

Appendix A
*Stakeholder
meeting outlines
and notes*

1. Introductions (5 minutes)
2. Project Overview and Schedule (10 minutes)
3. Discussion (40 minutes)
 - a. **Discussion Topic #1: Creating a valuable investment**

Guiding Question: The need for an improved connection between the Downtown and Osborne Village is identified in the Pedestrian and Cycling Strategies and Go to the Waterfront. From your perspective, what would make this bridge a valuable investment to Winnipeg?

 - *How do you define 'valuable infrastructure'?*
 - *What should designers consider when developing options for the bridge design?*
 - *Are there any design decisions that could limit the value of this connection?*
 - b. **Discussion Topic #2: Connections**

Guiding Question: On the north side of the Assiniboine River the bridge would directly connect to the Assiniboine Ave protected bike lane and sidewalk. However, on the south side cycling connections to the bridge through Osborne Village will have to be developed. The plan is to connect to the Osborne Rapid Transit Station, Norwood Bridge, the Nassau Street neighbourhood greenway and the riverwalk. The Pedestrian and Cycling Strategies identify priorities for cycling routes through Osborne Village, looking at the map, where are the best opportunities for walk bike connections?

 - *We know that parking is important to some stakeholders in the area: where should special attention be paid so parking levels can be maintained? Are there options to increase parking availability nearby?*
4. Conclusion and Next Steps (5 minutes)

Notes:

Thank you for attending today's stakeholder session.

1. Introductions (5 minutes)
2. Phase 1 - Overview and Schedule (10 minutes)
3. Overview of latest designs (15 minutes)
4. Discussion (1 hour)

a. Discussion Topic #1: Creating a valuable investment

Guiding Question: When we held our last stakeholder meeting in January, we discussed what would make this project a valuable investment. We heard from members of this group that:

- Osborne Village represents bottleneck in the cycling network;
- That as the City works to attract new residents who are looking for sustainable transportation;
- That a new bridge could attract or improve a tourist's experience;
- All users and the natural environment must be taken into account;
- Cycling use is on the rise in the area;
- Osborne Village is in the midst of reinventing itself.

We held this first discussion before going to the public. In the last four months, has anything come on your radar that has changed your first perceptions of this project? Or that you think the project team should be aware of?

b. Discussion Topic #2: Bridge Design

Guiding Question: When we held our last meeting, we discussed:

- Lighting opportunities on the bridge;
- The desire to make the best of the unique views;
- Park and neighbourhood safety concerns;
- Desire to separate bike and pedestrian traffic. –
 - WSP to speak to how these elements were considered in the design.

Of the three designs, are there any elements that raise new questions or concerns? Once a final design is chosen for further development into preliminary design, what further improvements could be made?

c. Discussion Topic #3: Cycling connections in Osborne Village

Guiding Question: Balancing the needs of all users in Osborne Village will be a challenge. In phase 1, we received the greatest support of cycling routes along River Avenue and Stradbrook Avenue, however, some of these treatments result in the narrowing of traffic lanes, movement of parking lanes and the removal of parking on the southern side of River Avenue between Osborne and Donald. How do we balance the needs of all users?

6. Conclusion and round table final comments (5 minutes)

Notes:

The notes below are key themes from stakeholder meetings and do not represent specific viewpoints from any one stakeholder involved in stakeholder meetings. Due to the one-on-one nature of stakeholder meetings, meeting minutes have not been included with this report.

Meeting minutes were analyzed and submitted to the project team and used during design development and to ensure the City is aware of stakeholder concerns and feedback going forward.

Stakeholder meeting #1

Thursday, January 18, 2018

3:30 p.m. – 4:30 p.m.

River Osborne Community Centre, 101 Pembina Hwy.

Safety

- Both sides of the river in the area have significance to the community. In the early 90's the AID's walk started at Fort Rouge Park. Area has a history of "cruising" on the north side of the River. Area also marked with tragedy where two spirited women and missing and murdered indigenous women have gone missing.
- The project can attempt to avoid crime prevention through environmental with more lighting, designed to avoid gathering points.
- Crime is a concern; they understand that the Village can be a gathering place for undesirable activity. The Osborne Village BIZ is currently working on securing a foot patrol for the area.
- During the Go to the Waterfront engagement process they discussed safety of Fort Rouge Park, residents noted needles and used drug paraphernalia.
- If there are more people moving through the park this is potentially a good thing for crime but more bodies could mean more litter.

What would make this bridge a valuable investment to Winnipeg?

- Connectivity, attractive, direct and cohesive connections are required. This area is right now a choke point. In terms of value coming out of this, the ability for people to choose sustainable transit. Harkness Rapid Transit Station has a lot of potential for trip chaining. Donald is a huge barrier.
- The City is trying to attract talent – they want sustainable transportation. We need routes that better connect. Tourists will come out of the VIA Rail station, go to the Forks and rent bikes. Having bike routes add value to the downtown. This project will be an important part of promotion for the City of Winnipeg. Making the bridge attractive doesn't need to cost more, think about lighting for cheap options that are attractive and vibrant. A bridge at the Forks is covered in hanging lights; it is a commonly photographed area.
- This project should be authentic to who we are, and the history of how we are. Don't just place Calgary's bridge in Winnipeg.

- Wants to bring a nature perspective in, consider the habitat bridges provide to birds and bats. Lighting must be thought through in regards to light pollution; this can be very harmful to some species. Think about people using a wheelchair or small children, every street needs to work for them.
- If there are people living in the parks, where do people go when they are moved out from one area? They go elsewhere. Think about how those elements interact on both sides of the river.
- Project must focus on usability in all seasons.
- There is a significant amount of traffic coming from the Midtown and Osborne St. bridges. A new bridge will help to separate that flow. It will be important to think carefully about how people are embarking on the bridge or disembarking and ensuring there is not congestion between. The positive on this bridge is that people are not struggling with vehicles. Have seen more cyclists and pedestrians every year.

Stakeholder meeting #2

Tuesday, May 29, 2018

3:30 p.m. – 4:30 p.m.

Fort Garry Place, 85 Garry St.

Bridge designs:

- Attendees questioned rationale behind bridge deck size and ability to manage multiple users.
 - Project team (PT) advised that width of five meters balanced overall cost while allowing for generous spaces for bridge users and clearance for winter maintenance vehicles. Bridge width similar to Esplanade Riel which operates without reoccurring conflicts between users. Use of signage or different surface treatments could be introduced in later stages of design.
- There is a belief that some fast speed cyclists may continue to use vehicle routes.
- Suggestion that the location of bridge would not make it the optimum route for commuters coming from west of project area.
- Requested seating areas were added to all bridge options for accessibility as they are important for providing a break.
- Attendees were told the girder bridge was the cheapest option, at a cost of roughly two thirds of the other two options.
- Crime was noted as a current concern under existing bridges in the area.
 - PT advised that while overall crime prevention is beyond the scope of the infrastructure project, care will be taken to ensure clean sightlines are maintained. Lighting can help, with fixtures that aim downward. Clearance under the bridge is very open for all bridge

concepts. An increase in positive park activity can act as a deterrent against criminal activity.

- Further investigation of public art was supported.

Parks design:

- Noted different demographics between north and south of the bridge with large newcomer population in area who are major park users.
- Interest in how waterway activity can be used to increase positive behavior along river's edge. There is an informal path between Fort Rouge Park and Osborne Street Bridge where its believed some people live.
- Addition of foot patrol to Osborne Village could be extended down to Fort Rouge Park.
- Lots of children using the parks – need to design to avoid conflicts between cyclists and children
 - PT noted that fences could be added if this is a major problem.
- Desire for vendor opportunities at the ends of the bridges.
- Noted that nearby landscaping has taken recent interest in natural pollinators.
- Waste management plan should anticipate increased volume of use and needle receptacles should be considered.

Cycling connections:

- Attendee expressed disappointment that options did not include a crossing across Donald Street at Scott Street calling a critical gap– noted that need for improved connections from Confusion Corner have long been raised.
- Request to review timing of half-signal crossing Osborne Street at Gertrude Avenue.
- Noted that some residents in area choose to live in neighbourhood because of current walkability.

Appendix B
*Online surveys
and results*

Welcome!

WELCOME

Osborne to Downtown Walk Bike Bridge and Connections

Winnipeg is committed to building a pedestrian and cycling network for people of all ages and abilities. With your input, the design for a new pedestrian and cycling bridge over the Assiniboine River will connect Osborne Village to the Downtown.

Begin



The new bridge will connect via McFadyen Park on the north side of the river and Fort Rouge Park on the south side of the river.



2

YOUR PRIORITIES

3

CONNECTIONS

4

WHERE DO YOU GO?

5

THANK YOU





2 Your priorities



What to do



Next Task

WELCOME

YOUR PRIORITIES

Order your top 5
items above this line

Riverbank connection

Great views of the City

Active transportation

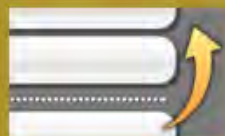
Parks extension

Landmark and destination

Neighbourhood extension

Budget conscious

There are many different ways to design a bridge. What is most important to you? Select your top 5 bridge experiences or suggest another priority with the "Suggest another" button. Provide additional feedback with the "Comment" option.



Please drag 5 of the items above the line in your preferred order.



Suggest another

3

CONNECTIONS

4

WHERE DO YOU GO?

5

THANK YOU



Osborne to Assiniboine: Walk Bike Bridge

Jan 03, 18 - Feb 05, 18

Screen 2



AVERAGE RANK

Priorities listed by average rank.



Data points for this Screen:

Rankings: 3578

Comments: 174

↓ Below: Each ranking item, showing how often each item was ranked in each position, ordered by average. Note that 1 is the highest rank.

Active transportation



Times ranked: 685
 Average rank: 1.726

Budget conscious



Times ranked: 350
 Average rank: 2.977

Neighbourhood exten...



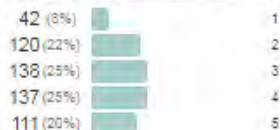
Times ranked: 580
 Average rank: 3.026

Riverbank connection



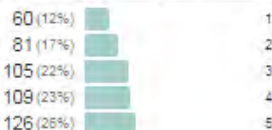
Times ranked: 566
 Average rank: 3.115

Parks extension



Times ranked: 548
 Average rank: 3.283

Landmark and destina...



Times ranked: 481
 Average rank: 3.333

Great views of the City



Times ranked: 368
 Average rank: 3.766

3 Improving Connections

? What to do

↻ Next Task

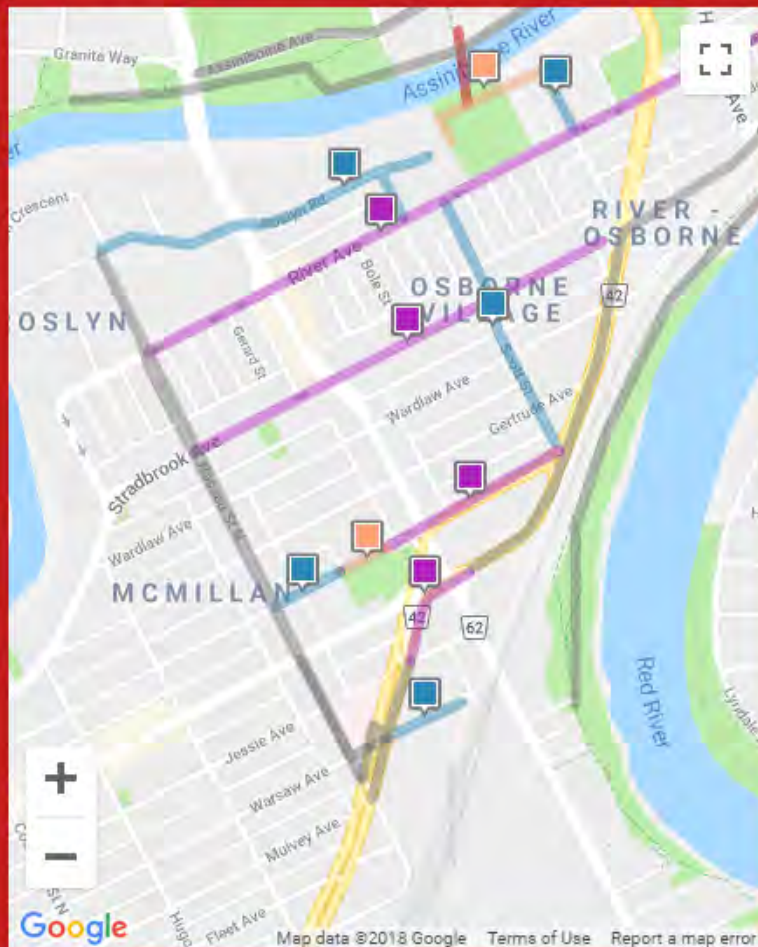
WELCOME

YOUR PRIORITIES

CONNECTIONS

WHERE DO YOU GO?

THANK YOU



What is the best way to connect pedestrians and cyclists from a new bridge (red line) to the Osborne Rapid Station? The grey lines are existing bike lanes. The coloured lines are some suggestions from the City's Pedestrian and Cycling Strategies.



Indicate which project you would approve.

Comment



Osborne to Assiniboine: Walk Bike Bridge

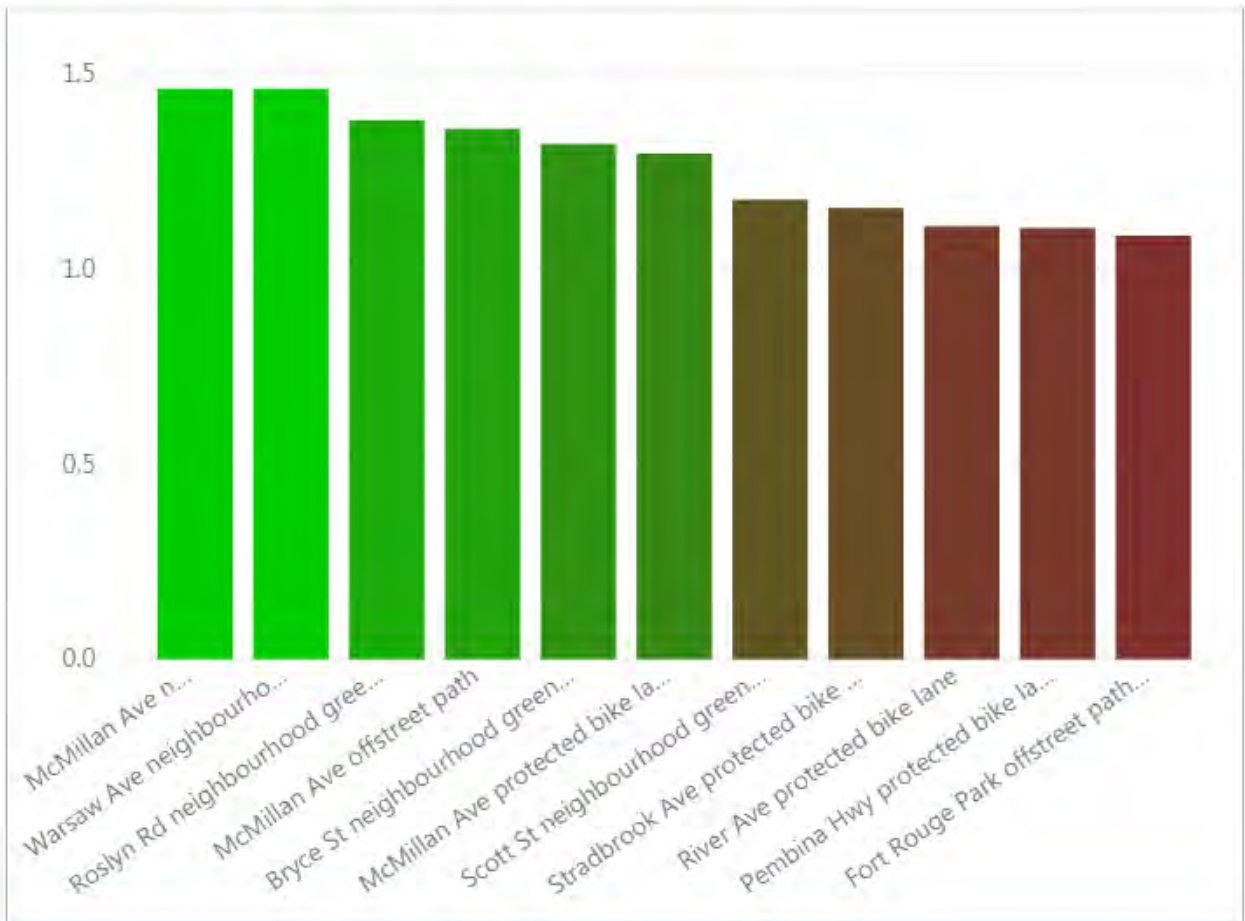
Jan 03, 18 - Feb 05, 18

Screen 3



AVERAGE RATINGS ▼

The average rating of each item for all participants.

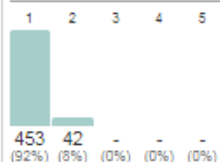


Data points for this Screen:

Ratings: **4166**

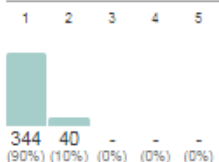
Comments: **224**

▼ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

Fort Rouge Park off...


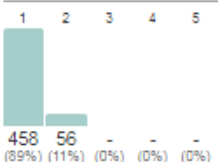
Times rated: 495

Average rating: 1.085

Pembina Hwy prote...


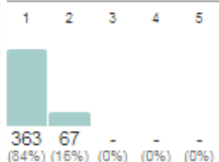
Times rated: 384

Average rating: 1.104

River Ave protecte...


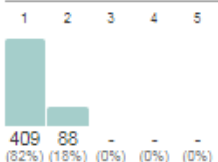
Times rated: 514

Average rating: 1.109

Stradbrook Ave pro...


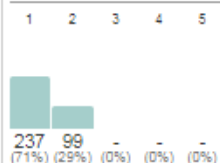
Times rated: 430

Average rating: 1.156

Scott St neighbour...


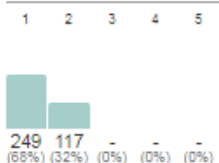
Times rated: 497

Average rating: 1.177

McMillan Ave prote...


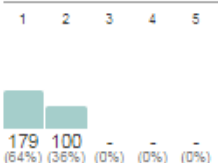
Times rated: 336

Average rating: 1.295

Bryce St neighbour...


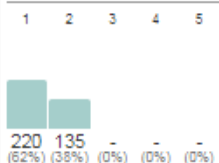
Times rated: 366

Average rating: 1.320

McMillan Ave offstr...


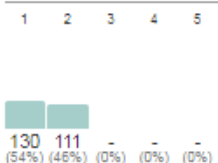
Times rated: 279

Average rating: 1.358

Roslyn Rd neighbo...


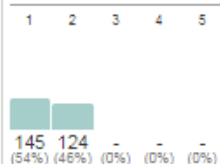
Times rated: 355

Average rating: 1.380

Warsaw Ave neighb...


Times rated: 241

Average rating: 1.461

McMillan Ave neigh...


Times rated: 269

Average rating: 1.461



WELCOME

2

YOUR PRIORITIES

3

CONNECTIONS

4

WHERE DO YOU GO?

Where do you go?

What to do

Next Task

5

THANK YOU

Please drag and drop at least 3 markers on the map.



Key connections



Preferred route



Issue



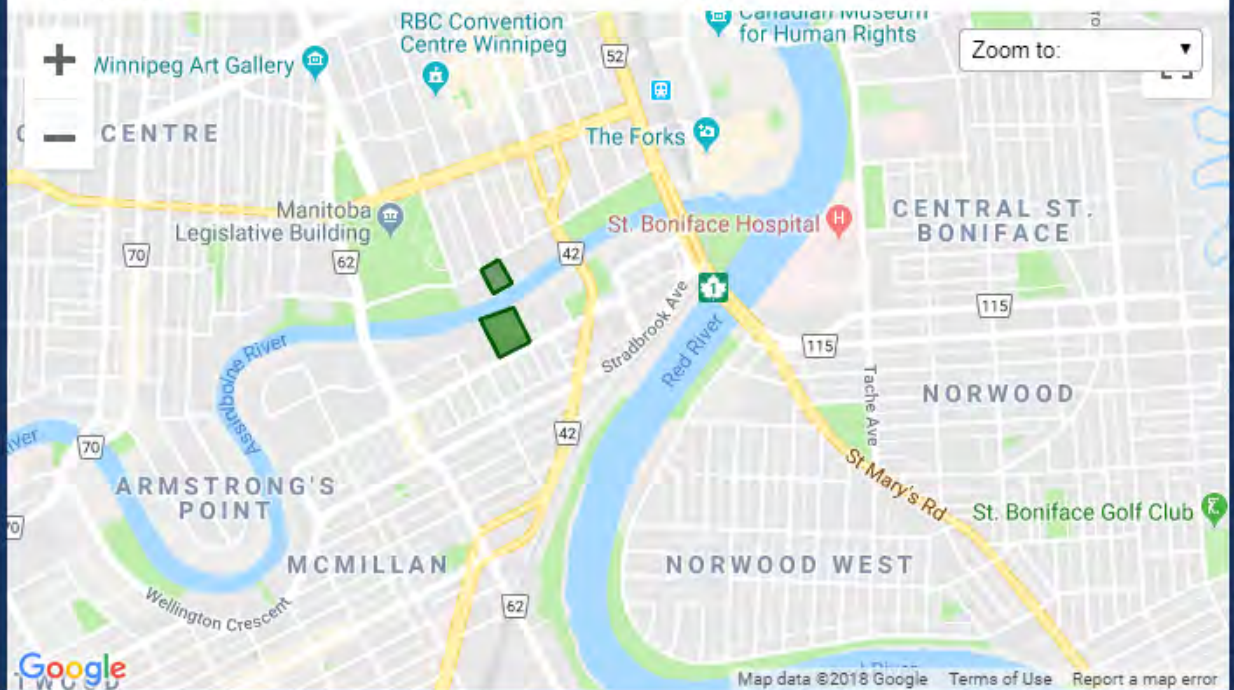
Fort Rouge Park



McFadyen Park



Other



Osborne to Assiniboine: Walk Bike Bridge

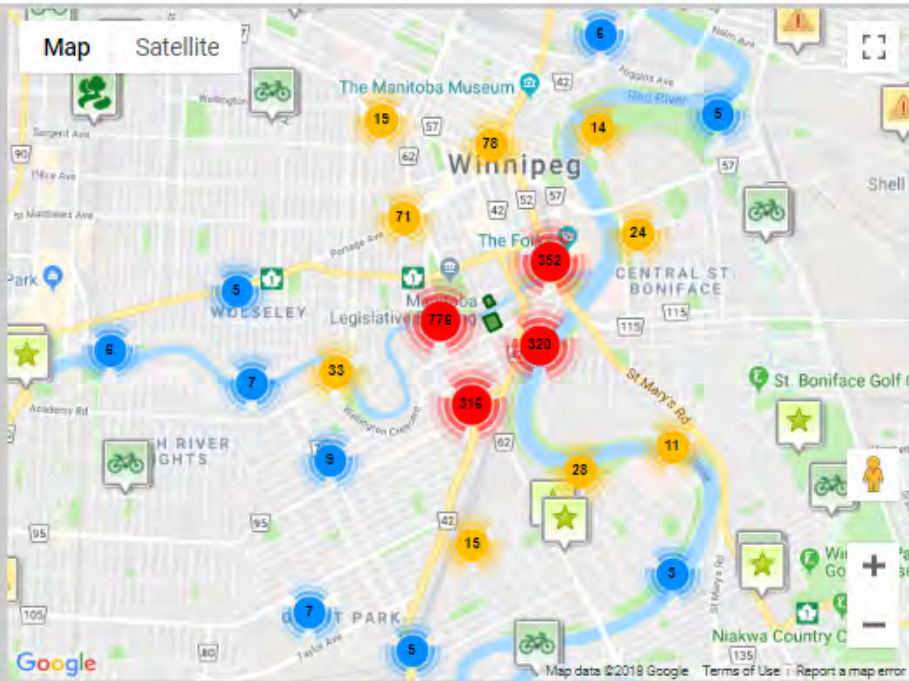
Jan 03, 18 - Feb 05, 18

Screen 4



MAP MARKERS

A map showing the distribution of map markers by type.



Data points for this Screen:

Markers: **2184**

Marker attributes: **7605**

Marker comments: **1251**

↓ Below: Each marker type, showing how many markers have been dropped, plus any additional input through dropdowns.

McFadyen_P...

Markers: 87

Question 1:

- 1 What do you ...
- 12 Value
- 18 Use

Comments: 49

Other

Markers: 109

Comments: 94

Fort_Rouge_...

Markers: 136

Question 1:

- 1 What do you ...
- 31 Value
- 18 Use

Comments: 74

Issue

Markers: 521

Question 1:

- 2 Tell us about t...
- 8 For tranist
- 46 For pedestrians
- 260 For cyclists
- 20 For cars

Comments: 474

Key_connect...

