

**OSBORNE TO
DOWNTOWN WALK
BIKE BRIDGE AND
CONNECTIONS
PROJECT**

Public Engagement Report

Prepared by the City of Winnipeg

DECEMBER 2020



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Acknowledgement

Thank you to all Winnipeggers who participated in the Osborne to Downtown Walk Bike Bridge and Connections Project. Thank you for your collaboration and/or consideration of other participants while seeking solutions for the greatest number of citizens. Your reflections and visions helped the project team arrive at better project decisions that will seek to benefit the Downtown and Osborne Village neighbourhoods.

1.0 Introduction

The City of Winnipeg's (the City's) [Transportation Master Plan \(TMP\)](#) presents a long-term strategy to guide the planning, development, renewal, and maintenance of Winnipeg's transportation system. In 2015, City Council approved the [Winnipeg Pedestrian and Cycling Strategies \(PCS\) initiative](#), which provide a long-range policy framework for active modes of transportation for the next 20 years.

The City's Pedestrian and Cycling Strategies (PCS) note that the Red River, Assiniboine River, and the rail corridors create significant barriers within the walking and cycling networks, presenting challenges to those navigating Winnipeg on foot or bicycle.

The PCS identifies the need for a new pedestrian and cycling crossing between McFadyen and Fort Rouge parks in central Winnipeg, along with priorities for new cycling routes in Osborne Village. The existing Osborne Street and Donald Street bridges do not provide cycling connections for all ages and abilities across the Assiniboine River.

This report provides an analysis and results of the input received from the public engagement process, including online surveys, public workshops, stakeholder sessions, community installations feedback boxes, and resident site visits. Winnipeggers' input on their utilization, preferences, and priorities in regards to a new bridge, park improvements, and cycling connections was used to shape the design that will be presented to City Council for its consideration.



Figure 1 Artist's rendering of cable-stayed curvilinear bridge

2.0 Strategy

The City led the public engagement process for this project, with support from the design consultant WSP Canada Group Limited (WSP). At the onset of the project, technical leads of each project discipline (bridge, park, and cycling) were asked to provide a list of questions for the public to help them better define the desired design options. The public engagement strategy was tailored to provide a number of

touchpoints, both in-person and online, over a six-month period. This allowed for a process that moved from visioning to a more detailed analysis of public preferences. Integrating the engagement process into the design schedule provided the project team with two comprehensive engagement phases to better understand public desires, build-on the received feedback to develop designs with the public’s input. Figure 2 below shows the progression of project design and engagement phases.

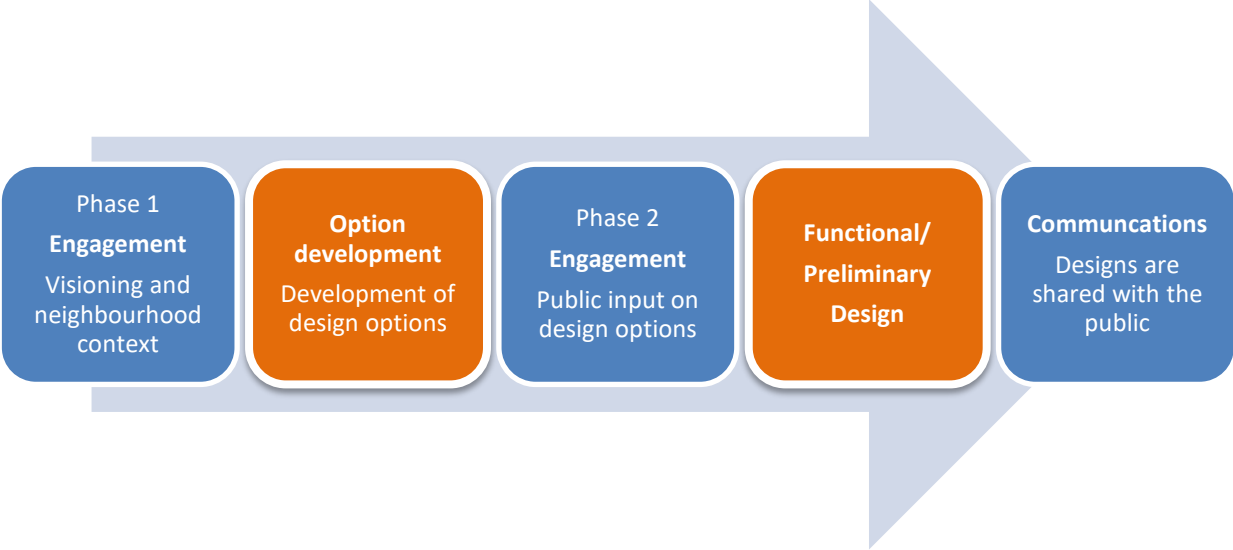


Figure 2 Project phases representing integration of public feedback into design

The project began with the name ‘Preliminary Design of the Fort Rouge-McFadyen Pedestrian/Cycling Bridge Over the Assiniboine River’. The City subsequently renamed the project ‘Osborne to Downtown Walk Bike Bridge and Connections’ for greater location awareness and to identify the project as more than a bridge design. Table 1 identifies the public engagement objectives and how they were or were not achieved.

Engagement Objective	Achieved (Y/N)	Comments
Create awareness about the project through providing interesting and engaging opportunities to become involved.	Y	The City implemented several unique tactics and partnered with local organizations to amplify awareness.
Provide background information and data to the public regarding the current needs and potential use of a future walk bike corridor and bridge in the area.	Y	The project website included a “background” tab, describing the project connection to the PCS, cycling challenges in area, project connection points and landmark opportunity. Each public and stakeholder event opened with a brief overview of the project.
Encourage connections between communities on both sides of the Assiniboine River through providing opportunities	Y	Coffee shop feedback boxes responded directly to this need through partnerships with locations on both sides of the river and materials that encouraged the reader to think about connections.

for dialogue. Gather answers from Winnipeggers to the question: “What experience do you want to have when crossing a bridge between Fort Rouge and McFadyen parks?”		The online survey and public workshop in phase 1 provided Winnipeggers with visual examples on how a bridge can evoke different experiences. This provided the project team with an understanding that the public prioritized: <ol style="list-style-type: none"> 1. Active transportation 2. Parks extension/ neighbourhood extension 3. Landmark and destination/ riverbank connections/ budget conscious 4. Great view of the city
Gather input on the ways the bridge can suit the community.	Y	The engagement program started with discussion values and visioning, this resulted in the public providing an emphasis on the need for increased safety measures and a strong desire for public art.
Gather public input on walk - bike corridors as illustrated in the pedestrian and cycling strategies and work with residents to determine desired connection points between the bridge and bus rapid transit routes.	Y	Working in two phases, the engagement program received confirmation via public feedback on corridors as illustrated in the pedestrian and cycling strategies. Using this information, the project team proposed options which were brought back to the public for further comments in phase 2.
Encourage input on use of the proposed corridors and bridge – recreation vs. transportation.	Y	Tested the question, “how do you think you’ll use the new bridge?” in phase 1 survey: 41% for leisure 28% for daily commuting 15% to connect to arts and entertainment Remaining answered “other”.
Connect with residents, landowners and business owners along the proposed cycling corridors.	Y	Project notification in phase 1 included a mail drop targeting all possible locations. Once options were identified in phase 2 targeted all proposed roads with street signage reading “what would a bike route look like here?” and a link to the open project survey. A second mail drop was issued during phase 2.
Gather public input on a vision for future park space, including the current use of parks, issues and opportunities for improvement in McFadyen Park on the North side of the River and Fort Rouge Park on the South side of the river, and assessing potential for sharing park amenities.	Y	Key messaging in materials, on the project website, and signage used on the warming huts noted the concept of the bridge creating connecting parks on both either side of the Assiniboine River. Park use, issues, and opportunities were discussed in-depth at the phase 1 public workshop. The question of sharing park amenities was also discussed. The online survey in phase 1 provided a mapping tool for respondents to mark use, issues, and opportunities.

Gather public input on river access on both sides of the bridge for a dock (south side) and winter access (both).	Y	During phase 2, park concepts illustrated the addition of accessible ramps down to the waterfront in both parks and the addition of a dock in Fort Rouge Park. The public engagement program found the inclusion of the dock was the most commonly cited reason for supporting the proposed design in Fort Rouge Park. Further comments on these park elements can be found in the public engagement report (Appendix B).
Support the project recommendation with rigorous and defensible engagement results.	Y	The public engagement strategy was designed to provide a multitude of touch points both in-person and online in two phases over a six-month period of time. Additional efforts were made to increase project notification – see section 3.0.
Develop a participant list that will carry throughout all phases of project development.	Y	A participant/stakeholder list was maintained and expanded with each public engagement activity.
Provide clear communication regarding cost to set realistic expectations of feasibility within the project budget.	N	In regards to the bridge design options, the project team preferred to identify comparative costs (e.g. “cheaper than option A” “more expensive than option B”). Due to the preliminary nature of the designs, exact costs were not provided to the public during the project.
Gather public input on access and accessible design.	Y	All designs are in-line with universal design guidelines. During phase 2, park concepts illustrated the addition of accessible ramps down to the waterfront. Further comments on these park elements can be found in the public engagement report (Appendix B).
Gather public input and address matters related to safety around using the connections, parks and bridge.	Y	Concerns about safety were predominant in all areas of the project. Safety was noted as a top concern by 49% by those who attended the public workshop phase 2 - 17% highlighted the need for pedestrian and cycling separation, 17% expressed general concern about safety including dangerous or criminal behavior in the area at night, and 15% expressed concern about active transportation safety around crossing and road treatments.

Table 1 Engagement objectives

3.0 Promotion

Public engagement opportunities were promoted using the following methods:

- City of Winnipeg website: Launched January 4, 2018 with 6,067 page views
- News release: January 4, 2018 & May 22, 2018

- Six Facebook posts with 16,797 followers: January 4 – 30, 2018, and eight Facebook posts: May 22 – June 11, 2018
- Seven Twitter posts with 78,700 followers: January 4 – 30, 2018 and eight Twitter posts: May 22 – June 11, 2018
- City of Winnipeg public engagement newsletter with over 5,300 recipients: January 4, January 18, May 25, June 7 2018
- Postcard delivered to 14,662 mailboxes in Downtown and Osborne Village: January 11 and May 24 2018
- Advertisement in Canstar Sou’wester: January 17, 2018
- Advertisement on Facebook with 1,261 clicks: May 22 – June 3, 2018
- Seven different media reports within: Canstar, ChrisD.ca, Winnipeg News, CBC and CTV between January – February 2018
- Warming Hut: Placed on frozen Assiniboine River January 26 – March 3, 2018
- Feedback boxes and postcards located at Little Sister Coffee Maker and Fools and Horses coffee shops: January 8 - 19, 2018
- Signage placed in Fort Rouge and McFadyen Parks May 22- July 2018
- Signage placed on 11 proposed cycling routes May 22 – July 2018
- Project update sent to email notification list: January 19 (69 recipients), May 22 (188 recipients) and May 31 (206 recipients)

4.0 Engagement Activities

Table 2 summarizes each engagement activity and associated participation level.

Date	Activity	Details
PHASE 1		
December 19, 2017 – January 3, 2018	Key stakeholder interviews	Six one-on-one phone calls with community organization representatives who had an interest in the project.
January 4 – 31, 2018	Online interactive survey – Phase 1	Completed by 1,046 participants from a widely representative population describing their link to the area as: resident of Osborne Village (25.4%); visitor to the area (23.25%); traveler through the area (20.83%); resident of the Downtown (15.99%); work in the area (14.11%), and; business owner (0.4%).
January 8 – 19, 2018	Coffee shop feedback boxes	Collected 58 completed postcards. Participants were encouraged to draw a bridge that would best support their needs and discuss the benefits of greater connectivity.
January 18, 2018	Stakeholder meeting – Phase 1	Invitations were sent to approximately 40 stakeholder organizations. The stakeholder meeting was attended by project staff and representatives from eight organizations.
January 25, 2018	Public workshop – Phase 1	The event was attended by 71 members of the public. Participants provided feedback through a variety of group activities centered on the bridge, parks, and the cycling network.
January 26 – March 3, 2018	Warming Hut	Included in the internal competition of installations along the Red River Mutual Trail, the hut was located on the proposed location of a future bridge. The hut encouraged creative thinking about the project, included messaging about project benefits, and drove visitors to the project website.

March 1, 2018	Pop-up event	Representatives interacted with 70 members of the public. Located at the warming hut and at The Forks, the joint event with the designers of the hut allowed residents to ask questions of the project team and sign-up for project updates.
March 13 & 14, 2018	Visits with businesses in Osborne Village	Conducted 35 in-person discussions with employees and owners of businesses within Osborne Village, dropped off 140 letters and received eight additional submissions through a targeted survey for businesses in Osborne Village.
PHASE 2		
May 29, 2018	Stakeholder meeting – Phase 2	Invitations were sent to approximately 40 stakeholder organizations. The stakeholder meeting was attended by project staff and representatives from seven organizations.
June 5, 2018	Public workshop – Phase 2	The event was attended by 53 members of the public. Participants provided feedback through a variety of group activities centered on newly developed concepts for the bridge, parks, and the cycling network.
May 22 - June 12, 2018	Online interactive survey – Phase 2	Completed by 680 participants from a widely representative population describing their link to the area as: resident of Osborne Village (31.6%); visitor to the area (23.78%); traveler through the area (22.08%); resident of the Downtown (13.16%); work in the area (9.13%), and; business owner (0.21%).
June 7, 2018	Visit to McFadyen Park	Conducted 12 in-person discussions with park users and reviewed park concepts.

Table 2 Engagement activities

4.1 Stakeholder meetings and interviews

Interviews

Early in the project, a number of short over-the-phone interviews with local organizations provided an introduction to understanding neighbourhood context and local desires. During these interviews participants also advised on additional community stakeholders which were invited to stakeholder meeting later in the public engagement program. The phone calls occurred through December 2017 with the following organizations:

- Province of Manitoba - Legislative Grounds
- Gas Station Arts Centre
- Rainbow Resource Centre
- Bike Winnipeg
- Trails Winnipeg
- The Forks North Portage Partnership

Stakeholder meetings

Two stakeholder meetings were held, one on January 18, 2018 and one on May 29, 2017.

The first meeting was held in Osborne Village at the River Osborne Community Club, community room. The January workshop was the first in-person event in the public engagement process for the project and provided an opportunity for residents to discuss thoughts and recommendations on the project design. This meeting was held before the project team developed any specific design plans, providing the project team an opportunity to meet with stakeholders early in the process to learn about what is important at the project onset. The meeting consisted of a brief presentation followed by an open discussion.

The May workshop was scheduled after feedback from phase 1 was gathered, analyzed, and worked into several project options. This event was held in the at the City Property, Planning and Development office downtown, at Fort Garry Place, 4th floor boardroom, because of its close proximity to the project area. Attendees were asked to provide input on:

- Three bridge design concepts, one of which was to 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

This meeting also included a brief presentation followed by an open discussion.

Participating Stakeholder Organizations

- Bike Winnipeg
- Economic Development Winnipeg/Tourism Winnipeg
- Province of Manitoba – Legislature Grounds
- Green Action Centre
- Transportation Options Network for Seniors
- Rainbow Resource Centre
- Osborne Village BIZ
- Downtown Winnipeg BIZ
- Gas Station Arts Centre
- The Forks North Portage Partnership
- Winnipeg Trails Association

Meeting outlines and notes can be found in Appendix A.

4.2 Online surveys

The two surveys were developed using an online survey tool called MetroQuest which supports a variety of images, mapping and comparative activities.

The phase 1 survey helped determine the public's priorities, values and needs early in the design process. The survey included three activity screens to test:

- The public's priorities on how a bridge should function
- Support for the cycling network connections previously outlined in the City's Pedestrian and Cycling Strategies
- An interactive map to collect feedback on key connections, preferred cycling routes, neighbourhood issues, comments on Fort Rouge or McFadyen Parks and other general comments

A final thank you screen also provided opportunity to comment on how the respondent thought they might use the new bridge, their connection to the project area, their support for the project, and where they heard about the project.

The phase 2 survey was launched after phase 1 feedback was gathered, analyzed, and worked into several project options. The survey included three project screens to test:

- Ratings and comments on the three bridge concepts
- Ratings and comments on changes to McFadyen and Fort Rouge Parks
- Support for proposed cycling routes and the associated road treatments

Similar to the phase 1 survey a final thank you screen again provided opportunity to the respondent to comment and identify their connection to the project area, their support for the project and where they heard about the project.

A list of survey questions is available in Appendix B.

4.3 Coffee shop feedback boxes

This tactic was developed to talk about increased connections between the Downtown and Osborne Village, gather early feedback about public needs, and to help promote other engagement activities such as the online survey and the public workshop.

