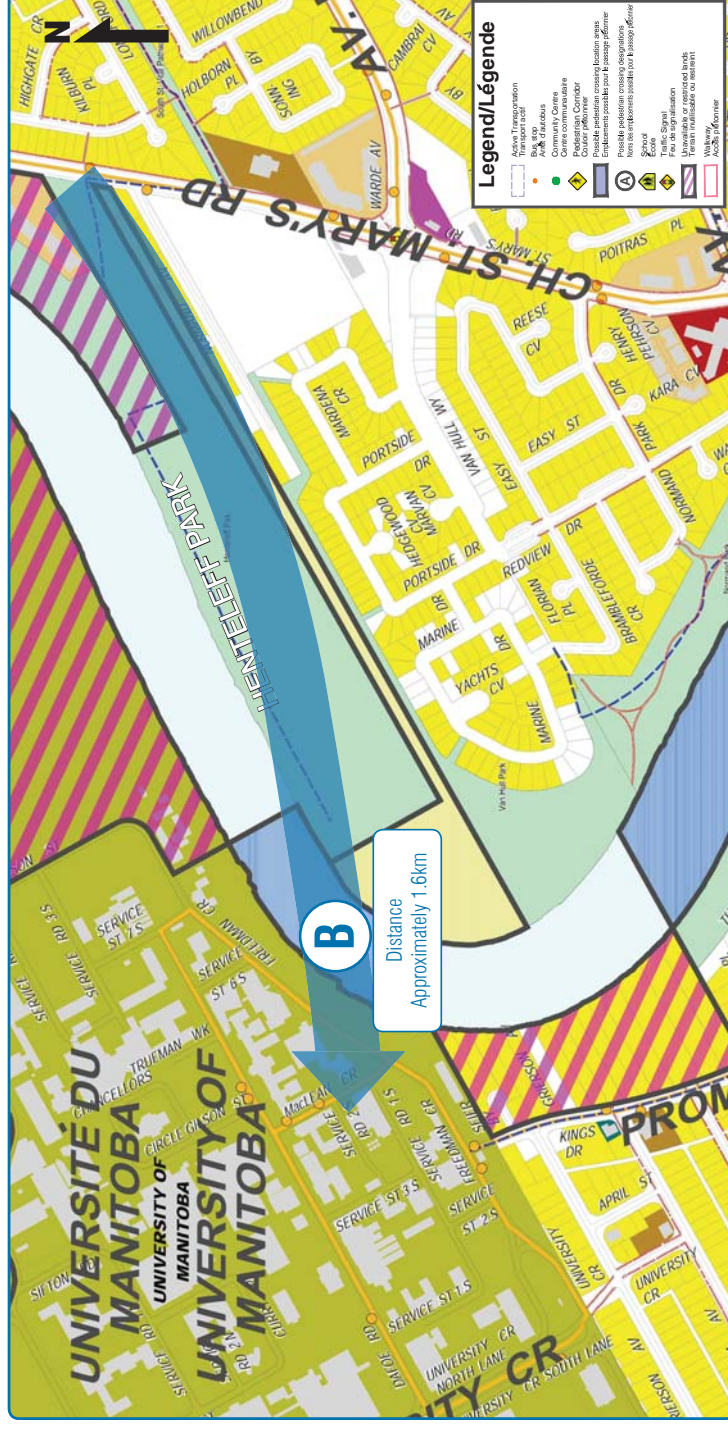


# Zone A: Normand Park / King's Park





# Zone B: Henteleff Park / U of M



## Pros:

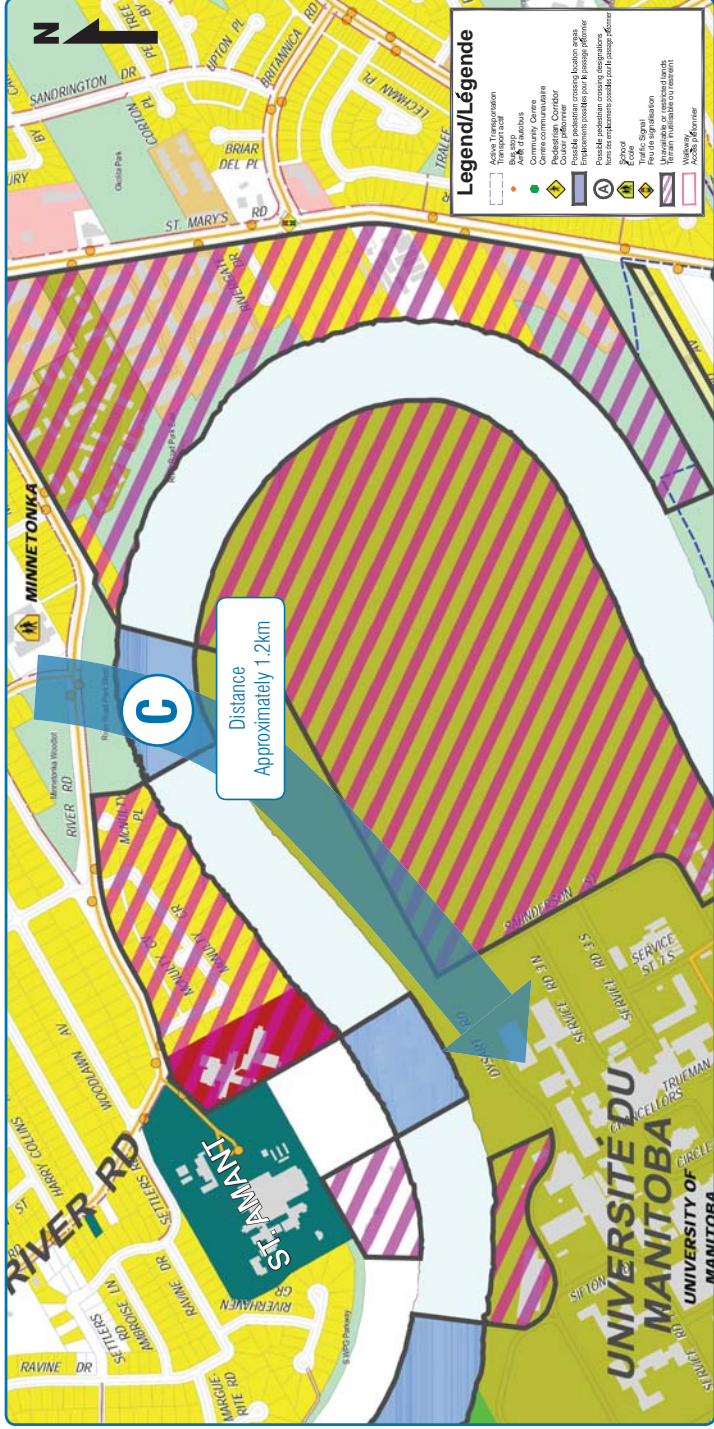
- Approximately midway between existing bridges.
- More users experience Hentleff Park.
- Connects near the core of U of M.
- More enjoyable walking experience.

## Cons:

- Construction in Henteleff Park flood zone could be difficult.
- No nearby bus route.
- Increased isolation and decreased public visibility.



# Zone C: Minnetonka / U of M



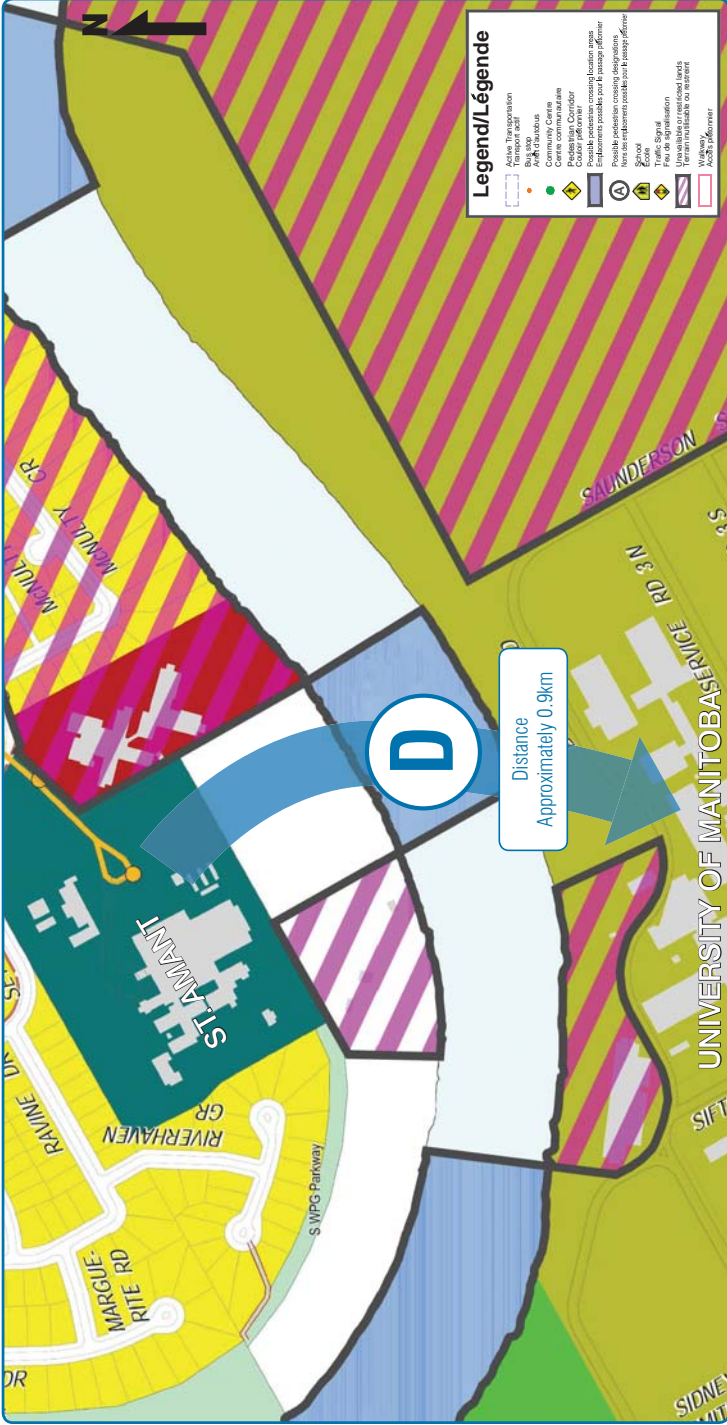
## Pros:

- Close to bus route.
- Crossing would be apparent from the street.

## Cons:

- Near Bishop Grandin bridge.
- Indirect route to U of M.
- Increased isolation and decreased public visibility.

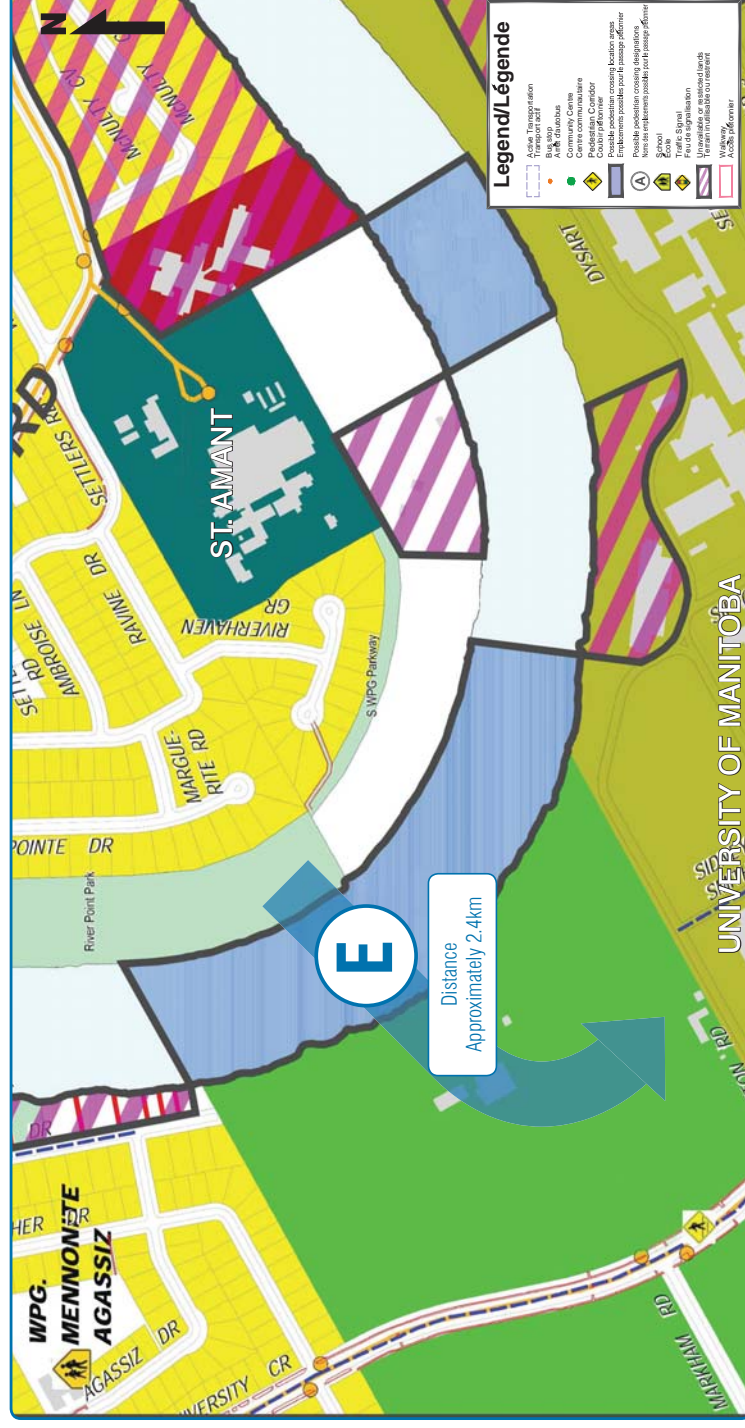
# Zone D: St. Amant / U of M



- Close to bus route.
- Increased interaction between St. Amant and the U of M.
- Close to U of M services

- Close to Bishop Grandin bridge, reduces effectiveness of crossing.

# Zone E: River Point Park / Former Golf Course



- ## Pros:

- Connection to future university lands.

## Cons:

- Very close to Bishop Grandin bridge minimizing effectiveness of crossing.
- Indirect access to U of M.
- Route people through River Point residential area.
- No nearby bus route.



# River Crossing Design Options



Option 1  
\$16  
Million



Option 2  
\$14  
Million



Option 3  
\$16  
Million



Option 4  
\$33  
Million

\* Estimated River Crossing Construction Cost (present value including 75 year operating costs excluding land acquisition)

\*\* All options to be universally accessible



# How will options be evaluated?

- ▶ The five river crossing zones will be evaluated by the Steering Committee and the Public Advisory Committee (PAC) using an Evaluation Matrix which will consider the location and the structure separately
- ▶ The Evaluation Matrix will consider criteria such as:
  - ▶ Property Acquisition
  - ▶ Environmental Impacts During Construction
  - ▶ Neighbourhood Impact
  - ▶ Life-Cycle Costing
  - ▶ Constructability

# Frequently Asked Questions

## **When will the crossing be built?**

- ▶ The City has not currently budgeted for the construction of a river crossing.

## **Will buses use the river crossing?**

- ▶ The river crossing is currently intended for use by pedestrians / cyclists only.

## **What about potential parking issues?**

- ▶ Before a river crossing is constructed, the City will develop a parking management plan to deal with any concerns similar to the plan that is under development in the Fort Richmond Area.

## **Will the crossing be universally accessible?**

- ▶ Yes. Any river crossing option will be designed for safety and accessibility of all people regardless of their physical abilities.

## **Who will make the final decision on the crossing option and will the public be advised of that decision?**

- ▶ The City of Winnipeg Steering Committee will make recommendations to Council on the crossing option using input from the Public Interactive Display Sessions and the Public Advisory Committee (PAC). The PAC is made up of a balance of representatives from a variety of community and interest groups. The PAC will also be instrumental in reviewing crossing options through an evaluation framework and provided their feedback to the Steering Committee.

# Thank You

On behalf of the Project Team, thank you  
for your attendance and participation.

**Please fill out a comment sheet to  
let us know your thoughts and concerns.**

Please proceed to the discussion area.





Survey #	2. From the potential crossing locations on the map, please rank your preferred river crossing zone options from 1 to 5							3. Please rank your preferred river crossing conceptual design option from 1 to 4					Did you find the public interactive display session useful and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other		1	2	3	4	Other			
1	Option B	Option A	Option E	Not Answered	Multiple Choices	No Bridge	#3	Not Answered	Not Answered	Not Answered	#4		Yes	No	Word of Mouth
2	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	No	No	Not Answered
3	Option A	Option B	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes	Comm. Posting
4	Option D	Option E	Option C	Option A	Option B		#1	Not Answered	Not Answered	#3	#4		Yes	Yes	Word of Mouth
5	Option D	Option C	Not Answered	Not Answered	Not Answered		#1	#3	#3	#2	#4		Yes	No	Newspaper Flyer
6	Option A	Option B	Option E	Option D	Option C		#1	Not Answered	Not Answered	#3	#4		Yes	Yes	Word of Mouth
7	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge	No	No	Word of Mouth
8	Option B	Multiple Choices	Not Answered	Not Answered	Multiple Choices		#2	Not Answered	Not Answered	Not Answered	Not Answered		No	No	Newspaper Flyer
9	Option B	Option D	Option C	Option E	Option A		#2	#3	#3	#1	#4		Not Answered	Not Answered	Not Answered
10	Option B	Option C	Option E	Option A	Option B		#3	#2	#2	#3	#4		Yes	Yes	Word of Mouth
11	Option C	Not Answered	Not Answered	Not Answered	Not Answered		#1	Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer
12	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes	Word of Mouth
13	Option A	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#3	#2	#4		Yes	Yes	Newspaper Flyer
14	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Word of Mouth
15	Option B	Option A	Option C	Option D	Option E		Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Comm. Posting
16	Option B	Option A	Option C	Option D	Option A		#2	#3	#3	#1	#4		No	No	Newspaper Flyer
17	Option B	Option A	Option E	Option C	Option D		#3	#1	#2	#2	#4		Yes	No	Word of Mouth
18	Option B	Option C	Option D	Option A	Option E		#1	#2	#2	#3	#4		Yes	No	Word of Mouth
19	Option B	Option C	Option A	Option D	Option E		#3	#1	#2	#2	#4		Yes	Yes	Newspaper Flyer
20	Option B	Option C	Not Answered	Not Answered	Multiple Choices		Multiple Choices	Not Answered	Not Answered	Not Answered	#4		Yes	No	Word of Mouth
21	Option D	Option B	Option A	Option E	Option C		#1	#3	#2	#2	#4		Yes	No	Comm. Posting
22	Option B	Option C	Option A	Option D	Option E		#1	#3	#2	#2	#4		Yes	Yes	Comm. Posting
23	Option B	Option C	Option D	Option A	Option B		#3	#2	#2	#1	#4		Yes	No	Newspaper Flyer
24	Option B	Option A	Not Answered	Not Answered	Not Answered		#2	#1	#3	#3	Not Answered		Yes	Yes	Newspaper Flyer
25	Option B	Option D	Option C	Not Answered	Not Answered		#2	#1	#3	#2	#4		Yes	No	Newspaper Flyer
26	Option C	Option B	Option E	Option D	Option B		#1	#2	#3	#3	#4		Yes	No	Newspaper Flyer
27	Option B	Option C	Option A	Option E	Option D		#1	#2	#2	#3	#4		Yes	No	Comm. Posting
28	Option C	Option B	Option D	Option A	Option E		#1	#2	#2	#3	#4		Yes	No	Word of Mouth
29	Option B	Option A	Option C	Option E	Option D		#1	#3	#2	#2	#4		Yes	No	Newspaper Flyer
30	Option B	Option A	Option C	Option E	Option D		#2	#3	#3	#1	#4		Yes	No	Newspaper Flyer
31	Option B	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	No	Newspaper Flyer
32	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#2	#4		Yes	No	Newspaper Flyer
33	Option E	Option D	Option C	Option A	Option B		#1	#4	#3	#3	#2		Yes	No	Other (Please Indicate)
34	Option B	Option D	Option A	Option C	Option E		#3	#1	#2	#2	#4		Yes	No	bike to the future
35	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#2	#2	#3	#4		Not Answered	Not Answered	Newspaper Flyer
36	Option C	Option D	Option B	Not Answered	Multiple Choices		#2	#1	#3	#3	#4		Yes	No	Newspaper Flyer
37	Option B	Not Answered	Not Answered	Not Answered	Multiple Choices		#2	#3	#2	Not Answered	Multiple Choices		Yes	Yes	Newspaper Flyer
38	Option A	Option B	Option C	Option A	Option E		#3	#2	#3	#1	#4		Yes	No	Newspaper Flyer
39	Option D	Not Answered	Option C	Not Answered	Multiple Choices		#1	#2	#2	#3	#4		Not Answered	Yes	Word of Mouth
40	Option A	Option B	Option C	Option D	Option E		#1	#3	#3	#2	#4		Yes	No	Newspaper Flyer
41	Option D	Option C	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		No	No	Newspaper Flyer
42	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		No	No	Comm. Posting
43	Option B	Not Answered	Not Answered	Not Answered	Option D		Not Answered	Not Answered	Not Answered	Not Answered	#4		Yes	No	Newspaper Flyer
44	Option B	Not Answered	Not Answered	Not Answered	Option D		Not Answered	Not Answered	Not Answered	Not Answered	#4		Yes	No	Word of Mouth
45	Not Answered	Option C	Not Answered	Multiple Choices	Option A		Not Answered	Not Answered	Multiple Choices	Not Answered	Multiple Choices		Yes	No	Comm. Posting
46	Option B	Option C	Option E	Option A	Option D		#2	#1	#3	#3	#4		Yes	Yes	Comm. Posting
47	Option D	Option B	Not Answered	Option C	Option C		#2	#1	#2	#3	#4		Not Answered	No	Newspaper Flyer
48	Option D	Option E	Option C	Option A	Option B		#3	#2	#2	#1	#4		Yes	Yes	Newspaper Flyer
49	Option B	Option C	Not Answered	Not Answered	Multiple Choices		#1	#4	#4	#2	#3		Yes	No	TV
50	Option D	Option A	Option D	Option C	Option E		#1	#3	#3	#2	#4		Not Answered	Not Answered	Not Answered

Survey #	2. From the potential crossing locations on the map, please rank your preferred river crossing zone options from 1 to 5										3. Please rank your preferred river crossing conceptual design options from 1 to 4										Did you find the public interactive display session useful and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other					1	2	3	4	Other								
51	Option C	Option B	Option D	Option E	Option A						#3	#1	#2	#4						Yes	Yes	email	
52	Option C	Option B	Option D	Option A	Option E						#1	#3	#2	#4						Yes	Yes	Comm. Posting	
53	Option B	Option A	Option E	Option D	Option C						#1	#3	#2	#4						Yes	No	Word of Mouth	
54	Option C	Option D	Option B	Option E	Option A						#3	#2	#1	#4						Not Answered	Not Answered	Word of Mouth	
55	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge					Not Answered	Not Answered	Not Answered	Not Answered	No Bridge					Yes	Yes	Word of Mouth	
56	Option B	Not Answered	Option B	Not Answered	Option E						#1	Not Answered	Not Answered	Not Answered						No	No	Newspaper Flyer	
57	Option A	Option C	Option B	Option D	Option E						#3	#1	#2	#4						Yes	No	Newspaper Flyer	
58	Option B	Not Answered	Not Answered	Not Answered	Not Answered						Not Answered	Not Answered	Not Answered	Not Answered						No	Yes	email	
59	Option B	Option A	Option D	Option C	Option E						#2	#1	#3	#4						Yes	No	Word of Mouth	
60	Option B	Not Answered	Not Answered	Not Answered	Option C						#3	#2	#1	#4						Yes	No	Not Answered	
61	Option C	Option B	Option E	Option D	Option A						#1	#3	#2	#4						No	No	Newspaper Flyer	
62	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge					Not Answered	Not Answered	Not Answered	Not Answered	No Bridge					Yes	No	Newspaper Flyer	
63	Multiple Choices	Not Answered	Option D	Option A	Option E						Multiple Choices	Not Answered	#2	#4						Yes	No	Word of Mouth	
64	Option D	Option B	Option C	Option E	Option A						#1	#2	#3	#4						Yes	No	Word of Mouth	
65	Option B	Option A	Option C	Option E	Option D						#2	#3	#1	#4						Yes	Yes	Word of Mouth	
66	Option A	Option C	Option B	Option D	Option E						#2	#1	#3	#4						Yes	No	Newspaper Flyer	
67	Option D	Multiple Choices	Not Answered	Option A	Option E						Multiple Choices	Not Answered	#2	#3						Yes	No	Newspaper Flyer	
68	Option D	Multiple Choices	Not Answered	Not Answered	Not Answered						#1	Not Answered	Multiple Choices	#4						Yes	Yes	Word of Mouth	
69	Multiple Choices	Not Answered	Not Answered	Not Answered	Not Answered						Multiple Choices	Not Answered	Multiple Choices	#4						Yes	Yes	Comm. Posting	
70	Option D	Option B	Option C	Option E	Option A						#3	#2	#1	#4						Yes	No	Newspaper Flyer	
71	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered						#2	Not Answered	Not Answered	Not Answered						Yes	No	TV	
72	Option D	Option C	Option B	Option E	Option A						#2	#1	#3	#4						Yes	No	Word of Mouth	
73	Option C	Option D	Option E	Option A	Option B						#3	#2	#1	#4						Yes	Yes	Word of Mouth	
74	Option D	Option B	Option C	Option E	Option A						Not Answered	#2	Not Answered	#4						Yes	No	Word of Mouth	
75	Option B	Not Answered	Not Answered	Not Answered	Not Answered						Not Answered	Not Answered	Not Answered	Not Answered						No	No	Comm. Posting	
76	Option D	Not Answered	Not Answered	Not Answered	Not Answered						Not Answered	Not Answered	Not Answered	Not Answered						Yes	Yes	Newspaper Flyer	
77	Option D	Not Answered	Not Answered	Not Answered	Not Answered						Not Answered	Not Answered	Not Answered	Not Answered						Yes	Yes	Newspaper Flyer	
78	Option E	Option D	Option C	Option B	Option A						Not Answered	Not Answered	Not Answered	Not Answered						Yes	No	Newspaper Flyer	
79	Option E	Option D	Option C	Option B	Option A						#1	#2	#3	#4						Yes	No	Newspaper Flyer	
80	Option C	Option D	Option E	Option A	Option B						#1	#3	#2	#4						Yes	No	Word of Mouth	
81	Option C	Option E	Option D	Option A	Option B						#4	#1	#3	#2						Yes	No	Newspaper Flyer	
82	Option B	Option A	Option E	Option D	Option C						Not Answered	Not Answered	Not Answered	Not Answered						Yes	No	Word of Mouth	
83	Option B	Option D	Option C	Option A	Option E						#3	#1	#2	#4						Yes	No	Word of Mouth	
84	Option B	Option D	Option C	Option A	Option E						#3	#1	#2	#4						Yes	No	Newspaper Flyer	
85	Option D	Option E	Option C	Option B	Option A						#1	#3	#2	#4						Not Answered	Not Answered	Not Answered	
86	Option B	Option C	Option D	Option A	Option E						#1	#3	#4	#2						Yes	No	TV News	
87	Option B	Option A	Not Answered	Not Answered	Not Answered						Not Answered	Not Answered	Not Answered	Not Answered						Not Answered	Not Answered	Not Answered	
88	Option B	Option A	Option C	Option D	Option E						#1	#3	#2	#4						Yes	No	Word of Mouth	
89	Option B	Option A	Option D	Option E	Option C						#2	#1	#3	#4						No	Yes	Newspaper Flyer	
90	Option B	Option A	Option C	Option D	Option E						#1	#3	#2	Not Answered						Yes	Yes	Comm. Posting	
91	Option A	Not Answered	Multiple Choices					Option A	Option E	Option E	#1	Multiple Choices					Not Answered	Not Answered	Yes	No	Word of Mouth		
92	Option D	Option B	Option E	Option A	Option C						#2	#1	#3	#4						Not Answered	Not Answered	Not Answered	
93	Option B	Option A	Option C	Option D	Option E						#1	#2	#3	#4						Yes	No	Bike to the Future	
94	Option B	Option A	Option D	Option E	Option C						#1	#3	#2	#4						Yes	No	Newspaper Flyer	
95	Option E	Not Answered	Not Answered	Option C	Multiple Choices					Option C	#1	#2	#3	#4						Yes	Yes	Newspaper Flyer	
96	Option B	Not Answered	Option C	Not Answered	Multiple Choices					Not Answered	#2	#3	Not Answered	Multiple Choices					No	No	U of M email		
97	Option D	Option C	Not Answered	Not Answered	Not Answered						#2	Not Answered	#3	Not Answered						Yes	Yes	Newspaper Flyer	
98	Option B	Option A	Option E	Option D	Option C						#1	#3	#2	#4						No	Yes	Word of Mouth	
99	Option B	Option A	Option E	Option D	Option C						#1	#3	#2	#4						Yes	Yes	Residents Meeting	
100	Option C	Option B	Option D	Option A	Option E						#1	#2	#3	#4						Yes	Yes	Word of Mouth	

Survey #	2. From the potential crossing locations on the map, please rank your preferred river crossing zone options from 1 to 5 to 5										3. Please rank your preferred river crossing conceptual design option from 1 to 4										Did you find the public interactive display session useful and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other	1	2	3	4	Other	1	2	3	4	Other		
101	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	#4		Yes	No									No	Newspaper Flyer
102	Option C	Option D	Option B	Option E	Option A		#1	#2	#3	#4		Yes	Yes									No	Newspaper Flyer
103	Option B	Option C	Option A	Option D	Option E		#1	#3	#2	#4		Not Answered	Not Answered									Not Answered	Not Answered
104	Not Answered	Not Answered	Option A	Not Answered	Not Answered		#2	Not Answered	Not Answered	Not Answered		Yes	Yes									Yes	Newspaper Flyer
105	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Option B*	#3	#1	#2	#4		Yes	Yes									No	Comm. Posting
106	Option E	Option C	Not Answered	Not Answered	Not Answered		#1	#3	Not Answered	Not Answered		Yes	No									Comm. Posting	Comm. Posting
107	Option C	Option B	Option D	Option A	Option E		#3	#1	#2	#4		Not Answered	Not Answered									Not Answered	Not Answered
108	Option B	Option C	Option A	Option E	Option D		#2	#3	#1	#4		Other (Indicate)	Yes									Yes	Gordon Club
109	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#2	Not Answered	Not Answered	Not Answered		Yes	Yes									No	Newspaper Flyer
110	Option C	Option B	Option D	Option E	Option A		#1	#2	#3	#4		Yes	Yes									No	U of M Email
111	Option C	Option B	Option D	Option E	Option A		#4	#1	#2	#3		Yes	No									No	Email and Prof told to attend.
112	Option B	Option C	Option A	Option E	Option B		#2	#1	#3	#4		Yes	Yes									No	Newspaper Flyer
113	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	Not Answered	Not Answered	Not Answered		Yes	Yes									Yes	Word of Mouth
114	Option C	Option D	Option B	Not Answered	Not Answered		#3	#1	#2	Not Answered		Yes	No									No	Newspaper Flyer
115	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	#4		Yes	Yes									No	U of M Info page
116	Option D	Not Answered	Not Answered	Option C	Multiple Choices		#1	#3	#2	#4		Yes	Yes									Yes	Bike to the Future
117	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	Yes									Yes	Comm. Posting
118	Option B	Option B	Option E	Option A	Option C		#2	#3	#3	#3		Yes	Yes									No	Comm. Posting
119	Option A	Option B	Not Answered	Multiple Choices	Option E		#3	#1	#2	#4		Yes	Yes									No	TV
120	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	No									No	Newspaper Flyer
121	Option B	Option C	Option D	Option A	Option E		#2	#1	#3	#4		Yes	Yes									No	Word of Mouth
122	Option D	Multiple Choices	Not Answered	Not Answered	Multiple Choices		#2	Not Answered	Multiple Choices	Not Answered		Not Answered	Not Answered									Not Answered	Not Answered
123	Option A	Option B	Option C	Option D	Option E		#1	#2	#3	#4		Yes	Yes									No	Newspaper Flyer
124	Option B	Option A	Option C	Option E	Option D		#2	#3	#1	#4		Yes	Yes									Yes	Word of Mouth
125	Multiple Choices	Multiple Choices	Not Answered	Not Answered	Not Answered		Multiple Choices	#3	Not Answered	Not Answered		Yes	Yes									Yes	Newspaper Flyer
126	Option B	Option A	Option C	Option D	Option E		#1	#2	#3	#4		Yes	No									No	Newspaper Flyer
127	Option D	Not Answered	Not Answered	Not Answered	Option C		#2	Not Answered	Not Answered	#4		Yes	Yes									No	Comm. Posting
128	Option D	Option C	Option B	Option E	Option A		#3	#1	#2	#4		Yes	Yes									Not Answered	Newspaper Flyer
129	Option A	Option B	Option C	Option E	Option D		#2	#3	#1	#4		Yes	Yes									Yes	Word of Mouth
130	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	#4		Yes	Yes									No	Newspaper Flyer
131	Option B	Not Answered	Not Answered	Option C	Not Answered		#1	Multiple Choices	Not Answered	#4		Yes	Yes									Yes	Comm. Posting
132	Option A	Option B	Option C	Option D	Option E		Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes									No	Word of Mouth
133	Option B	Option A	Option E	Option D	Option C		#2	#3	#1	#4		Yes	No									Not Answered	Other (Indicate)
134	Option B	Option A	Option C	Option E	Option D		#3	#2	#1	#4		Yes	Yes									No	Newspaper Flyer
135	Option B	Option D	Option C	Option E	Option A		#2	#1	#3	#4		Yes	No									Yes	Garden Group
136	Option E	Option A	Option D	Option B	Option C		#4	#1	#2	#3		Yes	No									No	Newspaper Flyer
137	Option D	Option B	Option C	Option E	Option A		#1	#2	#3	#4		Yes	Yes									Yes	Word of Mouth
138	Option B	Not Answered	Not Answered	Not Answered	Not Answered		#1	#3	#2	#4		Yes	No									Yes	Comm. Posting
139	Option B	Option A	Option C	Option E	Option D		#3	#2	#1	#4		Yes	No									No	Comm. Posting
140	Option A	Option B	Option C	Option E	Option D		#1	#3	#2	#4		Yes	Yes									No	Word of Mouth
141	Option D	Option C	Option E	Option B	Option A		#3	#1	#2	#4		Not Answered	Not Answered									Not Answered	Not Answered
142	Option D	Not Answered	Multiple Choices	Option B	Option A		Multiple Choices	Not Answered	Not Answered	#4		Yes	Yes									No	Newspaper Flyer
143	Option B	Option C	Option D	Option E	Option A		#1	#3	#2	Not Answered		Yes	Yes									Yes	Newspaper Flyer
144	Option C	Option D	Option B	Option A	Option E		#1	#3	#2	#4		Yes	Yes									No	Newspaper Flyer
145	Option C	Option B	Option A	Option D	Option E		#1	#3	#2	#4		Yes	Yes									No	Newspaper Flyer
146	Option B	Option C	Option A	Option E	Option D		#1	#2	#3	#4		Yes	No									No	Other (Please Indicate)
147	Option A	Option B	Option C	Option E	Option D		#1	#2	#3	#4		Yes	Yes									No	Newspaper Flyer
148	Option A	Option B	Option C	Option E	Option D		#2	#1	#2	#3		Yes	No									No	Newspaper Flyer
149	Option C	Option E	Option D	Option A	Option B		#1	#2	#3	#4		Yes	Yes									No	Word of Mouth
150	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	#4		Yes	Yes									No	Community Meeting