Markers: 650

Question 1:

- 69 Walking
- 29 Transit
- 9 Car with others
- 7 Car by myself
- 242 Bike

Comments: 242

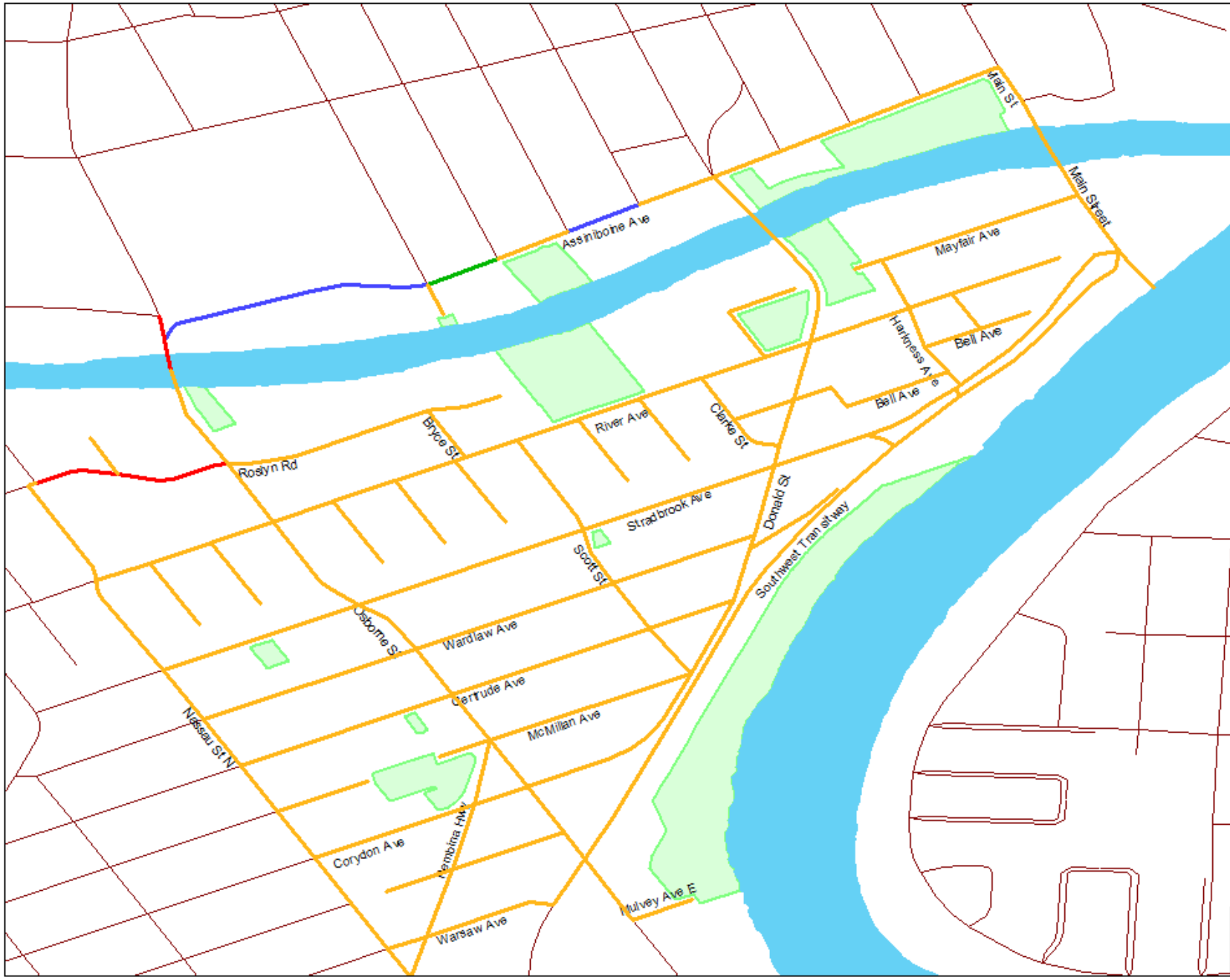
Preferred_ro...

Markers: 681








Question 1:

- 1 Study this loc...
- 11 Other
- 98 Lots of use
- 66 Currently unsafe
- 106 Best connection

Comments: 318



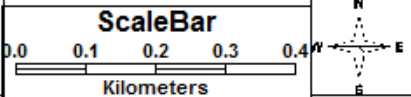
Legend

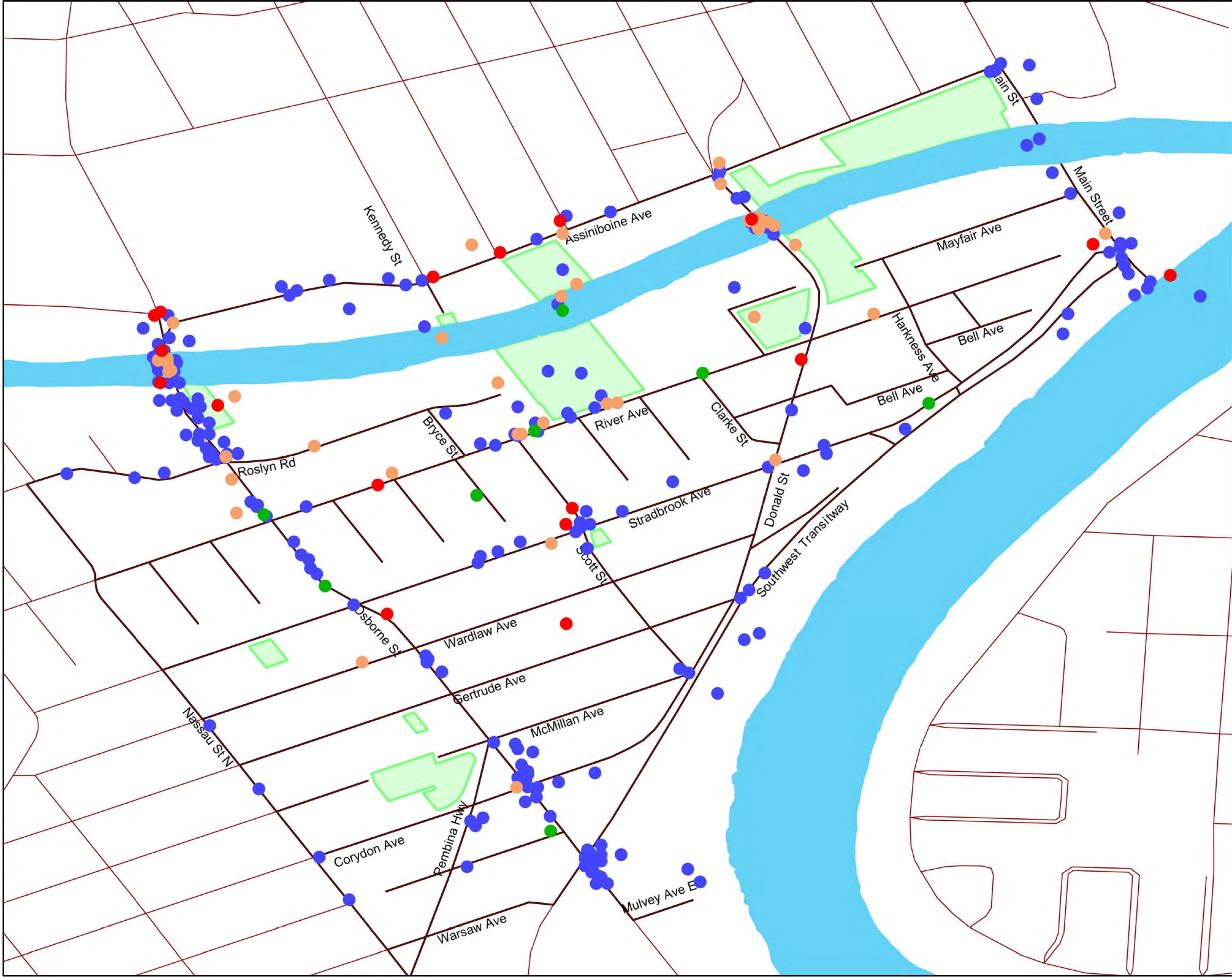
-  Low (0 to 2 Points)
-  Medium (3 to 5 Points)
-  High (6 to 7 Points)
-  Very High (8 to 10 Points)
-  Waterbodies
-  Roadways
-  Parks and Open Space



**Osborne to Downtown Walk
Bike Bridge and
Connections Project**


Preferred Routes - Lots of Use

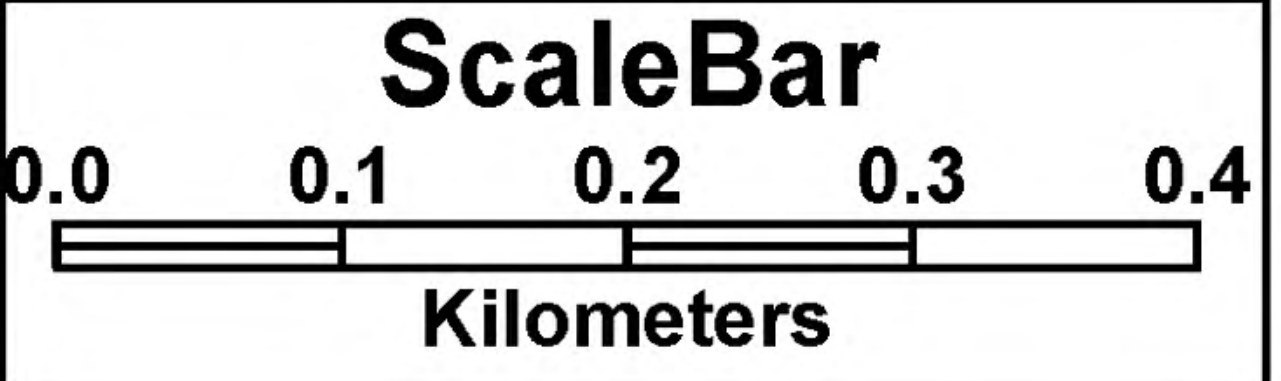
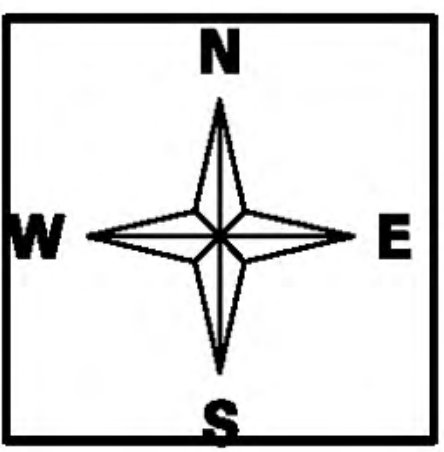




Legend

- Issue For Transit
- Issue For Cars
- Issue For Pedestrians
- Issue For Cyclists
- Roadways
- Parks and Open Spaces
- Waterbodies



**Osborne to Downtown Walk
 Bike Bridge and
 Connections Project**
 Issues By Type





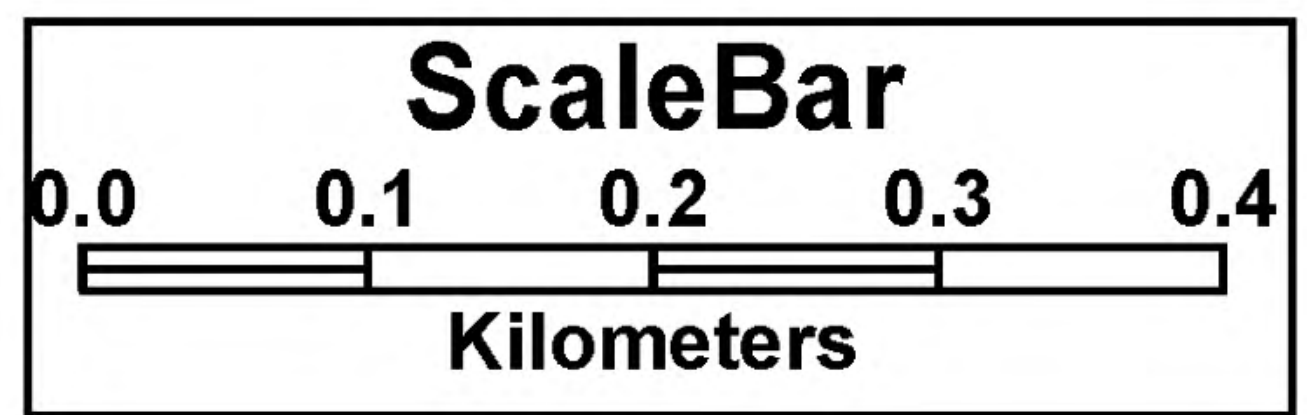
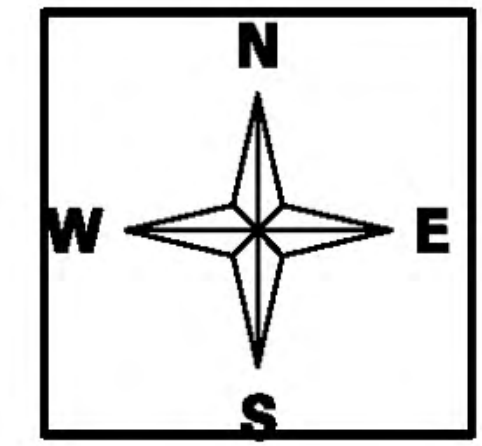
Legend

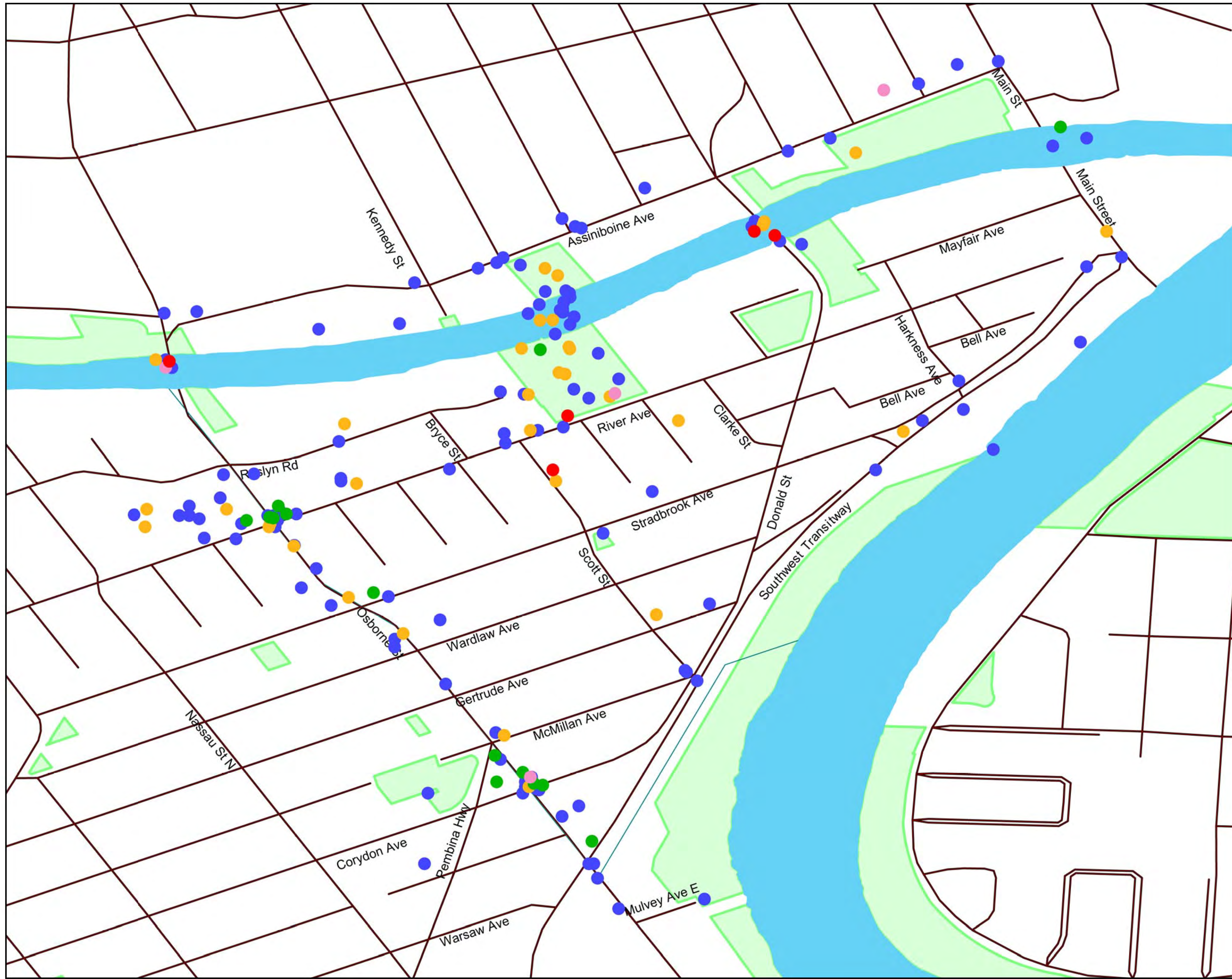
- Issue Hotspots
- Roadways
- Parks and Open Spaces
- Waterbodies


Winnipeg

**Osborne to Downtown Walk
Bike Bridge and
Connections Project**

Issue Hotspots





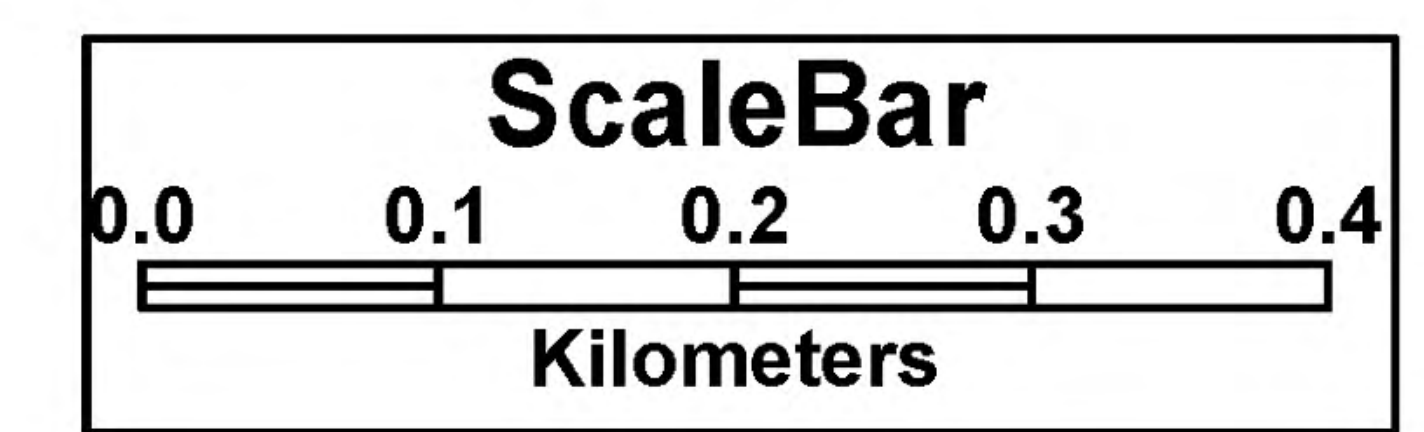
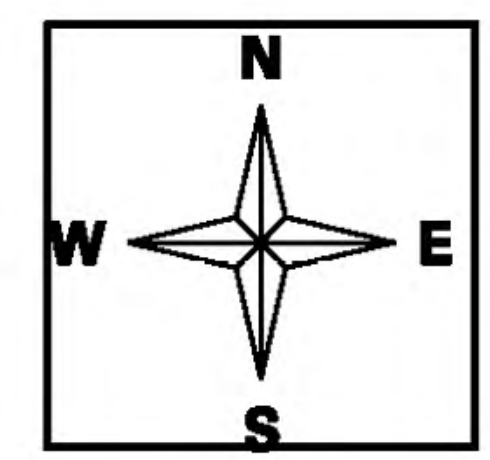
Legend

- Key Connections For Car By Myself
- Key Connection For Car With Others
- Key Connections For Transit
- Key Connections For Walking
- Key Connections For Bike
- Roadways
- Parks and Open Spaces
- Waterbodies



**Osborne to Downtown Walk
Bike Bridge and
Connections Project**


Key Connections By Type

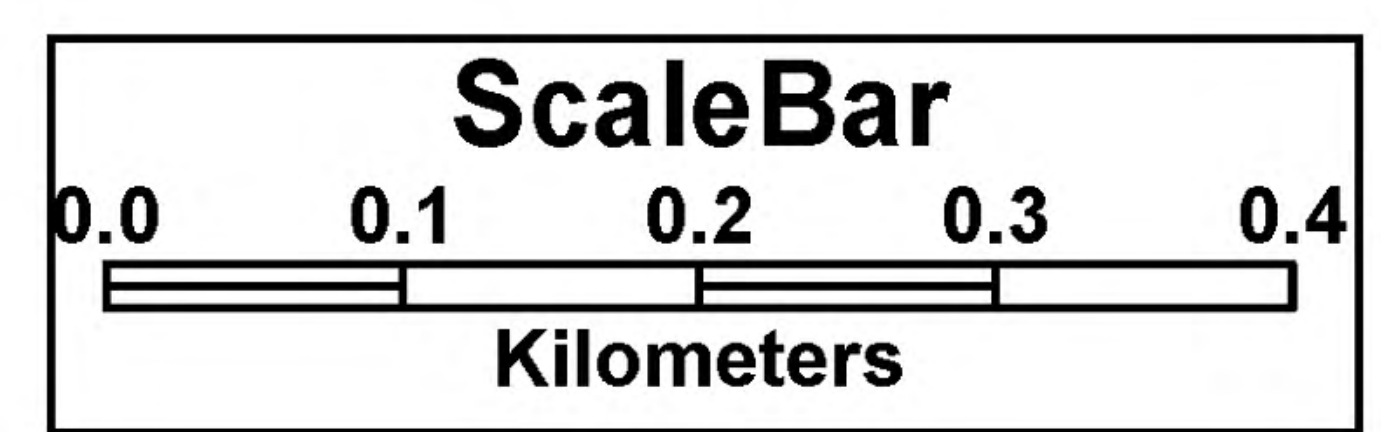
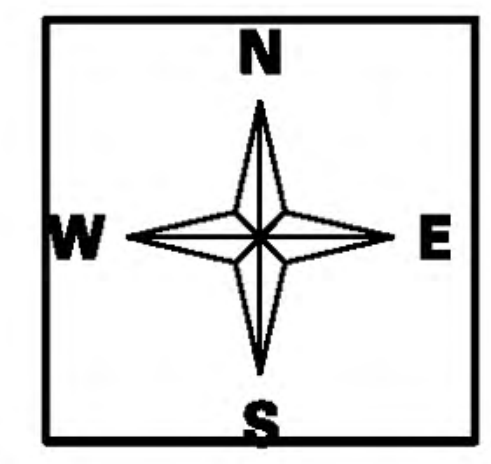




Legend

- Key Connection Hotspots
- Roadways
- Parks and Open Spaces
- Waterbodies


**Osborne to Downtown Walk
 Bike Bridge and
 Connections Project**
 Key Connection Hotspots



WELCOME

YOUR PRIORITIES

CONNECTIONS

WHERE DO YOU GO?

THANK YOU

5 Stay Involved

Final Questions (Optional)

How do you think you'll use the new bridge?

Select...

If you selected "other" tell us more:

Type...

What best describes your link to the area?

Select...

Please rate your support for this project.

Select...

How did you hear about this project?

Select...

Do you have anything else you'd like to add?

Type...

 Submit Final Questions

Skip

Project updates

Over the coming months there will be more ways to get involved! If you are interested in receiving updates about this project please [join the project mailing list](#).

Share this survey with others through the social media buttons on the right.

Your personal information is being collected under the authority of 36(1)(b) of The Freedom of Information and Protection of Privacy Act. This information will be used to contact you with project updates if you wish and will not be used or disclosed for any other purposes, except as authorized by law. Your contact information will not be made public. If you have any questions about the collection or use of this information, contact the Corporate FIPPA Coordinator by mail to City Clerk's Department, Susan A. Thompson Building, 510 Main Street, Winnipeg MB, R3B 1B9, or by telephone at 311.

Osborne to Assiniboine: Walk Bike Bridge

Jan 03, 18 - Feb 05, 18

Screen 5



ANSWERS ▾

Distribution of answers by question.

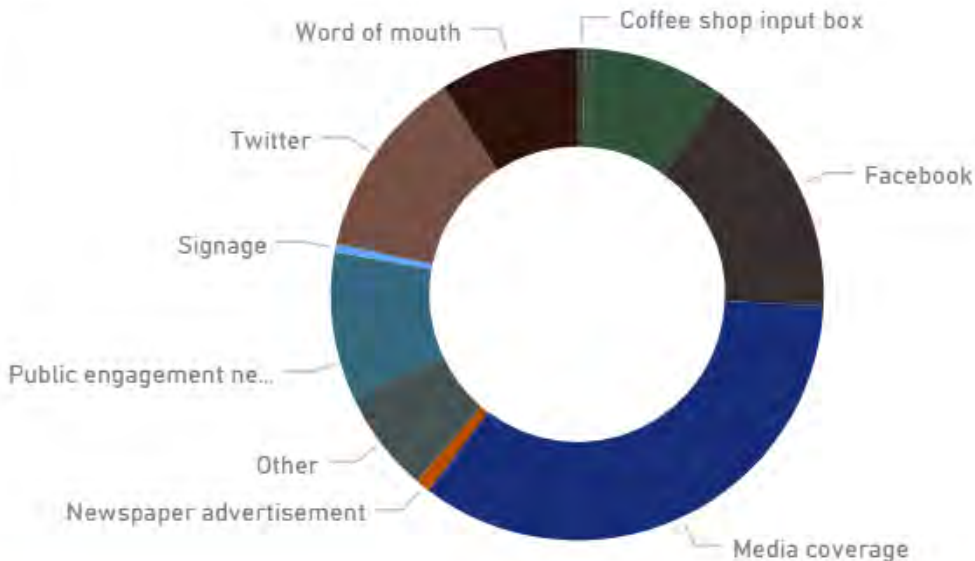
Question

How did you hear about this project

📊 📄 🗨

🔍 📄 ⋮

Answer



Data points for this Screen:

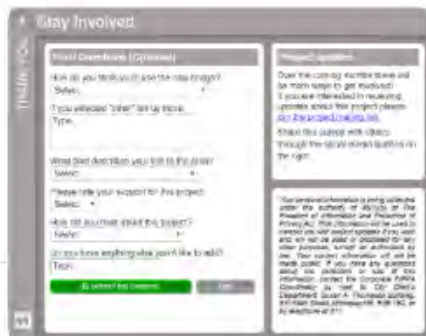
Reponses: **3270**

Comments: **149**

Osborne to Assiniboine: Walk Bike Bridge

Jan 03, 18 - Feb 05, 18

Screen 5



ANSWERS

Distribution of answers by question.