Two independent coffee shops on both sides of the Assiniboine River agreed to host a submission box, stack of postcards, and a cup full of markers. The “fill-in-the-blank” postcards asked the participant to provide a visual representation of what the new bridge would look like. On the other side of the postcard the participant was asked to reflect on where they would connect to on the other side of the Assiniboine River if the trip was made a little easier. The postcard included a tear-away edge with information about the project website and upcoming public workshop. Once complete, the

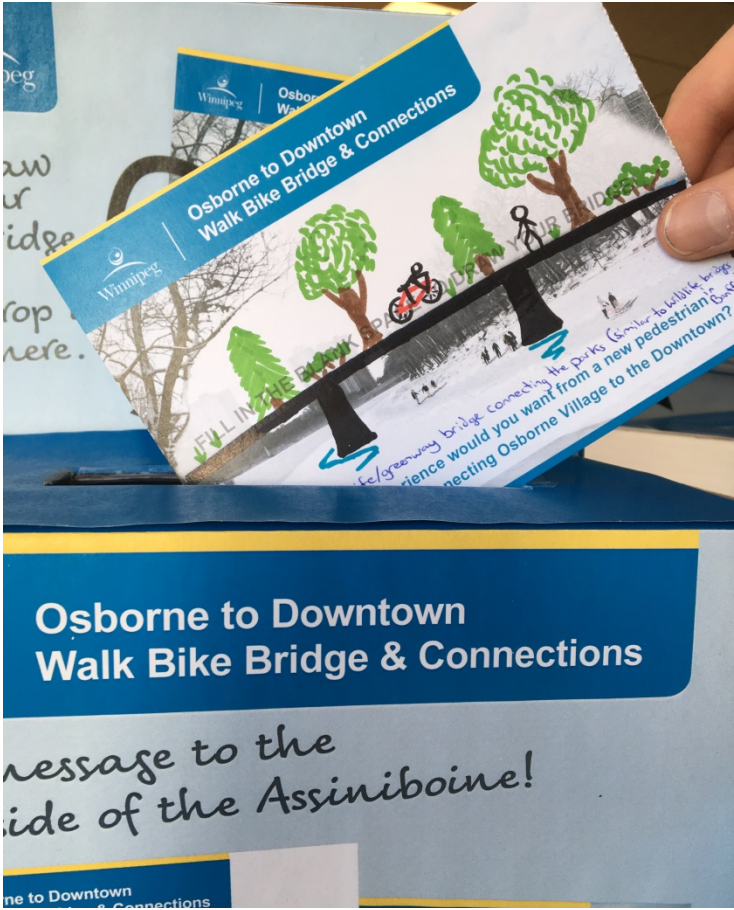


Figure 3 Image of a completed postcard submitted to feedback box

participant placed the postcard in the submission box which remained on-site for eleven days.

During phase 2, a poster featuring the highlights from the submissions was created and posted at participating coffee shops. The poster promoted upcoming opportunities for engagement. A copy of the postcard is available in Appendix C.

4.4 Public workshops

Public workshops provided an opportunity for deeper conversation between not only residents and the project team, but also among residents. Many of the activities required a collaborative approach to find solutions to benefit multiple user groups.

Both public workshops were held near the project area at Augustine United Church near the corner of River Avenue and Osborne Street.

The first public workshop in January 2018 asked attendees to join a table of roughly 10 individuals and one project team member who acted as the table moderator. The evening was broken into three tasks:

- Task 1: Review pedestrian and cycling connections
- Task 2: Discuss improvements to McFadyen and Fort Rouge parks
- Task 3: Work together to decide what type of bridge you would like to see built and design a bridge to reflect your group's values

After each task, each table sent a representative to the microphone to provide a short overview on their group discussion.

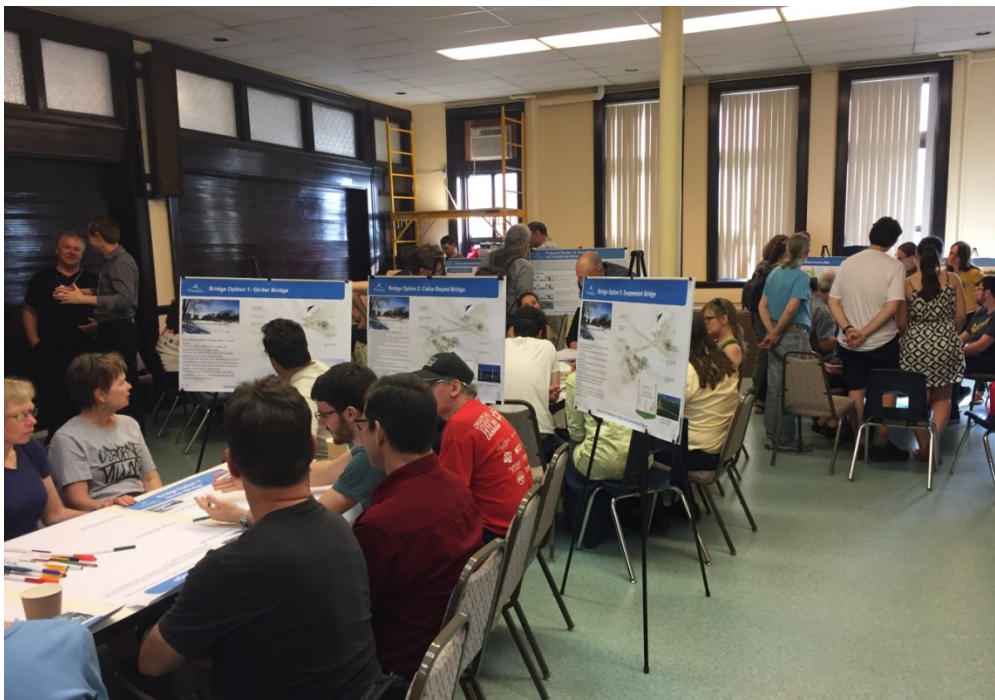


Figure 4 Participants at phase 2 public workshop

This report-back ensured greater sharing of information around the room, to ensure each participant was hearing feedback beyond their table discussions.

Based on feedback from the first public workshop, the second workshop reduced the report-back periods to just one review at the end of the evening.

Feedback from the

first workshop included a desire to hear from more participants, so table groups were mixed after each activity to provide the opportunities to hear more from others.

The second public workshop was broken into four tasks:

- Task 1: Review bridge options 1, 2 and 3
- Task 2: Discuss proposed improvements to McFadyen and Fort Rouge parks

- Task 3: Review proposed cycling connections
- Task 4: Share and discuss shared values/concerns as they relate to this project

Workshop materials and workbooks are available in Appendix D.

4.5 Warming hut and pop-up event

The timing of the engagement process and the project location allowed for a unique opportunity to work with the Warming Huts Art & Architecture Festival and the Faculty of Architecture at the University of Manitoba to create a warming hut at the proposed bridge location.

Architecture students were instructed to build something that could bring people into a conversation and promote that discussion about a future bridge connection over the Assiniboine River. The students developed *Pontagon: the future memory of a bridge*, a series of five structures that created a gathering place and metaphoric link through the application of mirrored coloured surfaces.

The result was a thought-provoking installation that provided citizens with a tangible and interactive space to connect with the project and engagement process. The installation at the busy Red River Mutual Trail helped to gather wide-spread public attention for a diverse array of perspectives.

Signage installed on each of the five structures included a key message about the Osborne to Downtown Walk Bike Bridge and Connections project and directed the viewer to further resources on the project website.



Figure 5 Warming huts and signage

The warming hut was used for a public event on the evening of March 1, 2018 and fire pits were lit to attract visitors on the river trail. Project team members were on site to answer project questions and gather feedback, and architecture students were available to answer questions about the design of the installation. The on-ice event was made accessible through a concurrent event held at The Forks Market, with further project team members available to record comments and answer questions about the project.

4.6 Visits with Osborne Village businesses

The project team sought to increase participation with businesses in the area through contact with the Osborne Village BIZ. However, at the end of the phase 1 survey period, the demographics question revealed low numbers of business owners had responded to the survey (0.4%). Following phase 1 and before the beginning of phase 2, a project bulletin and online questionnaire were shared with businesses on Osborne Street between McMillan Avenue and the Osborne Street Bridge, and all other streets outlined as possible cycling routes in the Pedestrian Cycling Strategies.

City employees hand-delivered the notices and talked with business management or ownership about local road needs and the project. A copy of the notice and online survey are available in Appendix E.

4.7 Visit to McFadyen Park

Signage was placed in both McFadyen Park and Fort Rouge Park to encourage park users to participate during phase 2 engagement. During this process, a neighbourhood contact suggested that park users in McFadyen Park were not aware/or not getting involved in the engagement process. In an attempt to increase contact with those park users, City employees spent an evening in June at McFadyen Park. Using several display boards as visual aids, the employees chatted with park visitors about the proposed changes and recorded their comments.

5.0 Analysis

The majority of the survey data was analyzed directly in the online survey tool and is presented in Section 6.0 through graphs and figures. Mapping data was collected in the survey tool and analyzed through GeoMedia to create heat maps and other visual representations of the data (available in Appendix B). Answers to open-ended questions were grouped according to similar themes and ranked. The themes are summarized in Section 6.0. Several verbatim comments from each theme were selected to represent key ideas and provided examples.

The coffee shop postcards were collected and analyzed for both the image provided (example: lighting, decorative, piers, etc.) and the language.

In-person events, such as the survey and public workshop had participants discuss project elements (bridge, parks and cycling connections) one topic at a time. Group activities at the workshop were structured so that participants were recording comments on a single worksheet per group or a single workshop per topic, where answers were then analyzed and grouped into similar themes. Discussions at the stakeholder meetings were recorded and categorized within themes along with individual comments for consideration.

6.0 Results

6.1 Key Themes

6.2 Phase 1

The Osborne to Downtown Walk Bike Bridge and Connections project team consulted with members of the public early in the design process to gain a sense of vision, neighbourhood context and public priorities.

A key question for the direction of bridge design asked participants to reflect on what experience they wanted to have when crossing a bridge between Fort Rouge Park and McFadyen parks. This was tested in both the online survey and in the first public workshop, resulting in the following public priorities, in order of importance:

1. Active transportation (AT)
2. Park extension / neighbourhood extension
3. Landmark and destination / riverbank connection / budget conscious
4. Great views of the city

The following themes appeared as common discussion points. The number following the themes represents the number of times the comment appeared in the feedback.

- The theme of safety is divided between AT safety and crime prevention.
 - AT Safety: separation of cyclist and pedestrians, collision coming on and off bridge, suggestion to place bike lane in middle, pedestrians on outside bridge lanes
 - Noted seven times in workshop, five times in stakeholder meeting, 11 times in online survey, six times in coffee shop postcards (29)
 - Crime prevention: safety crossing in dark, adding emergency buttons to bridge, life preservers, concerns of attack and robbery, isolation, adding surveillance, graffiti resistant
 - Noted three times in workshop, once in stakeholder meeting, nineteen times in online survey (23)
- All-season maintenance of bridge and paths: all-season use, snow removal, clear delineation in winter, appropriate surfaces, wind shelters, accommodate snow clearing, connection to staking trail, concern about flood waters, heated, covered
 - Noted seven times in workshop, eight times in stakeholder meeting, eight times in online survey, once in coffee shop postcards (24)
- Don't build: Bridges already exist in area, expand Osborne St. bridge bike lanes, how do we fund, built pedestrian/cycling bridge in another area, how do we fund, don't build
 - Noted in online survey 19 times, coffee shop postcards three times (22)
 - Overall support of project remained high (70.87%) medium (17.07%) and low (12.06%)
- Lighting: required for safety, creative, artful, used on bridge deck, used under deck to light Assiniboine River Walk, careful to not disrupt animals and birds

- Noted nine times in workshop, twice in stakeholder meeting, and seven times in coffee shop postcards (18)
- Desire for public art: authentic to who we are, tourism attraction, partnership with arts organizations, connection to history, indigenous art, elements like what is within the Osborne Street Bridge, public installations, rotating art, metal cut outs of indigenous animals
 - Noted 10 times in workshop, three times in stakeholder meeting, once in online survey, three times in coffee shop postcards (17)
- Lookouts: play to strengths of vantage point, create lookouts, bump outs, incorporate viewing area into pillar, highlight view of legislature, no solid obstruction to view, see through panels, access to both cyclists and pedestrians to stop and view
 - Noted 11 times in workshop, twice in stakeholder meeting, twice in online survey, twice in coffee shop postcards (17)
- Vegetation on bridge: green overpass like ones found in Germany, gardens, planters, communal gardens, promote native species
 - Noted five times in workshop, once in stakeholder meeting, six times in online survey, once in coffee shop postcards (13)
- Environmental impact: bird and bat habitat, reduce light pollution, concern for riverbank impact, concrete detrimental to natural river environment, wildlife corridors, bridge could represent positive environmental impact.
 - Twice in stakeholder meeting, five times in online survey, five times in coffee shop postcards (12)
- Seating areas: meeting/resting space, avoid hangout where people are uncomfortable.
 - Noted three times in workshop, twice in online survey, three times in coffee shop postcards (8)
- Accessibility: focus wheelchair first, limiting winter mobility, prerequisite.
 - Noted twice in workshop, four times in online survey (6)
- Bike racks
 - Noted once in public workshop, twice in coffee shop postcards (3)

A public engagement summary issued at the end of phase 1 and can be found here:

<https://winnipeg.ca/publicworks/pedestriansCycling/pdf/OsborneToDowntownWalkBikeBridge/OsborneToDowntownPhaseOnePEreport20180426Final.pdf>

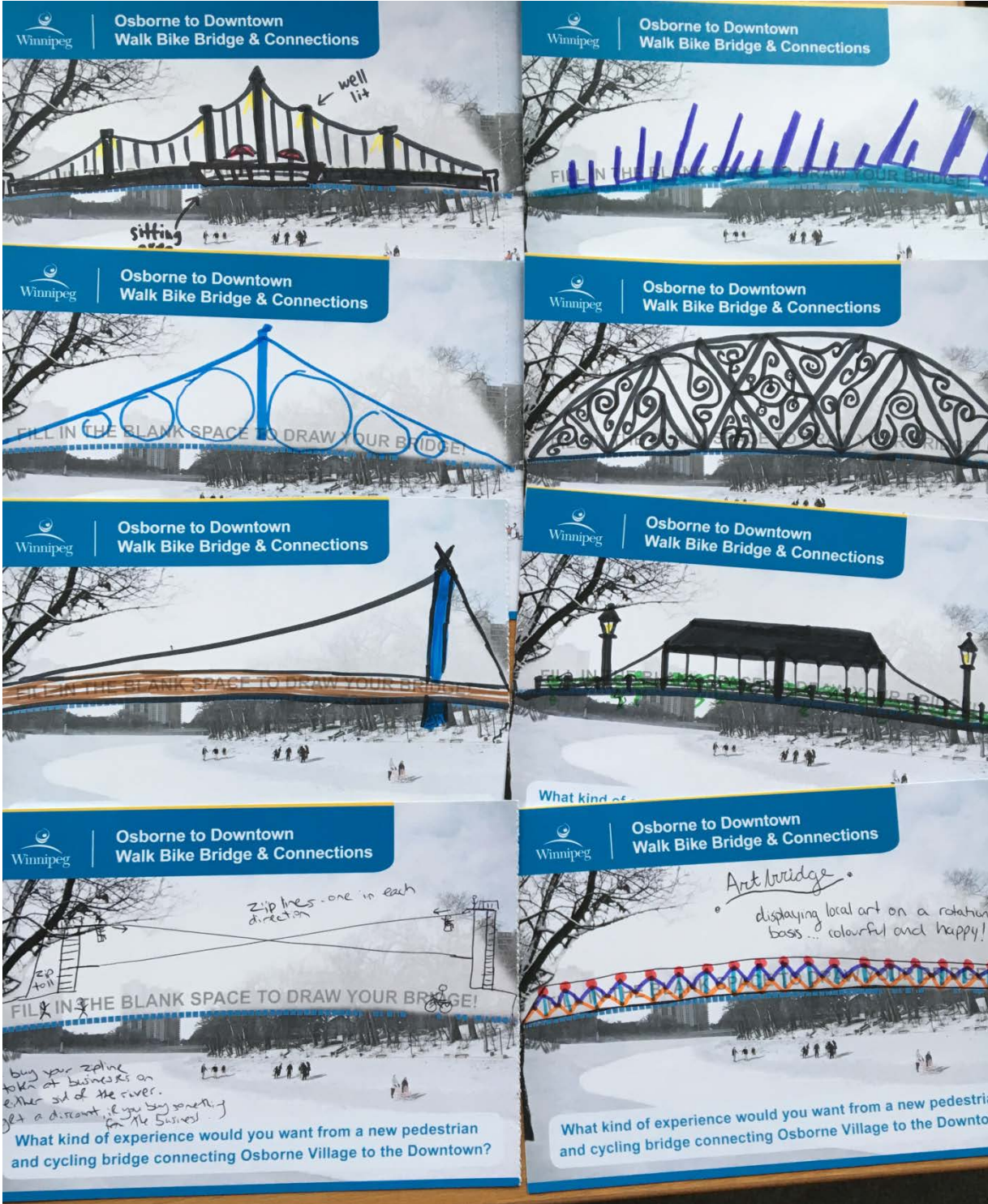


Figure 6 Sample of submitted postcards

6.3 Phase 2

Building from the feedback provided in phase 1, the project team prepared three conceptual designs for a proposed new bridge over the Assiniboine River, park enhancements at the landing points in McFadyen Park and Fort Rouge Park, and future cycling improvements through Osborne Village for public input.

