

THE CITY OF WINNIPEG

# WINNIPEG WALK BIKE PROJECTS SEINE RIVER CROSSING STUDY PUBLIC ENGAGEMENT REPORT

JULY 11, 2017





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PROJECT NO.: 16M-02379-01.  
DATE: JULY 2017

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# 1 INTRODUCTION

WSP Canada Group Limited (WSP), (formerly MMM Group Limited for the first two phases of the study), was retained by the City of Winnipeg (the City) to undertake a study to identify a preferred location for a new pedestrian and cycling crossing over the Seine River (Figure 1 and Figure 2). An identified site would increase connectivity in the community and to the broader pedestrian and cycling network in Winnipeg.



Figure 1: Context Map 1



Figure 2: Context Map 2

A Public Engagement Strategy was developed to guide the public engagement process for the Seine River Crossing Study. The Strategy was developed in conjunction with the City and outlined the public engagement goals and the methodology for engaging with stakeholders and members of the general public. Stakeholders, community members, and members of the general public were engaged in-person and online.

The goal of the public engagement was to collect feedback throughout the study process to help determine the following:

- Location(s) of Seine River crossing;
- Pathway connection;
- Evaluation criteria (and weighting); and
- To gauge level of support/opposition for crossing locations.

## 2 SUMMARY OF EVENTS

Public engagement for the Seine River Crossing Study included three phases, Phase One – Existing Conditions, Phase Two – Evaluation of Options, and Phase Three – Report Back. The intent of Phase One was to introduce the study to the public and seek local knowledge on issues and opportunities for river crossings. Phase One of public engagement included 12 community conversations, two school workshops, an interactive online mapping tool, an online survey and one meeting with a local community group. The intent of Phase Two was to receive feedback on the recommended crossing locations. Phase Two of public engagement included two open houses, one stakeholder meeting, and an online survey. Phase Three is currently in progress; information on Phase Three can be found in Section 4.3 Conclusion and Next Steps.

Engagement activities were advertised through a news release, email invite, direct mailing, and online through the study website and the City's social media accounts. Engagement material was presented in both English and French.

To help ensure public feedback would assist in refining the recommended option for this study, community conversations, online engagement, and school workshops were scheduled at the beginning of the study, and two open houses and a stakeholder meeting were held to share proposed options, before the recommended location was finalized.

Online engagement, which included an interactive online mapping tool, and an online survey as well as school workshops introduced the study to stakeholders, community members and interested persons to help obtain a better understanding of their needs or concerns with the study, as well as to seek feedback on opportunities or constraints for pedestrian and cycling infrastructure along the corridor.

The open houses and stakeholder meeting in Phase Two shared the proposed locations to stakeholders, community members, and interested persons seeking their feedback. Prior to and following the open houses, a second online survey was available, providing an additional opportunity to view the proposed crossing locations and provide comment.

### Summary of Participation

#### Phase One – Existing Conditions

- Community conversations: 12 conversations.
- Online interactive mapping tool: 77 respondents, 72 comments, and 55 map markers.
- Online survey #1: 241 responses (239 English, 2 French).
- School workshops: 3 participants.
- Community group meeting (Save Our Seine): 15 participants.

#### Phase Two – Evaluation of Options

- Open houses: 113 people signed-in (over two open houses), and 22 comment sheets received.
- Online survey #2: 215 responses (210 English, 5 French).
- Stakeholder workshop: 8 participants.

# 3 PROMOTION

All public engagement activities were advertised by the City through the study website, the City’s Public Engagement E-Newsletter (**Table 1**), news releases sent on February 1 and March 24, 2017, social media (**Figure 3**), emails and phone calls to stakeholders, and direct mailing to 17,782 mailboxes in the study area (**Figure 4**). In addition, the project received promotion through local media coverage, including television (<http://winnipeg.ctvnews.ca/city-invites-public-to-speak-on-cycling-projects-1.3355396>) and a community paper (<http://www.winnipegfreepress.com/our-communities/lance/correspondent/Take-part-in-city-planning-initiatives-414135463.html>).

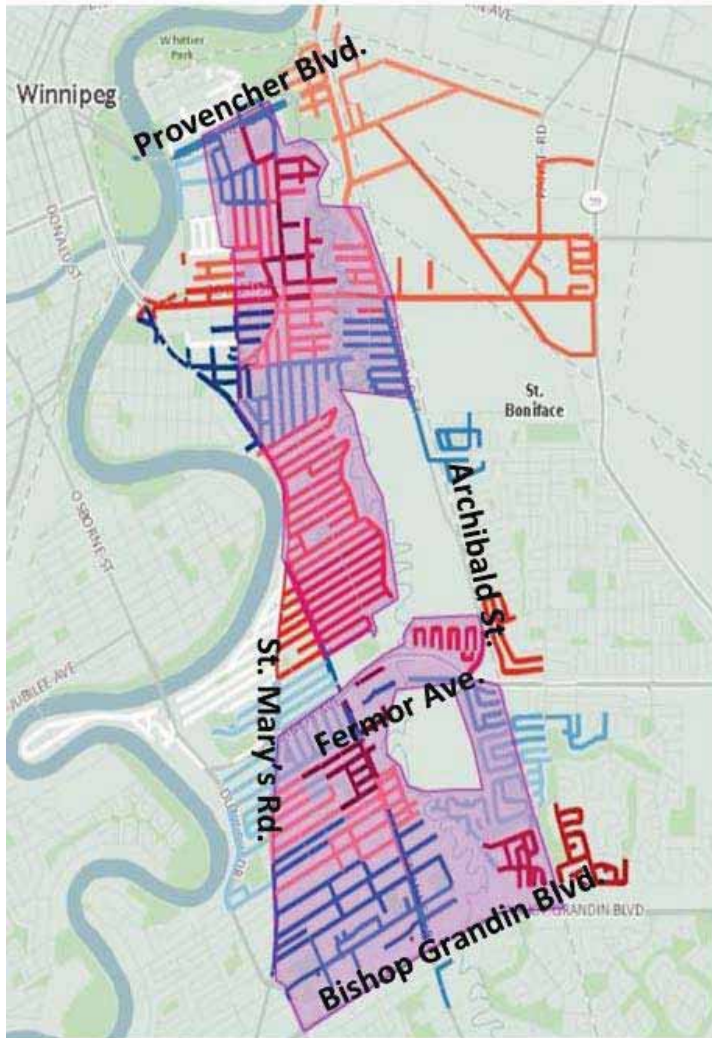
A record of all communication and advertisements for all public engagement activities can be found in **Appendix A**.

**Table 1: E-Newsletter Statistics**

	FEBRUARY 3	FEBRUARY 15	MARCH 31	APRIL 12
Total Recipients	4908	4920	4964	4985
Total Opens	4481	3878	5321	4221
Total Click Throughs	1430	829	662	522



**Figure 3: Example of City of Winnipeg Social Media Post**



**Figure 4: Community Mail-out Area**

Streets that received mail-out are highlighted, where different coloured lines represent different delivery routes.



# 4 PUBLIC ENGAGEMENT ACTIVITIES

The project team engaged with stakeholders, community members, and the public in-person and online to gather input on general and key study aspects. All written materials were provided in both official languages. Key study aspects discussed through in-person and online engagement included:

- Location(s) of a Seine River crossing;
- Pathway connections;
- Evaluation criteria (and weighting); and
- To gauge the level of support/opposition for crossing locations.

Information collected from the public engagement events were considered when determining the recommended crossing locations. A description of each public engagement event and summary of the feedback themes heard at the events are discussed in the following sections. To view more detailed comments, please see the meeting minutes and survey responses found in **Appendix B** through **Appendix F**.

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## 4.1 PHASE ONE – EXISTING CONDITIONS

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### 4.1.1 COMMUNITY CONVERSATIONS

Community conversations are a semi-structured interview/conversation with stakeholders who are actively involved in their community and have local knowledge of the needs and issues of the community. The project team engaged with 12 stakeholder groups from January 16, 2017 to February 3, 2017, representing neighbourhood associations, local BIZ groups, local schools, and active transportation groups. Stakeholder groups included:

- Old St. Boniface Residents Association;
- South St. Boniface Residents Association;
- Save Our Seine;
- Old St. Vital BIZ;
- Bike Winnipeg;
- Green Action Centre;
- Bishop Grandin Greenway;
- Winnipeg Trails Association;
- Division scolaire franco-manitobaine;
- Holy Cross School;
- Safe and Active Routes to School; and
- Collège Louis-Riel.

Conversations focused on learning the specific aspects of the study each stakeholder/community member was interested in, other stakeholder groups and community members the project team should engage throughout the project, key success factors, and how to balance the various voices and opinions heard throughout the study.

The following points highlight what was shared through the community conversations:

- Interest in learning about how the crossing location will connect to cycling infrastructure, opportunities to access to the river for recreation (i.e., canoeing, skating, skiing, etc.), and the decision process for selecting the recommended crossing location(s).
- The project team should engage with local schools, businesses, residents associations, and active transportation groups.
- It is important for public engagement to be done early in the project and be meaningful. Stakeholders shared that meaningful engagement means that decisions are made with community members input, the process is open and transparent, and reasons for the decisions made are provided to the public. In addition, being clear on what aspects of the project are “non-negotiable” is important to ensure that expectations on the public’s role are clear.
- It can be difficult to come up with a recommendation that pleases everyone. To assist with balancing different opinions, stakeholders suggested getting people with differing opinions in the same room to provide an opportunity to hear all points of view.
- Public outreach and communication can be difficult, so varied methods of communication can help ensure that people are informed.
- To help engage with local residents, get people “on the ground” by going door-to-door to share project information directly with residents, host events at local venues, provide multiple opportunities to become involved (i.e., online and in-person and host more than one in-person event), follow-up with the public on the actions/decisions made, provide frequent project website updates, as well as develop relationships with community members.
- Engagement materials should be bilingual.

#### **Meeting with Save Our Seine**

Members of the project team were invited to attend Save Our Seine’s board meeting on February 6, 2017, to share information on the Seine River Crossing Study. The project scope and timeline were discussed, followed by an informal discussion of potential opportunities for crossing locations.

The following points highlight what was shared at the meeting:

- The area between Provencher Boulevard and Marion Street was suggested for a crossing location as there are fewer homes, high river banks and City-owned land on the west side of the Seine River.
- Marlene Park was suggested as a good crossing location as the park is set back from houses and would provide a link to schools. However, this location is close to Bishop Grandin Boulevard, so the argument may be made that Bishop Grandin Boulevard already provides a connection.
- Save Our Seine was involved in a crossing study at Kavanagh Street and the study gained a lot of opposition. However, the neighbourhood has changed quite a bit and may serve as a good crossing location.
- Save Our Seine suggested that a new crossing north of Marion Street may maximize the best bang for the buck as there are existing connections to pathways and community destinations.

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#### **4.1.2 ONLINE INTERACTIVE MAP**

An online interactive mapping tool was used to collect input on a new crossing location. Participants were able to identify local issues or opportunities on the map and add a comment to their submissions. Visitors could add comments and select ‘agree’ or ‘disagree’ on comments that other visitors had submitted.

Some users experienced challenges with the mapping tool loading slowly or incorrectly and informed the project team of these challenges. The project team worked to address technical issues as they arose so that all users could complete the activity.



The online interactive mapping tool was accessed through the project website from January 31 to February 20, 2017, and received 72 comments and 55 map markers from 77 respondents. The input received through the survey was considered when identifying suggested crossing locations. Individual responses can be viewed online at:

<http://wikimapping.com/wikimap/Southeast-Corridor-Seine-River.html> or in **Appendix B**.



**Figure 5: Online Mapping Tool**

The following summarizes what we heard through the online map regarding the Seine River Crossing:

- Residents suggest the St. Boniface Golf Course could be a crossing site that would have little impact and promote a scenic crossing route. In addition, comments suggest that a location here would help reduce cycling and walking distances as this location is approximately half way between existing crossings.
- Several comments note the importance of accessing the current trails along the Seine River and the ability to provide a scenic pedestrian/cycling route.
- Comments from the public suggest that the existing pedestrian bridge north of Fermor Avenue is well used and the public likes walking/cycling through the forest along the riverbank. The public suggests that this bridge however needs to be raised to avoid spring flooding.
- A crossing location at Marlene Street Park is suggested as it allows cyclists to avoid crossing at Bishop Grandin Boulevard.

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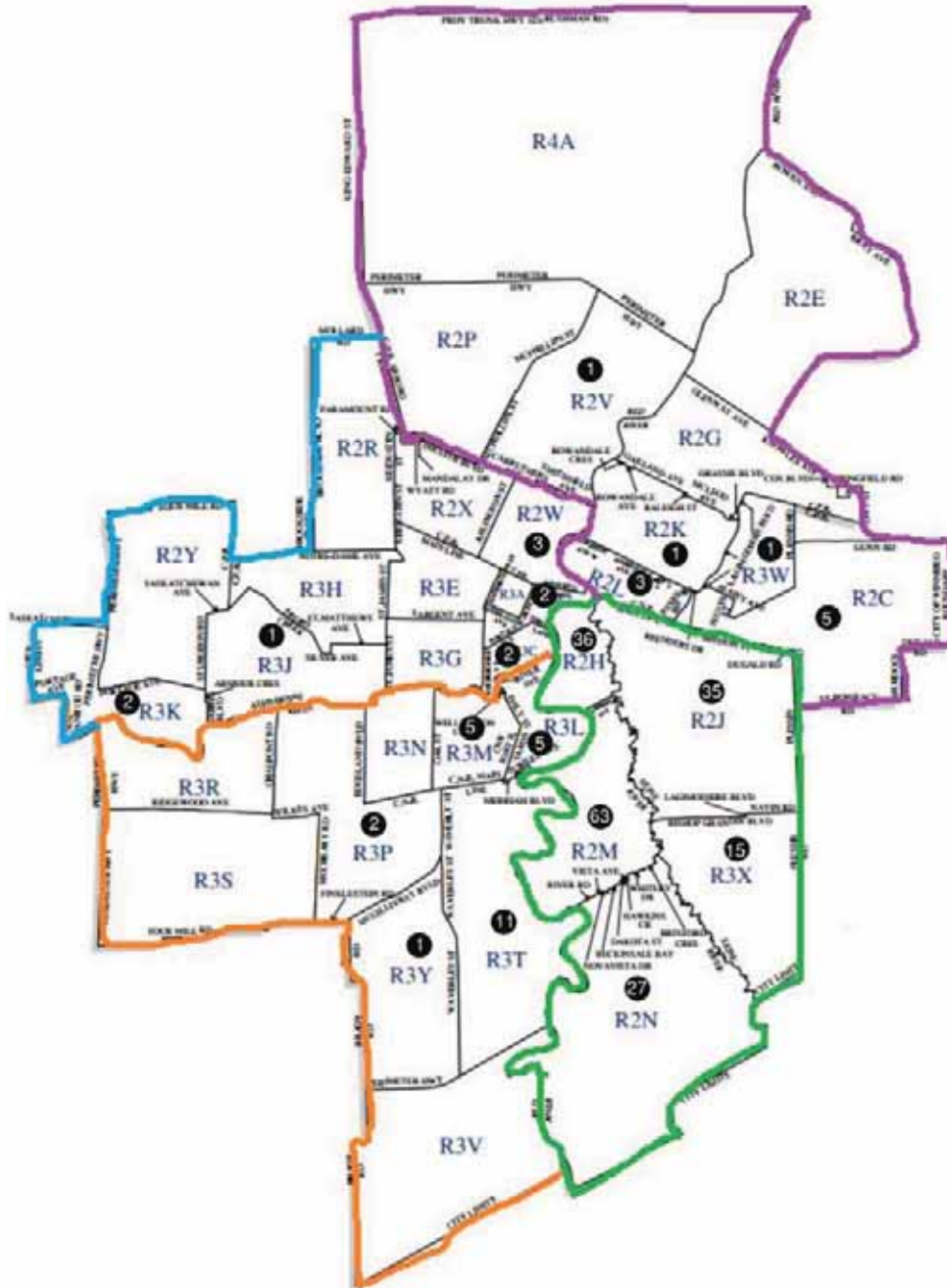
### 4.1.3 ONLINE SURVEY

An online survey was available to collect input on a Seine River crossing location. The survey was accessed through the project website from January 31 to February 20, 2017, and received 241 responses. The input received through the survey was considered when developing the recommended crossing locations. The raw survey data can be viewed in **Appendix B**.

The following charts and tables summarizes the demographics and results of Survey 1.

### Location of Respondents by Postal Code

The survey asked respondents to share their postal code. The three postal codes with the highest percentage of responses are, R2M – St. Vital (29%), R2H – St. Boniface (16%) and R2J – Windsor Park (15%).



**Figure 6: Location of Respondents by Postal Code**

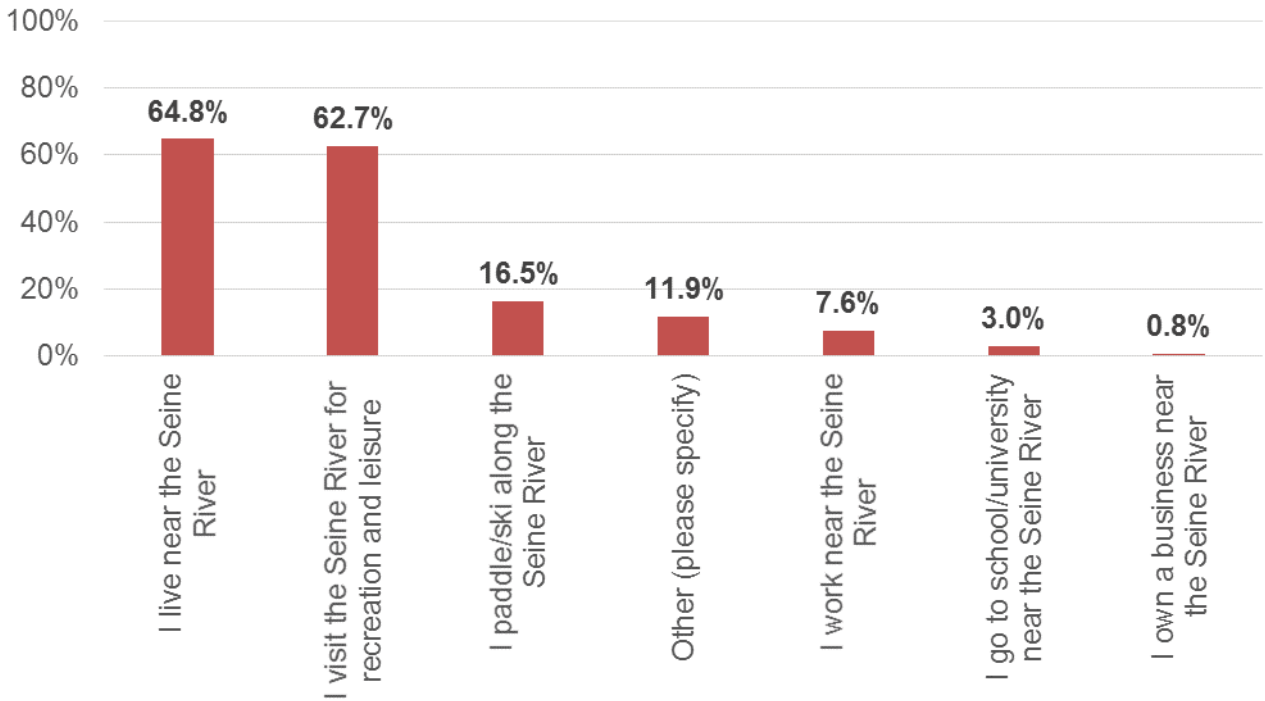
**Table 2: Location of Respondents by Postal Code**

POSTAL CODE	NUMBER OF RESPONSES
R2M	63
R2H	36
R2J	35
R2N	27
R3X	15
R3T	11
R2C	5
R3L	5
R3M	5
R2L	3
R2W	3
R3B	2
R3C	2
R3K	2
R3P	2
R2K	1
R2V	1
R3J	1
R3W	1
R3Y	1

Total Number of Responses: 221

### Main Connection to the Study Area

The survey asked respondents to identify how they are connected to the study area (multiple response was allowed). Approximately 65% of respondents indicate that they live near the Seine River and approximately 63% shared that they visit the Seine River for recreation and leisure (i.e., walking, cycling, enjoying the outdoors etc.).