Survey #	2. From the potential crossing locations on the map, please rank your preferred river crossing zone options from 1 to 5 to 5										3. Please rank your preferred river crossing conceptual design option from 1 to 4										Did you find the public interactive display session useful and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other	1	2	3	4	Other	1	2	3	4	Other		
151	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	#4		Yes	No				Work @ U of M				No		
152	Option C	Option D	Option B	Option E	Option A		#3	#1	#2	#4		Yes	No				Newspaper Flyer				No		
153	Option C	Option D	Option E	Not Answered	Not Answered		#1	#3	#4	#2		Yes	No				Newspaper Flyer				No		
154	Option C	Option D	Option C	Option E	Option A		#1	#3	#4	#2		Yes	No				Newspaper Flyer				No		
155	Option B	Option C	Option A	Option E	Option D		#3	#2	#1	#4		Other (Indicate)	No				Other (Please Indicate)				No		
156	Option A	Option B	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No				Newspaper Flyer				No		
157	Option B	Option A	Option C	Option E	Option D		Not Answered	Not Answered	Not Answered	#4		Yes	No				Comm. Posting				Not Answered		
158	Option C	Option B	Multiple Choices	Not Answered	Not Answered		#3	#1	#2	#4		Not Answered	No				Newspaper Flyer				No		
159	Option C	Option B	Option E	Option D	Option A		#1	#2	#3	#4		Yes	No				Newspaper Flyer				No		
160	Option B	Option A	Option D	Option C	Option E		#3	#1	#2	#4		Yes	No				Word of Mouth				No		
161	Multiple Choices	Not Answered	Option E	Option A	Option D		#1	Not Answered	Multiple Choices	#4		Yes	No				E-mail				No		
162	Option B	Option A	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No				Community meeting @ Minnetonka School				Yes		
163	Option B	Option A	Option C	Option E	Option D		#1	#2	#3	#4		Yes	No				Saw surveyor in the SWGC gardens to find out				Yes		
164	Option B	Option A	Option C	Option E	Option D		#2	#1	#3	#4		Yes	No				Surveyor in the community gardens				Yes		
165	Option E	Option C	Option A	Option D	Option B		#3	#1	#2	#4		Not Answered	No				Comm. Posting				No		
166	Option B	Option C	Option E	Option B	Option A		#1	#2	#3	#4		Yes	No				U of M e-mail				No		
167	Option C	Option D	Option E	Option B	Option A		#2	#1	#3	#4		Yes	No				Newspaper Flyer				Not Answered		
168	Option D	Option C	Option B	Not Answered	Multiple Choices		#2	#1	#3	#4		Not Answered	No				Newspaper Flyer				No		
169	Not Answered	Not Answered	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Multiple Choices		No					Not Answered				No		
170	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No				Word of Mouth				No		
171	Option B	Option C	Option D	Option A	Option E		#2	#1	#3	#4		Yes	No				Comm. Posting				No		
172	Option C	Not Answered	Not Answered	Not Answered	Not Answered		#2	Not Answered	Not Answered	#4		Yes	No				Newspaper Flyer				No		
173	Option B	Option E	Option D	Option A	Option C		#1	#2	#3	#4		Yes	No				Comm. Posting				No		
174	Option B	Option C	Option A	Option D	Option E		#3	#1	#4	#2		Not Answered	No				Not Answered				Not Answered		
175	Option B	Option A	Option D	Option E	Option C		#2	#1	#3	#4		Yes	No				Newspaper Flyer				No		
176	Option B	Not Answered	Option A	Not Answered	Multiple Choices		#2	Multiple Choices	Not Answered	#4		Yes	No				Newspaper Flyer				Yes		
177	Option B	Not Answered	Not Answered	Multiple Choices	Multiple Choices		#1	#2	#3	#4		Yes	No				Newspaper Flyer				Yes		
178	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	No				Not Answered				Not Answered		
179	Option B	Option E	Option D	Option A	Option C		#1	#2	#3	#4		Yes	No				Comm. Posting				No		
180	Option B	Option A	Option C	Option E	Option D		#2	#3	#1	#4		No					Garden Club Member				Yes		
181	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	Not Answered		Yes	No				Newspaper Flyer				No		
182	Option D	Option B	Option E	Option A	Option C		#1	#3	#2	#4		Yes	No				Newspaper Flyer				Not Answered		
183	Option B	Not Answered	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No				South Winnipeg Garden Club				No		
184	Option B	Not Answered	Option C	Option D	Multiple Choices		Multiple Choices	Not Answered	Not Answered	#4		Not Answered	No				Not Answered				Not Answered		
185	Option B	Option C	Option D	Option E	Option A		#4	#1	#2	#3		Yes	No				U of M e-mail				No		
186	Option C	Option A	Option D	Option E	Option D		#4	#1	#2	#3		Yes	No				Word of Mouth				No		
187	Option B	Option A	Option D	Option C	Option E		#2	#3	#1	#4		Yes	No				Sandy Nemeth blog (LRSD School Trustee)				Not Answered		
188	Option B	Option C	Option A	Option E	Option D		#1	#3	#2	#4		Not Answered	No				Not Answered				Not Answered		
189	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	#4		Yes	No				Newspaper Flyer				No		
190	Option A	Option B	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No				Newspaper Flyer				Yes		
191	Option B	Option A	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No				Word of Mouth				No		
192	Option B	Option A	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No				Newspaper Flyer				Yes		
193	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	#4		Yes	No				E-mail from Bike to the Future				Yes		
194	Not Answered	Not Answered	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Multiple Choices		Yes	No				Newspaper Flyer				No		
195	Option B	Option A	Option C	Not Answered	Multiple Choices		#2	#3	#1	#4		Yes	No				U of M e-mail				No		
196	Option E	Multiple Choices	Not Answered	Multiple Choices	Not Answered		#2	Not Answered	#3	#4		Yes	No				Newspaper Flyer				Yes		
197	Option B	Option A	Option C	Option D	Option E		#2	#1	#3	#4		Yes	No				Newspaper Flyer				No		
198	Option B	Not Answered	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No				Newspaper Flyer				No		
199	Option B	Option A	Option C	Option E	Option D		#3	#1	#2	#4		Yes	No				Word of Mouth				No		
200	Option B	Not Answered	Not Answered	Not Answered	Multiple Choices		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No				Newspaper Flyer				No		

Survey #	2. From the potential crossing locations on the map, please rank yur preferred river crossing zone options from 1 to 5					3. Please rank your preferred river crossing conceptual design option from 1 to 4								Did you find the public interactive display session useful and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS		
	1	2	3	4	5	Other					1	2	3				4	Other
201	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered						Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Newspaper Flyer	
202	Option B	Not Answered	Not Answered	Not Answered	Multiple Choices						Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Yes	No	Newspaper Flyer
203	Option C	Option E	Option D	Option A	Option B						#3	#1	#2	#3	#4	Yes	No	Newspaper Flyer
204	Option C	Option B	Option A	Option D	Option E						#2	#1	#3	#4	#4	Yes	Yes	Comm. Posting
205	Option B	Option A	Option C	Option E	Option D						#2	#1	#3	#4	#4	Yes	No	Other (Please Indicate)
206	Option B	Option A	Option C	Option E	Option D						#2	#1	#3	#4	#4	Yes	No	Other (Please Indicate)
207	Option B	Option A	Not Answered	Not Answered	Not Answered						Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered
208	Option B	Option D	Not Answered	Not Answered	Not Answered						Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No	Word of Mouth	Comm. Posting
209	Option E	Option C	Option B	Not Answered	Not Answered						#3	#1	Multiple Choices	Not Answered	Not Answered	Yes	No	Comm. Posting
210	Not Answered	Option B	Multiple Choices	Option D	Option E						#3	#1	Option E	Not Answered	Not Answered	Yes	No	U of M
211	Option C	Option D	Option B	Option A	Option E						#1	#3	Option E	#4	#4	Yes	No	Newspaper Flyer
212	Option B	Option A	Option C	Option E	Option D						#2	#3	Option D	#4	#4	Yes	Yes	Not Answered
213	Option B	Option C	Option D	Option E	Option D						#2	#3	Option D	No Bridge	No Bridge	Yes	Yes	Word of Mouth
214	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge						No Bridge	No Bridge	No Bridge	#4	#4	Yes	Yes	Not Answered
215	Option C	Option B	Option A	Option D	Option E						#1	#2	Option E	#4	#4	Yes	No	Newspaper Flyer
216	Option B	Not Answered	Not Answered	Not Answered	Not Answered						#1	#3	Not Answered	#4	#4	Yes	No	Newspaper Flyer
217	Option B	Not Answered	Option A	Not Answered	Multiple Choices						#2	Not Answered	Multiple Choices	#4	#4	Yes	No	Newspaper Flyer
218	Option B	Not Answered	Option A	Not Answered	Multiple Choices						#2	Not Answered	Multiple Choices	#4	#4	Yes	No	Newspaper Flyer
219	Option B	Not Answered	Not Answered	Not Answered	Option D						Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Yes	No	Word of Mouth
220	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge						No Bridge	No Bridge	No Bridge	No Bridge	No Bridge	No	No	Comm. Posting
221	Option B	Option A	Option C	Option E	Option D						#1	#3	Option D	#4	#4	Yes	Yes	Other (Please Indicate)
222	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge						No Bridge	No Bridge	No Bridge	Multiple Choices	Multiple Choices	Yes	Yes	Word of Mouth
223	Not Answered	Option B	Not Answered	Not Answered	Not Answered						#2	#1	Not Answered	Multiple Choices	Multiple Choices	Yes	No	Comm. Posting
224	Option B	Option D	Option A	Option C	Option E						#4	Not Answered	Not Answered	Not Answered	Not Answered	Yes	No	Comm. Posting
225	Option B	Not Answered	Option A	Not Answered	Multiple Choices						#2	Multiple Choices	Multiple Choices	#4	#4	Yes	No	TV News
226	Option B	Option A	Option E	Option C	Option D						#2	#1	Option C	#4	#4	Yes	No	Community members
227	Option C	Option D	Option E	Option B	Option A						#4	#1	Option A	#3	#3	Yes	No	Newspaper Flyer
228	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge						No Bridge	No Bridge	No Bridge	No Bridge	No Bridge	No	No	Other (Please Indicate)
229	Option B	Option A	Option C	Not Answered	Multiple Choices						#2	Not Answered	Multiple Choices	#4	#4	Yes	No	Other (Please Indicate)
230	Option C	Option D	Option E	Option B	Option A						#2	#1	Option A	#4	#4	Yes	Yes	Other (Please Indicate)
231	Multiple Choices	Not Answered	Not Answered	Not Answered	Multiple Choices						#2	Not Answered	Multiple Choices	Multiple Choices	Multiple Choices	Yes	No	Newspaper Flyer
232	Option B	Option A	Not Answered	Not Answered	Multiple Choices						#1	#2	Not Answered	Multiple Choices	Multiple Choices	Yes	No	Not Answered
233	Option C	Option B	Option D	Option A	Option E						#1	#3	Option A	#4	#4	Yes	No	Word of Mouth
234	Option C	Option B	Option D	Option A	Option E						#1	#3	Option B	#4	#4	Yes	No	Word of Mouth
235	Option C	Option D	Option E	Option B	Option A						#3	#1	Option A	#4	#4	Yes	Yes	Word of Mouth
236	Option C	Option D	Option E	Option B	Option A						#1	#3	Option A	#4	#4	Yes	No	Comm. Posting
237	Option B	Option C	Option D	Option A	Option E						#3	#1	Option A	#4	#4	Yes	Yes	Comm. Posting
238	Option D	Option B	Option A	Option C	Option E						#1	#4	Option C	#2	#2	Yes	No	Public advisory Committee rep.
239	Option B	Option A	Option C	Option E	Option D						#2	#3	Option D	#4	#4	Yes	No	Multiple choices
240	Option D	Option C	Option A	Option B	Option E						#3	#2	Option B	#4	#4	Yes	No	Word of Mouth
241	Option C	Option B	Option D	Option E	Option A						#2	#3	Option A	#4	#4	Yes	Yes	TV News
242	Option D	Option B	Option C	Option E	Option A						#1	#3	Option E	#2	#4	Yes	No	Bike to the future
243	Option B	Option E	Option C	Option A	Option D						Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Yes	No	Multiple choices
244	Option D	Not Answered	Not Answered	Not Answered	Not Answered						#2	Not Answered	Not Answered	Multiple Choices	Multiple Choices	Yes	No	Bike to the future
245	Option D	Option C	Option B	Option E	Option A						#3	#1	Option A	#4	#4	Yes	No	Comm. Posting
246	Option D	Option C	Option B	Option E	Option A						#1	#3	Option D	#4	#4	Yes	No	Newspaper Flyer
247	Option B	Option A	Option C	Option D	Option E						#1	#3	Option C	#4	#4	Yes	Yes	Word of Mouth
248	Option B	Option A	Option C	Not Answered	Multiple Choices						Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	No	No	Word of Mouth
249	Option D	Option E	Option C	Option A	Option B						#2	#1	Option A	#3	#4	Yes	Yes	Other (Please Indicate)
250	Option D	Option C	Option E	Option A	Option B						#2	#1	Option A	#4	#4	Yes	No	Newspaper Flyer

Survey #	2. From the potential crossing locations on the map, please rank your preferred river crossing zone options from 1 to 5						3. Please rank your preferred river crossing conceptual design option from 1 to 4						Did you find the public interactive display session useful and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other				
251	Option B	Option E	Option A	Option C	Option D	Option E	#3	#1	#2	#4		Yes	No		Word of Mouth
252	Option B	Option C	Option A	Option D	Option E	Option E	#1	#3	#2	#4		Yes	No		U of M e-mail
253	Option D	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Yes		Word of Mouth
254	Option B	Option A	Option C	Not Answered	Not Answered	Not Answered	#1	#3	#2	#4		No	No		Not Answered
255	Option C	Option D	Option E	Option B	Option A	Option A	#2	#1	#3	#4		Yes	No		Newspaper Flyer
256	Option C	Option E	Not Answered	Multiple Choices	Option B	Option B	#3	Not Answered	Not Answered	#4		Yes	No		Other (Please Indicate)
257	Option C	Option D	Option E	Option A	Option B	Option A	#1	#3	#2	#4		Yes	No		Other (Please Indicate)
258	Option B	Option C	Option A	Option D	Option E	Option E	#2	#1	#3	#4		Yes	No		Newspaper Flyer
259	Option B	Option A	Option C	Option D	Option E	Option E	#1	#2	#3	#4		Yes	No		Newspaper Flyer
260	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge	Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes		Comm. Posting
261	Option C	Option D	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Yes	Yes		Newspaper Flyer
262	Option A	Option B	Option C	Option D	Option E	Option E	#2	#3	#1	#4		Yes	No		Newspaper Flyer
263	Option A	Option E	Option B	Option C	Option D	Option D	#1	#2	#3	#4		Yes	No		Newspaper Flyer
264	Option A	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	No		Newspaper Flyer
265	Option B	Option A	Option C	Option E	Option D	Option D	#3	#2	#1	#4		Yes	No		Other (Please Indicate)
266	Option B	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	#2	Not Answered	Not Answered	Not Answered		Yes	No		Comm. Posting
267	Option D	Option C	Not Answered	Not Answered	Not Answered	Not Answered	#3	#2	Not Answered	Not Answered		Yes	No		Newspaper Flyer
268	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		No	No		Other (Please Indicate)
269	Option B	Option A	Option C	Option E	Option D	Option D	#2	#3	#1	#4		Yes	Yes		Other (Please Indicate)
270	Option B	Option C	Option A	Option D	Option E	Option E	#1	#3	#2	#4		Yes	No		Word of Mouth
271	Option B	Option A	Option C	Option E	Multiple Choices	Multiple Choices	#1	#2	#3	#4		Yes	Yes		Newspaper Flyer
272	Option B	Option A	Option C	Option E	Option D	Option D	#3	#2	No Bridge	#4		Yes	No		Other (Please Indicate)
273	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge	No Bridge		Not Answered	Not Answered		Not Answered
274	Option B	Option E	Option A	Option D	Option C	Option C	#2	#1	#3	#4		Yes	Yes		Other (Please Indicate)
275	Option B	Option A	Option C	Option D	Option E	Option E	Not Answered	Not Answered	Not Answered	Not Answered		Yes	No		Word of Mouth
276	Option B	Option A	Option C	Option D	Option E	Option C	#2	#1	#4	#4		Yes	No		Comm. Posting
277	Option B	Option C	Option D	Option A	Option E	Option E	#1	#2	#3	#4		Yes	No		Comm. Posting
278	Option B	Option C	Option D	Option A	Option E	Option E	#1	#3	#2	#4		Yes	Yes		Newspaper Flyer
279	Multiple Choices	Option E	Not Answered	Option A	Option B	Option B	Multiple Choices	Not Answered	Not Answered	#4		Yes	Yes		Other (Please Indicate)
280	Option A	Option B	Option C	Option D	Option E	Option E	#1	#3	#2	#4		Yes	No		Newspaper Flyer
281	Option C	Option D	Option B	Option E	Option A	Option A	#1	#3	#2	#4		Yes	Yes		U of M e-mail
282	Option D	Option C	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered		Not Answered
283	Option C	Option B	Option D	Option A	Option E	Option E	#1	#2	#3	#4		Yes	Yes		Other (Please Indicate)
284	Option C	Option B	Option D	Option A	Option E	Option E	#3	#2	#1	#4		Yes	Yes		Word of Mouth
285	Option B	Option A	Option D	Option C	Option E	Option E	#2	#1	#3	#4		Yes	Yes		Community group
286	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Yes	No		Comm. Posting
287	Option B	Option A	Option C	Option E	Option D	Option D	#1	#2	#3	#4		Yes	Yes		Word of Mouth
288	Option B	Option D	Option E	Option C	Option A	Option A	Multiple Choices	Not Answered	Not Answered	Not Answered		Yes	No		Newspaper Flyer
289	Option C	Option D	Option B	Option E	Option A	Option A	#1	#3	#2	#4		Yes	No		University
290	Option D	Option B	Option C	Option E	Option A	Option A	#1	#2	#3	#4		Yes	No		U of M e-mail
291	Option B	Option C	Option D	Option C	Option A	Option A	#3	#2	#1	#4		Yes	No		Word of Mouth
292	Option B	Option C	Option D	Option E	Option A	Option A	#1	#2	#3	#4		Yes	No		Word of Mouth
293	Option A	Option B	Option C	Option D	Option E	Option E	#3	#1	#2	#4		Not Answered	Not Answered		Not Answered
294	Option B	Option C	Option A	Option D	Option E	Option E	#1	#3	#2	#4		Yes	Yes		E-mail to retiree committee
295	Option C	Option D	Option B	Option E	Option A	Option A	#3	#1	#2	#4		Yes	Yes		U of M e-mail
296	Multiple Choices	Option D	Not Answered	Option A	Option E	Option E	#1	#3	#2	#4		Yes	No		e-mail
297	Option D	Option A	Option E	Option C	Option B	Option B	#2	#1	#3	#4		Yes	Yes		Word of Mouth
298	Option C	Option D	Option E	Option A	Option B	Option B	#1	#3	#2	#4		Yes	No		Word of Mouth
299	Option A	Option B	Not Answered	Multiple Choices	Option D	Option D	#1	#2	#3	#4		Yes	Yes		Newspaper Flyer
300	Option B	Option C	Option E	Option A	Option D	Option D	#3	#2	#1	#4		Yes	No		Other (Please Indicate)



Survey #	2. From the potential crossing locations on the map, please rank your preferred river crossing zone options from 1 to 5						3. Please rank your preferred river crossing conceptual design options from 1 to 4						Did you find the public interactive display session useful and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS
	1	2	3	4	5	Other	1	2	3	4	Other				
301	Option B	Option D	Option C	Option E	Option A		#2	#1	#3	#4		Yes	No	TV News	
302	Option B	Option A	Option E	Option C	Option D		#3	#2	#1	#4		Yes	Yes	Word of Mouth	
303	Option B	Option A	Option C	Option E	Option D		#1	#3	#2	#4		Yes	No	Other (Please indicate)	
304	Multiple Choices	Not Answered	Not Answered	Not Answered	No Bridge		Not Answered	Not Answered	Not Answered	Not Answered		No	No	TV News	
305	Option A	Option B	Option C	Option E	Option D		#1	#2	#3	#4		Yes	No	Word of Mouth	
306	Option B	Multiple Choices	Not Answered	Option A	Option E		#2	#3	#1	#4		Yes	No	UoIM email	
307	Option B	Multiple Choices	Not Answered	Option A	Option E		Multiple Choices	Not Answered	Not Answered	#4		Yes	No	UoIM email	
308	Option B	Option D	Option C	Option E	Option A		#1	#3	#2	#4		Yes	No	Word of Mouth	
309	Option A	Option B	Option C	Option D	Option E		#1	#2	#3	#4		Yes	Yes	Newspaper Flyer	
310	Option B	Option C	Option D	Option E	Option A		#1	#2	#3	#4		Yes	Yes	UoIM email	
311	Not Answered	Not Answered	Not Answered	Not Answered	No Bridge		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	TV News	
312	Option B	Option C	Option D	Option E	Option A		#2	#1	#3	#4		Yes	No	University class	
313	Option B	Option A	Option C	Option E	Option D		#1	#3	#2	#4		Yes	Yes	Word of Mouth	
314	Option B	Not Answered	Not Answered	Option A	Option A		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	No	Newspaper Flyer	
315	Multiple Choices	Option C	Not Answered	Not Answered	Multiple Choices		#1	#3	#2	#4		Yes	No	Other (Please indicate)	
316	Option B	Multiple Choices	Not Answered	Not Answered	Multiple Choices		#1	#3	#2	#4		Yes	No	Newspaper Flyer	
317	Option B	Option C	Option D	Option A	Option E		#2	#1	#3	#4		Yes	No	Other (Please indicate)	
318	Option E	Option C	Option D	Option B	Option A		#1	#3	#2	#4		Yes	No	Other (Please indicate)	
319	Option B	Option C	Option D	Option A	Option E		#1	#3	#2	#4		Yes	No	email	
320	Option B	Option D	Option C	Option A	Option E		#2	#1	#3	#4		Yes	No	Word of Mouth	
321	Option D	Option C	Not Answered	Not Answered	Multiple Choices		#2	Not Answered	Not Answered	Not Answered		Yes	No	School (UoIM)	
322	Option D	Not Answered	Not Answered	Not Answered	Not Answered		#2	Not Answered	Not Answered	Not Answered		Yes	No	Comm. Posting	
323	Option C	Not Answered	Multiple Choices	Not Answered	Multiple Choices		Multiple Choices	Not Answered	Not Answered	#4		Yes	Yes	email	
324	Option C	Option B	Option D	Option A	Option E		#1	#2	#3	#4		Yes	No	UoIM email	
325	Option D	Option B	Option C	Option E	Option A		#1	#4	#3	#2		Yes	No	Professor	
326	Multiple Choices	Not Answered	Not Answered	Not Answered	Multiple Choices		#1	Multiple Choices	Not Answered	#4		Yes	No	Newspaper Flyer	
327	Option B	Option C	Option A	Option D	Option E		#2	#3	#1	#4		Yes	No	UoIM email	
328	Option B	Option C	Not Answered	Not Answered	Not Answered		#1	#3	#2	Not Answered		Yes	Yes	Wife	
329	Option B	Option C	Option D	Option A	Option E		#1	#2	#3	#4		Yes	Yes	Dad	
330	Option D	Option C	Option E	Option B	Option A		#1	#3	#2	#4		Yes	Yes	Newspaper Flyer	
331	Option E	Option D	Option C	Option B	Option A		Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	
332	Option B	Option A	Option E	Option C	Option D		#2	#1	#3	#4		Not Answered	Yes	Word of Mouth	
333	Option B	Option C	Option A	Option D	Option E		#2	#1	#3	#4		Yes	No	email	
334	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer	
335	Option D	Option A	Option C	Option E	Option B		#3	Not Answered	Not Answered	Not Answered		Yes	Yes	Word of Mouth	
336	Option A	Option B	Option C	Option D	Option E		#1	#2	#3	#4		Yes	No	Word of Mouth	
337	Option A	Option B	Option C	Option D	Option E		#1	#2	#3	#4		Yes	No	Newspaper Flyer	
338	Option A	Option B	Option C	Option D	Option E		#1	#3	#2	#4		Yes	No	Comm. Posting	
339	Option C	Option D	Option B	Option A	Option E		#1	#2	#3	#4		Yes	No	UoIM email	
340	Option D	Option B	Multiple Choices	Not Answered	Option A		#3	#2	#1	#4		Yes	Yes	Comm. Posting	
341	Option D	Option C	Option B	Option A	Option E		#3	#1	#2	#4		Yes	Yes	UoIM email	
342	Option D	Option E	Not Answered	Not Answered	Not Answered		#3	#1	#2	Not Answered		Yes	Not Answered	Newspaper Flyer	
343	Option A	Option B	Option E	Option C	Option D		#1	#3	#2	#4		Yes	Yes	Word of Mouth	
344	Option B	Option C	Option D	Option E	Option A		#1	#2	#3	#4		Yes	No	Newspaper Flyer	
345	Option C	Option B	Option D	Option E	Option A		#1	#3	#2	#4		Yes	Yes	Word of Mouth	
346	Option D	Option B	Option A	Option E	Option C		#1	#2	#3	#4		Yes	No	Newspaper Flyer	
347	Option B	Option E	Option D	Option A	Option C		#1	#2	#3	#4		Yes	No	Newspaper Flyer	
348	Option B	Option A	Option C	Option E	Option D		Multiple Choices	Not Answered	Not Answered	#4		Yes	Yes	Word of Mouth	
349	Option B	Option A	Option C	Option E	Option D		#2	#3	#1	#4		Not Answered	No	Word of Mouth	
350	Not Answered	Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered	Not Answered		No	No	Comm. Posting	



Survey #	2. From the potential crossing locations on the map, please rank yur preferred river crossing zone options from 1 to 5					3. Please rank your preferred river crossing conceptual design option from 1 to 4								Did you find the public interactive display session usefule and/or informative?	4. Did you fill out the online survey?	5. How did you find out about the PIDS	
	1	2	3	4	5	Other				1	2	3	4				Other
351	Option A	Option B	Option D	Option E	Option B					#1	#2	#3	#4		Yes	No	Word of Mouth
352	Option D	Option C	Option B	Option A	Option E					#2	#1	#3	#4		Yes	No	Newspaper Flyer
353	Option C	Option C	Option C	Option C	Option C					#2	#2	#2	#2		Yes	No	Other (Please Indicate)
354	Option C	Option B	Option E	Option D	Option A					#3	#2	#1	#4		Yes	No	Newspaper Flyer
355	Option B	Option C	Option D	Option A	Option E					Not Answered	Multiple Choices	Not Answered	#4		Yes	No	Newspaper Flyer
356	Multiple Choices	Not Answered	Not Answered	Not Answered	Option D					#2	Not Answered	Not Answered	Not Answered		Yes	No	Newspaper Flyer
357	Option C	Option A	Option D	Option E	Option B					#1	#3	#2	#4		Yes	No	Newspaper Flyer
358	Option A	Option B	Option C	Option D	Option E					Not Answered	Not Answered	Not Answered	Not Answered		Not Answered	Not Answered	UoIM email
359	Option D	Option B	Option E	Option A	Option C					#2	#1	#3	#4		Yes	No	UoIM email
360	Option B	Option D	Option E	Option A	Option C					#4	#1	#2	#3		Yes	No	School (UoIM)
361	Option B	Option A	Option C	Option E	Option D					#3	#2	#1	#4		Yes	No	Word of Mouth
362	Option D	Option C	Option E	Option A	Option B					#1	#3	#2	#4		Yes	Yes	Committee Meeting
363	Option B	Option C	Option D	Option E	Option A					#1	#2	#3	#4		Yes	No	Newspaper Flyer
364	Option C	Option A	Option D	Option E	Option B					#1	#3	#2	#4		Yes	No	UoIM email
365	Option B	Option A	Option C	Option D	Option E					#1	#2	#3	#4		Yes	Yes	Newspaper Flyer
366	Option D	Option C	Option B	Option D	Option E					#1	#3	#2	#4		Yes	Yes	Word of Mouth
367	Option C	Option D	Option A	Option B	Option E					#1	#2	#3	#4		Yes	No	Newspaper Flyer
368	Option B	Option A	Option C	Option E	Option D					#1	#3	#2	#4		Yes	No	Newspaper Flyer
369	Option C	Option A	Option D	Option E	Option B					#2	#3	#1	#4		Yes	No	UoIM email
370	Option C	Not Answered	Not Answered	Not Answered	Multiple Choices					#1	Not Answered	Not Answered	Multiple Choices		Yes	No	Newspaper Flyer
371	Option B	Option C	Not Answered	Not Answered	Not Answered					#2	#1	Not Answered	Not Answered		Yes	No	Newspaper Flyer
372	Option D	Option B	Option C	Option E	Option D					#1	#3	Not Answered	Not Answered		Not Answered	Not Answered	Not Answered



1. Please select your language preference for completing the survey (Veuillez choisir votre langue préférée pour compléter le sondage s'il vous plaît):

		Response Percent	Response Count
English (Anglais)		96.9%	1,028
French (Français)		3.1%	33
answered question			1,061
skipped question			0

2. Please rank your preferred river crossing zone options from 1 to 5 (1 = Most preferred to 5 = Least preferred)

	1	2	3	4	5	Rating Average	Response Count
Option A	13.4% (104)	22.3% (174)	11.3% (88)	19.0% (148)	<b>34.0%</b> <b>(265)</b>	3.38	779
Option B	<b>35.7%</b> <b>(278)</b>	20.9% (163)	12.3% (96)	22.8% (178)	8.2% (64)	2.47	779
Option C	21.6% (168)	20.4% (159)	<b>40.8%</b> <b>(318)</b>	10.8% (84)	6.4% (50)	2.60	779
Option D	18.0% (140)	<b>27.7%</b> <b>(216)</b>	12.6% (98)	25.0% (195)	16.7% (130)	2.95	779
Option E	11.4% (89)	8.6% (67)	23.0% (179)	22.3% (174)	<b>34.7%</b> <b>(270)</b>	3.60	779

Comments (please specify) 225

answered question	779
skipped question	282

**3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

	1	2	3	4	Rating Average	Response Count
Option #1	<b>39.9% (300)</b>	37.8% (284)	16.2% (122)	6.1% (46)	1.89	752
Option #2	37.4% (282)	<b>39.3% (296)</b>	20.7% (156)	2.7% (20)	1.89	754
Option #3	14.2% (106)	19.3% (144)	<b>56.1% (420)</b>	10.4% (78)	2.63	748
Option #4	8.9% (67)	3.6% (27)	6.5% (49)	<b>81.0% (611)</b>	3.60	754

Comments (please specify) 236

<b>answered question</b>	<b>761</b>
<b>skipped question</b>	<b>300</b>

**4. If you have any additional comments or feedback please let us know.**

	<b>Response Count</b>
	261

<b>answered question</b>	<b>261</b>
<b>skipped question</b>	<b>800</b>

**5. . Veuillez ranger les suggestions de zones de franchissement de rivière par ordre de préférence de 1 à 5. (1 = Suggestion préférée; 5 = Suggestion la moins préférée)**

	1	2	3	4	5	Rating Average	Response Count
Option A	12.0% (3)	8.0% (2)	16.0% (4)	12.0% (3)	<b>52.0% (13)</b>	3.84	25
Option B	<b>30.8% (8)</b>	19.2% (5)	3.8% (1)	26.9% (7)	19.2% (5)	2.85	26
Option C	<b>36.0% (9)</b>	12.0% (3)	32.0% (8)	4.0% (1)	16.0% (4)	2.52	25
Option D	15.4% (4)	<b>42.3% (11)</b>	7.7% (2)	11.5% (3)	23.1% (6)	2.85	26
Option E	16.0% (4)	12.0% (3)	<b>32.0% (8)</b>	20.0% (5)	20.0% (5)	3.16	25

Commentaires (Veuillez préciser) 6

<b>answered question</b>	<b>26</b>
<b>skipped question</b>	<b>1,035</b>



**6. Veuillez ranger les différents types de franchissement de rivière illustrés par ordre de préférence de 1 à 4. (1 = Suggestion préférée; 4 = Suggestion la moins préférée)**

	1	2	3	4	Rating Average	Response Count
Option 1	<b>54.2% (13)</b>	25.0% (6)	20.8% (5)	0.0% (0)	1.67	24
Option 2	40.0% (10)	<b>48.0% (12)</b>	12.0% (3)	0.0% (0)	1.72	25
Option 3	12.5% (3)	16.7% (4)	<b>66.7% (16)</b>	4.2% (1)	2.63	24
Option 4	0.0% (0)	3.8% (1)	0.0% (0)	<b>96.2% (25)</b>	3.92	26

Commentaires (Veuillez préciser)

6

<b>answered question</b>	<b>26</b>
<b>skipped question</b>	<b>1,035</b>

**7. Si vous avez d'autres commentaires à faire, veuillez nous le faire savoir.**

<b>Response Count</b>
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8

<b>answered question</b>	<b>8</b>
<b>skipped question</b>	<b>1,053</b>

**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)**

1	Only Option A & B seem to make sense taking into consideration traffic and ease.	Feb 12, 2012 4:11 PM
2	Pedestrian/Bicycle Crossing should be at ST Vital Park to Crescent drice park, not any of this options. Make sense to join the to green spaces through a Pedestrian/Bicycle bridge, like any other civilized cities in the world. The UofM doesnt need a Pedestrian/Bicycle bridge when in one at Bishop at Pembina	Feb 12, 2012 12:13 PM
3	The Bridge at Bishop Grandin provides a good crossing of the river for foot and bike traffic, but the bridge at the Perimeter does not. Thus the crossing should be closer to the perimeter than Bishop Grandin.	Feb 12, 2012 11:14 AM
4	It would be wonderful to be able to walk over and enjoy Kings Park from location A. Biking to U of M for my night classes would be a huge time saver. A bridge at this location would reduce my driving from River Park South. I have a 16 year old set to go to U of M. Hope we see a bridge built during his school career!	Feb 11, 2012 11:31 PM
5	Do not destroy the community gardens at St. Amant, they are irreplaceable. If this is about AT Henteleff is the only option. It appears as if the Football lobby is holding sway here.	Feb 11, 2012 5:26 PM
6	Option D seems to provide the least impact on established residential areas while providing a smooth transition to established AT paths	Feb 11, 2012 11:13 AM
7	C and D because there closer to river rd a main artery in the area and also it's walking distance from both st mary's and bishop	Feb 11, 2012 11:08 AM
8	Option B and C offer the most people in the South St. Vital area nearby access to the U of M campus.	Feb 10, 2012 6:18 PM
9	I come to the university from northern St. Vital (cycling or walking). E is not much better than the existing Bishop Grandin bridge. C and D would be very useful to St Vital residents. A is too far south of the university to be useful for most people.	Feb 10, 2012 5:57 PM
10	Please don't interfere with the quiet sanctuary of the gardens and the peaceful surroundings for St. Amant and Foyer Valade residents. Such a rare urban treasure.	Feb 10, 2012 5:23 PM
11	option a st. vital side not near trail system or population base; option e close to Bishop Grandin bridge that has pedestrian and bicycle access and connection to trail system. option b closest touniversity population base, trail system	Feb 10, 2012 5:23 PM
12	Having a crossing near St. Amant and the Foyer Centre for seniors would be very disturbing and inappropriate for the residents being housed there - an extremely inconsiderate idea!	Feb 10, 2012 4:39 PM
13	closer to the University campus the better.	Feb 10, 2012 3:24 PM
14	D particularly takes people into the heart of the University. Even in winter people can cross and be immediately connected to the Parker Building and the tunnel system for cold weather. It is also close to the new football stadium. St. Amant on the other side is in favor.	Feb 10, 2012 12:48 PM
15	C would seem to have the most direct & public access to St. Mary's Road, and in a location that could be appreciated by those passing by on the east, E would have the same argument from the west side (once Southwood Lands begins to develop) and also the Bishop Grandin Bridge, D seems like an akward location, and B & A seem too far removed from what will become more of a central location of the university to the north.	Feb 10, 2012 10:22 AM
16	D and E seem like the best two options by far. Putting one to the south of the University of Manitoba doesn't make much sense when there is so little population south of the university, and C just leaves you in the middle of nowhere once reaching the West side of the bridge.	Feb 9, 2012 10:22 PM
17	Options A and D are in the middle of green spaces, A, being King's Park and D being the St. Amant garden community. I do not believe that paving these green spaces in order to make a more convient and "green" travel way is at all logical. Why ruin the view and destroy one of these beautiful and few green spaces we have in the community?	Feb 9, 2012 10:15 PM

**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)**

18	There is no point if the crossing is close to the Bishop Grandin bridge, as it contains a cycle/walk path.	Feb 9, 2012 10:10 PM
19	Pro A far enough from stadium to not attract a lot of football car traffic	Feb 9, 2012 9:07 PM
20	option c, gives the most access to a larger collection of east side homes North and East of bridge, option A and B forces more people to travel farther, and immediate access to fewer homes.	Feb 9, 2012 8:09 PM
21	Building the bridge in E would destroy the community garden that has been there for over 50 years, and is a terrible idea.	Feb 9, 2012 6:51 PM
22	There is a community garden beside St. Amant centre where there is a proposed pedestrian bridge in option D. It doesn't make sense to bring a lot traffic going past that location and wipe out the community garden. That location is also really close to the Fort Garry Bridges and wouldn't really benefit the residents in the south east end of Winnipeg at all.	Feb 9, 2012 2:47 PM
23	D would appear to be the most useful option given its proximity to campus buildings as well commercial areas in St. Vital.	Feb 9, 2012 2:31 PM
24	I do not want to destroy the community gardens at option D.	Feb 9, 2012 2:28 PM
25	Please preserve the St. Amant community gardens.	Feb 9, 2012 2:04 PM
26	option A doesn't look like it even goes onto the campus. If I'm a student I will want to least amount of walking distance.	Feb 9, 2012 1:59 PM
27	Option D is beside a community garden, it is not shown on the map. The map is not accurate, it may destroy this garden.	Feb 9, 2012 1:53 PM
28	Option D look like the safest option, pretty close to streets and the main campus	Feb 9, 2012 1:22 PM
29	I live in Normand Park. My main concern is increased traffic flow coming through my neighbourhood if option B or A are chosen. In conjunction with this, I am concerned about the potential for increased parking on our streets and the city countering with a 2 hour parking ban on all the streets in our neighbourhood. My prediction is if the bridge is built in our area you will get a lot of UofM students parking in our neighbourhood and walking across the access bridge.	Feb 9, 2012 1:21 PM
30	Option D should NOT be considered. The destruction of a 50 year old, 3.2 acre community garden for in the name of "Green" infrastructure is hypocritical.	Feb 9, 2012 1:09 PM
31	Option B makes the most sense in order to help all those students in River Park South get to the university easily. I have a garden at St. Amant and would like it to stay there.	Feb 9, 2012 11:50 AM
32	A crossing at St. Amant will have an unfavourable impact on the residents of St. Amant, who use the area around the gardens there recreationally; the effect on the 111 gardens of the South Winnipeg Garden Club themselves will likely be disastrous, and will put an end to the healthful lifestyle that gardening there promotes among the Club members, both present and future.	Feb 9, 2012 11:46 AM
33	A crossing at St. Amant will have an unfavourable impact on the residents of St. Amant, who use the area around the gardens there recreationally; the effect on the 111 gardens of the South Winnipeg Garden Club themselves will likely be disastrous, and will put an end to the healthful lifestyle that gardening there promotes among the Club members, both present and future.	Feb 9, 2012 11:36 AM
34	E is very close to the Bishop Grandin Bridge and would provide the least net benefit, even though it has other advantages. A is rather vague	Feb 9, 2012 11:20 AM
35	connections that are closer to the university buildings would benefit the people who actually use these connection paths.	Feb 9, 2012 10:24 AM
36	Henteloff Park makes the most sense for active transportation and to service south St. Vital	Feb 9, 2012 10:12 AM
37	Henteloff park makes the most sense for an active transportation corridor and to service south St. Vital	Feb 9, 2012 10:09 AM
38	It all depends what the purpose of the project is. E,D and C are close enough	Feb 9, 2012 9:59 AM