Common themes collected through engagement were:

- The cable-stayed curvilinear bridge was rated higher than the two other bridge concepts and the only bridge where the majority of survey respondents (from 44% to 51% depending on the illustration/ project angle) strongly liked the bridge. The cable-stayed curvilinear bridge additionally received more positive feedback during the public workshop.
- Through all engagement activities, Winnipeggers strongly supported the addition of benches on a new bridge, for accessibility and enjoyment of the space.
- Concerns about safety remained predominant in all areas of the project. Noted as a top concern by 49% by those who attended the public workshop - 17% highlighted the need for pedestrian and cycling separation, 17% expressed general concern about safety including dangerous or criminal behavior around the project area at night, and 15% expressed concern about AT safety around crossing and road treatments.
- Winnipeggers prioritized the addition of bike lanes to River Avenue and Stradbrook Avenue (protected east of Osborne Street) above all other locations in Osborne Village in both the online survey and within the public workshop.
- In locations where two road treatments were tested, raised bike lanes did not receive as much support as the other option presented (River Avenue/Stradbrook Avenue: protected; Roslyn Road: buffered).
- Participants expressed support for the proposed changes to Fort Rouge Park and McFadyen Park (online survey 74% and 75% respectively). Reasons for support included the construction of a dock, upgrades to spray pad, upgrades that will bring more people into the park at Fort Rouge Park, and appreciation for the direct connection to the bike lane on Assiniboine Avenue, support for the new plaza separation from the bike path, and a concept that satisfies many different uses in McFadyen Park.
- The group with the strongest project support were residents who live downtown (85%), followed by those who self-identified as visitors to the area (83%), and residents in Osborne Village (78%). Individuals who noted that they work in the area or pass through the area were more likely to identify medium support (28% and 31% respectively).

6.4 Bridge Concepts

6.4.1 Online Survey

Overview

In the second phase of engagement, respondents were presented three different bridge concepts – a girder bridge, cable-stayed curvilinear bridge and suspension bridge. Each concept was accompanied by

a set of four images – a rendering in environment, bird’s eye view, site plan in parks, and cross section of the bridge deck.

Respondents were asked to provide a rating on the image and provide comment (not required). The combined average rating of all four images connected to a single concept resulted in the concept’s overall average rating. On a scale of 1 – 5 with 1 representing strongly dislike and 5 representing strongly like, respondents indicated greater support (3.968) for the cable-stayed curvilinear bridge, followed by the girder bridge (3.509), followed closely by the suspension bridge (3.419).

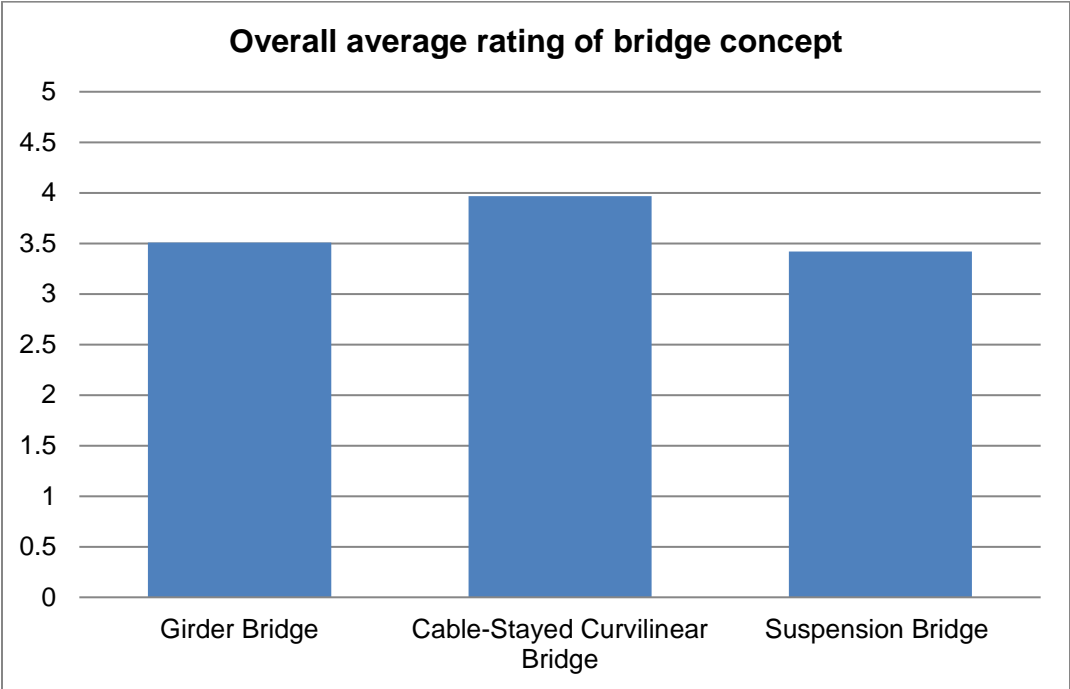


Figure 7 Chart of overall average rating of bridge concept

Girder Bridge

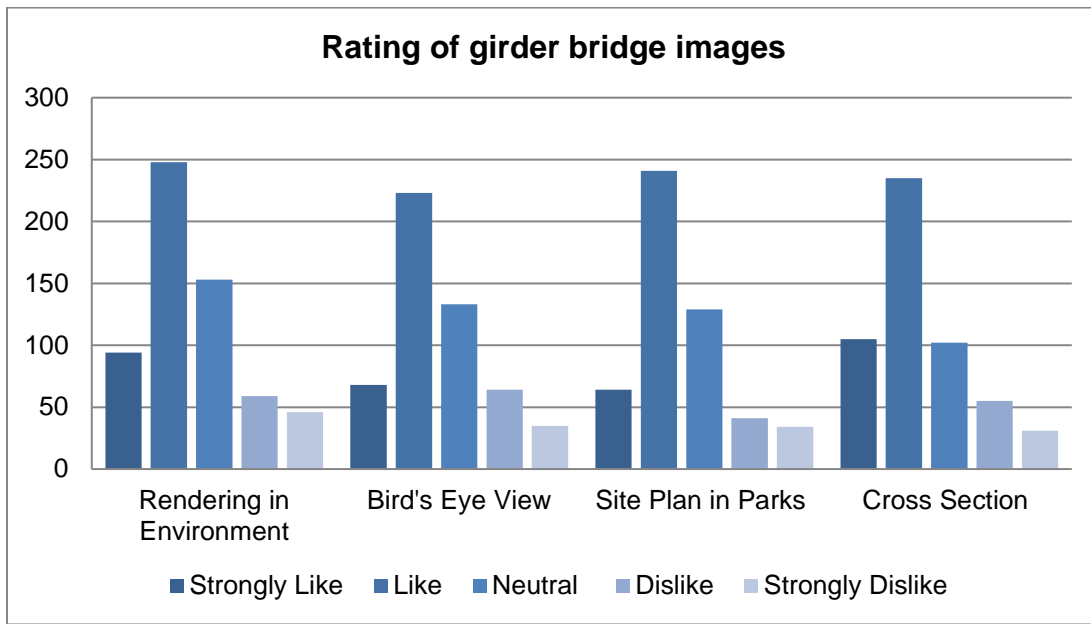


Figure 8 Chart of rating of girder bridge images

Factors for Support

- The most commonly identified reasons for supporting the girder bridge concept were: the simple/clean look of the girder bridge (23), an appreciation for the low-cost option (17), followed by the belief that the design didn't interrupt the view of the waterway or natural surroundings (16).
- Respondents indicated (10) there appeared to be a lot of space on the bridge deck for users on all modes to co-exist.

Factors for Opposition

- The most common reasons for disliking the concept were: a feeling the design was boring (12) and that the concept represented a lost opportunity to embrace the surrounding beauty or introduce a more architecturally interesting design (9).
- On the bridge deck a desire for separation between pedestrians and cyclists was cited seven (7) times. Respondents expressed concern that the bridge deck was too narrow (6).

Cable-Stayed Curvilinear Bridge

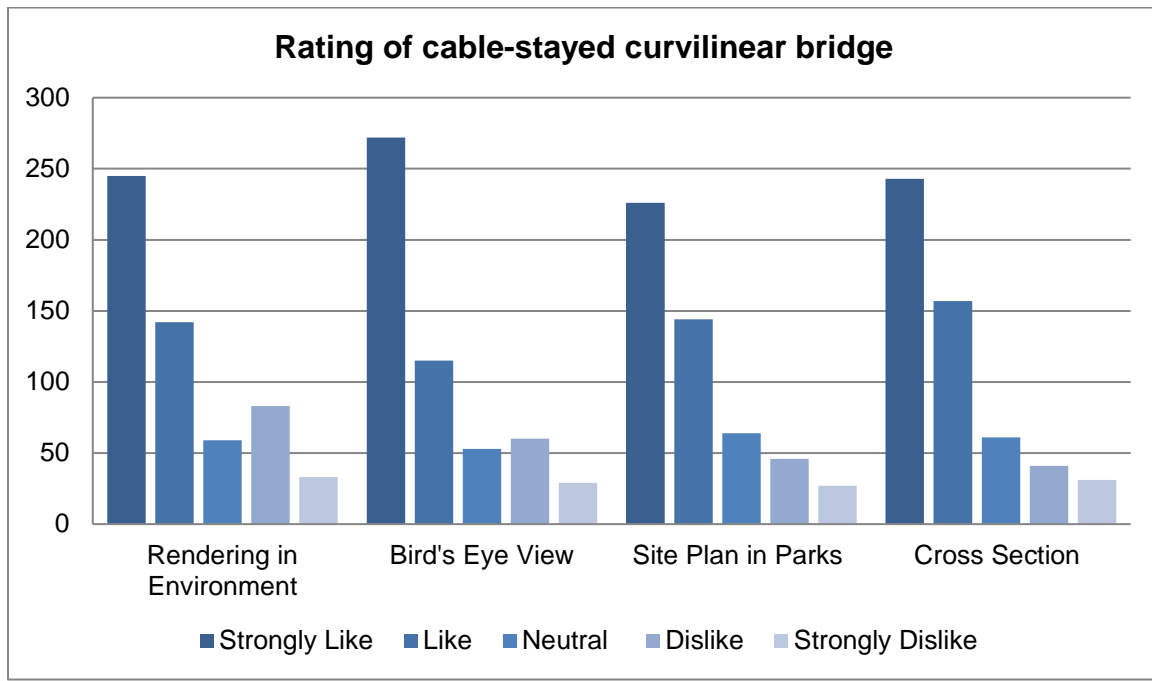


Figure 9 Chart of rating of cable-stayed curvilinear bridge images

Factors for Support

- The most commonly identified reasons for supporting the cable-stayed curvilinear bridge concept were: the incorporation of benches (40), the addition of a curve in the bridge deck (26), the similar look/continuation of design in connection to the Esplanade Riel (23), a belief that this was the best looking concept (17), and the suggestion that the design would create landmark/tourism potential (12).
- Further comments about the benches noted the seating area would support all mobility levels and provide breaks to sit (8).

Factors for Opposition

- The most common reasons for disliking the concept were: concerns that the design was too similar to the Esplanade Riel (11) and that the piers and cables would block too much of the view (6).
- There is concern that the curve in the bridge deck would add additional time needed to cross the bridge (6).

Suspension Bridge

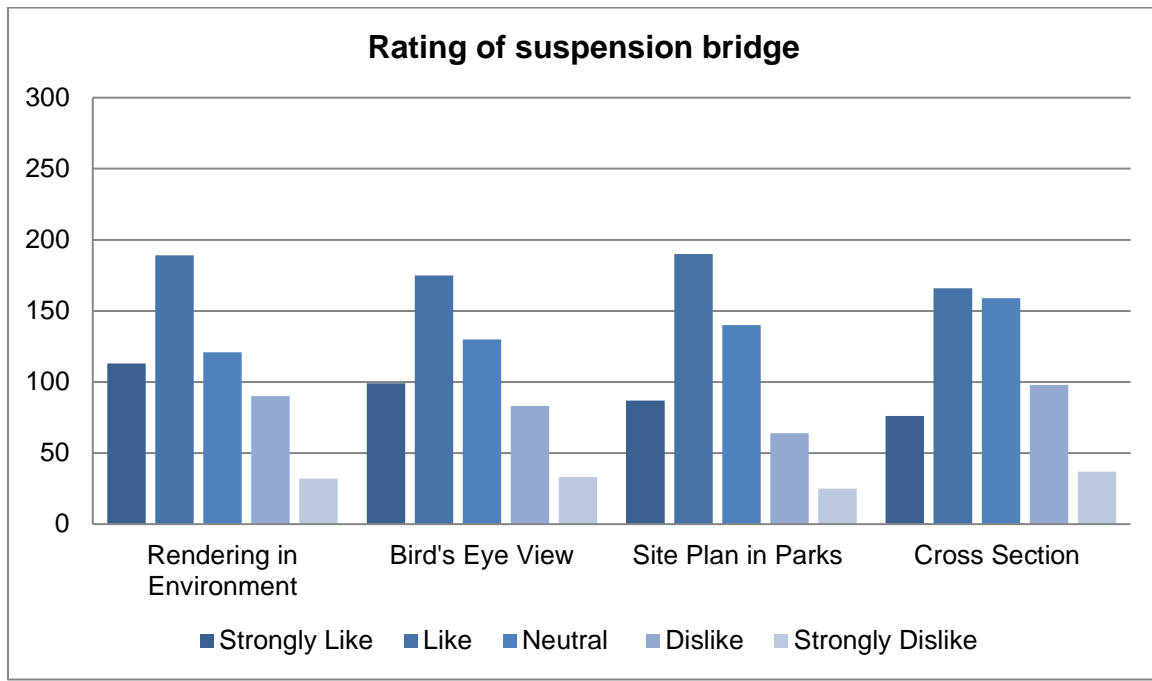


Figure 10 Chart of rating of suspension bridge

Factors for Support

- The most commonly identified reasons for supporting the suspension bridge concept were: preference for a shorter and more direct bridge deck (7), support for width and accommodation of both pedestrians and cyclists (6), support for a different/unique look (5), and a like of suspension bridges (5).

Factors for Opposition

- The most common reasons for disliking the concept were: a need for seating (8), a dislike for the esthetics (e.g. too busy, clunky, angled etc.) (7), and a feeling that the bridge took up too much space (4).
- Some respondents felt the bridge was too narrow on the bridge deck (5) and required greater separation between pedestrians and cyclists (5).

6.4.2 Public Workshop

Overview

Workshop attendees visited the bridge concepts table where they reviewed and discussed the three bridge designs with project subject matter experts. At this station, the groups were asked to summarize their discussion by providing one or more points under the headings: design strength, design weakness, and add to the design. If a previous group had already recorded something, the group discussed they were asked to place a “✓” beside comments they agree on, or an “x” beside comments they disagreed with and explain why.

