



Update



DECEMBER 2010

BRIDGE REHABILITATION PROJECT

Neighbourhood Advisory Committee (NAC)

ARTS AND CULTURE
Gas Station Theatre

BUSINESS
Osborne Village BIZ
Downtown BIZ

COMMERCIAL PROPERTY OWNER
Great-West Life

COMMUNITY ORGANIZATIONS
Osborne Village Community Gardens
Gertrude McMillan Neighbourhood Group
West Broadway community organizations representative

CYCLING/ACTIVE TRANSPORTATION
Bike to the Future

GOVERNMENT
Legislative Building

HERITAGE
Manitoba Historical Society

PROPERTY MANAGERS – RESIDENTIAL
Globe General Agencies
Manitoba Property Managers Association

REGIONAL
Winnipeg Chamber of Commerce

RELIGIOUS INSTITUTIONS
Augustine United Church

SOCIAL SERVICES
Oak Table Ministries

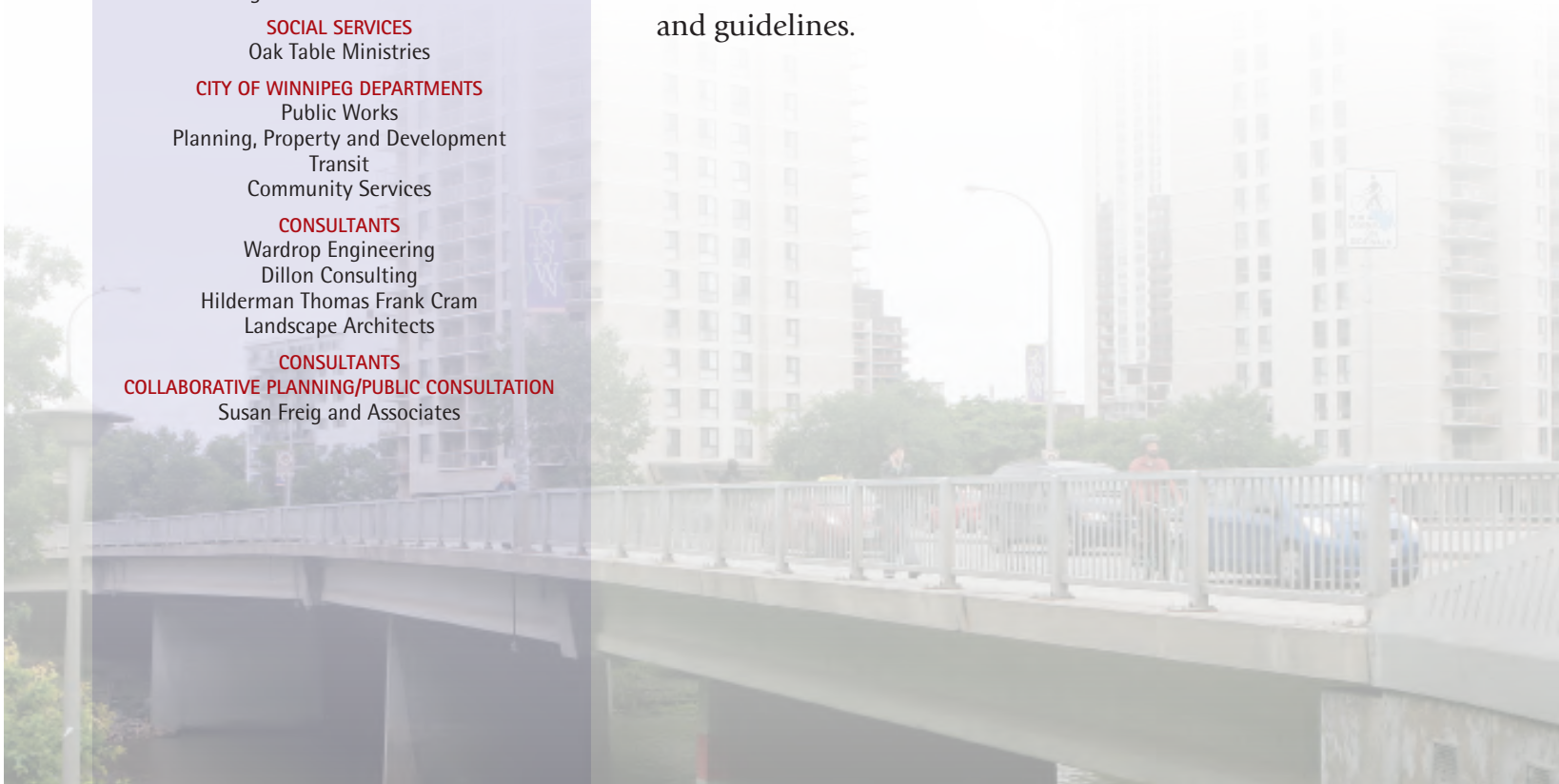
CITY OF WINNIPEG DEPARTMENTS
Public Works
Planning, Property and Development
Transit
Community Services