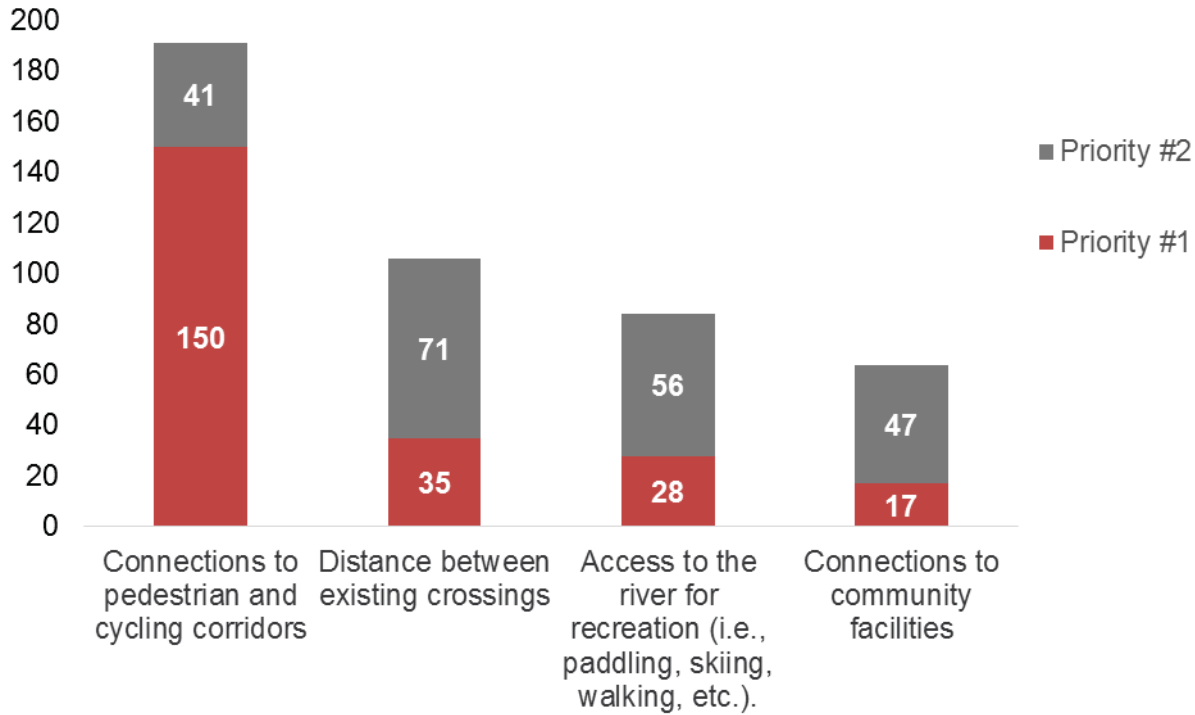


Total Number of Responses: 236 (multiple responses allowed)

**Figure 7: Connection Study Area**

### Top Location Priorities

The survey asked respondents to share what their top two priorities are when considering a preferred location for a new pedestrian and cycling crossing over the Seine River. Connections to pedestrian and cycling corridors was ranked the most as priority #1 and distance between existing connections was ranked the most as priority #2.

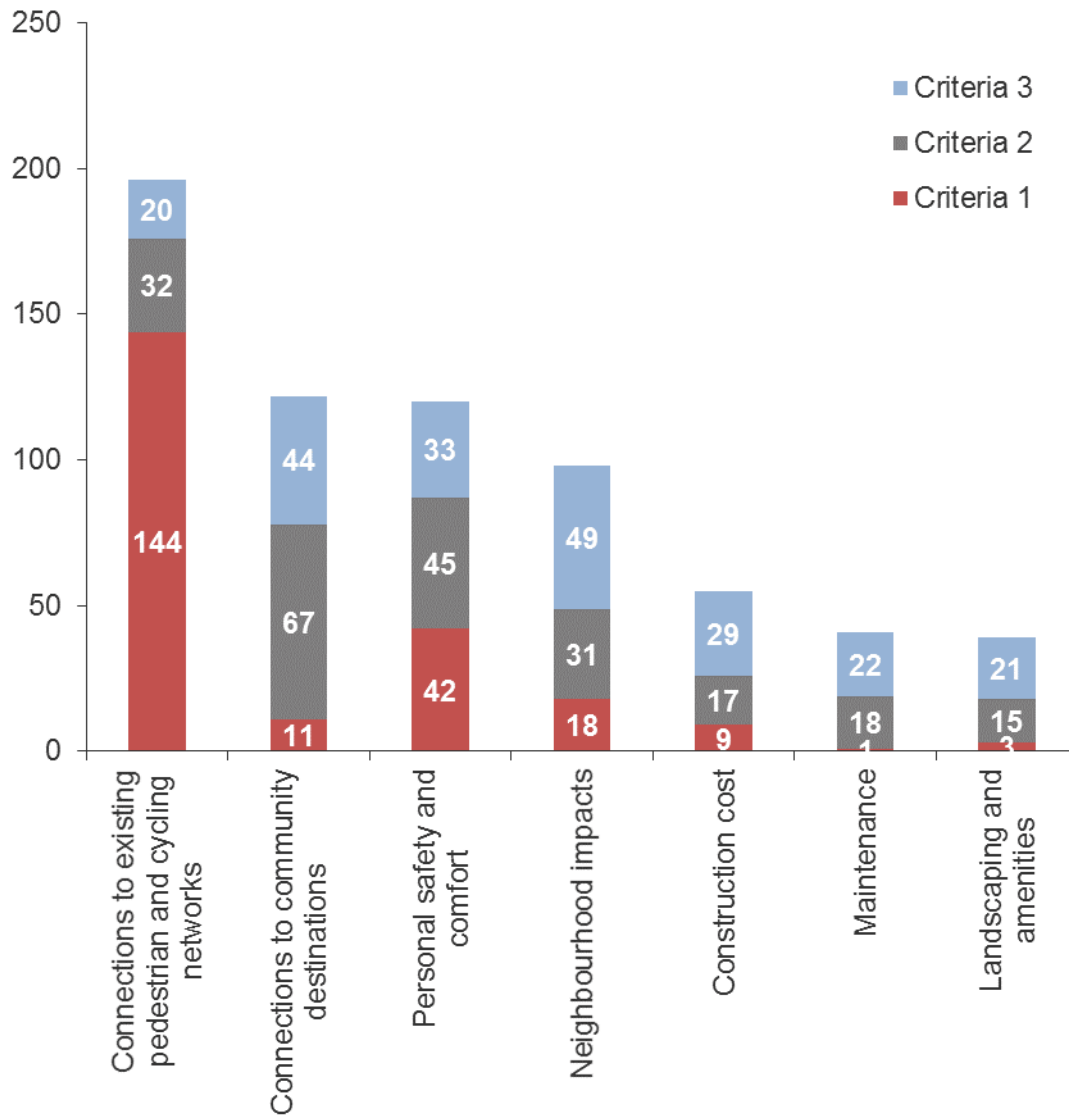


Total Number of Responses: 231

**Figure 8: Priorities for Pedestrian and Cycling Corridor**

## Evaluation Criteria

The survey asked respondents to identify three criteria which they believe should be used to evaluate each option if multiple crossing locations are identified. **Figure 9** shows which evaluation criteria was important for survey respondents.

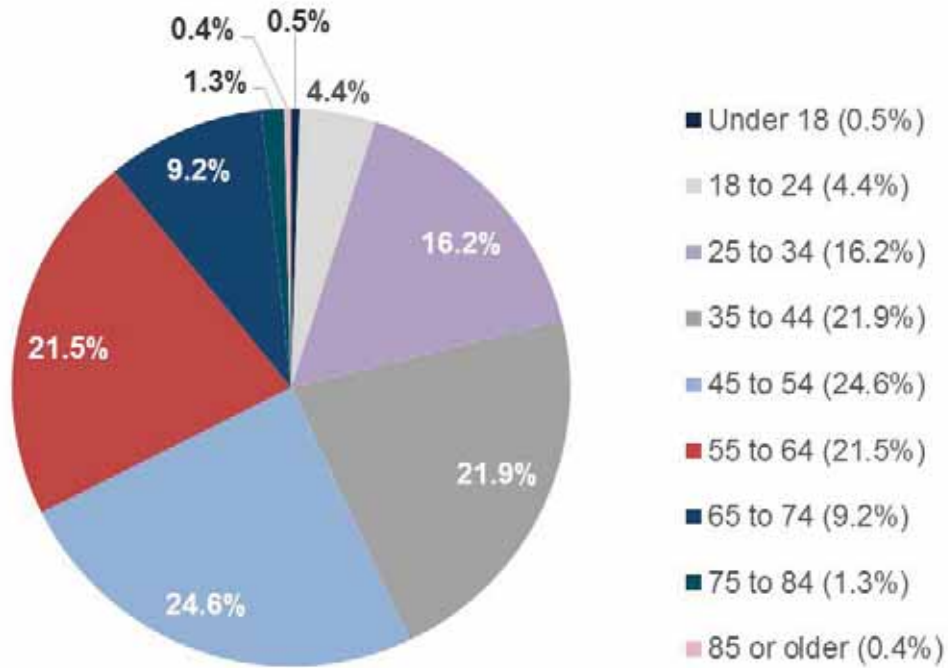


Total Number of Responses: 228

**Figure 9: Evaluation of Criteria**

### Age of Respondents

The age of respondents was closely split between the age categories of 45 to 54, 35 to 44, and 55 to 64.

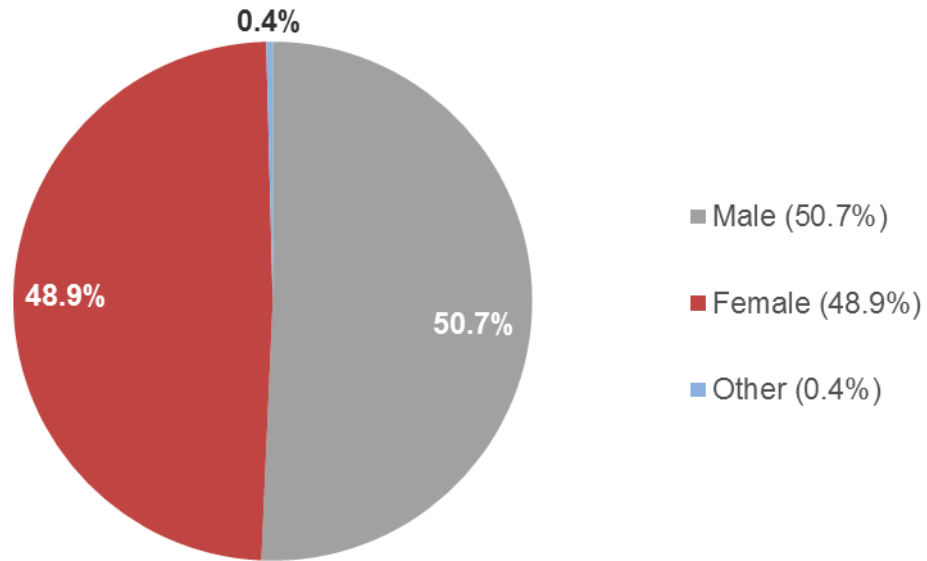


Total number of respondents: 228

**Figure 10: Respondents by Age**

### Gender of Respondents

As identified in **Figure 11**, 50.7% of respondents were male, 48.9% of respondent's female, and 0.4% identified as 'other'.



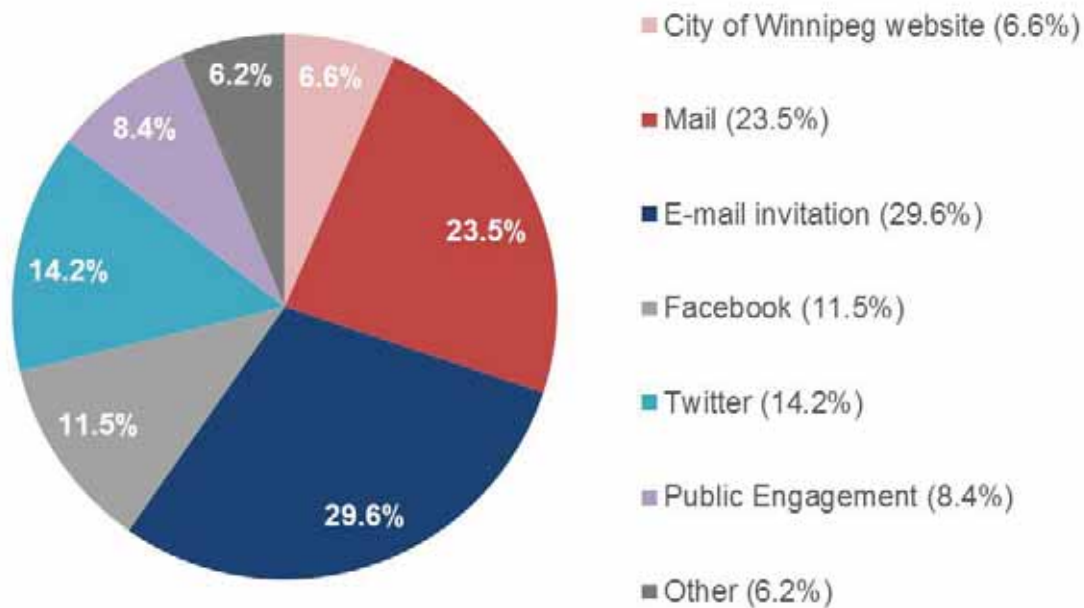
Number of respondents: 225

**Figure 11: Respondents by Gender**



## Online Survey Promotion

The majority of the 226 respondents learned of the survey through the e-mail invitation (29.6%), followed by mail invitation (23.5%) and Twitter (14.2%). An additional 11.5% were made aware through Facebook (11.5%), through Public Engagement News (8.4%), the City of Winnipeg website (6.6%), and 6.2% selected 'other'.



Total Number of Responses: 226

**Figure 12: Online Survey Promotion**

### 4.1.4 SCHOOL WORKSHOP

School workshops were scheduled to introduce the project and receive input from representatives of local schools. The school workshop invitation was emailed to the Louis Riel School Division (LRSD), the Division scolaire franco-manitobaine (DSFM) and to three private schools in the area. The LRSD and DSFM confirmed with the project team that the invitations were forwarded to their school community. Phone calls to school principals and school division superintendents were made one week prior to the workshops as well as two days prior to the workshops. The first workshop was held on Wednesday, February 22, 2017, from 5:30 – 7:30 p.m. at the Notre Dame Community Centre, located at 271 avenue de la Cathédrale and the second workshop was held on Thursday, February 23, 2017, from 5:30 – 7:30 p.m. at the Norberry-Glenlee Community Centre, located at 26 Molgat Avenue. A total of three stakeholders attended. Following the school workshop, the project team reassessed its engagement strategy to reach and engage with a higher number of representatives from local schools.

To help determine the community's preferences for a Seine River Crossing Location, the workshops involved discussion questions and a mapping exercise. Small group discussion focused on how to best create a safe walking and cycling environment for all ages and abilities and the mapping exercise helped determine the preferred location for a potential pedestrian and cycling crossing over the Seine River. The materials from the school workshops can be found in **Appendix C**.

The following points highlight what was shared at the school workshops:

- A crossing location near Guilbault Street may be redundant as it will be located quite close to the existing Tremblay Bridge.
- The area on the east side of the Seine River near Kavanagh Street is quite industrial. There are not many community destinations that a bridge would connect to here.
- If Kavanagh Street is selected as a crossing location, there is an opportunity to continue the off-street pathway north on Youville Street.
- The Seine River crossing on Marion Street is difficult and unpleasant as the sidewalks are narrow and there is lots of high speed traffic. Another crossing close to Marion Street that is more user-friendly may be good.
- A crossing between the St. Boniface Golf Club and Windsor Park Golf Course would allow pedestrians and cyclists to spend less time travelling on Archibald Street, which is unpleasant because of high traffic volumes and speeds.

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## 4.2 PHASE TWO – EVALUATION OF OPTIONS

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### 4.2.1 OPEN HOUSE AND ONLINE SURVEY

A public open house for the Seine River Crossing were held on Tuesday, April 4, 2017, from 5:00 pm – 7:00 pm at the Notre Dame Recreation Centre, located at 271 de la Cathédrale Avenue and on Wednesday, April 5, 2017, from 5:00 p.m. – 7:00 p.m. at Christ the King School, located at 12 Lennox Avenue. The intent of the open houses was to provide an opportunity for the stakeholders, community members, and the general public to view the proposed crossing locations, speak with project members, and provide comments on the proposed locations.