**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)**

	and able to use the Bishop Grandin bridge to get accros	
39	PLease choose an option that is farther from the Fort Garry Bridge (which has a cyclist/ped crossing, albeit not vey good) and closer to the Perimeter (which is not usable by active transportation).	Feb 9, 2012 9:30 AM
40	there is no information on the pros and cons of each location	Feb 9, 2012 12:26 AM
41	Option E is too close to an existing crossing option a seems to far away from most of the persons who could use it. Option B is close enough to be an extension of the walking path that already runs through River Park South and River Park south would probably get the best benefit from an active transport bridge since they are currently distant from Bishop Grandin. I rate D higher than C or E because i could use it.	Feb 8, 2012 11:19 PM
42	Options C,D and E do not make sense since the the Bishop Grandin Bridge is close.	Feb 8, 2012 10:56 PM
43	I am concerned that the crossing will affect the gardens near St. Amant.	Feb 8, 2012 10:24 PM
44	The bridge is a wonderful idea that my wife and I had discussed with fellow neighbours. I have heard from some of them concerns with the vehicular traffic the bridge can generate, as it is believed some UofM students/staff might park in close proximity to the bridge to avoid parking costs and ease of accessibility. My opinion is that the bridge is a significant investment and it should be located where most people will use it. Building it in isolation (Sites A or B) to deal with traffic concerns would be wasting money, might as well not buit it at all. Parking control can always be enforced with meters or signs to prevent residential streets to become parking lots. Site E is already too close to Bishop Grandin bridge and Site D is incredibly hidden being the backyard of the St. Amant Centre. In my opinion, site C is the perfect location. It would be located in city property, highly visible, it would enhance the green area adjacent to it, equidistant from St. Vital Centre and the University of Manitoba, connect the Minnetonka School with the University Campus.	Feb 8, 2012 9:54 PM
45	This is an inappropriate survey technique when forced to rank all options. Should have the option of no opinion	Feb 8, 2012 9:18 PM
46	The gardens at St. Amant are very important to me, and the extra traffic in my neighborhood is not acceptable. The original proposal was to build a foot bridge to help students from South St. Vital get to the University and would service 15000 homes. Having it at St. Amant would only help 1500 homes, many of whom no longer have university-age children any more.	Feb 8, 2012 7:57 PM
47	Pedestrian/bike bridge is a good idea but not where it will destroy community gardens and the tranquil space important to the residents of Foyer Valade and St. Amant Centre	Feb 8, 2012 5:06 PM
48	Options C , D , and E would cause traffic, parking and security issues. Option D would result in the loss of present Garden green space.	Feb 8, 2012 3:58 PM
49	Options C , D and E would cause traffic, parking and security issues. Option D would result in the loss of present Garden green space.	Feb 8, 2012 3:53 PM
50	Options C , D and E would cause traffic , parking and security issues. Option D would result in the loss of present Garden green space.	Feb 8, 2012 3:48 PM
51	Options C , D and E would cause traffic, parking, and security issues. Option D would result in the loss of present Garden green space.	Feb 8, 2012 3:38 PM
52	My husband and I have a garden plot with the South Winnipeg Garden Club at St. Amant. It provides us with most of the vegetables we eat year-round, fresh in the summer, frozen or canned or preserved fresh in our coldroom throughout the winter. The garden also provides us with life-enhancing exercise from spring through fall, including cycling to it and back from our home. A crossing at St. Amant will apparently, and most unfortunately, destroy some or all of the garden area. It would be a great pity to lose this invaluable existing resource for people interested in outdoor activity and sustainable living through unwise placement of a river crossing. We are all for active transport, and we routinely walk (in the winter) or cycle (in the summer) the 6-8 km we need to travel to go where we need to go in the city. But placing a crossing at St. Amant would exact too high	Feb 8, 2012 1:11 PM



**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)**

	a cost for present and future gardeners in this wonderfully secluded location.	
53	My wife and I have a garden plot with the South Winnipeg Garden Club at St. Amant. It provides us with most of the vegetables we eat year-round, fresh in the summer, frozen or canned or preserved fresh in our coldroom throughout the winter. The garden also provides us with life-enhancing exercise from spring through fall, including cycling to it and back from our home. A crossing at St. Amant will apparently, and most unfortunately, destroy some or all of the garden area. It would be a great pity to lose this invaluable existing resource for people interested in outdoor activity and sustainable living through unwise placement of a river crossing. We are all for active transport, and we routinely walk (in the winter) or cycle (in the summer) the 6-8 km we need to travel to go where we need to go in the city. But placing a crossing at St. Amant would exact too high a cost for present and future gardeners in this wonderfully secluded location.	Feb 8, 2012 1:06 PM
54	Option c, d and e are already relatively very close to the bishop grandin greenway and therefore doesn't serve a new set of people. the B option would connect nicely with paths in the River park south area and serve people who would otherwise have to go to Bishop Grandin or the perimeter.	Feb 8, 2012 11:12 AM
55	E is too close to Bishop Grandin /Bridge to provide access to people from farther south, and, like C and D may lead to parking and traffic issues in already congested parking areas. B is closest to AT network.	Feb 8, 2012 8:40 AM
56	I believe location "C" makes the most sense for a crossing location.	Feb 8, 2012 1:09 AM
57	A and B are equal in my view. A may be too far from the university to serve it well otherwise it is a good location.	Feb 7, 2012 11:25 PM
58	i think the Henteliff park area would be best because it's at the end of the pathway that goes from St Anne's rd to St Mary's rd, making the pathway longer and therefore connecting more people/areas such as Royalwood, Island Lakes, River Park South to the U of M - a cyclist/footbridge is best b/c it increases physical activity, lessens pollution, takes care of parking issues.	Feb 7, 2012 7:51 PM
59	River Point, St. Amant and Minnetonka are all much closer to the Bishop Grandin path. It is a duplication for Active Transportation. From reports that you hear, parking becomes a concern. This leaves Henteliff Park the only location that makes sense and would serve the south part of St. Vital. The north part is served by the Bishop Grandin pathway.	Feb 7, 2012 12:14 PM
60	They are all good options, we have needed this bridge for a long time. Too bad I am not in University anymore. Will really help for Bomber game days as well.	Feb 7, 2012 9:04 AM
61	Option c is right near a park and ride station. It is close to two main roads. St Mary's and Nova Vista. Option e, is far too close to the existing bridge to make a difference.	Feb 7, 2012 1:54 AM
62	Why use valuable green space next door to a long term care residence for what will amount to parking space for vehicles belonging to those attending events at the stadium?	Feb 6, 2012 9:12 PM
63	I think this whole idea is a complete waste of money. Justin Swandel is typically not caring what the community wants. He should remember he did not get elected by a large majority, he barely got in. The city should fix the infrastructure, drains etc. The university students park illegally every day around the university, without a single thought for the safety of the local residents. The city parking authority does not even bother to check this every day, I guess they do not need the money they could reap in fines. This city administration is really getting a reputation for pursuing their own agenda without listening to the residents and community for any of their projects. They are not in touch with the grassroots whatsoever. These students responding to the surveys will not be walking across any bridge to class, have you seen the cars they are driving?	Feb 6, 2012 9:03 PM
64	No room for parking in the residential neighborhood off River Road. Too much traffic on River Road already feeds off Bishop Grandin as a shortcut to St Mary's. More park space is available off St Mary's and across the river to King's Park.	Feb 6, 2012 8:50 PM
65	"D" "E" and C look like the shortest route. "A" is to residential and would pose parking problems, and looks to be the farthest from the University, In winter would be a horrible walk. With "B" could you possibly put a parking lot and	Feb 6, 2012 7:47 PM

**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)**

	charge to get some of the cost back	
66	Firstly, I am a student at the University of Manitoba. I ride the bus to and from campus five days a week. Although option A is closest to my home, I think option B would provide greater access to more people, thus encouraging cycling and pedestrian traffic. That being said, options C,D and E are in relatively close proximity to the existing pathways along Bishop Grandin. I believe those who would like to walk and/or cycle to campus, are already doing so by using that route. By choosing option B (or A), people living greater distance from the Bishop Grandin Pathways, maybe encouraged to choose green alternatives. Particularly individuals like myself, who are inexperienced cyclists, and are therefore uncomfortable with cycling down major routes, such as St.Mary's Road.	Feb 6, 2012 7:25 PM
67	some sort of a gondola/crossing from the area south of the bishop grandin overpass would be pretty neat, that way it would attract alot more winnipeggers on the western side of the river to st.vital park, without having to go on the long trip over the bishop grandin bridge. (ie families in the apartment complexes taking children to the playpark right on the other side of the river located inside of st.vital park)	Feb 6, 2012 6:55 PM
68	Showing this map without giving direct community names with it can be very misleading to people who are not map literate. ie: A= Kings Park B= Henteleff Park C=Minnetonka etc. I don't understand how you can tabulate numbers on people 'guessing' the locations. This was NOT presented properly! What are the environmental impacts on the water ways? This entire area is KNOWN for the RIVER BANK ERROSION - bridges need river banks - can the waterways handle this kind of change? Moving gardens that feed over a hundred families takes serious consideration! I can't think of a more perfect location for these gardens (including the already installed/inuse watering system that is in place). Putting a large number of walking/biking people through a 'hammer-head' street also makes me shake my head!	Feb 6, 2012 6:35 PM
69	Option C is closest point to St. Mary's Rd and St. Vital Centre - situated on green space - shortest route with least impact through residential area. Route E - may as well use Bishop Grandin bridge; route A - no longer relevant to university students - maybe for those living in Kings Park area on a Sunday stroll with their dogs.	Feb 6, 2012 4:42 PM
70	Option E is our preferred location given the close proximity to St. Vital Centre. Options A & B are least preferred since the additional foot traffic would devalue the properties closest to the bridge.	Feb 6, 2012 3:58 PM
71	It needs to NOT go almost directly into residential backyards. If it were to go via E then it would be important to ensure the bridge was connected in a stretch where there was enough room between the bridge and private space.	Feb 6, 2012 2:47 PM
72	Route D goes through St Amant property, and uses land which could be used for future expansion of this facility. The bridge route should not be forced on St Amant just because the people there has disabilities and can't speak up for themselves.	Feb 6, 2012 2:06 PM
73	C appears to be closest to multiple neighborhoods and the actual campus. It's also close to St.Mary's and bus traffic. E is too close to existing crossings at Bishop. D is the same as C but much farther into the neighborhood.	Feb 6, 2012 1:38 PM
74	Least invasive of residential areas	Feb 6, 2012 1:35 PM
75	None of these locations should be considered. After listening to recent chatter regarding the proposed pedestrian bridge near the University of Manitoba, I have come to believe that the sole purpose of this expensive item may be to solve the parking problems created by the new stadium. The idea seems to be that the parking misery should be spread around. By impacting the other side of the river as well, we can double the trouble. Already small groups representing the five proposed impacted areas are springing up. You may have read about the group who represented the community gardens near St. Amant (option D). I most certainly support the use of community gardens as a sustainable and local food source for families – well done. I also clearly understand how thousands of stadium revellers passing through the region could negatively affect the gardens. Pillaging and trampling are reasonable concerns. My support and sympathy for the community gardeners should not be interpreted as support for one of the	Feb 6, 2012 1:26 PM

	<p>other five proposed locations - no indeed. In fact, when considering whether to impact the place where people are trying to garden versus a neighbourhood where families are trying to live, I believe the choice is obvious. The disruption caused by stadium sports fans and party goers in the areas near Normand Park and Van Hull Estates (option A) would be devastating. Thousands of strangers roaming through family-friendly neighbourhoods is alarming at best. I'm sure residents in Riverpointe (option E) would have these same concerns. (Not to mention that Riverpoint is a couple of blocks from an existing river crossing on Bishop Grandin.) The Minnetonka School (option C) appears to be the most public of the choices, but still involves a residential component. The message is definitely the same for neighbourhoods as it is for garden areas: the bridge is not welcome and ill-advised. Now, let's consider the option that would impact green space in the area. Are you kidding? With such limited green space left in the city and the recent proposal to sell city golf courses to developers, do you really think we should redirect thousands of people stampeding through Henteloff Park (option B)? With developers, now building apartments in the treed area along St. Mary's Road, Henteloff Park is where the remaining wildlife is clinging to existence. This is not to mention societal goals of park preservation. Putting the pedestrian bridge at this junction would be the most sacrilegious. So, I've looked at the options. Yes, using the garden site would definitely be problematic. Using the residential neighbourhoods would clearly have an even worse impact since families are trying to live there 24/7. And, the park? Who in good conscience can condone that? No way. So what's left? How about fixing the real problem instead of creating new ones? I'll bet no one thought of that. Imagine the funds that would be saved by not building the "parking" bridge. Try investing that money in additional parking lots and by-law enforcement on the stadium side of the river. If the University of Manitoba wanted the stadium on their property, then have them ante up some more property for parking. Yes, their property is valuable. So are the associated stadium benefits they were happy to accept. On the stadium side of the river, local businesses also salivated at the economic gain the stadium would provide. So let's see those that are likely to gain the most from the stadium, deal with their problem. Our gardens? Our neighbourhoods? Our parks? No Thanks.</p>	
76	A logical choice, providing park-to-park access, along with u of m access (option A)	Feb 6, 2012 1:14 PM
77	None of these are acceptable. You can't even read this map it is so tiny.	Feb 6, 2012 12:28 PM
78	<p>I have biked from South of Warde Ave to UofM many times to go to work the last few years and would observe the following. Option B is great option for connectivity b/c end of a park that already has trails between St. Mary's Rd and River. Could utilize the existing bike path between St. Mary's Rd and Ste. Anne's Rd to "Extend" the trail all the way to U of M. Pretty central between South Perimeter bridge and Bishop Grandon Bridge. Option A is another good option especially since it would connect directly into King's park which is (in my opinion) a hidden jewel in the city and again could easily be tied into the existing bike path in South St. Vital. This option would represent the best non-university related use by connecting to King's park for Bikers, dog walkers and GeoCachers. Option E make least amount of sense location wise, the Bishop Grandon Bridge is really close to this area anyways and would save very minimal time and doesn't really make much sense to me.</p>	Feb 6, 2012 12:22 PM
79	Option A - brings you into Kins Park, which is good Option B - brings you right into the U ofM Campus, which is good Option C - Option D - too close to Bishop Option E - no good, too close to existing Bishop Grandin Bridge, least preferred	Feb 6, 2012 12:16 PM
80	Prefer shortest walk to campus from the bridge - and farthest from crossing already at Bishop Grandin	Feb 6, 2012 11:08 AM
81	I think that two bridges should be erected, as well there should be parking limitations on the street of two hours and that residents should be given parking passes so residents can park on the street at any time	Feb 6, 2012 8:38 AM
82	The St. Amant - Law Building option (D) is best as it is well served by Transit, which would broaden the benefit of the bridge, and the landing location on campus is central.	Feb 6, 2012 8:03 AM
83	There's a good analysis of the crossings at <a href="http://biketothefuture.org/attachments/0000/1739/bttf-red-river-crossing-backgrounder.pdf">http://biketothefuture.org/attachments/0000/1739/bttf-red-river-crossing-backgrounder.pdf</a>	Feb 6, 2012 12:32 AM

**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)**

84	Zone A would nicely connect Fort Richmond and Richmond West and Waverly West with warde ave or Burland which nicely would make a great cycle path to South St. Vital, Royalwood, Island Lakes, and Sage creek. Zones C,D E are too close to Bishop Grandin.	Feb 5, 2012 10:20 PM
85	It would make sense to marry the pedestrian bridge with a large parking lot. Option B appears to be the only option that can accommodate public parking without infringing upon residential parking.	Feb 5, 2012 8:53 PM
86	Option A is not a direct route to the University plus it is in a residential area. Option D represents the most direct path to the University plus it is not a residential site.	Feb 5, 2012 6:53 PM
87	Attention needs to be given to parking on the east side.	Feb 5, 2012 6:22 PM
88	B meets up with the active transportation route and services more people. C,Dand E are close to Bishop Grandin which already has a bridge.	Feb 5, 2012 4:03 PM
89	Minnitnoka area is not theplace to put the bridge due to parking, safety and high traffic concerns as well as loss of greenspace(community gardens)	Feb 5, 2012 2:39 PM
90	A more detailed map with streets names would have made this easier to see the locations. Map provided here and on the flyer are very poor at giving specific details.	Feb 5, 2012 1:52 PM
91	Selection simply based on current location in St.Vital and which would be closer for our family to use.	Feb 5, 2012 1:26 PM
92	this path (Option B) would benefit me greatly because taking the bus means about a 40 minute ride (if I catch my buses) and sometimes the buses are so full that I will be passed by 3 or 4 before I can finally get on one, which usually means I am late for class. Catching an earlier bus is also not an option because I work every morning at a daycare, furthermore sometimes the buses just don't show up and you have to wait about a 20 minutes to a half an hour for another bus, for the most part in the cold.	Feb 5, 2012 1:24 PM
93	It would be a TRAVESTY to take away the green space that the South Winnipeg Gardeners have --all 111 of the plots to make way for a pedestrian/bike bridge at that spot !!!PLEASE, PLEASE, PLEASE think about what you would be doing to these people that have gardens there !!! A concerned gardener & resident.	Feb 5, 2012 12:17 AM
94	Option B leads directly to the heart of the campus where most classes take place. Where I live, Option B would help me the most but Option C is acceptable. Also, Options D and E are too close to Bishop Grandin bridge to be of any value.	Feb 5, 2012 12:16 AM
95	Crossing should be betwn Bishop Grandin & Perimeter. Crossing C is Closer to stadium. Not B(too residential). Cyclists/pedestrians already have the option to cross at BG.	Feb 4, 2012 10:35 PM
96	My reasoning the UofM access should be as closest to the retail as possible (ie St Vital Mall). This is a GREAT proposal to have the access for the public across the River, especially for those upcoming Bomber Games.	Feb 4, 2012 5:58 PM
97	This should tie in with a bus delivery system to that crossing area.	Feb 4, 2012 5:43 PM
98	The locations C, D, and E are not an option as they are in a residential area where there is concerns for traffic, parking, safety and loss of community gardens and green space. These 3 options are very close to the Bishop Grandin Bridge (a 5 minute walk or bike ride) where there is already a Bishop Grandin pedestrian and bike path and bridge crossing. Option B joins up with an active transportation route and is marked on the city website with the route going through Hentleff Park and a walking bridge over the river at that location from previous studies. That makes the most sense-why are we doing more studies??	Feb 4, 2012 4:10 PM
99	from where we live,	Feb 4, 2012 1:48 PM
100	Options A and B provide most University access for south St. Vital residents. Options C, D and E simply duplicate the bridge over Bishop Grandin Blvd because C, D and E are too close to the bridge.	Feb 4, 2012 12:53 PM
101	As both a cyclist and a pedestrian I do not feel that both can share the same	Feb 4, 2012 12:26 PM



**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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	path and should be seperated. I cannot tell you how many times I have been startled by inconsiderate cyclists riding on the side walk with no regard for pedestrians. It is illegal to ride on the sidewalk unless otherwise posted and these cyclists should be ticketed.	
102	B, C and A appear to provide the most benefit in terms of providing a route that substantially shortens the distance between South St. Vital and the University Campus, which makes it most likely to increase the number of people who would chose to walk or cycle rather than drive. D and E do not shorten the travelling distance by as much; this would likely only increase the number of pedestrians and cyclists by a small amount over those who currently already use the bridge on Bishop Grandin, which would raise the question of whether the increased benefit was large enough to justify the building and maintenance costs.	Feb 4, 2012 11:57 AM
103	The bike paths already are served by the Bishop Brandon bridge in the vicinity of options C,D and E. Why would any of these locations be even considered ? All pedestrian and bike traffic north of Bishop Brandon already use the existing bridge and the new infrastructure associated with it. Options D and E are within 400 yards of it. What a waste of taxpayer money!!! The majority of the population in South St Vital live much further south and the only access to the west side of the river is the perimeter hwy. Option B is the logical place as this would give access to many more people as well as students that will attend the university because of the younger demographics in the southern area. Option B provides access directly into the university campus and with bus service to the west end of Henteloff Park it is only a short walk to the University proper. More thought needs to be brought to the table. If this major expense is to be incurred it should be spent in the area that will serve the most number of residences and this should include a bus connection to St. Marys Rd. If people have to walk a long way they will not use the service in the winter months. Option C ,long walk on west side , Option D and E right beside existing crossing and will not be used ( should not even be considered )	Feb 4, 2012 11:53 AM
104	A and B provide access to most people in South St. Vital. C, D, and E duplicate the crossing on Bishop Grandin Boulevard.	Feb 4, 2012 11:41 AM
105	Option B is close to the mid-point between Bishop Grandin and the Perimeter, allows a link with the existing bike path that parallels Warde Ave. to the north, and it connects with the university.	Feb 4, 2012 11:16 AM
106	The last thing that residents want is people trying to park in their neighborhood and using the foot path to walk to the U of M. In older neighborhoods like options C & D, driveways are often only 1 car wide and street parking is necessary for residents. Putting up 2 hour parking is not a solution, only another problem. The city needs to realize that people will want to park and use the footbridge. Increased crime is also a major concern from students attending U of M and drunk fans coming from Bomber games. Put the bridge by option B where a parking lot can be added and the city could make revenue to pay for the bridge. Option B is also the best access to the U of M.	Feb 4, 2012 10:34 AM
107	The university is least easily accessed by bicycle or by walking from the area surrounding the proposed crossing zone A.	Feb 3, 2012 9:34 PM
108	Parking on the east side will need to be a major consideration, especially when it comes to access to the Football Stadium.	Feb 3, 2012 8:32 PM
109	ENOUGH ALREADY ! The traffic in this area and OVER DEVELOPMENT is ridiculous. I have lived on <sup>7(3)(e) &amp; 17(3)(i)</sup> for 12 years and have noticed an increase in population, clearing of oak forests, etc. The proposed spot option C is a beautiful and serene spot where alot of the area residents, including myself and my family, just sit on the benches and relax. I am totally opposed and will be encouraging my neighbours to do the same.	Feb 3, 2012 8:14 PM
110	I have looked this over and came to the realization the best crossing would be that where it would be safest and most frequented, that is option D. St. Amant on one side and close to both the U of M, as the IG Stadium. The idea is that the Dart Bus 54 and 16 run there, the city will benefit if a buses can carrie students to that point and they quickly walk to the U of M. Option C is also a good option, but only should be used if St. Amant is not okay with the location. Otherwise option E came to me as my first location of thought, but is a little too stadium friendly and less student friendly. The worst options are near Kings Drive both B and A, these are peoples homes, they will not want this Go BLUE GO chant, and	Feb 3, 2012 5:04 PM

**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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	weekend traffic, it's too quiet and dark an area, and from there it goes too far south where it helps no one, but the squirrels.	
111	Option B would seem to be less intrusive re: existing properties	Feb 3, 2012 1:52 PM
112	I am biased because I live in Old St. Vital so I would prefer the bridge to be further North. I also hope that the gardens at St. Amant centre are not destroyed for this bridge. If the bridge were to go at option E it seems too close to the Fort Garry bridge which I currently use to cycle to work (U of M).	Feb 3, 2012 11:10 AM
113	C is too far away from anything of value on the U of M side. I like E personally as it would be my preferred route from home (north side of Bishop Grandin) to the U of M and the Stadium but it is pretty close to the Fort Garry Bridge which is decent for walking and cycling. I like that B would help with the development of Henteleff Park.	Feb 3, 2012 10:31 AM
114	Please leave the garden plots alone.	Feb 3, 2012 10:24 AM
115	It (Option B) might be an excellent site for a future Rapid Transit loop to be built into the crossing (perhaps a two-tier x-ing) with consideration for our environment (the river path can be +++ windy) by adding a closed/tube-like option.	Feb 3, 2012 12:36 AM
116	Totally wrong to even consider location Option D (St. Amant).	Feb 2, 2012 11:54 PM
117	Option B offers the best option with least disruption to homeowners and gets right into the heart of the campus. There is room to build parking lot, so students and fans could park and walk or cycle.	Feb 2, 2012 11:36 PM
118	A crossing does not even lead into the university!!	Feb 2, 2012 9:47 PM
119	Option C and D offer the best access for the most people in St. Vital while being a more direct route to the university. They are also close by other active transportation routes like along the Bishop Grandin Greenway. Option A and B would limit who would use the bridge to the new developments in Van Hull Estates.	Feb 2, 2012 9:43 PM
120	I am currently a member of the South Winnipeg Garden Club and have the use of a garden plot just south of St. Amant Centre. I have had the use of the garden plot for the past two years and had been on a waiting list for over a year before that. I love to garden and love the opportunity to be able to grow my own vegetables. I was shocked to hear that this site is one of the considered sites to place a pedestrian bridge. I think it would create a high traffic area in such a pristine site and as well as losing our garden plots would be unsafe for the residents of St. Amant. The workers often walk the residents around the garden area and would miss the opportunity to see what it is like to seed, grow and harvest the gardens. We also as members of the garden club volunteer to upkeep the Buhler Gardens at St. Amant. I hope that another more appropriate site is chosen.	Feb 2, 2012 8:12 PM
121	Option E makes little sense as the Fort Gary Bridge is very close and even has a bike path that crosses it.	Feb 2, 2012 5:09 PM
122	Option C makes the most sense in terms of accessibility for transit routes and shuttle services from St. Vital mall when events are taking place at IG field.	Feb 2, 2012 5:08 PM
123	It is difficult to decide without looking at where the vehicles will park when there are games / events at the new stadiu. From a connectivity point of view the two closest locations to the Bishop Grandin Greenway would be preferable, but where would people park? I will need to go to the open house in order to make a more informed decision.	Feb 2, 2012 4:52 PM
124	Since I work at the UM and live in River Park South these are the crossings that would involve the least travel time for me. Also, we take our dog to Kings Park dog park often so that's why I chose that option first.	Feb 2, 2012 3:06 PM
125	What about the gondola location, not that I support it.?	Feb 2, 2012 2:29 PM
126	Option B is the most favourable because it lines up with the active transportation corridor. Optins C,D, and E are unacceptable because of parking traffic and security issues in a residential area. Also taking 111 community gardens ( Option	Feb 2, 2012 2:00 PM

**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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	D) that have been around since 1931 and have provided families with produce and many other benefits is not acceptable.	
127	Most direct connection to: St vital road Old st vital and downtown St vital mall Pembina via university crescent and mark ham/bison Non university commuters passing through Practical, but also aesthetic route	Feb 2, 2012 1:10 PM
128	If a bridge that bikes could go on went on Option A then they would also need a dedicated bike lane on King's Drive or eliminate parking on the side of the road on that street. The street is already turned into a one lane of traffic in the mornings and evenings. Options C and A give the best routes for walking from the University to the other side and catching a bus either on St. Mary's or River Rd which would be beneficial to students on campus.	Feb 2, 2012 12:25 PM
129	u of m direct to st.vital centres = the most trips	Feb 2, 2012 12:16 PM
130	Reason, it would better integrate with existing infrastructure and the biggest portion of the city is in that direction.	Feb 2, 2012 12:16 PM
131	Options B & D are the only options that allow for direct access to the UofM's buildings, roadways (shuttles), and tunnel system. Option C would allow for a very picturesque pedestrian path along the UofM's riverbank to be built, and isn't very far from the campus' buildings..	Feb 2, 2012 11:38 AM
132	Bishop Grandin would be the ideal choice as it is the most travelled route.	Feb 2, 2012 11:15 AM
133	A doesn't seem useful since I would want to cross to get close to the bishop grandin greenway. This is why D or C seem like the best choice.	Feb 2, 2012 11:05 AM
134	I would prefer to see the bridge located closer to Bishop Grandin as it would likely create more use.	Feb 2, 2012 10:07 AM
135	It would be amazing if the city left room for a future parking structure on the St Vital side of the bridge. I realize this may not be a hit with the residents in St Vital, however the ability to avoid crossing the Bishop Grandin bridge by car would be great for those coming to the U of M from the South St Vital.	Feb 2, 2012 9:59 AM
136	E is very close to existing bridge - why bother?	Feb 2, 2012 9:51 AM
137	Options E and D seem to be a waste of resources. They are already very close to the Bishop Grandin bridge and I see very little advantage to having another river crossing so close to one that already exists. Option B is good because it connects the best with existing bike and walking trails and would benefit those that are not comfortable cycling on busy streets.	Feb 2, 2012 9:44 AM
138	I am not very familiar with this area of the city. I live north of the city and if I was to access the University of Manitoba by bike or by walking, I would probably drive south on Lagimodiere to Bishop Grandin and park somewhere, then ride my bike. Or I would drive around the perimeter and go north on St. Mary's.	Feb 2, 2012 9:04 AM
139	because it is closest route to st. vital centre n the construction expenses will be fewer compared to the other four options because it will be a small distance from one end to another.	Feb 2, 2012 1:19 AM
140	my concerns having the crossing off River Road would be the heavy traffic. I have two small children to worry about walking to school as it is.	Feb 1, 2012 11:32 PM
141	Option B is least preferred as I feel it will create serious damage to Henteleff park. For similar reasons Option A is second least preferred.	Feb 1, 2012 10:34 PM
142	I believe that Option B is the most logical choice. It is the location that will have the least residential impact and traffic flow issues. It ties into the active transport corridor.	Feb 1, 2012 8:54 PM
143	waste of money. we already have perimeter highway, aswell as bishop grandin. the only reason I see you guys building this is to improve parking for the new stadium, that's a problem that should've been adressed before building of the stadium took place.	Feb 1, 2012 7:57 PM
144	St. Amant has potential parking capacity and space to absorb people. Nearest to U of M. Others are less useful. E has least benefit and no capacity for cars/people.	Feb 1, 2012 7:51 PM

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145	Option B for a number of reasons: you're not travelling through or disturbing an exclusively residential zone but a park which can be properly configured for bike/foot traffic, more conducive for a potentially high traffic use bike/foot path, crossing as well is right at University grounds and not at King's Park or else where requiring further travel to reach the university along another residential street.	Feb 1, 2012 7:41 PM
146	The most direct route to St. Vital Mall makes the most sense, particularly if a gondola is built which could carry people from the mall parking lot to the new Stadium. A gondola would also be useful in winter if properly heated in winter, while a bike path or walkway would see relatively little use in winter, no matter what the route.	Feb 1, 2012 7:23 PM
147	Crossings A and B are too far south. All commuters from the north would be reluctant or simply uninterested in using them because of the additional time and distance it would take.	Feb 1, 2012 7:10 PM
148	Options C and D offer the most efficient route from st vital to the university of manitoba. both these locations will cut down travel time between these two locations most significantly.	Feb 1, 2012 6:55 PM
149	I rarely spend time in these parts so deciding on my locations was really just a matter of seeing which would make most sense by looking at the map. I personally right now wouldn't use these crossings much.	Feb 1, 2012 6:17 PM
150	This poll is biased in that a person cannot choose to rank multiple sites as least preferred. I prefer not to choose sites C, D or E due to the obvious reasons of impacts to the tall forest riparian zones, lack of parking within small neighborhoods and most of all, proximity to a bridge that already crosses the river merely 500 m to the north of these locations. Maybe developers could use all their education to start thinking about such considerations while a new neighborhood is being built rather than trying to design these into existing neighborhoods that don't want them and cannot support them.	Feb 1, 2012 5:12 PM
151	University Cres is horrible for bikers trying to cross from the current underpass on Bishop Grandin. Allowing cyclists to get onto the university campus while avoiding this would be preferable.	Feb 1, 2012 4:19 PM
152	I think crossing D, by St. Amant center is the location where the footbridge would get the most use and have the least amount of impact on parking in the community (as some people may choose to drive to the footbridge during special events). It is also already reached by bus routes in the area. Having the footbridge within easy walking distance to densely populated residential areas is important as it will ensure that it is frequently used and a benefit to the community. I have heard concerns about the loss of the St. Amant Gardens, but I would hope there could be some way to integrate the gardens around the footbridge if that location was chosen. This location is also very convenient for residents of St. Amant who would have the opportunity to use the bridge.	Feb 1, 2012 3:52 PM
153	Option C seems the easiest to access	Feb 1, 2012 3:49 PM
154	These numbers are somewhat arbitrary. I am absolutely in favour of building such a crossing, and would say the two most important criteria should be (a) easy connectivity to the heart of the campus and (b) easy connectivity to safe cycling routes in St. Vital.	Feb 1, 2012 3:49 PM
155	E is close to science building and would be best utilized in my opinion	Feb 1, 2012 3:37 PM
156	Why can I not answer," None of the above"? This is an example of an Active Transportation Survey, in which you have made people list a favorite choice even though they like none of them. My question is where people attending the University park their cars, not on my street. Oh that's right, everyone will be riding their bicycles or skateboards in the middle of winter, another example of the city wasting tax payer's money. Just fix the streets we have and stop this waste of public money.	Feb 1, 2012 3:02 PM
157	The crossing should not be placed in Options D and C due to higher people movement in the area's of St. Amant, Forea Valad and Minitonka school. The people at those locations should have minimal extra people moving across or near their locations.	Feb 1, 2012 2:29 PM



**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
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158	T	Feb 1, 2012 1:29 PM
159	This is a fantastic Idea!!!!!!	Feb 1, 2012 12:29 PM
160	Having a bridge in 'A' would not only give residents of south St. Vital access to the University - it would also give them access to Kings Park. It would be a fairly close hookup with the existing bike path parallel to Burland. Most importantly, it would give people a resonable option in avoiding having to travel/walk along the Perimeter Hwy. - which is dirty and dangerous. The heavy traffic constantly flings debris on you as you cycle/walk and the air is heavy with exhaust - not very healthy for the lungs.	Feb 1, 2012 12:05 PM
161	Option E is too close to a the existing route (Bishop Grandin) to be of much use. Although A and B would be of the most use to me personally, C has the advantage of being a very direct route to the St. Vital Centre area.	Feb 1, 2012 11:51 AM
162	please be careful about bringing extra traffic into quiet residential areas. The last thing we need is people parking their vehicles all day long and walking over the bridge. River Road is on a good bus route.	Feb 1, 2012 11:40 AM
163	Option A would be a good option, placed at the most northern end in order to preserve the park. Option B appears to less interfere with the tranquility of the neighbourhoods. Options D, E are too close to Bishop Grandin therefore would be redundant.	Feb 1, 2012 11:23 AM
164	I would rank the options c-d all as least preferred. There is no link to active transportation available along River Road and the other options a and b would service a larger area of St. Vital.	Feb 1, 2012 10:22 AM
165	Must consider the students who will park on the opposite side of the river to walk to school when this opens. New parking restrictions. Connecting green space is important. Active transport from one side to the other.	Feb 1, 2012 10:16 AM
166	further from the new stadium will cause less problems for the neighbourhoods involved on the other end of the walk over bridge.	Feb 1, 2012 8:59 AM
167	Wouldn't want to make River Road busy.	Feb 1, 2012 3:09 AM
168	There is no need to have the bridge close to bishop grandin road.	Feb 1, 2012 12:53 AM
169	Key point for University use is access from St. Mary's Road.	Feb 1, 2012 12:40 AM
170	I really like that Option B goes directly to the part of campus where most of the buildings are located and there is quick tunnel access. It is also convenient that it does not actually go through an existing neighbourhood, it just skirts the outskirts of one.	Jan 31, 2012 11:11 PM
171	If such a bridge were to be built, I think its primary uses would be for university students and people trying to get to the football games. As such, B would serve that purpose the best for the residents on the east of the river. If the bridge were to be built in area 'A', that would only be the best area if park users were expected to be the primary users of the bridge. Building the bridge in location C, D and E would serve a lower and lower benefit as it moves closer to the bridge on Bishop that already serves the needs of pedestrians and cars alike. I'd also like the city to consider building a one lane transit bridge with the pedestrian bridge to allow rapid transit to be accessible to residents on the east side of the river. I'm sure the federal and provincial governments would be willing to help with the bridge if it served more than just the needs of pedestrians.	Jan 31, 2012 11:07 PM
172	building a bus only or pedestrian only road for plan b is the best option as it doesn't create more traffic for residential roads.	Jan 31, 2012 10:02 PM
173	Option E proximity is too close to existing pembina bridge..slightly pointless. Option D would be a great vantage for students /commuters but also for people who are residents at St.Amant. nice river walk route.	Jan 31, 2012 9:29 PM
174	I think the most connectivity will be with more central residents getting to campus.	Jan 31, 2012 8:36 PM
175	C appears to be best for serving the greatest number of people in higher density housing on St Mary's Rd, e would serve cyclists coming from the north side of	Jan 31, 2012 8:25 PM

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	bishop grandin as well, and link the bridge up with the transcanada trail. C, E, and D are best for connecting the university to the st vital business area also, and making that shopping area more accessible to students. A and B appear to serve the interests of developers who stand to profit from the value added bonus that a bridge there would bring to their housing developments, which serve relatively few people compared to section CDE and the more northern st vital area. While AB may be convenient for south st vital, in terms of demographics, such a bridge would be far more useful to students, who are more likely to be concentrated within the CDE area.	
176	Options B and A would not be effective solutions. Option D is by far the best, as it provides optimal access both for those travelling north on River (especially to the Bishop Grandin Greenway, which is extremely popular with cyclists and pedestrians alike) and east to the rest of St. Vital.	Jan 31, 2012 7:46 PM
177	The most northly 3 options provide the best access to the university (my place of employment) for me. This pertains to biking, walking or taking the bus.	Jan 31, 2012 7:18 PM
178	access is going to be very difficult in some of these spots due to private properties	Jan 31, 2012 6:35 PM
179	D is by far the best option as there is close access to a major traffic route, a bus terminal and high population density on both sides of the river. The others are of much lower value. E is difficult to access from both sides of the river. The west bank access route is currently unoccupied golf course and is removed from the main population density of the university. The east bank access is right in the middle of a residenential area and could create traffic and parking problems for the residents. C also has issues at both banks. The east bank entry is near a school, close to high traffic density and has limited bus connections. The west access is on agricultural land and is far removed from the densely populated areas of the university. B is not easily accessible on the east side and removed from major bus routes and population density. A, aside from recreational use, would be of little value to anyone wishing to use the pedestrian/cycle bridge for more efficient access to the university.	Jan 31, 2012 6:29 PM
180	More land available for parking etc across the river near option A whereas there is already a lot of congestion coming from the north end into the university proper....and also the west end...	Jan 31, 2012 6:13 PM
181	option C utilizes land that floods each spring and after heavy rains	Jan 31, 2012 6:03 PM
182	i don't see the need or use for any river crossing and wanted to mark all options least preferred. Traffic safety is a big concern as more traffic will be brought to residential areas. Vehicular parking on residential streets will run rampant (already is in many areas) and uncontrolled. Don't see what is wrong with the current easy drive down Bishop Grandin to University Cresent. I am totally opposed to the footbridge concept. Surely the city can better use the funds on more worthwhile infrastructure projects.	Jan 31, 2012 5:56 PM
183	I think its important to build up a zone of pedestrian/cyclist friendly density between the university and St vital mall in all its pedestrian friendly glory. D is slightly preferable over C because it would create a route with more eyes on the street, though C would create a more picturesque path along the pointlands.	Jan 31, 2012 5:49 PM
184	My chief concern is that, while I think a river crossing for pedestrians and cyclists is an excellent idea, the temptation will be for commuters to park their cars on the residential streets along the eastern bank of the river and walk the remaining distance to the university, creating traffic congestion in those areas. Options C and B appeal to me the most because their construction would still require a significant walk to the university from the nearest place to park a car (C being the best option in that regard), eliminating the convenience for drivers of parking in the residential areas and instead encouraging commuters to walk or travel by bicycle (C has the additional advantage of offering the shortest walk to the school from St. Mary's Road, a major public transit route).	Jan 31, 2012 5:36 PM
185	what about parking	Jan 31, 2012 5:24 PM
186	I dislike E, I like the others.	Jan 31, 2012 5:10 PM
187	E is too close to the existing Bishop Grandin Bridge to be useful; whereas A is too far from the U of M and too far south on the St. Vital side to be useful to	Jan 31, 2012 5:00 PM