Girder Bridge

Design Strength:

- Simple ✓✓
- Functional ✓
- Inexpensive ✓
- Attractive
- Spend less money on one bridge so that saved dollars can be spent on additional AT
- Want a bridge that is easiest to maintain

Design Weakness:

- Uninteresting aesthetic design
- Don't pursue project when current infrastructure needs repair and replacement
 - x – project will reduce wear and tear on current infrastructure

Add to the Design:

- Artistic lighting ✓
- Seating ✓
- Must be senior friendly with seating spaces to meet needs
- Dedicated walking path and mixed-use path
- Normalize cost so that issues of design can be evaluated
- Add art to parks

Cable-Stayed Curvilinear Bridge**Design Strength:**

- Don't go for the cheapest. Do it right the first time. ✓✓
- Aesthetically pleasing/interesting ✓
- Seating ✓
- Landmark/prominent ✓
- Curves will slow down cyclists ✓
- Lighting

Design Weakness:

- Cost ✓✓
- Slowing cyclists down with curve
- Seating too narrow – all body types
- Consider needs of seniors for all bridges/bariatric wheelchair
- Height of the cables very visible (changes the view)

Add to the Design:

- Snow clearing strengths or limitations/ implication of curves ✓
- Upkeep – want something that can and will be kept clean

Suspension Bridge

Design Strength:

- Lighting
- Aesthetics (no other suspension bridges in the city)
- Like design – but most important driver is need for a crossing

Design Weakness:

- Cost
- Bridges built with low clearance, diminishing the chance of future excursion boats to run tours down the river
- Needs to be senior friendly
- Difficulty building for both commuting cyclists and leisure cyclists
- View of the river/skyline from each bank will be changed by cables (could also be seen as a positive)
- Needs to provide efficient safe access to either side or cyclists will not use.

Add to the Design:

- Seating ✓
- Lighting
- Some weather protection for walking
- Dedicated walking path and mixed use path

6.4.3 Stakeholder meeting

Stakeholder meeting attendees were part of an open conversation where they reviewed and discussed all three project areas (bridge, park and cycling connections) with subject matter experts. The conversation started with a review of the three bridge concepts.

- Participants wanted to know if there would be pedestrian and cycling separation. Project team advised that a physical barrier was not part of the design, but that different textures/colours could be applied to the surface to separate pedestrians and cyclists.
- The project team noted that the Esplanade Riel is mixed-use and has not received complaints. Could add signage later. If issues occur delineation could be added later.
- Noted there are a lot of seniors in the area who may feel frightened to walk too close to cyclists. How do we make this safer for seniors?
- Participant suggested that fast moving cyclists may continue to choose to use the roads.
- Participants requested seating areas on any design moved forward, because it is important to provide a break. Or provide benches on either end. Want for a space to stop and welcoming environment.
- When questioned about price, the project team advised the girder bridge is roughly two-thirds the price of the other two options.

- Participant expressed need for crime prevention under the bridge. Noted the majority of bridges in area experience issues. Question of barricades. Project team noted need for clean sightlines and increase in activity can help reduce unwanted behavior. The undersides of all three bridges provide ample clearance and open space. Lighting will be directed strategically to avoid light pollution on the bridge deck, with under bridge lighting as part of design as well.
- Elevation of bridge deck was questioned, learned that girder has a slight arch on the underside of the structure, while the other two designs' undersides are straight. The girder bridge, if constructed, would require an increase of riverbank elevations at the bridge end locations, in order to provide equal clearance on its underside.

6.5 Park Enhancements

6.5.1 Online Survey

Overview

Respondents were presented with a concept drawing for improvements to both Fort Rouge Park, on the south side of the Assiniboine River, and McFadyen Park on the north side of the river.

Respondents were asked to provide a rating on the image and provide comment (not required).

6.5.1.1 Fort Rouge Park

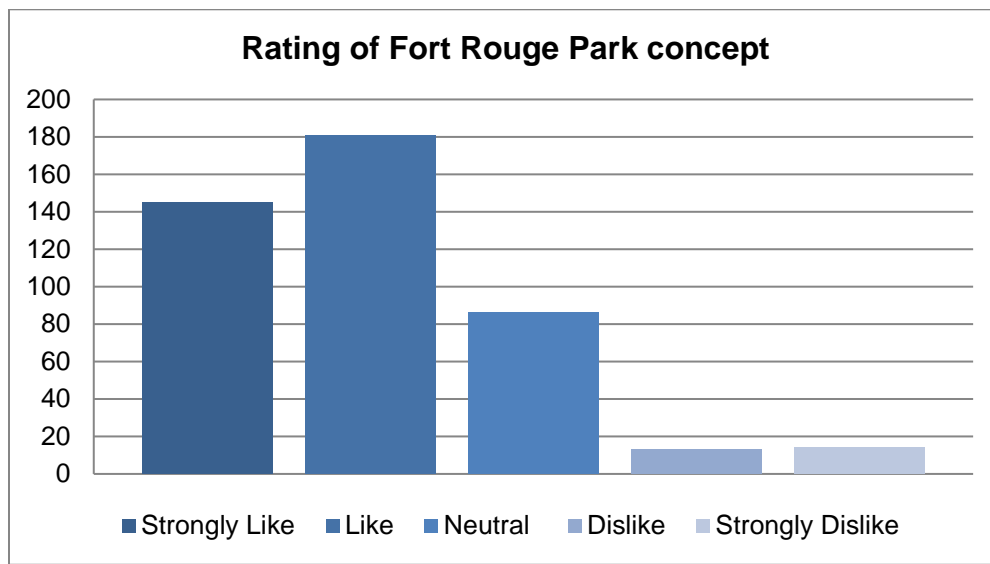


Figure 11 Chart of rating Fort Rouge Park concept

- Seventy-four percent (74%) of the 439 respondents who answered this question noted that they liked the overall proposed upgrades for Fort Rouge Park (33% strongly like, 41% like).
 - The top reasons/comments for liking the concept were:
 1. Inclusion of a dock (7)

- 2. Upgrades to spray pad (3), a need to clear the riverbank area of garbage (3), expressed need to preserve park trees (3), the concept satisfies many different age groups (3), upgrades will bring more people to the park (3), and expressed need for sufficient lighting to keep park safe (3).
- Twenty percent (20%) of the 439 respondents who answered this question expressed they were neutral to the overall proposed upgrades for Fort Rogue Park.
 - The top reasons included the desire for pedestrian and cyclist separation on the park paths (3), they were not familiar with the park (2), a need for park security (2).
- Six percent (6%) of the 439 respondents who answered this question noted they disliked the proposed upgrades to Fort Rogue Park (3% strongly dislike, 3% dislike).
 - Common concerns included the need for better cycling connections (2), child and cyclist collisions, movement of undesired behavior from one side of the river to the other, project cost.

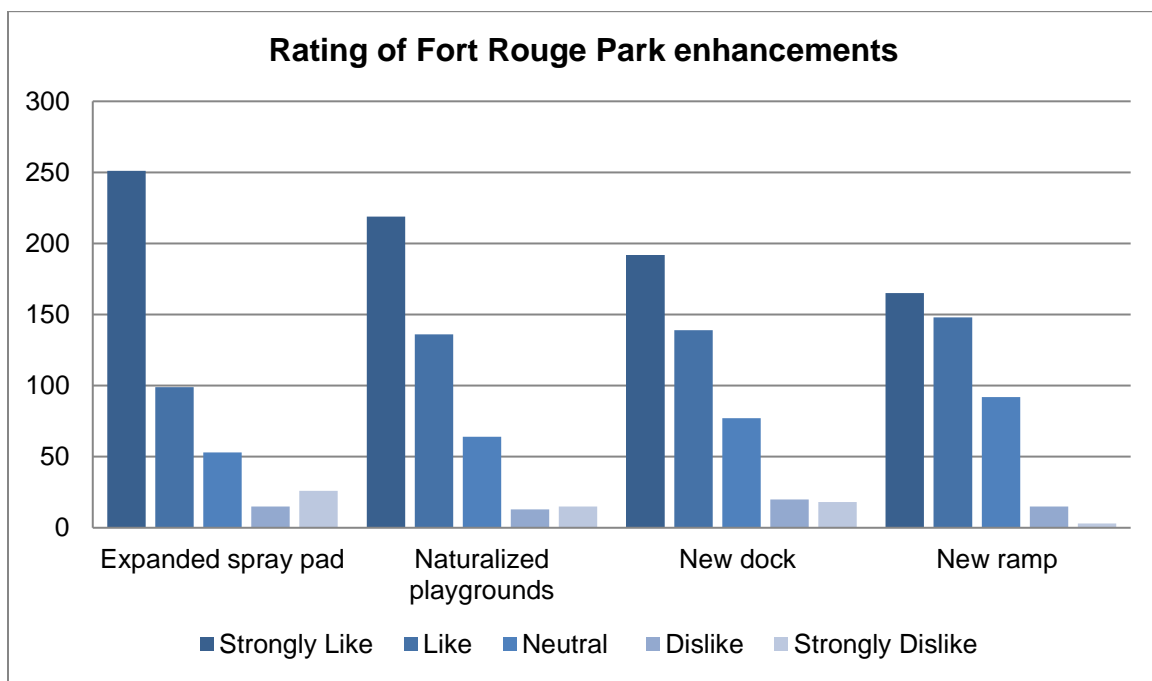


Figure 12 Chart of rating of Fort Rouge Park enhancements

Expanded spray pad

The spray pad enhancement was rated 444 times. Seventy-nine percent (79%) of responses indicated a like for the proposal (57% strongly liked, 22% liked). Twelve percent (12%) of responses reflected a neutral feeling towards the change. Nine percent (9%) of responses indicated a dislike for the proposal (6% strongly disliked, 3% disliked)

Factors for support

The most commonly identified reasons respondents indicated they liked the expanded spray pad were: a feeling that it was good to support families and children in the area (18), the expansion would make up

for loss of wading pool in McFadyen Park (4), a need for splash pads in the City (2), need for adequate staffing and maintenance (2), a desire for washrooms/change areas (2), and the current spray pad is used already (2).

Factors for opposition

Issues noted as to why respondents didn't support a spray pad were: a waste of water (2), not used enough to expand (2).

Naturalized playgrounds

The addition of three naturalized playgrounds was rated 447 times. Seventy-nine percent (79%) of responses indicated a like for the proposal (59% strongly liked, 30% liked). Fourteen percent (14%) of responses reflected a neutral feeling towards the change. Six percent (6%) of responses indicated a dislike for the proposal (3% strongly disliked, 3% disliked)

Factors for support

The most commonly identified reasons respondents indicated they liked the naturalized playgrounds were: a general feeling that it was a good change (6), that naturalized playgrounds would fit with the surroundings (3), support for engaging children with the natural environment (2), a suggestion that the playgrounds will require shade (2).

Factors for opposition

Issues noted as to why respondents didn't support a naturalized playgrounds were: they're ugly and will decay (1), current equipment not in need of replacement (1), a request to keep more greenspace for picnics (1).

New dock

The addition of a new dock was rated 446 times. Seventy-four percent (74%) of responses indicated a like for the proposal (43% strongly liked, 31% liked). Seventeen percent (17%) of responses reflected a neutral feeling towards the change. Eight percent (8%) of responses indicated a dislike for the proposal (4% strongly disliked, 4% disliked)

Factors for support

The most commonly identified reasons respondents indicated they liked the new docks were: a desire for a river taxi stop (6), a belief that Winnipeg needs more public docks (4), support for engaging boating (4), a desire to see a canoe/kayak locker similar to what was proposed in the Go to the Waterfront Plan (3), a note to ensure the dock is flood proof (2), a desire for the dock to be larger (2), suggestion of adding a security beacon (similar to what is available on university campuses) (2), ensure that the dock provides access in winter to skating trail (2).

Factors for opposition

Issues noted as to why respondents didn't support a new dock were: they don't like the cost (3), suggested need for staff (1), water taxi service is inconsistent (1).

New ramp

The proposed new accessible ramp was rated 435 times. Seventy-two percent (72%) of responses indicated a like for the proposal (38% strongly liked, 34% liked). Twenty-one percent (21%) of responses reflected a neutral feeling towards the change. Six percent (6%) of responses indicated a dislike for the proposal (3% strongly disliked, 3% disliked)

Factors for support

The most commonly identified reasons respondents indicated they liked the new ramp were: support in inclusive infrastructure (10), a request to ensure path is useable in all seasons (3), indication that lighting and other safety considerations will be required under the bridge (3), an appreciation for river access (2).

Factors for opposition

Issues noted as to why respondents didn't support a new ramp were: cost (2), request for a more direct stair route (2).

6.5.1.2 McFadyen Park

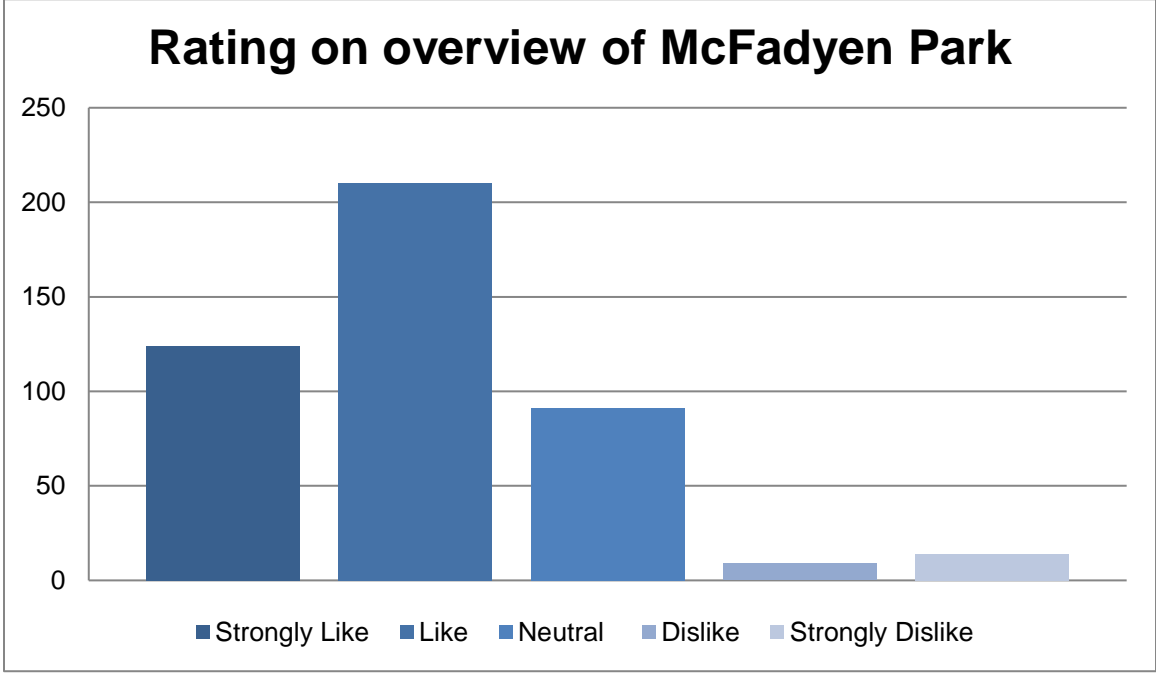


Figure 13 Chart of rating on overview of McFadyen Park

- Seventy-five percent (75%) of the 450 respondents who answered this question noted that they liked the overall proposed upgrades for McFadyen Park (28% strongly like, 47% like).
 - The top reasons/comments tied to liking the concept were:
 1. Concern over losing the on-site washrooms (10)
 2. Appreciation for the direct connection to the bike lane on Assiniboine Avenue (5)
 3. Support for the new plaza and tree separation from bike path (4)
 4. Disappointment at loss of wading pool (3), the concept satisfies many different uses (3), support for a ramp connection down to the river (3), support for retaining the tennis courts (3)
- Twenty percent (20%) of the 450 respondents who answered this question expressed they were neutral to the overall proposed upgrades for Fort Rogue Park.
 - The top reasons included : a question if supervision could be introduced to the washrooms(2), disappointment at the removal of the washrooms(2), disappointment at removal of wading pool (2), desire for pedestrian and cyclist separation on paths through the park (2).
- Six percent (6%) of the 450 respondents who answered this question noted they disliked the proposed upgrades to McFadyen Park (4% strongly dislike, 2% dislike).
 - Common concerns included the removal of the wading pool (3), project cost (3), park safety/need for lighting and removal of places to hide/movement of unwanted activities between parks (3), and removal of the washrooms (2).