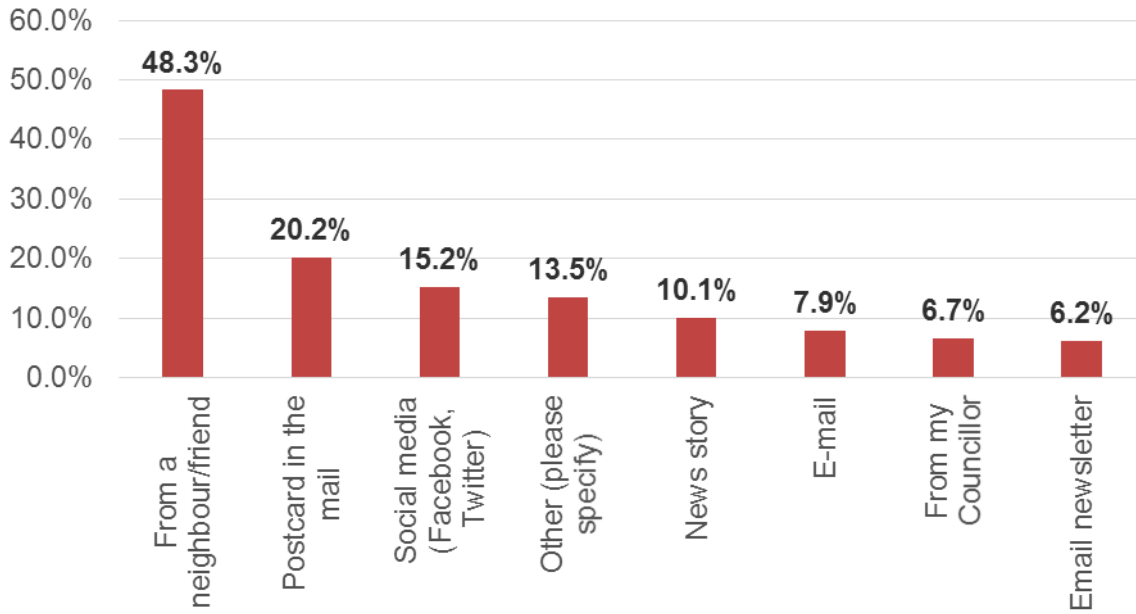
Presentation boards displayed text and graphics on the project background, study area, study timeline, what we heard from Phase One public engagement, and the proposed crossing locations. The materials from the open house can be found in **Appendix D**. Approximately 116 people attended the open houses.

A survey (**Appendix D**) was provided at the open house to collect written feedback. The survey and open house boards were available online for a total of four weeks from March 21, 2017 to April 17, 2017. This provided those who were unable to attend the open house an opportunity to review the materials and share their comments. A total of 237 responses were received (22 paper submissions and 215 online submissions, 232 of which were submitted in English and 5 in French). Feedback from the open house and survey is incorporated into the summary of responses in section 4.2.3.

The following summarizes the demographics of the comment sheet (paper and online responses).

### Public Engagement Promotion

The majority of the 178 respondents learned of the survey from a neighbour/friend (48.3%), followed by the postcard mailed to the study area (20.2%), social media (15.2%), 'other' (13.5%), a news story (10.1%), email (7.9%), from the local area councillor (6.7%), and email newsletter (6.2%). Responses for 'other' suggested that survey respondents felt that the project was poorly advertised to neighbourhood residents.

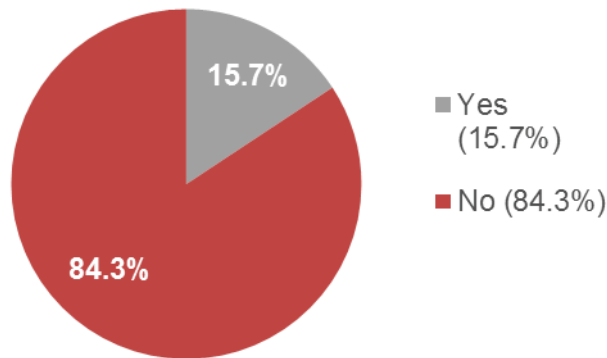


Total Number of Responses: 178 (multiple responses allowed)

**Figure 13: Public Engagement Promotion**

### Participation in Phase One Public Engagement

The majority of respondents (84.3%) did not participate in Phase One of public engagement (i.e., online map, survey, school workshops).

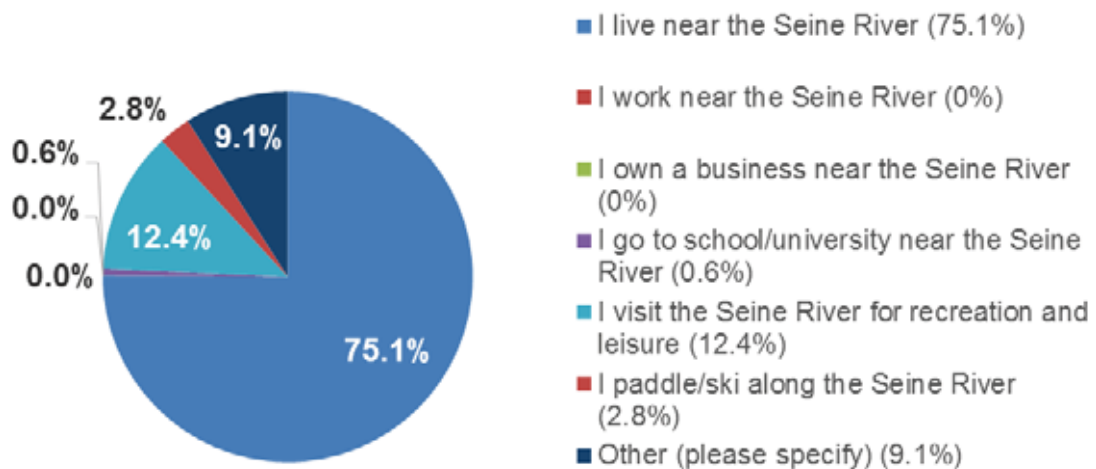


Total Number of Responses: 178

**Figure 14: Participation in Phase One Public Engagement**

### Main Connection to the Study Area

The survey asked respondents to identify how they are connected to the Seine River. The majority of the 177 respondents live near the Seine River (75.1%), followed by work near the Seine River (12.4%) and 'other' (9.1%). Responses for 'other' included owning property on the Seine River and environmental interests.

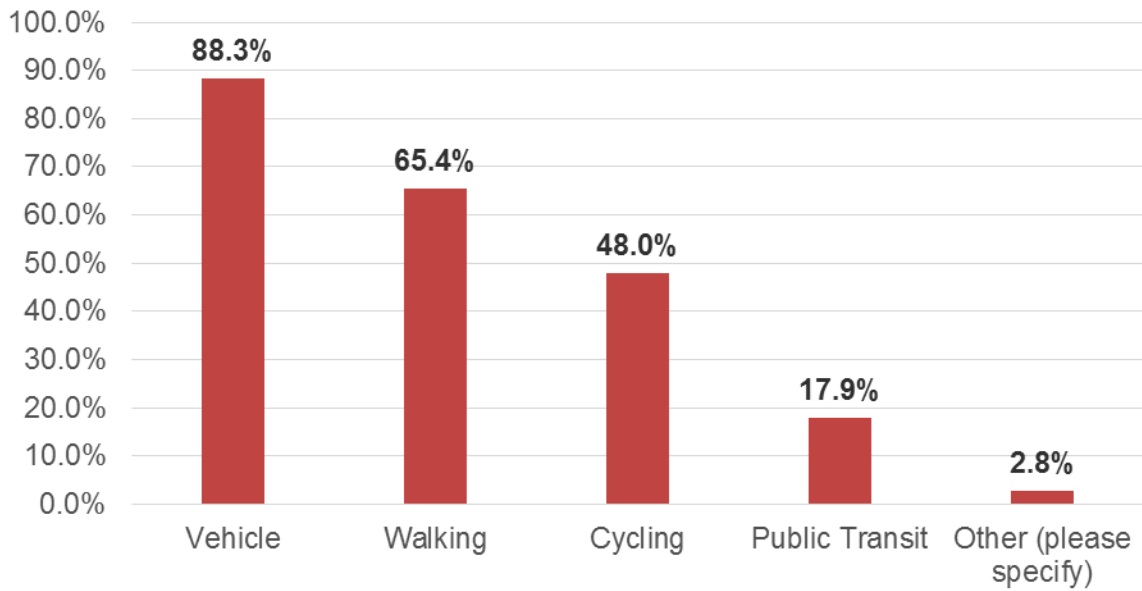


Total Number of Responses: 177

**Figure 15: Connection to Study Area**

## Modes of Transportation

The survey asked respondents to identify their regular modes of transportation. Vehicle (88.3%) received the greatest number of responses followed by walking (65.4%), cycling (48.0%), and public transit (17.9%). Responses for other include running and skating.

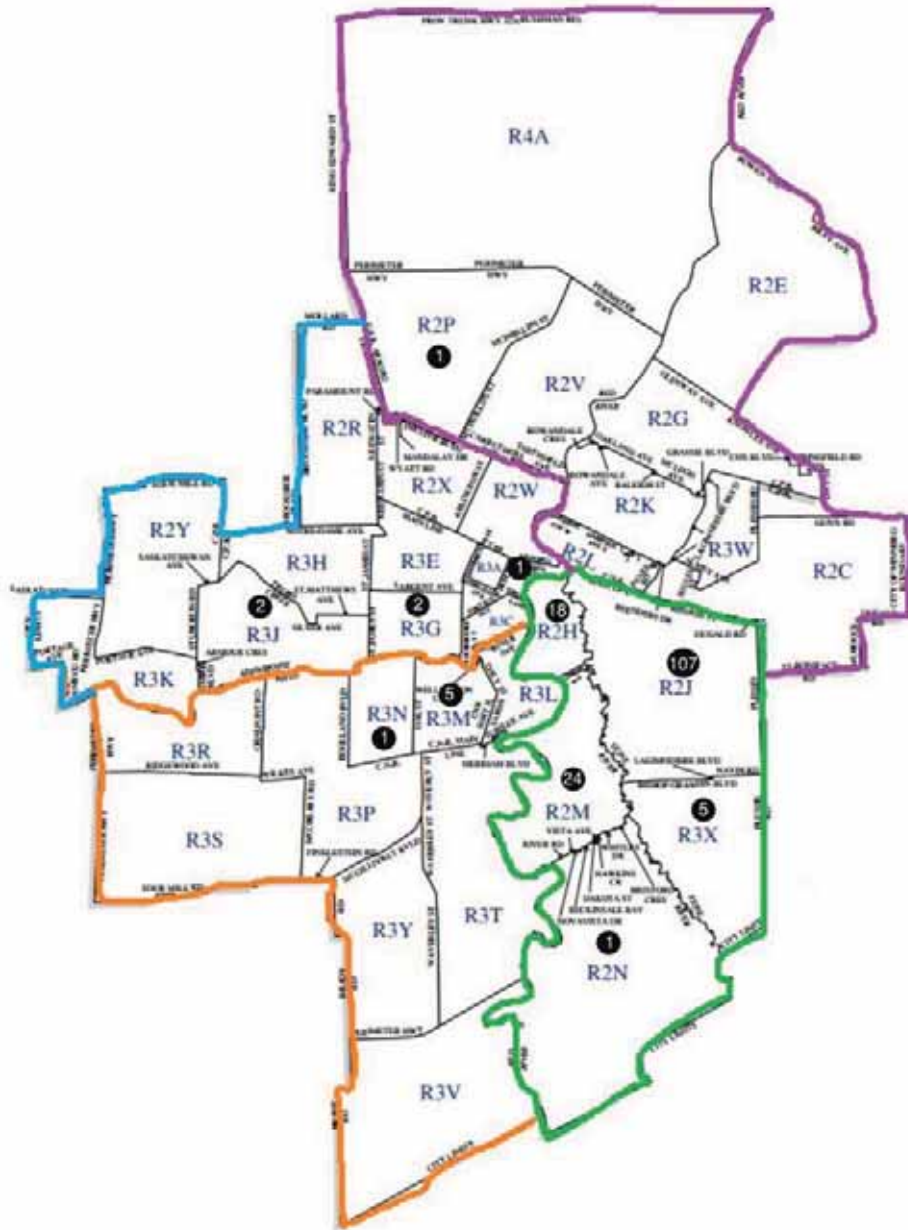


Total Number of Responses: 179 (multiple responses allowed)

**Figure 16: Primary Mode of Transportation**

### Location of Respondents by Postal Code

The survey asked respondents to share their postal code. The three postal codes with the highest percentage of responses are R2J – Windsor Park (66.0%), R2M – St. Vital (14.5%), and R2H – St. Boniface (10.9%).



**Figure 17: Location of Respondents by Postal Code**

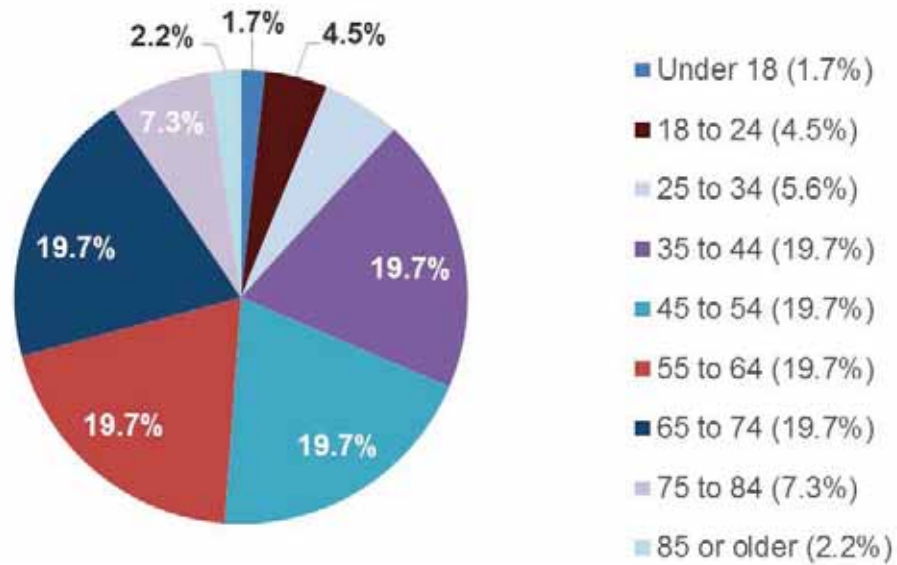
**Table 3: Location of Respondents by Postal Code**

POSTAL CODE	NUMBER OF RESPONSES
R2J	107
R2M	24
R2H	18
R3X	5
R3G	3
R3J	2
R3M	2
R2N	1
R2P	1
R3B	1
R2N	1

Total Number of Responses: 165

### Age of Respondents

The age of respondents was evenly split between the age categories of 35 to 44 (19.7%), 45 to 54 (19.7%), 55 to 64 (19.7%), and 65 to 74 (19.7%) followed by the age categories of 75 to 84 (7.3%), 25 to 34 (5.6%), 18 to 24 (4.5%) and under 18 (1.7%).

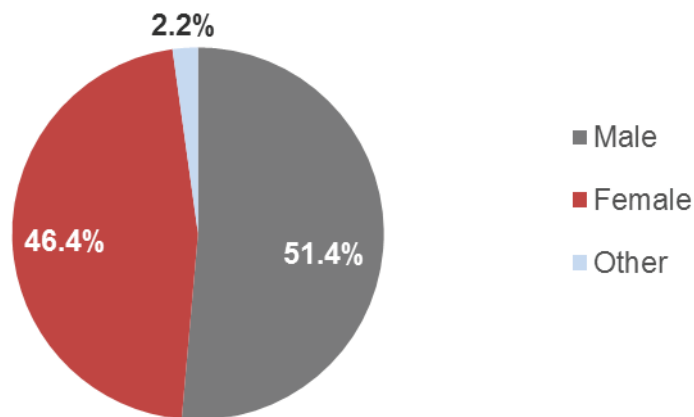


Total Number of Responses: 178

**Figure 18: Respondents by Age**

### Gender of Respondents

As identified in **Figure 19**, 51.4% of respondents were male and 46.4% of respondents female. The remaining 2.2% identified themselves as 'other'.



Total Number of Responses: 179

**Figure 19: Respondents by Gender**



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## 4.2.2 STAKEHOLDER WORKSHOP

A stakeholder workshop was held on April 6, 2017, from 5:00 p.m. to 7:00 p.m. at the Notre Dame Recreation Centre, located at 271 de la Cathédrale Avenue. The intent of the workshop was to provide an opportunity for stakeholders to provide feedback on the proposed crossing locations. The workshop included a brief overview of the study followed by small group discussions with the project team. Stakeholders were invited through an email invitation. A total of eight stakeholders attended the workshop. Feedback from the workshops is incorporated into the summary of responses in section 4.2.3. The materials from the stakeholder workshops can be found in **Appendix E**.

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## 4.2.3 LOCATION EVALUATION

The following is a summary of responses from both the paper and online survey and feedback from the stakeholder meeting for each of the suggested crossing locations. Public feedback was presented at an evaluation workshop, which Save Our Seine and Bike Winnipeg participated in. Public feedback is presented in the following nine themes:

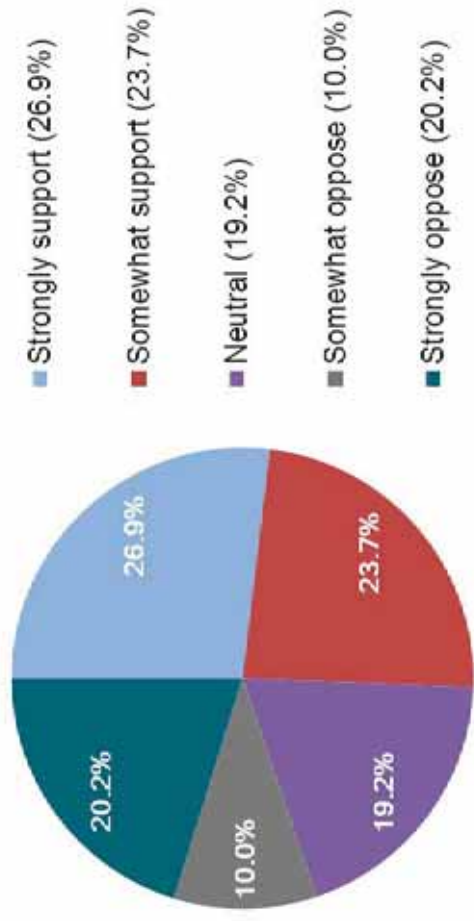
- Network connectivity;
- Pedestrian and cycling environment;
- Environmental;
- Geotechnical;
- Capital cost and constructability;
- River use;
- Usability;
- Community impacts; and
- Community support.

