



A BETTER BRIDGE FOR ARLINGTON

PUBLIC ENGAGEMENT SUMMARY

May 2019

Background

For more than 100 years, the Arlington Bridge has been an unmistakable part of Winnipeg's skyline. Officially opened on February 5, 1912, the bridge was built to connect two important neighbourhoods separated by the CP Rail Yards – and it remains an important link for Winnipeggers across the city.

Today, the bridge is nearing the end of its usable life and must be replaced. The City of Winnipeg (City) is working with technical experts and the public to design a new bridge that will continue to connect our communities while also meeting modern accessibility standards, providing new and improved active transportation options, and better accommodating traffic including commuters, buses, and other large vehicles.

In 2016, the City completed a functional design study that concluded it was best to replace the Arlington Bridge in its current location. The next step was a preliminary design phase, which incorporated Winnipeggers' input into the design of a new bridge, as well as adjacent lands and corridor. The preliminary design will be used to shape the recommendations for Council's consideration of the project and funding. This summary reflects public feedback gathered during the preliminary design study.

Promotion

Promotion activity occurred between June and September, 2017, and January and February 2018 and included events, hand-delivered notices, emails to stakeholders, mailed letters, newsletters, social media posts, and print ads, posters, and signs. Videos were also produced and shared at events and online.

- City of Winnipeg Website: 8,992 page views
- Media events and news releases: 13 articles generated
- Facebook posts (City of Winnipeg): 200,000+ online impressions
- Twitter posts: 86,000 impressions
- Community posters, signs, and handouts: 3,000 distributed/posted
- Pop-up events: 1,400 community members reached
- Direct mail: 7,800 project area residents and 375 businesses
- Stakeholder emails: 300+ stakeholders reached
- Print media (news and ads): 480,000 total readership
- YouTube videos: 5,909 views
- City of Winnipeg public engagement newsletter: 5,300 subscribers

Engagement

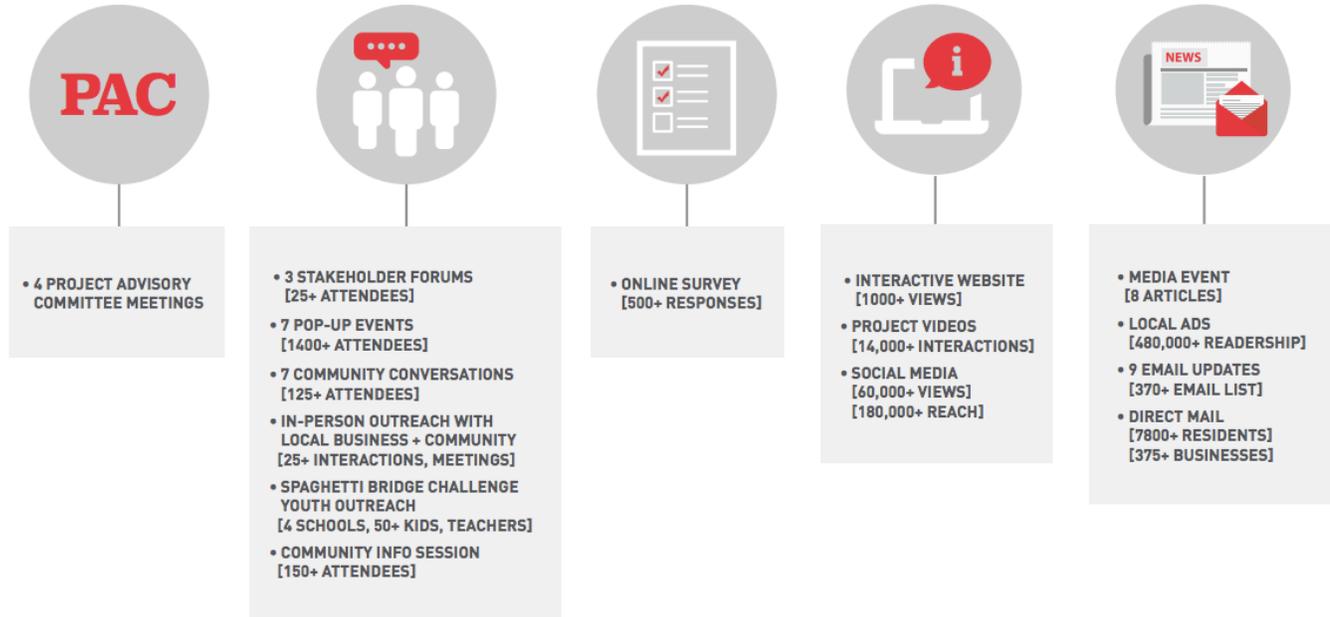
Engagement activities were undertaken to ensure that an array of perspectives and viewpoints could be heard from Winnipeggers on their preferences and priorities. This input will help shape the recommendations to Council on the design of a new Arlington Bridge.