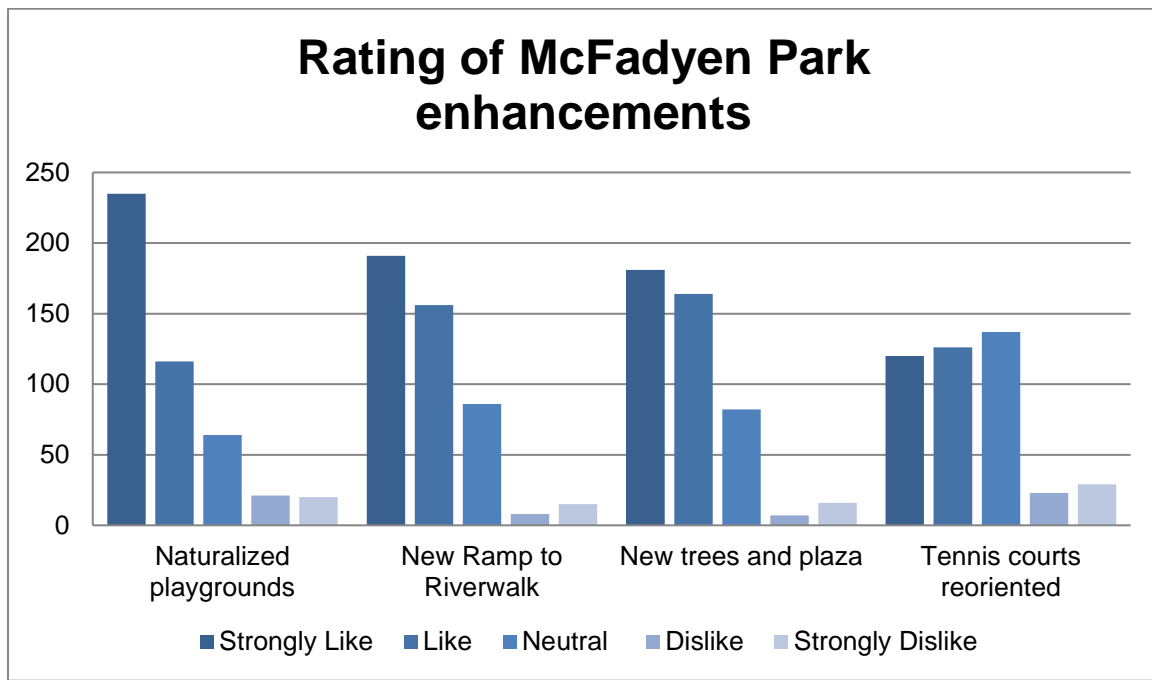


Figure 14 Chart of rating of McFadyen Park enhancements

Naturalized playgrounds

The addition of a naturalized playground was rated 456 times. Seventy-seven percent (77%) of responses indicated a like for the proposal (52% strongly liked, 25% liked). Fourteen percent (14%) of responses reflected a neutral feeling towards the change. Nine percent (9%) of responses indicated a dislike for the proposal (4% strongly disliked, 5% disliked)

Factors for support

The most commonly identified reasons respondents indicated they liked the naturalized playground were: a feeling that it was good/looked natural (10), updating the park will attract more people/children to use and enjoy the space (9), an appreciation for creative play/nature connection (4), need for more children play spaces downtown (3), support for unique playground (3), and need to maintain (2).

Factors for opposition

Issues noted as to why respondents didn't support a naturalized playground were: concern over the removal of trees (2), questions over accessibility (2).

Ramp to Riverwalk

The addition of a new ramp to the riverwalk was rated 456 times. Sixty-six percent (66%) of responses indicated a like for the proposal (42% strongly liked, 34% liked). Nineteen percent (19%) of responses reflected a neutral feeling towards the change. Five percent (5%) of responses indicated a dislike for the proposal (3% strongly disliked, 2% disliked)

Factors for support

The most commonly identified reasons respondents indicated they liked the new ramps were: that the ramp was good for accessibility (13), added access down to the Riverwalk (10), concern over the removal of the washroom/wading pool (3), a belief that the ramp is strongly needed (3), improvement to movement of bicycles (2).

Factors for opposition

Issues noted as to why respondents didn't support a new ramp were: concern over annual flooding (2), park safety and problem with sightlines (2).

New trees and plaza

The addition of new trees and plaza was rated 450 times. Seventy-six percent (76%) of responses indicated a like for the proposal (40% strongly liked, 36% liked). Eighteen percent (18%) of responses reflected a neutral feeling towards the change. Six percent (6%) of responses indicated a dislike for the proposal (4% strongly disliked, 2% disliked)

Factors for support

The most commonly identified reasons respondents indicated they liked the new plaza were: addition of trees (12), request of a variety of tree species (5), noted pleasant and relaxing appearance (5), support for seating (4), need to ensure lighting (2), and a belief the plaza will attract more people to the park (2).

Factors for opposition

Issues noted as to why respondents didn't support a new plaza were: concern with diminished space/sightlines due to new trees (4), concern over loitering on benches (2), request for more open green space.

Tennis courts reoriented

The proposed reorientation of the tennis courts was rated 435 times. Fifty-seven percent (57%) of responses indicated a like for the proposal (28% strongly liked, 29% liked). Thirty-one percent (31%) of responses reflected a neutral feeling towards the change. Twelve percent (12%) of responses indicated a dislike for the proposal (7% strongly disliked, 5% disliked)

Factors for support

The most commonly identified reasons respondents indicated they liked the movement of the tennis courts were: better orientation utilizing back of park (9), a request to add pickleball lines (2), questions over level of use (2), a belief Winnipeg needs more tennis courts (2), witness high level of use (2).

Factors for opposition

Issues noted as to why respondents didn't support the movement of the tennis courts were: tennis isn't commonly played (6), preference for other facilities: soccer or basketball (1), more grass and trees (1), hockey rink (1), pickleball courts (1), concern the City won't maintain (1), courts are fine as they are (1), need to separate courts to avoid fly balls (1).

6.5.2 Public Workshop

Overview

Workshop attendees visited the park concepts table where they were able to review and discuss the three park designs with project subject matter experts. At this station the groups were asked to summarize their discussion by providing one or more points under the headings: design strength, design weakness in regards to new amenities and other amenities that may have been missed. If a previous group had already recorded something the group discussed they were asked to place a "✓" beside comments they agree on or an "x" beside comments they disagreed with and explain why. A blank field indicates that no notes were made in that section.

Fort Rouge Park

	Design Strength	Design Weakness
New dock		Add lock-ups for canoes/kayaks Float so useful for longer Safety ad usage concerns
New ramp to dock	Like for winter access	Integrate into riverbank?

	Good proximity to apartments	Improve Osborne Village access instead
Expand spray pad	Good support	Concern over kids being hit by cyclists, add separation ✓✓
Three new natural playgrounds	Good support	Request for seniors fitness equipment Too many
Other, amenities we've missed	Community gardens on the lower bank ex: South Osborne Commons Removing east walkway ✓ Toboggan run relocated Add bike parking on River Ave. BBQ pit	Direct access from Roslyn back lane, paved. Must have washroom – maintenance? Crime/panhandling/needles - what will happen to displaced people on river bank?

Table 3 Fort Rouge Park design element strengths and weaknesses

McFadyen Park

	Design Strength	Design Weakness
Tennis courts reoriented	Yes✓ Ensure well lit- safety	Destroys park space/greenspace
New trees and benches plaza		Good sightlines
New natural playground	See Aubrey model – very successful Sand /water Assiniboine Park	Safety – needles etc. Young people should be accommodated on both sides Add seniors fitness equipment
New ramp to Riverwalk	Yes	Tree loss Light as much as possible Bike access possible?
Other, amenities we've missed	Add ice cream vendor Well lit Bike tools Public art integrated everywhere	Osborne Village Biz patrols Separate paths – use red asphalt ✓ Fast lane Park vs. commuter route, may not be compatible Improve existing bridges Needs washroom/ business with a washroom

Table 4 McFadyen Park design element strengths and weaknesses

6.5.3 Stakeholder Meetings

Stakeholder meeting attendees were part of an open conversation where they reviewed and discussed all three project areas (bridge, park, and cycling connections) with subject matter experts. The second topic of discussion delved into the two park concepts.

- City representatives explained that in the last 10 years, the number of days the wading pool in McFadyen Park was open decreased based on number of users. More than one participant noted that the playground in McFadyen was small and not easily accessible.
- Project team noted intention to bring play activity closer to the road so that more Winnipeggers are aware of the existence of the park.
- Participants noted some homeless people are living on the riverbank between Fort Rouge Park and the Osborne Street Bridge, noted Osborne Village foot patrols will visit park site.
- Concern shared about need for delineation between children play areas and cycling routes. Participants noted that children’s movements can be unpredictable. Project team noted fences could be added in the future.
- Participants asked if it would be possible to have commercial opportunities at the end of the bridge.
- Interest in adding natural plant species and pollinators among plant materials.
- Garbage and recycling bins important – how will these be managed? Parks department noted possible use of in-ground garbage containers depending on volume of use, and possible implementation of needle drop stations.
- What is good for children is good for adults. Colour contrast, and beware of slippery surfaces/slopes.

6.5.4 Visit to McFadyen Park

Feedback was obtained through conversations with park users.



Figure 15 Project staff and resident discussing proposed layout in McFadyen Park

- Safety issues were noted in the park, with one user stating they do not come to the park when it is empty. Another noted drug use is a problem both within McFadyen Park and across the river at Fort Rouge Park.
- Concern raised about the proposed design in regards to collisions between children and fast-moving bikes, with a request to not separate the green space from the children’s playground with the bike lane.
- The tennis courts were noted as commonly used, with on-site users noting that in the proposed parks design the court alignment was unique (end to end) and that fencing will be key. They added that the courts would receive more use if lighting was implemented.
- The natural beauty of the park was commonly noted, with comments such as “the area is defined by its trees”.

In June 2018, the project team received a petition from McFadyen Park users against the proposed bridge using park space as a landing point. The document requested the movement of the bridge to areas near existing road bridges. In response to the petition

regarding the location of the proposed bridge: The directive to investigate a bridge connecting Fort Rouge and McFadyen parks, the plan was called for in the City Council approved PCS. Osborne Village to Downtown is a very high demand location as it connects two walkable neighbourhoods and enhances downtown connectivity. This location was deemed the only appropriate location to directly connect Osborne Village and Downtown because of City owned property on both sides of the river (Fort Rouge Park and McFadyen Park). Other rationale for this location includes the opportunity to eliminate park asset redundancy by upgrading and enhancing existing parks to create one unified park. This point is also the midway point between two existing bridges that have been deemed unsuitable for use by cyclists of all ages and abilities.

Nearby residents questioned whether this bridge could be located adjacent to existing bridges in the area. Adjacent to the Osborne Bridge was deemed less suitable for a pedestrian and cycling bridge as riverbank property is either privately owned or is owned by the Province of Manitoba and the proximity of the existing bridge. The Donald Street location is adjacent to two city parks on the east side of the bridge; however, that location was not considered suitable due to its close proximity to a dedicated cycling path along Main Street.

The petition against the bridge using McFadyen Park as a landing point is available in Appendix F.

6.6 Proposed Active Transportation Connections

6.6.1 Online Survey

Overview

Respondents were presented with a map of Osborne Village with an overlay of 14 potential cycling route improvements. In some locations, such as River Avenue and Stradbrook Avenue west of Osborne Street,

there were two options for road treatments provided for the same segment of roadway (buffered bike lanes or raised bike lanes). Respondent were able to select the route and review a list of attributes along with a rendering of the roadway cross-section improvements. Respondents were asked “should this be a priority?” to which they could answer yes or no.

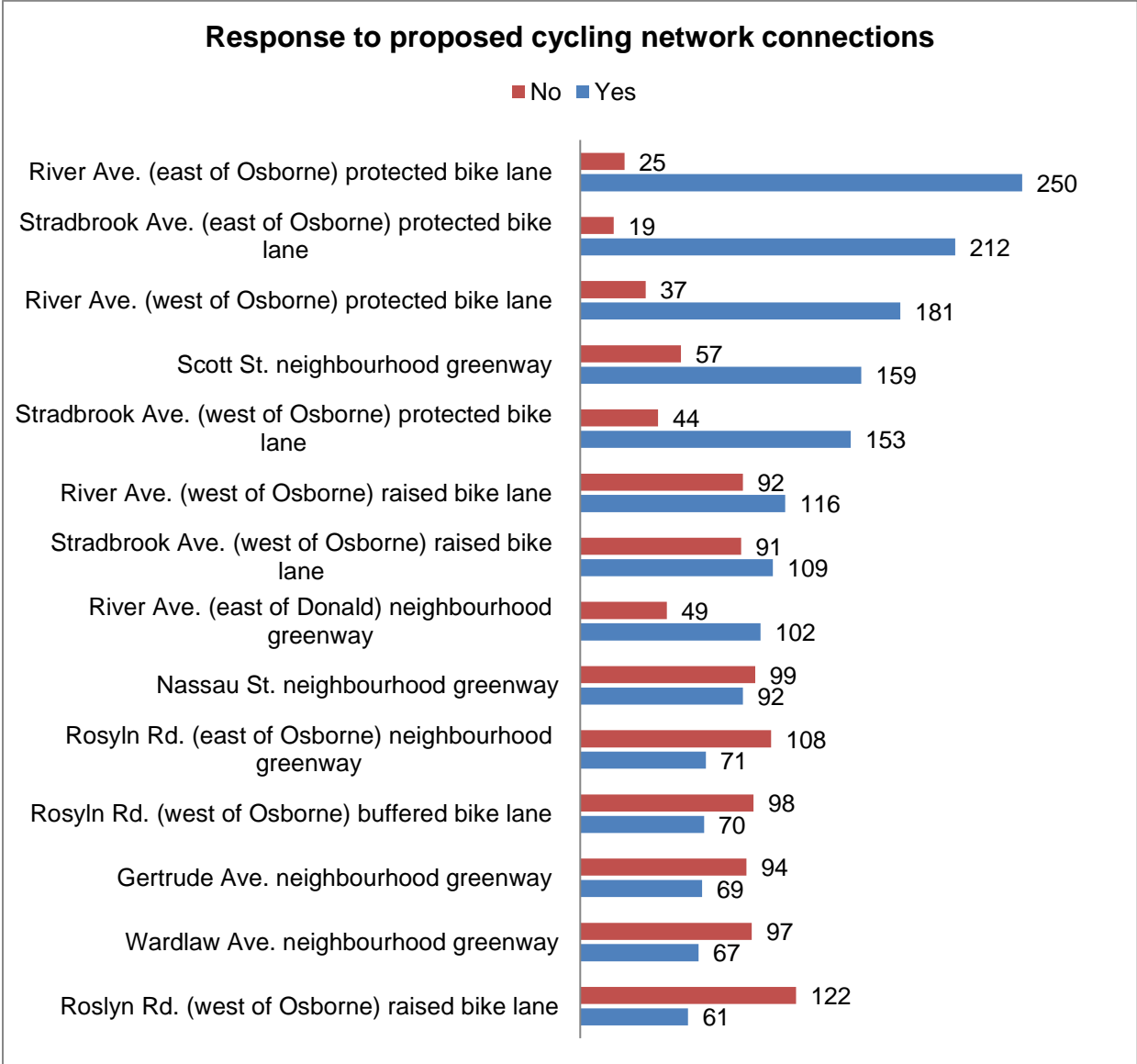


Figure 16 Chart of response to proposed cycling network connections

6.6.1.1 River Avenue

Nassau to Osborne (protected or raised bike lanes), Osborne to Donald (protected), Donald to Fort Rouge School (neighbourhood greenway)

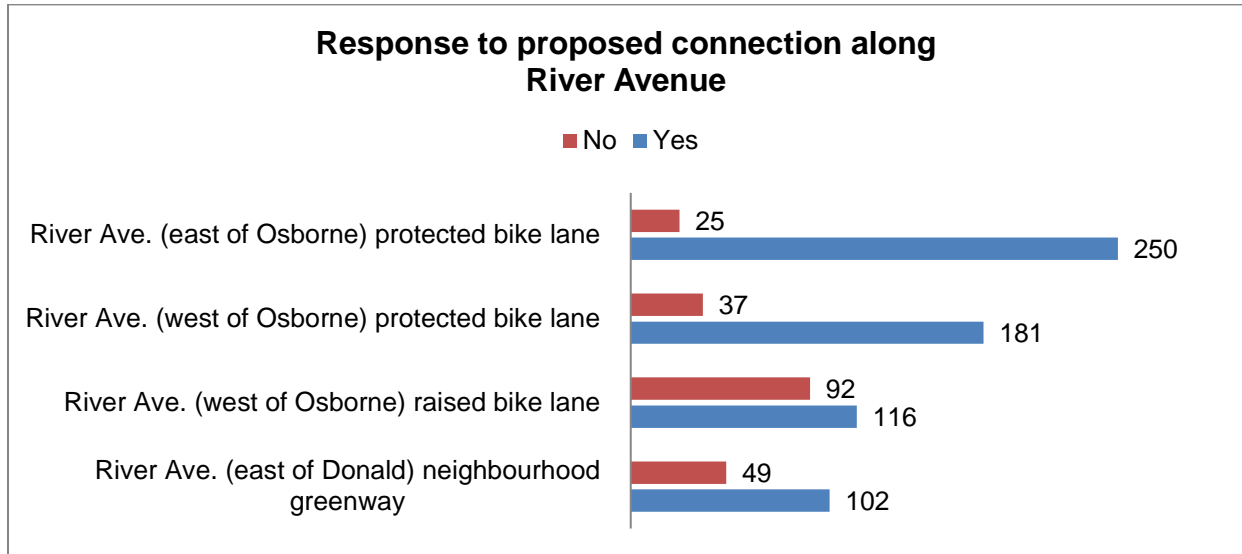


Figure 17 Chart of response to proposed connection along River Avenue

River Ave. (east of Osborne) protected bike lane

This route was rated 275 times. Nine-one percent (91%) of respondents to this route indicated yes, it should be a priority. Nine percent (9%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: this route is an essential connections (8), request for a two-way bike lane (3), the road currently feels unsafe (3), there is no point in building the bridge without this connection (3), request to create safe/protected route here (2).