CONSULTANTS
Wardrop Engineering
Dillon Consulting
Hilderman Thomas Frank Cram
Landscape Architects

CONSULTANTS
COLLABORATIVE PLANNING/PUBLIC CONSULTATION
Susan Freig and Associates

What is the status of the Osborne Bridge Rehabilitation project?

A recommendation has been put forward by the Neighbourhood Advisory Committee (NAC) to the City of Winnipeg Public Works Department based on public feedback of two conceptual options developed through a collaborative planning process. The results of the process, which started in fall 2009, will guide the project consulting team in designing the Osborne Bridge Rehabilitation. The planning and decision-making process has taken into account present and future social, economic, land use and transportation considerations consistent with City Council policies and guidelines.



What options were presented for public feedback?

After exploring many ideas, the NAC developed two options that were presented for public feedback.

Option 1

The first option featured a 2.7 m (8.9 ft.) sidewalk and a 1.8 m (5.9 ft.) shoulder on both sides of the bridge to accommodate cyclists.

Features:

- Traffic lanes 3.5 m (11.5 ft.) (three southbound, two northbound)
- Sidewalks 2.7 m (8.9 ft.) (both sides)
- Centre median 1.6 m (5.3 ft.) including the shy distance*
- Shoulders 1.8 m (5.9 ft.) on both sides, separating cyclists from pedestrians
- Barrier between cyclists and pedestrians 0.45 m (1.5 ft.)

* *Shy distance: Separation between a barrier and the edge of traffic to enhance driver comfort; sometimes used as a lane for cyclists*

Option 2

The second option featured a wide multi-use lane on the west side of the bridge shared by cyclists and pedestrians. The shoulders for cyclists travelling on the road were not as wide as Option 1.

Features:

- Traffic lanes 3.5 m (11.5 ft.) (three southbound, two northbound)
- 4.1 m (13.5 ft.) multi-use lane for pedestrians and cyclists on the west side, travelling in both directions (cyclists would not have to dismount as they would on standard width sidewalks)
- 2.5 m (8.5 ft.) sidewalk on the east side
- Centre median 1.6 m (5.3 ft.) including the shy distance*
- Shoulders of 1.2 m (3.9 ft.) on both sides for cyclists
- Barrier of 0.45 m (1.5 ft.) between multi-use lane and traffic lanes (west side) and sidewalk and traffic lane (east side)

What did we hear about the two options from the public?

About 8 in 10 residents in the surrounding neighbourhoods who walk or ride a bike on the Osborne Bridge raised at least one concern about crossing it. Most commonly they raised issues related to cyclists not feeling safe on the roadway, leading them to ride on the sidewalk, which increased the risk for pedestrians to be hurt due to collisions with cyclists.

Residents overwhelmingly favoured Option 1. The majority explained that they felt safer being separated from cyclists when walking on the sidewalk, and that they liked the wider shoulders for cyclists.

Respondents to the business survey shared residents' concern for the safety of pedestrians and cyclists using the bridge. They rated addressing all aspects of pedestrian safety and addressing traffic needs during construction as the two most important aspects of the rehabilitation project.

Business survey respondents were fairly evenly split between Option 1 and Option 2.

Input about the two options was received from the "informed public". These are individuals who read the project newsletter or newspaper display ads and sent in a response coupon, emailed the project contact person directly with comments, or attended the Open House and completed a questionnaire.