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	many people. That's why I ranked them last. The other three (B, C, D) are all much better and thus all useful; I ranked them partly based on my own bike commuting route.	
188	D and E would make most sense, with a caveat for E: if E leads back to University Crescent, then it is useless because it basically replicates the existing crossing on Bishop Grandin and does not allow to avoid the University Crescent / Dysart Road fork (a challenging passage on a bike). On the other hand, a crossing in E that is as far right in E as possible would connect close to the geology building and would be very valuable. C is not perfect but would still work, although it would be a little counterproductive as it would probably lead people not to use the Bishop Grandin Greenway, B is too far south. Only hardcore cyclists would use that for access from anything north of Bishop Grandin (and the ride down St Mary's is not pleasant). A is even further south and serves too small a population to be anything useful. Whatever you do, though, please keep in mind that this must serve mostly as a commuting pathway. It is rare to see people heading to the U of M on weekends, whereas the cyclist and pedestrian traffic on Bishop Grandin, River Road, etc., is sometimes not negligible.	Jan 31, 2012 4:59 PM
189	Look for most direct access to the main campus. Cannot figure out parking or bus services on the St. Vital side, but that should be of importance as well.	Jan 31, 2012 4:48 PM
190	I think a crossing on river road would be most beneficial, particularly C or D, as E is too close to the fort Garry bridge.	Jan 31, 2012 4:39 PM
191	No parking at B and floods easy from the near by creek.	Jan 31, 2012 4:34 PM
192	How do A or E even make sense?	Jan 31, 2012 4:28 PM
193	Option A makes absolutely no sense to me as it does not link directly to the U of Manitoba and at present, there is no development on the east side of the river	Jan 31, 2012 4:26 PM
194	I feel options A and E are fairly close to bishop grandin or perimeter hwy making them fairly pointless in the end.	Jan 31, 2012 4:18 PM
195	Option A seems like a waste of money as there is already relatively close access across the river at Bishop Grandin. Option B seems like the best as it comes directly onto campus and serves an area with the least ability to easily get across the river. B is still very accessible to all the communities that would be closer to the other options.	Jan 31, 2012 4:15 PM
196	I live on Woodlawn just off River Road and we have cars parked in front of our house all day, 7 days a week because of the staff from the nursing home and St. Amant. The street also has heavy traffic due to St. Vital Centre and the other strip malls on St. Mary's, Dakota and Meadowood. A footbridge would just add to the problem with people parking on the street and using the bridge. This is supposed to be a nice, quiet residential street - not a thoroughfare.	Jan 31, 2012 4:02 PM
197	The neighborhood surrounding Minnetonka School and St. Amant center is not designed to take on additional parking so that people can walk to the U of M. It is a quiet residential neighborhood with fairly limited traffic access points to the larger thoroughfares of St. Mary's and Bishop Grandin. Unless a pedestrian crossing can occur at a point directly accessed from St. Mary's Avenue I feel that the project should not be considered	Jan 31, 2012 3:59 PM
198	I absolutely adore this idea!!! I live in the area of St. Vital and I work at the UM. My children go to school in the area around UM. This would allow me to get them to school and not drive for most of the year. This would help me to decrease the amount of traffic on River Road during rush hour and create a safer way for my children to get to school as they get older without an adult present, as they won't have to be near Bishop Grandin to do that. I don't want to see the traffic in my community increase, but I also don't believe that would happen with proper planning.	Jan 31, 2012 3:57 PM
199	With South St. Vital expanding as it is, it would be great to have options for walking over the river to The University of Manitoba close by, otherwise the only two options are the Perimeter and Bishop.	Jan 31, 2012 3:57 PM
200	AS I see it, it's pretty much a five-way tie - all would be perfectly acceptable to me	Jan 31, 2012 3:56 PM

**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)**

201	B and D seem to provide the best & most direct access to the UofM.	Jan 31, 2012 3:54 PM
202	C is a perfect spot. People who are coming from the north can come down St. Mary's all the way and then through some nice residential areas to get to it. Quiet, and no problems. D is less ideal only because the roads by St. Amant look like (on Google Street View) gravel, which would get really messy at certain times of year (plus when it rains).	Jan 31, 2012 3:50 PM
203	Option C seems like a good middle ground. It directly connects to the U of M. Also, neither North St. Vital or South St. Vital active transit users will have to double back on their routes to get onto campus. For example, in option A and B, North St. Vital residents need to go further south than necessary to get back onto campus. At this point the St. Vital Bridge is still a better transportation option. In options D and E, South St. Vital residents need to go further north than necessary to get onto campus.	Jan 31, 2012 3:50 PM
204	The map cannot be enlarged and it is too small to see some of the smaller details (ex. where bike paths already exist or will be built) which would affect my opinion. I don't like E because it is almost as far as just using the Bishop Grandin bridge which I think has a bike path connected to it. Option A may be too far from the University (people may feel they are walking/biking out of the way in the wrong direction just to get to the bridge). Options B and D are nice because they are close to University buildings. Option C could also be good because it could easily be connected to major University buildings with a nice bike/pedestrian pathway.	Jan 31, 2012 3:50 PM
205	Options C, D or E would be the best connections from St. Vital Centre. I am very pleased to see this starting to happen!	Jan 31, 2012 3:47 PM
206	Option E really wouldn't help access from South St. Vital...it would only act as a slightly closer option than the Bishop Grandin Bridge. I rank option C highest because it would be more preferable to me as an individual, but I do think option B would make the most logical sense.	Jan 31, 2012 3:38 PM
207	I think this is a great idea. I don't have any strong preference. However, I think important items to consider are cost (try to keep it down!), convenience, get the most usefulness out of it (ie - try to have it so as many people as possible can use it - for eg. can people connect to transit etc)	Jan 31, 2012 3:33 PM
208	This map has to be bigger or should allow you to zoom so we can see exactly what streets these are running off of. You can barely see the legend!	Jan 31, 2012 3:29 PM
209	I am looking to commute by bicycle to the Blue Bomber games from St. Boniface. Option C is the most logical option.	Jan 31, 2012 2:54 PM
210	St Amant site is the best; the gardens there are an eyesore	Jan 31, 2012 2:22 PM
211	A is closest to St,Marys Rd and will facilitate connection to bus and also enable parking .It will also least affect the environment .C D and E have similar advantages ,Option B is the worst because it will be at laest half mile walk from St,Vital bridge exit toSt,Marys Rd, Also ,there is no place for parking and no place for buses.It will also result in the total,destruction of henteleff Park as a passive park designated as such More the \$200,000.00 has been spent and hundreds of volunteer hours by over 400 volunteers over the last several years to achieve that objective ,.It is also a flood zone with nearly all of the park flooded in the spring from time to time	Jan 31, 2012 11:55 AM
212	Option A is too far out of the way to be practical.	Jan 31, 2012 11:00 AM
213	Option D will ruin the Community Gardens, and Option E is too close to the existing Fort Garry Bridge. Option A is pretty good if the bridge is located at the extreme northend of the 'zone'. Option B is clearly the best, linking directly with existing trails into River Park South (and beyond, eastward).	Jan 31, 2012 10:40 AM
214	River Road has seen increased traffic over the past few years and should not be used for access to this Bridge. The only logical place for this bridge is Option B. It would affect the least amount of homeowners if any.	Jan 30, 2012 2:48 PM
215	I like the idea of doing a survey and I have ranked the sites, however, I recommend a description with each option because the map is difficult for residents with low vision to work with. Thank you, <sup>17(3)(e) &amp; 17(3)(i)</sup>	Jan 28, 2012 9:31 PM



**Page 3, Q2. Please rank your preferred river crossing zone options from 1 to 5  
(1 = Most preferred to 5 = Least preferred)**

17(3)(e) & 17(3)(i)

216	I already resent that the arena is going to be across the river from us, clogging up traffic on river road onto bishop grandin during events--not to mention the noise.	Jan 25, 2012 4:11 PM
217	This is a great idea. I think the challenge is going to be finding a location on the St. V of the river which has parking nearby. Residents will complain if hundreds of cars are parking on their street for every football game while people use the bridge to get to the stadium or while attending U of M. If you can solve that dilemma, this is a great idea. This would also significantly reduce traffic congestion to the stadium for most events and student parking. Need to figure out the parking. Perhaps parking lot along with shuttle buses running to the bridge crossing. Perhaps the Bombers and U of M can be a funding partner to help address parking issues? St. Amante Centre is about where the closest crossing point would be. It's a great idea which should be pursued. Lots of upside.	Jan 25, 2012 10:56 AM
218	For a first time viewer of this map, much of it is not readable	Jan 25, 2012 9:37 AM
219	Area A floods; B, D, E are not as accessible for arkingor feeder buses	Jan 23, 2012 5:39 PM
220	The Bishop Grandin bridge has a pedestrian and bicycle path that is connected to the Bishop Grandin greenway. This trail was originally slated to be connected to the U of M but has not been completed. Now that the former golf course belongs to the U of M, the trail should be completed along the west bank of the Red all the way to the University. Then, a new crossing at Hentleff Park would serve the south St. Vital area, providing two convenient crossings of the river for pedestrians and cyclists from St. Vital to access the Universtiy.	Jan 23, 2012 12:54 PM
221	Sorry, I could not read the legend on the map so this was very difficult to answer. Also, I see no where were it says what the A to E locations relate to. This is a very invalid survey	Jan 23, 2012 11:45 AM
222	"C", "D", & "E" Options are least preferred but not able to select "5" for "C" and "E". "D" would take a community garden out which has been there since 1931, has underground irrigation, over 100 families rely on these gardens to grow their vegetables,( <a href="http://swgcstamant.wordpress.com">http://swgcstamant.wordpress.com</a> ), issues with parking and traffic are already a concern as is the security and potential to lower home values. Options "C", "D" and "E" are near an AT corridor on the south side of the Bishop Grandin Bridge. Option "B" lines up with an existing AT corridor from St. Anne's Road to St. Mary's Road. which makes the most sense.	Jan 21, 2012 1:03 PM
223	if you put a Bridge in any further north than "C" there is little advantage. Bishop Grandin is right there existing no more money spent. for commuters to the U of M, "B", direct line to the campus, further south away from Bishop Grandin. A is a good route for Family's connecting one park to another across the river, a feel good, maybe a little to far south to get used for commute. commuters may think "why ride south to cross? Bishop is closer. A Crossing at "B" has access from St Marys Rd where there is little option to park (for a Game) I see this as having the least negative impact on surrounding residents.	Jan 21, 2012 10:24 AM
224	D proviws the most additional benefitgiven its prximity to the s.st.vital trail. E is far too close to existing facilities, especially since the city pla.s to replace the side path on the Fort Garry Bridge with a separated bike/ped vridfe if/when they add a third lane to Bishop Grandin	Jan 20, 2012 8:39 PM
225	Etc	Jan 20, 2012 8:22 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4  
(1 = Most preferred to 4 = Least preferred)**

1	is the gondola really a reliable option. What about maintenance periods, people will depend on this as a way to get to university, if it is broken or under maintenance, what will happen? Bridge can be used 24 hours a day with no one operating it.	Feb 13, 2012 12:05 PM
2	I love the gondola idea, makes it more unique.	Feb 13, 2012 11:15 AM
3	No gondola please! That's just silly, especially for cyclists.	Feb 12, 2012 5:49 PM
4	Option 4 does not allow for bike. if it did my choice would move up as it would be a nice all weather option.	Feb 12, 2012 4:14 PM
5	gondola too expensive and how many bicycles can you get in one?	Feb 12, 2012 12:55 PM
6	#4 would be a waste of tax payers money	Feb 12, 2012 12:18 PM
7	gondola is a stupid idea	Feb 12, 2012 11:22 AM
8	Suspension bridges and gondola offer single points of failure. If maintenance becomes an issue a simple bridge is better.	Feb 12, 2012 11:16 AM
9	Option 4 is silly, who thought of that? If you build this thing keep it unobtrusive.	Feb 11, 2012 5:28 PM
10	gondola would take too long to get a large amount of people over to the other side.	Feb 11, 2012 4:57 PM
11	gondolas would end up a boondoggle.	Feb 11, 2012 4:37 PM
12	I think a gondola is a MUCH inferior option; could it even accommodate bicycles? Other than that, I have no preference--whichever foot/cycle bridge is most cost effective. I do believe it should be able to accommodate both ridden bicycles and pedestrians (ie: you shouldn't have to walk your bike across).	Feb 11, 2012 12:27 PM
13	love the gondola idea but really, students want to get from point a to point b fast and let's face it. a gondola would take forever.	Feb 11, 2012 11:10 AM
14	why a gondola?!?!?	Feb 11, 2012 1:47 AM
15	Gondola is a great idea but can't hold very many people at a time. May not be the best idea for the rush hour in the morning. I vote for a sky train to get across Winnipeg!	Feb 11, 2012 12:09 AM
16	The gondola has no advantages over a bridge, and would not be helpful for cyclists. Option 2 looks the best.	Feb 10, 2012 5:59 PM
17	You don't have the cost of them on hand so how can I choose. I don't care what it looks like.	Feb 10, 2012 5:53 PM
18	option 1 is alright as long as scale is in keeping with setting location. May work at university with scale of buildings on campus, but less so at King's Park or nearby homes, which case option 2 would be preferable. What are the costs and how will this come into the evaluation?	Feb 10, 2012 5:27 PM
19	All too expensive. Gondola crazy price!	Feb 10, 2012 5:11 PM
20	gondola just seems pointless and expensive to maintain.	Feb 10, 2012 3:25 PM
21	Gondola FTW	Feb 10, 2012 1:59 PM
22	Will the gondola work in cold weather conditions on a consistent basis? If the gondola is prone to not working due to cold weather or other breakdowns, university students and staff will be less willing to use it, if the service is not reliable. Also, I really feel that of these four photos, choices are going to be biased to choosing option 2 - complete with a sunset which is not in any of the other photos. This sunset also makes it almost impossible to see what the bridge actually looks like, other than its general shape.	Feb 10, 2012 1:46 PM
23	A gondola makes no sense. Would you not need operators at each end to load and unload people.	Feb 10, 2012 12:50 PM
24	I find option 2 the most aesthetically pleasing, with option 1 close behind, option 3 however would most likely look best close to the Bishop Grandin bridge	Feb 10, 2012 10:29 AM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

	(similar aesthetic). Not sure how practical option 4 would be, protection from the elements would be nice in the winter, but does that mean people are waiting on the other end to cross? Seems less free flowing and something that would slow your travel down on your way to work or class. Could you take your bike on it?	
25	Option two resembles the arches of the new stadium being built	Feb 9, 2012 10:24 PM
26	Please no Gondola. For major events at the stadium it may not be able to keep up with the high demand before and after the event.	Feb 9, 2012 10:24 PM
27	The Gondola is not reasonable, the reason is because it would have to run, continually throughout weekends, and late on week days. It is necessary for students to be able to get home even after hours, especially if they are at the university to study, or spend every waking moment at school in order to work on projects. For example, architecture students can stay till two in the morning, will the gondolas be available at that hour? With a pedestrian bridge that allows for bikes, these students and others like them would be able to bike or walk home late at night. Option three looks very narrow and has no great visual impact for those looking off the bridge and those looking at it. Option one looks like a less funded version to the provencher bridge. Option two looks like it provides a view to the pedestrian and a visual arc to those looking at the bridge. It has a better shape, and connective silhouette.	Feb 9, 2012 10:23 PM
28	The gondola looks a bit ridiculous	Feb 9, 2012 10:16 PM
29	A gondola is a silly idea. Who operate it? Cold Weather? Only one at a time? Bike across?	Feb 9, 2012 10:12 PM
30	A Gondola is a waste of time - I think it is important the bridge be bike and pedestrian friendly and linked into the bike paths crossing south St. Vital	Feb 9, 2012 9:17 PM
31	Operating cost, maintenance, weather issues and wait times make a gondola crossing a ridiculous proposal.	Feb 9, 2012 8:26 PM
32	option 4 I can see the potential for catastrophic vandalism and impact from severe weather. They should be bridges for bike and foot traffic. Students and non students alike are more likely to use it for biking from a distance. I personally cannot walk far, due to orthopedic issues, but can bike.	Feb 9, 2012 8:18 PM
33	i feel the approaches to the span are more important than the style of support for the span. option 2 would provide the most visual interest for people crossing the bridge, as well as when viewed from the new student residence.	Feb 9, 2012 6:25 PM
34	All look nice	Feb 9, 2012 4:15 PM
35	I feel that a crossing that engages the pedestrian with the river while considering principles of design could be a more interesting option rather than an ultra-efficient highly engineered crossing. The city of Winnipeg has the opportunity to make this more than a sidewalk over water. Our rivers are geographically an extremely important part of the history and every-day life of our city yet I feel the city does not reflect this. Perhaps a design that encourages pedestrians to examine their surroundings while at a point over the river might better portray this importance. This could probably be accomplished by considering the difference in rise over the river (if the bridge rose in the middle sort of like a hill) or maybe a curve over the river so that the pedestrian was not encouraged to look strictly at the bridge itself or the other side of the river, but the river, or the riverbank. The transition from river bank to bridge also might be important in this process. Riverbanks in the city are currently used recreationally and for transit by people on foot or bike. They are one of the few and best places in the city to mountain bike. Trails along the river bank are highly valued by these people and are a real asset of the city. Unfortunately they have been cited as acting as a catalyst for erosion. Perhaps the design process of this crossing could consider these factors in some way.	Feb 9, 2012 3:33 PM
36	A gondola is just asking for trouble and a lot more ongoing maintenance. There would need to be an attendant and would it only run during regular school hours or 24/7? There are many students that often need to be at the school on evenings and weekends. Who will make the call when the gondola would operate?	Feb 9, 2012 2:54 PM
37	A gondola seems very impractical. It requires extensive maintenance and	Feb 9, 2012 2:33 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

	probably operators on site. A bridge on the other hand is open 24/7, can handle large volumes of people, can handle cyclists and does not require maintenance of mechanical parts the same way that a gondola does. The gondola would be extremely impractical and therefore unwise as a choice.	
38	Having a gondola is so stupid! that seems like more of a tourist thing than a walking path. The path should be for people to walk, not have to wait for the gondola.	Feb 9, 2012 2:00 PM
39	Option one is too similar to the iconic Provencher bridge. Option 2 is visually stimulating with light at different times of the day. Option 3 is quite bland in my personal opinion. Option 4 is something new to Winnipeg (as far as I know), which is engaging, yet it may hamper people in a rush.	Feb 9, 2012 1:58 PM
40	I am somewhat indifferent between the bridge options as long as there are proper safety precautions (i.e. correct guard rails). Option 4 is least desirable because it does not allow for continuous traffic flow nor bike traffic. Understanding that option 4 is probably the cheapest, I would hate for the city to take yet ANOTHER shortcut (i.e. I hate the city's short-term thinking when it comes to infrastructure) for the sake of saving \$10 million. I know that is not a small amount of money, but it is very short-term thinking in my mind.	Feb 9, 2012 1:25 PM
41	A gondola would not be an appropriate response to this problem.	Feb 9, 2012 1:10 PM
42	A gondola structure is too expensive and not necessary. Parking on the St. Vital side needs to be provided for or the community will be very unhappy.	Feb 9, 2012 11:53 AM
43	Gondola crossing is interesting but my guess is the operating cost would be high. Otherwise a good idea if bikes could be taken on the gondola.	Feb 9, 2012 11:23 AM
44	Gondola? not sure how that fits with Active transportation, where do the bikes go, how much does it cost to operate???	Feb 9, 2012 10:13 AM
45	As a designer, none of these bridges are entirely appealing. These bridges simply create a way across. There is no excitement to them. If there is to be a brand new implementation of public use walkways, I believe it should involve the user much more than simply a passage.	Feb 9, 2012 9:55 AM
46	#4 doesn't not work for cyclists.	Feb 9, 2012 9:31 AM
47	These are ridiculous options. Absolutely ridiculous. Do you not have designers working on this project?	Feb 9, 2012 7:47 AM
48	Bahh gondola! waiting for a gondola is like waiting for the bus compelely useless after hours. and who wants bikes in a gondola.	Feb 8, 2012 11:29 PM
49	A Gondola would be very inconvenient because of waiting times.	Feb 8, 2012 10:59 PM
50	Gondola prevents cycling.	Feb 8, 2012 10:43 PM
51	The bridge structure should be as minimal as possible. Ideally, no columns should be located in the water. Option # 1 would be ideal without the column being in the water. The structure is sculptural but not overwhelming so it would complement the river bank. Option 2 is an interesting structure but visually too heavy, disrupting the river view from adjacent properties. Option 3 is the basic solution but lacks character and vision. Option 4 is unrealistic from cost perspective and functionality is very limited. This solution is optimal where larger distances need to be crossed and/or ascension is required.	Feb 8, 2012 10:04 PM
52	Any option but #4. The gondola idea is awful.	Feb 8, 2012 9:38 PM
53	a gondola is incredibly foolish. The operational and maintenance costs would be ongoing and expensive. Again the inappropriate survey technique with the forced ranking of options and absence of a not ranking choice. This technique seriously limits the validity of the survey.	Feb 8, 2012 9:21 PM
54	None are my preference, it is questionable as to why a bridge is needed when there are numerous other projects that are more important, and benefit more citizens	Feb 8, 2012 9:10 PM
55	Option #4 is too expensive.	Feb 8, 2012 7:58 PM



**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

56	Gondola is too restrictive. Unless it's paired with one of the other options, it doesn't have the same ease of constant accessibility. Plus, if you enjoy the crossing for recreational use, an actual path lends itself to dog walking far better than a gondola.	Feb 8, 2012 2:13 PM
57	a gondola would be too slow, would possibly create lineups.	Feb 8, 2012 2:04 PM
58	a gondola seems to be a waste of resources and would require hiring people to operate the crossway. Bicycles likely couldn't be accommodated. Please don't build a gondola. It doesn't allow people to use this bridge as a time saver and they are at the mercy of another schedule. Options 1-3 in my opinion all good - chose the one that is least costly.	Feb 8, 2012 11:16 AM
59	The imagery you are using for a gondola does not properly reflect potential and will skew the survey data - how about showing 3 images of different gondolas as you have used for the bridges - there are many styles of gondolas also -	Feb 8, 2012 6:51 AM
60	The gondola design makes absolutely no sense to me.	Feb 8, 2012 1:10 AM
61	the bridge should be estetically pleasing and the gondola would be interesting but restrictive. if it was in conjunction with a bridge it might work	Feb 8, 2012 12:13 AM
62	Gondola doesn't make any sense as commuters will have to wait in the winter for their turn to cross. A bridge make far more sense as there is no waiting, no operator needed, and much less risk of a breakdown.	Feb 7, 2012 11:54 PM
63	I'm not sure how the gondola contributes to active transportation? Would there be an option to take a bike inside the gondola? What would it cost to use? What hours would it be in operation? How would you fund operation of it?	Feb 7, 2012 11:52 PM
64	safety is a big concern ie. railings, cost factors-how much is allotted? a gondola seems ridiculous....cost and long term repairs? doesn't look like it transports many ppl at one time	Feb 7, 2012 7:56 PM
65	perhaps a walking bridge but with some kind of mock roof or wind shelter so it is more usable all year	Feb 7, 2012 5:30 PM
66	A gondola is much too expensive.	Feb 7, 2012 12:14 PM
67	Should be able to handle bicycles	Feb 7, 2012 12:10 PM
68	Option 4 is too simple. option 1 ties in with the provencher bridge style.	Feb 7, 2012 1:55 AM
69	Do not build a bridge at all.	Feb 6, 2012 9:05 PM
70	Option 1 is too urban and too big. Option 2 suits a park like atmosphere, is less obtrusive, and would fit nicely with an extension of the Bishop Grandin Greenway bicycle path .Option 3 is ugly. Option 4 is not functional for moving people and is ridiculous!	Feb 6, 2012 8:57 PM
71	I like the idea of a bridge, but keep it simple. There will be opposition to this plan.... so the cheaper the better. I am not really keen on the gondola idea.	Feb 6, 2012 7:27 PM
72	gondola would be #1 choice, so long fare isnt rediculously expensive, it is made sure to be safe and secure, and to have a few of them going at once to reduce wait time in line.	Feb 6, 2012 6:56 PM
73	Again - this is not properly presented, as I have just 'picked' by sight only. Initial costs and maintenance concerns should also be a factor in choosing the appropriate mode of crossing. Gondola's are cheeper to construct, however, they require on-going staffing (costs involved here are?) Gondola's have operating hours - bridges are open 24/7. Pictures are NOT adequate to judge what is best for our community!	Feb 6, 2012 6:35 PM
74	Solid construction for bikes and pedestrians - no swinging bridges or gondolas - please. This is Winnipeg. Lets be practical. Make it all season - all passage (except vehicles). How many (numbers) can cross in a gondola or take the time to wait for the next one. Room for bikes and dogs? No thanks.	Feb 6, 2012 4:47 PM
75	The gondola sounds too noisy and maintenance intensive, also it requires people to get off their bikes and it may not accommodate bikes pulling carriers behind them.	Feb 6, 2012 2:51 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

76	Can't you name the options for the survey - for example Call Option #4 Gondola in the ranking chart - it makes it MUCH EASIER to complete.	Feb 6, 2012 2:08 PM
77	The gondola is not practical. You would have to wait to cross, and have people operate it. If there were people wanting to walk from St.Vital to a Bomber game, it would be backed up considerably. In fact, it would probably be backed up early in the morning when students go to school, and not in use at all on a summer afternoon.	Feb 6, 2012 1:40 PM
78	Don't build it.	Feb 6, 2012 1:27 PM
79	would need more info about gondola to increase it's rank, cost of the other designs would also be a factor.	Feb 6, 2012 12:35 PM
80	Option 4 make no sense from an ongoing cost perspective to me. Option #2 is the most asthetically appealing but... Cost is always a consideration, Ability for Paddleboats/river cruise ships to get underneath during summer months, preventing Ice Jams (fewest pylons in water as possible) which would probably eliminate #3. Would the River taxi ever expand this far south??	Feb 6, 2012 12:35 PM
81	Ranking things in this way is very manipulative on the part of the consultant. Not a proper way of doing things.	Feb 6, 2012 12:30 PM
82	Not enough information to choose properly. Capital and Operating costs need to be considered. Gondola would not be a convenient option (i.e. waiting)	Feb 6, 2012 12:18 PM
83	Gondola is the least favourite - have a wait time that way, rather than being free to walk across at any time.	Feb 6, 2012 11:09 AM
84	I would definitely NOT want to see a gondola as an option, even though the cost is a lot less, it can only carry a limited number of people as well as limit the access to the river crossing. A Pedestrian/cycling bridge would be far more effective.	Feb 6, 2012 10:29 AM
85	Cost would be the primary concern. The least costly, the better	Feb 6, 2012 10:25 AM
86	The gondola is a non-starter due to the ongoing cost of operations. Of the bridge options, costs are needed to evaluate their relative worth.	Feb 6, 2012 8:05 AM
87	Option 4 does not benefit cyclists. For options 1 & 2 & 3, I vote for whichever is the least expensive.	Feb 6, 2012 12:35 AM
88	Design 1 mirrors downtown's and it looks great Design 2 looks old fashioned Design 3 looks boring and # 4 would be terrible b/c you'd have to wait and hard to operate	Feb 5, 2012 10:26 PM
89	The gondola would require constant maintenance and people required to run it. That does not seem like a good use of money.	Feb 5, 2012 8:55 PM
90	I prefer the aesthetics of option 1 are for a pedestrian/bike bridge (which I'm assuming are the primary requirement. I like the simplicity of option 3 over option 2. Option 4 (gondola) would make it a real pain to use bikes and will slow down traffic across the river. Don't see the benefit of option 4 unless there are some visitor/travel benefits.	Feb 5, 2012 1:31 PM
91	Is the gondola for real?!?	Feb 5, 2012 10:06 AM
92	I think some students would like to ride their bike to campus, so a gondola is not preferable. A bike would also be needed if the bridge is placed on Options A, D, E because they are a bit far from campus.	Feb 5, 2012 12:22 AM
93	Something with the least of a "footprint" on the surrounding landscape would be preferable.	Feb 5, 2012 12:17 AM
94	Opt 4 doesn't allow for bikes. Is it 100 safe?	Feb 4, 2012 10:37 PM
95	Gondola ??? Really ?	Feb 4, 2012 6:00 PM
96	Safety is the key concern.	Feb 4, 2012 5:45 PM
97	How would Option 4 work for cyclists? I've ranked it last since it appears that there is no clear way to handle bicycles.	Feb 4, 2012 5:17 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

98	I think option 3 would be the least expensive to the tax payer - us	Feb 4, 2012 1:52 PM
99	The most cost effective bridge is the best option, which appears to be Option 1. Option 1 interestingly is the best looking structure as well. A bridge would be very nice for pedestrians and cyclists, but only if it is cost effective to build and maintain. Option 4 would require sizable ongoing maintenance, and therefore is the least favourable option in my option.	Feb 4, 2012 12:59 PM
100	aesthetics, cost of construction and on going maintenance costs should be the major deciding issues. A gondola is right out of the question. How do you ride a bike across a gondola and who is going to look after it all winter never mind the liability factor when it breaks at -30C and people have to be hauled out of it 50 ft above the Red River. Somebody must have just come back from Disneyland to dream up that idea!!!	Feb 4, 2012 12:05 PM
101	Option 4 would cost a lot to maintain, most probably limit the hours of access to hours when service was available, require people to wait for scheduled crossings, and the model shown in the picture doesn't appear to accomodate bicycles. I think it would be very under-used to the point that it could not justify the operating costs.	Feb 4, 2012 12:00 PM
102	Option #1 appears to be most economical and most aesthetically pleasing, with least ongoing maintenance (gondola would be high maintenance).	Feb 4, 2012 11:43 AM
103	Option 4 would be a great addition/companion to one of the other bridge options for those who may not be able to walk the entire distance. Perhaps the gondola option could start at the St. Vital mall (park & ride) and include a bar at the midpoint over the river - great tourist attraction but only if budget permits.	Feb 4, 2012 11:26 AM
104	Option #1 and #2 look the nicest, but if #3 is cheaper, I suppose that would be important.	Feb 4, 2012 11:18 AM
105	Who cares what it looks like. Can the city for once be fiscally responsible and put in a bridge that is economical in the additional construction and also in future upkeep. If you want our opinions, give us information to make good decisions.	Feb 4, 2012 10:37 AM
106	How would a gondola accommodate bikes? Would it work in winter? The gondola idea seems like a poor choice for our climate and also in regards to encouraging physical fitness.	Feb 4, 2012 12:19 AM
107	A gondola connecting St. Vital Mall to the University would be ideal.	Feb 3, 2012 9:35 PM
108	Fastest and least expensive option.	Feb 3, 2012 9:34 PM
109	4 -Gondola is limited in the numbers that can be transported within limited time frames- i.e access to the Football stadium, morning and evening rush hour access to the Campus. 1 - is architectural pleasing and unique within the City. 2 - is a knock-off from the Esplanade Riel foot bridge. 3 - although functional and likely the least cost is not architecturally pleasing.	Feb 3, 2012 8:38 PM
110	The first 2 options are the most visually pleasing. Option 1 obstructs vision the least. Whichever option is chosen should be good looking, yet not disturb the nature of the area.	Feb 3, 2012 7:48 PM
111	Well first nice smoke screen with the Gondola option, this is where I stand up and ask do we even need this active pathway bridge at all, or are we here to waste the cities time, and money. Hundred good reasons why the Gondola is out, but I'll give you this one, What view ? Now if we can be serious and spend 15 million we could build an active pathway bridge, not a damn ride. I suggest that it look like an arch, I like the hanging suspension arch bridge option 2, otherwise another pinnacle suspension, bridge. The idea with option 2 is it can go bank to bank in one move reducing the river impact. The pinnacle would be over shadowed by the existing million dollar toilet anyway and still requires a river impact. Option 3 is great if your building a monorail, and again, why is there no fourth option, oh because someone got high and watched a James Bond movie then said, Gondola !	Feb 3, 2012 5:17 PM
112	Gondola? Really?? That is a terrible idea. Might be fun for the first time but it wont be nearly as useful as a regular walking bridge. Sounds like a recipe for disaster. You would probably need to hire someone to monitor it to so people don't brake it or vandalize it or defecate in it.	Feb 3, 2012 4:16 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

113	I like the Gondola idea because it would be perfect for winter. My only concern would be whether a bike could be brought across in the Gondola or not.	Feb 3, 2012 12:12 PM
114	I don't care much for the gondola design. I cycle to work at the U of M and I don't think the gondola idea would work very well. Also with a gondola there are schedules and does it run all the time? As far as the design of a bridge, any one would work and cost should be the main issue.	Feb 3, 2012 11:14 AM
115	Who are you kidding about the gondola? What a maintenance nightmare not to mention having to wait to cross and it being full after large events etc. Bad idea.	Feb 3, 2012 11:09 AM
116	Love the Gondola option! Link it to St. Vital Centre and watch both St. Vital and U of M grow. Would be great as a parking option for Bombers games. 2 and 1 are both nice bridge designs. No to 3 - too sterile and not very interesting.	Feb 3, 2012 10:33 AM
117	The gondola would be a terrible idea. If a high-volume of people would be on their way to a football game at the University, the gondola would take too long.	Feb 3, 2012 10:21 AM
118	I feel a gondola would be too time consuming!! many people can walk across at one time but only a few at a time. Also I feel it would probably cost more to maintain (neat idea though).	Feb 3, 2012 10:06 AM
119	I don't think the Gondola option would move enough people fast enough, especially for large events like the Bomber games	Feb 3, 2012 9:45 AM
120	What every bridge is most cost efficient. I don't like the gondola idea.	Feb 3, 2012 9:20 AM
121	A covered section (this is the part that can be co-shared with Rapid Transit) for pedestrians who don't want to brave the environment. Open area above for those who prefer to remain 'outside'.	Feb 3, 2012 12:40 AM
122	I don't want to see any of the designs if the St. Amant site is chosen	Feb 2, 2012 11:57 PM
123	Staying with similar Provincher Bridge design....I like it.	Feb 2, 2012 11:37 PM
124	Gondola will be something new in Winnipeg. It'll probably help with tourism too as it provides something to do in the city	Feb 2, 2012 11:35 PM
125	The first two options are the most visually appealing of the bridges with the third looking rather simple. The gondola idea is terrible! There are safety concerns regarding someone being forced into one and assaulted, wait times for an empty one, mechanical failures, and people avoiding it due to fears of heights. While I really like the idea of a pedestrian bridge, I would never get into a gondola.	Feb 2, 2012 9:47 PM
126	Option 2 looks more esthetically pleasing. If option 4 is chosen, you would have to maintain the Gondola, have staff working on it 24 hrs a day... otherwise it would be useless to have.	Feb 2, 2012 8:15 PM
127	the gondola wouldn't be efficient because only a certain amount of people fit at each time. Also a bicycle wouldn't fit in it either unless it was large and can fit many people	Feb 2, 2012 7:30 PM
128	If we go with a gondola, it would have to have bicycle carrying features. being a football fan, the gondola would be ideal from St. Vital Centre to the stadium.	Feb 2, 2012 6:58 PM
129	Option 1 & 2 are nice, but glamorous 3 gets the job done with no frills 4 is impractical and subject to breaking down and could only be used at certain times of the day. - most long term cost.	Feb 2, 2012 5:11 PM
130	Gondola is too limited and slow, it would not be suitable for bicycles.	Feb 2, 2012 4:55 PM
131	the gondola not a practical idea for active transportation	Feb 2, 2012 4:52 PM
132	I believe Red River is classified as a federally regulated navigable river and so clearance regulations may preclude my preferred option design #3. Also I would prefer the least cost option (which you don't estimate) provided the width and strength requirements are met to handle snow, snow removal equipment and particularly for multi-passenger (electric or pedal) people movers.	Feb 2, 2012 3:01 PM
133	Gondola isn't practical for cyclists commuting. Will it be wide enough for cyclists and pedestrians to have their own space?	Feb 2, 2012 2:02 PM