**Table 4: Location A - Beliveau Road / Beaverhill Boulevard**

Public Input	
<b>Network Connectivity</b>	<ul style="list-style-type: none"> <li>— Public comments note the proximity and connectivity that Location A provides to the existing paths. Comments suggest that a connection to the Bishop Grandin Greenway is desired.</li> <li>— Public comments also note that Location A may be too close to existing crossings and a new crossing further away may be better.</li> </ul>
<b>Pedestrian &amp; Cycling Environment</b>	<ul style="list-style-type: none"> <li>— Some public comments note that Location A avoids heavy traffic. As a result, comments suggest that Location A is viewed as being safer for pedestrians and cyclists.</li> <li>— Comments suggest that Location A is located within a close proximity to schools and residential areas.</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>— Public comments note the importance of maintaining the beauty of the Seine River and protecting the wildlife and green space that currently exists near Location A.</li> <li>— Public comments note that construction of a new bridge may result in environmental risks to the Seine River.</li> </ul>
<b>Geotechnical</b>	<ul style="list-style-type: none"> <li>— Public comments note there are concerns regarding the integrity of land around the river banks at Location A. Comments note that this area consists of re-claimed land developed using infill materials.</li> </ul>
<b>Capital Cost &amp; Constructability</b>	<ul style="list-style-type: none"> <li>— No comments.</li> </ul>
<b>River Use</b>	<ul style="list-style-type: none"> <li>— Public comments note that a new bridge may result in increased traffic and pollution which could create an issue for those who canoe the river in this area.</li> </ul>
<b>Usability</b>	<ul style="list-style-type: none"> <li>— No comments.</li> </ul>
<b>Community Impacts</b>	<ul style="list-style-type: none"> <li>— Public comments suggest Location A is a significant improvement for community connections within the study area.</li> <li>— Public comments suggest that creating a connection to neighbourhoods of different socioeconomic status is not desired.</li> <li>— Public comments suggest that some local area residents do not support Location A, as they believe the new crossing is located too close to residential homes and will result in increased traffic in their neighbourhood.</li> </ul>

Public Input

Community Support



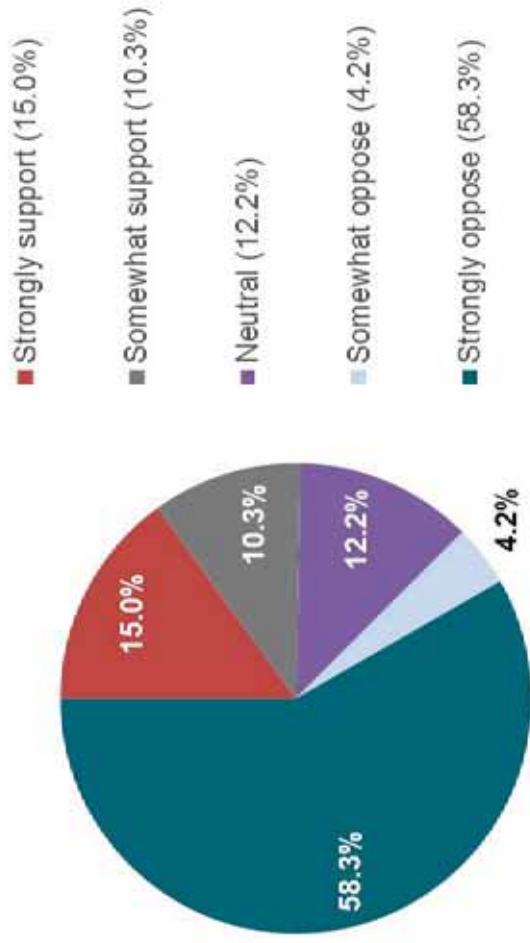
Weighted Ranking 3.27/5

**Table 5: Location B - Sadler Avenue / Southbridge Drive**

Public Input	
<b>Network Connectivity</b>	<ul style="list-style-type: none"> <li>— Public comments suggest that Location B is liked because it is located approximately halfway between existing crossings.</li> <li>— Comments note a lack of existing connections to bike and pedestrian infrastructure in the area and a lack of existing sidewalks along Southbridge Drive.</li> <li>— Comments note a lack of controlled crossings along Southbridge Drive, which is a two-lane roadway.</li> </ul>
<b>Pedestrian &amp; Cycling Environment</b>	<ul style="list-style-type: none"> <li>— Public comments note that traffic volumes are high on Southbridge Drive, which poses safety concerns for residents, pedestrians, and cyclists.</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>— Public comments note this location poses a risk to a large area of currently untouched forest and natural habitat along the Seine River, which is seen as being valuable.</li> <li>— Comments note high numbers of wildlife in the area that may be adversely impacted by the addition of a bridge at this location.</li> </ul>
<b>Geotechnical</b>	<ul style="list-style-type: none"> <li>— Public comments note the existence of river bank destabilization following the flood of 1997 and current beaver dams in the area posing concerns for future development.</li> </ul>
<b>Capital Cost &amp; Constructability</b>	<ul style="list-style-type: none"> <li>— No comments.</li> </ul>
<b>River Use</b>	<ul style="list-style-type: none"> <li>— No comments.</li> </ul>
<b>Usability</b>	<ul style="list-style-type: none"> <li>— Public comments suggest that snow and litter removal is already a problem in this area and concerns exist that a new crossing will not be well maintained.</li> </ul>
<b>Community Impacts</b>	<ul style="list-style-type: none"> <li>— Public comments note that Location B is located too close to residential properties and suggest that a new crossing will result in negative impacts on these properties (i.e., increased vandalism, theft, litter, noise, etc.).</li> <li>— Public comments suggest that a new crossing at Location B will detract from the existing feeling of the neighbourhood (i.e., private, secluded, clean, prestige).</li> <li>— Public comments suggest that local area residents would prefer if the number of cyclists and pedestrians in the area do not increase.</li> <li>— Public comments suggest a concern that a new crossing will result in increased on-street parking.</li> <li>— Public comments note that Location B will enable access for “intruders” into their community.</li> </ul>

Public Input

Public Support



Weighted ranking 2.20/5

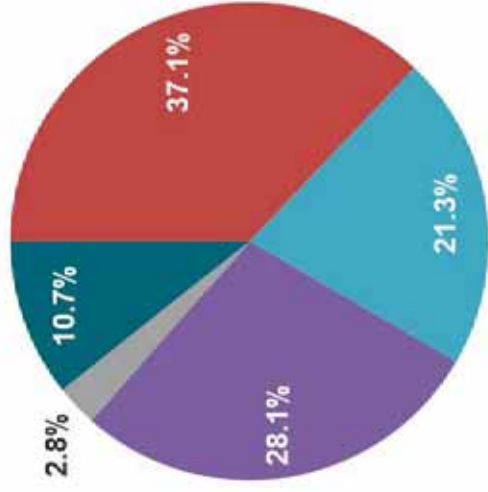
**Table 6: Location C – Clonard Avenue / Archibald Street**

Public Input	
<b>Network Connectivity</b>	<ul style="list-style-type: none"> <li>– Public comments note that Location C will connect to existing pedestrian and cycling infrastructure. Comments suggest that this is a benefit of Location C.</li> <li>– Public comments note that Location C is a good midway point between existing crossings of the Seine River.</li> </ul>
<b>Pedestrian &amp; Cycling Environment</b>	<ul style="list-style-type: none"> <li>– Public comments suggest that cycling or walking through green space may be safer than cycling or walking on routes with traffic.</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>– Public comments note that Location C would provide a scenic and enjoyable route for walking or cycling.</li> <li>– Public comments suggest that the construction of Location C may lead to the potential destruction of untouched riverbank and river habitat.</li> </ul>
<b>Geotechnical</b>	<ul style="list-style-type: none"> <li>– No comments.</li> </ul>
<b>Capital Cost &amp; Constructability</b>	<ul style="list-style-type: none"> <li>– Public comments note that that land is already City-owned and as a result may be easier to redevelop with a public access pathway.</li> </ul>
<b>River Use</b>	<ul style="list-style-type: none"> <li>– Public comments suggest that this area of the Seine River is well travelled by canoes and that Location C could be designed to accommodate canoes passing underneath.</li> </ul>
<b>Usability</b>	<ul style="list-style-type: none"> <li>– Some public comments suggest that there may be hazards of locating a path through the golf course. However, comments also note that the path can be designed to mitigate these risks.</li> </ul>
<b>Community Impacts</b>	<ul style="list-style-type: none"> <li>– Public comments suggest that Location C may not adversely affect residential areas.</li> <li>– Public comments note that Location C provides good connections to commercial and retail along Fermor Avenue and community destinations such as Bonivital Pool and the new Windsor Park Library.</li> </ul>

Public Input

Public Support

- Strongly support (37.1%)
- Somewhat support (21.3%)
- Neutral (28.1%)
- Somewhat oppose (2.8%)
- Strongly oppose (10.7%)



Weighted ranking 3.71/5

**Table 7: Location D – Bertrand Street / Kavanagh Street**

Public Input	
<b>Network Connectivity</b>	<ul style="list-style-type: none"> <li>– Public comments note the proximity of existing pathways to Location D, including Gabrielle-Roy Trail along the Seine River, and north-south connections.</li> <li>– Public comments suggest that Location D would provide a connection in an area where there are currently few connections across the Seine River.</li> <li>– Public comments question the need for a third crossing near Provencher Boulevard and Marion Street and suggest that this location is too close to existing crossings.</li> </ul>
<b>Pedestrian &amp; Cycling Environment</b>	<ul style="list-style-type: none"> <li>– No comments.</li> </ul>
<b>Environmental</b>	<ul style="list-style-type: none"> <li>– Public comments note that the construction of Location D may have negative impacts on the Seine River, wildlife, and natural areas.</li> </ul>
<b>Geotechnical</b>	<ul style="list-style-type: none"> <li>– Public comments note that erosion may be a factor due to the lower location on the Seine River.</li> </ul>
<b>Capital Cost &amp; Constructability</b>	<ul style="list-style-type: none"> <li>– Public comments suggest that costs to construct Location D may be greater because of suspected riverbank instability at this location.</li> </ul>
<b>River Use</b>	<ul style="list-style-type: none"> <li>– No comments.</li> </ul>
<b>Usability</b>	<ul style="list-style-type: none"> <li>– No comments.</li> </ul>
<b>Community Impacts</b>	<ul style="list-style-type: none"> <li>– Public comments note the proximity to commercial areas and amenities near the proposed location.</li> <li>– Public comments also note the proximity to the Mission Industrial park that may present adverse effects and is not typically a destination for bicycle traffic.</li> </ul>



Public Input

Public Support



Weighted ranking 3.12/5

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#### 4.2.4 SCHOOL FEEDBACK

School divisions and schools within the study area were contacted to provide input on the crossing locations. Feedback was received from the LRSD Transportation director, DSFM Transportation Director, and the Principal of St. George School. The following is a summary of what we heard:

- Location D would provide a connection for Ecole Henri Bergeron students who live on the east side of the Seine River, north of Marion Street. This connection would also provide another option for Archwood School students who live on the west side of the Seine River, north of Marion Street.
- The Tremblay Street Bridge provides a connection for Archwood students who live north or Carriere Avenue and south of Marion Street.

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#### 4.2.5 ADDITIONAL COMMUNITY FEEDBACK

Throughout the study, the project team was contacted directly by stakeholders and community residents through either email or telephone.

In April 2017, the project team became aware that community residents who live near the Seine River south of Fermor Avenue and north of Bishop Grandin Boulevard had concerns with the proposed crossing locations. The online survey was extended by an additional 12 days to ensure that community residents had adequate time to express their concerns. In addition, members of the project team corresponded with community residents to ensure that their concerns were understood and documented. A record of the communication received from the community is included in **Appendix F**.

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### 4.3 CONCLUSION AND NEXT STEPS

The feedback provided by stakeholders, community members, and members of the general public throughout Phase One and Phase Two provides valuable insight on preferred locations for a new Seine River crossing. The input received will be considered when evaluating the crossing locations. To support a transparent process, this report will be directly shared with stakeholders who participated throughout the project as well as will be posted on the project website.

Phase Three, which is currently in progress, will post the recommended crossing location(s) on the project website. An online comment sheet will be available to collect public feedback on the recommended crossing location(s) which will help the City of Winnipeg with further decisions regarding the Seine River Crossing Study.

# APPENDIX

**A**

COMMUNICATION &  
ADVERTISEMENT LOG

PROJECT INTEREST	GROUPS/ORGANIZATION
Accessibility issues related to the path design and connections.	Winnipeg Accessibility Advisory Committee
	Place Bertrand
Community Facilities and destination locations, access and location of pathway.	Norberry-Glenlee Community Club
	St. George Park
	King George Park/Pool
	Windsor Park Golf Course
	Niakwa Country Club
	St. Boniface Golf Club
	Iroquois Park
	Glenwood Community Club
	Champlain Community Club
	St. Boniface Optimist Park
	Centre recreatif Notre Dame Recreational Centre
	Lagimodiere-Gaboury Historic Park
	Cross Country Ski Association of Manitoba (Representing Winsor Park Nordic Centre)
	Le Centre Culturel Franco Manitoban
Students use of path, safety	Active and Safe Routes to School
	Louis Riel School Division
	Division scolaire franco-manitobaine
	Université de Saint-Boniface Student Group
	Ecole Provencher
	St. George School
	Glenwood School
	Holy Cross School
	St. Boniface Diocesan High School
	Springs Youville Campus
	Ecole Henri-Bergeron
	Marion School
	College Louis-Riel
	Ecole Tache
	Lavalee School
Archwood School	
Victor Mager School	

	Ecole Guyot
	Glenlawn Collegiate
	Glenwood School
	Ecole Lacerte
	Ecole Precieux-Sang
	Dakota Collegiate
Multi-use path design and connections	Bike Winnipeg
	Winnipeg Trails Association
	Green Action Centre
	Save Our Seine
	Coop Velo Cite
	Bishop Grandin Greenway
Impacts on Business Community	Enterprises Riel
	St. Boniface Chamber of Commerce
	Provencher BIZ
	Old St. Vital BIZ
	Norwood Grove BIZ
Neighbourhood Organizations	South St. Boniface Residents Association (Formerly Seine River Bonivital Residents Association)
	Community Action Network - St. Vital
	Old St. Boniface Residents Association

# THE CITY OF WINNIPEG IS PLANNING TWO PEDESTRIAN AND CYCLING PROJECTS IN YOUR COMMUNITY



New pedestrian and cycling infrastructure connecting the Bishop Grandin Greenway to St. Boniface.



Identifying a preferred location for a new pedestrian and cycling crossing over the Seine River.

## YOUR INPUT IS NEEDED

- » This is the start of the public engagement process for the project. Visit [www.winnipeg.ca/walkbikeprojects](http://www.winnipeg.ca/walkbikeprojects) to learn more about the project and to provide your input through an online survey and mapping tool.

## Project Background



**Southeast Corridor - Connecting the Bishop Grandin Greenway to St. Boniface:** The goal of the Southeast Corridor Study and Design, along the area around Des Meurons Street and St. George Road, is to provide pedestrian and cycling infrastructure that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood. The infrastructure will start and end at safe locations and connect people from their neighbourhoods to existing and future bicycle infrastructure.



**Seine River Crossing - Identifying a New Pedestrian and Cycling Bridge Location:** The goal of this study is to identify a preferred location for a new Seine River pedestrian and cycling crossing. An identified site would support the community's vision for a Seine River Pathway network and will increase connectivity in the cycling and pedestrian network.

For inquiries or for those who require alternate formats or interpretation to participate, please contact David Jopling.

**Project Contact: David Jopling, Public Engagement Lead,**  
204-943-3178 [JoplingD@mmm.ca](mailto:JoplingD@mmm.ca)





# LA VILLE DE WINNIPEG PRÉVOIT DEUX PROJETS D'INFRASTRUCTURE CYCLABLE ET PIÉTONNIÈRE DANS VOTRE SECTEUR



**Nouvelle infrastructure piétonnière et cyclable liant le couloir vert Bishop Grandin à Saint-Boniface**



**Établissement d'un emplacement préconisé pour un nouveau pont piétonnier et cyclable traversant la rivière Seine**

## NOUS AVONS BESOIN DE VOS COMMENTAIRES

- » C'est le début du processus de participation publique pour ce projet. Visitez [www.winnipeg.ca/walkbikeprojects](http://www.winnipeg.ca/walkbikeprojects) (en anglais seulement) pour en savoir plus sur le projet et faire part de vos commentaires par l'entremise d'un sondage et d'un outil de cartographie.

### Historique du projet



**Corridor sud-est - Raccordement du couloir vert Bishop Grandin à Saint-Boniface** L'étude du corridor sud-est (zone le long de la rue Des Meurons et du chemin St. George) et la conception qui en résultera visent à créer des infrastructures piétonnières et cyclables qui permettront aux personnes de tous les âges et de tous les niveaux de marcher ou de faire du vélo à partir du couloir vert Bishop Grandin jusqu'au quartier de Saint-Boniface. Le début et la fin de ces pistes seront situés à des endroits sécuritaires et permettront de lier les quartiers à des infrastructures cyclables existantes et futures.



**Pont traversant la rivière Seine - Établissement d'un nouvel emplacement pour le pont piétonnier et cyclable** Le but de cette étude est de trouver un emplacement à préconiser pour la construction d'un pont piétonnier et cyclable le long de la rivière Seine. Le fait de désigner un tel emplacement viendrait appuyer le concept d'un réseau de sentiers le long de la rivière Seine envisagé par la collectivité et améliorerait la connectivité du réseau piétonnier et cyclable.

Si vous avez des questions, ou si vous avez besoin d'un format de présentation différent ou de services d'interprétation afin de rendre votre participation possible, veuillez communiquer avec David Jopling.

Personne-ressource : **David Jopling, chargé de participation publique,**  
204-943-3178 [JoplingD@mmm.ca](mailto:JoplingD@mmm.ca)



# WE WANT TO HEAR FROM YOU!



## YOU ARE INVITED TO A WORKSHOP ON WALKING AND BIKING TO SCHOOL.

We are reaching out to your school to learn from you about how you walk and bike in the neighbourhood. We are currently seeking input on two projects:



### SOUTHEAST CORRIDOR

**Connecting the Bishop Grandin Greenway to St. Boniface:** The goal of the Southeast Corridor Study and Design, along the area around Des Meurons Street and St. George Road, is to provide pedestrian and cycling infrastructure that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood.