Factors for opposition

Common comments in opposition noted: suppression of parking is a major concern (3); River Avenue and Stradbrook Avenue are too busy with cars to add bikes (2).

River Ave. (west of Osborne) protected bike lane

This route was rated 218 times. Eighty-three percent (83%) of respondents to this route indicated yes, it should be a priority. Seventeen (17%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: Connect to Wellington Crescent/Wellington Crescent currently leaves you stranded (4), would strengthen commuter cycling in area (2), protected bike lane consistent with proposal east of Osborne Street on River Avenue (2).

Factors for opposition

Common comments in opposition noted: preferred raised option (3).

River Ave. (east of Donald) neighbourhood greenway

This route was rated 102 times. Sixty-eight percent (68%) of respondents to this route indicated yes, it should be a priority. Thirty-two percent (32%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: needed to connect east/Forks/St.B (4).

Factors for opposition

Common comments in opposition noted: would prefer protected connection to Main Street (2), this section of river already has low/slow traffic volume (2).

River Ave. (west of Osborne) raised bike lane

This route was rated 208 times. Fifty-six percent (56%) of respondents to this route indicated yes, it should be a priority. Forty-four (44%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: a higher degree of separation is best (3), how will you keep pedestrians out of bike lane (3), River Avenue/Stradbrook Avenue should be a priority (2), good link to Wellington Cres. (2), prefer raised bike lanes (2).

Factors for opposition

Common comments in opposition noted: road too busy already (3), preferred protected option (3), don't remove parking/Osborne Village needs more parking (2), continue with road treatment east of Osborne Street on River Avenue (2).

6.6.1.2 Stradbrook Avenue

Nassau to Osborne (protected or raised bike lanes), Osborne to Donald (protected)

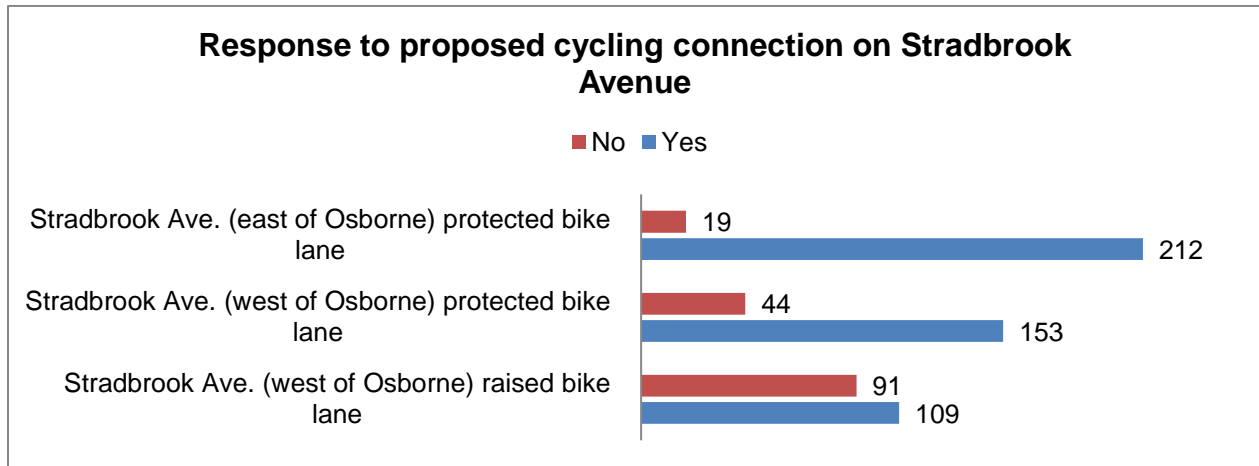


Figure 18 Chart of response to proposed cycling connection on Stradbrook Avenue

Stradbrook Avenue (east of Osborne) protected bike lane

This route was rated 231 times. Ninety-two (92%) of respondents to this route indicated yes, it should be a priority. Eight percent (8%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: good connection to Harkness Station/Wellington Crescent/bike path east of 42/Forks (8), vehicles drive too fast down this road (4), street is wide and underutilized (2),

Factors for opposition

Common comments in opposition noted: no theme to comments in opposition.

Stradbrook Avenue (west of Osborne) protected bike lane

This route was rated 197 times. Seventy-eight percent (78%) of respondents to this route indicated yes, it should be a priority. Twenty-two (22%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: go with protected (4), currently feels unsafe for cyclists (3), straight from existing route on Wellington (2), ensure bike lane is free of potholes (2).

Factors for opposition

Common comments in opposition noted: preferred raised lanes (2).

Stradbrook Avenue (west of Osborne) raised bike lane

This route was rated 200 times. Fifty-five percent (55%) of respondents to this route indicated yes, it should be a priority. Forty-six percent (46%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: like protection and separation (4), raised lanes look safer (2).

Factors for opposition

Common comments in opposition noted: no theme to comments in opposition.

6.6.1.3 Scott Street

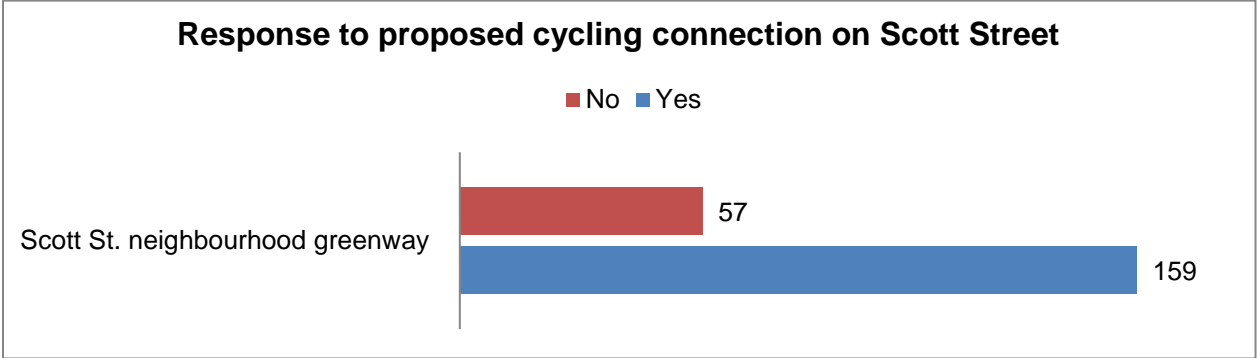


Figure 19 Chart of response to proposed cycling connection on Scott Street

Scott Street neighbourhood greenway

This route was rated 216 times. Seventy-four percent (74%) of respondents to this route indicated yes, it should be a priority. Twenty-six (26%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: north-south connection important (7), require safe crossing at River Avenue and Stradbrook Avenue (7), Stradbrook Avenue crossing at Scott Street is dangerous (3), route should extend across Donald for south connection (3), want separated bike lanes (3), needs to connect to rapid transit (2).

Factors for opposition

Common comments in opposition noted: no theme to comments in opposition.

6.6.1.4 Nassau Street to Roslyn Road

Nassau Street between River Avenue (neighbourhood greenway with back-in angled parking), Roslyn Road between Nassau Street and Osborne Street (buffered bike lane or raised bike lane), Roslyn Road between Osborne Street and Bryce Street (neighbourhood greenway)

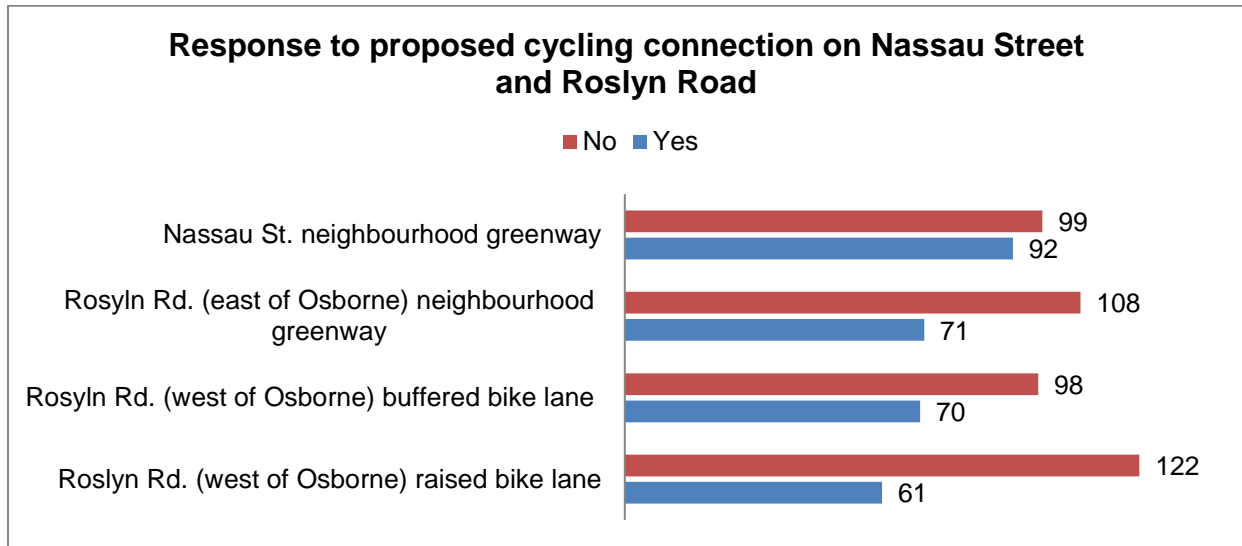


Figure 20 Chart of response to proposed cycling connection on Nassau Street - Roslyn Road

Nassau St. neighbourhood greenway

This route was rated 191 times. Forty-eight percent (48%) of respondents to this route indicated yes, it should be a priority. Fifty-two percent (52%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: treatment was a compromise between supporting cycling and the need for parking (3), traffic calming in the neighbourhood is critical (2).

Factors for opposition

Common comments in opposition noted: option would make access to apartment buildings difficult for residents (7), this will cause back up traffic at very short light at Roslyn Road and Osborne Street, especially during morning rush hour (2), street too busy already (2), will cause overall traffic congestion (2).

Roslyn Rd. (east of Osborne) neighbourhood greenway

This route was rated 179 times. Forty percent (40%) of respondents to this route indicated yes, it should be a priority. Sixty percent (60%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: quieter/less dangerous than River (3)

Factors for opposition

Common comments in opposition noted: road traffic low and treatment not required (6), prioritize cycling connections elsewhere (River Avenue) (3), residential traffic already congested (2).

Roslyn Rd. (west of Osborne) buffered bike lane

This route was rated 168 times. Forty-two percent (42%) of respondents to this route indicated yes, it should be a priority. Fifty-eight percent (58%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: no theme to comments in support.

Factors for opposition

Common comments in opposition noted: area currently experiencing a parking deficit and can't lose more parking (4), painted lanes do not provide enough protection (4), buffered bike lanes do not provide enough protection (2), already an sufficient indirect route (2).

Roslyn Rd. (west of Osborne) raised bike lane

This route was rated 183 times. Thirty-three percent (33%) of respondents to this route indicated yes, it should be a priority. Sixty-seven percent (67%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: painted lanes do not work (2).

Factors for opposition

Common comments in opposition noted: road is currently working for cyclists (6), priority is River/Stradbrook (4), need parking/can't lose parking on north side (3), there are other priorities in the area (3), traffic on street too busy (2).

6.6.1.5 Wardlaw Avenue and Gertrude Avenue

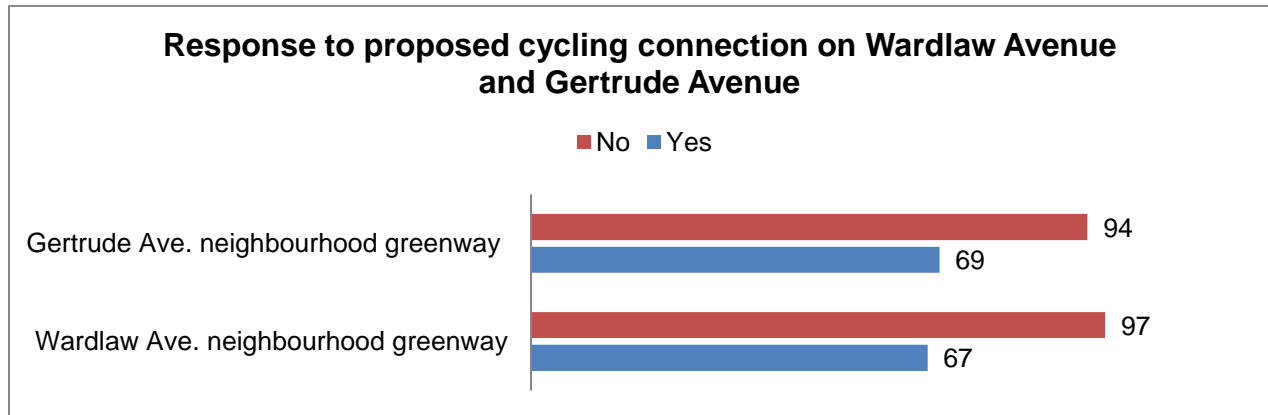


Figure 21 Chart of response to proposed cycling connection on Wardlaw Avenue and Gertrude Avenue

Gertrude Avenue neighbourhood greenway

This route was rated 163 times. Forty-two percent (42%) of respondents to this route indicated yes, it should be a priority. Fifty-eight percent (58%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: need a proper signal light across Osborne Street (3), school route good for kids and already traffic calmed (3).

Factors for opposition

Common comments in opposition noted: don't add another signal light on Osborne Street (3), don't traffic calm every street in Osborne Village (2).

Wardlaw Avenue neighbourhood greenway

This route was rated 164 times. Forty-one percent (41%) of respondents to this route indicated yes, it should be a priority. Fifty-nine percent (59%) indicated no, it should not be a priority.

Factors for support

Common comments in support noted: prefer biking on quiet streets (4), pre-existing signal at Osborne Street makes lower cost option than Gertrude (3).

Factors for opposition

Common comments in opposition noted: preferred River Avenue/Stradbrook Avenue as priority (3).

6.6.2 Public Workshop

Overview

Workshop attendees visited the AT concepts table where they could review and discuss the proposed AT connections with project subject matter experts. The results of the previous round of public engagement showed that the addition of bike lanes on River Avenue and Stradbrook Avenue are highly desirable – given the limited amount of time at the table participants were asked to discuss these routes first and summarize their discussion by providing one or more points under the headings: implications for cyclists, implications for drivers, implications for pedestrians and implications for nearby residents/businesses. If a previous group had already recorded something the group discussed they were asked to place a “✓” beside comments they agree on or an “x” beside comments they disagreed with and explain why. Note: other comments regarding other proposed routes are also recorded under the River/Stradbrook headings.

	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
Implications for cyclists	Leading interval at River	<ul style="list-style-type: none"> • Concern for safety on Scott St. crossing at River and Stradbrook. ✓✓ • Two-way bicycle lane on River Avenue to get to Fort Rouge Park ✓ • Use back lane from Roslyn/Bryce to Park • Is there opportunity to have connection from Roslyn to Fort Rouge Park that runs along the riverbank? • Slow vehicles on River Avenue /Stradbrook Avenue • Stop traffic at Scott on River Avenue /Stradbrook Avenue to slow traffic. • Want Osborne Bridge upgraded to be safe for cyclists (improve with paint/signage to share the road)
Implications for drivers	Fix streets so cyclists don't have to use a rutted utter, then you would need bike lanes because cyclists would have a safe place to ride on	<ul style="list-style-type: none"> • Scott Street remove parking? • Neighbourhood greenways are 30 km/h • Concern for traffic impacts at Roslyn Street/Osborne Street is Nassau Street is converted into one way. • Need better connection at Osborne underpass. • Parking on side streets – exe: Lewis 2 hour limit?
Implications for pedestrians	Leading interval at River	Crosswalk on River Avenue is dangerous

Implications for nearby residents/businesses		<ul style="list-style-type: none"> • May be an issue to lose parking on River for residents x – some participants are okay with this • Issue for losing parking on Roslyn for residents
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Table 5 Cycling connection options and implications for users

6.6.3 Stakeholder meeting

Stakeholder meeting attendees were part of an open conversation where they reviewed and discussed all three project areas (bridge, park and cycling connections) with subject matter experts. The final conversation of the meeting was in connection to proposed cycling connections.