This sector was fairly split between the options with a slightly higher rating for Option 2. For those who preferred Option 1, the main reason was that it separated pedestrians and

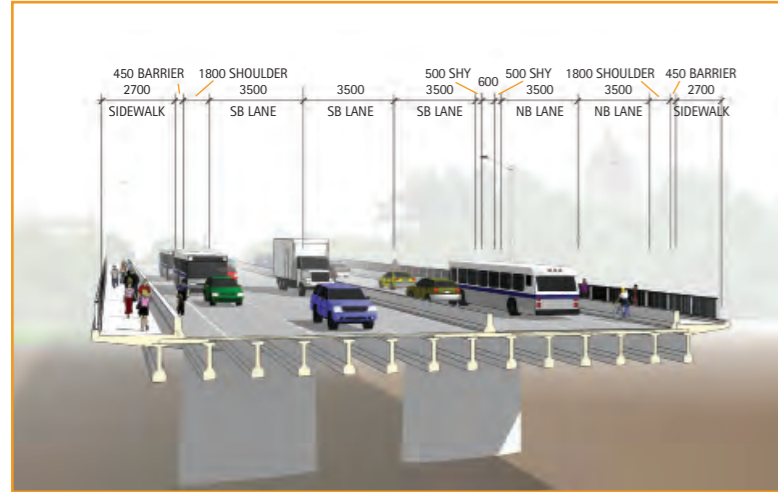
cyclists, followed by more room for cyclists on the road. Those preferring Option 2 felt cyclists riding on a multi-use pathway would be safer than riding on the road.

The informed public shared other thoughts about the project including:

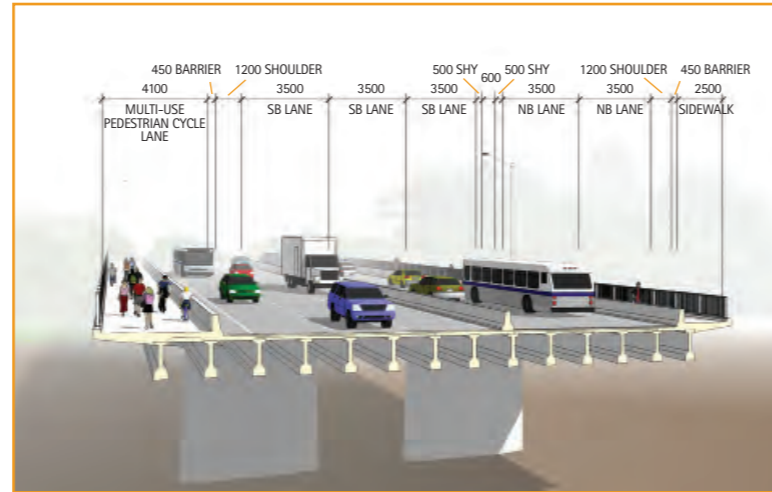
- Ensure proper merging of the shoulder on the road that will accommodate cyclists coming on and off the bridge.
- Keep the shy lane distinct from the roadway – look at different options for how to do so during the design phase.
- Improve the steep under-the-bridge crossing on the north side, including how the path connects from the west to the east, to make it better for pedestrians and cyclists.
- Consider an above-grade controlled pedestrian crossing at Mostyn Place. However, some respondents noted a concern with how the crossing will affect Osborne Street traffic.
- Keep the shoulders free of snow so they are usable year-round.
- Implement traffic controls such as turning lights and turning restrictions to ease congestion (an ongoing issue) and limit cut-through traffic during construction.
- Incorporate deterrents into the design to discourage people from living under the bridge.