Question

How do you think you'll use the new bridge

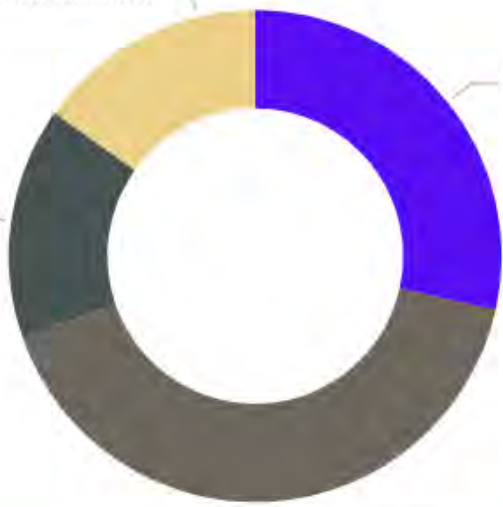
Answer

To connect to arts and entertainment

For daily commuting

Other

For leisure



Data points for this Screen:

Reponses: 3270

Comments: 149

Osborne to Assiniboine: Walk Bike Bridge

Jan 03, 18 - Feb 05, 18

Screen 5



ANSWERS ▼

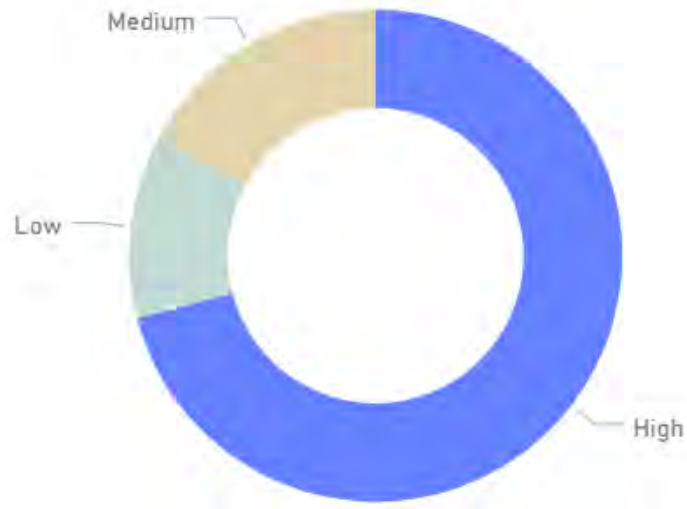
Distribution of answers by question.

Question

Please rate your support for this project

🗨️ 📄 🗑️

Answer



Data points for this Screen:

Responses: 3270

Comments: 149

Osborne to Assiniboine: Walk Bike Bridge

Jan 03, 18 - Feb 05, 18

Screen 5



ANSWERS

Distribution of answers by question.

Question

What best describes your link to the area



Answer



Data points for this Screen:

Reponses: **3270**

Comments: **149**

↓ Below: Wrap Up questions showing answer breakdowns.

If you selected other tell us more

149 Comment

149 Total

How did you hear about this project

258 Media coverage

119 Facebook

94 Twitter

72 Public engagement newsletter

69 Email

68 Word of mouth

61 Other

7 Newspaper advertisement

4 Coffee shop input box

4 Signage

746 Total

How do you think you'll use the new bridge

310 For leisure

215 For daily commuting

115 Other

114 To connect to arts and entertain...

754 Total

Please rate your support for this project

526 High

127 Medium

89 Low

742 Total

What best describes your link to the area

190 I am a resident in Osborne Village

174 I visit the area

156 I pass through the area

120 I am a resident Downtown

105 I work in the area

3 I am a business owner in the area

748 Total

Do you have anything else you'd like to add

*Too many responses have been given for this view.
See excel download for data.*

WELCOME

Welcome!

Osborne to Downtown Walk Bike Bridge and Connections - Phase Two

Based on public feedback on early conceptual designs, we are now collecting further input on several design options. Winnipeg is committed to building a pedestrian and cycling network for people of all ages and abilities. With your further input, the design for a new pedestrian and cycling bridge over the Assiniboine River will connect Osborne Village to the Downtown, improve nearby parks and provide new pedestrian and cycling connections through Osborne Village.

Begin



Have more to say? Join us at a public workshop on Tuesday, June 5, 2018 at Augustine United Church, 444 River Ave. RSVP through the project website.



2

BRIDGE CONCEPTS

3

PARK IMPROVEMENTS

4

OPTIONS FOR CYCLING

5

THANK YOU





WELCOME

2

Bridge concepts

What to do

Next Task

3

PARK IMPROVEMENTS

4

OPTIONS FOR CYCLING

5

THANK YOU

BRIDGE CONCEPTS

#1-Girder Bridge

#2-Cable-Stayed Bridge

#3-Suspension Bridge

Key Attributes



Rendering in environment #1



Rate this design and tell us why

- Strongly Dislike
- Dislike
- Neutral
- Like
- Strongly Like

Previous

Comment

Next



Osborne to Downtown Phase 2

May 20, 18 - Jun 14, 18

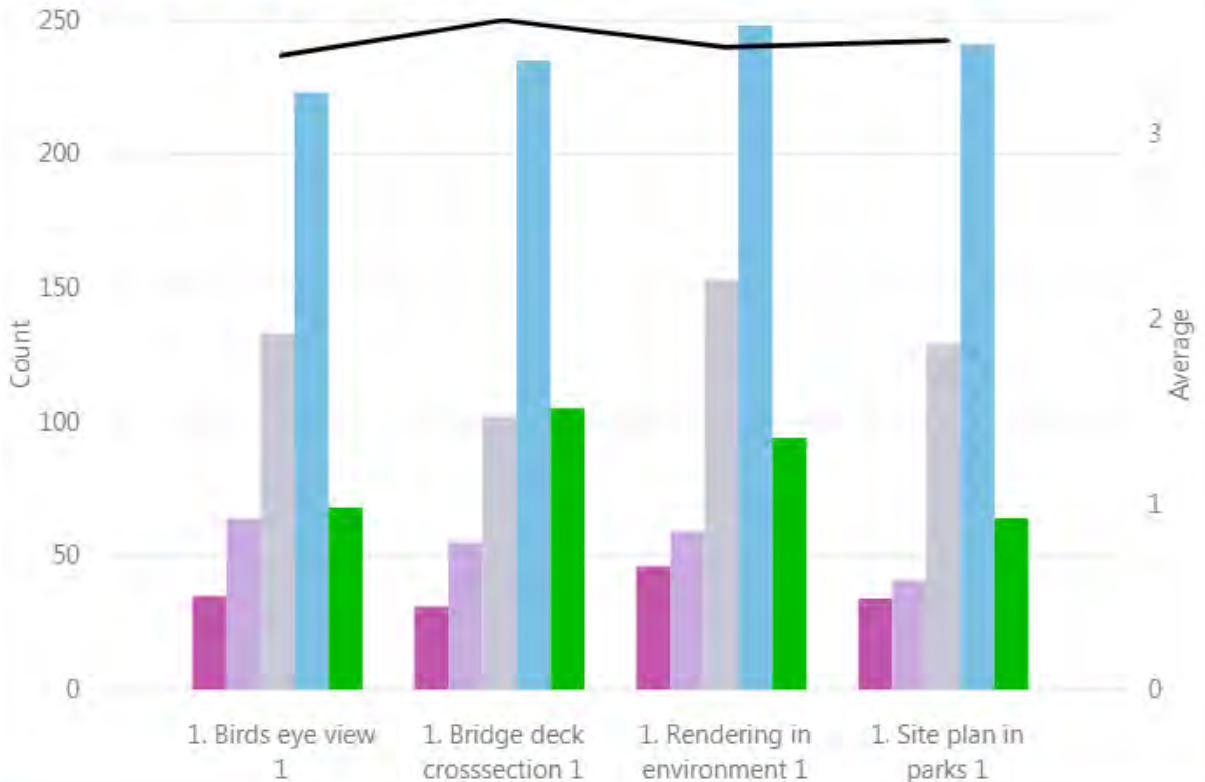
Screen 2



DISTRIBUTIONS Rating distributions and averages by panel.

1. Birds eye view
 2. Cable-stayed bridge
 3. Suspension bridge
 All Panels

Ratings: 1 2 3 4 5 Average



Data points for this Screen:

Ratings: **6398**

Comments: **996**

WELCOME

2 Bridge concepts

What to do

Next Task

3

4

5

#1-Girder Bridge

#2-Cable-Stayed Bridge

#3-Suspension Bridge

Key Attributes



Rendering in environment #2



Rate this design and tell us why

Strongly Dislike

Dislike

Neutral

Like

Strongly Like

Previous

Comment

Next

PARK IMPROVEMENTS

OPTIONS FOR CYCLING

THANK YOU



Osborne to Downtown Phase 2

May 20, 18 - Jun 14, 18

Screen 2

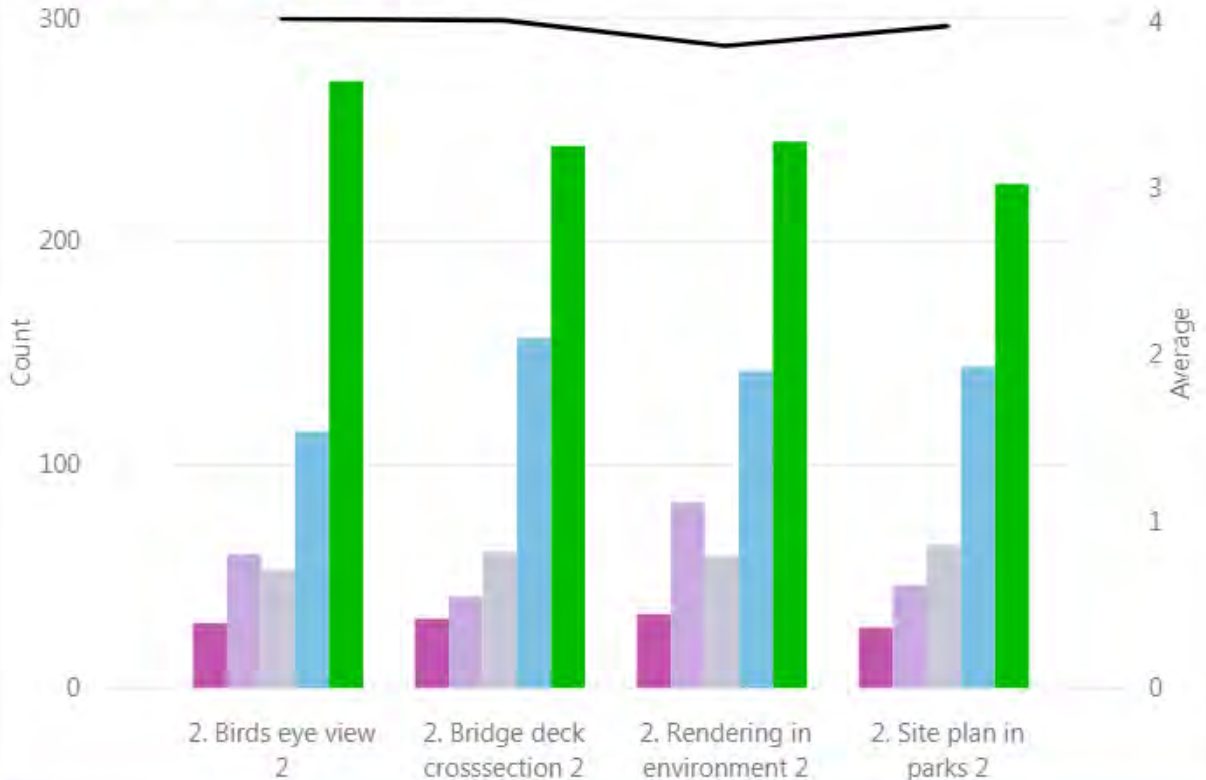


DISTRIBUTIONS

Rating distributions and averages by panel.

Panels: 1 Girder Bridge | **2 Cable Stayed Bridge** | 3 Suspension Bridge | All Panels

Ratings 1 2 3 4 5 Average



Data points for this Screen:

Ratings: **6398**

Comments: **996**

2 Bridge concepts

#1-Girder Bridge

#2-Cable-Stayed Bridge

#3-Suspension Bridge

Key Attributes



Rendering in environment #3



Rate this design and tell us why

Strongly Dislike

Dislike

Neutral

Like

Strongly Like

Previous

Comment

Next

PARK IMPROVEMENTS

OPTIONS FOR CYCLING

THANK YOU



Osborne to Downtown Phase 2

May 20, 18 - Jun 14, 18

Screen 2

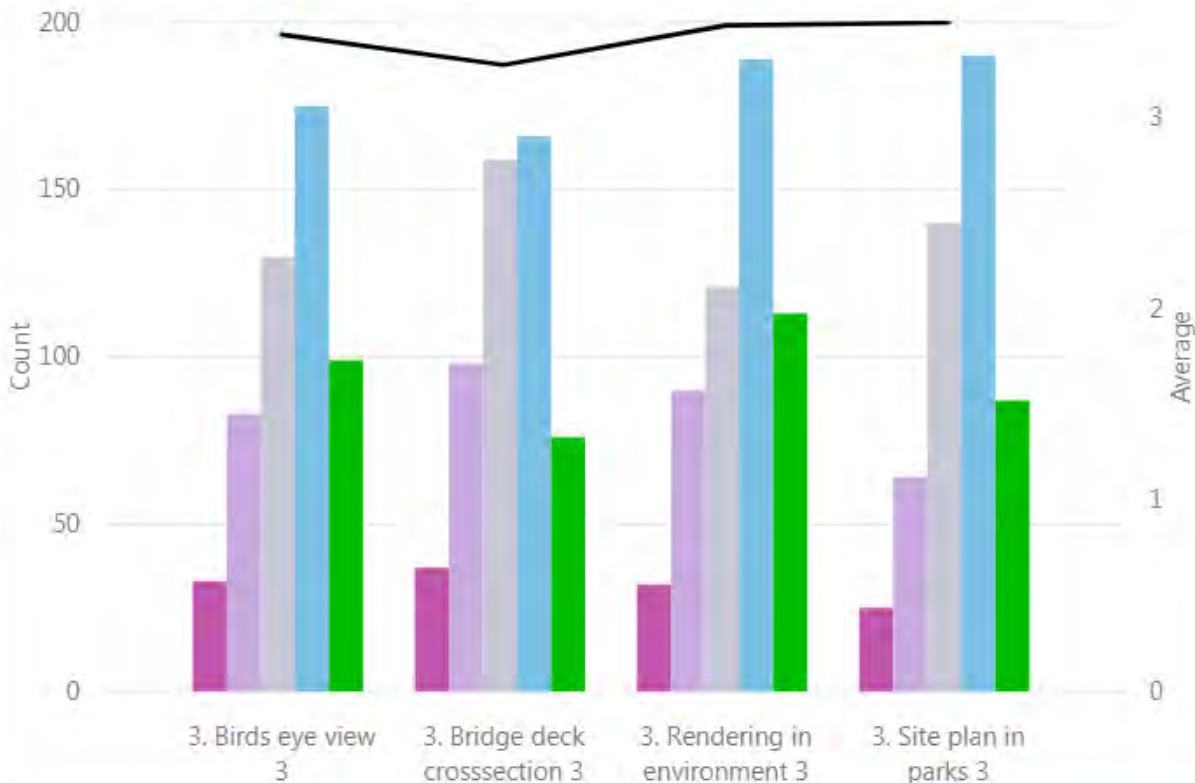


DISTRIBUTIONS

Rating distributions and averages by panel.

Panel:

Ratings ● 1 ● 2 ● 3 ● 4 ● 5 ● Average



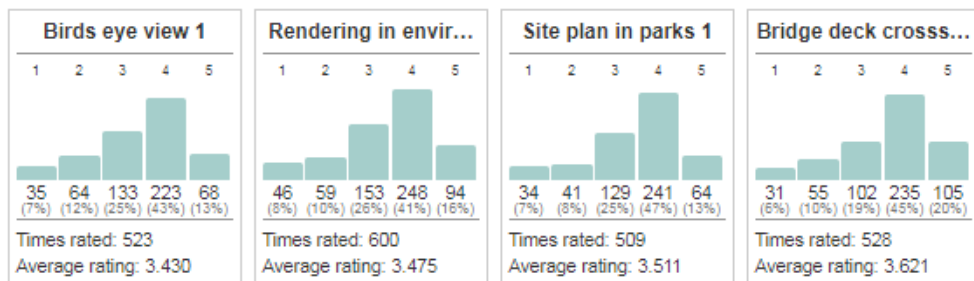
Data points for this Screen:

Ratings: **6398**

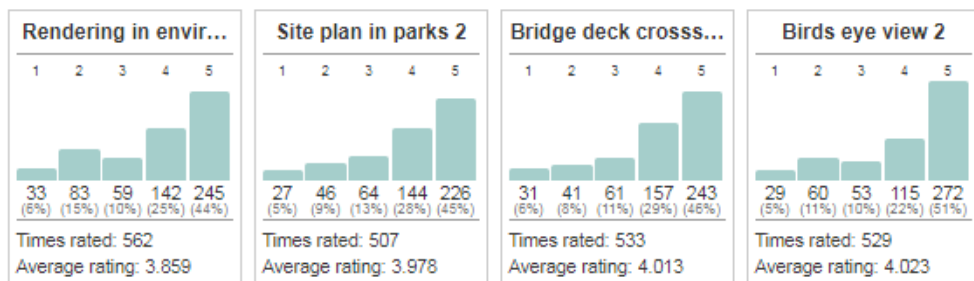
Comments: **996**

↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

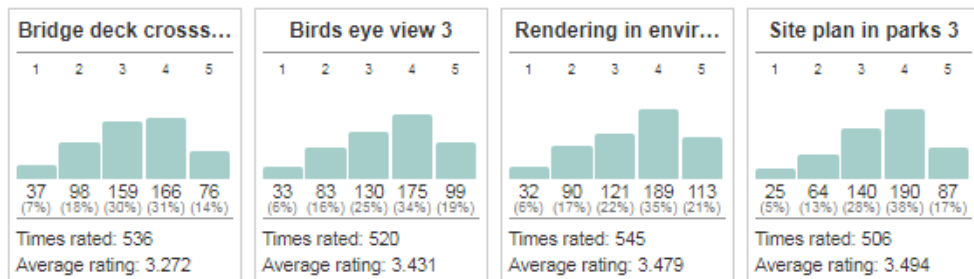
1 Girder Bridge



2 CableStayed Bridge



3 Suspension Bridge



Park improvements

What to do

Next Task

McFadyen Park

Fort Rouge Park

Key Attributes

McFadyen Park Overview

Tennis courts reoriented

New trees & benches plaza

New natural playground

New ramp to Riverwalk

McFadyen Park Overview



Rate this design and tell us why



Previous

Comment

Next



Osborne to Downtown Phase 2

May 20, 18 - Jun 14, 18

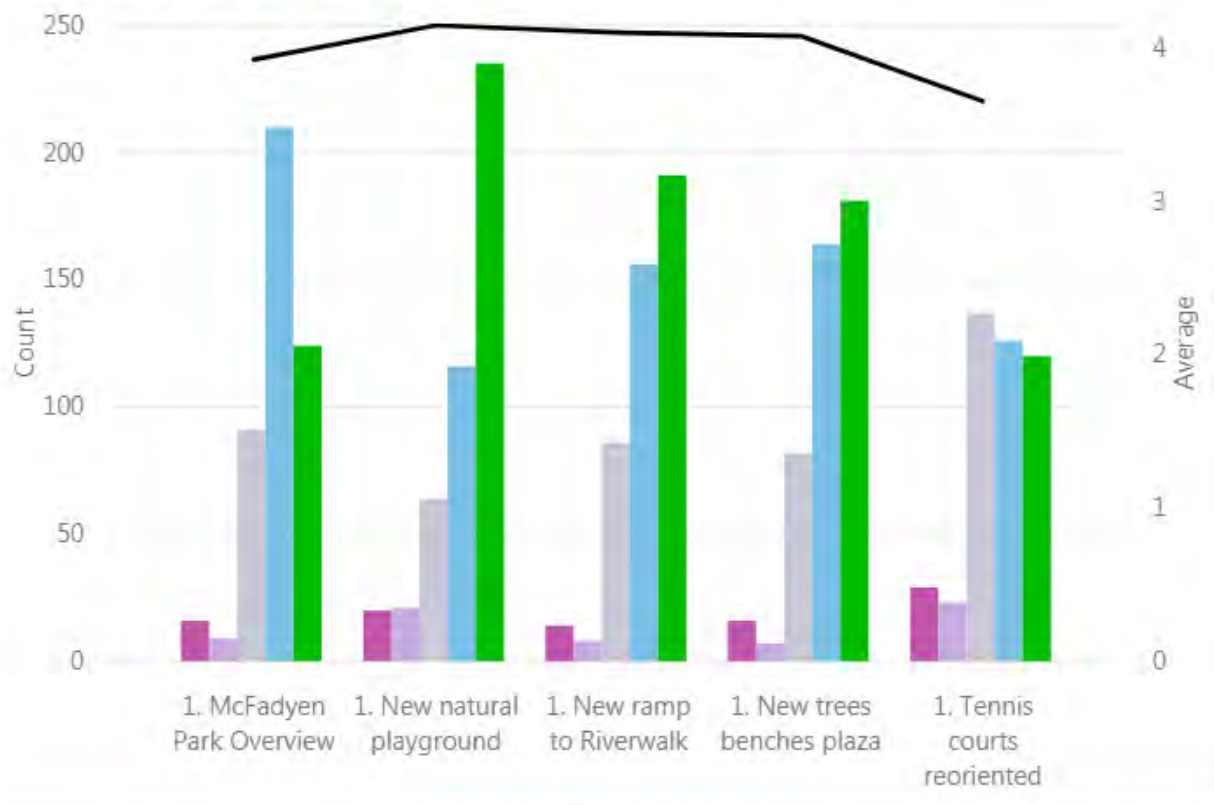
Screen 3



DISTRIBUTIONS Rating distributions and averages by panel.

Panels: McFadyen Park Fort Rouge Park All Panels

Ratings: 1 2 3 4 5 Average



Data points for this Screen:

Ratings: **4439** Comments: **572**



WELCOME

1

2

BRIDGE CONCEPTS

3

PARK IMPROVEMENTS

Park improvements

McFadyen Park

Fort Rouge Park

? What to do

Next Task

4

OPTIONS FOR CYCLING

5

THANK YOU

Fort Rouge
Park
Overview

New dock

New ramp

Expand
spray padNatural
playground
1 of 3

Key Attributes

Fort Rouge Park Overview



Rate this design and tell us why



Previous

Comment

Next



Osborne to Downtown Phase 2

May 20, 18 - Jun 14, 18

Screen 3

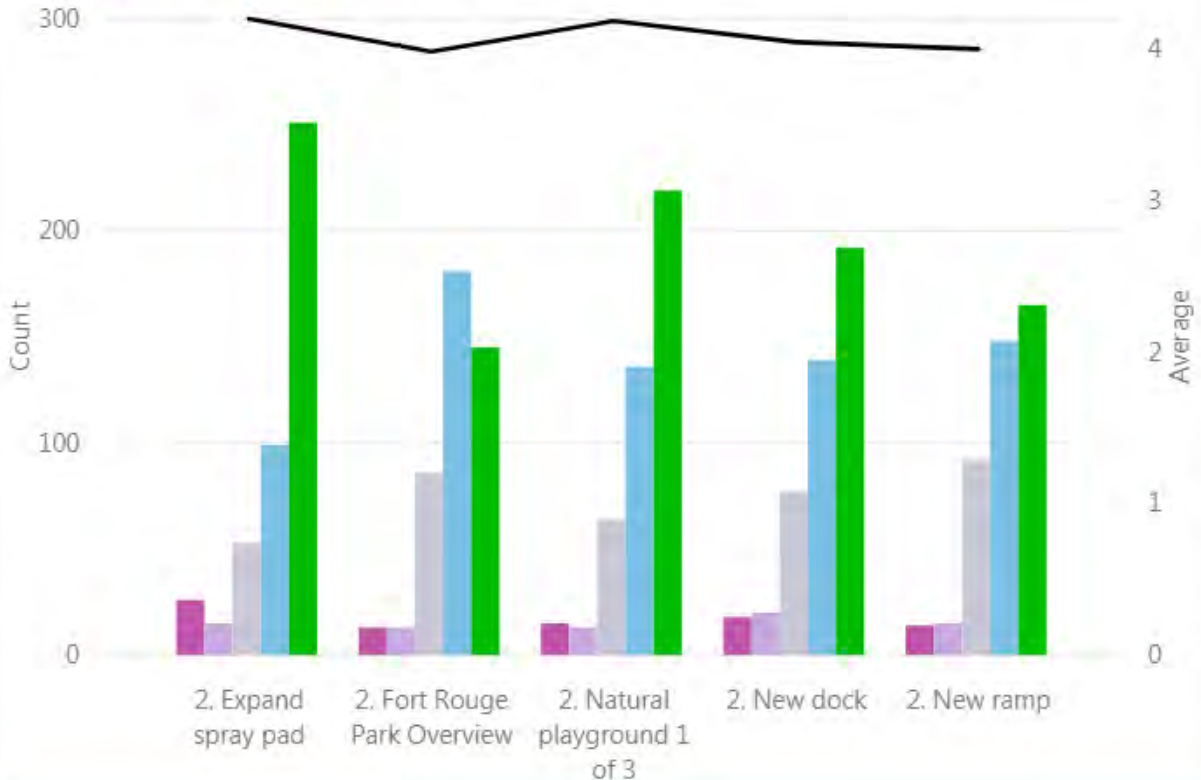


DISTRIBUTIONS

Rating distributions and averages by panel.

