

## What's been happening with consultation over the Disraeli Bridges Project?

After a comprehensive public consultation process that included recommendations from the Stakeholder Advisory Committee (SAC), City Council approved a standard bridge rehabilitation with shared curb lanes to accommodate cyclists, one pedestrian sidewalk on the east side, and, in response to specific needs, an additional, separate river crossing for pedestrians and cyclists.

A Design Build Finance and Maintain (DBFM) procurement format, also known as a P3, has been chosen by the City for the project.

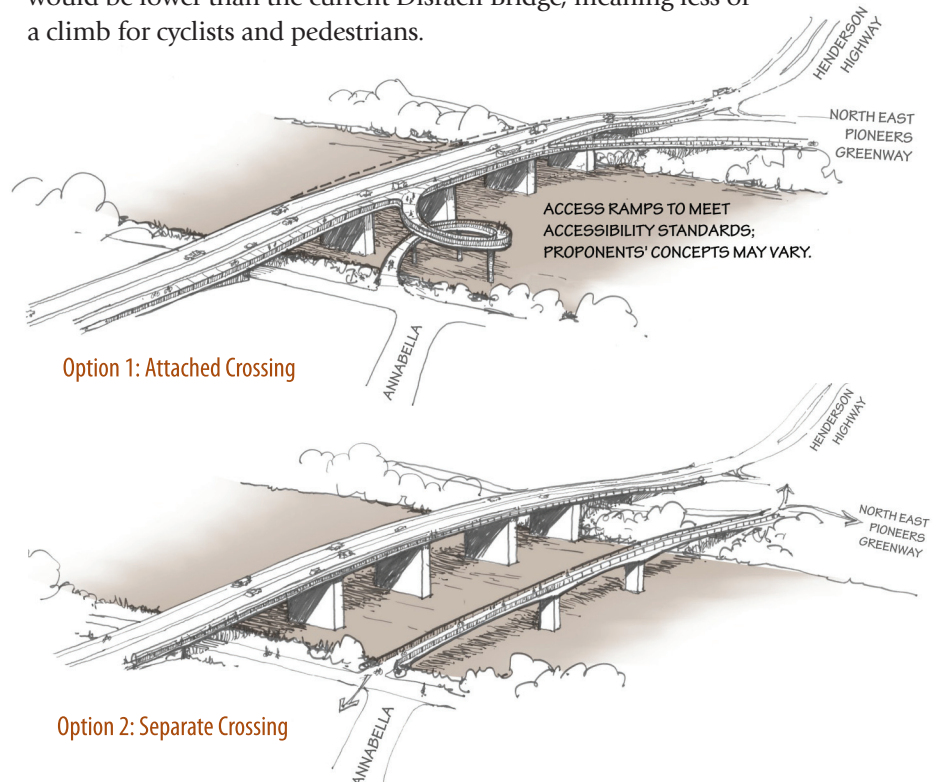
A Collaborative Planning Working Group was formed to provide input regarding the additional crossing into the DBFM Request for Proposals. The group's focus was to:

- Identify a location for the cycling pedestrian crossing
- Determine the connections leading to and from the crossing
- Develop design criteria

## What concepts did the Collaborative Planning Working Group develop for the Cycling Pedestrian Crossing?

**Option 1** called for it to be attached to the Disraeli Bridge by widening the planned 1.8 m pedestrian sidewalk on the east side to a 5 metre multi-use sidewalk that would accommodate cyclists and pedestrians. This width would be needed to accommodate the underbridge maintenance crane. The south end of the crossing ties in at Annabella Street and Rover Avenue. The north end of the crossing would tie in at Midwinter Ave. near Henderson Highway. The working group also identified lowering the river span of the Disraeli Bridge as a requirement for Option 1 thereby reducing the climb from the landings at Annabella St. and Midwinter Ave. and making it more cycling and pedestrian friendly.

**Option 2** featured a separate, 5 metre wide cycling pedestrian crossing. The current City practice for multi-use paths is 3.5 metres wide. With this option, there would still be a 1.8 metre wide sidewalk on the Disraeli Bridge itself. The separate crossing would align with Annabella St. on the south and Henderson Highway to the north. It would need to be high enough to allow for boat traffic, but would be lower than the current Disraeli Bridge, meaning less of a climb for cyclists and pedestrians.



## What is a collaborative planning process?

Collaborative planning involves members of a group working together to develop a plan by exploring and evaluating options, and reaching consensus on the preferred option. Knowledge from each participant, whether an interest/advocacy group, local community representative, or professional municipal expert, is combined with feedback from constituency groups. The goal is to develop creative solutions to meet the needs of the community and stakeholders. This differs from traditional methods of public consultation where consultant developed options are presented to the public for feedback.