**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

134	I would like a link that is available 24/7 year-round. Not sure if a gondola would fulfill that desire.	Feb 2, 2012 1:23 PM
135	Bridge may be expensive but: Open 24/7 Less servicing No delay Operating costs low Permanence Faster crossing on bike Better for joggers (no interruptions)	Feb 2, 2012 1:15 PM
136	Shouldn't an active transportation bridge require active crossing? Also, I fear the hassle associated with waits and maintenance of a gondola. My first two choices are based on esthetics, but any of the active options suit me.	Feb 2, 2012 1:08 PM
137	The gondola is an amazing idea! Would that require charging a fee to users though?	Feb 2, 2012 1:05 PM
138	If you could take a bike on the gondola than it would be my preferred. if you can't take a bike on then either of the other three would be my preferred and the gondola the least preferred.	Feb 2, 2012 12:27 PM
139	Convenience sake for cyclists, especially when used in winter. Any angle proves a challenge when thaw/freeze cycles come along, the flatter the bridge the better. And as for the Gondola, waiting times and where to put cycling gear is a question as I'm usually sweaty when I get there and the time of exposure is a big consideration for me. I usually cannot feel my feet on colder days, which mean I have to get into warmth as soon as I stop cycling.	Feb 2, 2012 12:20 PM
140	Not sure that I would necessarily pick any of these other than Option #2 -- aesthetics are important and should be a key consideration. How many bikes and people can you fit in a gondola? :)	Feb 2, 2012 11:51 AM
141	Option 1 offers the least disruption to the skyline, Option 2 the next least disruptive. Option 4 is probably too small to handle peak pedestrian & cyclist traffic.	Feb 2, 2012 11:42 AM
142	2 feels the safest on my bike. I thought the goal was active transportation, why would we do gondola? Wouldn't that just add cost to the consumer? How do I put my bike on a gondola?	Feb 2, 2012 11:07 AM
143	Gondola? Really?? This isn't viable at all. And exactly how many could cross at a time? You certainly could not go for a leisurely bike ride or a nice walk.	Feb 2, 2012 11:04 AM
144	The gondola is a dumb idea because of the low volume possible. People will just wait.	Feb 2, 2012 10:36 AM
145	Please go forward with a bridge option, not the gondola! The gondola might be cheaper, but will suffer very long wait times at peak traffic flows to or from the campus.	Feb 2, 2012 10:14 AM
146	The gondola seems totally impractical especially during rush times such as heavy commuting times to the U of M, or Blue Bomber game day. It is also impractical for cyclists.	Feb 2, 2012 10:00 AM
147	Boo to the Gondola. This should be something that you build it once and it lasts for a hundred years with minimal operating maintenance. The Gondola will (I assume) require an operator while in use, limiting the hours it can run. This crossing should be accessible 24/7/365 without any hassles - just walk across.	Feb 2, 2012 9:52 AM
148	I don't know the cost difference between options 1-3. In my opinion they could all be effective so whatever is the most reasonable cost wise would be fine. All we need is a bridge that is sturdy enough and wide enough to safely accommodate both pedestrian and cycling options. Option 4 would guarantee little use. Limitations in passenger numbers and the need for an operator would not make the crossing available at all times and would defeat the purpose for peak traffic to the stadium for events. Option 4 may also be a problem if you have lots of cyclists with bikes to transport, or dog walkers wanting to cross with their dogs to go to the off leash area at King's Park.	Feb 2, 2012 9:49 AM
149	Gondola sounds amazing but would probably be too expensive, and does not hold very many people	Feb 2, 2012 9:34 AM
150	I love option 2. Option 3 is ok but it looks very narrow. I think the river crossing should be wide and much wider than the St. James/Polo Park river crossing	Feb 2, 2012 9:07 AM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

	linking Wellington Ave to Portage. That particular river crossing is much too narrow. I strongly vote against a gondola. I only voted Option 1 as 3rd choice because we already have a bridge sort of like that one in the city. It is nice too.	
151	it will be a beautiful viewpoint for people seated inside and a new invention in manitoba, but built two or more of option 4 for two and forth to reduce traffic and disputes, the carrier should have strong cables (wire ropes) for strength n safety purposes	Feb 2, 2012 1:30 AM
152	perhaps a covered bridge would for too. Walking across the river in winter without cover would not be enjoyable.	Feb 2, 2012 1:13 AM
153	A gondola seems to be an impractical long term solution unless it has dramitically lower startup costs.	Feb 1, 2012 10:35 PM
154	A gondola - you are joking right? Capacity is pathetic and who wants to see the Red River? This is a link - not a tourist attraction that will be a laughing stock worldwide!	Feb 1, 2012 7:53 PM
155	We want to encourage physical exercise with a foot/bike bridge and also would allow higher capacity than a gondola? Also should have some aesthetics and not be a concrete slab to cross but a pleasing gateway providing pride in our city and university.	Feb 1, 2012 7:42 PM
156	A gondola is practical and can be used year round if properly heated. If it is big enough, it could hold several bikes. Gondolas are used as public transit in cities such as Portland, Rio De Janeiro and Medellin. It could provide an excellent link between St. Vital Centre (with its high traffic and convergence of transit routes) and the U of M. Spectators at the Stadium would also have the option of parking their cars on the St. Vital side of the river and take the gondola across. Few game spectators would bike or walk across. A gondola would also be an object of curiosity and provide Winnipeg an image of being modern and progressive.	Feb 1, 2012 7:27 PM
157	gondola really? not very efficient, expensive?	Feb 1, 2012 6:56 PM
158	really don't like the gondola idea	Feb 1, 2012 6:18 PM
159	I don't mind the gondola option, but I wouldn't want to be dependent on a gondola to get across. It would be a fabulous supplement to a bridge, but I would want to be able to cross the river when I got to it, not to have to wait for a gondola to arrive and hope that it had room for me, etc. With 30,000 people going on and off campus on a daily basis, I can see the potential for a bridge to get a great deal of use. I don't much care for the style of the bridge, though it should be wide enough to accomodate large numbers of crossers. Bridge Option # 3 is kind of ugly. As with the provencher bridge, I would hope that it is seen as meritorious to invest in something beautiful, as well as functional.	Feb 1, 2012 3:53 PM
160	The gondola option seems really excessive.	Feb 1, 2012 3:52 PM
161	A bridge would be easily accessed by bikers	Feb 1, 2012 3:38 PM
162	Why can I not answer," None of the above"? This is an example of an Active Transportation Survey, in which you have made people list a favorite choice even though they like none of them. My question is where people attending the University park their cars, not on my street. Oh that's right, everyone will be riding their bicycles or skateboards in the middle of winter, another example of the city wasting tax payer's money. Just fix the streets we have and stop this waste of public money.	Feb 1, 2012 3:02 PM
163	Gondola would be nice in winter	Feb 1, 2012 2:38 PM
164	Gondola is a very dumb idea	Feb 1, 2012 2:30 PM
165	i wouldhope to be able to ride my bike to the university	Feb 1, 2012 2:07 PM
166	Having a godola is a good idea for tourists, however it's not practical because heavy pedestrian use. Having to wait for the car that you missed by 20 seconds to come back to your side, unless of course there were two cars on separate cables. Nobody wants to wait when it'a -30%.Still have problems with pedestrian volumn.	Feb 1, 2012 2:04 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

167	The picture for number two is far too vague to be able to judge it properly. There is little information provided on the gondola option, (will it work properly with ice and snow on it? how many will there be? Will you have to wait for it to return/how long?) You really need to provide more information on this before expecting a public response that will be in any way accurate.	Feb 1, 2012 1:06 PM
168	A gondola on an _ACTIVE_ transportation bridge - are you kidding me? BTW, what would the ongoing cost of operation be? Would bus fare be enough to get on board? Would it be open 7x24 year round?	Feb 1, 2012 12:27 PM
169	I dont think the gondola is a viable option at all for cyclists, people walking/running for exercise or for people walking pets.	Feb 1, 2012 12:08 PM
170	Option #4 would be inconvenient for bicycles. #1 is a consistent style with Esplanade Riel.	Feb 1, 2012 11:55 AM
171	gondola seems not very convenient for cyclists	Feb 1, 2012 11:41 AM
172	Option # 4 is a good idea! Option # 2 is a good looking bridge.	Feb 1, 2012 11:29 AM
173	Don't like the gondola idea.	Feb 1, 2012 10:11 AM
174	A GONDOLA? THIS SHOULDNT EVEN BE AN OPTIION	Feb 1, 2012 10:05 AM
175	This needs to be more functional and cost effective than an architectural statement. The gondola is inefficient, requires operators and maintenance, and may be unsuitable in some weather conditions we commonly encounter in Winnipeg.	Feb 1, 2012 9:12 AM
176	whichever one is fastest, cheapest and safest. From the pictures it is impossible to figure out those criteria since I am not an engineering student.	Feb 1, 2012 9:01 AM
177	Whatever is cheapest but looks good.	Feb 1, 2012 3:10 AM
178	If a gondola would take longer to build and/or raise funds for, a bridge is the preferable option	Jan 31, 2012 11:14 PM
179	I'd really like it if we moved away from the gondola idea, it's not practical, an eye sore and expensive. I think the city needs to consider using suspension bridges more often, I'm not expert but I think its pretty clear that pillars in the river help create the ice build ups that we have in the spring. No need to add to the problem.	Jan 31, 2012 11:10 PM
180	A gondola would limit the number of people able to cross at a single time and require waiting. I personally think it is a waste of resources, especially considering the maintenance necessary.	Jan 31, 2012 11:08 PM
181	gondola is more comfortable in the winter (most of the school year is in the winter)	Jan 31, 2012 10:04 PM
182	Option 2 is more cost effective then the others, but option 2 and 3 appeal aesthetically. Option 4 is just plain ridiculous. This is winnipeg. Not the swiss alps.	Jan 31, 2012 9:31 PM
183	I think a gondola would be inconvenient.	Jan 31, 2012 8:37 PM
184	A gondola would not be good for cyclists.	Jan 31, 2012 8:13 PM
185	The gondola is just silly, and detracts from the active experience of being a cyclist or pedestrian. It also creates a traffic bottleneck during peak times. I'm not sure if the width shown in the pictures is representative, but if it is than 3 seems a bit thin. The bridge needs to be wide enough to accomodate cyclists passing each other. A flat bridge is also nicer for cyclists.	Jan 31, 2012 7:57 PM
186	The gondola idea is rather, um, counterproductive from both a sustainability and health perspective. It is in fact rather foolish from any perspective that I can think of.	Jan 31, 2012 7:26 PM
187	The gondola option seems restrictive to bike use. #3 seems too narrow to facilitate bike and pedestrian traffic. I prefer #1 or #2, they both appear capable of handling bike and pedestrian traffic. The difference would be aesthetic. Certainly that matters, as the bridge should fit well with its immediate	Jan 31, 2012 7:23 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

	environment.	
188	1-3 are all good. 4 would be very tough on bicyclists.	Jan 31, 2012 6:40 PM
189	Don't ever consider a gondola! #3 is too utilitarian and looks like a monorail track. #1 and #2 are both very attractive.	Jan 31, 2012 6:33 PM
190	Would prefer construction that offers some semblance of a windbreak for those times of the year where the wind blows down the river....and could create windchill problems....gondola is too mechanical and too much could go wrong...	Jan 31, 2012 6:15 PM
191	Option #3 is aesthetically boring; Option #4 seems extremely unnecessary.	Jan 31, 2012 6:04 PM
192	again am oposed to any crossing. just answeireing your survey as set out	Jan 31, 2012 5:57 PM
193	Option #5 get fabrication dwgs from calgary and use the peace bridge concept. The gondola is just narrow minded, if i want to get from the university to the mall, i will take the bus for a fare, if there's a fare for the gondola thats even worse, bridges are public and free, gondolas are controlling and miserly.	Jan 31, 2012 5:53 PM
194	Gondola idea is ridiculous. With the wind on the river, they would be off half of the time. Also, I somehow get the feeling that someone would find the way to make users pay. All other scenarios are fine, with a little preference for something nicer looking.	Jan 31, 2012 5:44 PM
195	Options 1, 2 and 3 would all be acceptable (Option 1 is, to me, the most aesthetically pleasing). A gondola, while cheaper than a bridge, eliminates the appeal of the crossing for cyclists, joggers, and all those who would appreciate the opportunity to cross the river at their leisure, and for this reason I believe runs the risk of falling into disuse.	Jan 31, 2012 5:43 PM
196	I think the Gondola would be fantastic, however, I doubt either the City of Winnipeg nor the Province of Manitoba could fund something like that. I mean, the City doesn't even maintain its upkeep of its current EXISTING bridges (e.g. Desraeli's rusted out railings...)	Jan 31, 2012 5:30 PM
197	The gondola seems like an inefficient method to cross the rive. It would prevent bikers from easily taking advantage of the crossing, and would create bottlenecks. It would also require more upkeep	Jan 31, 2012 5:12 PM
198	A gondola would be the least practical. It would not support that ability for people to bike across the river to access the University or King's park. It would also be the least reliable.	Jan 31, 2012 5:12 PM
199	The gondola option that, in principle, is interesting, too, however, I don't see how this would facilitate bike transport. Hence, I think that some sort of bridge would be best.	Jan 31, 2012 5:01 PM
200	The gondola seems like a poor option since it involves power, waiting time, and may not accommodate cyclists.	Jan 31, 2012 5:00 PM
201	option 4 is unacceptable	Jan 31, 2012 4:59 PM
202	It's difficult to make a decision when the implications of each are unknown.	Jan 31, 2012 4:58 PM
203	#1 goes along with our trade-mark Provencher bridge	Jan 31, 2012 4:50 PM
204	A gondola would be pointless because then cyclists cannot cross.	Jan 31, 2012 4:41 PM
205	For cyclists, the gondola option may not be feasible, depending on the size of the gondola. While having a gondola in Winnipeg would be fun and would be good for inclement weather, the cost for a project like that may be too much.	Jan 31, 2012 4:27 PM
206	A gondola? Seriously?	Jan 31, 2012 4:26 PM
207	Gondola could be fun and interesting. Will it be accessible to bikes?	Jan 31, 2012 4:19 PM
208	The gondola is cute but would have a lot of maintenance and labour issues to keep it running. Plus there are hazards in loading/unloading. Please don't put in something ugly (like option 3). Please consider having a covered/enclosed bridge so that people can be kept out of the winter wind. It could be glassed in with ventilation that adjusts for the seasons.	Jan 31, 2012 4:18 PM



**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4 (1 = Most preferred to 4 = Least preferred)**

209	is the gondola really an option?	Jan 31, 2012 4:15 PM
210	all are unacceptable	Jan 31, 2012 4:01 PM
211	The gondola option is interesting, but it seems like it would require more maintenance. On the plus side it would allow access to the crossing to be controlled. I like #1 because I'm a sucker for cable-stayed bridges.	Jan 31, 2012 4:00 PM
212	I do not like the idea of a Gondola as it would most likely be a paid service. Unless there was some sort of all in one Rapid Transit / Bus / gondola pass, I wouldn't like this at all. I also want something that is fully enclosed with rails that small children cannot fall through. Option 2 does not appear to have those kind of rails.	Jan 31, 2012 3:59 PM
213	The Gondola idea is ridiculous. Option 3 looks the simplest design, and looks the most cost effective, why not build two.	Jan 31, 2012 3:58 PM
214	Any bridge design would be preferred over a gondola. A bottleneck would form during peak crossing times and crossings would be completely halted during a breakdown.	Jan 31, 2012 3:56 PM
215	A static structure is much preferred to a mobile one.	Jan 31, 2012 3:56 PM
216	I don't like the gondola because it would need to use energy and you would probably need to get off your bike and load it somehow rather than just riding across the bridge.	Jan 31, 2012 3:55 PM
217	Option 2 looks the most appealing. Option 1 looks like a scaled down version of Winnipeg's leaning tower of penis. Option 4 is virtually useless to cyclists.	Jan 31, 2012 3:52 PM
218	Gondola isn't bike friendly enough. Not "active" transportation, and would use electricity. Not green enough.	Jan 31, 2012 3:50 PM
219	gondola option is useless to cyclists and capacity is too low to be practical for pedestrian use.	Jan 31, 2012 3:39 PM
220	A bus lane would really enhance movement without parking on the St.vital side impacting the neighbourhood	Jan 31, 2012 3:37 PM
221	price is the most important consideration	Jan 31, 2012 3:34 PM
222	I like all of the ideas and any of them would be suitable - perhaps the deciding factor is cost. Also, the gondola is nice, but it could have mechanical problems, and could you put a bike in it for those who cycle to the university?	Jan 31, 2012 3:13 PM
223	Why the walking bridge in any event. It doesn't seem to have any substantive purpose. There is nothing on the University side that will be attractive to residents of St.Vital [except the football stadium and a walking bridge and all the expense associated with it for that purpose is totally unjustified] and for the very small no. of students who live in St.Vital and there is nothing at any of the exit points in St.Vital University that would be of interest to persons at the University	Jan 31, 2012 12:06 PM
224	Gondola option is disruptive to active transport, requires energy, and can break down, stranding people. Would require the most maintenance by far. I suspect this option is here only as the obvious sacrificial lamb. Of the three real options, Option 3 is least disruptive in appearance.	Jan 31, 2012 10:43 AM
225	Again, description with each photo would help people with low vision more accurately complete the survey.	Jan 28, 2012 9:33 PM
226	come on, a gondola? #3 is hideous!	Jan 25, 2012 4:12 PM
227	Need this to be accessible - "universal design."	Jan 25, 2012 10:59 AM
228	Pictures are really unrealistic.	Jan 25, 2012 9:50 AM
229	Bridge Engineers Rock!	Jan 24, 2012 5:57 PM
230	Are any of the bridges covered? Open is ridiculous in the winter because of wind and icing up/	Jan 23, 2012 5:41 PM
231	Isn't a Gondola getting a bit ridiculous???? Really??? A Gondola? Nothing like	Jan 23, 2012 4:20 PM

**Page 4, Q3. Please rank your preferred conceptual design river crossing options from 1 to 4  
(1 = Most preferred to 4 = Least preferred)**

	lazy Winnipeggers! Sheesh!	
232	Very poor context to make a decision on again. Also, the gondola and the inaccessible bridge should not even be shown as options as they violate Human Rights and the City of Winnipeg Accessibility Design Policy. Therefore my ratings are really not very valid.	Jan 23, 2012 11:48 AM
233	Options 3 & 4 are not bicycle friendly	Jan 22, 2012 10:19 AM
234	lets face it it comes down to \$ both one and two can be used by bike traffic as well. There isn;t much pedestrian traffic in Winnipeg and less so in the winter so 3 is done. Gondala. unless its from one parking lot to another there isnt the return \$ per person use so 4 is done as well. one or two are both lovely.What is the maintenance cost over the life of the two?	Jan 21, 2012 5:46 PM
235	Option "3" shows stairs. That would be unacceptable.	Jan 21, 2012 1:06 PM
236	#1 connects in design with the Provencher Bridge, #2 keeps the path level, #3 Ice jams eroding the pillars? otherwise it is clean and simple (sterile) still not my favourite.	Jan 21, 2012 10:31 AM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

1	I likes to walk.	Feb 12, 2012 6:04 PM
2	This corridor would benifit the community greatly. It would give quick access to the university. At present during peak times it takes approximately 40 min to use transit. That does not include the time the buses are full and pass you right by. on off peak times bus service is even more limited and takes along time to get to St. Vital. The Henteleff option would allow more minimal disruption to the community and quick and easy access. I hope this project gets underway quickly as it would be a great benifit to the university students and help with traffic concerns for the Bomber stadium.	Feb 12, 2012 4:20 PM
3	We have been waiting and wanting this for years!!! I would welcome the crossing immensely and hope that it happens!!	Feb 12, 2012 3:10 PM
4	why is one needed? and why doe severything revolve around the university considering most of them live at home and pay NO TAXES	Feb 12, 2012 12:18 PM
5	Pedestrian/Bicycle Crossing should be at ST Vital Park to Crescent drice park, not any of this options. Make sense to join the to green spaces through a Pedestrian/Bicycle bridge, like any other civilized cities in the world. The UofM doesnt need a Pedestrian/Bicycle bridge when in one at Bishop at Pembina	Feb 12, 2012 12:15 PM
6	1) how will the City prevent University students and Stadium users from parking on the east side of the river ? 2) the Gondola is a ridiculous idea. It cannot possibly be safe for a woman or kids to be stuck in a gondola with some undesirable individual. how could such a thing operate in our climate 24 / 7 ?	Feb 12, 2012 11:25 AM
7	With the lovely walk way along the river at Normand park area, it seems like a natural spot to put a bridge over the river. Parking in the neighborhood won't be a problem because there simply isn't any parking.	Feb 11, 2012 11:34 PM
8	This is a poorly designed survey that will yield very little useful information.	Feb 11, 2012 5:29 PM
9	active transportation too! cycling lanes!	Feb 11, 2012 4:38 PM
10	I highly prefer a bridge that accommodates both bicycles and pedestrians, not a gondola. Having it south of the large bend of the river (further away from the Bishop Grandin bridge, where pedestrians and cyclists can already cross) seems very sensible as well. If you are considering going closer to Bishop Grandin, I'd suggest a crossing from St. Vital park to Crescent Drive park (if access to the U of M was not so clearly the goal of this) as much preferable to interfering with resident privacy and resident greenspace access at St Amant Centre and Foyer Valade (plus the destruction of community gardens, which currently provide a beautiful, quiet and natural interaction between these two 'institutional residences' and the rest of the community.	Feb 11, 2012 12:31 PM
11	I am very worried about the cost as these types of construction tend to be very expensive. Also although this is being sold as an AT initiative I foresee traffic and parking problems in St. Vital as students and football fans seek free parking and a short walk to get to U of M.	Feb 11, 2012 11:18 AM
12	Active transport river crossings are a great idea. Let's hope this is the first of many more pedestrian/cycling bridges in Winnipeg!	Feb 10, 2012 8:35 PM
13	I live in Norman Park and the concern I have is that students will park on our streets and then walk across so we won't have anywhere to park ourselves.	Feb 10, 2012 5:55 PM
14	THE GONDOLA IS TOO RESTRICTIVE; AS FOR PLACEMENT, PUT IT SOMEWHERE REALLY ACCESSIBLE SO THAT WE CAN ACTUALLY USE IT!	Feb 10, 2012 5:49 PM
15	Completion of south rapid transist corridor to University of Manitoba from Jubilee is a priority to address traffic issues in relation to the university, stadium, Waverly West. This bridge project should not take capital or priority for this much need infrastructure for the south end of the city. Related to north-south traffic volume and management is the needed completion of active transportation routes paralleling Pembina. For the next round of public consultation, please inform public not only about preferred options, but also what was response to public acceptibility of the proposed bridging of St. Vital and Fort Garry. Also please provide some idea of current and forecasted active transportation use for this proposal. Thanks	Feb 10, 2012 5:34 PM
16	Overall, the inconvenience to St. Vital communities is greater than the	Feb 10, 2012 5:24 PM

	convenience of a bridge. Not worth the money especially to a cash-strapped city.	
17	It is expected that many people will drive their vehicles to the bridge. These people would not get much active living benefit. They may as well drive to the U/M where there is parking. It is unreasonable to spend 15 to 33 million to save some commuters U/M parking fees. Overall, the inconvenience to St. Vital communities is greater than the convenience of a bridge. Not worth the money.	Feb 10, 2012 5:19 PM
18	Don't touch the garden!	Feb 10, 2012 3:38 PM
19	there should be enough room for a cycling path an the bridge separate from pedestrians.	Feb 10, 2012 3:26 PM
20	-Students are walking over the ice in winter when strong underwater currents could make the ice weaker then it appears. This Pedestrian crossing should be built for the safety AND convenience of students. -Don't let the folks in St. Vital who are worried about loosing their parking stop the project. -I prefer the gondola option because it is unique and it would be an attraction for visitors to the city. Students could be hired to help with loading/unloading passengers if required. -If the crossing is located close to the new stadium the capacity of a Gondola might be exceeded after games. But there are only maybe 12 CLF events at the home stadium per year so really the capacity would only be exceeded 12 out of 365 days. That's pretty good. The capacity of the roads I drive home on are exceed twice everyday so your still better off taking the gondola then driving. But I'm sure you will get some grumpy people who will complain in the paper that is was built incorrectly.	Feb 10, 2012 1:59 PM
21	At the connection of the bridge in the St. Vital area (any of the five choices), please make sure there is adequate parking or a parkade. I think this will be an excellent option for both University students and staff to get to work, however I don't think strictly residential street parking will suffice (and will also probably annoy the local residents). If you make parking also slightly cheaper that what is available on campus, students will be more willing to use the pedestrian bridge.	Feb 10, 2012 1:49 PM
22	I think the location should be chosen based on being the most public, the most visually accessible and the most central location for the majority of activity as possible. If somewhat hidden, then choosing a taller design would help users identify its location from a distance.	Feb 10, 2012 10:37 AM
23	Winnipeg Transit should be involved in planning process. Buses such as the 14 should slightly alter their route to go closer to the bridge, to accommodate students taking the bus to the University.	Feb 9, 2012 11:01 PM
24	The option closest the Fort Gary bridge provides minimal benefits to anyone in south St. Vital with the exception of those residing in neighboring streets. Does not provide much of a short cut	Feb 9, 2012 10:25 PM
25	Put the bridge in zone B. There is a large green space there, possibly convert to a University parking lot for both students and bomber games. Bus depot in Normand Park would make people who live in St. Vital, and up St. Mary's have less of a bus. Local residents gain access to King's Park for green space (Much better green space too).	Feb 9, 2012 10:13 PM
26	I think it is vital this bridge link into the bike paths in south St.Vital and links the University of Manitoba with its Rapid Transit terminal as closely to St. Vital as possible. There are already two links at Bishop Grandon and the Perimeter, so this bridge should be as close to the middle between these two as possible	Feb 9, 2012 9:20 PM
27	Pro A. Nice way to join the parks and encourage community walks. Bonus that it opens to yo m	Feb 9, 2012 9:09 PM
28	There are more urgent and needy things to spend money on	Feb 9, 2012 8:44 PM
29	This bridge would be a good green means for getting more people to get out and bike or walk to university or conversly, go to work or shop on the east side for west side residents.	Feb 9, 2012 8:22 PM
30	This needs to happen - but in an unintrusive, practical way.	Feb 9, 2012 6:09 PM
31	At last night's meeting at Dakota Community Club, a representative of the city stated to me that the city fully expects people to drive to the bridge and cycle or	Feb 9, 2012 4:26 PM



**Page 5, Q4. If you have any additional comments or feedback please let us know.**

	walk across the bridge to the U of M. My reaction is "why bother" spending 12 million or more to save drivers parking fees at the U of M at the expense and inconvenience of St. Vital residents. If people are driving their vehicles to the bridge, they may as well drive to the university where there is parking. And...don't you dare make a parking lot out of the St. Amant gardens for that purpose! Don't take away gardens that 111 families enjoy to give them away to lazy or cheap commuters.	
32	The City, University and Province need to do some integrated planning. To act unilaterally with initiatives like this crossing and the new stadium will produce ineffective results such as an underutilized bridge and a stadium without sufficient parking.	Feb 9, 2012 4:01 PM
33	Don't destroy the St Amant community gardens!	Feb 9, 2012 3:44 PM
34	do not destroy the community gardens, they belong to over 100 families and mean a lot to them. Where else in the city is there such strong community ties? Why ruin it?	Feb 9, 2012 2:30 PM
35	Please do not take out the St. Amant gardens, which provide a sustainable source of food for the community, exercise and fellowship, to put in an active transport corridor. There is a very good option at Hentleff Park, as long the the ecological aspects of the park are honoured.	Feb 9, 2012 2:22 PM
36	Wow, this idea is so bad it makes traffic calming circles look like a good idea. What a colossal waste of money.	Feb 9, 2012 2:20 PM
37	please do not do a gondola. Also I think its really good that poeple are looking into a walking path. It would help traffic on bishop grandin with all the students trying to get to the university and would encourage walking rather than driving cars.	Feb 9, 2012 2:01 PM
38	More information (optional for those who want to see), on the options and to see if it may affect adjacent land, more studies (for those who want to know). I hope this integrates the urban and nature of the place. Adding colour to the landscape can be added instead of the same bland concrete which dominates much of Winnipeg (which is slowly changing it seems).	Feb 9, 2012 2:01 PM
39	The elected official(s) who push this project forward will surely feel the wrath of the electorate. We trust you to keep our property taxes down through judicious spending. This is frivolous at best.	Feb 9, 2012 1:47 PM
40	Mass transit is a far more effective, economic and environmentally friendly solution to moving people between St. Vital and the University. It is also fully compatible with active transporation. Don't waste money my tax dollars on a little utilized pedestrian bridge.	Feb 9, 2012 1:44 PM
41	The money would be better spent improving the transit link from St. Vital to the University so that students don't have to transfer buses.	Feb 9, 2012 1:41 PM
42	This project is misguided folly. If we're going to waste money on folly then we might as well consider all manner of folly. The scope of the study should be expanded to include: - an endowmeant used to maintain annual ice crossings - zip lines and towers - docks and canoes - change rooms for swimmers - Souris-style swinging bridge - underwater tunnel	Feb 9, 2012 1:38 PM
43	Build for what's right (good traffic flow), not what's the cheapest.	Feb 9, 2012 1:26 PM
44	The Hentleff park crossing is really the best option. If the city of Winnipeg truly wants to build this bridge to encourage active transportation, then linking the bridge with the South Winnipeg pathway system makes the most sense. I will repeat that the destruction of 3.2 acres of community garden at St. Amant center is unacceptable.	Feb 9, 2012 1:18 PM
45	The new stadium at the U. of M. seems to be the main focus for reviving this decades old plan to build a river-crossing. More planning should have been done to choose a more accessible location for the stadium, considering there are only 2 entrances in or out of the campus. If you truly want to help the students get there, the B location makes the most sense as it would serve 15000 homes as opposed to 1500 homes at locations C D or E. The family age range is getting to be post-university around C D and E. South St. Vital is still a younger family majority.	Feb 9, 2012 12:01 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

46	Why is a crossing necessary at all? The fact that ALL directions from U of M are being considered by the planners suggests that there is no particular need for a crossing in any of the five areas, but that the City simply wants to increase access to U of M from any direction. This in turn suggests that parking for the new stadium is the major consideration driving this initiative. I think it's a bad idea and should be scrapped.	Feb 9, 2012 11:46 AM
47	Why is a crossing necessary at all? The fact that ALL directions from U of M are being considered by the planners suggests that there is no particular need for a crossing in any of the five areas, but that the City wants to increase access to U of M from any direction. This in turn suggests that parking for the new stadium is the major consideration driving this initiative. I think it's a bad idea and should be scrapped.	Feb 9, 2012 11:43 AM
48	There is no logic to this project. Peak demand for student trips to the U of M is September through April, yet the majority of the sane world is not interested in "active transportation" in the winter. Someone needs to start coming up with better ideas.	Feb 9, 2012 10:32 AM
49	Better job has to be done to inform the public on the potential crossing. The location of the crossing will creating parking and traffic problems.	Feb 9, 2012 10:29 AM
50	Option B will threaten the viability of Henteleff park as passive park and nature preserve by clogging its parking lot with student vehicles and turning the park into a transportation corridor...to what benefit? This project lacks vision and purpose.	Feb 9, 2012 10:28 AM
51	Of all the things we could be spending money on - this is about the most ridiculous thing I could think of.	Feb 9, 2012 10:26 AM
52	Winnipeg property owners at large should not be asked to pay for a bridge that will only benefit a handful of people. The project lacks justification and would quickly be dismissed by any reasonable NFAT (Needs For and Alternatives To) process. What is the business case for this bridge?	Feb 9, 2012 10:24 AM
53	We live close to the Minnetonka crossing. Concern: more cars in the area, parking. Crossing at this point might put kids in danger since it is close to the school, kids are curious and might do stupid things. Residents living in this area can now easily access the other side by crossing at Bishop. The area south of Nova Vista would benefit with a crossing either at B or A.	Feb 9, 2012 10:09 AM
54	These additional comments would be the same as the last comment made. These passage ways should involve the user more and have potential to have river access. The University of Manitoba has relatively no access to the river. These crossings could be potential for the university to finally include some river access.	Feb 9, 2012 9:57 AM
55	Please do not use the term "pedestrian crossing". Use "active transportation". Given the distances we're looking at here, cycling is much more viable than walking.	Feb 9, 2012 9:32 AM
56	55	Feb 9, 2012 12:27 AM
57	My main concern would be the traffic problems imposed on this side of the river during UofM sessions and game day events. Plus I feel the money should and could be used to repair our roads.	Feb 8, 2012 11:55 PM
58	You need places for lots of people to park on either side of the bridge....not in residential areas.	Feb 8, 2012 10:40 PM
59	My greatest concern is that this project will interfere with the garden plots near St. Amant.	Feb 8, 2012 10:26 PM
60	We thank the city for organizing the information session and posting this online survey. We hope the bridge is built thinking about the most important issue: connectivity. All other issues can be solved but if the bridge is built away from where it is needed, its use will be negligible and the tax payers money would be wasted.	Feb 8, 2012 10:08 PM
61	The map is not current. Overall a sloppy presentation	Feb 8, 2012 9:23 PM
62	It appears that the new football stadium is the catalyst for the proposed foot-	Feb 8, 2012 8:02 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

	bridge rather than helping university students. There should have been much better planning as to where this stadium would be built so as to avoid the traffic and parking problems it will create.	
63	very much in favour of a pedestrian bridge	Feb 8, 2012 5:55 PM
64	Maintenance such as snow clearance will be critical. I hope that the City and the University have determined and agreed as to their responsibilities, and that there are no grey areas.	Feb 8, 2012 2:14 PM
65	Thanks for trying to do this project. Please don't build it close to Bishop Grandin as that seems redundant. Henteleff park access wouldn't interfere with community gardens and would serve a new set of people well instead of those living close to Bishop Grandin having 2 pathways close to each other. Linking the bridge to U of M would serve the university students well - and these are the people who usually use bicycles more than any other group of people. For that reason a link to King's park (as beautiful as that would be) doesn't serve as many people and isn't as practical as a link to U of M. Thanks.	Feb 8, 2012 11:19 AM
66	This pedestrian crossing from St. Vital to the University of Manitoba is long overdue and will certainly relieve some traffic congestion.	Feb 8, 2012 1:12 AM
67	I believe a pedestrian bridge makes the most logical sense for this application. It should also be as close to St Mary's Road as possible (Location C) so avoid an influx of unwanted traffic in residential areas, especially with the new football stadium currently being built. This crossing will encourage those who do not live in south St Vital but who want to avoid driving around the University/football stadium to park in residential areas of south St Vital and cross by foot. Residents are NOT in favor of that. In fact, we cannot express in words how badly we do not want that. At least if the crossing was kept as close as possible to St Mary's Rd, it will keep more of the vehicle traffic off the residential streets. We have one chance to do this right.	Feb 8, 2012 12:00 AM
68	Is this intended to be a link to the university or a link across the river from one community to another? How does the bomber stadium being at the U of M impact the decision making if at all?	Feb 7, 2012 11:53 PM
69	The three footbridge designs are all fine. I have only a slight preference one over the other. If Hentillif Park is chosen there should be an effort to preserve as much green space as possible. I think a footbridge that can handle foot traffic and bicycles is the best design. The cable car is neat to look at but would not serve as well, in my opinion.	Feb 7, 2012 11:34 PM
70	The site near St-Amant centre is occupied by a community garden, which allows retired folks and young families to benefit from being outdoors, getting physically active and eating healthy foods. I believe that this is as important as allowing students to cross over the river. If students are cycling, site C or Site E would be just as convenient.	Feb 7, 2012 11:01 PM
71	i do prefer the henteleff park location- it would not bother many residences, or disrupt the gardeners area at st amant area, i think henteleff park just makes sense as it is a continuation of the path from st anne's rd to st mary's rd	Feb 7, 2012 7:58 PM
72	This survey doesn't include nearly enough information to enable people to make informed choices. You're also limiting the quality and quantity of feedback by having so few questions. Has the inclusion of transit use been considered as well?	Feb 7, 2012 3:21 PM
73	The St. Amant site should not be considered. It is a well known fact that students quite often are listening to whatever when cycling and do not pay attention to their surroundings. The Foyer Valade is next door to St. Amant and in the summer many residents (in wheelchairs) are taken out by their families for a quiet outing around the gardens, something many of the residents did in the past and can connect. It would be very sad to take this one little pleasure away from them. Many residents from St. Amant are taken out for the quiet outing also either by staff or family. Many families do not have the facilities to take their family member in a vehicle that is equipped for a wheelchair. Also, parking might be taken away from the Foyer Valade and St. Amant by students or fans, something which is unthinkable. Families come before many other considerations.	Feb 7, 2012 12:15 PM
74	It would be great if they could tie in rapid transit. Maybe make a connection that	Feb 7, 2012 1:56 AM

	goes from the UofM to the St vital centre.	
75	I think the pedestrian walkway is a great idea, for walking access to the U of M and the new stadium. The stadium will be bringing an influx of traffic into the south end of the city, and I believe we should keep it away from our residential neighborhoods. River Road has seen increased traffic over the last few years, and parking on our streets has become an issue. We don't want our neighborhood to turn into a parking lot. Develop a Park and Walk where we have the space. Charge for parking to pay for the upkeep of the park and bicycle paths. Have horse and buggy rides to the games and around the park! Let's be innovative!	Feb 6, 2012 9:10 PM
76	Yes, this survey is skewed. The first question should have been -are you in favour of a bridge?	Feb 6, 2012 9:05 PM
77	will there be any parking restrictions for non-residents in the affected areas?	Feb 6, 2012 7:46 PM
78	I fully support this idea! This is a wonderful green idea, that will encourage people to use alternative forms of transit to get to campus. Given the present governmental commitments to rapid transit, this is another fantastic idea to make it easier for people to get to the U of M campus.	Feb 6, 2012 7:29 PM
79	fixing the potholes in our streets would be pretty sweet haha	Feb 6, 2012 6:57 PM
80	If this bridge crossing is for active transportation use - it does NOT make any sense to locate it next to an already existing bridge (Bishop Grandin). The Bishop Grandin Bridge already serves the immediate community of Bright Oaks/River Point/St. Vital Park Area along with the more distant communities of Meadowood and Island Lakes/Southdale via the Bishop Grandin Greenway Trail System. If the goal is to make active transportation more accessible then placing any future bridge at the Hentleff or Kings Park Locations would be proper choice. At either of these two locations it would service the River Park South/Dakota Crossing/ Royal Wood and Sage Creek areas by tapping into the bike paths/walking trails that already exist or are planned for the future. The best location over all would be Hentleff as it already has public access. It would NOT infringe on private home locations and would be completely directed at walking/biking. Hence NO CAR PARKING IN SMALL COMMUNITIES! I also find it ironic that this 'proposed' bridge is already posted on the City of Winnipeg website in the active transportation maps for the south. Clearly the City has already made up it's mind before coming to the community. We are made to believe it is for the 'local' people to access the UofM more easily. If my little community asked the City for this - we would be told 'no - too much money for too little usage'. When putting the 'new stadium' in the picture the large cost of such bridge construction now makes more financial sense as 'trucking in' more users makes it financially viable. As a homeowner - I DO NOT WANT MY AREA TURNED INTO A PARKING LOT! I do believe a bridge might be used appropriately at the Hentleff location as it would connect the south east communities. If this Bridge Proposal goes through - lets make it the Right Location and the Right Design!	Feb 6, 2012 6:38 PM
81	Great idea - long time coming. The university needs a back door.	Feb 6, 2012 4:48 PM
82	I appreciate the opportunity to provide feedback on this project and hope that most people will agree that a walkway to the St. Vital Centre commercial area would provide excellent economic benefits to that area. A walkway from a residential neighbourhood, particularly one close to the perimeter, will lead to many students parking their vehicles in the residential area through the day and walking across the bridge for their classes. This additional traffic and free parking will devalue these neighborhoods significantly. Thank you.	Feb 6, 2012 4:03 PM
83	Save the bridge money and just buy every U of M student from St.Vital a \$35 rubber dingy instead. It's just as effective and misguided an idea as the ped bridge.	Feb 6, 2012 3:59 PM
84	Good idea. As a resident/home owner in south St. Vital, I see property values increasing and accessibility to the U of M improving	Feb 6, 2012 3:20 PM
85	Good luck with the project. The key will be finding a good balance between convenience and intrusion for the immediate residents.	Feb 6, 2012 2:53 PM
86	I think this is a fabulous and safe way for university students to save money and keep their footprint green.	Feb 6, 2012 2:41 PM