### SEINE RIVER CROSSING

**Identifying a New Pedestrian and Cycling Bridge**  
**Location:** The goal of this study is to identify a preferred location for a new Seine River pedestrian and cycling crossing. An identified site would support the community's vision for a Seine River pathway network and will increase connectivity in the cycling and pedestrian network.



The workshop will include group discussions and a mapping exercise designed to understand how a new pedestrian and cycling corridor and Seine River crossing can best meet the needs of local youth.



### WHO SHOULD ATTEND:

Parents and Students, Teachers, Administrators, Parent Advisory Council, and Childcare Workers. Please share this invitation with any of these groups.

### WHEN:

Wednesday, February 22, 2017 from 5:30-7:30 p.m.,  
Notre Dame Community Centre, 271 avenue de la Cathédrale

Thursday, February 23, 2017 from 5:30-7:30 p.m.,  
Norberry-Glenlee Community Centre (Norberry Site), 26 Molgat Avenue

### RSVP:

Erika Blackie, Public Engagement Planner at [blackie@mmm.ca](mailto:blackie@mmm.ca)  
or 204-943-3178 by Monday, February 20, 2017.

### PROJECT WEBSITE:

[Winnipeg.ca/walkbikeprojects](http://Winnipeg.ca/walkbikeprojects)

Refreshments provided

## WE HOPE TO SEE YOU THERE!



## NOUS VOUS INVITONS À UN ATELIER PORTANT SUR VOS DÉPLACEMENTS À PIED ET À VÉLO VERS L'ÉCOLE.

Nous communiquons avec votre école pour savoir comment vous marchez et pédalez dans le quartier. Nous sommes à la recherche de vos commentaires sur deux projets :



### CORRIDOR SUD-EST

**Raccordement du couloir vert Bishop Grandin à Saint-Boniface :** L'étude du corridor sud-est (zone le long de la rue Des Meurons et du chemin St. George) et la conception qui en résultera visent à créer des infrastructures piétonnières et cyclables qui permettront aux personnes de tous les âges et de tous les niveaux de marcher ou de faire du vélo à partir du couloir vert Bishop Grandin jusqu'au quartier de Saint-Boniface.



### PONT TRAVERSANT LA RIVIÈRE SEINE

**Établissement d'un nouvel emplacement pour le pont piétonnier et cyclable :** Le but de cette étude est de trouver un emplacement à préconiser pour la construction d'un pont piétonnier et cyclable le long de la rivière Seine. Le fait de désigner un tel emplacement viendrait appuyer le concept d'un réseau de sentiers le long de la rivière Seine envisagé par la collectivité et améliorerait la connectivité du réseau piétonnier et cyclable.



L'atelier comprendra des discussions en groupes ainsi qu'un exercice de repérage sur carte dont le but est de dégager comment un nouveau couloir piétonnier et cyclable ainsi qu'un nouveau pont traversant la rivière Seine pourraient répondre le mieux possible aux besoins des jeunes du secteur.



### QUI DEVRAIT PARTICIPER :

Les parents, les élèves, les enseignants et enseignantes, les administrateurs et administratrices, le conseil consultatif des parents, et les éducateurs et éducatrices de la petite enfance  
Nous vous prions de transmettre cette invitation à ces groupes de personnes.

### QUAND :

Le mercredi 22 février 2017, de 17 h 30 à 19 h 30, au Centre récréatif Notre Dame, 271, avenue de la Cathédrale

Le jeudi 23 février 2017, de 17 h 30 à 19 h 30, au Norberry-Glenlee Community Centre (site Norberry), 26, avenue Molgat

### RSVP À :

Erika Blackie, planificatrice de participation publique, à [blackiee@mmm.ca](mailto:blackiee@mmm.ca) ou au 204-943-3178 au plus tard le lundi 20 février 2017.

### SITE WEB DU PROJET :

[winnipeg.ca/projetspietonniersetcyclables](http://winnipeg.ca/projetspietonniersetcyclables)

Des rafraîchissements seront servis.

## NOUS ESPÉRONS QUE VOUS POURREZ ÊTRE DES NÔTRES!

# WE WANT TO HEAR FROM YOU!



The City of Winnipeg is planning two pedestrian and cycling projects connecting St. Boniface and St. Vital



## SOUTHEAST CORRIDOR STUDY

View and provide input on options for new pedestrian and cycling infrastructure connecting the Bishop Grandin Greenway to St. Boniface.



## SEINE RIVER CROSSING STUDY

View and provide input on potential locations for a new pedestrian and cycling crossing over the Seine River between Provencher Blvd. and Bishop Grandin Blvd.

## IN-PERSON EVENTS:

Drop in to view the design options, speak with members of the project team, provide your feedback and ask questions regarding the projects.

## VISIT THE WEBSITE:

View design options and provide feedback through an online survey. [Winnipeg.ca/walkbikeprojects](http://Winnipeg.ca/walkbikeprojects)

Date:	Tuesday, April 4, 2017	Date:	Wednesday, April 5, 2017
Location:	Notre Dame Recreation Centre 271 Cathedrale Ave.	Location:	Christ the King School 12 Lennox Ave.
Time:	5:00 p.m. – 7:00 p.m.	Time:	5:00 p.m. – 7:00 p.m.

For those who require alternate formats or ASL interpretation in order to participate, please contact Erika Blackie by Wednesday, March 29, 2017. To stay updated on this project please register your email with us.

Project Contact: Erika Blackie, Public Engagement Planner, at 204-943-3178 or [BlackieE@mmm.ca](mailto:BlackieE@mmm.ca)



# VOTRE OPINION NOUS INTÉRESSE!



La Ville de Winnipeg planifie deux projets d'aménagements piétonniers et cyclables reliant Saint-Boniface et cyclables Saint-Vital.



## ÉTUDE SUR LE COULOIR EST

Revoir les options d'aménagements piétonniers et cyclables reliant le couloir vert Bishop Grandin à Saint-Boniface, et faire des commentaires sur ces options



## ÉTUDE SUR LE PONT TRAVERSANT LA RIVIÈRE SEINE

Revoir les endroits à envisager pour un nouveau pont piétonnier et cyclable traversant la rivière Seine, entre les boulevards Provencher et Bishop Grandin et faire des commentaires sur ces options

## PARTICIPATION EN PERSONNE :

Revoir les options de dessin, discuter avec les membres de l'équipe de projet, faire des commentaires et poser des questions sur les projets

## VISITEZ LE SITE WEB :

Revoir les options de dessin et faire des commentaires [winnipeg.ca/projetspietonnierscyclables](http://winnipeg.ca/projetspietonnierscyclables)

Date : Le mardi 4 avril 2017

Lieu : Centre récréatif Notre-Dame  
271, av. de la Cathédrale

Heure : De 17 h à 19 heures

Date :

Lieu :

Heure :

Le mercredi 5 avril 2017

Christ the King School  
12, av. Lennox

De 17 h à 19 heures

Les personnes qui ont besoin d'un format de présentation différent ou de services d'interprétation en ASL pour pouvoir participer sont priées de communiquer avec Erika Blackie au plus tard le mercredi 29 mars 2017. Veuillez donner votre adresse de courriel pour recevoir des nouvelles sur ce projet.

Personne-ressource : Erika Blackie, planificatrice de participation publique, 204-943-3178 ou [BlackieE@mmm.ca](mailto:BlackieE@mmm.ca)

Hello,

You or a representative of your organization is invited to a **stakeholder workshop** on two pedestrian and cycling projects connecting St. Boniface and St. Vital:



The **Southeast Corridor Study**, along the area around Des Meurons Street and St. George Road, is to provide pedestrian and cycling infrastructure that allows people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood. The infrastructure will start and end at safe locations and connect people from their neighbourhoods to existing and future bicycle infrastructure.



The **Seine River Crossing Study** will identify a preferred location for a new pedestrian and cycling crossing of the Seine River between Provencher Boulevard and Bishop Grandin Boulevard. An identified site would support the community's vision for a Seine River pathway network and will increase connectivity in the community and to the broader pedestrian and cycling network.

**Date:** Thursday, April 6, 2017      **Time:** 5:00 p.m. – 7:00 p.m.

**Location:** Notre Dame Recreation Centre, 271 Cathedrale Ave.

The workshop will include a brief overview of each study followed by small group discussions with the project team. We will be seeking your feedback on options for cycling infrastructure for the Southeast Corridor Study, where options that are being explored include protected bike lanes and other traffic calming measures like speed tables and traffic circles. We will also be seeking your feedback on potential locations for a new pedestrian and cycling crossing over the Seine River between Provencher Boulevard and Bishop Grandin Boulevard.

We kindly ask that you RSVP your attendance by contacting Erika Blackie at 204-943-3178 or by email at [BlackieE@mmm.ca](mailto:BlackieE@mmm.ca) by Monday, April 3<sup>rd</sup>. Should you be unable to attend the stakeholder workshop, you could also view the same information on the website or at the open houses. Details on the time and location of the open houses are in the invitation notice attached.

For additional information, please visit the project website: [winnipeg.ca/walkbikeprojects](http://winnipeg.ca/walkbikeprojects)

Thank you,

**City of Winnipeg**

<b>Date:</b>	February 14, 2017	<b>Project:</b>	2016 Walk Bike Projects – St. Boniface-St. Vital
<b>Date of meeting:</b>	February 7, 2017	<b>Project Number:</b>	5516133
<b>Location:</b>	Centre scolaire Leo-Remillard	<b>Author:</b>	Erika Blackie

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Representatives from the Southeast Corridor and Seine River Crossing Walk Bike Projects attended the Save Our Seine (SOS) Board Meeting on February 6, 2017. Below is a summary of the discussion.

### *Project Scope and Timeline*

- A high-level overview of the projects was provided by Michele Kading (MK), Save Our Seine Executive Director. She mentioned that the project is currently seeking feedback through two online tools but the timeline is quite tight.
- Kerra Mruss (KM) added that the purpose of the Seine River Crossing Study is to identify if there is a preferred crossing location of the Seine River. At this point there are no options to show as the project team is currently collecting information.
- KM mentioned that the project team is aware of possible locations identified in previous studies but that the project will also consider new crossing locations.
- KM shared that the project recently got underway and this is the first part of the public engagement process.
- David Jopling (DJ) showed the study area map and pointed out the features on the context map.
- SOS asked about the City's bigger picture in adding a pedestrian and cycling crossing over the Seine River. Chris Baker (CB) shared that the Pedestrian and Cycling Strategies (PCS) guides the development of pedestrian and cycling infrastructure in the city and that the PCS presents a vision of how pedestrian and cyclists will connect to downtown and other parts of Winnipeg.
- DJ shared that the bridge will also help connect pedestrians and cyclists to community destinations. KM added that the bridge should connect to pedestrian and cycling facilities, both existing and planned.
- SOS asked what kind of feedback the Project Team would like from Save our Seine. KM explained that spreading information is helpful as is attending the open house. CB added that the more input received helps the project team make better informed decisions.
- SOS asked about the scope of public engagement for the Seine River Crossing study. DJ provided an overview of the PE strategy and provided information on future in-person events.
- SOS asked if there is funding for construction. CB stated that there is no current funding identified for a bridge. Future funding will depend on Council's priorities or if other levels of government can contribute funding.
- As an organization, SOS would like to promote crossing locations that are a win for cyclists and a win for neighbourhoods.
- SOS commented that the wikimap is difficult to use and they are concerned that this will limit the feedback the project receives. MMM will look into the mapping tool to see if the situation can be resolved.

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Any omissions or errors in these notes should be forwarded to the author immediately.

- SOS asked why the project timeline is so short. KM explained that it is the timeline that the City established.
- DJ stated that SOS can also email him comments, if the timing of PE events does not fit their needs.

### *Seine River Greenway*

- DJ asked about SOS's vision for a Seine River Greenway.
- From an SOS perspective, a new crossing over the Seine River must take into consideration how it will impact wildlife, pedestrian/cycling users, and river users. A well-designed bridge crossing will also draw river users as these become potential launch points.
- DJ asked where people typically launch canoes. SOS replied that Morier Park, the Perimeter Highway, and Creek Bend Rd. are commonly used.
- MK recently received an email that said it is very difficult for paddlers to access the Seine River.
- CB asked SOS about the connection between a pedestrian and cycling bridge and a canoe launch. CB mentioned that the study is to look for crossing locations which support pedestrian and cycling connections. The overall goal of the project is to provide a crossing for cyclists and pedestrians, and this will drive the location.
- MK explained that there are school groups that access the Seine River at Fermor Ave. for school programs. The re-design of Fermor Ave. to include pedestrian and cycling infrastructure also provides an opportunity to include access to the river.
- DJ mentioned that we are hosting workshops with schools in the area to help identify crossing locations for students.

### *Suggested Crossing Locations*

- KM explained that the City is looking for one recommended location. The study area is very large and the neighbourhood changes in character, which makes it challenging.
- MK mentioned that one study identified a potential crossing location at the end of Seine Street. She mentioned that there is a site that could accommodate a bridge and public boat launch.
- MK shared that there is a bridge over the Seine River in the St. Boniface Golf Course. In many countries, there is a push to make golf courses open to the public, if this crossing location was open to the public, it might lessen the need for a bridge connecting Seine Street to the Archwood Community Centre (previously identified as a potential location). To be effective, this would require eliminating barriers (fencing?) that currently separate the community centre from the golf course. DJ expressed that the St. Boniface Golf Course Bridge is a good opportunity, which has been raised by others as well.
- The area between Provencher Blvd. and Marion St. was suggested for a crossing location as there are fewer homes, high river banks and city owned land on the west side of the Seine River.
- DJ suggested that there is an option to go between the St. Boniface Golf Course and Windsor Park Golf Course. The path would follow an existing hydro corridor.
- SOS shared that safety is important and that visibility, appropriate lighting, and high traffic contribute to safety.



- SOS asked if Marlene Park would be a good crossing location. The park is set back from houses and would provide a link to schools. However, this location is close to Bishop Grandin Blvd. so the argument may be made that Bishop Grandin Blvd. already provides a connection.
- SOS suggested that a new crossing north of Marion St. may maximize the best bang for the buck as there are existing connections to pathways and community destinations.
- KM added that it is important that the facility is accessible and the crossing needs to connect to pedestrian and cycling infrastructure on either side.
- SOS was involved in a crossing study at Kavanagh St. The project did not go through as there was push back from local residents.
- The Kavanagh St. crossing gained a lot of opposition because it is a mature neighbourhood. However, the neighbourhood has changed quite a bit and may serve as a good crossing location.
- DJ shared that MK raised the challenges that arise when proposing a bridge close to private property. DJ asked how the project team may address or mitigate the reaction of private property owners to crossing locations.
- There may be difficulty in establishing a crossing where there is lots of private property.
- KM shared that the community response will be a big factor in the recommended crossing location.
- MK asked about engineering standards for pedestrian and cycling bridges to accommodate vehicles as requiring emergency access may impact the location.
- KM replied that City standards are to build pedestrian and cycling bridges to accommodate access for emergency vehicles. The length of the structure may affect this standard, as emergency access may not be required if the span is short. The project team will confirm the requirement for the new crossing.

#### *Pedestrian and Cycling Pathway*

- SOS mentioned that there are a lot of the paths along the Seine River.
- These paths are often narrow and gravel which can make it difficult for pedestrians and cyclists.
- SOS asked if any thought has been given to adding the bike path to the sidewalk or on the boulevard. KM replied that yes, it has been considered but the project team needs to evaluate the impact to mature street trees and infrastructure. KM stated that pedestrians and cyclists are typically separated because there is also conflict between those two users.
- Crossing Provencher Blvd. is a significant barrier for pedestrians and cyclists. KM explained that the study boundary goes from the north side of Bishop Grandin Blvd. to the north side of Provencher Blvd. so the study needs to consider how to cross Provencher Blvd. SOS emphasized the need to consider pedestrians (west side of river) and not just cyclists (east side of river).