## Who participated in the process?

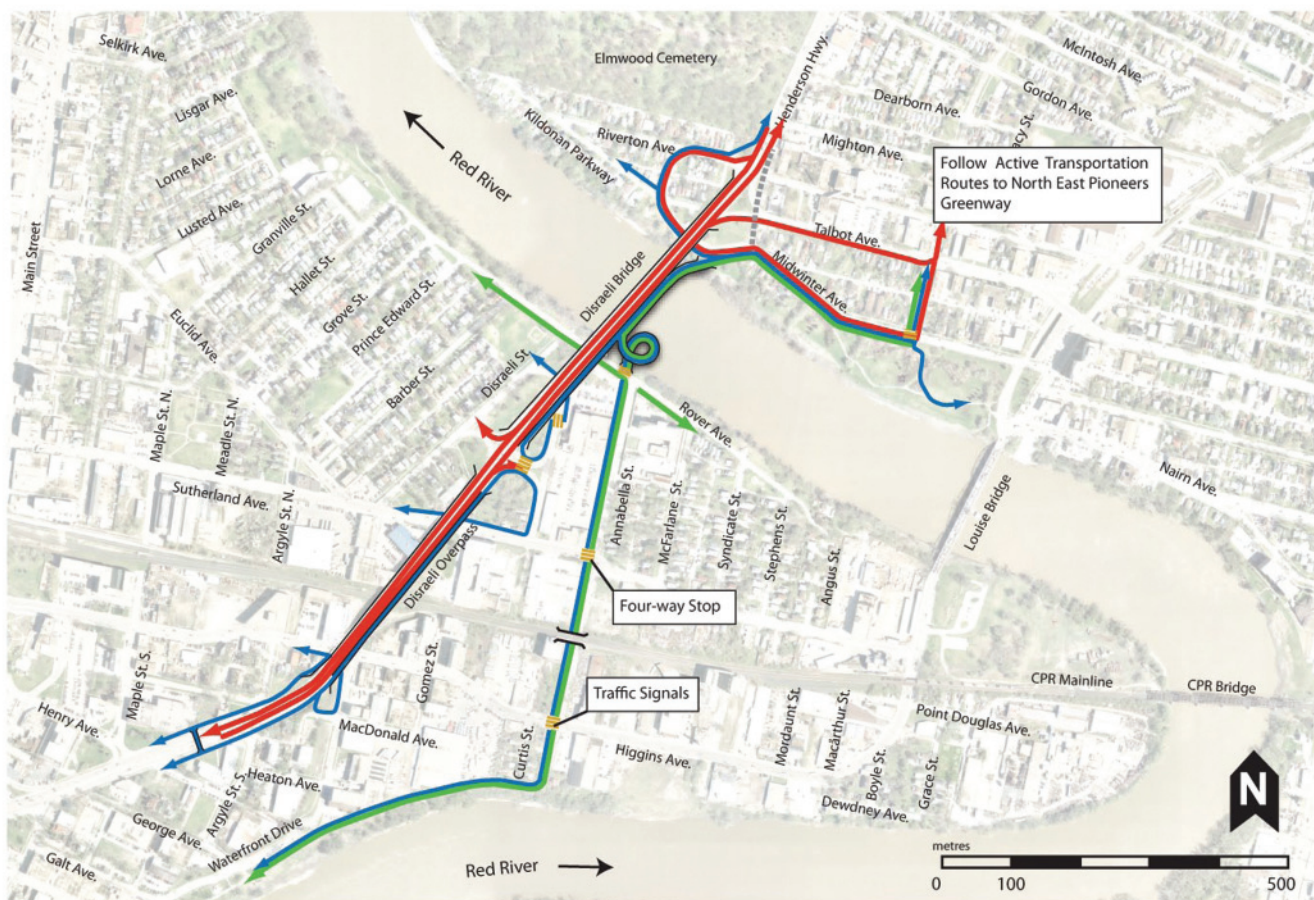
The Collaborative Planning Working Group (CPWG) included representatives of sectors and adjacent communities with interests in the project and who are most affected by it. In the group were representatives of cyclists, trail builders, Elmwood Community, South Point Douglas, North Point Douglas, walkers, business, the environment, and seniors. Community/stakeholder organizations were identified that:

- work in that sector and understand its issues and interests,
- would share information with organizations/community members from that sector and bring forward their feedback,
- had a representative available to join the CPWG.

Supported by a team of consultants who provided background and technical information as required, these representatives worked with municipal representatives.

## What were the steps in the planning process?

At its first meeting, the group put together its knowledge about the overall Disraeli Bridges project, including the SAC's work, the background report prepared to inform the planning process for the Cycling Pedestrian Crossing, and a site tour, and learned about each others' interests in the project. The second meeting was a full day brainstorming and planning session. The group identified issues and opportunities such as neighbourhood destinations, linkages, signing, amenities and traffic patterns in their communities, examined conceptual crossing and connection options, and



Cycling Pedestrian Crossing Concepts  
Option 1: Attached Crossing



discussed other issues in the surrounding area, including consideration for connections to nearby active transportation routes and the desire of some to consider the future of the Louise Bridge within the scope of the project.

Two concepts were then shared and explained to each member's broader constituency group for input. At a final meeting, this feedback was shared with the CPWG, the concepts were evaluated and all the information, along with design criteria, was identified for inclusion in the DBFM proposal process.