Panels:

Ratings: 1 2 3 4 5 Average



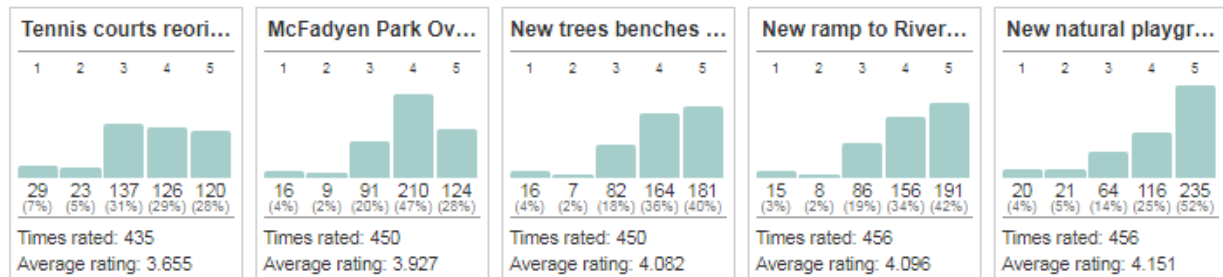
Data points for this Screen:

Ratings: **4439**

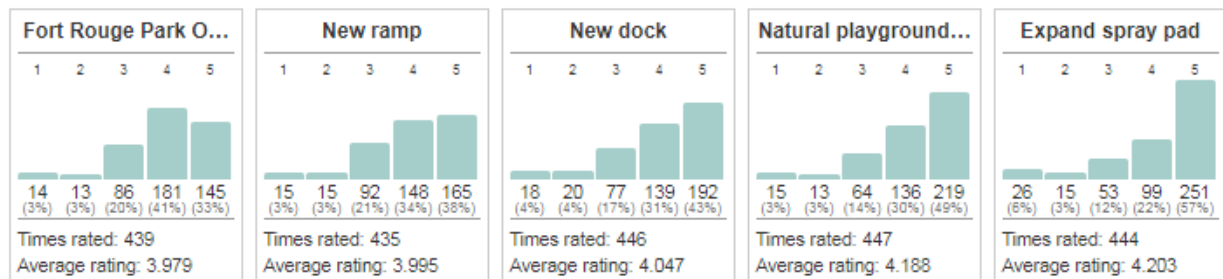
Comments: **572**

↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.

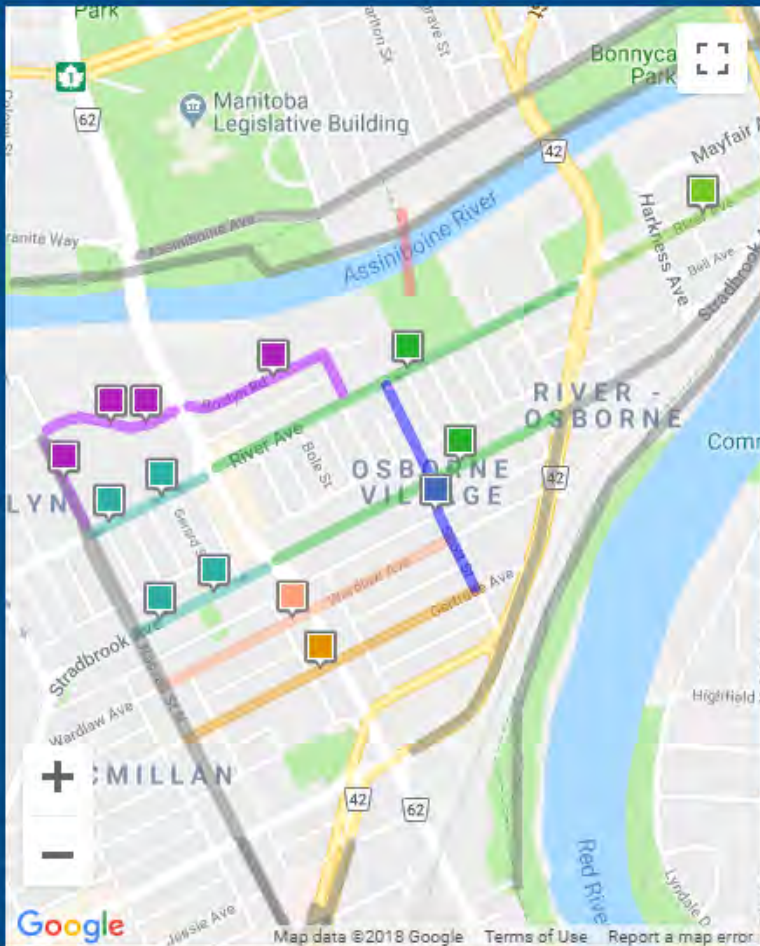
McFadyen Park



Fort Rouge Park



Options for cycling network



One or a combination of several of the following cycling routes and road treatments could be used to better connect Osborne Village to the proposed bridge. Review key attributes on each option. Grey lines indicate existing bike lanes.



Indicate which project you would approve.

Comment

Osborne to Downtown Phase 2

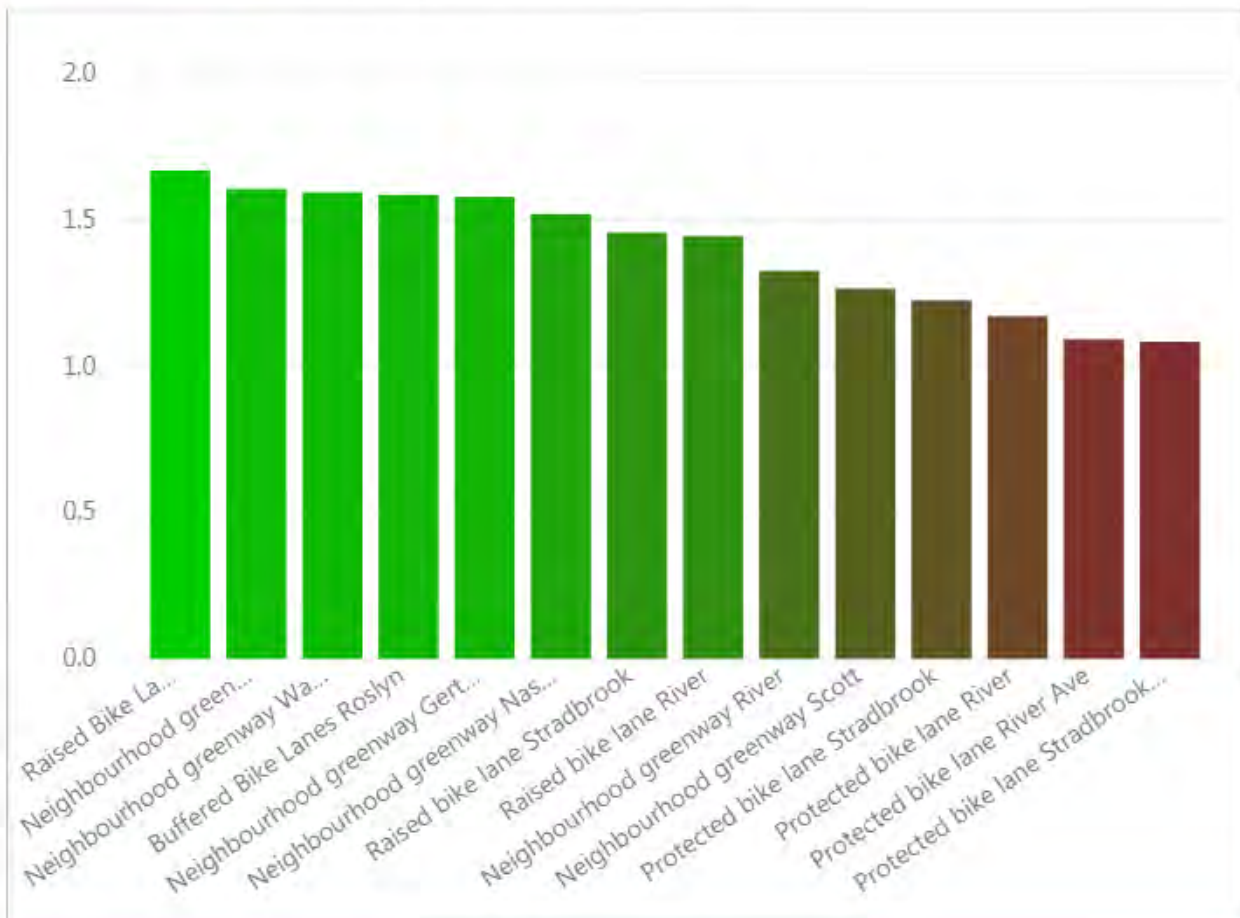
May 20, 18 - Jun 14, 18

Screen 4



AVERAGE RATINGS

The average rating of each item for all participants.

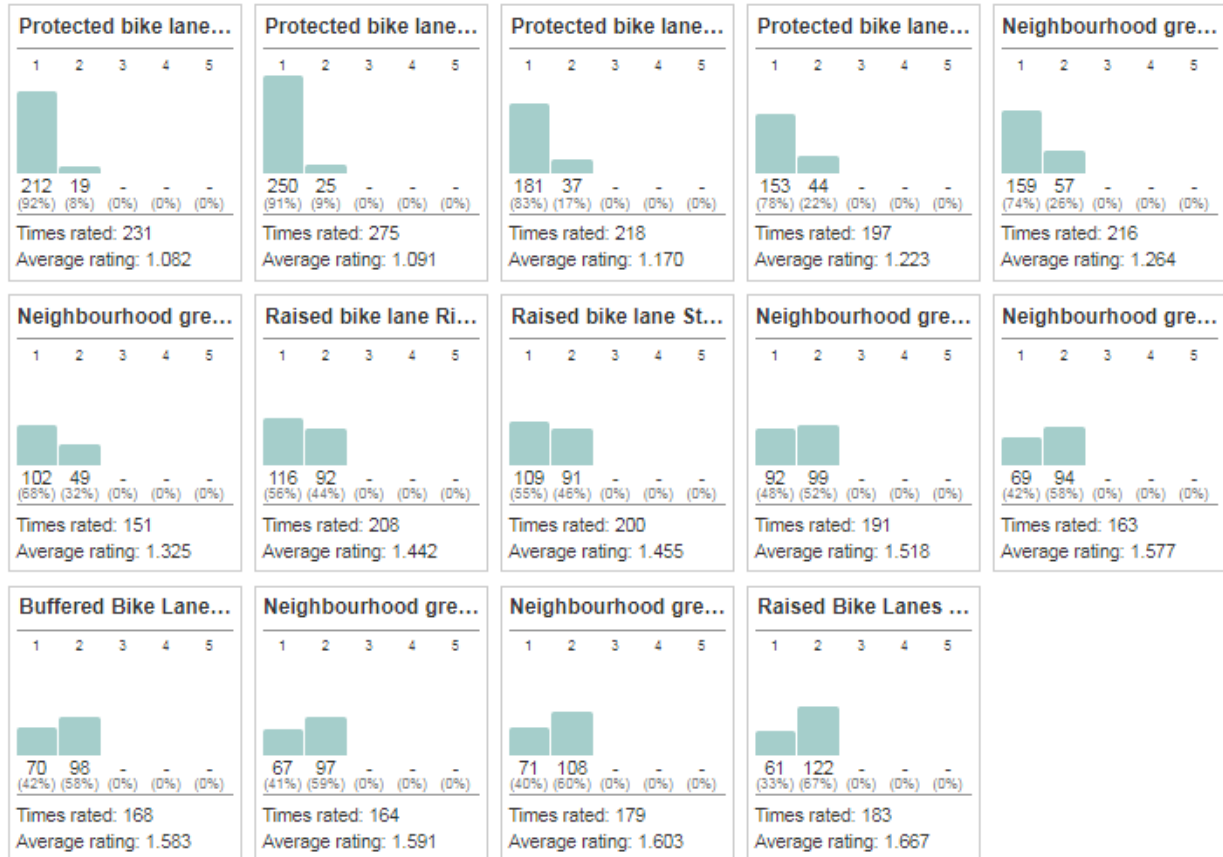


Data points for this Screen:

Ratings: **2741**

Comments: **427**

↓ Below: Each rating item, showing how many times each item was given each rating, sorted by average rating.





WELCOME

BRIDGE CONCEPTS

PARK IMPROVEMENTS

OPTIONS FOR CYCLING

THANK YOU

5 Stay Involved

Final Questions (Optional)

What best describes your link to the area?

Select...

Please rate your support for this project

Select...

How did you hear about this project?

Select...

Do you have anything else you'd like to add?

Type...

Submit Final Questions

Skip

Project updates

If you are interested in receiving updates about this project please [join the project mailing list](#).

Your time and feedback is greatly appreciated! For more information or to RSVP for a public workshop, please visit the project website at:

winnipeg.ca/walkbikeprojects.



Osborne to Downtown Phase 2

May 20, 18 - Jun 14, 18

Screen 5



ANSWERS

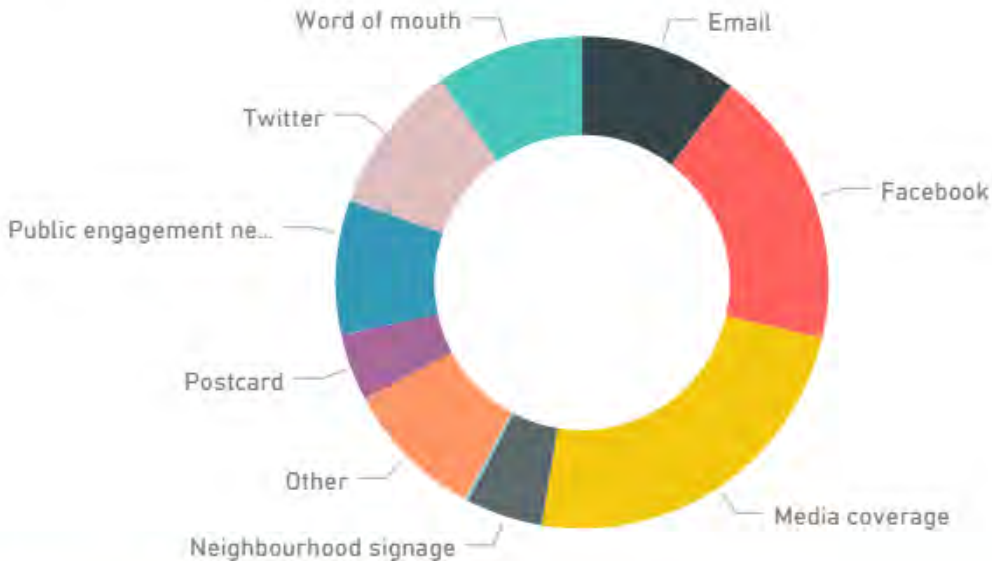
Distribution of answers by question.

Question

How did you hear about this project



Answer



Data points for this Screen:

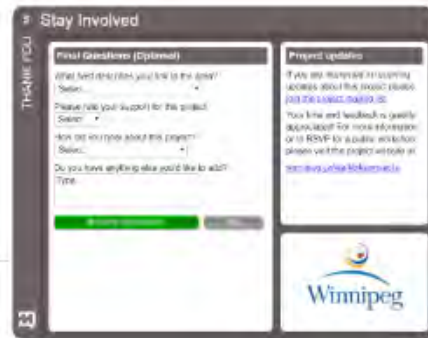
Reponses: 1419

Comments: 181

Osborne to Downtown Phase 2

May 20, 18 - Jun 14, 18

Screen 5



ANSWERS ▾

Distribution of answers by question.

Question

Please rate your support for this project



Answer



Data points for this Screen:

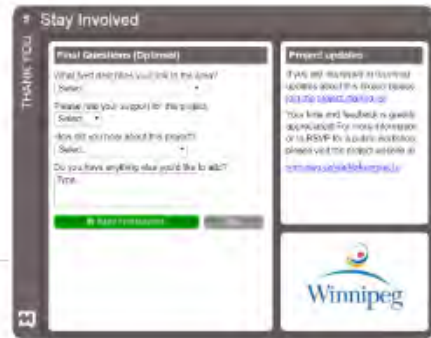
Responses: **1419**

Comments: **181**

Osborne to Downtown Phase 2

May 20, 18 - Jun 14, 18

Screen 5



ANSWERS

Distribution of answers by question.

Question

What best describes your link to the area



Answer



Data points for this Screen:

Reponses: **1419**

Comments: **181**

↓ Below: Wrap Up questions showing answer breakdowns.

Question 6

182 Comment

182 Total

How did you hear about this project

- 114 Media coverage
- 87 Facebook
- 49 Email
- 47 Twitter
- 46 Word of mouth
- 44 Other
- 42 Public engagement newsletter
- 24 Neighbourhood signage
- 21 Postcard
- 1 Newspaper advertisement

475 Total

Please rate your support for this project

- 361 High
- 80 Medium
- 35 Low

476 Total

What best describes your link to the area

- 149 I am a resident in Osborne Village
- 112 I visit the area
- 104 I pass through the area
- 62 I am a resident of Downtown
- 43 I work in the area
- 1 I am a business owner in the area

471 Total

Appendix C
*Coffee shop
postcards results*



Osborne to Downtown Walk Bike Bridge & Connections

FILL IN THE BLANK SPACE TO DRAW YOUR BRIDGE!

winnipeg.ca/WalkBikeProjects

What kind of experience would you want from a new pedestrian and cycling bridge connecting Osborne Village to the Downtown?



Osborne to Downtown Walk Bike Bridge & Connections

Send a message to the other side of the Assiniboine!

Through January, submit your feedback at Little Sister Coffee Maker or Fools and Horses on Broadway. What would you connect with if you could cross the river a little easier?

In late January the two submission boxes will be swapped and your drawings and ideas will be shared on the other side of the river.

The City of Winnipeg is committed to building pedestrian and cycling infrastructure for people of all ages and abilities. Through this study, a preliminary design for a new pedestrian and cycling bridge over the Assiniboine River will be developed to connect Osborne Village to Downtown via McFadyen Park on the north side of the river and Fort Rouge Park on the south side of the river. Considerations for this project include pedestrian and cycling connectivity throughout Osborne Village to Osborne Rapid Transit Station, Norwood Bridge, bike lanes on Nassau Street, and the riverwalk, upgrades to both McFadyen Park and Fort Rouge Park, crime prevention through environmental design (CPTED), and riverbank stabilization.

Learn more at: winnipeg.ca/WalkBikeProjects

Join us for a workshop!

Date: Thursday, January 25, 2018; RSVP below by January 22, 2018

Location: Augustine United Church, 444 River Ave.

RSVP by phone: (204) 986-4243 **or email:** City-Engage@winnipeg.ca



Osborne to Downtown
Walk Bike Bridge & Connections



Osborne to Downtown
Walk Bike Bridge & Connections



Osborne to Downtown
Walk Bike Bridge & Connections



Osborne to Downtown
Walk Bike Bridge & Connections



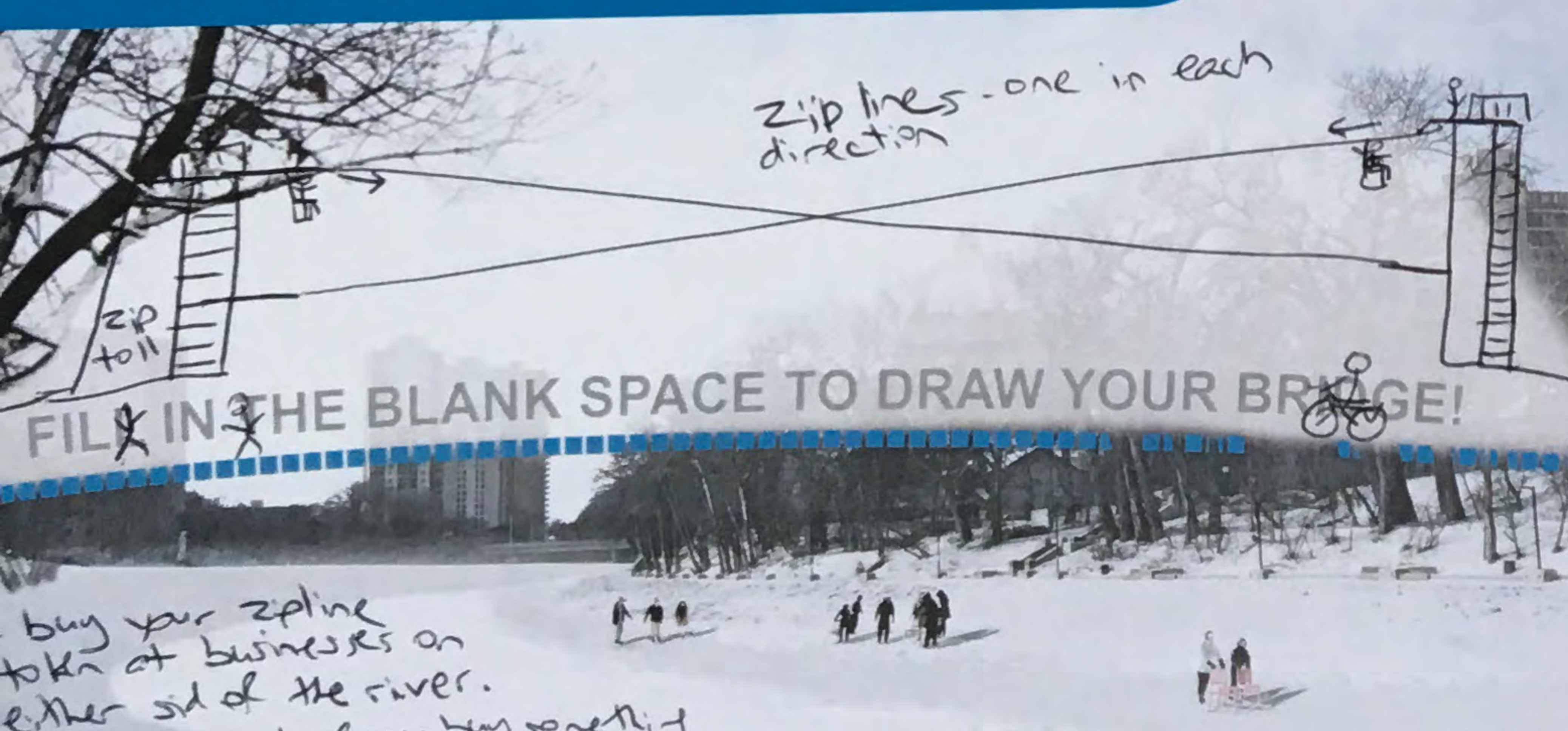
Osborne to Downtown
Walk Bike Bridge & Connections



Osborne to Downtown
Walk Bike Bridge & Connections



Osborne to Downtown
Walk Bike Bridge & Connections

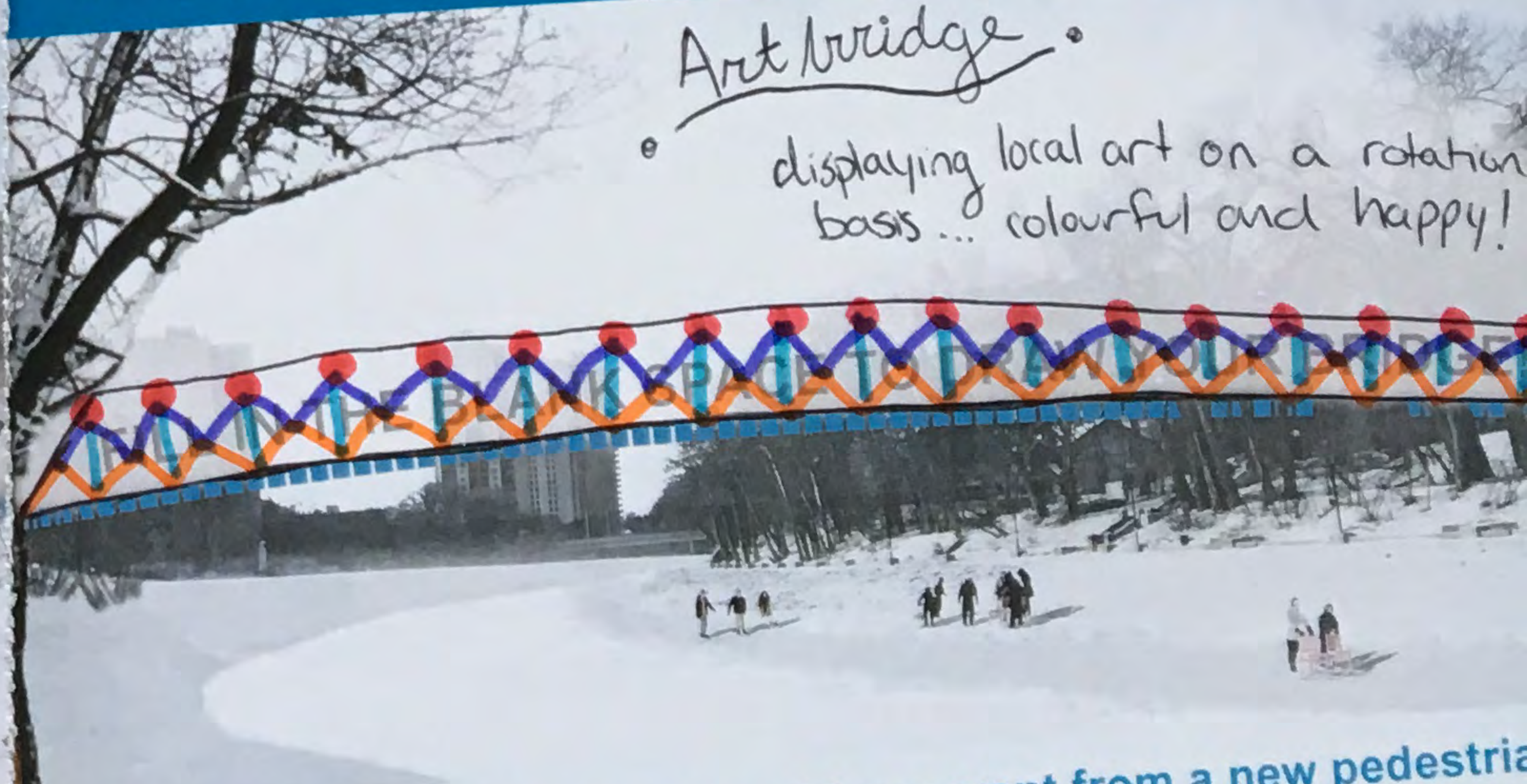


buy your zipline
toll at businesses on
either side of the river.
get a discount, if you buy something
from the business.