# APPENDIX

**B**

ONLINE INTERACTIVE MAPPING  
TOOL



ID	Category	Initial Comment	Additional Comments	Net Like	Like	Dislike
231330	Suggested bridge location	Outside of study area, a bridge to walk or bike across to access Riverview Health Centre and South Osborne would save alot of driving time.		5	5	0
231331	Suggested bridge location	Crossing between both gold courses would help shorten biking & walking distances	I Agree	1	2	1
231338	Suggested bridge location	A bridge here could shorten the travel distance to schools and community clubs.	I Agree	6	6	0
231338	Suggested bridge location	A bridge here could shorten the travel distance to schools and community clubs.	Sadler/Moore has great potential as an east/west neighbourhood greenway connecting west to the Puberry neighbourhood, especially if signals were installed at St. Mary's and Dunkirk (which would benefit walkability and transit access as well). Connecting to the Home Depot, etc. could also be valuable for people on the east side of the river.  There appears to be a short right of way between Southbridge and WillowPoint that could improve access to Niakwa School from the Bridge.  East of the river, there is good potential to connect up to the planned Pebble Beach pathway and further east into the right of way leading further east and north towards Southdale Centre. A pathway along the retention pond south of Willowlake could provide a high-quality link to both.  Connecting to the short path between Beaverhill and the Bishop Grandin Greenway (the connection to Shorehill) should also be fairly straightforward from this bridge location.  Connecting south to the link from Beaverhill an	6	6	0
231338	Suggested bridge location	A bridge here could shorten the travel distance to schools and community clubs.	I Agree	6	6	0
231343	Suggested bridge location	Keep the current location and build up the bridge and path to avoid flooding in the spring. Riding through the forest everyday is the highlight of the route.	Plans for the Fermor Avenue Seine River Bridge include the addition of a multiuse path on the north side of Fermor that would connect into the Niakwa pathway and provide a detour of this bridge during high water events.	5	5	0
231343	Suggested bridge location	Keep the current location and build up the bridge and path to avoid flooding in the spring. Riding through the forest everyday is the highlight of the route.	I Agree	5	5	0
231343	Suggested bridge location	Keep the current location and build up the bridge and path to avoid flooding in the spring. Riding through the forest everyday is the highlight of the route.	I Agree	5	5	0

231343	Suggested bridge location	Keep the current location and build up the bridge and path to avoid flooding in the spring. Riding through the forest everyday is the highlight of the route.	I Agree	5	5	0
231350	Suggested bridge location	Good midway point between edgewood & fermor pedestrian bridges to connect to possible future AT bridge to Churchill Dr. which would really shorten distance from Windsor park & old St. Vital to South Osborne.	I Agree	5	7	2
231350	Suggested bridge location	Good midway point between edgewood & fermor pedestrian bridges to connect to possible future AT bridge to Churchill Dr. which would really shorten distance from Windsor park & old St. Vital to South Osborne.	I Agree	5	7	2
231350	Suggested bridge location	Good midway point between edgewood & fermor pedestrian bridges to connect to possible future AT bridge to Churchill Dr. which would really shorten distance from Windsor park & old St. Vital to South Osborne.	I Agree	5	7	2
231350	Suggested bridge location	Good midway point between edgewood & fermor pedestrian bridges to connect to possible future AT bridge to Churchill Dr. which would really shorten distance from Windsor park & old St. Vital to South Osborne.	I Agree	5	7	2
231350	Suggested bridge location	Good midway point between edgewood & fermor pedestrian bridges to connect to possible future AT bridge to Churchill Dr. which would really shorten distance from Windsor park & old St. Vital to South Osborne.	I Agree	5	7	2
231360	Suggested bridge location	Would be nice to access the pathway from here.				
231386	Suggested bridge location	This is obvious. this bridge is very high speed and not safe for cycling. At this point bikes mix with peds on the narrow sidewalk.	A proper fully protected bike lane should be on this and ALL city bridges. A person should not have to choose between getting a ticket for riding on the sidewalk, and taking his life in his hands just to get across a bridge. Perhaps the way the bike path was done on Archibald provides some clue as to how to do this: one side of the bridge for pedestrians, the other side is for bikes.	2	2	0
231386	Suggested bridge location	This is obvious. this bridge is very high speed and not safe for cycling. At this point bikes mix with peds on the narrow sidewalk.	I Agree. This bridge is preventing ppl from reaching south osborne neighbourhood.	2	2	0
231387	Suggested bridge location	This is a logical place for a Cycling/Ped bridge and a cross walk on St Marys to connect Riverview with Old St. Vital and St Boniface routes		1	1	0
231388	Suggested bridge location	To connect north Portage safely to Elmwood at these two parks	Do you mean North Point Douglas?			
231388	Suggested bridge location	To connect north Portage safely to Elmwood at these two parks	I walk Whittier Park often, live in the area, and wonder about making a connection here often.			
231393	Suggested bridge location	As part of a safe connection.	I Agree this would create yet another great cycling connection to other routes in the area.	2	2	0

231399	Suggested bridge location	What about the possibility of sharing the existing bridge over the Seine connecting the St. Boniface Golf Course?	I Agree	4	5	1
231399	Suggested bridge location	What about the possibility of sharing the existing bridge over the Seine connecting the St. Boniface Golf Course?	I Agree. it makes a lot of sense, since the bridge is already there, cost of construction would be minimal. only connecting pathways would be needed.	4	5	1
231399	Suggested bridge location	What about the possibility of sharing the existing bridge over the Seine connecting the St. Boniface Golf Course?	who would have access?	4	5	1
231399	Suggested bridge location	What about the possibility of sharing the existing bridge over the Seine connecting the St. Boniface Golf Course?	I Agree people already use this access without permission.	4	5	1
231480	Suggested bridge location	I used to work in South Osborne while living in Old St. Boniface. A bridge here or from Norwood Flats across to Churchill Drive would have been a godsend to enable active transportation rather than driving each day as the transfers and timing involved in taking the bus was untenable.  I foresee my children quite possibly working in the Osborne or South Osborne area in the future and we frequently attend recreational activities (commercial and civic) in the area. On the flip side, people living in Riverview would have easier access to working, shopping, and recreation around St. Mary's, St. Anne's and St. Boniface.	I Agree	2	2	0
231485	Suggested bridge location	Crossing at Aldgate	No public land on east bank	1	1	0
231489	Suggested bridge location	A crossing somewhere in this general area would really help to connect St. Boniface with St. Vital.	Villa on Seine posted private property	1	1	0
231499	Suggested bridge location	Current bridge here could be raised a couple feet to avoid spring flooding.	Firstly, commuters traffic on des meurons, egerton rd and youville needs to be addressed for any future AT connect being successful and safe in old st.vital	2	2	0
231543	Suggested bridge location	There is already a public access area to the Seine at the bend in Bridgetown, a bridge here would connect to the trail on the west side of the river.	I Agree	1	1	0
231550	Suggested bridge location	great place for a Bridge	I Agree this connection would work with land connections.	1	2	1
231605	Suggested bridge location	a pedestrian cycling bridge between maple grove and Kings park, would be a fabulous idea.				
231608	Suggested bridge location	great place for a bridge				
231636	Suggested bridge location			1	1	0
231645	Suggested bridge location					
231653	Suggested bridge location	This would connect Beliveau and Beaverhill together, and allow for safer bike traffic.	I Agree	4	4	0
231669	Suggested bridge location	A bridge here would be awesome. It would link Old St. Vital with South Osborne, which has many more independent shops and restaurants and encourage more cycling and walking to these type of places.				

# APPENDIX

**C**

SCHOOL WORKSHOP



# Walk Bike Projects



# Agenda

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- Welcome and introductions
- Presentation
  - Southeast Corridor Study and Design
  - Seine River Crossing Study
  - Questions
- Small group discussion and mapping exercise
- Exit Survey

# Seine River Crossing – Identifying a New Pedestrian and Cycling Bridge Location





# Seine River Crossing Study

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## Project Introduction



- The goal of the Seine River Crossing study is to identify a preferred location for a new pedestrian and cycling crossing.
- An identified site would support the community's vision for a Seine River pathway network and will increase connectivity in the community and to the broader pedestrian and cycling network.

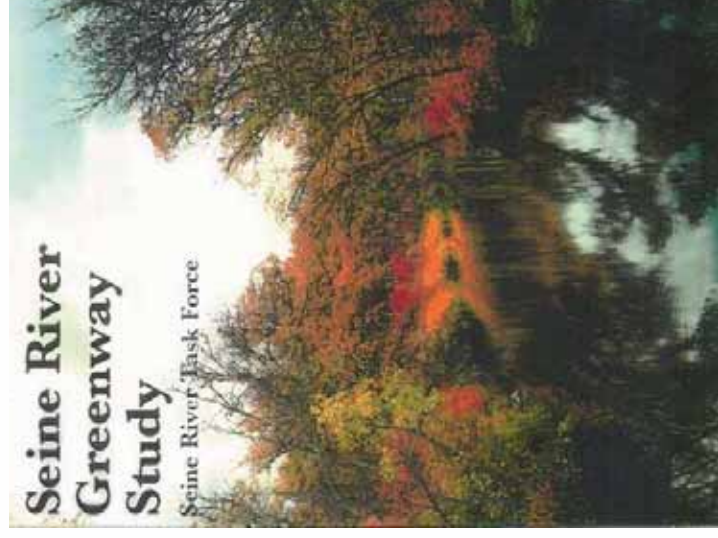


# Seine River Crossing Study

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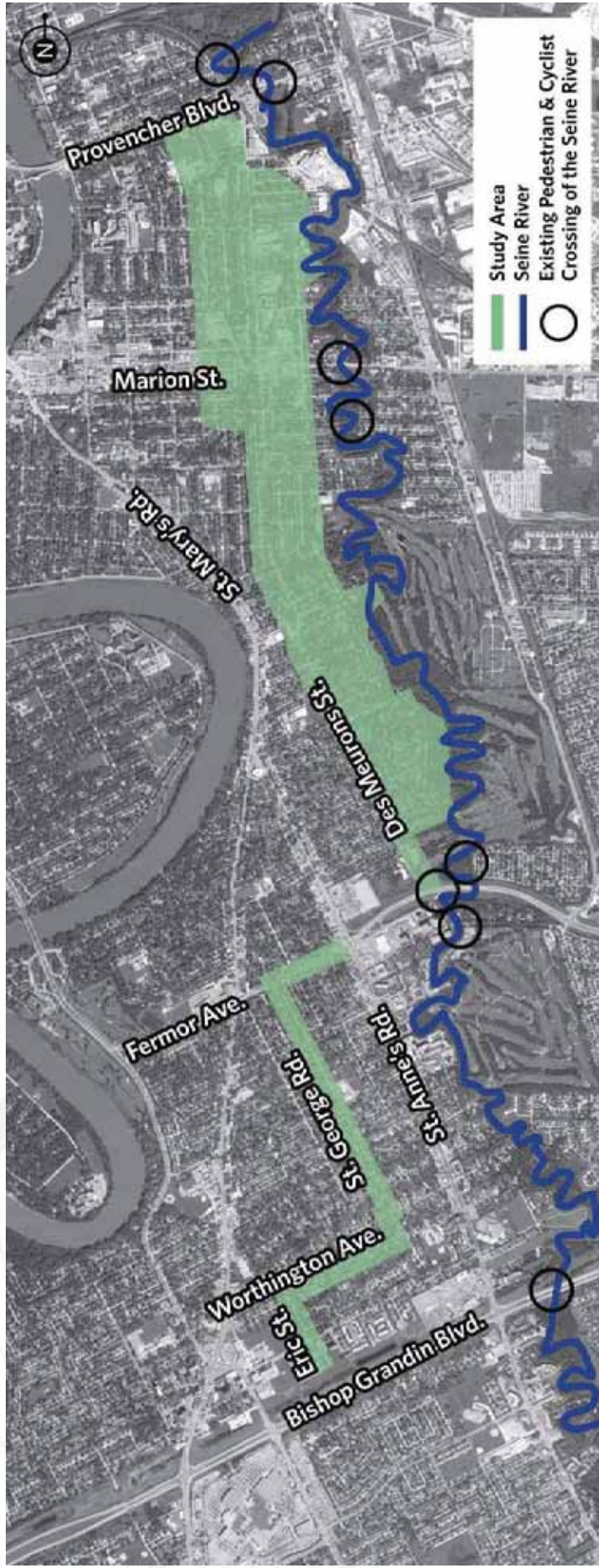
## Project Background

- In September 2015, Winnipeg City Council approved the motion to “continue to recognize and support the need for pedestrian/bike bridges over the Seine River”.



# Seine River Crossing Study

## Study Area



# Seine River Crossing Study

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## Public Engagement

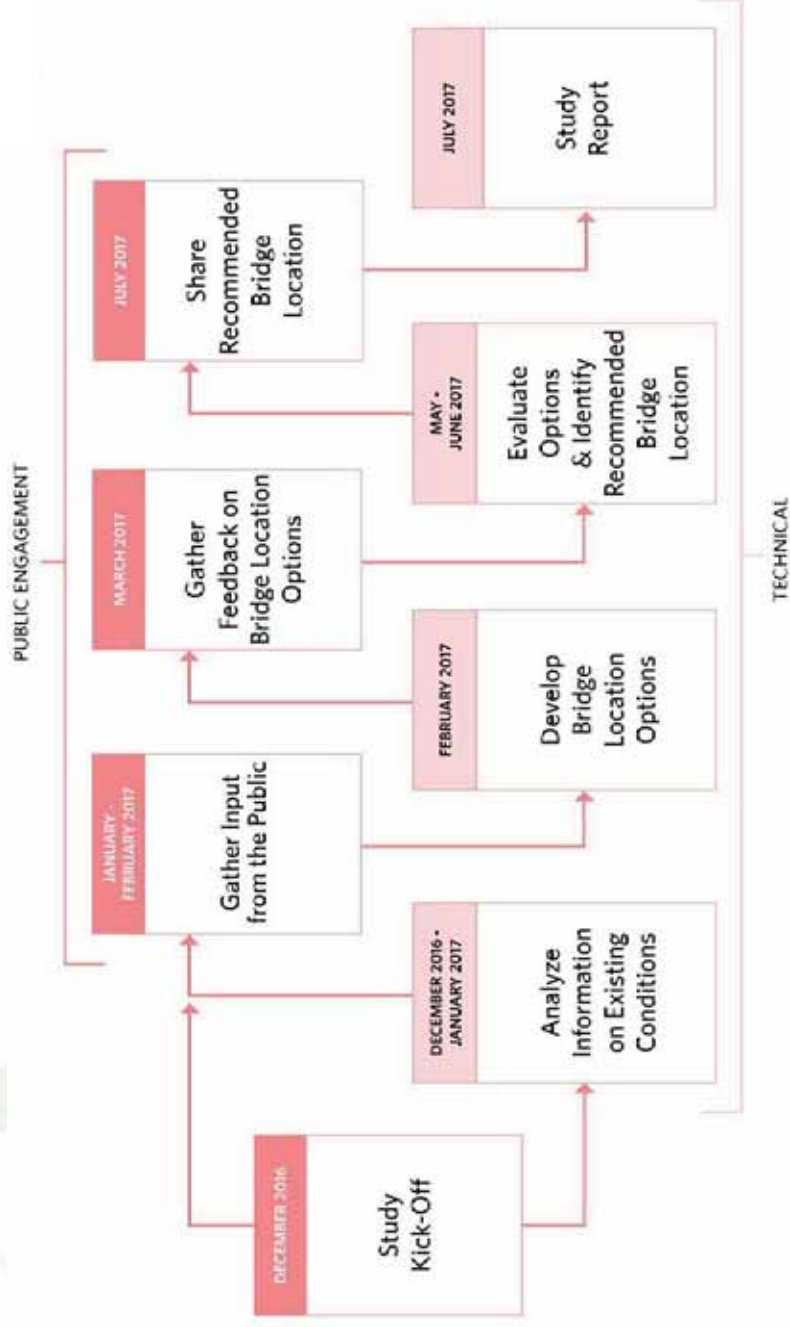
- Throughout the design process, public engagement will assist with determining:
  - The preferred location for a new crossing
  - Pathway connections
  - Evaluation Criteria (and weighting)



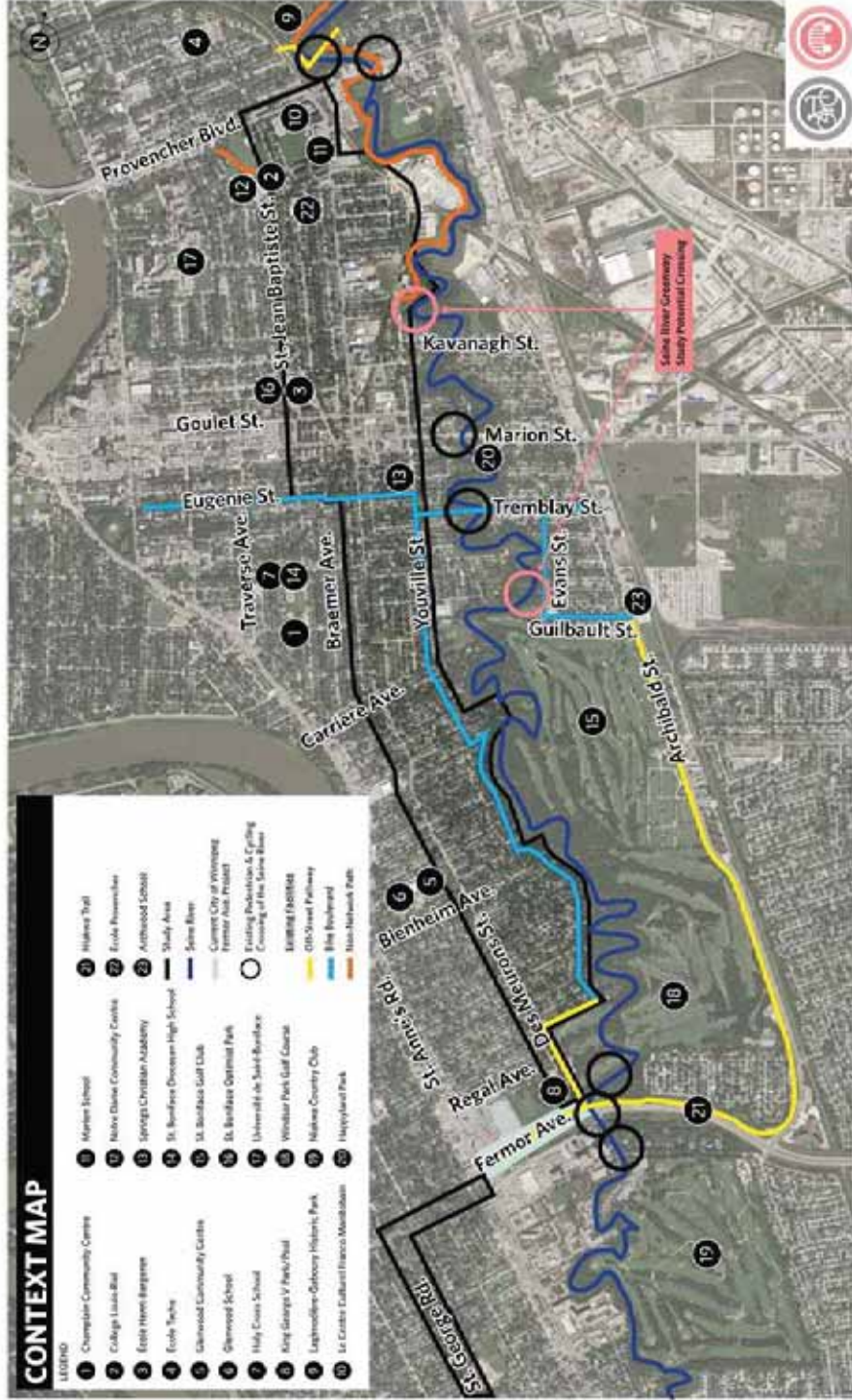


# Seine River Crossing Study

## Timeline



# Southeast Corridor and Seine River Crossing



# Southeast Corridor and Seine River Crossing





# Thank you

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Thank you for your participation today.