## Cycling Pedestrian Crossing - Project Goals

### Technically Sound

- built to code and durable, lasting 75 years
- functions well, meeting the needs of cyclists and pedestrians

### Needs of the Community

- connects with the community, including a place to gather
- becomes a destination
- creates pride for neighbouring communities
- encourages recreation, not just transportation
- aesthetics reflect the community and recognize local history

### Needs of the City

- consistent with Plan Winnipeg and the Secondary Plan for South Point Douglas
- attracts sustainable transportation
- ties in to existing and proposed Active Transportation routes

### Cost Effectiveness

- financially responsible
- cost/benefit accounting to be used for project

### Environmentally Responsible

- is a sustainable project that reduces impact on local environment
- considers life cycle cost
- follows all environmental regulations and protection plans
- limits impact on river

### Personal Safety

- enhances safety from crime, both actual and perceived
- attains a critical mass of users for sense of security
- reduces bicycle/ pedestrian and vehicle/cyclist conflict

### Access

- offers "universal design": equitable use, flexible, intuitive, information, tolerance for error, ease of use, appropriate space
- is convenient

### Generally understood and accepted by most of those affected

- public is communicated with regarding choices, and options crossing is well-used
- neighbouring community finds it useful rather than intrusive



Option 2: Separate Crossing

# What did we learn from the constituency groups?

Feedback from constituency groups was gathered through board meetings, email, websites, posters, flyers, and one-on-one communication.

Questionnaires were also provided to collect opinions on the two options at two stakeholder/community meetings organized by CPWG members.

Positive feedback on Option 1, the attached cycling/pedestrian crossing, centred on personal safety (with users being within view of vehicle traffic), its proximity and linkage to Henderson Highway, and the reduction of the long, steep climbs with the lowered bridge. This option also guaranteed a 5 metre width, which was emphasized by several groups as important. It was felt this option was the more direct route to Henderson Highway, Disraeli and Main Street destinations. Also, with fewer piers, it would have less impact on the river. Some felt this was the best option to ensure future opportunities for the Louise Bridge and South Point Douglas are not ruled out.

Most negative feedback focused on its proximity to noise, exhaust, and spray from adjacent traffic and the perceived steep slope of the spiral ramp conceptual design which could be hard for some to negotiate and could also attract skateboarders. (Any ramp would be designed to meet accessibility standards.) Many also felt cyclist and pedestrian proximity to vehicle traffic could be unsafe. As well, this option would make potential expanding of the Disraeli Freeway to six lanes in the future difficult, and the piers needed for the approaches would have to be sited carefully to avoid possible environmental impacts.

Option 2, the separate crossing, was more positively received. Its physical separation from vehicle traffic would mean less noise, exhaust and spray from traffic and an increased sense of safety. It was also concluded that the crossing would be friendlier to cyclists. The gradual incline onto the bridge and lower level of this crossing were viewed positively, though some personal safety issues were expressed, because of the sense of isolation. However, project consultants have determined that crossing users will be visible to bridge pedestrians and northbound drivers. The potential for this crossing to become a focal point in the community, a place to gather and enjoy the river, was noted. The main concern is that a 3.5 metre width due to budget considerations and current city practice instead of the preferred 5 metres, would be too narrow to accommodate all users comfortably.

Overall, Option 2 was strongly preferred. Some respondents indicated that a more comprehensive planning process, including a study of the Louise Bridge and the impact on the surrounding neighbourhoods, would have been better. Regardless of which crossing option is chosen, feedback urged significant attention be made to its connections with adjacent communities and its lighting, width, and safety. The crossing should offer the most direct route, promote healthier lifestyles, and be a destination and source of community pride. Proper alignment of the bridge is also essential to mesh with the city's active transportation network.

## What design features were important?

- easy to maintain
- sustainable material choices and practices
- minimizes carbon footprint
- green spaces/meeting spaces at appropriate locations
- places for children to connect to the environment
- inviting, easy to navigate - signage and maps to direct pedestrians and cyclists
- respects and celebrates local heritage
- quiet and green
- safe and secure, with appropriate lighting
- high quality, distinctive design especially in railings, materials; the bridge is a form of artwork
- enhanced streetscape along routes leading to crossing
- character of streetscape elements reflect the community.
- seamless connection into communities at landings
- safe roadway crossings that reflect priority for pedestrians and cyclists

## What's next?

Request for Proposals have been sent to three pre-qualified proponents who are working on creative design and construction solutions to best meet all users' needs and City's objectives. Information gained through the collaborative planning process about community and stakeholder needs and interests, crossing options, connections and design criteria will be shared with the proponents for consideration in their proposals. Final submissions are expected in late summer 2009. Evaluation of those proposals will be based partly on how they resolve issues and respond to feedback expressed by the CPWG and its constituency groups.

The DBFM contract is expected to be awarded in the fall of 2009, with construction beginning in 2010. A public announcement will be made in the fall including the proponents' proposal for the Disraeli Bridges Project, the pedestrian/cycling crossing, and traffic management plans during construction.

More detailed descriptions of the evolution and components of the project are provided on the project website at: <http://www.winnipeg.ca/PublicWorks/MajorProjects/DisraeliBridges/>

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