**Page 5, Q4. If you have any additional comments or feedback please let us know.**

87	Is this really the highest priority for bike paths? Would not a path from Bishop Grandon south along the river or Pembian Highway to Chevier be much higher? Or is this really about helping fix the parking mess the new Bomber stadium made?	Feb 6, 2012 2:10 PM
88	Please move a bridge forward that allows for bicycles. This would likely increase property values in St.Vital that would be walking distance from the University now. Please focus on this as a positive to those opposing the project.	Feb 6, 2012 1:40 PM
89	Please don't put up a gondola.	Feb 6, 2012 1:36 PM
90	As I said before... After listening to recent chatter regarding the proposed pedestrian bridge near the University of Manitoba, I have come to believe that the sole purpose of this expensive item may be to solve the parking problems created by the new stadium. The idea seems to be that the parking misery should be spread around. By impacting the other side of the river as well, we can double the trouble. Already small groups representing the five proposed impacted areas are springing up. You may have read about the group who represented the community gardens near St. Amant (option D). I most certainly support the use of community gardens as a sustainable and local food source for families – well done. I also clearly understand how thousands of stadium revellers passing through the region could negatively affect the gardens. Pillaging and trampling are reasonable concerns. My support and sympathy for the community gardeners should not be interpreted as support for one of the other five proposed locations - no indeed. In fact, when considering whether to impact the place where people are trying to garden versus a neighbourhood where families are trying to live, I believe the choice is obvious. The disruption caused by stadium sports fans and party goers in the areas near Normand Park and Van Hull Estates (option A) would be devastating. Thousands of strangers roaming through family-friendly neighbourhoods is alarming at best. I'm sure residents in Riverpointe (option E) would have these same concerns. (Not to mention that Riverpoint is a couple of blocks from an existing river crossing on Bishop Grandin.) The Minnetonka School (option C) appears to be the most public of the choices, but still involves a residential component. The message is definitely the same for neighbourhoods as it is for garden areas: the bridge is not welcome and ill-advised. Now, let's consider the option that would impact green space in the area. Are you kidding? With such limited green space left in the city and the recent proposal to sell city golf courses to developers, do you really think we should redirect thousands of people stampeding through Henteleff Park (option B)? With developers, now building apartments in the treed area along St. Mary's Road, Henteleff Park is where the remaining wildlife is clinging to existence. This is not to mention societal goals of park preservation. Putting the pedestrian bridge at this junction would be the most sacrilegious. So, I've looked at the options. Yes, using the garden site would definitely be problematic. Using the residential neighbourhoods would clearly have an even worse impact since families are trying to live there 24/7. And, the park? Who in good conscience can condone that? No way. So what's left? How about fixing the real problem instead of creating new ones? I'll bet no one thought of that. Imagine the funds that would be saved by not building the "parking" bridge. Try investing that money in additional parking lots and by-law enforcement on the stadium side of the river. If the University of Manitoba wanted the stadium on their property, then have them ante up some more property for parking. Yes, their property is valuable. So are the associated stadium benefits they were happy to accept. On the stadium side of the river, local businesses also salivated at the economic gain the stadium would provide. So let's see those that are likely to gain the most from the stadium, deal with their problem. Our gardens? Our neighbourhoods? Our parks? No Thanks.	Feb 6, 2012 1:27 PM
91	Lets quit talking and just get it done soon.	Feb 6, 2012 1:12 PM
92	Long overdue and really excited about when this will happen. City is making incredible strides last couple of years with bike trails and I have been REALLY impressed. More work needed but incredible strides. Kudos!!	Feb 6, 2012 12:36 PM
93	Seeing as MMM group and Stantec have been involved with botching so many of these bike path projects, why doesn't the city handle the consultation, the construction, the accountability and responsibility directly with it's own planners. This is a disgrace.	Feb 6, 2012 12:33 PM
94	I think the crossing site should have the least impact on parks and garden plots. Communities have worked hard to get these areas to thrive and be protected	Feb 6, 2012 11:19 AM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

95	I fully support the crossing, but would like to see it completed at as low a cost as possible. This would be a utilitarian crossing, and therefore would not need to be over the top in terms of aesthetics. It should, however, be able to easily accommodate both bicycle and pedestrian traffic, with those on bicycles able to cycle across. In other words, there should be designated bicycle lanes on the bridge that would not require cyclists to dismount.	Feb 6, 2012 11:03 AM
96	As mentioned, I definitely do NOT want to see a gondola/tramway crossing, but would like to see a pedestrian/cycling bridge. The gondola/tramway is very restrictive in how many people can cross at once, as well as it being up for vandalism and a spot for crime - a walking bridge is much more open and effective.	Feb 6, 2012 10:30 AM
97	What sort of traffic flow is expected?	Feb 6, 2012 10:27 AM
98	Do not use the St. Amant option. To run a bridge through a community garden that promotes self sustaining organic food growth would be a giant stumble backwards in the battle against corporate domination of the food market.	Feb 6, 2012 9:58 AM
99	The pedestrian bridge is not a "game day" issue. The lack of parking at the stadium will create epic chaos on "Game days", but will only happen 10 to 15 times a year. The real issue for the pedestrian bridge is student traffic. That's students parking on residential streets every day. Students stumbling over the bridge after socials and beer bashes. And students getting into petty mischief as students do. The residents of St. Vital could have chosen to live next to the University in Fort Richmond, but they didn't. The minor convenience of a pedestrian bridge to St. Vital residents is far outweighed by the inconvenience of attracting student traffic to the neighborhood. Don't do it. It's folly at half the cost. Put the money where it will do more good.	Feb 6, 2012 8:20 AM
100	My tax dollars would be better spent improving transportation bottlenecks such as the Pembina underpass at Jubilee and reducing the number of stop-lights on our arterial road network (Bishop, Lag, Rt 90, etc).	Feb 6, 2012 8:07 AM
101	I believe more info. Is required on the King location. Where in the park? No sidewalk access all the way down kings drive. And floods every spring. .	Feb 6, 2012 8:02 AM
102	Pedestrian bridges are better suited to crossing the rail lines that divide the city: shorter spans, lower cost and no soil stability or flooding issues.	Feb 6, 2012 7:58 AM
103	The City should develop a plan to manage its existing crumbling infrastructure before building more structures to maintain.	Feb 6, 2012 7:55 AM
104	A bridge alone will only benefit immediate residents and a small number of cyclists, etc. Further, the residential streets in the vicinity of the bridge will be plagued by student street parking daily. Ask the residents of Fort Richmond how much they like being a neighborhood parking lot for the University. A "park and walk" model with a large parking lot is the only way the bridge will significantly reduce the number of vehicles traveling from St. Vital to the U of M.	Feb 6, 2012 7:52 AM
105	Currently, it's a really long way for human-powered users from southern south St Vital to the UofM. As the crow flies, it's significantly shorter, which is why this bridge would be great. From northern south St Vital, the pathway on the Fort Garry Bridge already provides half decent service to the UofM, and it will be even better after a trail is built though the Southwood Lands to connect D'arcy with Dysart.	Feb 6, 2012 12:41 AM
106	Make a large transportation plan for all of the south of winnipeg with bike paths that connect Sage Creek, Island Lakes, Royalwood South St. Vital Fort Richmond and Waverly West from east to west.	Feb 5, 2012 10:29 PM
107	Concerns about parking for football games should not be overblown. It was not a huge problem on Wellington Crescent for games at the old stadium. Many people would walk across the footbridge along the rail line.	Feb 5, 2012 6:47 PM
108	No legend for crossings.	Feb 5, 2012 2:42 PM
109	Once again can't a better map of this be provided?////	Feb 5, 2012 1:54 PM
110	I would really welcome such a bridge. I would definitely use it to bike to the university as opposed to driving. With the stadium being built at the campus, you will need to consider people who park on one side of the bridge to walk	Feb 5, 2012 1:34 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

	across, which will likely create traffic problems and issues in the immediate neighbourhood for game days and concerts.	
111	Don't let this wonderful opportunity to connect St. Vital to the U of M slip away. This is a wonderful idea and I wish that the bridge would have been in place when I was a student at the U of M.	Feb 5, 2012 12:30 PM
112	I hope the bridge will be built. I'm going to graduate before the construction of this bridge, but for a lot of St. Vital residents the bus trips toward campus can take up to an hour, which is annoying given how close it is. This would also reduce traffic on Bishop Grandin bridge. As a taxpayer I happily support the idea of building this pedestrian crossing.	Feb 5, 2012 12:26 AM
113	Wherever the crossing is must tie in with bus support.	Feb 4, 2012 5:46 PM
114	There is no Legend to tell us where each crossing is on the map.	Feb 4, 2012 4:12 PM
115	If the bridge was at "b" then the bike path from st. Anne's to st. Mary,s could be utilized.	Feb 4, 2012 1:31 PM
116	A walking bridge would be much more preferred then a gondola and would likely get used much more as well	Feb 4, 2012 1:29 PM
117	A bridge would be nice, but only if the city can afford it.	Feb 4, 2012 1:00 PM
118	Keep cyclists and pedestrians seperated.	Feb 4, 2012 12:29 PM
119	I don't know what the go-forward plans are, but it would be good if this exercise is used to eliminate the options that are least supported & then the potential costs and environmental impacts are presented to the community again for further input.	Feb 4, 2012 12:03 PM
120	A pedestrian and bicycle path in the South St. Vital area would be beneficial, if a bridge is cost effective for the City.	Feb 4, 2012 11:45 AM
121	please accelerate the decision and begin construction in time for the blue bomber home opener in june 2012.	Feb 4, 2012 11:27 AM
122	The locations of Options C, D and E are too close to the Bishop Grandin bridge. What is the point of spending money on a bridge there when people can just walk/ride up to Bishop Grandin and cross the river at that bridge? Option B would better serve the majority of people east of the river between Bishop Grandin and the Perimeter. The Option A bridge to Kings Park would be almost purely for recreation. People commuting to the University or the new stadium wouldn't really be able to use it.	Feb 4, 2012 11:22 AM
123	The lack of information coming from the city is appalling. What is the city trying to achieve? Why is it looking at the particular sites it has chosen? What are estimated costs? What does the city plan to do regarding crime, neighborhood safety and parking issues?	Feb 4, 2012 10:40 AM
124	I am happy to see the city is looking for feedback. This survey is great. This project would create a fantastic new pedestrian link in our city.	Feb 4, 2012 9:47 AM
125	It would be great to have a bridge to get to the U of M!!	Feb 4, 2012 12:20 AM
126	My one concern would be the volume of foot traffic during CFL games at the stadium, and the amount of street parking East of the Red River during the games.	Feb 3, 2012 9:36 PM
127	Making the university more easily accessible to pedestrians would lighten the burden on the transit buses that run from this area. A pedestrian bridge is a wonderful idea.	Feb 3, 2012 9:35 PM
128	I know that this is for pedestrians - one can only hope that one day an automobile bridge will be built too - so we don't have to go ALL the way around campus.	Feb 3, 2012 9:26 PM
129	You might consider a bridge that would not only support pedestrian and bicycle traffic, but a bridge that would accommodate motorized scooters and buses.	Feb 3, 2012 8:19 PM
130	I think that a footbridge would be a good addition to the area. It would be nice to walk from our side of the river to the U of M and King's park. I'm not really	Feb 3, 2012 7:54 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

	worried about the traffic because there isn't any parking on the our side streets. (Normand Park) I live in Normand Park and think that it would be a great gateway for our kids to get to the University. I hope that this isn't just a study and the bridge will be built one day.	
131	Well a Gondola is a good joke, this project should have been more serious, and if you are serious about a Gondola, I want you removed from this project.	Feb 3, 2012 5:18 PM
132	Don't choose the gondola! At least not until there is a bridge first.	Feb 3, 2012 4:18 PM
133	This will save me on gas and give me an environmentally friendly way to get to work. I live on Burland Street and work at the UofM.....please, please, please do this and soon!!!!	Feb 3, 2012 1:55 PM
134	Hentelef park location is pedestrian friendly and links to active transportation	Feb 3, 2012 11:38 AM
135	I would like to see the bridge located at Hentelef park since this is a green space and would match a cycle/pedestrian access	Feb 3, 2012 11:37 AM
136	Hentelef park runs parallel to the active transportation network and is the best choice	Feb 3, 2012 11:36 AM
137	it appears that Hentelef park location is the most reasonable site	Feb 3, 2012 11:34 AM
138	I think an active transportation bridge is a great idea, so long as the cost is reasonable. I am not sure on the location, but would least prefer option A and E as they are too far South and North. It would be a great connection between St.Vital and the U of M.	Feb 3, 2012 11:16 AM
139	If any of the crossing areas have parking available on the other side of the river it would be a great way to take some pressure off of the exits at the university.	Feb 3, 2012 11:09 AM
140	i would be most interested in knowing when and if this will happen	Feb 3, 2012 10:47 AM
141	Gondola!	Feb 3, 2012 10:33 AM
142	It would be interesting to see where you are planning additional parking?!	Feb 3, 2012 10:07 AM
143	I think this pedestrian bridge is an excellent idea and will provide a much needed relief of car traffic at the Ft. Garry Campus and the south end of the city.	Feb 3, 2012 9:46 AM
144	I think this is a great idea. I live in the area of River Road and think that this bridge would be used by everyone.	Feb 3, 2012 8:44 AM
145	Incorporating Rapid Transit allows a quick link to St. Vital Mall and could also incorporate merchants or coffee houses in crossing.	Feb 3, 2012 12:42 AM
146	The logical choice should be Location B	Feb 2, 2012 11:58 PM
147	I think this is a excellent idea and could help solve parking issues for the new stadium but parking on east side of red and walking across the foot bridge. Students going to U of M from St Vital would utilize as park and walk or bus to foot bridge and walk. It would also promote many students and stadium fans to cycle, which is way better for health as well as the environment. Connection of the Dakota cycle trail to U of M would be excellent. Bicycle racks would have to be put through campus as well as Parking lot on the East side of the river	Feb 2, 2012 11:42 PM
148	I am really supportive of this initiative to build a pedestrian link to the university. Seeing how busy the new pathways along Bishop Grandin are, I think the pedestrian bridge would be widely used by families and students. It would also help alleviate some of the parking problems during Bomber Games. Perhaps a place to park could be built near the bridge in order to encourage people to park and walk.	Feb 2, 2012 9:50 PM
149	How much? Who is paying?	Feb 2, 2012 9:49 PM
150	Putting a bridge at c,d or e is too close to the existing bishop grandin bridge. Putting it at a or b connects to the u of m and to parks (kings park and hentelef park)	Feb 2, 2012 8:53 PM
151	This is a great idea - too long in the making. Looking forward to the project being finished!!	Feb 2, 2012 7:51 PM



**Page 5, Q4. If you have any additional comments or feedback please let us know.**

152	Thank you for finally taking the initiative in linking these two communities!	Feb 2, 2012 5:11 PM
153	For major events at the stadium it would be best to have a bus circulating from St. Vital centre to the St. Vital side of the bridge to allow smooth movement of many people without parking problems in the residential area. The option furthest to the north west along River Road is close to the vehicular bridge on bishop Grandin, so it doesn't make sense to have an additional foot bridge there.	Feb 2, 2012 5:02 PM
154	Parking & potential conflict with area residents?? connectivity with the Bishop Grandin Green way for Active Transportation must be a priority, especially due to the looming parking issues and the new stadium.	Feb 2, 2012 4:57 PM
155	The structure should not carry cars or buses but should be able to handle multi person carriers such as electric carts, mini-trains or other innovative people movers, This would be essential to make bridge equally advantageous for seniors and physically disable. It could run from St. Mary's Rd to bridge, across bridge at pedestrian speed, to the university bus terminous (or to stadium for events) as an extension of the bus system. We saw these in france recently as used for urban tours and for park visitors. In Winnipeg they would need to be enclosed with somme heat (but people do dress for the outdoor weather). This part of the AT might even be a viable student owned and operated green enterprise	Feb 2, 2012 3:04 PM
156	option A on locations has no private land to encrouche on, seems to make the most sense!!	Feb 2, 2012 2:10 PM
157	The map does not have a legend to identify A to E crossings.	Feb 2, 2012 2:03 PM
158	An amaz	Feb 2, 2012 1:15 PM
159	Winter cleaning has always been a hassle when it comes to bridges and paths. 2 to 4 centimeters is enough to make cycling a major effort but have to usually wait a couple of days before they get around to cleaning the paths and sidewalks (do not cycle streets in winter due to safety). Bridges are notoriously neglected, I've had to walk my bike over bridges multiple times even when the paths leading up to the bridges were cleaned. It sometimes has taken a couple of weeks before the bridge sidewalk was cleaned.	Feb 2, 2012 12:25 PM
160	Excellent initiative, well needed!	Feb 2, 2012 11:08 AM
161	THIS is a wonderful access to the University/Pembina Highway for River Park South residents thereby opening up a whole new landscape for physically active folks not to mention the access to the new Stadium and the University (for students). Parking will be a conern for residents in these developments but that is not something that should already have been considered in the early planning stages; viable enough for residents to accept and be happy with. AWESOME!	Feb 2, 2012 10:53 AM
162	Ask yourself what is the cheapest option while still somewhat elegant	Feb 2, 2012 10:37 AM
163	The gondola would make it inaccessible to bikes, which seems kind of counter-productive. Also, I definitely think the bridge should be on the north side of the university, as I imagine most people would be coming from that direction, but if it's built too close to the Bishop Grandin bridge, it becomes somewhat redundant.	Feb 2, 2012 10:04 AM
164	Just build the damn thing! Enough feasibility studies. The use it will get over time is worth it.	Feb 2, 2012 9:53 AM
165	I would like to see this project as a high priority. I have been living in south St. Vital and working at U of M for 25 years. I cycle during the summer but feel that the heavy traffic on University Cres. is a big deterrent for many people travelling to U of M from the east. It would be so much nicer and safer to be able to access a crossing from the existing trail system. Also a crossing in area B or A would make it a "walkable" distance for many of us in South St. Vital.	Feb 2, 2012 9:53 AM
166	Great Idea! Would love to be able to bike there during warmer weather. But for those winter bikers, will there be snow clearing done? If not, maybe investing in a covered crossing might be considered, or something to that degree.	Feb 2, 2012 9:28 AM
167	I am very happy a river crossing is being planned.	Feb 2, 2012 9:07 AM
168	no thank you	Feb 2, 2012 1:30 AM

169	Since this will be a cyclist and pedestrian walkway it is very important for there to be an actual physical barrier between the bike lanes and the pedestrian walkway, like the small median between the street and the bike path on Assiniboine Ave. The bike path must also be clearly marked as a bike path with signs and/or paint on the road, possibly with signs reminding pedestrians to not walk on the bike path. This is to prevent putting pedestrians and cyclists in danger of getting hit by cyclists coming up behind them (or in front of them). All of the other pedestrian/cyclist bridges in the city that I have seen do not have this, and it is a major safety and efficiency problem. Additionally, It is absolutely necessary to provide bike lanes going in both directions. Both of these lanes must be wide enough to comfortably cycle in, and ideally, wide enough to pass a slower cyclist on the left without having to move into the oncoming cycle lane.	Feb 1, 2012 10:46 PM
170	Would be THRILLED to see this happen! I particularly favour the more southern locations since they are close to existing bike trails on the St. Vital side, and there is also the huge boom of building and population growth in the south end. The option closest to the the Bishop Grandin bridge seems a waste of time. A duplicate of resources... Fingers crossed that his project goes ahead,.	Feb 1, 2012 10:01 PM
171	I don't care so much about which design is chosen, however I think the gondola would be a mistake. The cost of keeping it running would be to much for tax payers.	Feb 1, 2012 8:59 PM
172	I really think that this is a big waste of tax payers money. We have bishop grandin blvd, and perimeter highway. I think the only reason this bridge is being built is to try and figure out a way to improve parking for a stadium we won't have adequate parking for to begin with. It's going to create more traffic in our quiet neighbourhoods which is something we don't need.	Feb 1, 2012 7:59 PM
173	Need to do a proper job of understanding traffic (car/foot) demand and building for this. I live in the area but would support it if done right. Winnipeg has a very poor history in doing things comprehensively. Eg. A rapid transit to nowhere. A downtown mall that is a ghetto. An empty bus-road (Graham Ave) while Portage has buses lined up to Headingley. A Forks that is sprawling etc.	Feb 1, 2012 7:56 PM
174	This is a terrific initiative which will lessen traffic and pollution (carbon emissions) , promote physical exercise, allow travel for University students, Bomber fans, to University functions and if put by option B as well allow a pleasing park walk with a beautiful view of our river. If you build it they will come!	Feb 1, 2012 7:42 PM
175	Please plow bike lanes during the winter, so that they may be used to their maximum capacity.	Feb 1, 2012 7:13 PM
176	Gondola would be horrible for all the people who bicycle.	Feb 1, 2012 7:11 PM
177	The sooner the better. :)	Feb 1, 2012 5:49 PM
178	Considerations for the issues surrounding this idea will be forwarded to our city counselor and the Residents Association.	Feb 1, 2012 5:14 PM
179	The bridge approaches should be constructed above the flood protection level to avoid service disruptions.	Feb 1, 2012 4:59 PM
180	Having a footbridge to connect St. Vital /Bright Oaks area and the U of M has been something that has been discussed in the community for years. It would be a great benefit to residents as well as those that work in the area and to persons commuting to and from the university for work, education, or extra-curricular activities. I attended a community meeting regarding the footbridge and there were a number of concerns raised by residents, including parking, increased traffic, and the potential loss to the community gardens. There are a number of steps that can be taken to reduce or even negate these negative effects, such as parking restrictions or integrating the St. Amant gardens into the footbridge area (which I believe would be a great compromise). I am a Bright Oaks resident and currently a University of Manitoba student and I am a strong supporter of having the bridge in our area. Having the bridge in the Bright Oaks area it would be used more than if it were in either of the park locations. Being in the center of a residential area, commuters could easily bike OR walk from their homes. Having it in a park it will be further from people's homes and it will be used less by pedestrians especially during the winter months. If necessary, an additional bus route could go through the Bright Oaks area to bring additional foot traffic to the bridge. The St. Amant location is ideal for university student since it connects to	Feb 1, 2012 4:46 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

	the heart of the U of M Campus. This is my preferred location as I believe it would be the most efficient route that would get the most use.	
181	I would think after the Auditors report on active transportation would maybe take some time to read it and change your way of obtaining information. This survey does not allow for opposition to the project. You have forced people to pick one as their favorites even though they like none of them.	Feb 1, 2012 3:09 PM
182	There should be a large parking lot located at the bridge entrance on the east side of the river for students to park during school and fans to park during Bomber games.	Feb 1, 2012 2:39 PM
183	Stupid idea when the city is struggling with tax revenue and crumbling major infrastructure	Feb 1, 2012 2:31 PM
184	i think option e on bridge location is way to close to the bishop grandin bridge	Feb 1, 2012 2:07 PM
185	Our family would definitely utilize this rivver crossing...Bomber games, U of M students (2), bike paths, dog walks, summer picnics, etc. etc.	Feb 1, 2012 1:35 PM
186	have a toll charge so its maintence can be budgeted in the future	Feb 1, 2012 1:31 PM
187	I've always wondered why there was no bridge. It makes sense for students, would greatly improve ease of access to St. Marys Rd and St. Vital mall.	Feb 1, 2012 12:43 PM
188	I can't wait until this bridge is built! I have been battling the Perimeter for so long and have found it a complete deterrent to exercising my way to work (at the University).	Feb 1, 2012 12:09 PM
189	I would personally use it roughly April-October.	Feb 1, 2012 11:56 AM
190	It appears that the location at Hentelef Park would link up nicely with the current Active Transportation network plus provide the River Park South area a quicker access to the University. Residents in this area have complained that it takes a very long time by bus to get to the university and the Hentelef Park location would be a benefit.	Feb 1, 2012 11:39 AM
191	I like the idea of bridges to enable people to get around the city - walking, cycling, etc. Winnipeg is a unique city with the 3 rivers running through it. Many other North American cities have used bridges to allow its citizens to move about easily. I think that you must remember to preserve the parks and neighbourhoods as traffic increases.	Feb 1, 2012 11:35 AM
192	It is important to select a location which will address the active transportation corridor and the largest portion of St. Vital, the growing south and east areas.	Feb 1, 2012 10:25 AM
193	LOVE that this is being closely examined.	Feb 1, 2012 10:11 AM
194	2 bridges on either end would make more sense, in other words options "B" and "D" both.	Feb 1, 2012 9:03 AM
195	I have been waiting for this a long time!	Jan 31, 2012 11:15 PM
196	PLEASE consider making a single lane transit/pedestrian bridge so that rapid transit can be accessible to a greater amount of people. We have already spend hundreds of million to build the route, what's a couple more to make the route accessible by thousands more people? I've been talking about the idea to others since the rapid transit route was made and I have yet to here anyone disagree with me. Chances are, any added costs associated with constructing a bridge to withstand more weight would be covered by the federal and/or provincial government. PLEASE take this into consideration. I'm hoping to go to the open forum to bring the idea forward there, but I already have prior commitments on both dates that I doubt I'll be able to change. Again, I'd really appreciate it if the city took this into consideration.	Jan 31, 2012 11:15 PM
197	Just build a bridge, make it safe, make it cost effective and pleasing to the users, but just make one. Don't tease us and not make one...again.	Jan 31, 2012 9:32 PM
198	This is simply a great idea, and long overdue!	Jan 31, 2012 9:29 PM
199	I fully support this being built, and the parking problem on residential streets can be taken care of with time limited parking on those streets during game nights. This type of development, which supports active transportation will get people on	Jan 31, 2012 8:39 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

	their bikes to the stadium, and all year round to campus! Its a great project!	
200	Wherever the bridge is built it should be appropriate for cyclists and connect well to current cyclist routes	Jan 31, 2012 8:15 PM
201	The city of Winnipeg should consider making the bridge look like the footbridge in London, England. It is a beautiful landmark on the Thames River that is both recognizable and visually appealing.	Jan 31, 2012 7:46 PM
202	How will traffic control be managed as there is very little parking in any of the areas	Jan 31, 2012 6:37 PM
203	A great idea. Hope it comes to fruition soon. From my perspective, we could have used it 25 years ago.	Jan 31, 2012 6:34 PM
204	I will sent a comment sent by email to my residents association. Unfortunetely I cannot get to your interactive sessions. Seriously, I cannot see such a link occurring without generation of a huge amount of vehicular traffic which the residential areas proposed as possible links can safely sustain. I do not want a footbridge.	Jan 31, 2012 6:00 PM
205	If your using a gondela instead of a walking/cycling bridge, your defeating the purpose of "Active Transportation". The University is suppose to be promoting walking, cycling, carpooling etc. You need to encourage healthy options like biking and walking! Keep our students active and healthy for life	Jan 31, 2012 5:48 PM
206	I believe the prospect of a river crossing from south St. Vital to the University of Manitoba is an excellent idea, and thank you for providing a forum for people to provide their suggestions and feedback on the matter.	Jan 31, 2012 5:45 PM
207	... better not scrimp out on the maintenance...	Jan 31, 2012 5:31 PM
208	Big kudos for bringing this option back. I really hope it gets built. It would be a great improvement for sustainable transportation infrastructure. Plus, it would probably put a dent in vehicle traffic. I did an undergraduate thesis on sustainable transportation in 2010. If you're interested in reading it, email me at <a href="#">17(3)(e) &amp; 17(3)(i)</a>	Jan 31, 2012 5:28 PM
209	Please make this bridge	Jan 31, 2012 5:12 PM
210	Bike paths and other active transport methods to the university need to be incorporated into the design	Jan 31, 2012 5:06 PM
211	In my view, this crossing should have a high priority both for the city and the university, in that it brings Southeast Winnipeg much closer to the university.	Jan 31, 2012 5:02 PM
212	This pedestrian passage would make a great addition to this city in promoting alternative methods of transportation.	Jan 31, 2012 4:51 PM
213	Good luck, this would be an excellent addition to the city!	Jan 31, 2012 4:40 PM
214	Having a pedestrian crossing would be fantastic!!	Jan 31, 2012 4:40 PM
215	A pedestrian/cyclist crossing in either the C, D or E zones would be phenomenal. It would allow cyclists to cross the river without having to deal with the crazy traffic and drivers on Bishop Grandin Blvd and make things safer for cyclists and pedestrians!	Jan 31, 2012 4:28 PM
216	Great idea and long overdue	Jan 31, 2012 4:28 PM
217	I have been waiting for this bridge for a long time!	Jan 31, 2012 4:27 PM
218	Gondolas are dumb. Don't build one.	Jan 31, 2012 4:26 PM
219	In spite of the costs, please strive for something architecturally significant that we can be proud of in our city.	Jan 31, 2012 4:19 PM
220	I live on River Pointe and am worried about parking/traffic/vandalism if the crossing is near my house. I like the Minnetonka idea the best....	Jan 31, 2012 4:06 PM
221	As previously mentioned the concept of a pedestrian bridge in these locations is there to accommodate large number of people either attending football games or the campus on a daily basis and comes at a cost to quiet residential	Jan 31, 2012 4:03 PM



**Page 5, Q4. If you have any additional comments or feedback please let us know.**

	communities who in general are not the ones benefitting from this plan. I also feel that the Minnetonka/St. Amant neighborhood in particular is not designed to accommodate that kind of increase in activity given the relatively few access points into the neighborhood.	
222	There are residents in my area that are concerned that they would lose access to their community garden plots or that traffic would radically increase, especially on Game Day for the Bombers or when School is in session at the UM. While I would not want this, I believe that this can be avoided in the same way that the residential streets around the University have handled it, with 2 hour day time parking limits on the streets around the bridge. Any further than that, it's just going to be too far for most people to walk. Also, an idea to avoid that scenario is to provide and publicize more Park and Ride areas for Transit in and around St. Vital. Perhaps something close to St. Vital Park, or behind St. Amant Center if there is the space. that would eliminate congestion and more people may use that as an option. I would really love to see more sustainable ways to travel to the UM and the area now that the stadium is there.	Jan 31, 2012 4:02 PM
223	Please build it soon! Wherever it is built, there will be people who want to park on the StVital side for free. I assume there's a plan in place to deal with that...	Jan 31, 2012 4:02 PM
224	Two of these pedestrian crossings are needed.	Jan 31, 2012 3:59 PM
225	I would like completion sooner rather than later. I would prefer a wider access to a narrower one - with access for at least three bikes.	Jan 31, 2012 3:59 PM
226	Not suprisinly, myself and my neighbors are concerned that option A indicates a possibility of building the bridge whose eastern exit would go right into our backyards: this is the only intrusion of such a kind as B and C and D could be built without running directly into residential areas.	Jan 31, 2012 3:58 PM
227	I am excited to see the City considering more "green" transportation options instead of looking at widening the Bishop Grandin bridge or building another bridge for cars. I think the use of a pedestrian/bike bridge would depend heavily upon its convenience and that it should be connected to residential areas by safe pedestrian/bike paths separate from major roadways.	Jan 31, 2012 3:57 PM
228	It can't happen soon enough! So many students and UofM employees live in st. Vital.	Jan 31, 2012 3:52 PM
229	During the busiest school months, are people going to walk in the cold all the way from their homes? This is a waste of money.	Jan 31, 2012 3:43 PM
230	People will be parking their cars at the other end of these connections - are you considering that? You should be.	Jan 31, 2012 3:42 PM
231	Because of the strong wind conditions at times in Winnipeg, it's important to have controlled access at the crossings for public safety reasons. Gondola option will require some sort of fare and will become a tourist attraction of sorts, if marketed correctly for environmentally friendliness.	Jan 31, 2012 3:42 PM
232	A gondola would be ridiculous...don't do it.	Jan 31, 2012 3:39 PM
233	Lets make sure we plan around our needs for 50years down the road.....not yesterday and today only.	Jan 31, 2012 3:38 PM
234	Hopefully this goes forward as the traffic crossing Bishop Grandin at end of day is horrific and maybe this will reduce congestion. One way to help reduce congestion if the bridge does go in is to make sure some bused pass by the bridge so people can get off on that side and then walk over to the university. That is why the crossings at either end of the loop are better as they put you nearer the campus and don't require walking from the far end of the loop to campus which in winter would make the bridge less useful especially if bus routes were planned to correspond to walkway.	Jan 31, 2012 3:38 PM
235	This map has to be bigger or should allow you to zoom so we can see exactly what streets these are running off of. You can barely see the legend!	Jan 31, 2012 3:30 PM
236	The Gondola would be way too slow on Blue Bomber game days.	Jan 31, 2012 2:56 PM
237	University students are probably going to be underrepresented, despite your efforts (putting a PID on campus). This bridge would benefit them most.	Jan 31, 2012 2:25 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

238	Have there been any studies as to no. of potential users other then for the new football stadium .And fro St.Vital to become a staging area for the new Stadiumand all the mess that will accompany that is totally unjustifiable	Jan 31, 2012 12:08 PM
239	If it's possible to build this bridge at St Amant without destroying the gardens that seems, to me, to be by far the best option.	Jan 31, 2012 11:03 AM
240	Though this potential crossing ties in nicely to Active Transport, there are few people who don't believe it is also tied to the new stadium. Parking issues must be addressed to residents' satisfaction. There will hoards of noisy, inebriated fans after Bomber games, and potentially more after the inevitable outdoor rock concerts that will occur constantly to pay for the stadium.	Jan 31, 2012 10:45 AM
241	I like the idea of having a footbridge for environmental and leisure reasons. I live in the area, and am worried about the increase in traffic and parking on my street. If this were to proceed I would like to have 1 or 2 hour parking limit signs on every street placed within 1km of the footbridge.	Jan 31, 2012 10:09 AM
242	I like active transporation and the city being linked; however, I certainly do not want this bridge near my neighbourhood. Issues include noise, rowdiness during events, drunkenness, safety, lack of parking, etc.	Jan 30, 2012 11:01 PM
243	I think a bridge is a good idea but not at the expense of existing and important parkland such as Henteleff Park.	Jan 30, 2012 9:58 PM
244	There has been very little amount of news coverage on this. I hope the property owners on both sides of the river will be consulted.	Jan 30, 2012 2:50 PM
245	I	Jan 29, 2012 11:04 AM
246	Great idea to create a pedestrian crossing! As a person with a visual imparement my concerns are clear signage and a clear pathway. Markings with large print and definite contrast between background and print as well as definite color and texture contrasts on the pathway would make the path comfortable to navigate. I like the monkey survey tool. The font is large and clear, the checkmarks in the answers are nice and large. Thank you, <span style="color: red;">17(3)(e) &amp; 17(3)(i)</span>	Jan 28, 2012 9:39 PM
247	Should only have to vote on options preferred or not preferred not on all 4options to have my survey accepted.As a result of this procedure the survey will not indicate the trued desires of the participants.	Jan 25, 2012 10:44 PM
248	Already unhappy and angry that a stadium is going to be built at the University of Manitoba. We already have traffic issues going onto river road from bishop grandin and cannot imagine further issues! Unhappy at the stadium's location due to the noise.	Jan 25, 2012 4:14 PM
249	Great for another AT route/option. But for the clases and events that take place on the U side, parking will be a concern that will have to be addressed on the ST. V side. Hentileff Park area would likely not be a option due to the senitive lands there. I would also hate to convert City owned park land to parking for this proposal. All the best!!!	Jan 25, 2012 11:04 AM
250	the shortest survey ever!	Jan 25, 2012 9:50 AM
251	A better location would be to put the bridge in St. Vital park and link it to Crescent park. There already is a path along both sides of the river and the west could easily be extened to the campus.There is lots of room for parking in the park. There are 80 gardeners in the St Amont gardens and 20 or more on a waiting list. A forward thinking city would consider this a tremendous advantage to the city. The city should be more focused on freeing up more unused land and allow people to garden it. This could have a significant affect on providing food for homeless, low income families and for new comers to Canada. Urban agriculture is a growing trend all across Canada. Winnipeg should be working to sypport and expand community gardens. The garden should not be destroyed for the sake of parking. We need more gardens in Winnipeg. Gardening is a great way to get fresh air, exercise and meet your neighbors.	Jan 24, 2012 7:43 PM
252	It is a great idea !	Jan 24, 2012 2:19 PM
253	I think it is a ridiculous waste of money unless you are going to be realistic and put it somewhere there is access to feeder buses and parking. It is obvious the	Jan 23, 2012 5:46 PM

	bridge will need to be covered to protect from people throwing junk (or themselves) over it in the summer and to make it useable in the winter, because without being protected from the weather it will need to be cleaned regularly and heavily salted.	
254	I think a pedestrian crossing would be very valuable for a host of reasons. I think any concerns with it such as related parking issues, bus routes, traffic and so on could be managed well through pre-planning.	Jan 23, 2012 5:17 PM
255	Not sure why the area around St. Amant would even be offered. I would think it would not be in the best interests of the patients who reside there or the people who go to visit them. I think better locations are available than causing a disturbance for the residents at St. Amant. And they certainly don't need all the construction noise and then traffic noise to go along with it. Leave them out of it.....and build it somewhere else.....haven't they suffered enough?	Jan 23, 2012 4:22 PM
256	I would like to know the validity of this survey? What is it going to tell you with only two questions? It speaks nothing to safety, nothing to accessibility, nothing to transit and cycling.....it seems to be strictly aesthetics.	Jan 23, 2012 11:50 AM
257	This would be a great idea	Jan 22, 2012 10:19 AM
258	1. The Public Advisory Committee (PAC) had met twice prior to having 2 key stakeholders, Minnetonka residents (over 4600 residents) and the South Winnipeg Garden Club (SWGC) (100 family gardens). 2. Minnetonka area was not represented by a Councilor while the MMM group was holding consultation meeting (PAC). 3.Key stakeholders were not on the PAC with over 4600 Minnetonka area residents not represented. 4. 100 families of the SWGC at St. Amant would be impacted by one of bridge options "D" (The SWGC leases the garden space from St. Amant which is a long term care facility under the Winnipeg Regional Health Authority umbrella). 5. The bridge proposal was discovered by a SWGC garden member who engaged in a conversation with a surveyor taking GPS measurements through the St. Amant gardens for option "D" of the proposed bridge crossings. Little was known about what was happening in our own backyard. 6. Current Public Information Display Session (PIDS) is not held near three of the five proposed river crossings (held at Dakota). The sessions are far from the area most impacted by three of five crossings. 7. Minnetonka would be impacted by traffic, parking, lower property values, security issues and loss of green space (13,006m2 or 3.2 acres of prime garden space at St. Amant of 111- 25 X 50 foot garden plots with in-ground irrigation, mid-sized composting facility and a storage building). 8. The PIDS is held in the middle of winter. Difficult for seniors, people with disabilities and mobility issues to participate. This survey is not accessible to all, particularly seniors or people with disabilities. 9. An existing Active Transportation corridor is in place between St. Anne's Road and St. Mary's Road. The corridor would line-up almost directly with Henteloff Park. 10. There is an active transportation crossing at the south side of the Bishop Grandin bridge which connects to the Bishop Grandin Greenway corridor. The crossing is very close to three crossings "C", "D", and "E" which are being proposed. 11. The St. Amant Executive Planning Committee reached a consensus that St. Amant would not be opposed to the bridge crossing as long as there "isn't a significant negative impact to the area residents including the SWGC". "Significant negative impact" has not been defined. The SWGC has to be sensitive to the fact that it leases the gardens from St. Amant. 12. The reports by the MMM group and newspapers keep saying the crossing is a) not for the football stadium and b) it is only for 10 events per year. Are there not approximately 20,000 students at the U of M campus and a stadium which will hold up to 40,000 people per event? The new CEO of the stadium said he wanted to hold 10 additional events per year to allow the stadium to break even, that being in addition to other events such as Bomber games. 13. 4 hours for PIDS for South St. Vital residents (15,000 or more) to actively participate is a far cry from enough time for those that do not have or chose not to use their computer or telephone. 14. Winnipeg Free Press January 19, 2012 article "Consultation Flawed:Katz; the Mayor admits the city could have done a better job consulting the public....the same goes for this project.	Jan 21, 2012 1:23 PM
259	Lets remember the primary function of this bridge, it is to move recreational and commuter traffic from St Vital to the U of M and to relieve St Marys and River Rd of some of that traffic (Cycle, Medi scooter and Ped)	Jan 21, 2012 10:34 AM
260	The city should seriously consider gaining an easement along the east side of the Rwd River between the Fort Garry Bridge and St. Amant Centre. A trail along this easement (ideally connecting into St. Vital Park ) would create an ideal	Jan 20, 2012 8:46 PM