What kind of experience would you want from a new pedestrian
and cycling bridge connecting Osborne Village to the Downtown?



Osborne to Downtown
Walk Bike Bridge & Connections



Art bridge
displaying local art on a rotation
basis... colourful and happy!

What kind of experience would you want from a new pedestrian
and cycling bridge connecting Osborne Village to the Downtown?

Osborne to Downtown Walk Bike Bridge and Connections - Phase 2

We asked, what kind of experience do you want from a new pedestrian and cycling bridge connecting Osborne Village to the Downtown?

You said **active transportation**, and an **extension of the parks and neighbourhood** were most important.

"I would like a well-lit, safe way to cross the river by foot or by bike."



"Access down to the river, especially for winter (dock in summer)."



-postcard respondents

Drawings are from public submissions and are not a representation of proposed project design ->



Please join us at a public workshop to discuss the latest conceptual designs with the project team and others in your community. Participants will work in small groups and discuss elements of the project including: bridge design, park enhancements, pedestrian and cycling connections, and safety.

Date: Tuesday, June 5, 2018

Time: 6 p.m. – 8 p.m.

Location: Augustine United Church, Guild Hall, 444 River Ave.

Format: Presentation at 6 p.m., followed by small group discussions

*If you would like to attend the workshop, please **RSVP to City-Engage@winnipeg.ca or call 204-986-4243.**

For more information, visit winnipeg.ca/WalkBikeProjects

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact above email or phone number by June 4, 2018.

For more information, visit winnipeg.ca/walkbikeprojects

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Appendix D
*Workshop
materials and
workbooks*

Osborne to Downtown Walk Bike Bridge and Connections Public Workshop



Thursday, January 25, 2018

winnipeg.ca/WalkBikeProjects



Agenda

Activity	Details	Duration	Time
Project Presentation	Project intent and additional details	10 min	6:00
What We've Heard So Far	Initial survey trends	5 min	6:10
Workshop Introduction	Introduce format and activities	5 min	6:15
Task 1: Pedestrian and Cycling Connections	Group work activity Report Back	30 min	6:20
Break (10 min)			6:50
Task 2: Upgrading McFadyen Park and Fort Rouge Park	Group work activity Report Back	30 min	7:00
Task 3: A Bridge for...	Group work activity Report Back	30 min	7:30
Closing Remarks and Exit Survey	Please complete a survey to provide additional feedback	5 min	8:00

Workshop Purpose

The workshop will present the Osborne to Downtown Walk Bike Bridge and Connections project to stakeholders to gather input that will help shape the design of both the bridge and pedestrian and cycling connections. The input collected from the workshop will be used to develop a functional design of the nearby bicycle network, a preliminary design of park improvements, and three different bridge options for a secondary round of public engagement.

Instructions

- This workbook includes three tasks:
 - Task 1: Review pedestrian and cycling connections
 - Task 2: Discuss improvements to McFadyen Park and Fort Rouge Park
 - Task 3: Work together to decide what type of bridge you want and design a bridge to reflect your group's values
- Discussion will be facilitated in a group setting. Each group will self-identify a recorder and someone to report back.
- The **recorder** will:
 - Record your group's ideas in point form on the maps and worksheets provided.
- The **reporter** will:
 - Use the maps and flip chart to present key discussion points to the larger group at the end activity. Ensure the group is staying on time to complete all parts of the activity before reporting back.

TASK 1: Pedestrian and Cycling Connections (30 min)

Goal: Review proposed connections as outlined in Winnipeg’s Pedestrian and Cycling Strategies (2015) and identify the routes that would best suit you.

Instructions:

Step 1: Review the large table maps containing the existing and recommended bicycle network through the study area.

Step 2: Record your likes and dislikes of each suggested route. Be sure to include your reasoning for each response. Consider the following:

- How do you intend on using this facility (recreation, commuting, walking, biking, etc.)?
- What would be your primary route of travel?
- What are your destinations?
- Where is important to maintain on-street parking and loading?
- Where have you experienced any issues or safety concerns related to walking or cycling in the study area?
- Are there any road crossings that could be improved?

Step 3: Your group is encouraged to mark the maps with modifications, suggestions for routes not listed and constraints for the alignments using the markers provided.

Notes:

At the end of the task, each group will present their likes and dislikes of each option and summarize their discussions for the larger group (10 min).

TASK 2: Park Upgrades (20 min)

Goal: A new bridge would connect both sides of the Assiniboine River via McFadyen Park on the north side of the river and Fort Rouge Park on the south side of the River. Discuss current park uses, issues and opportunities for upgrades in these parks.

Instructions:

Step 1: Review the large table map illustrating both parks and amenities.

Step 2: Record current use, issues and opportunities for improvement. Consider the following:

- Who uses this park?
- What are the qualities of the parks that we need to maintain?
- What are some current issues that could be resolved?
- A new bridge would connect these two parks; are there opportunities to share amenities/reduce redundancies (e.g. do we need two play structures)?
- The wading pool in McFadyen Park was installed in the early 1970's and is reaching the end of its serviceable life. Are there alternative park features that could take its place?

Step 3: You are encouraged to mark the map with your preferences.

Notes:

At the end of the task, each group will present their likes and dislikes of each option and summarize their discussions for the larger group (10 min).

TASK 3: A Bridge for... (20 min)

Goal: Use the poker chips to weight the experience/design criteria based on importance to your group. Use those criteria and other comments you've heard during this workshop to highlight features you would like to see on a future bridge.

Instructions:

Step 1: Review the list of experience/design criteria which can be used to design a bridge. You may add additional considerations in the spaces below.

Step 2: As a group, carefully allocate the twelve poker chips to the experience/design criteria of highest importance. The more chips you place next to a consideration, the more important that decision criteria is to your group.

Step 3: Establish your criteria by recording the number of chips beside each consideration.

Step 4: Using the bridge design sheet – list on the right-hand side what elements should appear as part of the bridge to ensure that it will accomplish the criteria you have laid out.














Step 5: Ask an artist in your group to illustrate what that bridge may look like by drawing over the dotted line.

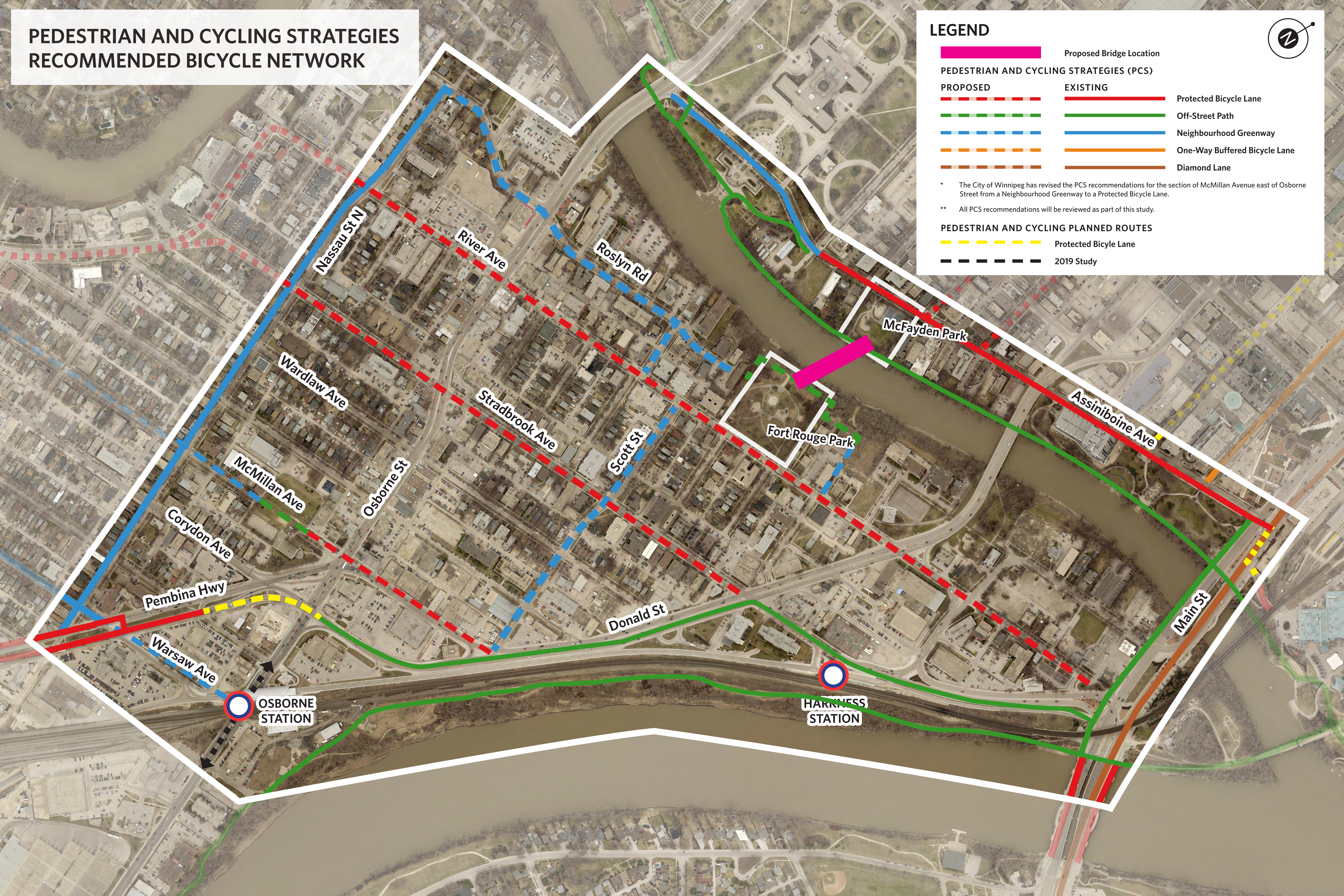
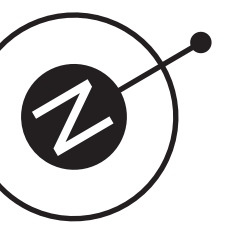
Notes:

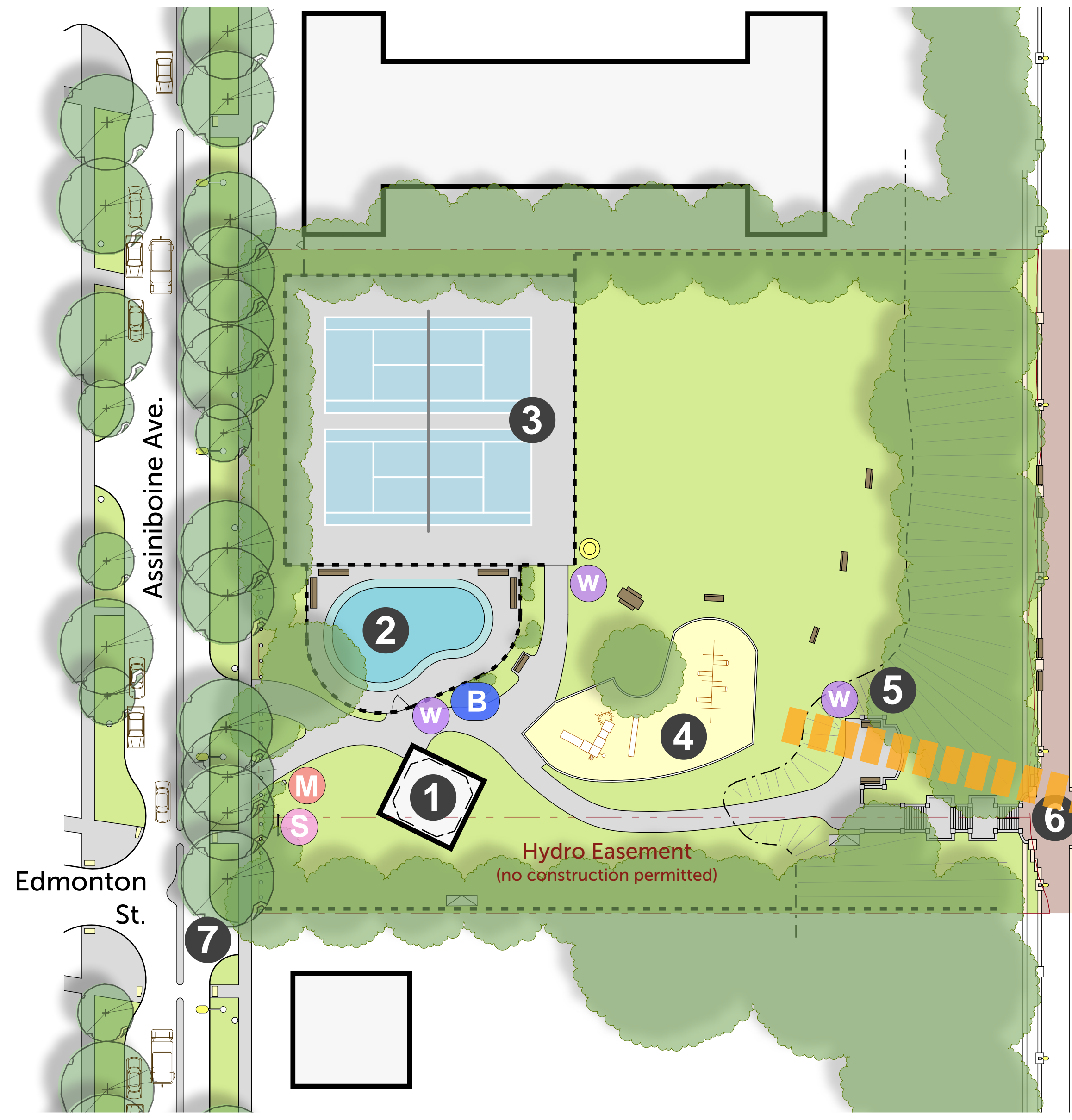
At the end of the task, each group will present their criteria votes and summarize their discussions for the larger group (10 min).

PEDESTRIAN AND CYCLING STRATEGIES RECOMMENDED BICYCLE NETWORK

LEGEND

	Proposed Bridge Location
PEDESTRIAN AND CYCLING STRATEGIES (PCS)	
PROPOSED	EXISTING
	 Protected Bicycle Lane
	 Off-Street Path
	 Neighbourhood Greenway
	 One-Way Buffered Bicycle Lane
	 Diamond Lane
* The City of Winnipeg has revised the PCS recommendations for the section of McMillan Avenue east of Osborne Street from a Neighbourhood Greenway to a Protected Bicycle Lane.	
** All PCS recommendations will be reviewed as part of this study.	
PEDESTRIAN AND CYCLING PLANNED ROUTES	
	Protected Bicycle Lane
	2019 Study





MCFADYEN PARK ▲

- 1 Washroom Building
- 2 Wading Pool
- 3 Tennis Courts
- 4 Play Structure, Slide & Swing Set
- 5 Lookout & River Access
- 6 River Trail
- 7 Protected Bike Lane



SYMBOL LEGEND

- W Waste Receptacle
- B Bike Rack
- S Park Sign
- M Monument
- K Kiosk
- Park Lighting
- ▬▬▬▬ Potential Bridge Alignment

FORT ROUGE PARK ▼

- A Spray Pad including Vault
- B Play Structure & Seesaw
- C Swing Set
- D Play Structure & Swing Set
- E Formal Garden Plots
- F Informal River Access



Task 3: Bridge Design Sheet



What elements should appear on the bridge? *Print answers here, and design above*

Task 3: Bridge Experience/Design Criteria Sheet

Experience/Design Criteria	Explanation	Place chips below ↓	Record results
Parks extension	The proposed bridge location links two parks on either side of the river. The vegetation and natural environment of the parks could flow onto the bridge deck and across the Assiniboine River.		
Landmark and destination	A new bridge has the potential to become a landmark in itself, situated in a highly photographed and visited area near the provincial legislature. It can facilitate wayfinding and orientation in the city. Ultimately, it contributes to the identity and character of Winnipeg.		
Riverbank connection	A new bridge could better connect with the riverwalk, or incorporate a future boat landing to increase the connection between the bridge and the water.		
Active transportation	With a focus on the preferred paths of pedestrians and cyclists, the design of the bridge could prioritize the efficient movement of people from one side to the other.		
Budget conscious	The design team could focus on the most economical way to move pedestrians and cyclists across the river.		
Neighbourhood extension	The bridge could be an extension of the public space over the banks and water of the Assiniboine. The deck could be furnished as a pedestrian plaza inviting pedestrians and cyclists to stop and enjoy their surroundings.		
Great views of the city	The bridge, high above the banks and water can become a lookout from which to view the city and river below.		

Osborne to Downtown Walk Bike Bridge and Connections – Phase 2 Public Workshop



Tuesday, June 5, 2018

winnipeg.ca/WalkBikeProjects



Agenda

Activity	Details	Duration	Time
Project Presentation	Phase 2 design development	10 min	6:00
What We've Heard So Far	Initial survey trends	5 min	6:10
Workshop Introduction	Introduce format and activities	5 min	6:15
Task 1	Group work activity	20 min	6:20
Task 2	Group work activity	20 min	6:40
Break (10 min)			7:00
Task 3	Group work activity	20 min	7:10
Task 4	Group work activity	20 min	7:30
Closing Remarks and Exit Survey	Please complete a survey to provide additional feedback	10 min	7:50

Workshop Purpose

At this workshop the City will present the Osborne to Downtown Walk Bike Bridge and Connections project to stakeholders to discuss conceptual designs with the project team and others in the community. At this time, we are looking for input on the strengths and weaknesses of the design options and other considerations. The input collected from the workshop will be used to complete the functional design of the nearby bicycle network, the preliminary design of park improvements, and narrow down three different bridge options to one which will be further developed to a preliminary design level.

Instructions

- This workbook includes four tasks:
 - Table 1: Review bridge options 1, 2, and 3.
 - Table 2: Discuss proposed improvements to McFadyen Park and Fort Rouge Park.
 - Table 3: Review proposed cycling connections.
 - Table 4: Share and discuss shared values/concerns as they relate to this project.
- Groups will rotate from table to table.
- Discussion will be facilitated in a group setting. Each group will self-identify a recorder.
- The **recorder** will:
 - Record your group's ideas in point form on the maps and worksheets provided.
- Participants will have an opportunity to review the comments left behind by other groups. A short report back session will be held at the end of the evening.

TASK 1: Bridge Options (20 min)

Goal: Using the public feedback received in early 2018, the project team developed three bridge concepts for further public input. Review the proposed bridge options and identify strengths, weaknesses and additions your group would like to see added to the design.

Instructions

Step 1: One at a time, review each of the three bridge options. Give yourselves roughly seven (7) minutes to discuss each option and record comments.

Step 2: Within the group discuss strengths or weaknesses of each design.

Step 3: These concepts do not yet contain details such as height of cables, specific lighting design, and additional esthetic features. What additions could be made to the design to improve their functionality and connection to the community?

Step 4: Summarize your group's comments on the corresponding table worksheet.

Notes:

TASK 2: Park Improvements (20 min)

Goal: A new bridge would connect both sides of the Assiniboine River via McFadyen Park on the north side of the river and Fort Rouge Park on the south side of the River. In Phase 1, we discussed current park uses, issues, and opportunities for upgrades in these parks. Review the proposed park improvements and provide comments.

Instructions

Step 1: Review the boards illustrating proposed changes and improvements in both parks.

Step 2: Discuss the changes as a group and consider:

- Do proposed changes to the parks maintain or improve valued qualities that already exist in these parks?
- Specific details of the play equipment, plaza / seating areas, splash pads, dock and vegetation have not yet been determined – what would you like to see?
- The park improvements are still in development; based on current park needs and usage what other elements should be added to the design?

Step 3: Summarize your group's comments on the corresponding table worksheet.

Notes:

TASK 3: Proposed Cycling Connections (20 min)

Goal: Cycling routes have been developed with direction from The City of Winnipeg’s Pedestrian and Cycling Strategies vision document, analysis of public feedback during the first round of public engagement, and technical analysis by WSP and the City of Winnipeg’s Public Works department. These efforts revealed that the addition of bike lanes on River Avenue and Stradbrook Avenue are highly desirable, but would require some modifications to the road. How do we balance the needs of all users?

Instructions

Step 1: Review the board and table map of all proposed cycling connections for the area.

Step 2: As a group, review the proposed connections on River Avenue and Stradbrook Avenue, including attributes associated with the cycling infrastructure.

Step 3: Discuss the implications of the proposed changes on River Avenue and Stradbrook Avenue and how the changes could impact cyclists, drivers, pedestrians, and nearby residents and businesses. What are the benefits? What issues need to be considered?

Step 4: Summarize your group’s comments on the corresponding table worksheet.

Notes:

TASK 4: Shared Values/Concerns (20 min)

Goal: Workshop activities focus directly on design, but what other project considerations should the project team be aware of?

Instructions

Step 1: Review the board and worksheets completed by other groups.

Step 2: Using the large sticky notes provided, record your top project concern or an element that you think requires further explanation.

Step 3: Once you have completed your note, exchange the note with another individual at the table.

Step 4: Provide a score from 1 – 7 on the comment of someone else. 1 meaning you are not very concerned about the recorded issue, 7 meaning you are highly concerned about the recorded issue.

Step 5: Pass around the comment cards until each comment has been assigned three scores.

Step 6: The facilitator will now order the concerns on the table worksheet from highest (21) to lowest score (3).

Step 7: Starting with the recorded comment that received the highest score, discuss the details of the comment and what the group thinks would be required to help move the question or concern into an improvement or solution. The facilitator will take notes and report back to the group at the end of the night.

Notes:

Bridge Option 1: Girder Bridge



Winnipeg **wsp** SPAN

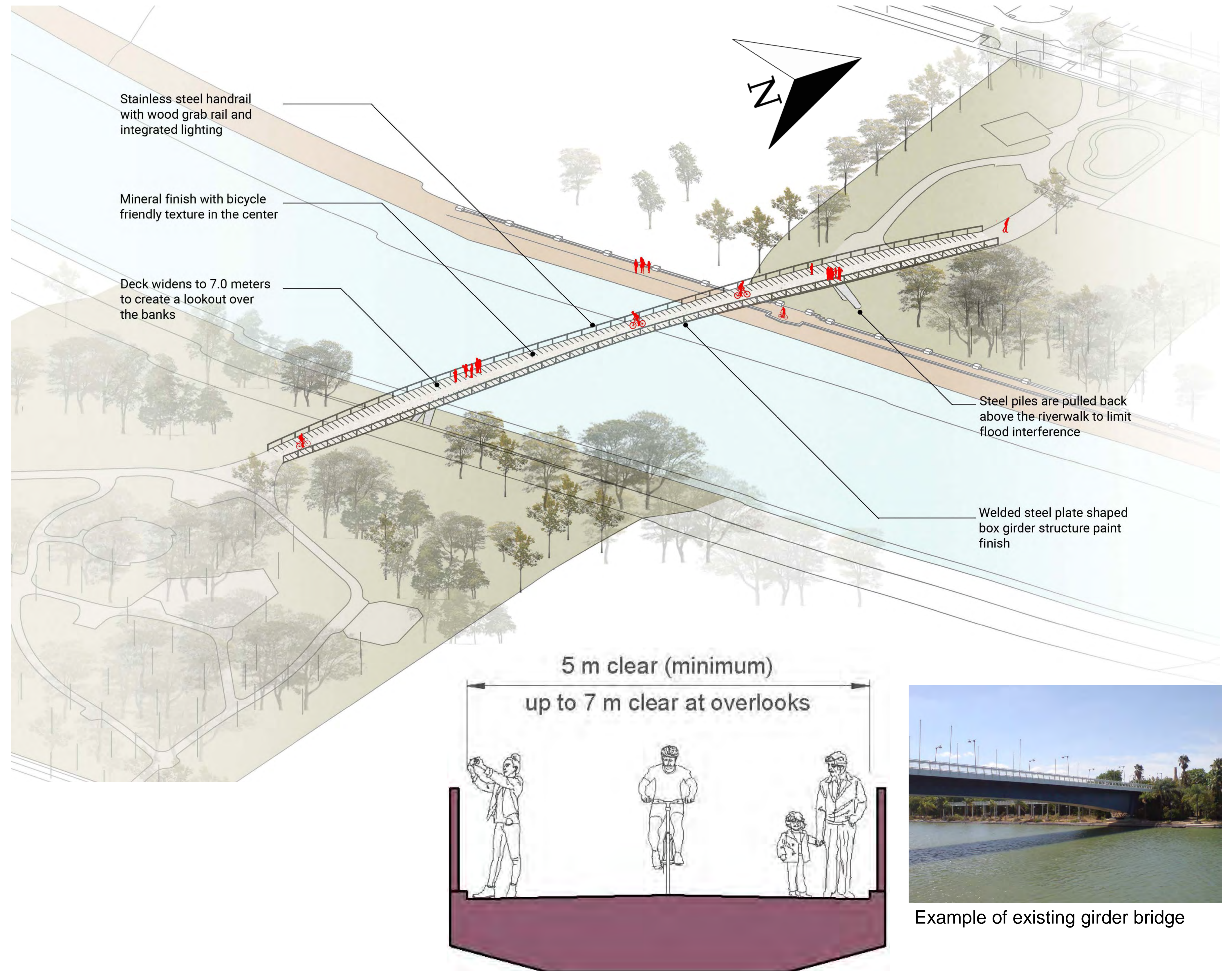
Key attributes specific to Bridge Option 1: Girder Bridge

This is a straight bridge which crosses the Assiniboine River at a skew angle.