Activities included:

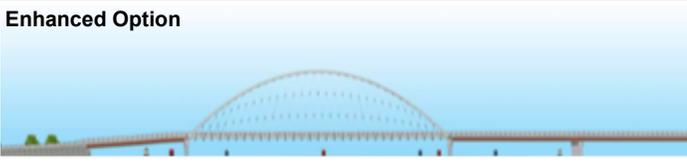
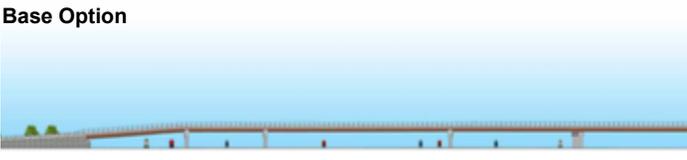
- Project Advisory Committee
- Pop-up events
- Stakeholder forums
- Community conversations and school outreach

Specific events for each category are summarized in the full report.

Engagement and Promotion at a Glance



Key Findings

What we heard	How feedback was incorporated*
<p>The Project Advisory Committee advised both the Enhanced Option (based on aesthetics, comparative ease of construction, less impact on rail yard activity, and less potential for delays/increased cost of construction over the girder concept) and Base Option (with further development in order to meet the desire for an iconic structure and addition to the Winnipeg skyline) be presented to City Council for consideration.</p> <p>Enhanced Option</p>  <p>Base Option</p> 	<p>Both proposed options provide identical functionality with three permanent traffic lanes (two northbound and one southbound), two unidirectional bike lanes, and two sidewalks. Both options allow the bridge to be reconfigured into four traffic lanes, which is only anticipated for temporary situations when major reconstruction work is required on adjacent crossings of the CP Yards.</p> <p>The only difference between the Base and Enhanced options is that the Enhanced Option replaces two spans of typical structural steel bridge girders with a single span steel arch. The steel arch offers a dramatic skyline feature offering additional aesthetic value.</p> <p>The Public Service is recommending the proposed Base Option be approved for further consideration and prioritized amongst other unfunded major capital projects through the development of a City Infrastructure Plan. This is based on a significant budget requirement difference of \$24.1 Million from the Base Option to Enhanced Option.</p>