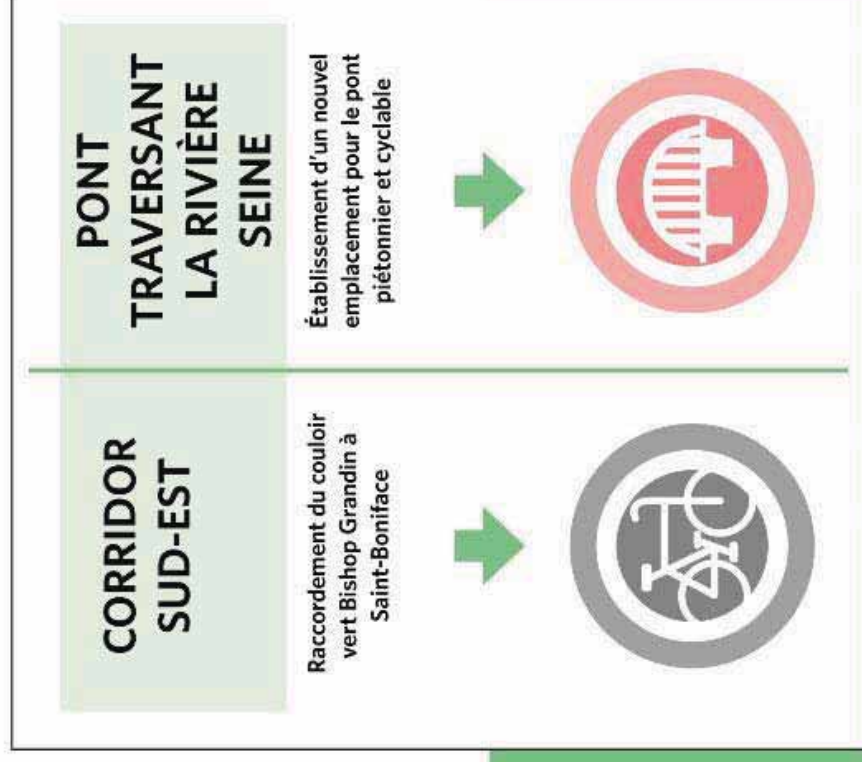
For further information or to provide additional feedback you may  
contact: David Jopling, Public Engagement Lead at

204-943-3178 or [JoplingD@mmm.ca](mailto:JoplingD@mmm.ca)

Project websites:

[winnipeg.ca/walkbikeprojects](http://winnipeg.ca/walkbikeprojects)

# Projets « À pied, à vélo »





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# Pont traversant la rivière Seine – Établissement d'un nouvel emplacement pour le pont piétonnier et cyclable



# Étude sur le pont traversant la rivière Seine

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## Présentation du projet



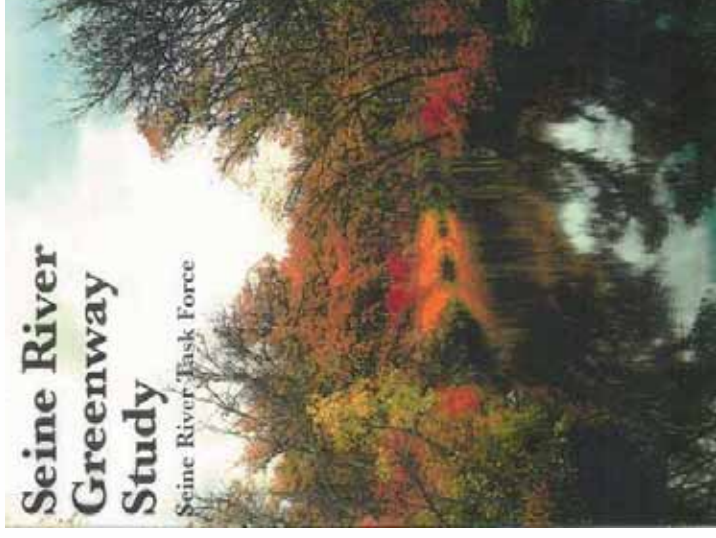
- Le but de l'étude sur le pont traversant la rivière Seine est de trouver un emplacement à préconiser pour la construction d'un pont piétonnier et cyclable.
- Le fait de désigner un tel emplacement viendrait appuyer le concept d'un réseau de sentiers envisagé par la collectivité et améliorerait la connectivité au sein du quartier ainsi qu'avec le réseau piétonnier et cyclable plus étendu.

# Étude sur le pont traversant la rivière Seine

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## Historique du projet

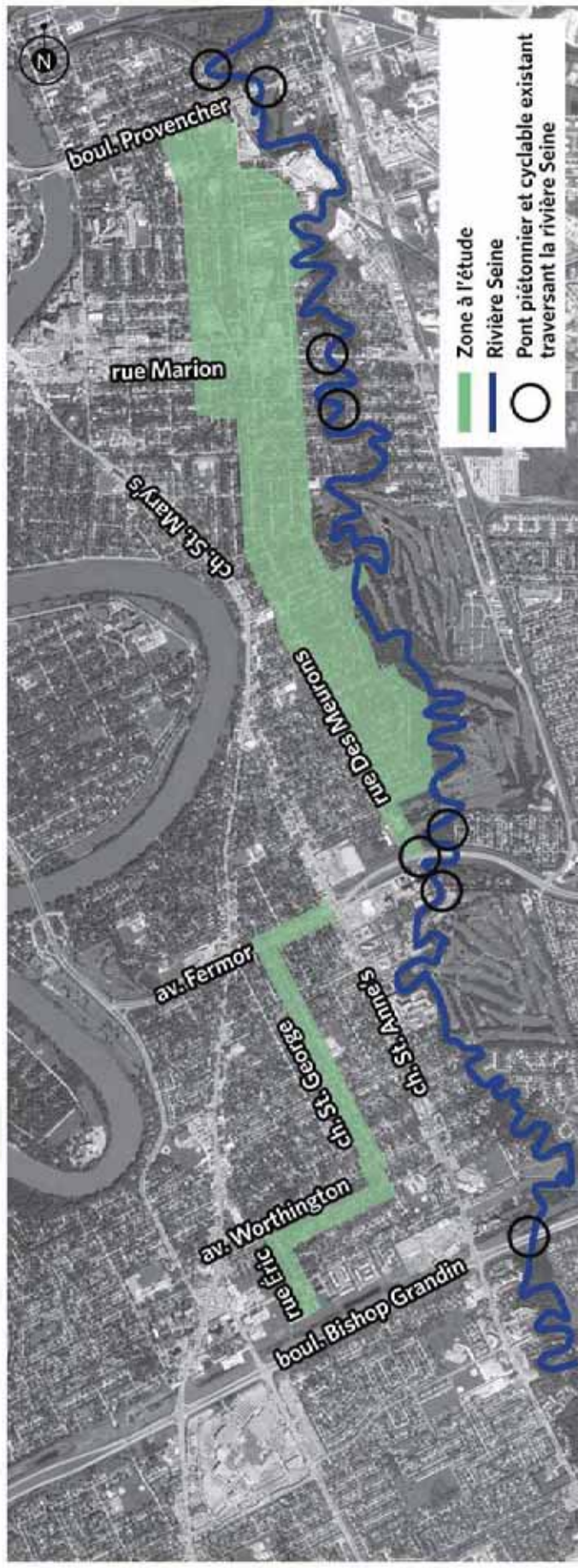
- En septembre 2015, le Conseil municipal de la Ville de Winnipeg a approuvé la proposition selon laquelle il faut continuer de reconnaître et de répondre au besoin de ponts piétonniers et cyclables permettant de traverser la rivière Seine.





# Étude sur le pont traversant la rivière Seine

## Zone à l'étude



# Étude sur le pont traversant la rivière Seine

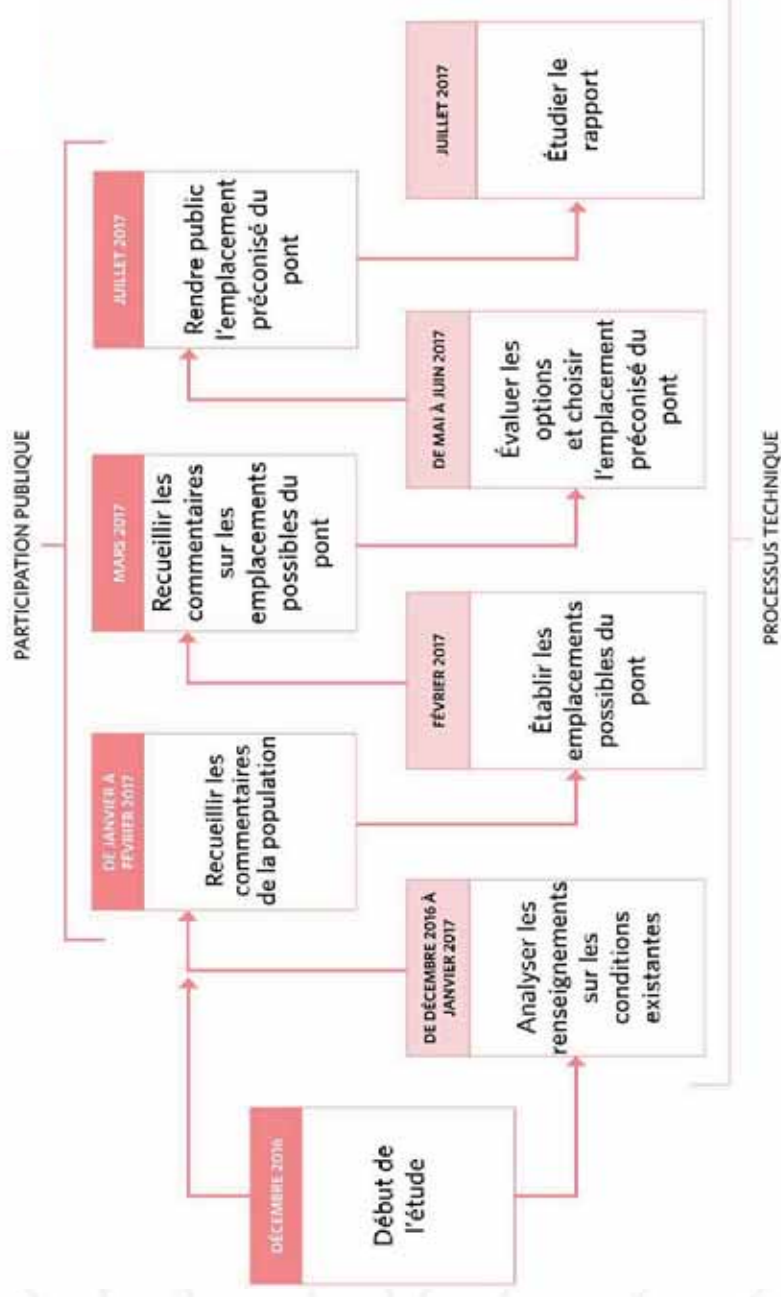
## Participation publique

- Au cours du processus de conception, la consultation du public aidera à déterminer :
  - l'emplacement à préconiser pour le nouveau pont
  - les points de raccord des sentiers avec le réseau
  - les critères d'évaluation (et leur pondération)



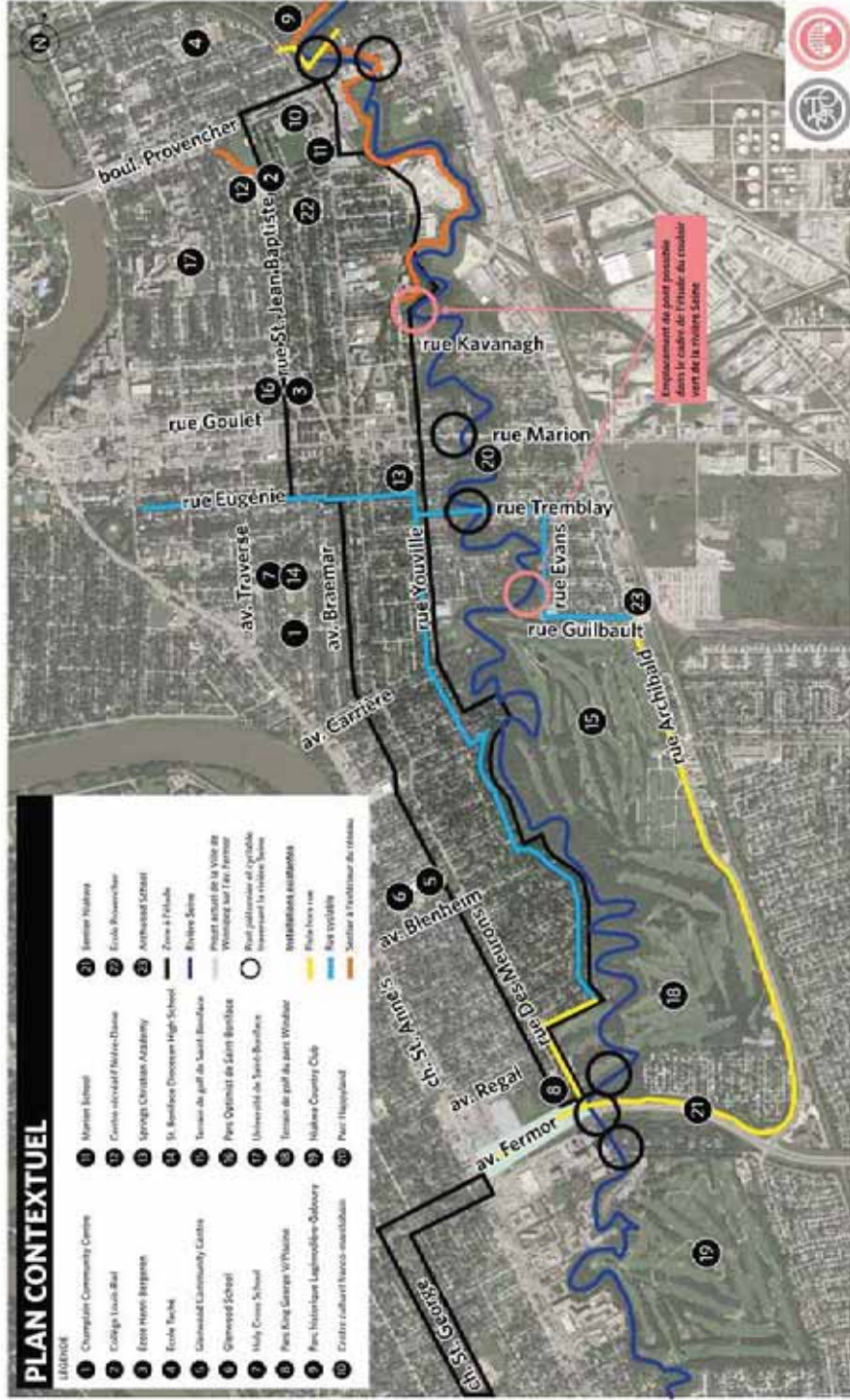
# Étude sur le pont traversant la rivière Seine

## Calendrier



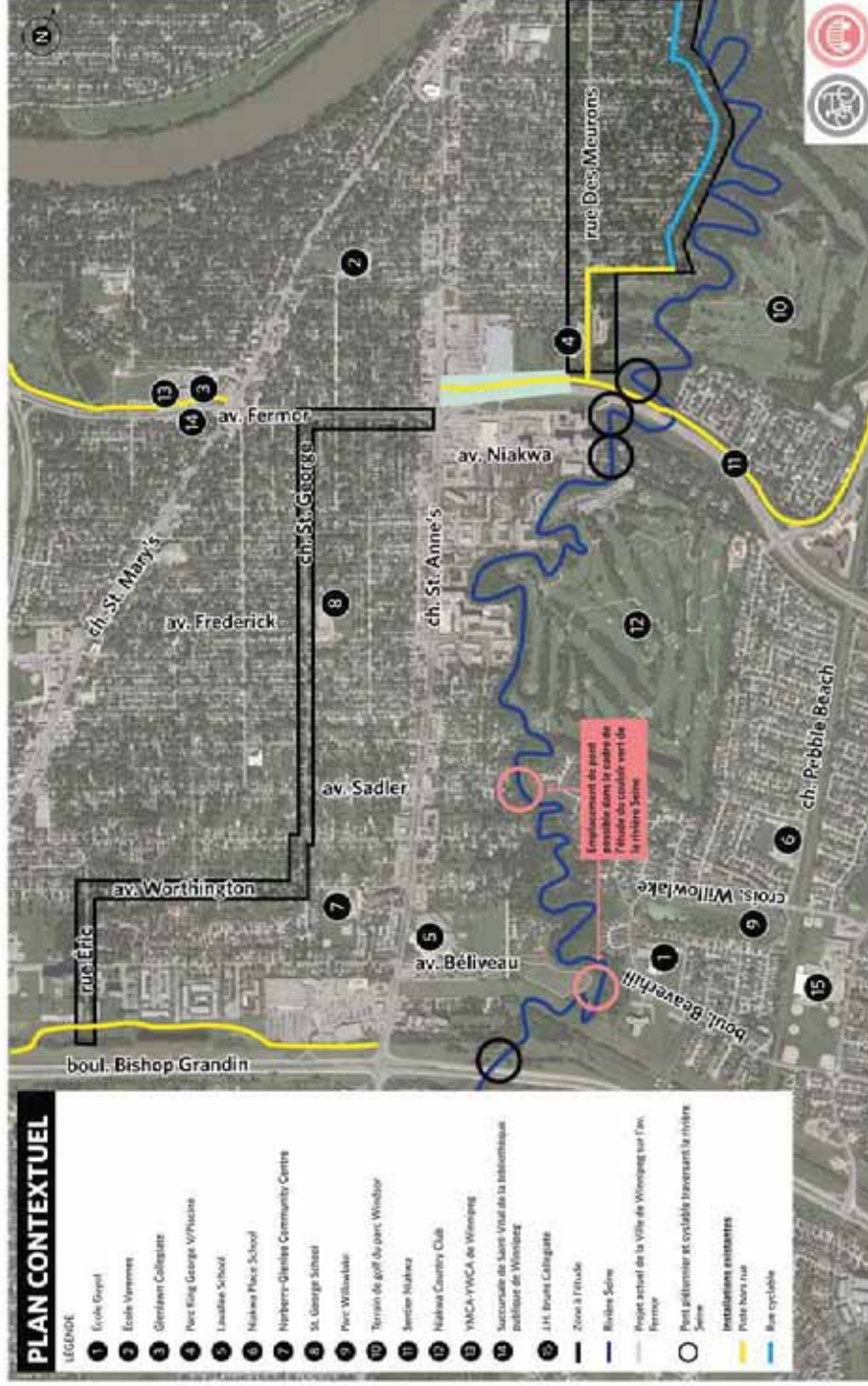


# Corridor sud-est et pont traversant la rivière Seine





# Corridor sud-est et pont traversant la rivière Seine



# Merci

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Merci de votre participation aujourd'hui.

Pour obtenir de plus amples renseignements ou nous transmettre d'autres commentaires, communiquez avec :

David Jopling, chargé de participation publique  
au 204-943-3178 ou à [JoplingD@mmm.ca](mailto:JoplingD@mmm.ca)




Sites Web du projet :

[winnipeg.ca/projetspietonnierscyclables](http://winnipeg.ca/projetspietonnierscyclables)





**LEGEND**

-  Study Area
-  Seine River
-  Existing Pedestrian & Cyclist Crossing of the Seine River

Provencher Blvd.

St-Jean Baptiste St.

Goulet St.

Eugenie St.

Traverse Ave.

Braemer Ave.