There are two areas of the bridge that gradually expand to 7.0 m wide overlook points.

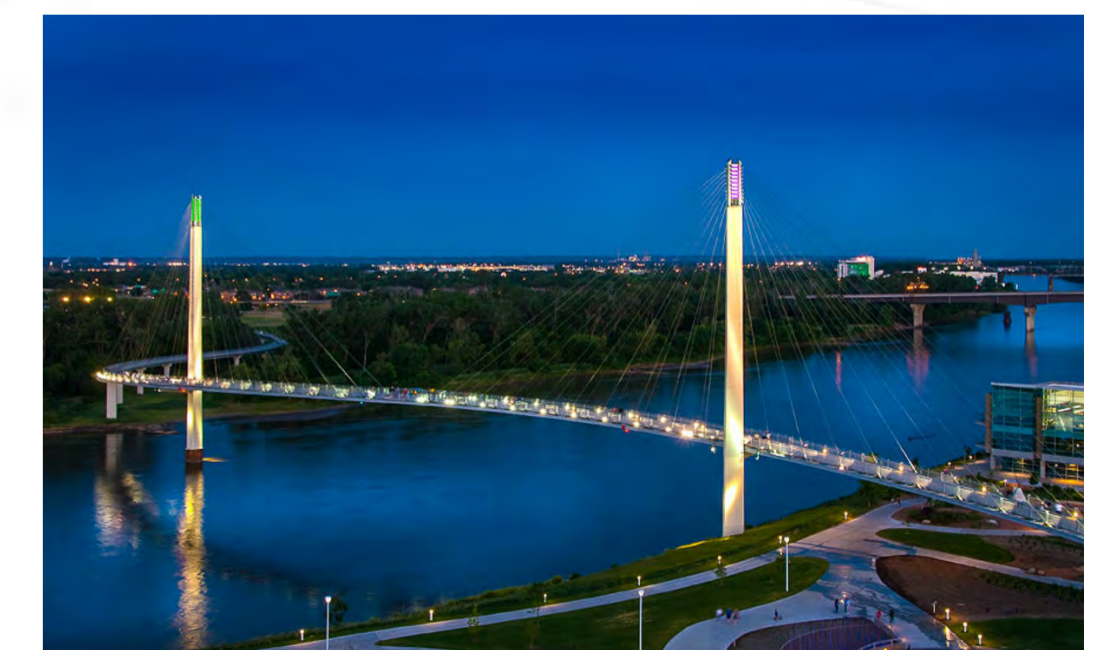
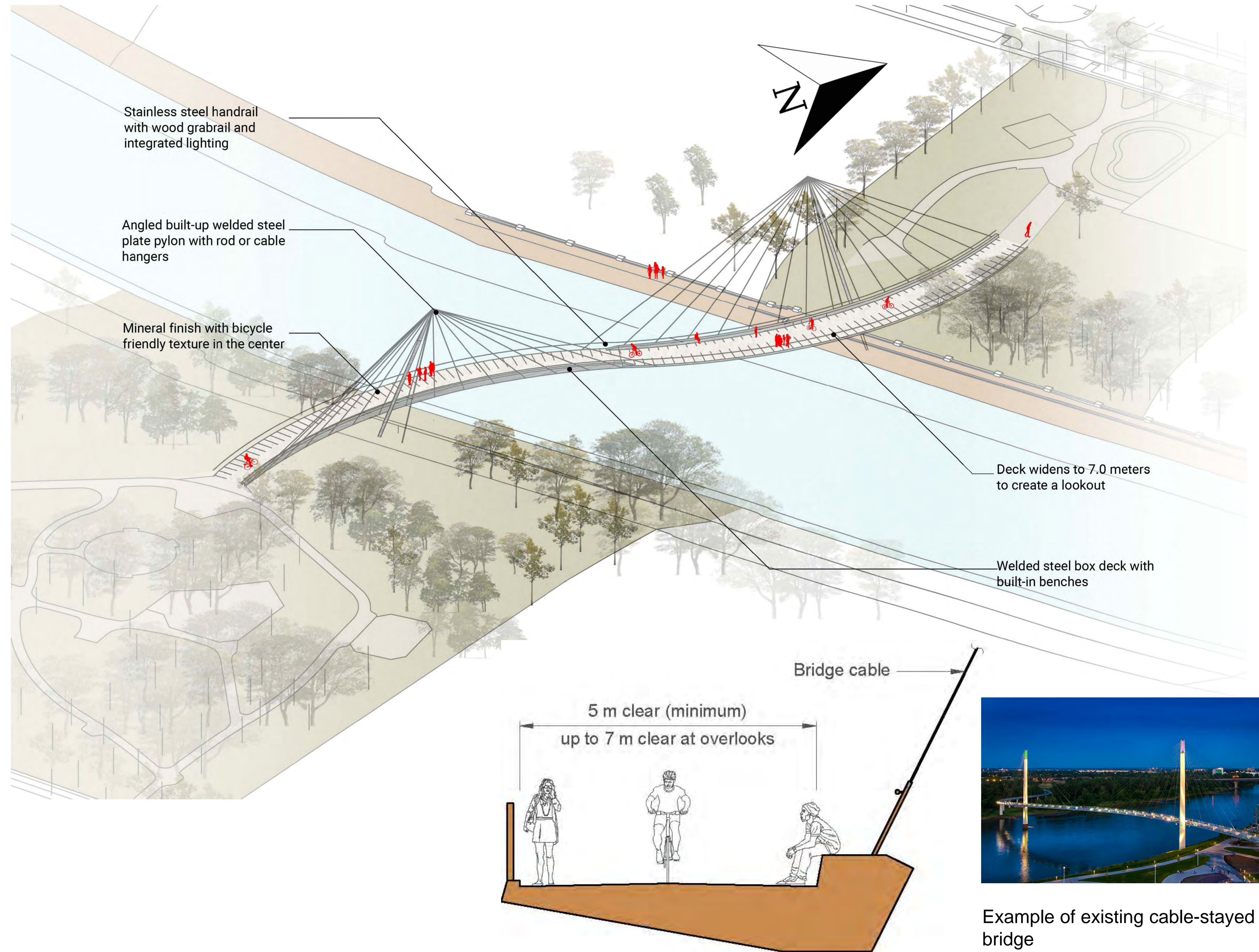
This bridge can be made more aesthetically beautiful with lighting and artistic features. This bridge features a unique shallow girder design intended to present a slender modern look to the structure.

This bridge option presents the least cost option, compared to Option 2: Cable-Stayed Bridge, and Option 3: Suspension Bridge.



Example of existing girder bridge

Bridge Option 2: Cable-Stayed Bridge



Example of existing cable-stayed bridge

Key attributes specific to Bridge Option 2: Cable-Stayed Bridge

Landmark double curved bridge:

- Could attract visitors (as there are very few curvilinear cable-stayed bridges in North America, and this would be the first in Canada).
- Aesthetically unique as it allows someone on the bridge to see the other side of the bridge while crossing it.
- The double curved feature may help to provide a better “connection to the parks” feeling.
- The double curved feature will naturally help to slow down pedestrians and cyclists on the bridge (when compared to a straight bridge).
- The double curved bridge mimics the meandering rivers and streets along rivers in Winnipeg.

The centre of each of the two bridge curves gradually expands to a 7.0 m wide overlook point.

A long bench is built into each of the inner curves.

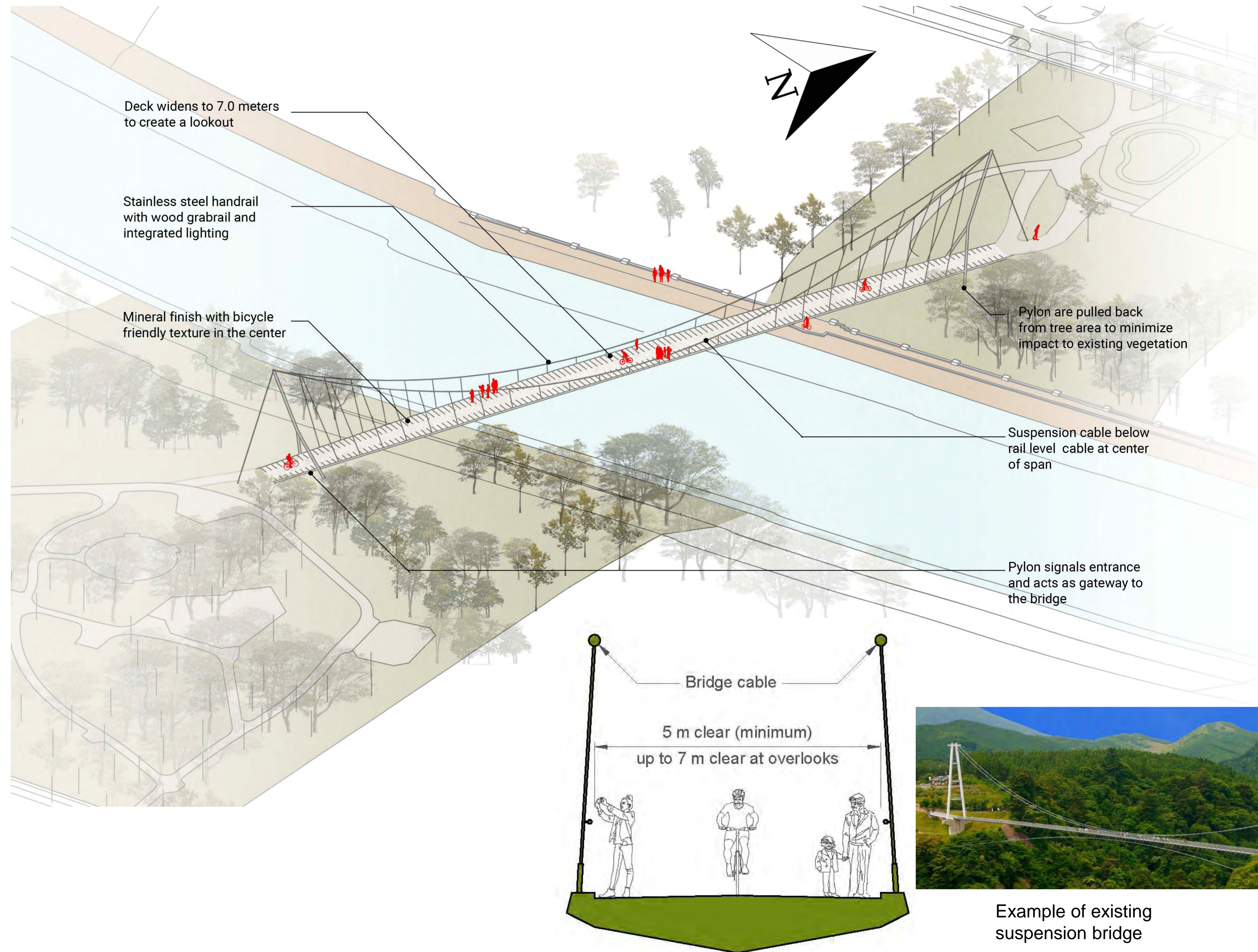
This bridge has two angled towers (near each end/abutment) that the cables connect to.

This option is more expensive than Option 1: Girder Bridge and is comparable in price to Option 3: Suspension Bridge.

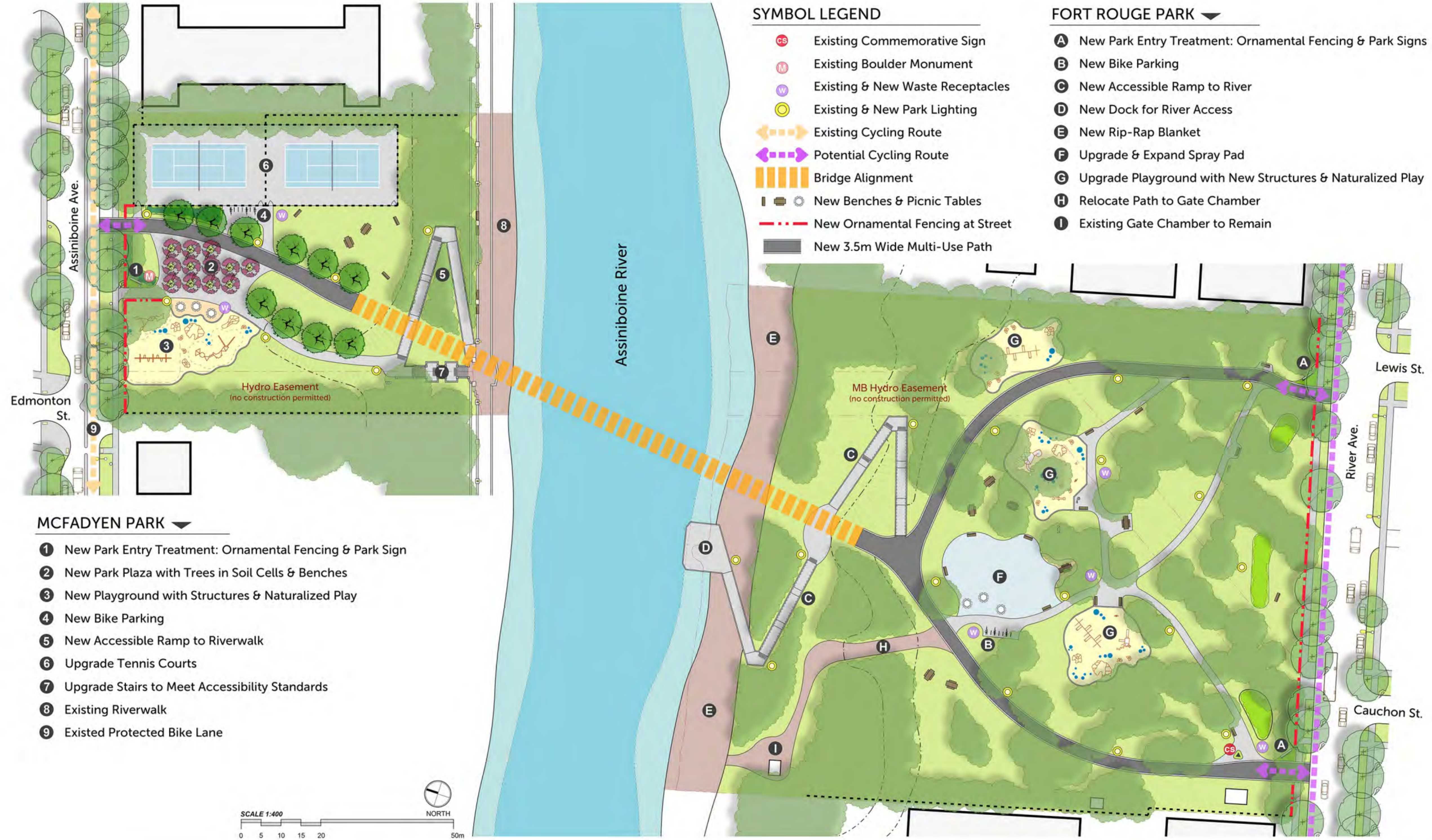
The cable stays on each curved side will project shadows on the water resembling rays on sunny days.

The bridge cables allow for the inclusion of artistic lighting above the bridge.

Bridge Option 3: Suspension Bridge



<p>Key attributes specific to Bridge Option 3: Suspension Bridge</p> <p>Landmark straight bridge:</p> <ul style="list-style-type: none"> • Could attract visitors (as there are no suspension bridges in Winnipeg).
<p>This is a straight bridge which crosses the Assiniboine River at a skew angle.</p>
<p>The centre of the bridge gradually expands to a 7.0 m wide overlook point.</p>
<p>This bridge has two piers at each end from which cables are suspended from.</p>
<p>The piers will be located on the riverbanks and the suspension cables strung between them will resemble two separated spaces now connected and held together by the new structure.</p>
<p>This option is more expensive than Option 1: Girder Bridge and is comparable in price to Option 2: Cable-Stayed Bridge.</p>
<p>The bridge piers and cables allow for the inclusion of artistic lighting above the bridge.</p>



Themes have been suggested, such as naturalized playground components, that could represent the larger wild ‘river bank’ environment in a safe and manageable way, while facilitating imaginative and explorative play.

However, specific details of the parks are not explored at this level of design. This means that specific details of the play equipment, plaza / seating areas, splash pads, and vegetation have not yet been determined.



These two parks are no strangers to change. Did you know:

- Fort Rouge Park is one of the City’s first four parks and celebrates its 125th anniversary this year.
- Fort Rouge Park was initially known as Assiniboine Park, but was renamed in 1905 when plans for a large suburban park outside the City were underway.
- McFadyen Park was relocated to its present site on Assiniboine Avenue in 1972. The Holiday Towers were built on the former site at 160 Hargrave St.

Examples of proposed park enhancements



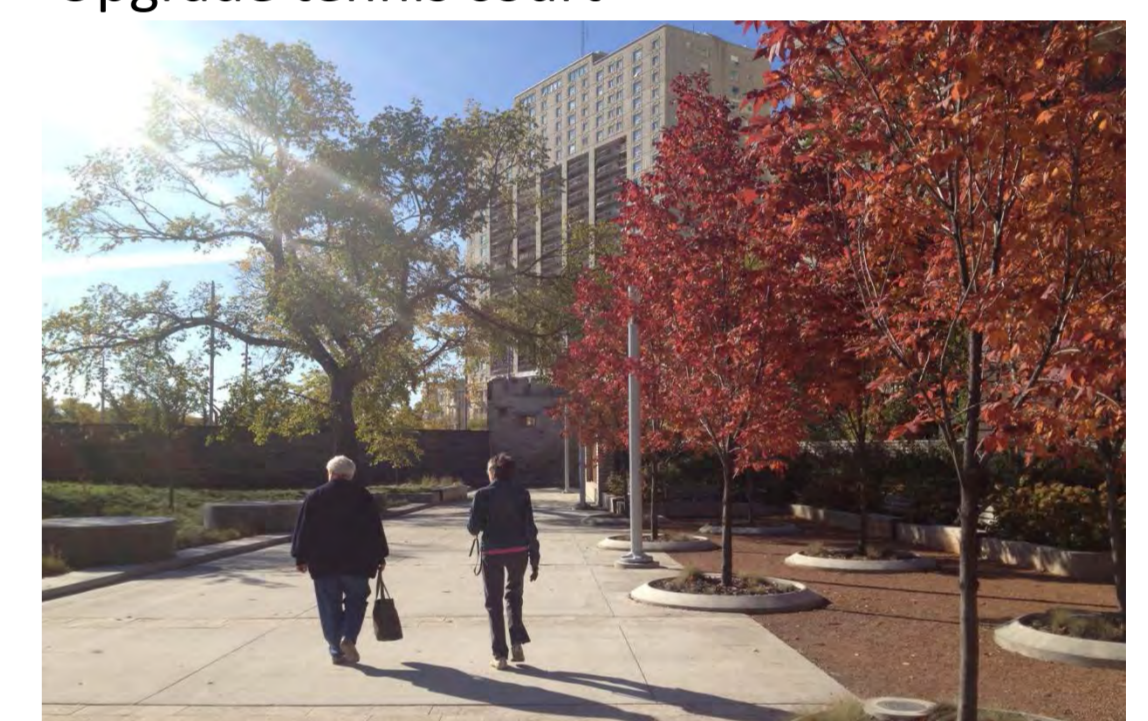
New dock for river access



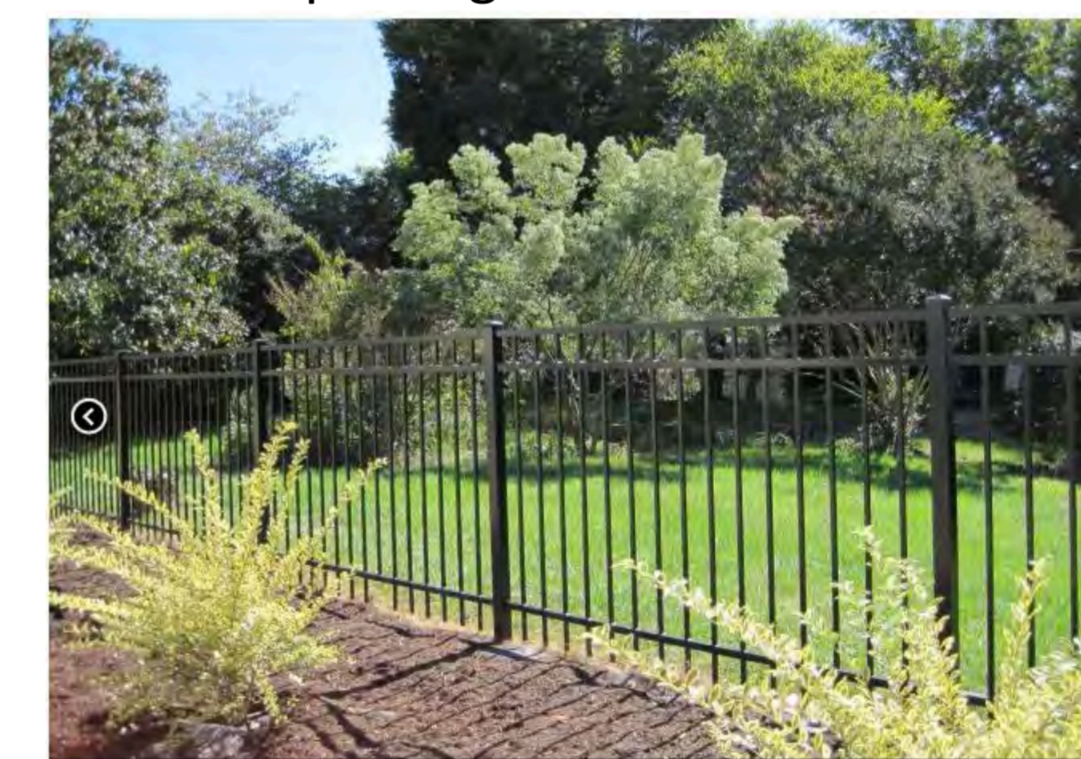
Upgrade tennis court



New bike parking



New park plaza



Ornamental fencing



Naturalized play equipment



Upgrade and expand spray pad



New accessible ramp to river

Proposed Routes: B- River Avenue and Stradbrook Street

The first round of public engagement revealed that bike lanes on River Avenue and Stradbrook Street are highly desirable. This route provides direct connectivity to destinations in Osborne Village, the proposed walk bike bridge, Harkness Station and provides a direct east-west route through the neighbourhood. The design can also extend to Wellington Avenue in the future, which is a direction from the Pedestrian and Cycling Strategies. However, some of these treatments result in the narrowing of traffic lanes, movement of parking lanes and the removal of parking on the southern side of River Avenue between Osborne and Donald. **How do we balance the needs of all users?**

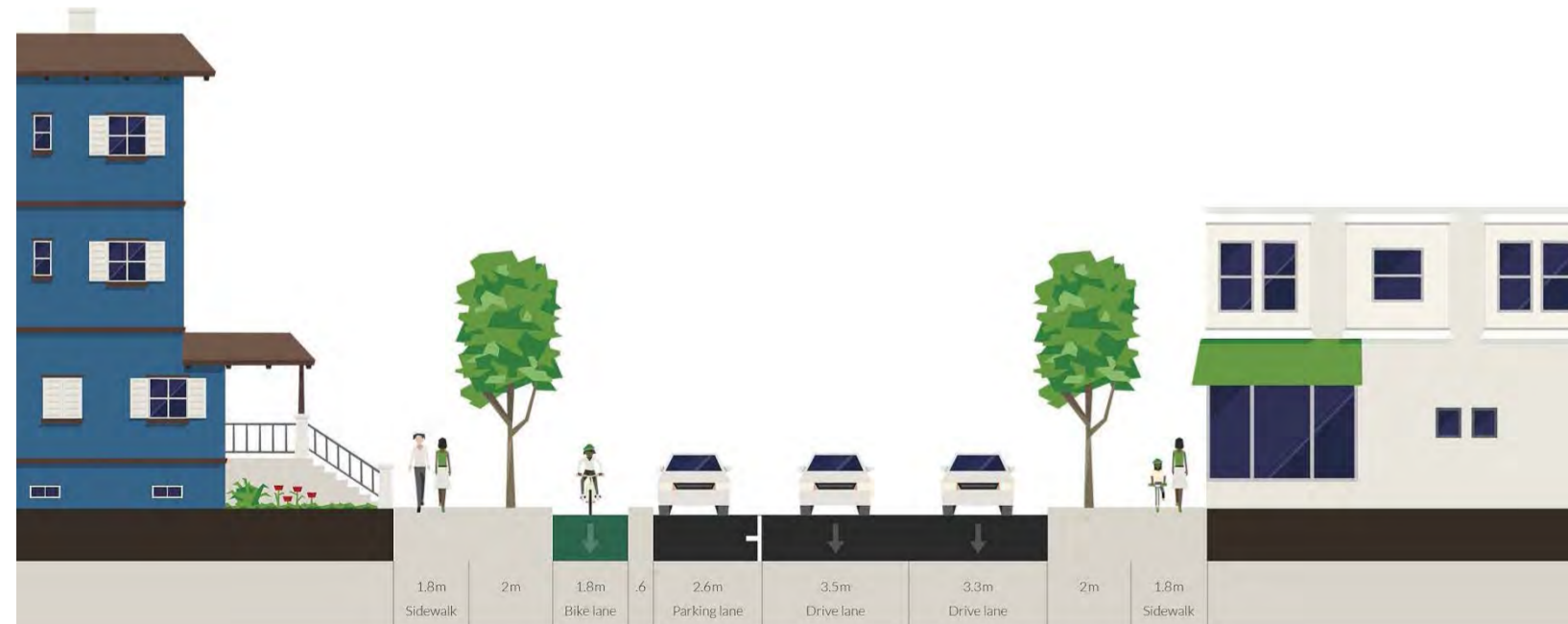
River Avenue



River Avenue west of Osborne Street, Option 2 - Raised Bike Lane
 Travel lanes and parking lane configuration remain the same but are narrowed.
 A raised bike lane is more costly than a protected lane but allows for high degree of separation and wider travel lanes.
 Snow is cleared by sidewalk plowing machinery.