- Noted concern with cyclists turning off of Roslyn Road
- Noted the direction heading towards Osborne Street would be most important
- Connection to Wellington Crescent is important
- Concern over the not linking Scott Street across Donald Street. Project team noted that the City is not comfortable with slowing down traffic on Donald Street in that location, due to its proximity of traffic lights at Confusion Corner
- Timing of half signal at Gertrude Avenue should be investigated

6.6.4 Visits with Osborne Village Businesses

Visits with businesses throughout the Osborne Village resulted in targeted conversations about the individual businesses’ use of adjacent streets, back-lanes, and loading zones.

Repeated themes included:

- A need for more bike racks in the area
- A concern that the removal of parking could impact customers
- A feeling that the current use of roundabouts on Nassau Street was ineffective
- Issues with cyclists using sidewalks alongside pedestrians
- The need to make cycling safer
- Difficulty for all road users using Confusion Corner
- Concern with flooded sidewalks
- The need to clearly mark and maintain bike lanes

A project bulletin delivered to business included an online survey to measure individual business needs. The response rate was low a total of eight responses.

Results included:

- When asked to rank how customers access their business respondents most often rated personal vehicle as the number one. Results were:
 1. Personal vehicle
 2. Bus
 3. Bike

4. By foot
 5. Taxi/or vehicle for hire
 6. Carpool
- Seven of eight business representatives that were visited noted that improved cycling infrastructure in Osborne Village that are safe and comfortable for people of all ages would be a benefit to their business, citing use by staff and customers.
 - A number of comments that noted the loss of on-street parking in the area would be of concern.

6.6.5 Community letters

During the second phase of public engagement, the project team asked for input on five cycling connections through Osborne Village, including a route on Roslyn Road and Nassau Street, which included converting the north end of Nassau Street to a one-way street for vehicular traffic to divert traffic from Roslyn Road, or the addition of bike lanes to Roslyn Road. Residents along Roslyn Road and Nassau Street contacted the project team with concern over proposed changes to their streets' roadways. Their concerns paralleled the low support and comments received throughout the engagement process in opposition to all changes on these two streets.

During the summer of 2018, routes were evaluated based on public feedback along with a technical assessment. As a result of this evaluation, the proposed routes on Roslyn Road and Nassau Street were not selected for further investigation within the scope of the current project.

Residents that contacted the project team with direct concerns about these routes were notified by phone and email with information that both Roslyn Road and Nassau Street were no longer being pursued in connection to the Osborne to Downtown Walk Bike Bridge and Connections project.

6.6.6 Lewis Street notification

Functional design of future cycling routes through Osborne Village was developed through the summer of 2018 after receiving public input on potential locations and treatments. After confirming the major east-west connections, the design team identified a potential north-south connection to Fort Rouge Park via Lewis Street and along the Sherbrook Avenue back lane to Donald Street. The connection was designed to function in the capacity of a neighbourhood greenway. Residents and businesses adjacent to the new route received a letter describing the proposed neighbourhood greenway, background on the project, and contact information if they wished to ask any further questions or provide local input.

- A total of 122 letters were hand-delivered to area homes, businesses and individual apartments.
- The owner of one multi-unit building was provided with a digital version of the letter to share with his tenants electronically.
- The City was contacted by six residents (two emails, three phone calls and one one-on-one conversation) to discuss the project in greater detail.

Feedback included:

- A perception that Lewis Street and the back lane are very tight for all road users, particularly during rush hour
- Noted back lanes currently feel secluded or unsafe

- Concern with the current pedestrian crossing on River Avenue at Lewis Street – high use by children, not always effective as stopping traffic
- Need for general public and cyclist education on how to properly navigate new cycling connections
- One resident expressed complete opposition to the proposed greenway

6.7 Project Support

6.7.1 Online Survey

Overview

On the final page of the demographics section of the survey, respondents were asked to respond to the question: Please rate your support for this project. Respondents chose from three different answers: high, medium, or low.

A total of 476 respondents filled out the question. Between the survey period during phase 1 (January 2018) and phase 2 (May-June 2018) high levels of support increased and low levels of support decreased. High support increased by 6% from 70% (phase 1) to 76% (phase 2). Medium support remained consistent at 17%. Low support decreased by 6% from 13% (phase 1) to 7% (phase 2).

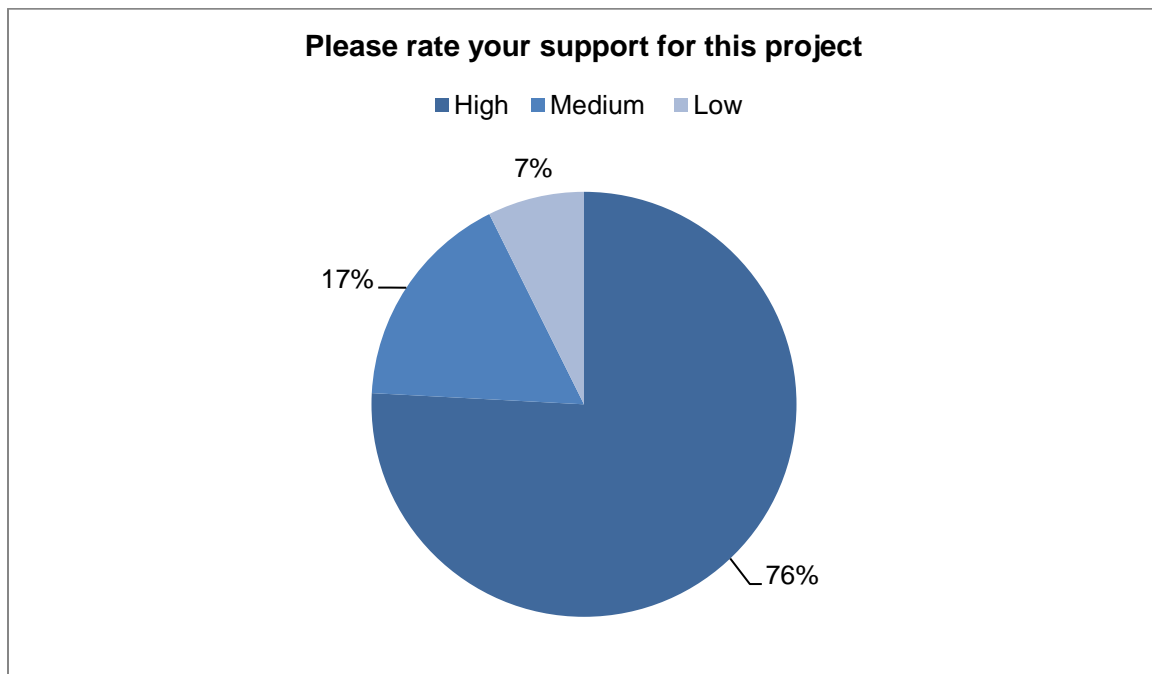


Figure 22 Chart of support for the project

6.7.2 Public Workshop

Workshop attendees visited a shared values table where they discussed and shared concerns or questions they had about the project. Individuals recorded and shared their concerns on post-it notes, then exchanged the notes with other individuals at the table who assigned that concern with a score from 1 – 7 (1 meaning they were not very concerned with the recorded issue, 7 meaning they were highly concerned). This was done three times so that each comment had a score between 3 and 21. Concerns with the highest scores were discussed around the table in greater detail.

Concerns are ordered from highest score (21 meaning highly concerned) to lowest score (6 meaning low concern).

Note: All comments appear as they were written. Bracketed number = recording of score. *Italicized words* = moderator notes and clarifications from comment author.

- ✓ We need more interesting visions in our town – remember the Forks (21)
- ✓ Safe division of use between cyclists and pedestrians e.g. cyclists and pedestrians can use the bridge to its full potential without accident (21) *Assiniboine Street is a good model, with a place for everyone*
- ✓ Efficient and sustainable bike connections from Osborne Village and down River Ave. as well as over the new bridge to downtown (21)
- ✓ Safety for both pedestrians and bikes. Needs to be clear separation for safety needs to be enforced (21)
- ✓ That it is safe and bikes don't collide (20) *Education programs? Compare existing – Promenade, Disraeli, BDI?*
- ✓ How will this new bridge connect to active transportation on either side? (20) *Osborne side is challenging*
- ✓ Clear directions/signs limitations (19)
- ✓ Make it easy, safe and efficient for cyclists to get from A to B, so that cars, pedestrians and cyclists have a place (19) *People will use or make paths as it suits their needs – plan for this.*
- ✓ Bike path connectivity/disconnect (19) *South side connection not clear, funding not clear, need local solutions for mobility.*
- ✓ Affordability vs. need – if we only need a Chevy let's not build a Cadillac (what is actually required?) (18)
- ✓ Safe and accessible access by all AT users (18) *A lot of crossings and users, clarity of use and management*
- ✓ Separation of bikes and people (18) *Are dividers the best idea?*
- ✓ Intersections between bike lanes and pathways (18)
- ✓ Safety (18)
- ✓ Safety (18) *Keep uses separate, park vs. AT conflicts.*
- ✓ That it won't happen – really excited about the idea (17)
- ✓ Community building (17) *Focus on connecting communities*
- ✓ Safety (17) *Railings that are high enough*
- ✓ River Avenue 2-way bike lane connecting to the park access (17)

- ✓ Safety – cycling; pedestrians; park users – all time of day and all season (17)
- ✓ Connecting with the rest of the AT network (17)
- ✓ Respect and provide safe and accessible route for everyone. E.g. seniors, people with pets, and individuals with disabilities (16)
- ✓ Adequate lighting (16)
- ✓ Night-time security (15)
- ✓ Cost-effectiveness between bridge options and other city green options (15)
- ✓ Forcing/redirecting traffic won't be natural or convenient for those who regularly use the cycling/active infrastructure (15)
- ✓ I strongly support a new cycle bridge in the contemplated location as both the Donald and Osborne Bridges post problems mixing cyclists and pedestrians (15)
- ✓ Aesthetics (13)
- ✓ Safety along the riverbank on the Fort Rouge Park side. (13)
- ✓ Bike lane separation: not safe cycling with cars – pedestrians frequently use existing side lanes as sidewalks (13)
- ✓ Is this a transportation link or a park (13)
- ✓ Cost – option 2 – maintenance (12)
- ✓ Accountability to tax payers (9)
- ✓ Safety of people using the bridge (lighting, enclosed areas, etc.)(8)
- ✓ Beauty (8)
- ✓ Low cost (7)
- ✓ It's hard to compare different designs without cost transparency (7)
- ✓ Diverse and innovative (6)
- ✓ Bike facilities needs to be designed for all ages and abilities (6)

6.8 Link to Area

6.8.1 Online Survey

On the final page of the demographics section of the survey, respondents were asked to respond to the question: What best describes your link to the area? Respondents chose the best answer from six options: I am a resident in Osborne Village, I visit the area, I pass through the area, I am a resident of Downtown, I work in the area, I am a business owner in the area.

A total of 476 respondents answered the question.

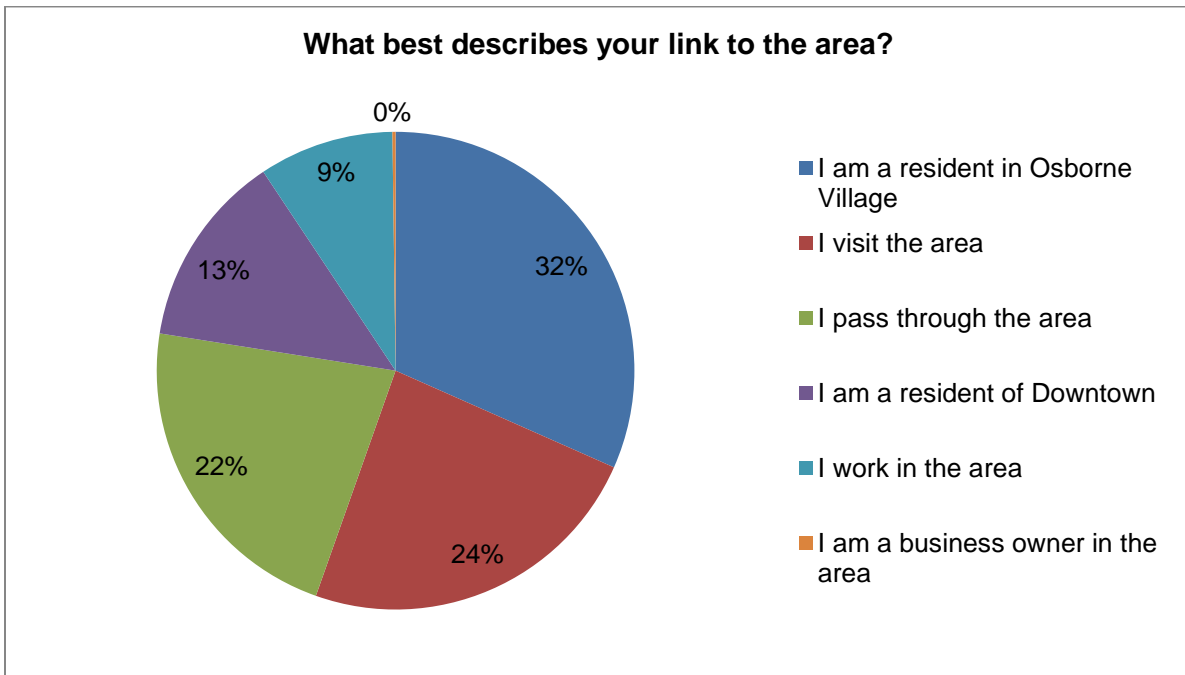


Figure 23 Chart of respondent links to the area. Note: Percentages are rounded to nearest whole number.

When support for the project is cross-referenced with the participant’s link to the area, the group with the strongest rate for high project support are residents who live in the downtown (85%), followed by those who self-identify as visitors to the area (83%), and residents in Osborne village (78%). Individuals who noted that they work in the area or pass through the area were more likely to identify medium support (28% and 31% respectively). There was only one business owner who completed the survey, and they indicated low support.

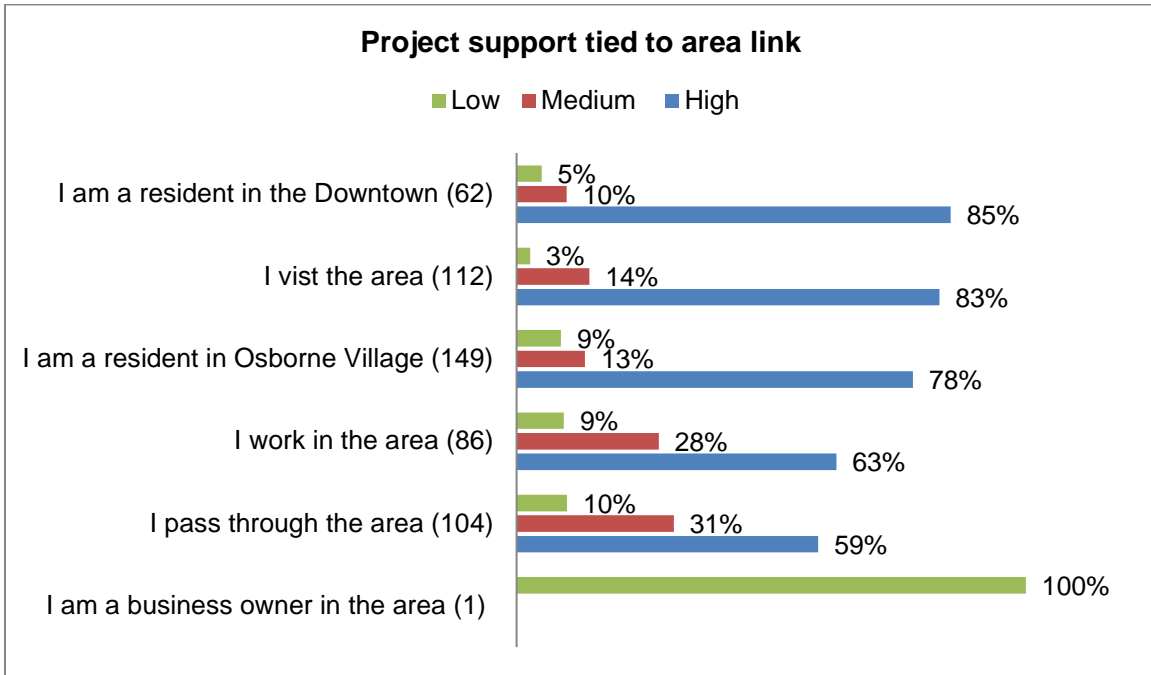


Figure 24 Chart of area link with level of project support

7.0 Conclusion and Next Steps



Figure 25 Artist's rendering of cable-stayed curvilinear bridge at night

The options for phase 2 of public engagement were developed using feedback gathered in the previous phase. This included:

- A crossing with primary purpose: safe and attractive accommodation for all forms of active transportation.
- Parks built for a variety of uses, amenities for children, a connection to the riverfront and a preservation of natural elements.
- A well connected and safe cycling network through Osborne Village.