**Page 5, Q4. If you have any additional comments or feedback please let us know.**

connection into Woodydell uwou		
261	xxxx	Jan 20, 2012 8:24 PM

**Page 7, Q5. . Veuillez ranger les suggestions de zones de franchissement de rivière par ordre de préférence de 1 à 5.**

**(1 = Suggestion préférée; 5 = Suggestion la moins préférée)**

1	Je suis de l'avis que l'option D (St-Amant) n'est vraiment pas propice pour ce passage car les résidents du Centre Saint-Amant et du Foyer Valade ne pourront jouir de la nature dans leur "cour arrière" comme ils peuvent maintenant. De plus, un jardin communautaire, avec multiples installations, est déjà en place et beaucoup de familles de la communauté en bénéficient. Je comprend qu'il est important d'offrir des voies d'accès pour piétons et cyclistes, mais il y a d'autres gens, particulièrement des personnes à la retraite, qui profitent de leur jardin pour faire de l'activité physique et bien manger. C'est tout aussi important qu'une piste cyclable.	Feb 7, 2012 12:43 PM
2	Il vas aussi falloir connecter le pont aux bâtiments primaires de manière sécuritaire.	Feb 4, 2012 4:21 PM
3	un passage de piétons est essentiel.	Feb 4, 2012 11:34 AM
4	Il faut que la situation physique du passage soit construite a un endroit qui facilitera l'usage maximale, donc pres du grand nombre d'habitants que possible!	Feb 4, 2012 10:58 AM
5	Je pense que B et D son les options qui fait le plus de sense. Ils sont pas proche d'es route majeurs et aussi apres traverser la riviere les etudiants sont plus proche a U of M que les autres choisis.	Jan 31, 2012 2:25 PM
6	L'option E est trop proche du pont Bishop Grandin.	Jan 30, 2012 10:12 PM

**Page 8, Q6. Veuillez ranger les différents types de franchissement de rivière illustrés par ordre de préférence de 1 à 4.**

**(1 = Suggestion préférée; 4 = Suggestion la moins préférée)**

1	For option 4, I will only choose level 4 if the crossing is guaranteed to be free, otherwise level 2.	Feb 10, 2012 12:05 PM
2	Option 4 complètement inutiles pour les bicyclettes	Feb 9, 2012 3:41 PM
3	La télécabine serait vulnérable au embouteillages, et coûterait trop chère à l'entretien. Quand à Option 1, on a déjà assez de ponts phalliques à Winnipeg...	Feb 4, 2012 4:25 PM
4	la télécabine est une MAUVAISE idée. Oui, les gens seraient protégés du froid, mais que faire si la cabine s'arrête en plein milieu à cause d'un bris du mécanisme du câble?	Feb 4, 2012 11:37 AM
5	n'importe qu'elle des quatre option sauf le quatrieme sont acceptable.	Jan 31, 2012 2:27 PM
6	Options 1, 2, et 3 se valent. Option 4, il me semble, ne serait pas pratique en banlieue, avec les vélos.	Jan 30, 2012 10:16 PM

**Page 9, Q7. Si vous avez d'autres commentaires à faire, veuillez nous le faire savoir.**

1	It would be good if we adapt the pedestrian crossing to winter conditions.	Feb 10, 2012 12:05 PM
2	Que l'espace jardiné entre Foyer Valade et Centre St-Amant demeure un lieu tranquille et sacrée pour nos malades et nos parents qui méritent ce genre de lieu paisible et avec un minimum de passants! Merci.	Feb 9, 2012 7:48 PM
3	L'Endroit choisi devrait avoir de l'espace de stationnement et pas trop pres de proprietes privs	Feb 9, 2012 3:43 PM
4	J'encourage fortement ce projet, merci!	Feb 4, 2012 7:59 PM
5	YAY!	Feb 4, 2012 4:25 PM
6	C'est une excellente idee et nous attendons sa construction avec impatience! (notre famille est pro-passage-pieton) :)	Feb 4, 2012 11:03 AM
7	C'est un tres belle survey que voes avez faites ici.	Jan 31, 2012 2:27 PM
8	non	Jan 30, 2012 10:16 PM



## APPENDIX G – PIDS INTERACTIVE QUESTIONS AND MAPPING

1	<b>What route(s), if any, do you normally use to travel in St. Vital and/or Fort Garry? (please use the map provided)</b>
	Bishop Grandin & Highway Perimeter
	Chancellor Dr. -> Pembina Hwy. -> Bishop Grandin
	Bishop Grandin & Highway Perimeter
	River Road, Bishop Grandin Bridge
	Perimeter & Bishop Grandin
	Bishop Grandin
	Bishop Grandin Greenway
	St. Mary's -> Bishop -> University Crescent x2 +1+1
	Same x1
	Bishop
	Bishop Grandin x1 +1
	1 Main Street to St. Mary's Road
	University Crescent -> Bishop Grandin to St. Mary's
	Perimeter & Bishop Grandin x2
	Bishop Grandin/Pembina/ U Crescent
	Bishop Grandin
	St. Mary's -> Bishop -> U Crescent ...by BUS usually
	Bike or drive
	Major traffic routes (by car)
	Vehicle or bike - B. Grandin
	Bike or drive Bishop Grandin
	over Bishop Grandin bridge
	St. Mary's to Perimeter Bridge, Pembina Hwy.
	...this whole exercise is for the Stadium, <u>Not</u> active transport
	Agreed!
	This idea pre-dates the Stadium
	Why is it back then?
	And why is it suddenly a big issue?
	Bishop Grandin
	No matter where the stadium fits into the time frame - this could assist alleviate issues with the stadium.
	River Road, Bishop Grandin, University Crescent
	Perimeter > Pembina
	I use the Bishop Grandin Bridge - driving or biking. New bridge would not change that.
	I would like to comment that Henteleff Park is a park that was "given" to the city for parkland - wild grass/heritage development. Surely you can find another route.
	Bishop Grandin
	Bishop Grandin and Perimeter
	Bishop Grandin and Perimeter (some days one way, some the other)
	Bishop Grandin & Perimeter
	Bishop & Perimeter
	Bishop Grandin Greenway has to be linked to any bridge design
	Great Point!
	Bishop Grandin normally - by car to the university. Bishop Grandin by bike to Waverley Heights & Bridgewater
	Pembina, Bishop Grandin, St. Mary's Road, St. Anne's Road
	Bishop, Perimeter, St. Mary's
	Bishop Grandin Perimeter
	St. Mary's Road, Bishop, Pembina
	Pembina, Bishop Grandin, St. Mary's Road, St. Anne's Road
	Minnetonka -< Riel -> River -> Bishop - U Crescent
	From Dakota/Warde - Perimeter to UM from UM - University Crescent to Bishop

<b>1</b>	<b>What route(s), if any, do you normally use to travel in St. Vital and/or Fort Garry? (please use the map provided)</b>
	Bishop Grandin - driving & cycling
	Bishop -car & bike & Perimeter - Car
	Bishop Grandin
	Bishop and Perimeter
	Bishop Grandin
	Bishop Grandin to Pembina or St. Mary's Road
	Perimeter Hwy to get from St. Vital to Fort Richmond. St. Mary's/Bishop intersection has poor timing favouring east-west and backing up south on St. Mary's.
	Henteloff Park across Red River is the only Logical way to go
	Agree!
	Bishop Grandin Bridge

<b>2</b>	<b>How do you see a river crossing improving your existing travel/active transportation trips? (Please identify any desirable active transport routes on either side of the river)</b>
	Limited Benefit Against Cost - relieve "foot traffic" on existing bridges i.e., Bishop Grandin Bridge towards St. Vital plus will give an incentive for people of St. Vital to walk to campus. As well a value asset for Blue Bomber home games
	I do not foresee much walking over the crossing - Winnipeggers do not walk. Stadium use must be the root cause of this bridge program.
	I think that this is great in that it physically connects U of M and St. Vital. I expect lots of use by U of M students and staff.
	Pedestrian bridges are great for recreation!
	Allow people to bike/walk where normally would drive/bus.
	It would definitely improve the active transportation route if the bridge connected with the bike pedestrian route from St. Anne's to St. Mary's and across to Henteloff Park as the City has already planned on 2 previous studies that also have the bridge in Henteloff Park.
	Would walk to school instead of driving/bus
	Decreased congestion on Bishop - especially during stadium events
	By connecting to the south St. Vital bike trail - giving easy access to U of M and King's Park to residents of River Park South and beyond (east).
	Impact on Property Prices
	No one will use it - this is not Europe
	Many St. Vital Folks will use it
	Impact on Stadium
	Reduces the need to drive as it improves the time/access by walking/cycling to U of M (x2)(x2)
	Yes Positive impact (x2) *I agree!*
	It will provide stronger A.T.N. Links into the U of M.
	Seasonal at best. We are car addicted. The cost/benefit is very low
	Impact on Hospital
	Good for exercise - walking to U of M
	Lowers cost of transport to U of M
	Minimizes cyclists using Perimeter to cross river.
	Minimal impact
	Given cost, not an improvement
	access from South St. Vital
	Reducing Private vehicle load on Bishop (about 60k worth of cars per 24h across Fort Garry bridge)
	None - benefits don't justify expense in this day & age of monetary restraint
	Small very directed users
	if more southern routes, allows more practical route for those between B. Grandin & Perimeter, and some access to parks on both sides. North routes not worth cost.
	Not sure it will be used enough to be viable. I will not use it as it is too far away for me. Bishop Grandin is the best route for me.
	Easy access from St. Vital to University area.
	Winnipeg Transit is far from perfect. A bridge could cut down transit times significantly. Save us please!

	I live close to proposed site C. I see absolutely no benefit. Bishop Grandin bridge is close enough.
	I live close to proposed site D and I already use Bishop Grandin Bridge. I think sites C, D and E are too close to the existing bridge on Bishop Grandin. Site B would be extremely effective in providing access to residents of south-east St. Vital, Royalwood to the U of M.
	If D is the option MAKE SURE the gardens are protected.
	What is the parking management plan referred to on one of your posters? If Minnetonka site is selected - don't disrupt the green space between River Road and Greendell.
	The existing infrastructure already exists to connect to the Bishop Grandin Overpass. A simple extension of the bike path through the "purchased" golf course would give direct access to the University. This would make locations E, D and C redundant and be a waste of tax payers money. Why spend money on an active transportation bridge when another 1/2 mile pedal puts you onto an existing structure. Location B if any are to be acted on would be the only logical location as it will give access to most of the "new" population of South St. Vital where university students might come from. Who will use this bridge when its covered with snow and sub -15 °c - NOBODY!! They will take the bus.
	Sites B & E would suffer the most from the stadium and non-residents coming through to save on parking costs. Site C would make the most sense as it is closest to St. Mary's Road.
	Traffic Flow for walkers and others would be much better for South end - If son still at U of M would have been great for him - less expensive.
	Little benefit for big \$. Especially when Bishop Bridge has bike path. A couple of the proposed areas are already close to the Bishop Bridge.
	Student Traffic to U of M - New Football Stadium - Possible for South End to Access Area (without a vehicle).
	Keep the cars out of the residential areas and concentrate them at U of M.
	N/S AT needs to be improved to bring more to this node/crossing more E AT (to Sage Creek) AT needs to be developed to feed "need" for bridge to U of M.
	A walking/biking bridge makes sense for citizens from east to west. A Gondola is absolutely ludicrous! We are paying for privatization of our municipal services.
	The real question is "does it improve the communities"? In developed residential areas I believe the increased traffic, parking and potential crime and safety issues outweigh any benefits.
	It depends on how you define "improving communities" - making active transportation part of a community certainly improves any community.
	The time saved in cycling/walking to U of M/Kings Park with the bridge access allows St. Vital/RPS residents to discover & enjoy Kings Park and other areas along the river 'on the other side' a definite improvement in sense of community.
	Will inject residential streets with vehicle parking - this causes safety issues especially where small children exist in households. St. Amant built a parking lot and started changing - guess where all the cars park over on Woodlands Avenue. This proposal will cause the same problems.
	Allow another route to U of M & Football games
	Perimeter bridge is not friendly to pedestrians or cyclists. Therefore a more southerly location would provide greater improvements to AT networks. Bishop Grandin is already AT friendly, so a bridge nearby is redundant.
	Agreed!
	This isn't about active transportation - it's about football parking!



	No - Predates stadium
	And Student/prof access to U of M
	There is a bike lane on Bishop Grandin Bridge. Another one won't help connect the neighbourhoods, but it will be a direct access for patrons of the football stadium to St. Vital streets so that they can use our neighbourhood as a parking lot. This is a <u>bad</u> idea.
	Agree
	Anything near St. Amant or Foyer Valade Will be a disaster!
	Agree!
	It would help students in South St. Vital.
	Call it for what it is. This is not about Active Transportation. This is about the New Stadium. This idea has been in the works for 20+ years - and all of a sudden a Stadium is built & this is now coming to fruition. Don't try to "snow" People and tell them this is about the environment and active transportation. Please consider the impact this has on neighbourhoods and the families that live in them. This smells bad all around.
	How many students live in South St. Vital. It's for the stadium.
	This idea got resurrected with the bomber stadium. IT is not about AT - it is about solving a parking mess. There are higher priority AT needs in Winnipeg - such as Pembina Highway - Bishop north to Chevrier.
	By connecting the network
	By making cycling safer
	By making it easier to bike to the U of M
	Excellent Idea. Lots of students (U of M) in St. Vital
	Excellent Idea. I live in South St. Vital and I am and avid cyclist and bomber season ticket holder. I would cycle or walk to games.
	Same/Agree Henteliffe would be a great location!
	A real plus (shortcut) for many students/faculty / staff living in St. Vital - save hours on bus/car & get exercise
	It would be good for people who don't like using cars!!
	It will help promote use of alternative mode of transportation i.e., cycling, walking, etc.
	Improved at location A & B
	I If done well, it can connect with the South St. Vital trail and help those of us cycling to U of M. It would be a much safer ride than travelling University Crescent.
	This will provide a miniscule part of the population a slight reduction of travel time.
	River crossing improves ATN only if it ties in with existing network.
	Makes a quick way to access U of M for students/ workers & Bomber games & makes it an environmentally sound way to get there. Also great exercise.
	Agree!
	A great idea for students going to U of M. Encourages physical fitness.
	Many U of M students already cross the river on foot during the winter. This will be much safer.
	I would love to be able to ride my bike from Lagimodiere to Bridgewater Forest & Beyond.
	Connect to the Active Transport Corridor that bisects River Park South. (i.e., Henteleff option)
	Biking on to campus using University Crescent is deadly having a river crossing would reduce chance of injury. I would bike to the U of M everyday if there was a safe option.

	Bishop Grandin has a good bike lane and a bicycle path to U of M from the West Side of the Bridge. We don't need another crossing in the River Point, St. Amant or Minnetonka area!
	I agree
	I agree too!
	Used for Bikes/walking across the Red ? Parking?
	It will not improve existing active transportation. It will be an added load to snow clearing which already woefully inadequate.
	Encourages people to walk run ride - our greenway is great but if you need to stop - each time you get to St. Mary's, River, St. Anne's it doesn't make for much of a ride. We need about 10 of these bridges to use the city as an active centre. i.e., parks.
	Dire need to connect South east Winnipeg to U of M
	Links Bishop Grandin Greenway, S... River Trails, St. Vital Trail to Trails through Kings Park and on Red River Shore of the old Southwood Golf Course - great cycling.
	By making cycling safer through giving cyclists a dedicated path.
	By creating a dedicated bike path so that cyclists are not forced onto major automobile thoroughfares.
	There is a path on Bishop Grandin
	Need to ride on busy streets to get to B.G.
	Increase Traffic
	Increase Noise
	Increase Parking Issues
	Safer travel via walking/cycling from St. Vital to work at U of Man.
	So True!
	Waste of money people would not use it very often.
	B is already linked with the A.T. between St. Anne's and St. Mary's Road.
	You are Yelling
	Hentiliffe Park option 'B' would be great would bike to work.
	Much healthier lifestyle - I'd bike/walk all year if @ Minnetonka
	Would make Victoria Hospital more AT connected for people who work there.
	No benefit!
	No benefit- there are higher priority AT needs such as along Pembina Hwy - Bishop - north to Chevrier.
	Hentiliff could potentially connect Dakota Crossings/Royal Wood & Sage Creek Areas. This would be a 'true' active transportation Route!
	For University students, cyclists, and those other wanting to access to King's Park a definite Benefit!
	Would definitely help as I live in River Park south and work at U of M. Go to King's Park a lot
	We would use this as a way to access U of M activities/Bomber games via foot or biking. At present, we are forced to go via vehicle as children could not bike/walk that far, or it would just take too long at present to bike.
	I would use it as a part of the AT network (bicycle)
	Agree... would be awesome!
	I would use it often. As a season ticket holder for bombers we would use it every game. Would also connect bike trails which I use from spring to fall.

	Less time competing with cars on the roads, sidewalks while walking, running, and biking. Cars are <u>overused</u> in our city not by <u>choice</u> but by necessity.
	We would use it daily.
	Where do you park/ you Bomber Fans??
	Awfully cold in January
	And your point?
	Walking/bike etc. from home.
	I would stop using my car - it would change the whole neighbourhood - for the better. I would walk in the winter and bike or walk in the summer. Crossing C please!
	Henteleff option would immensely help students & staff residing in River Park South and beyond
	Yes!
	I would use it often, especially if built at Henteleff. Much quicker access to U of M, also very enjoyable route for a bike ride.
	It would be used by many more people if it is at Option B - Henteleff
	Avoid B - do not destroy Henteleff Park & Fill its parking lot.
	This isn't about active transport. It's about turning our streets into a parking lot for the new stadium.
	Right on!
	Will definitely help.
	Another crossing in the ST. Amant/River Point/ Minnetonka would make no difference. I am perfectly comfortable biking across the Bishop Grandin Bridge.
	It will connect with existing ??? From St. Anne's Road
	By not having to commute with vehicles.
	I would like to see an A.T. Link from Bishop Grandin Greenway to a footbridge at Henteleff Park. I could then make a loop from River Road to Lagimodiere and back to Bishop or River to Waverley Heights and back to Bishop.
	I would ride my bike to work (at the U of M).
	Crossing E, D & C are much too close to Bishop Grandin. These locations would not improve anything.
	TRUE
	It will not improve my transportation in any way. E, D, and C much too close to existing path.
	Not at all.
	I see our neighbourhood being converted to a huge parking lot. Thanks a lot!

<b>3</b>	<b>How do you see a river crossing improving your existing travel/active transportation trips? (Please identify any desirable active transport routes on either side of the river)</b>
	Live north of Bishop - this would be leisure only
	Leisure use only, enables a cross over the river and more variation for weekend bike rides.
	Leisure only
	Shopping Reasons
	Improved commuting to U of M
	I could walk or cycle to St. Vital
	More viable biking options into U of M
	Longer AT route in S. Wpg
	Leisure only - small % of the community will use.
	Sons & Daughter will cycle to school in St. Vital.
	Opens East side of river to U of M resource.
	Would use Henteleff Park route
	None - benefits don't justify expense in this day & age of monetary restraint
	I would regularly access St. Vital by bike/walking instead of car.
	As a UM employee it will provide me with a better commute. It will be quicker (by bike), and I won't have to use my car *or cheaper parking*
	Ditto
	Not enough need for 2 focused destinations.
	If option 'C' or 'D' used, provides students with walking access to St. Vital centre.
	I would not be able to use King's Park as I do now. *Agree* Why not?
	Henteleff or south route would be useful recreational routes and align with other routes
	Henteleff is the best option
	We would be able to walk to the University for the various activities that kids attend there.
	Safer and shorter bike path than over Perimeter Bridge or Bishop Grandin

4	<b>How often do you see yourself using a pedestrian/cycling river crossing between St. Vital and Fort Garry near the U of M?</b>
	Never
	3/4 times a week jogging/walking
	All Depends. Will not use it in the winter months unless City or 3rd Party company properly sand and salt bridge.
	5x twice a day, i.e., daily for commuting
	Daily
	Several times a year - recreational biking
	1/month average
	Twice daily Sept-April
	Everyday (school) and for Bomber games
	A few times a year for recreation
	I would walk almost every day if it was Zone B. x2
	Daily by various family members.
	Daily
	Several times per week
	Weekly
	Never :(
	Daily as part of my commute to work
	Several times a week
	Recreation only, when weather is good.
	Recreation only, when weather is good.
	Never
	For recreation purposes (cycling), many times in the summer
	All the time
	Less than 5 times a year, can easily be accommodated with current infrastructure.
	I will not likely use, regardless of location, I do cycle, but it's not necessary for me.
	I will use this link on a regular basis it will reduce traffic on campus - parking problems
	1-2 times/week in garden season depending on route. Occasional recreational use.
	3x/week for kid's activities, and as they get older, everyday for university.
	Once a year
	Once a week or more often - great alternate route when out for a walk - would depend on the location
	Depending on the time of year. In summer/fall I might use the path daily/weekly.
	Never
	Once or twice a year
	Rarely - once of a year
	Rarely



4	<b>How often do you see yourself using a pedestrian/cycling river crossing between St. Vital and Fort Garry near the U of M?</b>
	Daily during University, also a great way to use bike/walk to the stores on Pembina, Bison - > Superstore, Winners, etc.
	Great running route!
	Bomber Games (2-3x) + Countless bike trips
	Never, I already use the Bishop Bridge!
	Never, I already use the bridge to Bishop Grandin.
	Never, I use Bishop Grandin
	Daily if it meant it would connect me to transit faster
	People will park on greenspace etc. We do not need anymore parking paved. Enough is on campus. Pry your tight wallet/purse open and <u>pay</u> to park or take transit
	Rarely
	2-3 times per week (all 4 seasons) biking & walking
	All the time in the summer.
	Rarely - what is the point of going to U of M if not a student or going to football game?
	Very often - it is an excellent way to make a cycling loop for all ages
	Certainly not in the winter
	Daily!
	If it connects through active transport infrastructure I would use it
	Daily! - University - park - recreation (pools, etc.)
	All year, if at Minnetonka
	Once a week in summer. Once a month in winter.
	Sometimes - recreation only.
	We would use the crossing all summer long for biking as we do the Greenway
	Lots - U of M Students - recreation
	Winnipeg Cycling Club would use once a week from April to October
	At least <u>everyday</u> during the weekdays of summer
	Frequently as I am one who walks frequently in the area.
	Monthly for certs/presentations at U of M.
	At least 2-3x per week during good weather -> We access soccer complex at children's activities (pool, judo, gyms) 2-3x per week. Not as much in winter though.
	I will use it every day!!
	Never
	Daily!!!
	I would use it every week if it was nice out
	I live in the U of M area and would use it to bike to the St. Vital area. However, I don't often go to St. Vital so I would not use the bridge frequently.
	I walk regularly in the St. Amant area. Over the past 2 weeks I've seen <u>1 cyclist</u> . How can you possibly justify the proposed bridge!
	In the summer I would use it three times per week for recreation. Additionally for convenience if event at stadium - ride bike.

4	<b>How often do you see yourself using a pedestrian/cycling river crossing between St. Vital and Fort Garry near the U of M?</b>
	Never
	Frequently in the summer, rarely in the winter
	I would use the existing pathway on the few times/year I go.
	Could be used as a major cycling/walking loop, football?? Parking
	In the spring/summer/fall season I use the Bishop Grandin Bridge (biking) 2-3 times per week I don't believe enough students would use a new bridge to make it worthwhile.
	Every Saturday May to October to go to Farmer's market.
	Frequently in the non-winter months if it was located at either option C or D.
	Why do we need a bridge? Spend the money on Kenaston Blvd!!
	Daily
	I would continue to use the Bishop Grandin AT route.
	In spring/summer/fall - to ride trails on both sides of river - to travel from St. Vital to Farmers markets we need to take care of roads - social costs are enormous (and I am not a student)
	Depends on location chosen, more for C, D.

5	<b>What advantages or disadvantages do you think this project might have for community residents and businesses?</b>
	More bus traffic/parking issues for local residents.
	Are there higher priority infrastructure issues we should be addressing first?
	Can D be done without impacting community gardens at St. Amant?
	A connection between U of M and SE Winnipeg is good for the community!
	Plus: Decrease or will provide relieve flow of existing Blue Bomber Home games.
	Minus: Might have to tear down homes/green life to make this fit.
	Advantage: More people walking by existing business
	Disadvantage in Minnetonka area are traffic, parking, security - that is already an issue in that area.
	Disadvantage - loss of community gardens that have been at St. Amant since 1931 and have a 100 families who rely on this beautiful green space.
	St. Vital might have parking problems
	Businesses will benefit
	Advantage for residents - increased mobility - decreased reliance on cars/bus
	St. Amant gardens - community gardening 80+ families... - active healthy living benefits - please don't take one active living opportunity to replace with another.
	We in Fort Richmond could go to St. Vital Mall on bike and save a parking there and using our car
	There is limited shopping in Fort Richmond and to go there by bike would be great!
	St. Amant crossing destroys III Community gardens, currently providing active living and exercise for 80 families, not to mention the healthy food these gardens produce.
	Why "Destroy"?? The keepers of these gardens should welcome the increased visibility so others can <u>enjoy</u> their gardens! It's just a <u>walking path</u> not a super highway!!
	Destruction of gardens at St. Amant
	Further south for AT Corridor
	Disadvantage - taxes spent irresponsibly. Fix the infrastructure instead
	Community gardens and environment destroyed.
	Less driving = less gas!!
	Active living - walking - poling
	Possible disadvantage - people parking in St. Vital to attend events at stadium.
	More active transport paths always great!
	Cars @ U of M and Fort Richmond Neighbourhood streets.
	More foot traffic to Stadiums!
	It is great to be able to walk to work
	I agree!
	Traffic issues - Please don't add to increase due to stadium
	Advantage: Access to more foot/bike paths
	Advantage: If you live in South St. Vital and work/study at U of M
	Disadvantage: Allows for more parking space if going to stadium.
	Option 'B' will have a potentially negative impact as the new housing there will soon be taken over by landlords wanting to rent to students.
	Property Prices
	Hospital Use
	Crime

5	<b>What advantages or disadvantages do you think this project might have for community residents and businesses?</b>
	It may ease Stadium traffic for those of us in Fort Richmond i.e., we could all share the load!
	*Potential destruction of <u>3.2 acre</u> community garden
	Destroy/limit community garden (lost one already). Peace/security issues for St. Amant, residents on East side.
	Parking, Parking, Parking problems in residential areas.
	Traffic congestion on residential streets that are not designed to handle it. Schools and daycare on traffic routes.
	Students & Stadium traffic will benefit from this new access route.
	Will increase foot traffic/bike traffic so make area busier.
	Greater access to less familiar are of city.
	Access to U of M programs for St. Vital residents.
	Advantages are connecting the south bicycle/walk path all the way to U of M/King's Park etc.
	Disadvantage is definitely people will "park" close to the bridge & walk across-where/how does this concern get solved? I love the active transport idea, but certainly parking is a big (one of biggest) complaints by students/staff??
	The foot bridge will result in Neighbourhoods being used as parking lots for Football and other events at the new stadium!
	I agree!!
	↓ increased traffic and parking year round in areas connected - are there any businesses in the connecting areas? Looks residential
	↑ active transport is good but Henteliff is the only one that joins up the active transit system in place.
	Parking would be a ?? Issue in all residential communities. Henteleff is already meant for walking/biking
	Site C Cons - increased parking, traffic and safety issues in a developed residential area with a school across the street
	None, leave the school alone
	I agree
	Option B may bring more traffic into the residential neighbourhoods of Van Hull - although very convenient access to the U of M is a plus.
	*Van Hull -> where young children play on the road.
	Not only would it bring Stadium goers and a <u>few</u> students to the residential area but also other undesirable people walking in our area. Near <u>our</u> homes, children, their school, properties. It is very interesting that this bridge is needed " <u>now.</u> "
	Traffic, Parking & security if bridge is put in the Minnetonka area - Option C, D and E.
	Community residents in St. Vital and parking and safety, the football stadium is driving this whole issue
	No it's not!
	Is too! Is too!
	Do you really think people are willing to walk that far? People in this city are VERY dependent on their cars. Few people even know how to walk.
	Connects a major destination ("Manitoba's 4th largest city") with a large residential population. All good! Excellent!

5	<b>What advantages or disadvantages do you think this project might have for community residents and businesses?</b>
	Any location in a residential area would create problems with drop-off and parking on nearby residential streets. Also, little advantage for businesses if location is residential
	Answer to this is Henteleffe Park. They could build some sort of Green wall between condo of Entrance/pathway.
	I think it's an opportunity for local residents and businesses to brainstorm about how they can BENEFIT from this project. Make it work for you the way St. Boniface residents have made the Provencher bridges benefit them. People <u>want</u> to live there now.
	↑ Properties values ↑ on Provencher and everyone wants to move there.
	Good point! It's not all negative.
	It is inevitable that some people will want to drive then park by the bridge and walk across. So far I have not seen anything about where these cars will park. I would think this would be an integral part of the decision making process so where is this information? Hard to judge the impact of the different crossings without it!
	Will cut down on traffic in St. Vital - I'd walk daily, if at Minnetonka
	People parking in St. Vital to go to U of M.
	Bridge will bring hoards of U of M people into St. Vital for free parking in residential area. Anytime school is in <u>not</u> just bomber games.
	For community residents more traffic could mean more safety concerns. People taking opportunities for alternate parking might create unwelcome residential concerns.
	Disadvantage of bringing a lot of traffic into residential area
	Great advantages to bring the 2 sides together.
	Yes!!
	Agree!
	Encourages active living.
	Agree!
	More use of the dog park at King's Drive
	Agree!
	Saves time for students and employees of UM +++
	Agree!
	Definitely need a parking area so people can park and walk.
	Agree!
	Bomber game parking major concern
	Do we really need a parking lot at all - just bike!
	Location C is least disruptive to the surround community.
	Agree!
	People can bike more
	Do not mess with the gardens - providing active living feeding the needy, afford view of active outside world, peaceful setting to residents of Foyer Valade during 3 seasons. Complete diversion to what is and has been!
	If you choose option B then you would not affect anyone because there are no businesses present and the land is not being used for anything
	If choose option B there would be little disruption of businesses.
	Who needs a parking lot in their front yard!
	Catch the existing bus to the U of M
	I see more advantages. (1.) less vehicles (less traffic) (2) gas savings (3) healthier people.



<b>5</b>	<b>What advantages or disadvantages do you think this project might have for community residents and businesses?</b>
	Health benefits for community residents.
	Depending on where the bridge could be located, community residents may be negatively affected by increased vehicle traffic/parking issues.
	Hentiliffe is the way to go
	University for the kids.
	It would encourage active transport and may cut down congestion on University Crescent.
	Advantages - increase AT routes.
	Parking would be the biggest problem. Less traffic on Bishop/Perimeter.
	For U of M employees and students in South St. Vital this would increase our ability to walk/bike to school/work.
	Parking in the area is already a huge problem and would only get worse. <u>All</u> routes affect residential areas.
	Promote proactive living
	Reduce pollution
	Make U of M accessible to more adults/seniors
	Parking issues
	Increased community resources
	Disadvantages - if too close to stadium, could cause parking issues. - if too close to school, could cause issues with student security and/or access easily to Ft. Garry (student skip out)
	It would destroy the gardens and the peacefulness of our community.
	Advantage: Bike/walking (parking?)
	Disadvantages: Potential Loss of community gardens! Parking nightmare for residents, not only for Bomber games, but year round!
	Advantages: Active transport; Reduce cars/congestion; Ease of commute to U of M to River Park South
	Yes!!
	Gardens at St. Amant Please don't sacrifice one source of active healthy living for another....
	Do not destroy Henteliff Park (B)
	No significant advantage at C, D, or E - Too close to Bishop Grandin Bridge.
	Disadvantage - no parking space - increased traffic for residents.
	Best option - Maple Grove - lots of parking.
	It seems to me that this is being pushed simply because of the <u>new stadium!!!!</u>
	I agree!

6	<b>Can you think of any other design options for the river crossing design?</b>
	...ferry crossing, canal/rowboat shuttles in summer.
	...hot air balloon
	None look great
	Walk Bridge near Lord Roberts
	Ice Road
	Maybe no bridge at all
	Tunnel under the river
	Natural design x1
	Amend legislation to use restricted land and absorb impacts
	Extend routes or gondola etc. to get traffic and parking <u>out</u> of residential areas not add to it.
	Let the river flow. Bus game day fans to game from St. Vital Park-n-ride.
	Invest money in rapid transit on proper traffic routes. Keep traffic volume out of residential areas.
	Monorail access/bus Pedestrian
	Bus loop and Henteloff with local feeder route.
	Save the money and don't build a bridge!
	Great idea - no other options - "B" is the best
	Use the money for needed improvement in infrastructure
	If we don't have a budget for existing infrastructure maintenance, how will we maintain the footbridge when due?
	Option C would be a good bus, scooter, bicycle crossing.
	The gondola one would be good and relaxing
	The gondola is too expensive and is time restrictive - a bridge is better
	Gondola would possibly require operator/operators, greatly increasing cost to operate.
	Gondola would be susceptible to mechanical breakdown, bridge <u>far</u> superior.
	You could also abandon the whole idea.
	Why not improve bus service or park and ride locations with a high speed bus.
	Getting to and from work/school I want a quick way to bike at any time of the day.
	Gondola provides protection from elements in winter when university is in session.
	Gondola could also be an attraction - has been done in several other cities.
	Potentially other location options for gondola - could span U of M agricultural lands.
	What about 2 bridges or crossings?
	Has to be bicycle -accessible
	Could test a few of locations in winter across ice if the ice is safe in those locations. Which would people use most?
	A gondola isn't exactly "active" transportation. Show me one that a smaller/weaker person could even get a bike/wheelchair into.
	Gondola is the silliest idea. How do you get off in winter if it breaks down over the river?

<b>7</b>	<b>If you could locate the crossing in one location, where would it be and why?</b>
	B Van Hull - Access to ward South St. Vital/Royalwood but not at this expense.
	C, D, or E
	C - far enough from Bishop Grandin bridge
	Good access to bus, St. Anne's, U of M
	B, C, D - furthest from existing bridges makes it most advantageous.
	B & D - You will create a walk & ride effect.
	B - for AT Corridor
	Location A - best for connection between Fort Richmond & South St. Vital and Royalwood & Island Lakes & Sage. C to go to Kings Park.
	Henteloff Park (B), close to U of M across river, connects to active transit corridor in river park south
	Henteloff Park (B) - services more people and connects with the ATR.
	Henteloff Park - definitely <u>NOT</u> SE Amant.
	Henteloff Park -> AT route!
	C - existing infrastructure
	B - has hidden costs (incorporate bus routes)
	C - Could utilize St. V mall best for shuttle parking
	Location B - great walk to the University
	...No river crossing at all <u>thanks</u>
	Option "C" Safety issues.
	<u>NOT</u> A (King's Park) Pls. leave park as natural greenspace!!
	^ includes community garden in St. Amant Grounds (Option D)
	C or D - both facilitate better connections to more people in St. Vital.
	Yes. Not Option B
	Option D or C best option - close to U of M, Stadium & St. Vital Centre
	B or C - Doesn't rip up Gardens, doesn't disrespect, offers a decent incentive for active transport through central St. Vital, may get people out of their cars.
	Option B - Offers connection to existing active transit networks
	Option B - Very difficult to get from this part of St. Vital to U of M
	Option B - Same as above. Also prefer options linking parks more
	Option B - Agree with above comments. This route ties into existing Active transport route.
	None - strongly believe that <u>need</u> has not been demonstrated to justify spending \$16 million + of tax payer money
	Maple Grove - Lots of Parking
	One advantage of C, E, A would be that most lazy car drivers would not walk that far to the game, focusing use of I on people who are not afraid of walking/biking and therefore be less likely to fill St. V with their cars.
	Option B - Henteloff Park - Connects with the active Transport Route.
	Option B- Henteloff Park already connects with the AT.
	Modify the path for B to AVOID destroying the park and filling the parking area.
	Option B, using bicycle path rather than directly through nursery.
	Option B -
	Option B - makes the most sense from midpoint of existing bridges.
	Option A or D or C
	St. Amant - people always cross the river there in winter.
	Option C - connects on public land, good flow from St. Vital to U of M
	Option B - Parking Should be considered. Easier access to majority of Population East of Red River
	Option B - Good connections to South St. Vital Trail allow for Park & Peddle options from schools or Bomber event bike share could also help get transit users from St. Mary's to the U of M/Stadium
	Definitely C - most accessible from the road, close to U of M buildings, closest to bus-route.