Osborne Bridge Rehabilitation Project - NAC options

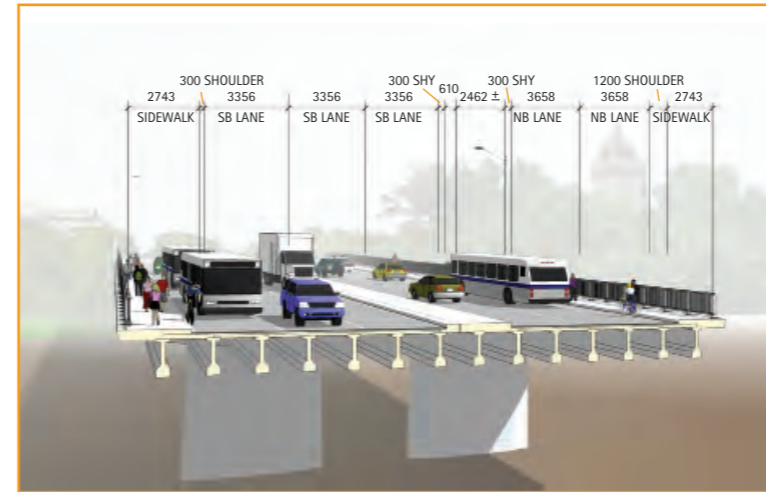
Option 1



Option 2



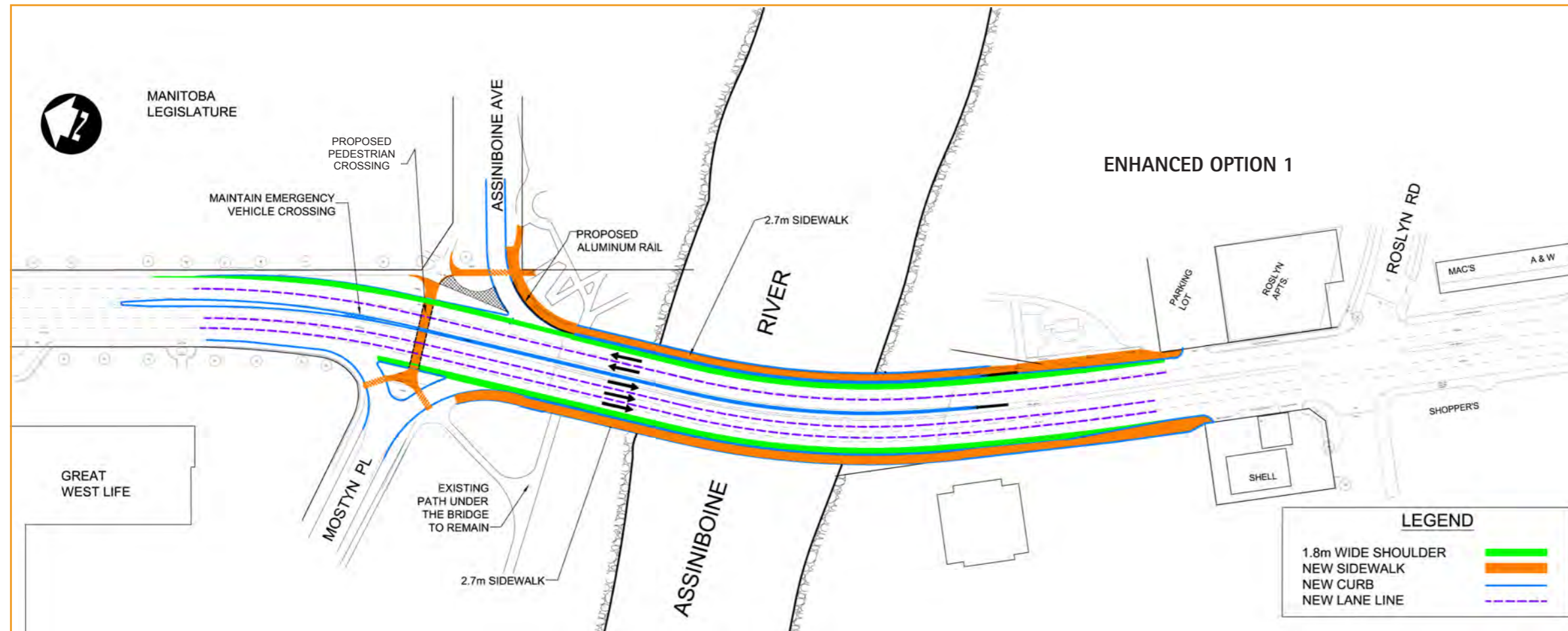
Existing



What did the NAC recommend?

There was a full discussion about the public feedback at the final NAC meeting, including a close examination of each option and any potential changes to maximize opportunities for meeting public input. The NAC was positive about each option but ultimately recommended Option 1, due to the benefits provided to pedestrians. Survey results showed that the pedestrian mode of transportation was very popular for residents across all neighbourhoods surrounding the Osborne Bridge. Although a key project goal is to ensure accommodation for all users, the Osborne Neighbourhood Secondary Plan prioritizes pedestrian accommodation. With Option 2 there is not enough room to resolve the pedestrian and cyclist conflict on the west multi-use pathway, including the need to meet universal accessibility standards.