River Avenue west of Osborne Street, Option 1 - Protected Bike Lane
 Travel lanes and parking lane configuration remain the same but are narrowed.
 Snow is cleared by sidewalk plowing machinery.

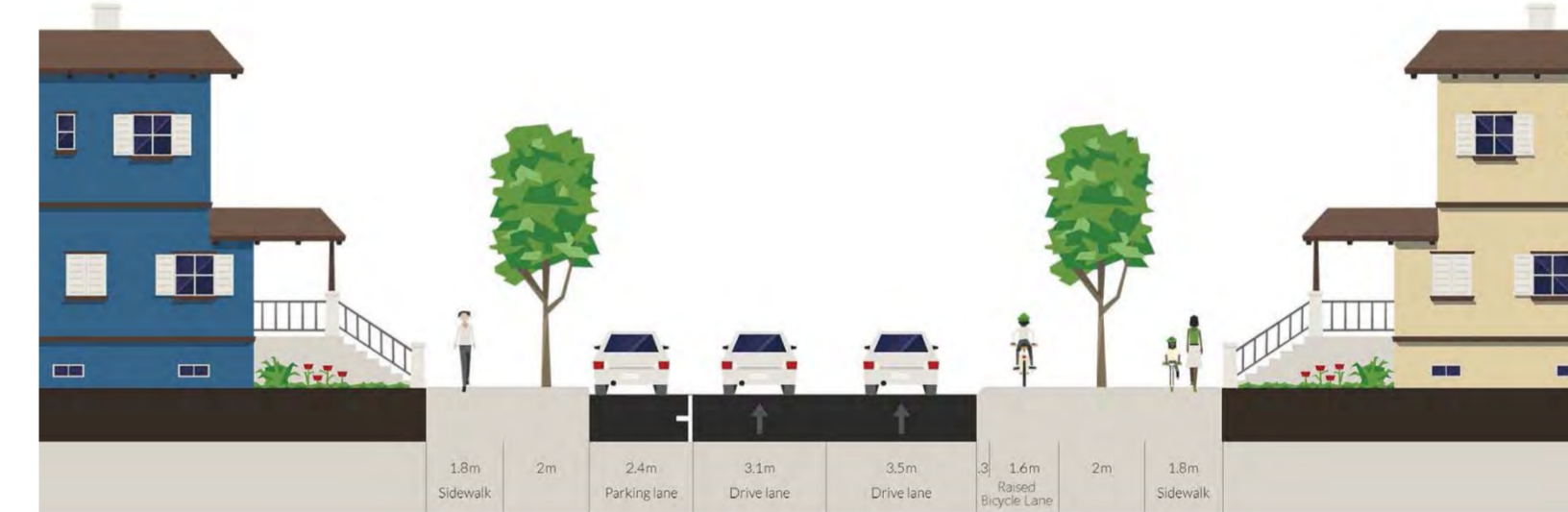


River Avenue east of Osborne Street - Protected bike lane
 Bike lane is added to the north side of the street, shifting the layout of the road to maintain north-side parking lane and two one-way lanes of traffic. The southern parking lane is removed.
 Snow is cleared by sidewalk plowing machinery.



River Avenue east of Donald Street - Neighbourhood Greenway
 Range of treatments to slow down or divert vehicular traffic (speed humps, traffic diverters, curb extensions, etc.).
 Easy to maintain, calms traffic for pedestrian and cyclist safety, reduces short cutting traffic, low cost.
 Snow will continue to be cleared by street snow plowing machinery

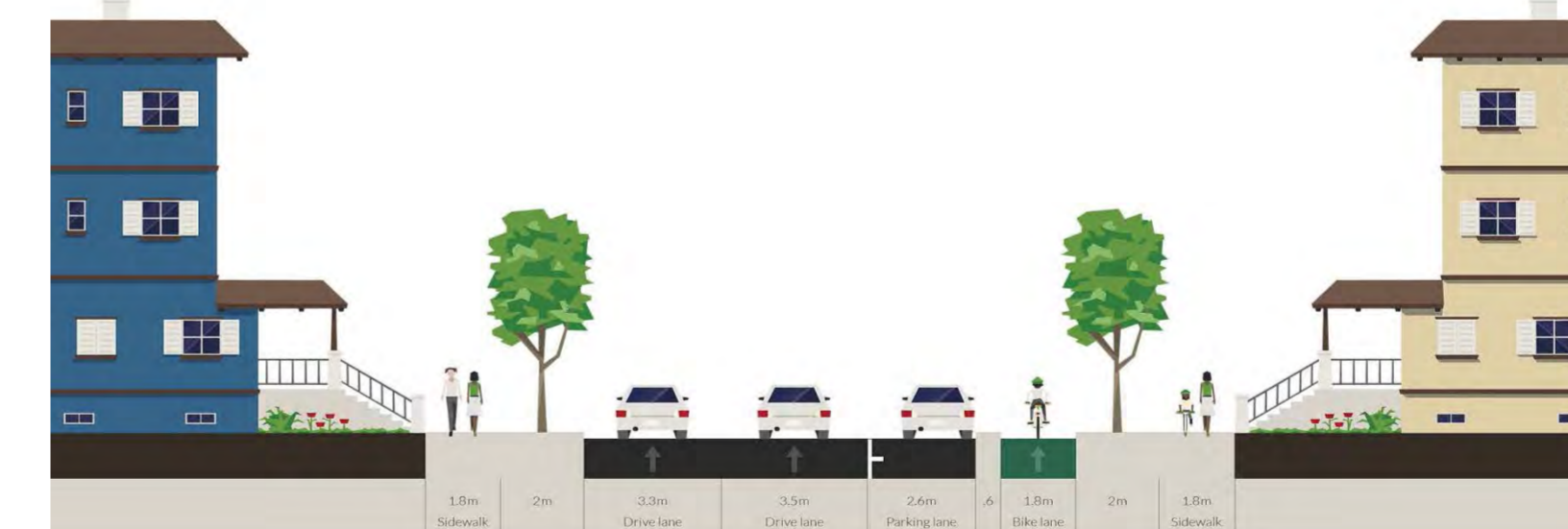
Stradbrook Avenue



Stradbrook Avenue west of Osborne Street, Option 2 - Raised Bike Lane
 Travel lanes and parking lane configuration remain the same but are narrowed.
 A raised bike lane is more costly than a protected lane but allows for high degree of separation and wider travel lanes.
 Snow is cleared by sidewalk plowing machinery.



Stradbrook Avenue west of Osborne Street, Option 1 - Protected Bike Lane
 Travel lanes and parking lane configuration remain the same but are narrowed.
 Snow is cleared by sidewalk plowing machinery.



Stradbrook Avenue east of Osborne Street - Protected Bike Lane
 Travel lanes and parking lane configuration remain the same but are narrowed to accommodate the bike lane.
 Parking changed from north lane to south side.
 Snow is cleared by sidewalk plowing machinery.



View the table map for location details and other proposed routes.

I don't think this is something that needs to be done.

Please ensure that all areas are very well lit at night and that there are no spaces where one would feel "in danger" because of the lack of visibility

Here are some comments we've heard about this project so far. What is your top concern or unanswered question about this project?

I believe simple, lower cost options are a great way to go because if done right, they can achieve the same results (i.e. more people biking) as more expensive options. Plus, this leaves funds for the next project!

This is what incentivizes high earning millennials to stay in Winnipeg rather than move to bigger cities. Winnipeg doesn't have any other cities to connect with like most cities do, geographically speaking. We REALLY need to make an effort to ensure diverse connections meet within the city and the city core especially.



Bridge Option 1: Girder Bridge



Please summarize your discussion with one or more points under each heading.

If a previous group has already recorded something your group has discussed, place a “✓” beside the comment if you agree or an “x” if you disagree and explain why.

Design Strength

Design Weakness

Add to the Design



Bridge Option 2: Cable-Stayed Bridge



Please summarize your discussion with one or more points under each heading.

If a previous group has already recorded something your group has discussed, place a “✓” beside the comment if you agree or an “x” if you disagree and explain why.

Design Strength

Design Weakness

Add to the Design



Bridge Option 3: Suspension Bridge



Please summarize your discussion with one or more points under each heading.

If a previous group has already recorded something your group has discussed, place a “✓” beside the comment if you agree or an “x” if you disagree and explain why.

Design Strength

Design Weakness

Add to the Design



Park Improvements: Fort Rouge Park

Please summarize your discussion with one or more points under each heading.

If a previous group has already recorded something your group has discussed, place a “✓” beside the comment if you agree or an “x” if you disagree and explain why.

In the blank spaces feel free to add an amenity your group discussed or one you think is missing from Fort Rouge Park’s design. Other groups are encouraged to comment on added amenities as well.

	Design Strength	Design Weakness
New dock		
New ramp to dock		
Expand spray pad		
Three new natural playgrounds		
Other, amenities we’ve missed		



Park Improvements: Fort Rouge Park

Please summarize your discussion with one or more points under each heading.

If a previous group has already recorded something your group has discussed, place a “✓” beside the comment if you agree or an “x” if you disagree and explain why.

In the blank spaces feel free to add an amenity your group discussed or one you think is missing from Fort Rouge Park’s design. Other groups are encouraged to comment on added amenities as well.

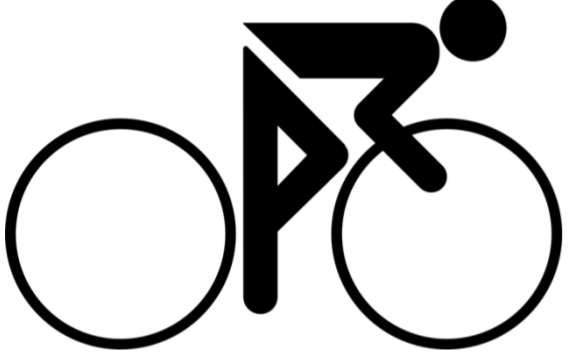


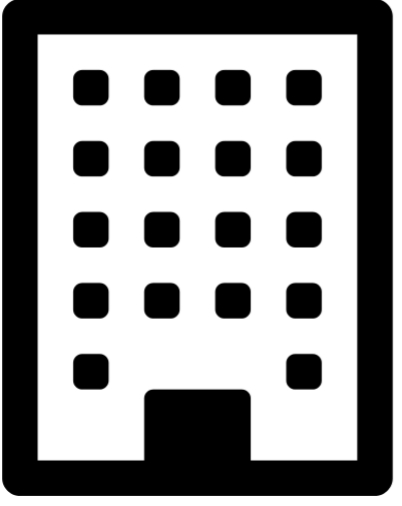
	Design Strength	Design Weakness
New dock		
New ramp to dock		
Expand spray pad		
Three new natural playgrounds		
Other, amenities we've missed		

Proposed Routes:

B- River Avenue and Stradbrook Street

Please summarize your discussion with one or more points under each heading.

If a previous group has already recorded something your group has discussed, place a “✓” beside the comment if you agree or an “x” if you disagree and explain why.

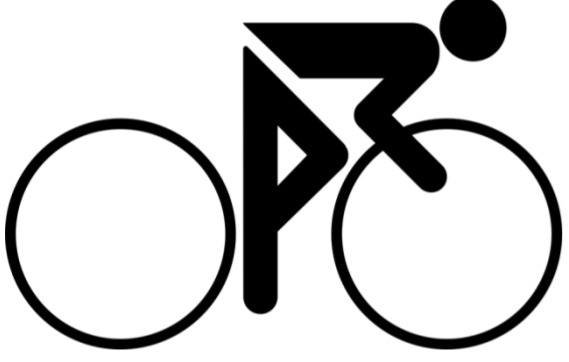


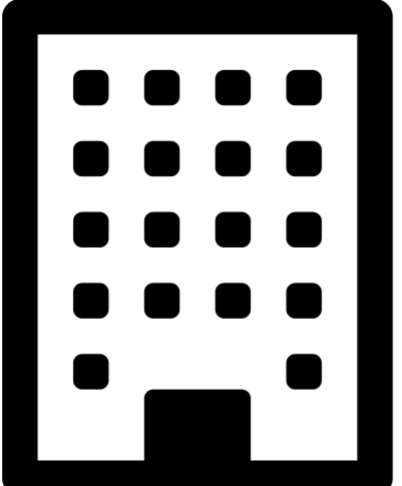
	River Avenue west of Osborne Street & Stradbrook Avenue west of Osborne Street Option 1 – Protected Bike Lane Option 2- Raised Bike Lane	River Avenue east of Osborne Street & Stradbrook Avenue east of Osborne Street Protected Bike Lane	River Avenue east of Harkness Street Neighbourhood Greenway
Implications for cyclists 			
Implications for drivers 			
Implications for pedestrians 			
Implications for nearby residents/businesses 			

Proposed Routes:

B- River Avenue and Stradbrook Street

Please summarize your discussion with one or more points under each heading.

If a previous group has already recorded something your group has discussed, place a “✓” beside the comment if you agree or an “x” if you disagree and explain why.

	River Avenue west of Osborne Street & Stradbrook Avenue west of Osborne Street Option 1 – Protected Bike Lane Option 2- Raised Bike Lane	River Avenue east of Osborne Street & Stradbrook Avenue east of Osborne Street Protected Bike Lane	River Avenue east of Harkness Street Neighbourhood Greenway
Implications for cyclists 			
Implications for drivers 			
Implications for pedestrians 			
Implications for nearby residents/businesses 			



Shared Values/Concerns

After recording and sharing your top concern with three other people at your table, the facilitator will place those concerns on this page to further discuss the issues that scored the highest.

Appendix E
*Project bulletin
and online
survey for
Osborne Village
businesses*

We want to hear from you!



OSBORNE TO DOWNTOWN WALK BIKE BRIDGE AND CONNECTIONS

The City of Winnipeg (the City) has identified you as a stakeholder and would like to hear more from you regarding a proposed pedestrian and cycling bridge over the Assiniboine River, connecting Osborne Village to Downtown via McFadyen Park on the north side of the river and Fort Rouge Park on the south side of the river.

The City is committed to building pedestrian and cycling infrastructure for people of all ages and abilities. Through the Osborne to Downtown walk bike bridge and connections study, a preliminary design for a bridge and cycling connections through Osborne Village will be developed. Considerations for this project include pedestrian and cycling connectivity throughout Osborne Village to Osborne Rapid Transit Station, Norwood Bridge, the Nassau Street Neighbourhood Greenway, the Riverwalk, upgrades to both McFadyen Park and Fort Rouge Park, crime prevention through environmental design (CPTED), and riverbank stabilization.

During the month of January a public engagement campaign connected with over 1,200 Winnipeggers to learn more about how this project can best support and reflect the community. Online respondents identified their link to the project as: resident of Osborne Village (25.4%), visitor to the area (23.25%), passes through the area (20.83%), resident of the Downtown (15.99%), works in the area (14.11%), and business owner (0.4%). The project continues to be in the early stages of design. At this time, we would like to hear more from the businesses of Osborne Village to learn about additional your values as a business owner as we move forward.

Please see the map (flip side) for more information on what is proposed in the pedestrian and cycling strategies for this area. The recommended design for pedestrian and cycling in the area could include these and/or potentially other routes within the study area.

During the week of March 11, 2018 members of the project team visited many of the businesses in Osborne Village to discuss the project.

We're sorry we missed you. Please fill out a short online comment form to provide your input by March 21, 2018:

surveymonkey.com/r/OsborneToDowntownBusiness

MORE INFORMATION:

To learn more about the project please visit: winnipeg.ca/WalkBikeProjects.

Or to discuss this project in more detail, please contact:

Chris Baker, Pedestrian and Cycling Planner, City of Winnipeg

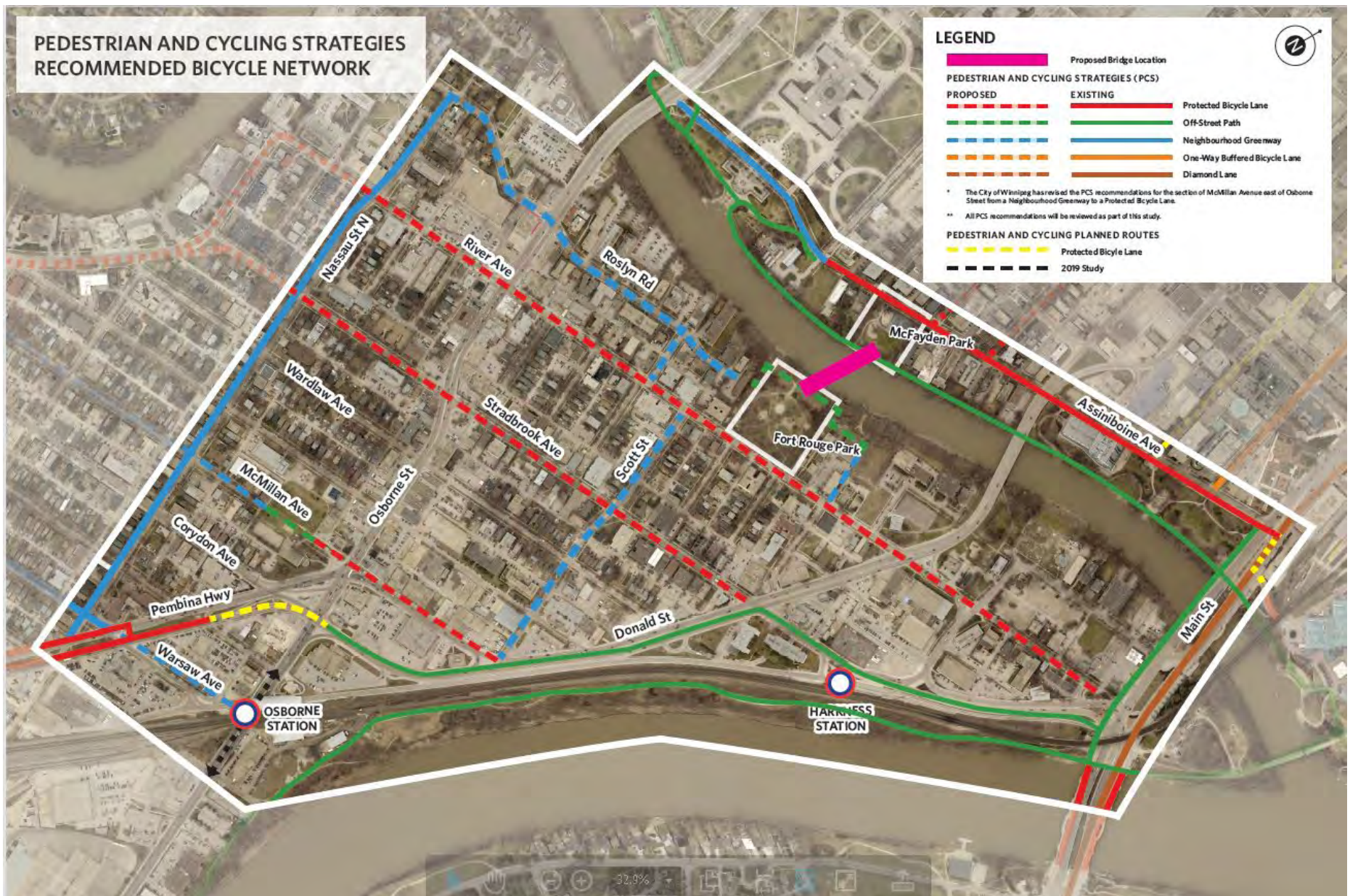
Phone: 204-391-5463

Email: CBaker@winnipeg.ca

PEDESTRIAN AND CYCLING STRATEGIES RECOMMENDED BICYCLE NETWORK

LEGEND

	Proposed Bridge Location		
PEDESTRIAN AND CYCLING STRATEGIES (PCS)			
PROPOSED	EXISTING		Protected Bicycle Lane
			Off-Street Path
			Neighbourhood Greenway
			One-Way Buffered Bicycle Lane
			Diamond Lane
* The City of Winnipeg has revised the PCS recommendations for the section of McMillan Avenue east of Osborne Street from a Neighbourhood Greenway to a Protected Bicycle Lane.			
** All PCS recommendations will be reviewed as part of this study.			
PEDESTRIAN AND CYCLING PLANNED ROUTES			
			Protected Bicycle Lane
			2019 Study



OSBORNE TO DOWNTOWN WALK BIKE BRIDGE AND CONNECTIONS PROJECT

OSBORNE VILLAGE – total 35 discussions with businesses

March 13 & 14, 2018

Project members:

Chris Baker – Pedestrian and Cycling Planner, City of Winnipeg

Natalie Geddes – Public Engagement Officer, City of Winnipeg

Asked to speak to owners or managers.

Supportive 24 / 69%

Worried about changes to parking/loading 7 / 20%

Not supportive 1 / 3%

Unknown 3 / 9%

(#) indicates number of time theme was recorded

GENERAL THEMES

Current cycling infrastructure issues (7)

- There is lots of work to be done to improve cycling network. Many bike lanes end. (3)
- Roundabouts are not working on Nassau. (2)
- We're not building bridges with bikes in mind.
- Overall there are a lack of bridges in this city.

Suggested bike lane design (6)

- Bike network in Vancouver was comfortable because the bike lanes had lots of space
- All AT in area should have better signage.
- Wants dedicated cycle lanes – but must share with loading
- Back lanes in neighbourhood are also becoming cycle routes.
- likes Sherbrook bike lane concept/design
- What about making one side of the street for walking and one side of the street for cycling?

Crime (5)

- Bike theft is an issue for area. (3)
- customers indicate concern for personal safety – crime (2)

Better connection to the Forks could bring more customers (3)

Suggested locations for bike lanes (3)

- Scott Street is a good cut through because of low traffic.
- Suggests Stradbrook could use a bike lane because of high traffic
- Warsaw is a quiet street that should be looked at for bike lanes.

Maintenance (3)

- Must be maintained (2)
- Current infrastructure not maintained (1)

Education (3)

- Greater education about using a bike light.
- Can we provide better education on how bike can share the space?
- Drivers in Vancouver seemed to give cyclists extra space.

Cost (2)

- Consider bike licensing to offset infrastructure costs.
- Is a bridge too extravagant? Is it a neighbourhood priority?

Equity (1)

- Don't forget about handytransit and other with mobility issues and how they can navigate through lane barriers.

Year-round use (1)

- Encourage active transportation in winter.

ROSLYN

Loading zone

- Accessible loading zone in front of business is critical for patient and handi transit drop off

Parking

- Has minimal off street parking and relies on on-street parking

RIVER

Vehicular traffic

- Close River and Osborne in the summer – and force through traffic elsewhere.
- More one way streets would move through traffic out of area.
- Rush hour is extremely hectic.
- There is a high volume and speed of traffic on River – causing many close calls.

Safety

- Current crosswalk across River Ave. to Fort Rouge Park is unsafe. Signage in not enough. Drivers don't stop and he has witnessed many collisions between pedestrians and cars.
- Add lights to crosswalk at River Ave. near Lewis St
- Strong concern with “killer” traffic in the area.

Parking

- successfully lobbied councilor to add north lane of river to be converted to parking
- don't disrupt street parking around his location

Loading zones

- The city recently removed 15 minute loading zone outside of business – this is hurting business because customers cannot run in to pick up packages.

GERTRUDE

Barriers

- Confusion corner is a major barrier for cyclists.

Loading zones

- Front of business loading on Gertrude Ave. is important.

OSBORNE

Parking

- Parking lot behind business recently started charging for use about one year ago. Some customers were frustrated.

- The parking lot on S/E corner of Confusion corner not heavily used.
- As a business clients can find their own parking.
- City needs to improve access to parking– this is a struggle for the business. (3)
- Staff members are forced to move their cars every two hours.
- No parking in the area.

Don't add bike lanes to Osborne Street – too busy (3)

Bike usage

- There are a lot of bikes that use the bike rack outside of business.
- Summertime brings increased bike traffic.
- Current cycling infrastructure is underused.
- There are lots of cyclists in the area – appears to be increasing.

Safety

- Wants to see the danger removed from cycling.
- Customers have lots of near-miss stories
- Bikes can't win – on road or on sidewalk both are dangerous.

Bikes on sidewalks

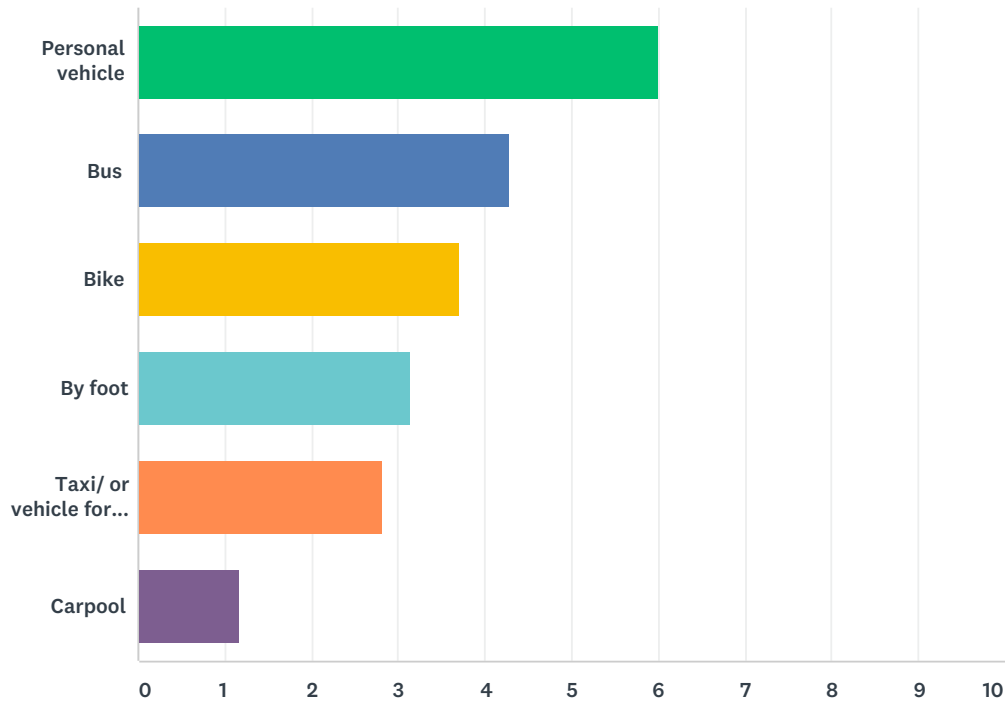
- Bike on the sidewalks are causing many near misses outside of shop.
- Could we better share sidewalks with cyclists?