Public input gathered in phase 2 demonstrated the highest level of support for the cable-stayed curvilinear bridge. Based on public input and technical design and aesthetic considerations and evaluations, the cable-stayed curvilinear bridge was selected as the preferred bridge option.

Based on feedback, the design of the parks was modified to reduce the potential for collisions between children using the playground and cyclists accessing the multi-use paths.

The evaluation of the cycling network used public feedback when evaluating route impacts on the community/businesses and level of comfort. Public input and technical analysis resulted in a recommended cycling network with east-west connections in Osborne Village along River Avenue, Stradbrook Avenue, and Wardlaw Avenue, and north-south connections along Scott Street and Lewis Street.

The next phase of the project is detailed design of the bridge and parks and preliminary design of the cycling connections. While the project is currently not funded, it was referred to the [Unfunded Major Capital Projects](#) list for annual review and prioritization. This project will be further defined upon the completion of the [Transportation Master Plan](#).

How engagement results were considered in phase 2 are available below.

What We Heard	How It Was Considered*
BRIDGE	
<p>Respondents supported the addition of benches on the bridge for accessibility and enjoyment of the bridge.</p>	<p>Built-in benches have been included in the bridge design at several locations, where possible.</p>
<p>In both phase 1 and phase 2 we heard from users about concern for collisions between cyclists and pedestrians, with some suggesting barriers to separated different modes of use.</p>	<p>The idea of separate routes for the cyclists and pedestrians was explored but would result in additional loss of greenspace including mature trees, and likely add to the maintenance and enforcement burden.</p> <p>The bridge is designed to provide 5m of clear width. This is enough room for eight cyclists/pedestrians standing still side by side. This is also the width of the Esplanade Riel, which functions well for both pedestrians and cyclists.</p> <p>The curved bridge path will naturally slow cyclists to reduce the chance of collision with pedestrians. Cables on the bridge have been situated on the inside curve of the deck to provide unobstructed views for cyclists and pedestrians. Traffic barriers have not been considered in the design as they do not allow for efficient snow clearing (winter maintenance was an important factor for participants).</p> <p>Other permanent barriers between cyclists and pedestrians also prevent pedestrians, especially those with mobility issues, from achieving views from both sides of the bridge. Barriers encourage higher speeds for cyclists. The bridge is intended to accommodate all types of active transportation users and connect two parks where children are playing and visitors are gathering, as such slowing cyclists with curvature designs was determined to be a better design solution.</p>
<p>The cable-stayed curvilinear bridge was rated higher than the two other bridge concepts.</p> <p>Support for the cable-stayed curvilinear bridge was most commonly linked to the inclusion of</p>	<p>The cable-stayed curvilinear bridge was the selected bridge design, based on public input, and technical and aesthetic design considerations and evaluations.</p>

<p>benches, the addition of the curve in the bridge deck, the similar look/continuation of design in connection to the Esplanade Riel, a belief that it was the best-looking concept, and the suggestion that the design would create landmark/ tourism potential.</p>	
<p>Additional questions have been raised about the limitations/implications of the curve of the bridge and how that may affect snow clearing and bridge upkeep.</p>	<p>The curved bridge will not influence snow clearing and bridge upkeep. The bridge will be constructed to accommodate City of Winnipeg snow clearing equipment.</p>
<p>Those who did not support the cable-stayed curvilinear bridge noted concern that the bridge looked too similar to the Esplanade Riel (roughly half the number who listed the similar look/continuation of design as a positive).</p>	<p>The cable-stayed curvilinear bridge, which was selected by the public and design team as the preferred bridge, was not selected based on its similarities to Esplanade Riel; rather it is based on being the bridge option that had the highest public input and the best overall technical design. The design team considered that although the overall bridge type is similar to that of the Esplanade Riel bridge, the architecture and setting will be different.</p>
<p>Those who did not support the cable-stayed curvilinear bridge expressed concern that the piers and cables would block too much of the view/natural surroundings.</p>	<p>The piers (pylons and backstays) of the cable-stayed curvilinear bridge will be designed to be aesthetic and their footprint will be minimized to the design allowance. The cables have been situated on the inside curve of the bridge deck to provide unobstructed views for users, providing a panoramic effect.</p>
<p>Those who did not support the cable- stayed curvilinear bridge noted that the curved bridge deck would add additional time to the bridge crossing.</p>	<p>The crossing times for different types of pedestrians and cyclists have been considered. As the Assiniboine River is not very wide at this location, the increased time to cross a straight bridge compared to the curvilinear bridge is less than 5 seconds for an average cycling pace and less than 15 seconds for an average walking pace.</p>
<p>Respondents who expressed support for the girder bridge most commonly noted a preference for the clean/simple look of the concept and an appreciation for a low- cost option.</p>	<p>The cable-stayed curvilinear bridge was selected based on it being the bridge option that had the highest public support and that was the best overall technical design. Despite being more expensive than the girder bridge, it outperformed in many other key technical</p>

	<p>areas. It has a flatter grade than the girder bridge which makes it more comfortable/easier to access for all types of users. The curved nature of the bridge also contributes to improved safety between cyclists and pedestrians as it naturally slows down cyclists, the most important feature noted from public input. The cable-stayed bridge aesthetics fits with the meandering pathways in the parks and Assiniboine River itself and provides the feeling of openness above and below the bridge, which contributes to safety of bridge and Riverwalk users.</p>
<p>One respondent questioned if the clearance below the bridge would be too low to allow future river boat use.</p>	<p>The bridge design allows for clearance below the bridge that is equal to or higher than clearance under other bridges that cross the Assiniboine River.</p>
<p>During the phase 2 workshop, one group asked project staff to look into the cheapest bridge option suggesting it was most likely to be built.</p>	<p>The City of Winnipeg requires a design that considers many factors, with cost being one of these categories/factors. The selected bridge design was evaluated against several categories and cost was highly weighted. With weighted evaluation categories, the cheapest bridge option (girder bridge) was not the highest rated overall option (cable-stayed curvilinear).</p>
<p>PARKS – BOTH PARKS</p>	
<p>Respondents noted a need to clear the riverbank area of garbage and illegal behavior.</p>	<p>Clean-up at the riverbank will be incorporated as part of stabilization work and site restoration. Casual surveillance from the bridge and increased public activity in the parks and on the banks should help discourage illegal behaviour. Existing waste receptacles will be maintained and new receptacles will be added at strategic locations based on anticipated pedestrian activity and paths of travel.</p>
<p>Concern about multi-use paths running too close to children’s play areas and increasing the opportunity for collisions.</p>	<p>The idea of separate routes for cyclists and pedestrians was explored but would result in additional loss of greenspace including</p>

	<p>mature trees, and likely add to maintenance and enforcement.</p> <p>McFadyen: a street-front plaza will be incorporated to act as a traffic calming and buffering mechanism for cyclists and pedestrians moving among the playgrounds and tennis courts. The plaza will separate bridge access from river access.</p> <p>Fort Rouge: all play components will be located within the multi-use path 'loop', eliminating the need for pedestrians to cross the path and access play areas.</p>
<p>Comments about safety included a request for sufficient lighting to keep the parks safe at night.</p>	<p>Existing lighting will be improved and new park lighting will be added along pathways and ramps to improve visibility. Supplemental lighting will be designed to meet current illumination standards for safe exterior spaces, while preventing glare onto nearby residences. New vegetation will be selected, located, and planted to preserve sightlines and eliminate hiding spots. The expected increase in activity in both parks due to this new bridge should also be an effective deterrent to criminal activity. Illumination levels should be no lower than the Illuminating Engineering Society ES minimum standard, but also not too high to become wasteful and unpleasant. Fixtures will be full cutoff to control glare and competition with bridge lighting, LED for energy efficiency and fixture life, durable aluminum poles and bases to eliminate rusting, and a colour temperature in the 3000K range. Bridge lighting will be used to illuminate pathway, ramps and dock and will be incorporated into the bridge structure.</p>
<p>Comments on both parks highlighted it was important to support children and families in the area – supporting the addition of playgrounds and expanded splash pad.</p>	<p>Playgrounds in both parks will be will upgraded and complementing each other, offering a range of experiences with new structures and naturalized play. Structures will be items such as, but not limited to swing</p>

	<p>sets, slides, climbing bar etc., to replace aging / dated equipment.</p> <p>Natural play components will include items such as, but not limited to: plants, logs, water, sand, mud, climbing boulders, hills and trees. These components will represent the larger wild ‘river bank’ environment in a safe and manageable way, while facilitating imaginative and explorative play.</p> <p>The Fort Rouge splash pad will be upgraded and expanded to accommodate new users crossing over the bridge from McFadyen Park. Benches and picnic tables will be located within each park, sited for comfort, views, and convenience. They will be set back from the pathways to ensure safe clearance from snow removal equipment and pedestrians with low vision.</p>
<p>There is a preference to preserve park trees.</p>	<p>The intent is to keep tree removals to a minimum and only remove what is necessary to accommodate the pedestrian bridge, accessible ramps and bank stabilization. New trees will be planted to enhance park features and ideally achieve no net loss of trees on the project site.</p> <p>Protection of existing trees outside of the construction zone will be a priority. Forest restoration will occur by planting small trees and shrubs with similar density and species distribution as removed habitat.</p>
<p>Similar to the discussion for pedestrian and cycling separation on the bridge deck, some respondents added separation may be required in the parks.</p>	<p>The active transportation expert on the team and current best practices suggest that attempting to separate bikes and pedestrians can create as many problems as it solves, due to difficulty in reliably isolating cycling and pedestrian traffic to all the desired destinations in the parks, then weaving those streams together at the crossing. The bridge approaches and wide multi-use pathways in each park are designed to reduce collisions by maintaining good open sightlines, have signage to remind cyclists to slow down, yield</p>

	to pedestrians, or dismount, and will have curves and a few tighter corners to keep speeds down, thereby reducing conflicts between cyclists and pedestrians.
PARKS – FORT ROUGE PARK	
Suggested additions include community gardens on lower bank, removing the east walkway, barbeque pit, toboggan run and bike parking on River Avenue.	Flood resiliency is an issue with the riverbank and for this reason would likely not be feasible. Community gardens on the lower bank would have to be removable as they could be wiped out by spring and summer flooding. Toboggan slides and barbeque pits have been considered in the past but due to flooding and safety concerns they were either not implemented or no longer exist. Removing the east walkway would negatively impact the pedestrian / cycling circulation for the park. The east walkway provides successful access into the park when approaching from the east. Bike parking will be added at the southwest corner of the park to allow people to park a bike and walk into Osborne Village.
The addition of a new dock received 74% support. Respondents wished to see the addition of canoe/kayak lockers, winter access to the skating trail and questioned flood resiliency and security.	Park upgrades will incorporate a dock at the river’s edge with a barrier-free access ramp from the multi-use path. The dock will provide opportunities for fishing, launching a canoe / kayak, a potential water taxi stop, and access to the river in the winter via a temporary stair or ramp. Due to potential damage from flooding, canoe / kayak lockers would have to be removable as they could be wiped out by spring and summer flooding.
PARKS – MCFADYEN PARK	
The most common comment on the general concept of McFadyen Park was concern about the loss of on-site washrooms.	The current washroom facility is under-utilized and only used when the wading pool is staffed. While discussions about a future washroom facility and change room on the Fort Rouge side have occurred, but it is not being considered at this time.
Comments about the new trees and plaza were accompanied by support for the addition of the	The trees specified will be suited to plaza space with a clear understory to allow for

<p>trees and the suggestion that a variety of species should be used to add to biodiversity. There was some concern about how the trees may diminish sightlines into the park.</p>	<p>continuous site lines, typical of street tree planting specifications for the City. The trees will be planted in a sustainable manner and will be a different species than what is currently present within the park to promote biodiversity.</p>
<p>The reorientation of the existing tennis courts received 57% support, with some questioning the uptake of tennis or requesting other sport courts. Two commenters requested the addition of pickleball lines to the courts.</p>	<p>The tennis courts are very popular and well used often resulting in long waiting times. Park upgrades will include a new surface, fencing, lighting and pickle ball lines for the tennis courts.</p>
<p>Suggested additions include an ice cream vendor, bike tools and public art.</p>	<p>Park upgrades will include space for food carts and a bike repair station. Both parks would be good candidates for future public art, at the discretion of the Winnipeg Arts Council. Public art could include a historic element incorporating the historical significance on each park. The architectural design of the bridge is in itself a form of public art.</p>
<p>CYCLING AND PEDESTRIAN CONNECTIONS</p>	
<p>Winnipeggers prioritized the addition of bike lanes on River Avenue and Stradbrook Avenue (protected east of Osborne Street) above all other locations in Osborne Village. Treatments on other areas of these roads additionally gained more support than all other proposed locations outside of Scott Street (ranked 4th in terms of support).</p>	<p>Protected bicycle lanes on Stradbrook Avenue and River Avenue were recommended for the cycling network as part of this study based on the public input and technical evaluation of the proposed cycling network options.</p>
<p>In locations where two road treatments were offered as concepts for comment, raised bike lanes did not receive as much support as the other option presented - River/Stradbrook: protected, Roslyn: buffered.</p>	<p>Raised bicycle lanes were not recommended for the cycling network. Where protected bicycle lanes are recommended, the bike lane design is recommended at pavement-level.</p>
<p>Respondents both online and at the public workshop requested a two-way bike lane on River Avenue.</p>	<p>A two-way bicycle lane on River Avenue was not recommended for the cycling network as part of this study due to the negative impact to on-street parking.</p>
<p>Concerns regarding loss of parking with the addition of bike lanes.</p>	<p>The City must strive to strike a balance in meeting the needs of all road users. The proposed cycling network for Osborne Village</p>

	includes one-way bicycle lanes on River Avenue and Stradbrook Avenue. On-street parking would be maintained on the north side of River Avenue and the south side of Stradbrook Avenue. On-street parking and loading on the south side of River Avenue and north side of Stradbrook Avenue may be considered during off-peak travel periods.
The top theme tied to support for a neighbourhood greenway on Scott Street was concern about the safe crossing of River and Stradbrook Avenue.	Improvements are proposed for the crossings of River Avenue and Stradbrook Avenue at Scott Street to increase safety, and could include reducing the pedestrian crossing distance, improving sightlines, and increasing the visibility of the crossing.
Respondents questioned why Scott Street didn't cross Donald Street at the south end.	The analysis included an investigation of a traffic signal at Scott Street and Donald Street to provide a crossing for pedestrians and cyclists. There are safety concerns related to the high traffic volumes, high vehicle speeds and limited sight distances throughout this area, and the City has decided not to further consider a crossing at this location at this time.
All three changes proposed on Roslyn Road received more opposition than support – comments noted concerns over lost parking, and a perceived reduction in traffic flow at the Osborne and Roslyn intersection.	Following the second phase of public engagement, routes were evaluated based on public feedback received to date (through in-person and online engagement) along with a technical assessment. As a result of this evaluation, the proposed active transportation routes on Roslyn Road and Nassau Street were not selected for further investigation within the scope of the current project.
Concern was noted in response to removing south bound traffic on the north end of Nassau Street to allow for increased back-in angled parking. The most common comment in opposition was that limiting traffic would make access to the nearby apartment buildings difficult for residents.	Nassau Street was not recommended for the cycling network as part of this study based on technical assessment and public input. Improvements to Nassau Street may be considered in the future if there continues to be a desire for cyclists to use the Osborne Bridge.

<p>Neighbourhood greenways on Gertrude Avenue and Wardlaw Avenue received the lowest levels of support.</p>	<p>Although the neighbourhood greenway on Wardlaw Avenue received a lower level of support, Wardlaw Avenue was recommended for the cycling network as part of this study since the street currently has the characteristics required for a neighbourhood greenway and would require minimal additional treatments, while increasing network connectivity. The Wardlaw Avenue neighbourhood greenway would act as a low-stress route connecting the Nassau Street neighbourhood greenway and the proposed Scott Street neighbourhood greenway, and would complement the River Avenue and Stradbrook Avenue protected bicycle lanes as Wardlaw Avenue provides an alternative parallel route to access commercial areas.</p> <p>Gertrude Avenue was not recommended as part of the cycling network since it would provide a similar function as Wardlaw Avenue but has higher traffic volumes and would require additional traffic calming treatments.</p>
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Table 6: Phase 2: What was heard table