Approved option



However, the NAC requested modifications that would respond to what was heard from the public about better accommodating cyclists. This included investigating some land acquisition for more space for cyclists to transition from the bridge shoulder onto the roadway. This was accomplished south of the bridge. It was not possible to acquire additional land north of the bridge as it would have jeopardized the mature boulevard trees along the Legislative Building property.

Also, the NAC asked whether the shoulder could be demarcated from the vehicle lane. This will be accomplished with painted markings, similar to other active transportation facilities.



What is being planned to ensure that the Osborne Bridge connects to the community?

Area churches, social service groups and government representatives joined together in December 2009 to discuss the needs of the homeless and street youth living under and around the bridge. They looked at what kinds of resources and alternatives are available to provide support and to be responsive. When construction starts, the bridge area will be appropriately fenced to ensure safety.

The Winnipeg Arts Council (WAC) made a grant available to incorporate public art into the rehabilitated bridge. The selected artist, chosen through a jury process coordinated by the WAC, will work closely with the engineering and design team so the artwork can be integrated as part of the project. The form that this art takes will be developed by the artist; however, it might involve the railings, finials or other aspects of the bridge. The artist will consider input received through the collaborative planning process and public consultation including the concept of a subtle “gateway” to mark the transition from the lively, pedestrian-focused Osborne Village at the south end to the stately Legislative Building to the north.

Cyclists on the bridge will be able to link to two nearby active transportation routes: the Nassau Street route, which will connect along Roslyn Road to the Osborne Bridge, and the Assiniboine Avenue bikeway to the north.

What will happen during construction?

The bridge will be open during construction with a reduced number of lanes. Feedback from businesses indicates concern about the impact during construction of increased traffic congestion and the longer time for customers and employees to cross the bridge to reach their business. A traffic management plan is being developed to help mitigate the impact of construction on businesses and residents. This plan will be communicated to the community in advance of construction and will also include communication materials and signage directing drivers to alternative routes and encouraging alternative forms of transportation. Parking should not be affected within the area, except some spots around the construction staging area. More information will be available in advance of construction starting.

A new street level crossing at Mostyn Place is proposed to allow pedestrians and cyclists to avoid the steep slope at the northwest corner under the bridge.

Crime Prevention Through Environmental Design (CPTED) measures will also be incorporated into the new design. Through the public consultation process, residents and business owners expressed concerns about safety for themselves and their customers, and the need for a welcoming environment for all who use the bridge. Possible measures include improved sight lines and visibility, enhanced lighting, large boulders and fencing. These measures will be coordinated with the aesthetic and landscaping design for the project.

Sustainability was noted as an aim for the project. There is an opportunity to recycle and crush any concrete that is removed from the roadway, curbs and sidewalks, as well as recycle the asphalt that is milled from the roadway, for use as sub-base material under new pavement or sidewalks either on this project or another. The handrail is salvageable or could be sold as scrap metal.



Construction hours will be restricted to 7:00 a.m. to 9:00 p.m. Monday to Friday and 9:00 a.m. to 9:00 p.m. Saturday, Sunday and statutory holidays in compliance with the City of Winnipeg noise bylaw. Possible noise level concerns may limit work on Sundays and at night and approval will be needed in advance. It is the responsibility of the contractor to schedule work activities to minimize potential problems and/or to employ noise-reduction measures.

The construction staging area will be at the ends of the bridge; specific sites are being confirmed.

You are invited

An Information Open House is being held to provide details of the preferred project plan as selected through the collaborative planning and public consultation process.

Holy Rosary Church
510 River Avenue
Thursday, December 16, 2010
4 pm – 8 pm

We look forward to seeing you!



Project Timelines

Conceptual Design

Spring 2010
(completed)

Preliminary Design

Summer 2010
(completed)

Detailed Design

Winter 2011

Construction

Spring to Fall, in both
2011 and 2012

Project Contact:

More detailed descriptions of the development and components of the project are provided on the project website at www.winnipeg.ca/OsborneBridge
For further information contact:

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