<p>Safety is very important. People need to feel safe and secure both on and around the bridge. Better lighting is essential.</p>	<ul style="list-style-type: none"> • Better lighting and sightlines on, under, and around the bridge and Arlington Street. • Protected bike lanes and sidewalks. • Intersections designed to minimize potential for conflicts between people walking, cycling, and driving.
<p>The bridge should be a vibrant addition to the city skyline that makes people feel proud. More than 70 percent of respondents to the Better Bridge for Arlington survey said it was important that the new bridge add to the skyline and make people feel proud.</p>	<ul style="list-style-type: none"> • While the Enhanced Option directly responds to public feedback that the proposed bridge design should be a distinct addition to the Winnipeg skyline, it is not part of the Public Service's recommendation due to the additional budget required. • Both bridge options respond to public feedback by including features like rest stops, lookouts and public art, and attractive lighting along the bridge sidewalks. • Attractive landscape, streetscapes, and boulevards on Arlington Street. • Plans to incorporate public art that draws on neighbourhood culture and history. • Planning for community use spaces around the bridge.
<p>The bridge should be easier to cross for all users.</p>	<ul style="list-style-type: none"> • Less steep than current bridge: from 7.1 percent grade to 5 percent grade, with rest areas. • Access for emergency vehicles and other large vehicles . • Protected bike lanes and sidewalks.
<p>Improve traffic flow. There was a strong desire for improved travel times and traffic flow, particularly during rush hour, to and from Health Sciences Centre and other key destinations.</p>	<ul style="list-style-type: none"> • Intersection and travel lane improvements, including dedicated turning lanes. • Significant traffic capacity increases at Logan Avenue and Arlington Street.
<p>Maintain access during construction. Business owners and bridge users requested bridge and road closures to be minimized as much as possible during construction.</p>	<ul style="list-style-type: none"> • On-street traffic flow to be maintained with one lane in each direction or in a single unrestricted lane to lessen impact on users and maintain access to businesses. • Bridge to remain open to vehicles for two thirds of the construction period (all but one construction season); pedestrians and cyclists may be able to use the bridge even longer.
<p>Closing Dufferin Avenue to vehicles and installing a pedestrian tunnel was not preferred. There was strong opposition to a proposed pedestrian tunnel at Dufferin Avenue for safety reasons.</p>	<ul style="list-style-type: none"> • Plans for a pedestrian tunnel were scrapped in favour of keeping Dufferin Avenue open to all traffic, so vehicles, pedestrians, and cyclists are able use the underpass effectively. • Improvements to sightlines, lighting, and other safety features were added to discourage gathering under the bridge.

What we heard	Why feedback was not incorporated*
<p>Create affordable housing on open land around the bridge. Residents told us there is a need for affordable housing in the area. This has also been documented in area housing plans. Many people indicated they would like to see surplus land from this project turned into housing.</p>	<ul style="list-style-type: none"> The Federation of Canadian Municipalities recommends a 300-metre setback for housing development projects located next to rail yards. This guideline makes housing or mixed-use development unlikely within the developable parcels. To construct housing on these properties, prohibitively expensive crash walls would need to be installed.
<p>Preserve and repurpose the bridge for another use. Participants suggested the current bridge be preserved, and reused for something (e.g., green space, or a cycling and pedestrian bridge).</p>	<ul style="list-style-type: none"> Although there are examples of other bridges that have been repurposed as pedestrian and cycling routes, those bridges are typically old railway structures that are stronger and in better condition than the Arlington Bridge. The condition of the Arlington Bridge means it cannot be preserved and reused. Very few components of the bridge are still in usable condition and are not up to today's design and accessibility standards. As a result, the Arlington Bridge cannot be preserved and reused. However, there was also significant public interest in reusing parts of the bridge for public art or sculpture, an idea to be considered as part of a process managed by the Winnipeg Arts Council.
<p>Change the name of the bridge or take suggestions on a new name.</p>	<ul style="list-style-type: none"> Not addressed in preliminary design, but an idea that could be considered as part of detailed design.
<p>Conduct a ceremony/blessing before new bridge is constructed.</p>	<ul style="list-style-type: none"> Not addressed in preliminary design, but an idea that will be considered as part of detailed design.

***The preliminary design is currently being finalized and may be subject to change in the next steps in the process**

Next Steps

The results presented in this public engagement report have helped shape the design of a Better Bridge for Arlington. The report with the recommendations for the preliminary design of the bridge will be presented in a final report to Council.

The Public Service is recommending the Base Option be approved for further consideration and prioritized amongst other unfunded major capital projects through the development of a City Infrastructure Plan. This is based on a significant budget requirement difference of \$24.1 million between the Base Option and the Enhanced Option. The Class 3 Estimate (-20% to +30%) includes \$34.6 million in financing, assuming that the City will solely fund the project and utilize 100 percent debt financing.