Bikes on roads

- He won't bike to location because he feels unsafe.
- Concerned over the number of motorists who fight with cyclists.

Q1 How do your customers get to your business? Please rank the following modes of transportation with 1 being the most popular and 6 being the least popular. Drag and drop priorities into your preferred order.

Answered: 8 Skipped: 0



	1	2	3	4	5	6	TOTAL	SCORE
Personal vehicle	100.00% 8	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	8	6.00
Bus	0.00% 0	57.14% 4	14.29% 1	28.57% 2	0.00% 0	0.00% 0	7	4.29
Bike	0.00% 0	28.57% 2	28.57% 2	28.57% 2	14.29% 1	0.00% 0	7	3.71
By foot	0.00% 0	14.29% 1	28.57% 2	28.57% 2	14.29% 1	14.29% 1	7	3.14
Taxi/ or vehicle for hire	0.00% 0	0.00% 0	33.33% 2	16.67% 1	50.00% 3	0.00% 0	6	2.83
Carpool	0.00% 0	0.00% 0	0.00% 0	0.00% 0	16.67% 1	83.33% 5	6	1.17

Q2 Would improved cycling facilities in Osborne Village that are safe and comfortable for people of all ages and abilities benefit your business?

Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	mostly benefit me.	3/16/2018 6:30 PM
2	Yes	3/16/2018 10:19 AM
3	Sure, but no one likes the potential death scenarios of biking from south Osborne into the Village.	3/15/2018 3:15 PM
4	for employees yes	3/15/2018 1:51 PM
5	Yes	3/14/2018 6:14 PM
6	yes	3/14/2018 4:31 PM
7	Yes	3/14/2018 3:25 PM
8	Yes, as long as they didn't take over street parking on Gertrude.	3/14/2018 3:00 PM

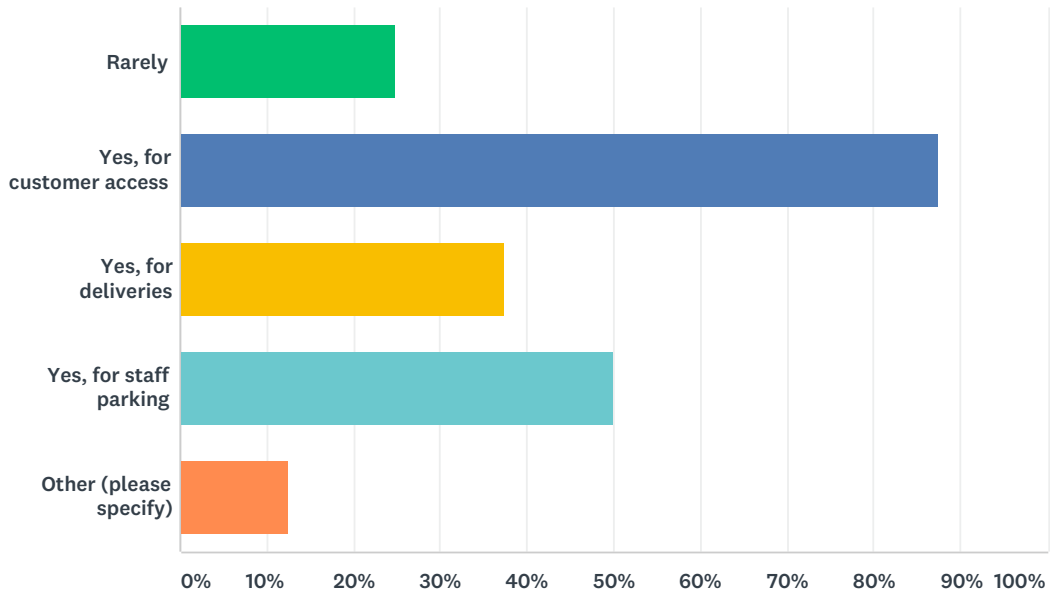
Q3 Based on your experience of the neighbourhood, what do you think of the proposed pedestrian and cycling connections? Are there are other routes you'd suggest?

Answered: 7 Skipped: 1

#	RESPONSES	DATE
1	looks great. No suggestions.	3/16/2018 6:30 PM
2	No suggestions	3/16/2018 10:19 AM
3	Weak, biking from south Osborne into the Village will likely be how I die.	3/15/2018 3:15 PM
4	no	3/15/2018 1:51 PM
5	The proposed route seems somewhat out of the way of the Osborne Bridge. People coming from Wolseley/West End would probably just end up using the Osborne bridge out of convenience, I know that I would probably do this.	3/14/2018 6:14 PM
6	Woudl like to see it run on gertrude as there is a pedestrian crossing at osbourne.	3/14/2018 4:31 PM
7	Ok	3/14/2018 3:25 PM

Q4 Is your business reliant on on-street parking? Check all that apply:

Answered: 8 Skipped: 0

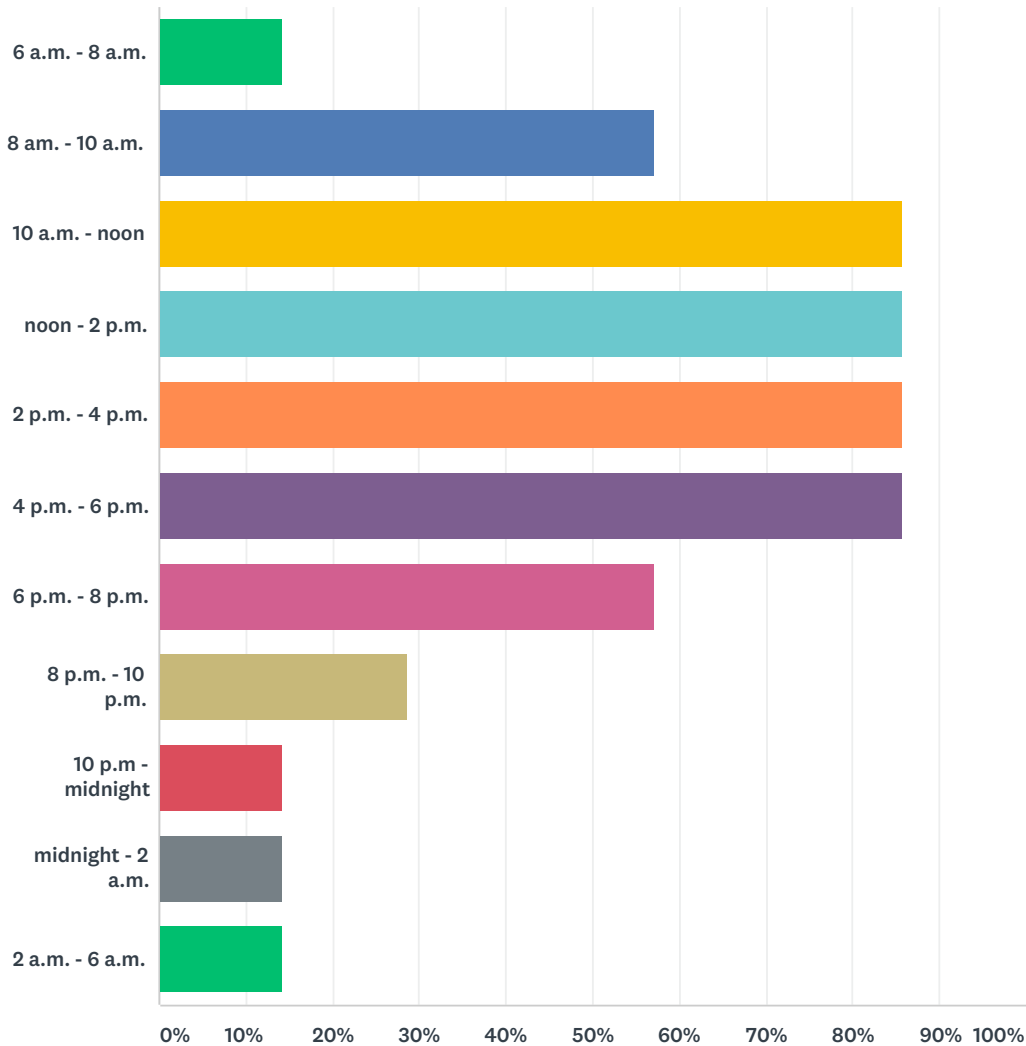


ANSWER CHOICES	RESPONSES
Rarely	25.00% 2
Yes, for customer access	87.50% 7
Yes, for deliveries	37.50% 3
Yes, for staff parking	50.00% 4
Other (please specify)	12.50% 1
Total Respondents: 8	

#	OTHER (PLEASE SPECIFY)	DATE
1	We have a small parking lot but it is often full.	3/14/2018 6:14 PM

Q5 Are there certain times of day when your business is more reliant on on-street parking? Check all that apply:

Answered: 7 Skipped: 1



ANSWER CHOICES	RESPONSES	
6 a.m. - 8 a.m.	14.29%	1
8 am. - 10 a.m.	57.14%	4
10 a.m. - noon	85.71%	6
noon - 2 p.m.	85.71%	6
2 p.m. - 4 p.m.	85.71%	6
4 p.m. - 6 p.m.	85.71%	6
6 p.m. - 8 p.m.	57.14%	4
8 p.m. - 10 p.m.	28.57%	2
10 p.m - midnight	14.29%	1

Osborne Village Business Survey - Osborne to Downtown Walk Bike Bridge and Connections

midnight - 2 a.m.	14.29%	1
2 a.m. - 6 a.m.	14.29%	1
Total Respondents: 7		

Q6 How do you think a direct link between the Downtown and Osborne Village would benefit your business?

Answered: 7 Skipped: 1

#	RESPONSES	DATE
1	Im not sure it would benefit my business.	3/16/2018 6:32 PM
2	It would have an impact. We are regularly going to Donald and crossing the bridge to get to Broadway and vice versa. Having this bridge and bike bath would be greatly appreciated.	3/16/2018 10:21 AM
3	No benefit	3/15/2018 3:17 PM
4	better access for employees who bike	3/15/2018 1:54 PM
5	It may improve access for people during rush hour when driving into the village is a challenge. They may choose to bike instead.	3/14/2018 6:16 PM
6	YES!	3/14/2018 4:33 PM
7	not really	3/14/2018 3:26 PM

Q7 Do you anticipate any negative impacts from this pedestrian and cycling project? If so, how could these be minimized or removed?

Answered: 8 Skipped: 0

#	RESPONSES	DATE
1	no	3/16/2018 6:32 PM
2	No	3/16/2018 10:21 AM
3	Just my tax dollars	3/15/2018 3:17 PM
4	1. Any reduction to street parking on River or Roslyn 2. Cyclists using the back lane parallel to River as a faster route to the new bridge	3/15/2018 1:54 PM
5	I am concerned that homeless people who use the parks as a place to spend time will be displaced by this bridge. Our community members who live on the street need safe places to spend time where they aren't being forced out by gentrification.	3/14/2018 6:16 PM
6	no	3/14/2018 4:33 PM
7	construction traffic.. more jumpers	3/14/2018 3:26 PM
8	It could potentially remove some street parking, which is not good at all.	3/14/2018 3:04 PM

Q8 What should designers consider when developing options for the design of the bridge and surrounding parks?

Answered: 6 Skipped: 2

#	RESPONSES	DATE
1	accessibility. Not putting surfaces which people could wreck with bad graffiti. Safety. Well lit. recycling for garbage disposal.	3/16/2018 6:32 PM
2	Make it bike accessible as well. A lot of courier on bikes would use the bridge and we would still want it comfortable for pedestrians	3/16/2018 10:21 AM
3	Meh	3/15/2018 3:17 PM
4	See comments in item 7	3/15/2018 1:54 PM
5	Make the flow of traffic from Wolseley/West End smooth. Keep it from being too out of the way or unintuitive.	3/14/2018 6:16 PM
6	Have sign that tell you where you are on the path and where it can take you	3/14/2018 4:33 PM

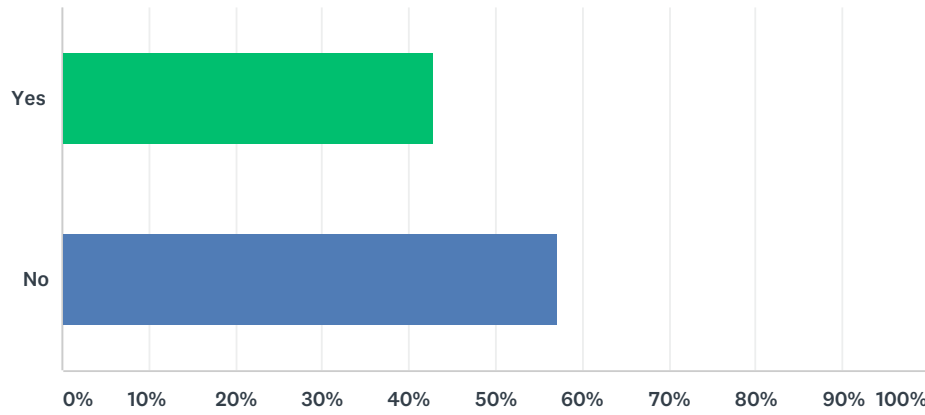
Q9 Do you have anything else you would like to add?

Answered: 5 Skipped: 3

#	RESPONSES	DATE
1	great idea	3/16/2018 6:32 PM
2	Did I mention the need for a safe route from South Osborne?	3/15/2018 3:17 PM
3	No, I support better corridors for pedestrians and cyclists	3/15/2018 1:54 PM
4	Have bike meet up to improve traffic	3/14/2018 4:33 PM
5	no	3/14/2018 3:26 PM

Q10 Had you previously heard about this project?

Answered: 7 Skipped: 1



ANSWER CHOICES	RESPONSES	
Yes	42.86%	3
No	57.14%	4
TOTAL		7

Appendix F
Citizen petition

The proposed Bridge should not use Park space and should be situated beside the main traffic Bridges, Osborne or Donald where the access to the Rapid Transit Station is more direct.

Demand the right to keep the Park a safe place for the neighbourhood .

Call 311 and give your opinion.

Or speak to someone who will help you express your concerns to the City.

Please sign if you wish to keep

McFadyn Park from being divided by a Bike Highway and possible danger for the children.

4.20 pm

Wayne Mason

Destinee Kakemash

Rheal Gervais

Mathieu Dione

Christine Neustacter

Sylvia Neustacter

Alan Kocay

Zemykiel Ghobrediny

The grass should have water every other day to grow well. also ~~it~~ ^{not} ~~grass~~ ^{grass} please put the people on the ~~grass~~.

Tina Anderson
Dudley Dabhorn
Brayden Dewald
Alexiss Lettasover
Jennifer Doyle
Janeta Asprales
George Deseri

BRUCE KENDALL

Chelsea Turner
Roland Burgess

OLIVER
Shayne Massau

Shahla Pezesghi

Jessyca Johnson
Darcy Johnson
Yameer

Heshmatollah
Arin

Jancy Johnson

Yamee

Heshmatollah

Arin

Anastasia

Baris



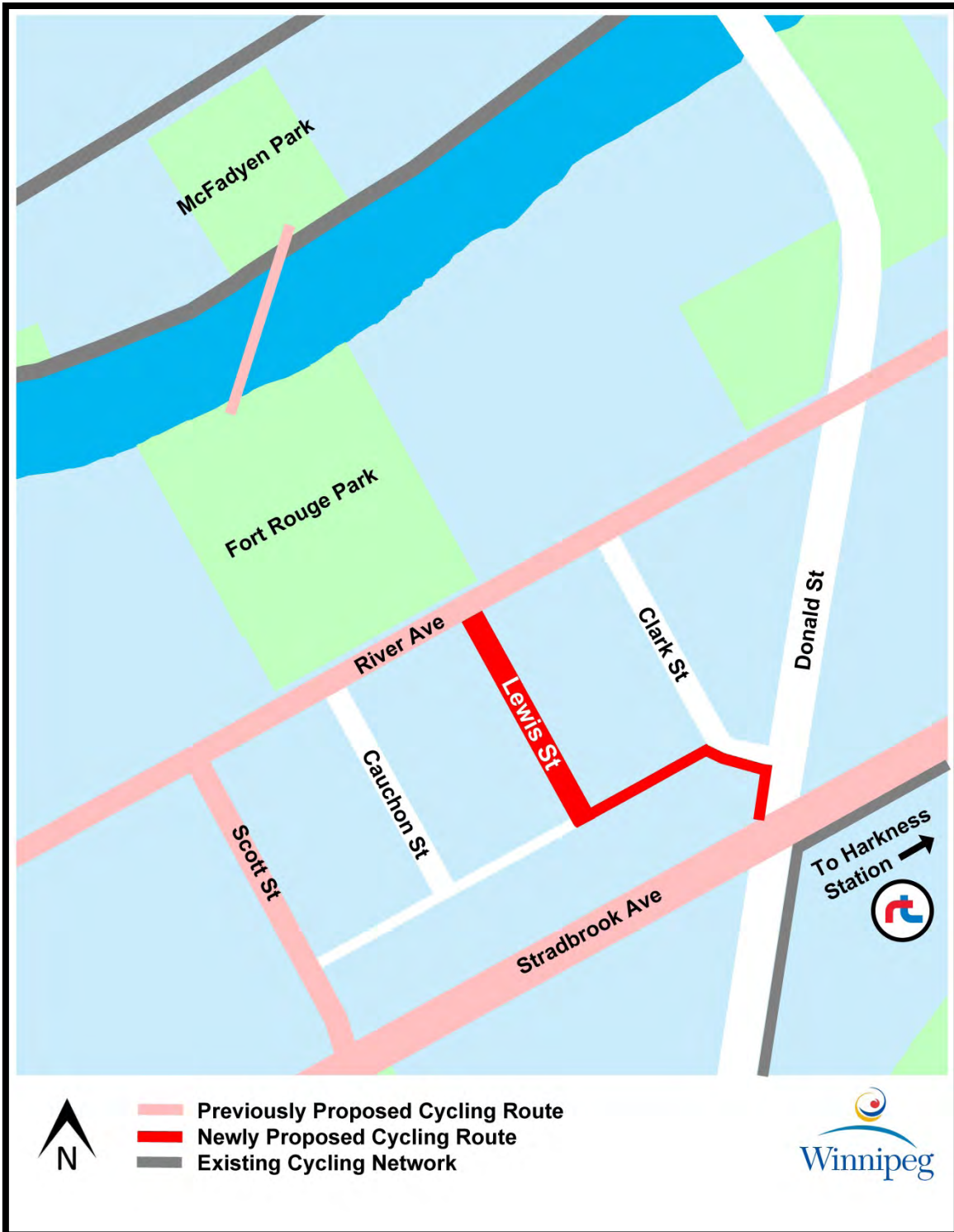
Appendix G
*Lewis Street
notification*

We want to hear from you!



OSBORNE TO DOWNTOWN WALK BIKE BRIDGE AND CONNECTIONS

Lewis Street and connecting back lane added to cycling study



The City of Winnipeg continues to refine designs for a proposed pedestrian and cycling bridge over the Assiniboine River, connecting Osborne Village to Downtown via McFadyen Park and Fort Rouge Park. In addition to the bridge, this project includes park enhancements and future cycling routes through Osborne Village. The Osborne to Downtown Walk Bike Bridge and Connections project is in the study phase and no funding has been allocated for construction. The project must have Council approval before proceeding.

We are contacting you to inform you of a newly identified potential cycling connection on Lewis Street and along the Sherbrook Avenue back lane, as shown on the map. Before cycling connections are recommended, the project team wants to ensure local input is considered. At this time, we are reaching out to residents and businesses along this newly identified connection to ensure they are aware of the study and have an opportunity to contact the City with any further questions. This route was not identified in previous phases of the project because connections to Fort Rouge Park were developed after considering public input on other major routes along River Avenue and Stradbrook Avenue.

What you need to know about the connection:

- It is partially through a back lane.
- It would improve the north-south connectivity in the proposed cycling network, connecting the proposed bridge to the rapid transit network.
- It would be a neighbourhood greenway (low volumes of vehicle traffic).
- Parking and the road layout are not expected to be changed.
- A bike friendly back lane is a new concept.
- A bike friendly back lane would require surface upgrades and completion of a pilot project before implementation.

The Osborne to Downtown Walk Bike Bridge and Connections study will be complete in winter 2018/2019, at which time a public engagement report and project recommendations will be shared publicly. Cycling route planning connected to this project will be subject to additional design and public engagement. Any funding to move the project forward to construction would be subject to Council approval.

MORE INFORMATION:

To learn more about the project or to sign-up for project notifications please visit:

winnipeg.ca/WalkBikeProjects

To discuss this project in more detail, please contact before November 22, 2018:

Natalie Geddes, Public Engagement Officer, City of Winnipeg
Phone: 204-451-1841
Email: nataliegeddes@winnipeg.ca

Appendix H
*Promotional
materials*

Osborne to Downtown Walk Bike Bridge and Connections

The City of Winnipeg is committed to building a pedestrian and cycling network for people of all ages and abilities. With your input, the design for a new Walk Bike Bridge over the Assiniboine River will connect Osborne Village to the Downtown, and future cycling routes in Osborne Village will be explored to connect to the Osborne Rapid Transit Station, Norwood Bridge, bike lanes on Nassau Street and the riverwalk.



Date: Thursday, January 25, 2018

Time: 6 p.m. – 8 p.m. *

Location: Augustine United Church, Guild Hall, 444 River Ave.

Format: Presentation at 6 p.m. followed by small group discussions

*If you would like to attend the workshop, please

RSVP to City-Engage@winnipeg.ca or call 204-986-4243.

For more information or to fill out an online survey, visit winnipeg.ca/WalkBikeProjects

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact **City-Engage@winnipeg.ca** or **204-986-4243.**

Osborne to Downtown Walk Bike Bridge & Connections

The City of Winnipeg is committed to building pedestrian and cycling infrastructure for people of all ages and abilities. With your input, the design for a new Walk Bike Bridge over the Assiniboine River will connect Osborne Village to the Downtown, and future cycling routes in Osborne Village will be explored to connect to the Osborne Rapid Transit Station, Norwood Bridge, bike lanes on Nassau Street and the riverwalk.

Date: Thursday, January 25, 2018

Time: 6 p.m. – 8 p.m.

Location: Augustine United Church,
Guild Hall, 444 River Ave.

Format: Presentation at 6 p.m. followed
by small group discussions*



More information and online survey at: winnipeg.ca/WalkBikeProjects

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact
City-Engage@winnipeg.ca or **204-986-4243**.

* To attend the workshop, RSVP by email or phone by January 22, 2018.



Public Workshop

Osborne to Downtown Walk Bike Bridge and Connections - Phase 2

The City of Winnipeg is committed to building a pedestrian and cycling infrastructure for people of all ages and abilities. Using your input, conceptual designs for a proposed new bridge over the Assiniboine River to connect Osborne Village to the Downtown and future cycling routes have been prepared.

Winnipeggers are invited to help refine the designs to provide a safe and more convenient connection.



Date: Tuesday, June 5, 2018

Time: 6 p.m. – 8 p.m.

Location: Augustine United Church, Guild Hall, 444 River Ave.

Format: Presentation at 6 p.m., followed by small group discussions

If you would like to attend the workshop, please
RSVP to City-Engage@winnipeg.ca or call 204-986-4243.
For more information or to fill out an online survey, visit
winnipeg.ca/walkbikeprojects

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact above email or phone number by June 4, 2018.

Osborne to Downtown Walk Bike Bridge & Connections

The City of Winnipeg is committed to building pedestrian and cycling infrastructure for people of all ages and abilities. With your input, the design for a new Walk Bike Bridge over the Assiniboine River will connect Osborne Village to the Downtown, and future cycling routes in Osborne Village will be explored to connect to the Osborne Rapid Transit Station, Norwood Bridge, bike lanes on Nassau Street and the riverwalk.

Date: Tuesday, May 15, 2018

Time: 6 p.m. – 8 p.m.

Location: Augustine United Church, Guild Hall, 444 River Ave.

Format: Presentation at 6 p.m. followed small group discussions



More information and online survey at: winnipeg.ca/WalkBikeProjects

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact
City-Engage@winnipeg.ca or **204-986-4243**.

* To attend the workshop, RSVP by email or phone by January 22, 2018.



We are collecting further input on conceptual designs for the Osborne to Downtown Walk Bike Bridge and Connections project.

We're seeking feedback on:

- Three bridge design concepts, one of which will be further developed to a full preliminary design level.
- Proposed park concepts for Fort Rouge and McFadyen Parks.
- Proposed north-south and east-west pedestrian and cycling connections throughout Osborne Village.

We want to hear from you!

Visit the project website to read through the updated project tabs, fill out the latest interactive survey or RSVP for a public workshop to discuss the latest conceptual designs with the project team and other in your community.