<b>7</b>	<b>If you could locate the crossing in one location, where would it be and why?</b>
	Option C - it provides a visible alternative that lands on public property allowing the bridge to enhance the park. It centrally located from St. Vital and the university. Minnetonka students will greatly benefit from connection to university. The are the bridge serves is much larger and influential.
	Option D - closest to the University proper. Not all gardening spots would disappear.
	Option D - closest to the University proper and probably offers most parking for users.
	Option B - connects with current A/T.
	Option D - I don't think this needs to affect gardens as bad as feared. D is most central + least isolated, also connect with St. Amant which is already an institution i.e., not as residential. And, it simply would be most convenient one me.
	Option C or B - fewest impacts. C - Minnetonka provides best AT route.
	B!
	Please keep the Garden Space at St. Amant .. Least preferred
	Without Parking - Cost ineffective just to accommodate walkers/bikers.
	Option D is my choice because it is the shortest and most direct for students and has bus access at St. Amant.
	Location "B" 1.) More people - Henteleff park 2.) Fact of further bus stops should not be a problem - people will WBIKE to go through park & across bridge 3.) It is 1/2 way between 2 existing bridges 4.) Residents in S. St. Vital not affected if people park vehicles in the park
	Ditto
	Ditto
	Keep the Gardens!
	...has there been a <u>user</u> feasibility study?
	... save the gardens at St. Amant .... Also "environmentally sensitive"
	"B" Henteleff Park - best link to AT & improves visibility of Henteloff Park
	Please spare the community gardens. Originally the bridge was to help south St. Vital students.
	Henteleff Park - other options are too close to Bishop Grandin or too close to perimeter.
	It would not be Henteleff Park. This is a heritage market garden area.
	<u>Minnetonka</u> - closest to ST. Mary's and existing transit routes. Least Invasive on residential Areas.
	^^ Not true
	Henteleff is ALREADY on the City's proposed active transportation plan!
	Henteleff Park - the Minnetonka, St. Amant & River Pointe sites are too close to the Bishop Grandin bridge. Also, increased vehicular traffic - buses & autos would be a significant concern on River Road, which already has heavy enough traffic. Henteleff Park provides space for a "staging area" for buses & perhaps some parking without affect adjacent residential areas.
	Henteleff Park is a midway point and would cause the least disturbance to residential areas.
	<u>Henteleff</u>
	Henteleff - It seems to be the least intrusive on neighbourhoods.
	Henteleff - perfect location!!
	The only location.
	I agree
	Come the winter time, there will not be a significant (1000+) number of persons using any crossing without bringir their automobile to the bridge.
	Henteleff more accessible then 101





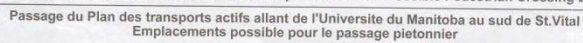










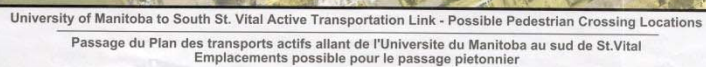






Passage du Plan des transports actifs allant de l'Université du Manitoba au sud de St. Vital  
Emplacements possible pour le passage piétonnier



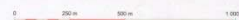




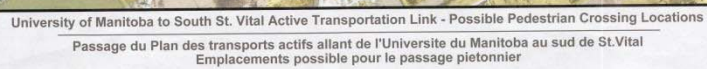


University of Manitoba to South St. Vital Active Transportation Link - Possible Pedestrian Crossing Locations  
 Passage du Plan des transports actifs allant de l'Université du Manitoba au sud de St. Vital  
 Emplacements possible pour le passage piétonnier













## APPENDIX H – FINAL EVALUATION MATRIX RANKING



# Conceptual Design for a New Crossing Between St. Vital and the U of M

April 2, 2012

Crossing Options Evaluation Matrix

Reviewer: MMM Group

## LOCATION

Score from 5 to 1; 5 = Best, 3 = Neutral, 1 = Worst (all zones can have the same rating)

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<b>Cost</b>	<b>2.7</b>	<b>2.9</b>	<b>3.4</b>	<b>3.9</b>	<b>3.4</b>
Estimated Construction Cost	\$17.5M	\$16.9M	\$15.2M	\$14.7	\$15.8M
MMM Group Comments	None required at the Normand Park side since it lands wholly on a City Park; None required at the King's Park side since it lands wholly on a City Park.	Land required at the U of M side; If the bridge approach is through the middle of Henteleff Park then no additional land will be required on the side since it is wholly on City Park land; If the bridge approach is along the top of the dike adjacent to Van Hull Estates then property will be required.	Land required at the U of M side; Land not required on the Minnetonka side since it lands wholly on a City Park.	Land required at St. Amant; Land required at U of M.	Land required at U of M; Land not required on the River Point side since it lands wholly on a City Park.
<b>Property Acquisition</b>					
Bike to the Future Comments	Easement at eastern end of Van Hull Estates at a planned multi-family development to connect South St. Vital Trail to existing pathways on Normand Ave Right of Way	Easement at eastern end of Van Hull Estates at a planned multi-family development to connect South St. Vital Trail to existing pathways on Normand Ave Right of Way, landing site on west side of river	For Greendell to Greenwood Connection	For Connection from St. Amant Driveway to Woodlawn or Settlers and for Greendell to Greenwood Connection	West side landing
Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	-Unclear as to how this will be evaluated. Need to include cost of associated infrastructure to connect existing routing to bridge location - Need to include cost of associated infrastructure to connect existing routing to bridge location - recommend addit this cost to overall structural costs and removing it from the location weighting	No Comment
Louis Riel School Division	1	5	5	4	1
U of M Students Union	3	5	1	2	4
Normand Park Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
C of W Access Advisory Committee	No Comment	No Comment	No Comment	No Comment	No Comment

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
SW Gardening Club	No Comment	No Comment	No Comment	- need to understand if property - need to be acquired, gifted, etc. - determine where city owns property	No Comment
Architectural/Aesthetics	3.6	3.8	3.3	3.3	2.9
Views					
MMM Group Comments	Views of the bridge could be significant from within either Normand Park, Henteleff Park, King's Park and St. Mary's Rd. near the Perimeter. Views from the bridge would be of the Parks.	Views of the bridge would be significant from the U of M and Henteleff Park. Views from the bridge would be of the U of M and Henteleff Park.	Views of the bridge would be from River Road and Minnetonka Park. Views from the bridge would be of Minnetonka Park.	Views of the bridge would be from River Road from a distance; Views from the bridge would be of St. Amant.	Views of the bridge would possibly be from River Point Park; Views from the bridge would be of River Point Park.
Bike to the Future Comments Minnetonka Residents Assoc.	Excellent No Comment	Excellent No Comment	Excellent No Comment	Excellent	Excellent No Comment
Louis Riel School Division U of M Students Union Normand Park Residents Assoc.	5 4 No Comment	5 1 - The bridge may not need to use all cement as a covering. The deck of the walking bridge from Hull to Ottawa in the area of the Parliament buildings is wood.	5 3 No Comment	3 2 No Comment	3 5 No Comment
C of W Access Advisory Committee SW Gardening Club	No Comment No Comment	No Comment No Comment	No Comment No Comment	No Comment - In a natural setting such as the gardens at St. Amant we would hope the views of man-made structures would be minimized.	No Comment No Comment
Compatible with Existing Context and Adjacent Structures					
MMM Group Comments	Bridge could be designed to compliment adjacent areas and structures	Bridge could be designed to compliment adjacent areas and structures	Bridge could be designed to compliment adjacent areas and structures	Bridge could be designed to compliment adjacent areas and structures	Bridge could be designed to compliment adjacent areas and structures. Potentially more flexibility due to future development of golf course lands (blank slate?)
Bike to the Future Comments Minnetonka Residents Assoc.	Reasonable	Yes	Yes	Yes	Probably not on the east side
Louis Riel School Division U of M Students Union	No Comment 5 1	No Comment 5 5	No Comment 5 4	No Comment 5 2	No Comment 5 3

Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
Normand Park Residents Assoc.	No Comment	- The physical challenges of building at Henteliff, such as the low lying area just across from the Business Building at U of M are recognized - Build elevated bridge and this is part of uniqueness of design of connections to St. Vital pathways.	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	- The gardens at St. Amant are one of the few areas in St. Vital that still have a rural feeling, it is a peaceful location, inviting hundreds, or thousands of people to cross through this area in addition to adding a significant man-made structure will change the aesthetics forever. - A physical structure, regardless of design would bring pedestrians in the area which is not a "worthy fit" in this park like area. As far as views go, there is nothing spectacular that would enhance any of the Minnetonka crossings that stands out.	No Comment
Environmental	2.9	3.1	3.3	3	3.3
Environmental Impacts During Construction					
MMM Group Comments	Temporary Cofferdams in the Red River and access roads and lay down areas in the Parks. Construction traffic and noise in adjacent areas.	Temporary Cofferdams in the Red River and access roads and lay down areas in the Park and the U of M. Construction traffic and noise in adjacent areas.	Temporary Cofferdams in the Red River and access roads and lay down areas in the vicinity of the Park. Construction traffic and noise in adjacent areas.	Temporary Cofferdams in the Red River and access roads and lay down areas in the vicinity of St. Amant. Construction traffic and noise in adjacent areas.	Temporary Cofferdams in the Red River and access roads and lay down areas in the vicinity of the Park. Construction traffic and noise in adjacent areas.
	No Comment	No Comment	No Comment	No Comment	No Comment
Bike to the Future Comments					

Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	weighting should be increased to 25% - anticipate the potential environmental impacts during construction will be required to be mitigated - however, varying degrees of riparian zone clearing and in-water structures required with each bridge design needs to be factored in - also need to factor in other shoreline preparation/impacts (tree removal, impact on sensitive areas/wildlife habitat)	No Comment



Category	Zone A		Zone B		Zone C		Zone D		Zone E	
	King's Park		Henteleff		Minnetonka		St. Amant		Golf Course	
<i>Louis Riel School Division</i> <i>U of M Students Union</i> <i>Normand Park Residents Assoc.</i>	3		3		5		1		1	
	2		4		1		3		5	
	No Comment	- Bank to the south here has experienced a lot of slumping in last 15 years.	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i> <i>SW Gardening Club</i>	No Comment		No Comment		No Comment		- During construction there would be: - Possible disruption of access to the gardens that could prevent gardening for an entire season – that could be a blow from which the gardens might not recover - Significant noise and traffic - The presence of construction trailers - Poisoning of gardens with runoff from the petroleum based path surface - Possible damage to the heritage row of ash trees - Damage to the underground sprinkler system - It would disturb the peace of the gardens, both adjacent institutions, and the whole neighborhood - The green space with it's complement of natural inhabitants such as rabbits, birds, deer, etc. would be permanently dislocated.		No Comment	
<b>Long Term Environmental Impact</b>										
<i>MMM Group Comments</i> <i>Bike to the Future Comments</i> <i>Minnetonka Residents Assoc.</i>	Bridge would be designed to minimize long term environmental impact		Bridge would be designed to minimize long term environmental impact		Bridge would be designed to minimize long term environmental impact		Bridge would be designed to minimize long term environmental impact		Bridge would be designed to minimize long term environmental impact	
	No Comment No Comment	No Comment No Comment	No Comment No Comment	No Comment No Comment	No Comment No Comment	No Comment No Comment	No Comment No Comment	No Comment No Comment	No Comment No Comment	No Comment No Comment
<i>Louis Riel School Division</i> <i>U of M Students Union</i>	No Comment No Comment		No Comment No Comment		No Comment No Comment		No Comment No Comment		No Comment No Comment	

Category	Zone A		Zone B		Zone C		Zone D		Zone E	
	King's Park	Henteliff	Minnetonka	St. Amant	Golf Course					
Normand Park Residents Assoc.	No Comment	- could also be a major benefit if a bridge is built in such a way as to protect the area enough to allow significant regrowth of the river bottom habitat (i.e. bridge starts far into park and travels over the are - much like interpretive bridges in marshes --- but not made of wood in this case).	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment
C of W Access Advisory Committee	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment
SW Gardening Club	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment
Neighborhood Impact	3.5	4	3	2.9	2.5					
Neighborhood Impact MMM Group Comments	Increased parking demand and traffic on St. Vital side; Increased noise; Improved connectivity between neighborhoods; Access to U of M and related facilities for St. Vital residents; Possible reduction in vehicle use on St. Vital side as U of M trips are by AT modes. Bridge would change the characteristic of Normand Park from a destination neighborhood.	Increased parking demand and traffic on St. Vital side; Increased noise; Improved connectivity between neighborhoods; Access to U of M and related facilities for St. Vital residents; Possible reduction in vehicle use on St. Vital side as U of M trips are by AT modes. Bridge would change the characteristic of Van Hull Estates from a destination neighborhood.	Increased parking demand and traffic on St. Vital side; Increased noise; Improved connectivity between neighborhoods; Access to U of M and related facilities for St. Vital residents; Possible reduction in vehicle use on St. Vital side as U of M trips are by AT modes. River Road is already very busy and this may increase traffic more so.	Increased parking demand and traffic on St. Vital side; Increased noise; Improved connectivity between neighborhoods; Access to U of M and related facilities for St. Vital residents; Possible reduction in vehicle use on St. Vital side as U of M trips are by AT modes. Impact on local gardening club.	Increased parking demand and traffic on St. Vital side; Increased noise; Improved connectivity between neighborhoods; Access to U of M and related facilities for St. Vital residents; Possible reduction in vehicle use on St. Vital side as U of M trips are by AT modes. Bridge would change the characteristic of River Point from a destination neighborhood.					
	Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; Will likely lead to increased traffic and parking demand; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; increases parking demand and traffic in Minnetonka neighbourhood; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz	Improved connectivity to parks, University; reduces traffic and parking demand in U of M, Fort Richmond, Agasiz					
Bike to the Future Comments										

Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	- weighting should be increased to 35% - need to consider increased pedestrian /bike traffic and interactions with vehicle traffic at each location and safety concerns for each location = neg. impact; Safety: vandalism, theft, disorderly conduct; Other Disturbances: Late night noise from vehicles, lights on bridge and walkway	No Comment
	1	3	1	1	3
	4	1	3	2	5
	No Comment	There will need to be careful planning of connections --- with the point being to make all connections possible - the idea of easement at new Van Hull condo area is good. Also park areas already exist at some of the condo areas to the south and these could be mapped and marked. - no cars or large city buses on the bridge	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment
Louis Riel School Division U of M Students Union Normand Park Residents Assoc.					
C of W Access Advisory Committee					

Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
SW Gardening Club	No Comment	No Comment	No Comment	- We hope that the lack of indicators here are not indicative of a minimalization of neighborhood impact. We noticed that there was a great amount of thought put into user performance based on the number of indicators. - What is a neighborhood? In the case of the SWGC our gardens are the neighborhood with 100 families that garden, as well as our interactions with passers by from St. Amant and Foyer Valade. The destruction of the gardens would mean the destruction of a community. - The gardening community at St. Amant has deep historical roots as well. The plots have been under cultivation since the 1930's when the Grey Nuns first grew gardens there. It is the understanding of many of the long-term gardeners that these first gardeners had willed the gardens to be used as garden plots in perpetuity. - The MMM staff member who surveyed right through the middle of the gardens indicated that the project would consume about 1/3 of the gardens, this is without even considering the irrigation,	No Comment
<b>Parking Impact</b> <i>MMM Group Comments</i>	Increase in parking demand in neighborhoods on St.Vital side. Manageable, mainly in the Normand Park area	Increase in parking demand in neighborhoods on St.Vital side. Manageable, mainly in the Normand Park area; Good potential for Park & Peddle (Churches, Schools, Community Centres)	Increase in parking demand in neighborhoods on St.Vital side. Manageable, mainly in the Minnetonka neighbourhood	Increase in parking demand in neighborhoods on St.Vital side. Manageable, mainly in the Minnetonka Neighbourhood	Increase in parking demand in neighborhoods on St.Vital side. Manageable, mainly in the Minnetonka Neighbourhood
<i>Bike to the Future Comments</i>	No Comment	No Comment	No Comment	University students/stadium users parking on the St. Vital side.	No Comment
<i>Minnetonka Residents Assoc.</i>	1	1	1	1	1
<i>Louis Riel School Division</i>	5	1	3	4	2
<i>U of M Students Union</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>Normand Park Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment



Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
SW Gardening Club	No Comment	No Comment	No Comment	<p>- Parking would be a major issue for St. Amant and for Foyer Valade, as well as the community at large. With 30 000 + people attending stadium events up to 20 times per year, and 20 000 + at the University daily this could add a huge parking issue.</p> <p>- Is the plan to put in huge parking lots on the St. Vital side of the river to accommodate this demand?</p> <p>- For the gardens themselves we can imagine people just driving in and parking all around the gardens and then short-cutting through the gardens to the proposed bridge.</p> <p>- St. Amant and Foyer can anticipate their staff and visitor lots to have uninvited parkers. The streets in the area would face daily pressure.</p> <p>- Even if the city makes assurances that parking will be policed, how sustainable is that practice over the years, how much will it cost all of us in the long run?</p>	No Comment

Category	Zone A		Zone B		Zone C		Zone D		Zone E	
	King's Park	Henteliff	Minnetonka	St. Amant	Golf Course	No Comment	No Comment	No Comment	No Comment	No Comment
User Performance Location w.r.t. Trip Origin/Destination MMM Group Comments	The major trip origin/destination is the U of M. This location does not directly lead to the U of M. It would serve as a community link between two parks.	The major trip origin/destination is the U of M. This location directly leads to near the highest density zone at the U of M. With the larger portion of younger families in St Vital being located further east (River Park South etc.) future attendees of the U of M would likely benefit most from this connection. A logical connection to the heart of the U of M to bike network in area.	The major trip origin/destination is the U of M. This location directly leads to the NE corner of the university where building connections are sparse. Shorter walk between U of M and St. Vital Centre, but this trip is not common. Shortens trips for traffic to/from NE, where a large number of trips were noted in the 2007 WATS data.	This location is somewhat close to the existing bridge crossing on Bishop Grandin thereby making it less optimal. Less attractive to users from the East.	This location is very close to the existing bridge crossing on Bishop Grandin thereby making it less optimal. It would not serve the areas of Eastern St. Vital much better than the existing bridge. Good East-West tie in for future residential development in golf course however.	No Comment	- Certainly the proposal of the St. Amant and Golf Course locations are seen by the community as something that is being done for the stadium which is already very unwelcome in the University Heights community. We noticed that the stadium folks are on the distribution list for the minutes of the PAC so they are apparently considered a stakeholder, in fact they were in the loop before the Minnetonka residents or the gardeners faced with the potential loss of the gardens. - If the bridge were to come in to this location not only would the noise from the stadium be coming across the river, but those making the noise, many of whom will be under the influence of alcohol, will be coming through the neighborhood as well. - This cause concern for security for the gardens, institutions, and neighborhood, as well the high probability of impaired drivers. - The City shall manage neighbourhoods traffic to support the primary function of local streets in providing access to local residents by i) encouraging the	No Comment	No Comment	No Comment
	2.6	3.5	3.2	4.1	2.6					

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Bike to the Future Comments</i>	Significantly shortens connections to U of M for River Park South, Dakota Crossing; Shortens connections to U of M from Meadows Neighbourhood Simplifies connections to St. Vital Centre for Fort Richmond (better quality routes)	Significantly shortens connections to U of M for River Park South, Dakota Crossing; Shortens connections to U of M from Meadows Neighbourhood Simplifies connections to St. Vital Centre for Fort Richmond (better quality routes)	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited	Shortens connections to U of M for origins south of Bishop Grandin, although connectivity to River Park South is limited
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	- weighting should be decreased to 25% - need to clearly define and quantify the target user group, how will different uses groups be included/weighted (students, employees, eventgoers, weigh per capita cost of each location.	No Comment
<i>Louis Riel School Division U of M Students Union Normand Park Residents Assoc.</i>	5 1 No Comment	1 2 No Comment	1 5 No Comment	3 3 No Comment	5 4 No Comment
<i>C of W Access Advisory Committee SW Gardening Club</i>	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	- The best information that you have on this is from the BTTF review where they have recommended the Henteleff location. Location D and the other Minnetonka locations and not the best for AT or to serve the greatest number of citizens from the Royalwood and all of River Park South. T. Looking at the population data for the communities to be served there can be no argument that having the crossing further south would serve a greater number of people. The Bishop Grandin crossing has served Minnetonka and Pulberry well since the 1970's.	No Comment
<b>Year Round Availability/Access</b>	All options would have the same degree of availability/access year round. All sites will require some degree of snow clearing during winter months.	All options would have the same degree of availability/access year round. All sites will require some degree of snow clearing during winter months. This option has the longest path (on the East side).	All options would have the same degree of availability/access year round. All sites will require some degree of snow clearing during winter months. This option has a very long path on the U of M side.	All options would have the same degree of availability/access year round.	All options would have the same degree of availability/access year round.
<i>MMM Group Comments</i>					

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Bike to the Future Comments</i>	Sheltered, short access routes - Kings Drive is the choke point;	Flood clearance could be a problem on the St. Vital side (cut throughs provide detours). Relatively sheltered access on east side, with excellent year round access to bike shed via separated path, excellent connections on west side to Freedman Crescent	Good flood clearance; River road has poor year- round qualities because of parking; Fort Garry side would be pretty exposed to inclement weather;	Good flood clearance; River road has poor year round qualities because of parking; would need curb to curb priority snow clearing	Good flood clearance; River road has poor year round qualities because of parking; would need curb to curb priority snow clearing;
<i>Minnetonka Residents Assoc. Louis Riel School Division U of M Students Union Normand Park Residents Assoc.</i>	No Comment 3 1 No Comment	No Comment 5 2 No Comment	No Comment 3 5 No Comment	No Comment 3 4 No Comment	No Comment 3 3 No Comment
<i>C of W Access Advisory Committee SW Gardening Club</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<b>Compliance with 2010 Winnipeg Accessibility Design Standard</b>	No Comment	No Comment	No Comment	- St. Amant location does not offer any advantages over other options for year round access.	No Comment
<i>MMM Group Comments</i>	The bridge would be designed to meet this standard.	The bridge would be designed to meet this standard.	The bridge would be designed to meet this standard.	The bridge would be designed to meet this standard.	The bridge would be designed to meet this standard.
<i>Bike to the Future Comments</i>	King's Drive has no sidewalk south of Parkwood (easily extended)	No Comment	No Comment	No Comment	No Comment
<i>Minnetonka Residents Assoc. Louis Riel School Division U of M Students Union Normand Park Residents Assoc.</i>	No Comment n/a 4 No Comment	No Comment n/a 5 No Comment	No Comment n/a 2 No Comment	No Comment n/a 1 No Comment	No Comment n/a 3 No Comment
<i>C of W Access Advisory Committee SW Gardening Club</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<b>Ease of use for Pedestrians</b>	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites	- This is neutral for all sites
<i>MMM Group Comments</i>	For those whose origin/destination is the U of M, this will be a long, indirect route although the experience of walking through the Parks will be a positive one. Would better benefit the residents of East St. Vital. Will require additional wayfinding info to direct people to U of M.	For those whose origin/destination is the U of M, this will be a longer walk through Henteleff Park on the East side, with a very short walk at the U of M side. The experience of walking through the Park will be a positive one, although potentially isolated at times (see CPTED below). Would better benefit the residents of East St. Vital. Will require signage from St. Mary's to highlight it is possible to access the U of M through park.	For those whose origin/destination is the U of M, this will be a very short walk on the North side, with a long walk along the side of the agricultural lands on the U of M side. Would not directly benefit the residents of East St. Vital.	For those whose origin/destination is the U of M, this will be a very short walk on the north side, and also a short walk at the U of M side. Would not directly benefit the residents of East St. Vital. Its "tucked in" location means it will be more challenging to find for users from the East side of the river.	For those whose origin/destination is the U of M, this will be a long from the East side, and a long walk at the U of M side. Would not benefit the residents of East St. Vital. Could be tied into future development within golf course area.



Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
Bike to the Future Comments  Minnetonka Residents Assoc. Louis Riel School Division U of M Students Union Normand Park Residents Assoc.	Distance is the main concern, on both sides	Cut throughs in Van Hull Estates make this option competitive with the St. Amant option. Kiss & walk would be an attractive option.	Distance and exposure to the elements on the Fort Garry side are the main concerns	Excellent	Distance and wayfinding are the main issues
	No Comment	No Comment	No Comment	Define "experience"	No Comment
	2	3	5	3	1
	2	4	1	5	3
	No Comment	- Look at bridge structure that might allow for electric people movers over the bridge (like Disney from parking lots to park entrance) for game days and in winter?	No Comment	No Comment	No Comment
C of W Access Advisory Committee SW Gardening Club	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	- Most pedestrians coming from south of this location, in the highly populated River Park South area, will find the distance to St. Amant, option 'D' prohibitive.	No Comment
Ease of Use for Cyclists					
MMM Group Comments	This connection would provide the greatest separation from the existing bridge at Bishop Grandin but results in an indirect route to the U of M for most users.	This connection best utilizes the existing East/West AT paths West of St. Mary's Road and would connect directly to the U of M. Requires a long connection through the park maintained to a standard for bicycle use.	This location is somewhat close to the existing bridge on Bishop Grandin so that construction here would result in only minor time savings for cyclists. Note that time is one aspect of bike travel, but comfort with less volume is another. No direct connection to AT paths in the SE St. Vital area. Requires a long connection on the U of M side maintained to a standard for bicycle use.	This location is close to the existing bridge on Bishop Grandin so that construction here would result in only minor time savings for cyclists. No direct connection to AT paths in the SE St Vital area.	This location is very close to the existing bridge on Bishop Grandin so that construction here would result in only minor time savings for cyclists. No direct connection to AT paths in the SE St Vital area.
	King's drive will act as a choke point in AM Peak. Requires backtracking for destinations at U of M	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	Define "experience"	No Comment
	5	4	5	5	1
	4	1	2	3	5
Bike to the Future Comments  Minnetonka Residents Assoc. Louis Riel School Division U of M Students Union Normand Park Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment

Category	Zone A King's Park	Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
SW Gardening Club	No Comment	No Comment	No Comment	- Cyclists coming to location D at St. Amant will face having to ride down River Road, which is narrow, does not offer a potential bike lane, and is extremely congested with auto traffic, particularly during rush hours. - There is really no rationale for a Minnetonka area location for cyclists as the University is no more than a 10-15 minute cycle across Bishop from the Minnetonka community. - If the city was interested in a cost efficient improvement for cyclists they would put in an AT corridor on the west side of the Red River from the Bishop Grandin bridge to campus. This would undoubtedly be acceptable to the beleaguered University Heights neighborhood.	No Comment
<b>CPTED/Safety Issues Considered</b>					
<i>MMM Group Comments</i>	The bridge and approached would be designed so that CPTED issues are concerned. Some isolation in Kings Park.	The bridge and approached would be designed so that CPTED issues are concerned. Some isolation in Henteleff Park.	The bridge and approached would be designed so that CPTED issues are concerned. Some isolation at the U of M side.	The bridge and approached would be designed so that CPTED issues are concerned. Good visibility on both sides.	The bridge and approached would be designed so that CPTED issues are concerned. Some isolation on the south side.
<i>Bike to the Future Comments</i>	Reasonable	Reasonable; Cut throughs in Van Hull Estates offer regular escape routes, good visibility of bridge from University residences and Freedman Crescent.	Very isolated on the U of M side.	Excellent	Reasonable
<i>Minnetonka Residents Assoc. Louis Riel School Division U of M Students Union Normand Park Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment

Category	Zone A				Zone B				Zone C				Zone D				Zone E			
	King's Park				Henteliff				Minnetonka				St. Amant				Golf Course			
C of W Access Advisory Committee	2 - Major Accessibility Issues - Sidewalks - Signage - Elevation changes in Kings Park - Clear line of travel on the bridge including non-glare, non visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing - shear distance				3 - Major Accessibility Issues - sidewalks - signage - distance to St. Mary's road in non-populated area. - clear line of travel on the bridge including non-glare, non visually distracting - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing				4 - Major Accessibility Issues - sidewalks - signage - elevation change and space for ramps. Clear line of travel on the bridge including non glare, non visually distracting design - snow clearing				5 - Major Accessibility Issues - sidewalks - elevation changes clear line of travel on the bridge including non-glare, non visually distracting design - entry slopes/ramps and stairs - lighting in park/agri areas - snow clearing				1 - Major Accessibility Issues - sidewalks - Signage - distance to UofM Clear line of travel on the bridge including non-glare, non visually distracting design - entry sippes/ramps and stairs - lighting in park/agri areas - snow clearing			
	No Comment				No Comment				No Comment				Safety concerns re: St. Amant option include: - It is difficult to cross River Road due to traffic volume (for both pedestrians and cyclists), - The access road to St. Amant at the intersection to River Road is at a steep incline, which makes the intersection dangerous especially when roads are slippery. The danger is exacerbated by the curve of River Road at that location and is a blind corner. - Traffic on River Road and the St. Amant access road will increase due to pedestrians being "dropped off" in the bus loop, parking lots and garden access. - Increased pedestrian traffic may pose risks or may be distressing to vulnerable St. Amant residents and Foyer Valade residents. - Ongoing "game day" or "concert night" crowds may be intoxicated, and may pose increased safety issues to all residents in the community. Impaired drivers on local streets are expected. - Gardeners are concerned about pedestrians trampling the gardens or stealing from the gardens. - With that many more people				No Comment			
Transit Connectivity	Very poor connectivity. No close transit routes on either side.				Poor connectivity on the St. Vital side. This location may serve as a good collector route for those wishing to use AT to travel from SE St. Vital to future Rapid Transit terminal at the U of M.				Satisfactory transit service could be provided on the St. Vital side. Currently no transit service on the U of M side but in future it may be possible to provide this. Shortest walk to transit at St. Vital Centre.				Good transit service through the St. Amant bus loop on the St. Vital side and direct access to the U of M.				Very poor transit connectivity on both sides. Future BRT will provide much higher service however in close proximity.			
	SW Gardening Club																			
	MMM Group Comments																			

Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
<i>Bike to the Future Comments</i>	Poor; long walk to either end	Poor on St. Vital side. A bike share program might mitigate this somewhat. Also allows for good bike and ride options	via River Road (frequency would need to be addressed via rerouting of some routes)	via River Road (frequency would need to be addressed via rerouting of some routes)	Poor
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	Also consider if a bus stop can be added and what impact an additional stop will have in the neighborhood.	No Comment
<i>Louis Riel School Division</i>	3	5	5	5	5
<i>U of M Students Union</i>	3	4	1	2	5
<i>Normand Park Residents Assoc.</i>	No Comment	- No building in Henteliff Park other than if located near St. Mary's Road A re-look at current bus routes might facilitate connections	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>SW Gardening Club</i>	No Comment	No Comment	No Comment	- There is an existing bus stop at St. Amant, similar to the other options being considered. If transit is a consideration then the routes, timing and exact location of the bus stops could all be altered to suit for any of the locations. - To suggest that the current transit arrangements would be a major factor in the decision would be short sighted, what can we do to enhance the transit service for the future is the real question.  8. In St. Vital there are currently two East- West AT networks, the bishop Grandin Greenway that is serviced by the existing Bishop bridge. The other AT network is in River Park South and connects all the way across to Royalwood. This network comes out roughly at Henteliff Park. The St. Amant location services neither of these AT networks. As mentioned in point 5 of this section a more cost efficient solution would be to improve the AT connection on the West side of the river.	No Comment
<b>Connectivity to Pedestrian and Cycling Networks</b>					



Category	Zone A King's Park		Zone B Henteleff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
	Connectivity to the existing East/West AT trail system in SE St. Vital is poor since most users would have to travel through residential streets and Crescents in the Normand Park area.	Best connectivity to the existing East/West AT trail system in SE St. Vital. Park trails may need to be upgraded for higher utilization.	Connectivity to existing AT paths would be through use of River Road.	Connectivity to existing AT paths would be through use of River Road.	Connectivity to existing AT paths would be through use of River Road.	Connectivity to the existing AT trail system is poor since most users would have to travel through residential streets and Crescents in the River Point area. Future network likely to be expanded in golf course lands.
<i>Bike to the Future Comments</i>	Warde/St. Mary's acts as the barrier - a connection from South St. Vital Trail to Henteleff Park then to Normand Park trail would be a likely mitigation strategy. Sonning Baile Trowebridge cut throughs would also be critical	Excellent connectivity to South St. Vital trail/Dakota Trail; Very good potential connections to Burland Park trails via Sonning and Trowbridge cut throughs (with improvements to crossing of Warde - potential high quality bike facility)	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road	Forces River Point South and Dakota Crossing cyclists onto Nova Vista/River Road
	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment
<i>Minnetonka Residents Assoc.</i>	5	5	5	5	5	5
	4	1	2	3	5	5
<i>Louis Riel School Division U of M Students Union Normand Park Residents Assoc.</i>	No Comment	- Pathway connections from Warde and St. Mary's Road intersection and Nova Vista will be important. - Although this may be outside of terms of bridge study - allows for incorporation of a connection to Maple Grove and then over Perimeter Bridge to King's Park Drive. This provides a circular route. - Future connection to Royalwood and Sage Creek through extension of Warde all point to Henteleff as most logical option.	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment	No Comment

Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
SW Gardening Club	No Comment	No Comment	No Comment	- This topic was covered extensively in the neighborhood impact section but in short in the opinion of the SWGC the development of a bridge at this site would either range from effectively destroying the gardens to partially destroying and significantly degrading the gardening experience. Even if there was a concession made to go around the gardens there are still the issues of a possible disruption of access to the gardens for the gardeners and how to prevent unwanted traffic through the gardens. Would the city be willing to put in the necessary security measures ie fencing to keep the gardens in pristine condition. - If the gardens were essentially destroyed would the city be willing to find a comparable location? As far as we are aware there is none. - Would the city be willing to replace the underground sprinkler system, rebuild the composters, move the garden shed and condition the soil to match what we have now. - It is worth noting the SWGC was	No Comment
<b>Impact on Current Use or Land Area</b>					
MMM Group Comments	Would bring more people in the St. Vital destination neighborhoods.	Would bring more people in the St. Vital destination neighborhoods. Would expose Henteliff Park to more users.	Would bring more people in the St. Vital destination neighborhoods.	Would bring more people in the St. Vital neighborhood and impact on the Garden Club. Conversely St. Amant would welcome the connection to the U of M, the increased exposure and increased transit service. Negative impact on garden club land.	Would bring more people in the St. Vital destination neighborhoods. Will link future development of golf course lands to the east.
Bike to the Future Comments	No Comment	Depends on flood requirements on St. Vital Side	No Comment	No Comment	No Comment
Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
Louis Riel School Division	3	3	3	3	3
U of M Students Union	4	2	1	3	5
Normand Park Residents Assoc.	No Comment	- Needs recognition that there is a resident deer herd in area that F35 between Henteliff and South of Perimeter	No Comment	No Comment	No Comment

Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
C of W Access Advisory Committee SW Gardening Club	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	- This is the second item that relates to pedestrians. Does this mean that the main consideration for this bridge is for pedestrians? - With respect to determining the value to pedestrians there has been no study or survey done to determine the possible demand. - Are there statistics about the average trip length that Winnipeggers are willing to walk? Is there a maximum length? - Is there a seasonal issue, how much of the year would such a structure being in use? - At this point in time MMM and the city do not know how many people might actually the structure, for what purpose, the origin of their destination and the season that they might use it. A snapshot of this could have been had if the surveys had been structured differently. Instead all we have are a bunch of anecdotal comments from the PIDs	No Comment
<b>Overall Walk Length</b> <i>MMM Group Comments</i>	Very long to the U of M	Provides a somewhat direct link from SE St. Vital to the heart of the U of M. Long walk through the park.	Provides a somewhat direct link from SE St. Vital to the heart of the U of M. Long walk through park.	A short walk if using transit and the users trip begins at the St. Amant transit loop. A long walk for those from SE St. Vital.	Very long to the U of M. Not substantially shorter than the existing link at Bishop Grandin. Requires backtracking if coming from east.
<i>Bike to the Future Comments</i>	Long	Depends on where you start; reasonable if you get dropped off in Van Hull Estates, long if you start at St. Mary's	Long	Reasonable	Long
<i>Minnetonka Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>Louis Riel School Division</i>	1	5	5	3	1
<i>U of M Students Union</i>	3	4	1	2	5
<i>Normand Park Residents Assoc.</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>C of W Access Advisory Committee</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<i>SW Gardening Club</i>	No Comment	No Comment	No Comment	No Comment	No Comment
<b>Other Additional Notes Provided by PAC</b>					

Category	Zone A	Zone B	Zone C	Zone D	Zone E
	King's Park	Hentelieff	Minnetonka	St. Amant	Golf Course
Bike to the Future Comments Minnetonka Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	Need to define and quantify the target user groups. - consider expanding AT route from Darcy St. through the University	
	No Comment	No Comment	No Comment	No Comment	No Comment
Louis Riel School Division U of M Students Union Normand Park Residents Assoc.	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	No Comment	No Comment	No Comment	No Comment
	No Comment	In terms of question of bridge or no bridge --- the answer is bridge is the only option. (1.) This is a "city-building project". In St. Vital we now see the Stadium and new residence so feel like U of M is part of our neighbourhood - but can't get there other than through a highway (Perimeter or Bishop Grandin). (2.) given the streets, in St. Vital this is an opportunity to connect to rapid transit.	No Comment	No Comment	No Comment
C of W Access Advisory Committee SW Gardening Club	No Comment	No Comment	No Comment	No Comment	No Comment
	- Perhaps the Normand park folks would prefer this location but it is hard to see for AT that is for commuters how it would be practical. It would be beautiful for recreation. The access through the residential area on the St. Vital side would be awkward just as for the golf course location.	- Hentelieff is clearly the location that could have the greatest impact for the greatest number of people due to the fact it would connect to the existing South St. Vital AT Network all the way up to Royalwood. - This location is also in closer proximity to the greatest number of residents in River Park South, and the Normand Park area. - It has an existing roadbed that avoids the Natural Grass Plantings that were indicated as an issue at the PIDs. - It is a natural direct route to the campus where it would come out between some of the Agriculture buildings and the residence. - This is the first choice of Bike to the Future - The city already owns the land - The city could easily make accommodations for an appropriate transit stop.	- This location would be unpopular with the Minnetonka residents and it is hard to understand if this is a serious location or just an option for illusion. It does have the advantage of being closer to River Park South. - Safety measures would need to be put place because of the heavy traffic on River road. - The same parking issues would face the area residents and the school. - A bus lane/loop would need to cut out on the river side. - The University would need to warm up to the idea of AT traffic through a small section on the very edge of the point lands. The bridge would come out a little ways up from the "Architecture Studio" and there is apparently already some pedestrian traffic there. - It does do a fairly good job of being a direct route to campus.	- One of the recurring themes with this proposal is the point of whether it is even wanted in the community. Will it be useful for promoting AT, or hardly used for a large part of the year such as the pedestrian bridge in St. Boniface made a remark that in situations like this it is a standard practice to include options that are not actually viable just to give the public the illusion of choice. - The access to this point is right through a residential neighborhood and is realistically not accessible. - It is so close to the Bishop Grandin Bridge that it makes not practical sense or advantage.	- If you walk the Golf course options on both sides of the river it is hard to understand how this could have been considered as a serious location. One citizen made a remark that in situations like this it is a standard practice to include options that are not actually viable just to give the public the illusion of choice. - The access to this point is right through a residential neighborhood and is realistically not accessible. - It is so close to the Bishop Grandin Bridge that it makes not practical sense or advantage.



Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
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Summary:

Weight	Category	Zone A King's Park	Zone B Henteliff	Zone C Minnetonka	Zone D St. Amant	Zone E Golf Course
20	Cost	2.7	2.9	3.4	3.9	3.4
15	Architectural/Aesthetics	3.6	3.8	3.3	3.3	2.9
5	Environmental	2.9	3.1	3.3	3	3.3
30	Neighborhood Impact	3.5	4	3	2.9	2.5
30	User Performance	2.6	3.5	3.2	4.1	2.6
100	Total:	305.5	355.5	320	352.5	281