Carriere Ave.

Blenheim Ave.

St-Anne's Rd.

Regal Ave.

Fermor Ave.

Kavanagh St.

Marion St.

Tremblay St.

Evans St.

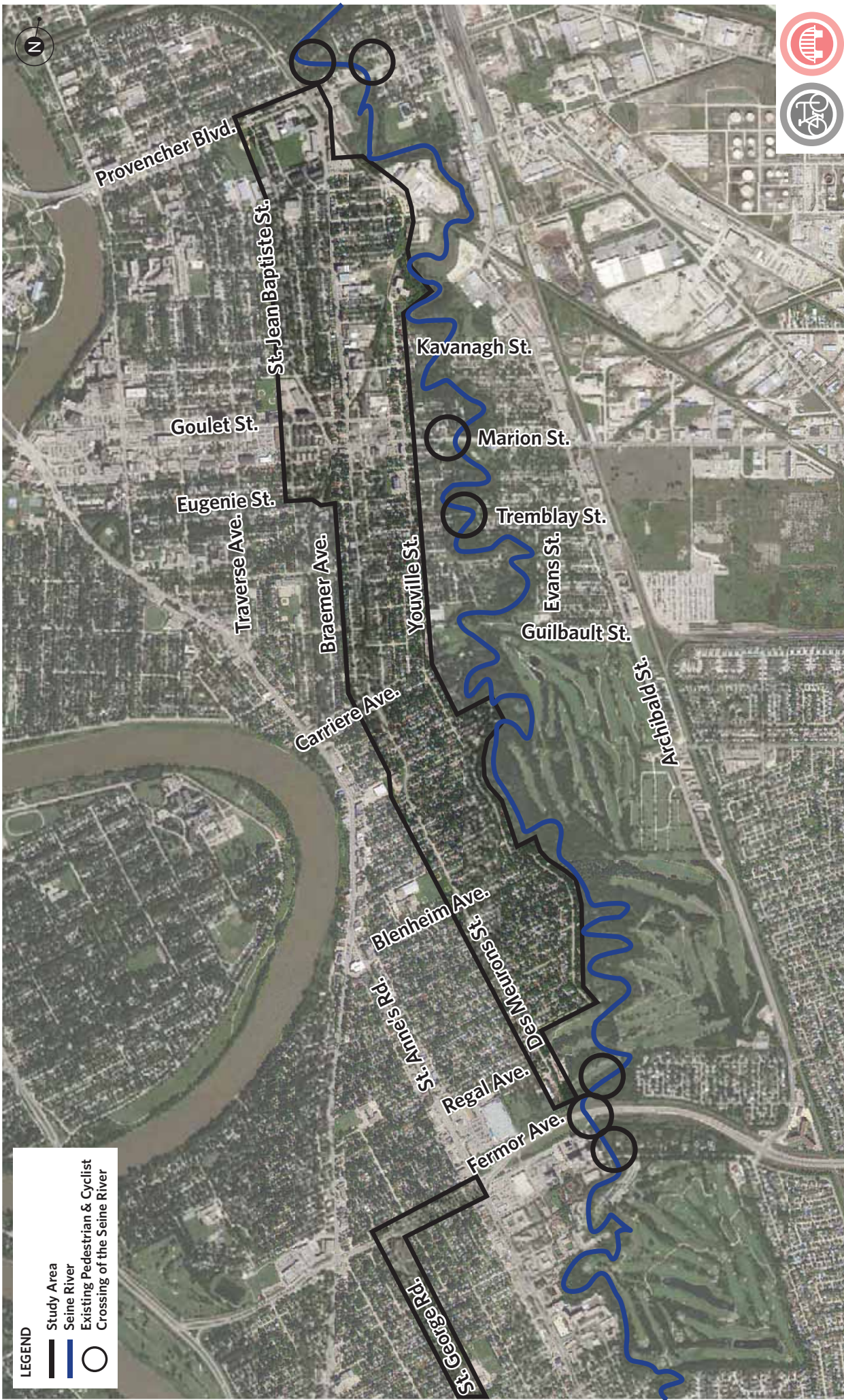
Guilbault St.

Archibald St.

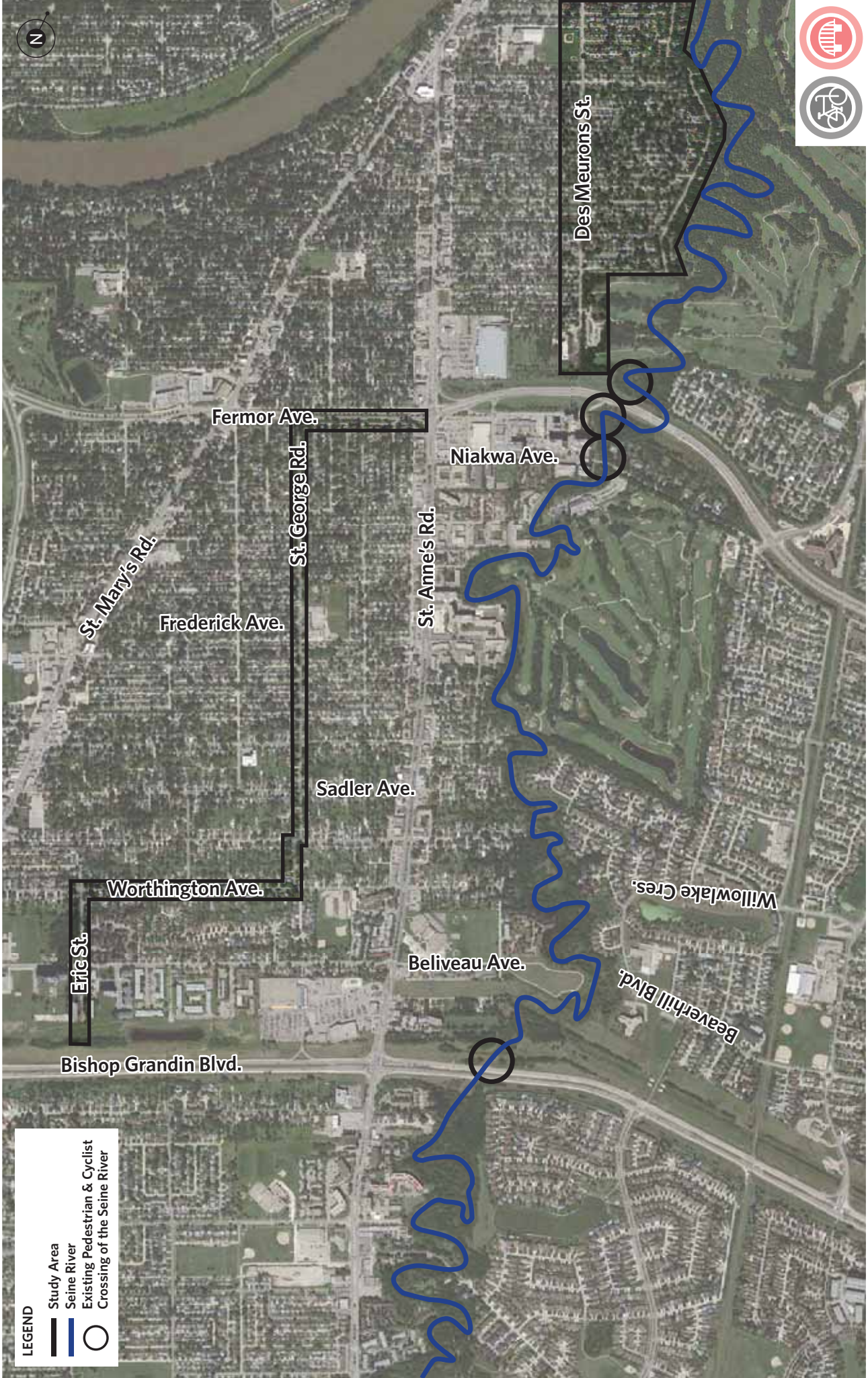
Youville St.

DesMeurons St.

St George Rd.







**LEGEND**

- Study Area
- Seine River
- Existing Pedestrian & Cyclist Crossing of the Seine River





# CONTEXT MAP

## LEGEND

- |    |                                      |                            |  |
|----|--------------------------------------|----------------------------|--|
| 1  | Champlain Community Centre           | 21                         | Niakwa Trail   |
| 2  | College Louis-Riel                   | 22                         | École Provencher   |
| 3  | École Henri-Bergeron                 | 23                         | Archwood School  |
| 4  | École Tache                          | —                          | Study Area   |
| 5  | Glenwood Community Centre            | —                          | Seine River  |
| 6  | Glenwood School                      | —                          | Current City of Winnipeg<br>Fermor Ave. Project              |
| 7  | Holy Cross School                    | ○                          | Existing Pedestrian & Cycling<br>Crossing of the Seine River |
| 8  | King George V Park/Pool              | <u>Existing Facilities</u> |  |
| 9  | Lagimodière-Gaboury Historic Park    | —                          | Off-Street Pathway   |
| 10 | Le Centre Culturel Franco Manitobain | —                          | Bike Boulevard   |
| 11 | Marion School                        | —                          | Non-Network Path   |
| 12 | Notre Dame Community Centre          |                            |  |
| 13 | Springs Christian Academy            |                            |  |
| 14 | St. Boniface Diocesan High School    |                            |  |
| 15 | St. Boniface Golf Club               |                            |  |
| 16 | St. Boniface Optimist Park           |                            |  |
| 17 | Université de Saint-Boniface         |                            |  |
| 18 | Windsor Park Golf Course             |                            |  |
| 19 | Niakwa Country Club                  |                            |  |
| 20 | Happyland Park                       |                            |  |

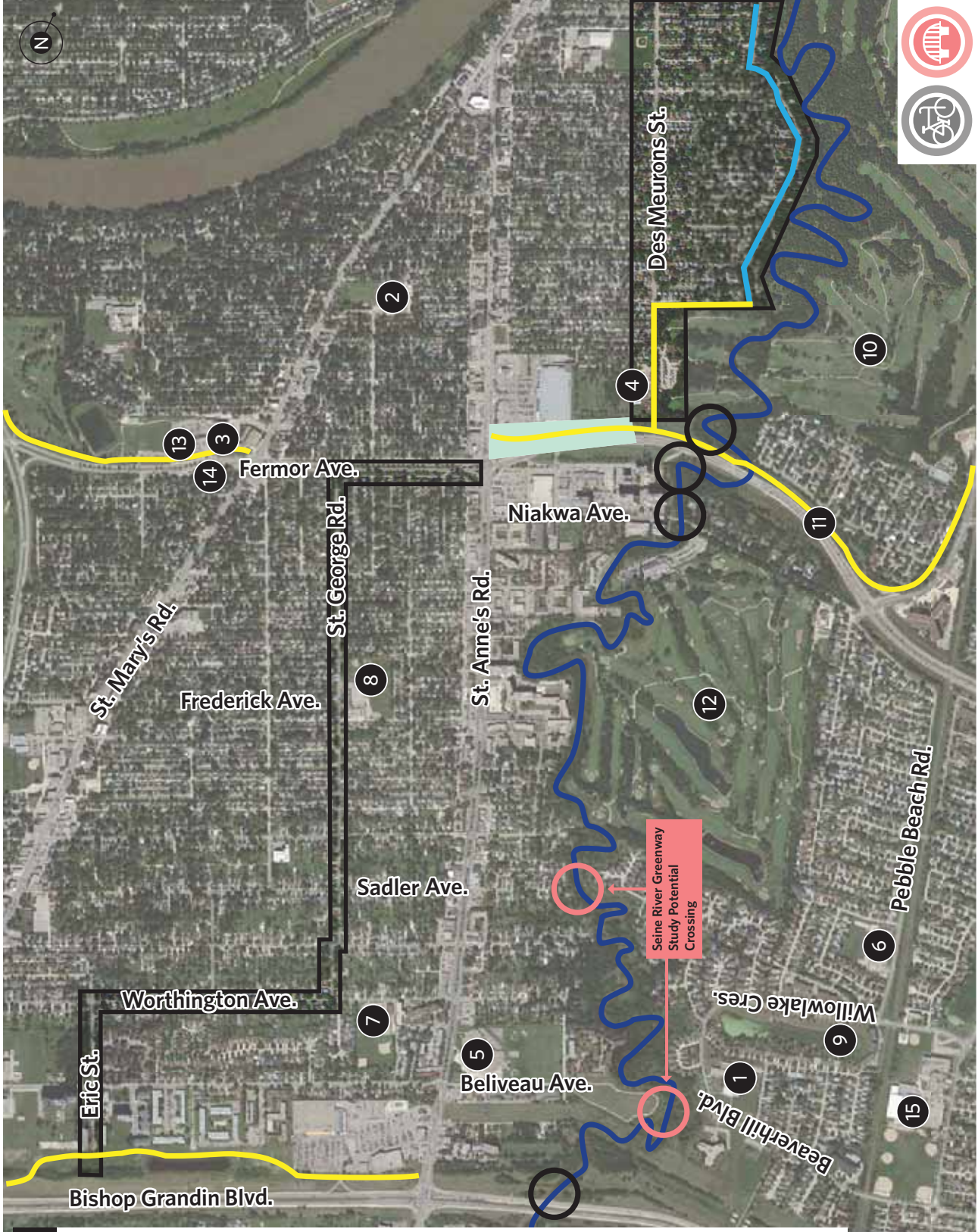




# CONTEXT MAP

## LEGEND

- 1 École Guyot
  - 2 École Varennes
  - 3 Glenlawn Collegiate
  - 4 King George V Park/Pool
  - 5 Lavalee School
  - 6 Niakwa Place School
  - 7 Norberry-Glenlee Community Centre
  - 8 St. George School
  - 9 Willowlake Park
  - 10 Windsor Park Golf Course
  - 11 Niakwa Trail
  - 12 Niakwa Country Club
  - 13 YMCA-YWCA of Winnipeg
  - 14 City of Winnipeg St. Vital Library
  - 15 J.H. Bruns Collegiate
- Study Area
  - Seine River
  - Current City of Winnipeg Fermor Ave. Project
  - Existing Pedestrian & Cycling Crossing of the Seine River
- Existing Facilities**
- Off-Street Pathway
  - Bike Boulevard





# **WALK BIKE PROJECTS: SOUTHEAST CORRIDOR AND SEINE RIVER CROSSING**

## **SCHOOL WORKSHOP DISCUSSION QUESTIONS**

### **General Instructions**

Welcome to the Southeast Corridor and Seine River Crossing Workshop. This workshop has been designed to help identify your community's pedestrian and cycling needs and preferences.

The workshop includes three activities:

1. Discussion Questions
2. Mapping Exercise
3. Visual Survey

The instructions and length of time for each activity is described under the activity headings below.

Each activity will be facilitated in groups; each group shall self-identify a facilitator and a recorder.

The role of the facilitator will be to:

- Lead the group introductions at your table.
- Lead the activities, ensuring that everyone has the opportunity to speak and share their opinions.
- Encourage everyone to document their ideas on the large study area map.
- Present a summary of your group's discussions back to the larger group at the end of the workshop.

The role of the recorder will be too:

- Record your group's ideas in point form on the flip chart provided.
- Encourage everyone to document their ideas on the large study area map.

### **Activity 1: Group Discussion (30 minutes)**

Please review the questions carefully and answer them as a group. The designated recorder should record all comments on the large flip-chart paper.

1. Do youth currently walk or bike to school? Why or why/not?
2. How does the use of streets in the neighbourhood change during weekdays, evenings, and weekends?
3. What are the characteristics of a pedestrian and cycling corridor in your neighbourhood that allows people of all ages and abilities to walk or bike?





### **Activity 2: Mapping Exercise (30 minutes)**

Please review the questions carefully and answer them as a group. Record your answers on the study area map.

1. Where do youth walk or bike to in the neighbourhood? Please mark the destinations and the route taken on the study area map.
2. What safety concerns (i.e. intersections, roadways, sidewalks, etc.) exist for youth when walking or biking in your neighbourhood? Please identify the concern on the study area map along with a description of the issue.
3. What is your preferred location for a new pedestrian and cycling bridge over the Seine River? Please mark the location on the map with an explanation of why.

### **Activity 3: Visual Survey (15 minutes)**

Please review the questions carefully and answer them as a group.

1. What type of cycling option do you prefer for youth and your community? Please identify your preferences on the Cycling Options sheet with an explanation of why.
  - a. Please rank your top two cycling option preferences with an explanation of why.
  - b. How does your preferred cycling option affect other users of the road?

# Walk Bike School Workshop Sign-in Sheet

## Southeast Corridor and Seine River Crossing

February 22, 2017

Name	School or Organization	Telephone	E-mail
	École Taché		
	École Taché		
	DSFM		

## **ACTIVITY 1:**

### **Question 1: Do youth currently walk or bike to school? Why or why not?**

- Yes, students bike/walk to school in winter and summer.
- They currently bike on the sidewalk due to safety concerns. The biggest safety concern is speeding vehicles.
- The couple admitted that one of their children is technically biking on the sidewalk illegally due to the wheel size.
- Currently, they don't use Provencher due to safety concern and instead use back streets.
- Tache north of Provencher has become more dangerous due increased traffic (due to Condos), speeds, and a lack of stop signs.
- Would like to see a separated bike lane on Provencher; similar to the one on Sherbrook.

### **Question 2: How does the use of streets in the neighbourhood change during weekdays, evening, and weekends?**

- Provencher, Marion, and Archibald are truck routes with high traffic volumes and speeds.
- Currently, they avoid Des Meurons due to speeding, potholes, and traffic that uses Des Meurons as a short-cut to bypass St. Anne's and St. Mary's.
- Like the idea of using Youville for recreational use, but did not see it as a commuting route.

### **Question 3: What are the characteristics of a pedestrian and cycling corridor in your neighbourhood that allows people of all ages and abilities to walk or bike?**

- Less traffic.
- Paved.
- Perceived to be safe – the facilities that are used the most are protected.
- The infrastructure should reflect whether it will be used for commuting or recreational purposes.
- Separated facility on Des Meurons would work. Bike boulevard would not.
- There is currently a North-South gap in the cycling network between Eugenie and the street north of Provencher (which both have bike boulevards).

## **ACTIVITY 2:**

### **Question 1: See Map.**

### **Question 2: What safety concerns (i.e., intersections, roadways, sidewalks, etc.) exist for youth when walking and biking in your neighbourhood?**

- Marion and Goulet – high volume, high speed, and difficult to cross.
- Tache is used as a short-cut to St. Mary's from downtown and St. Boniface.
- Need safe crossings.
- St. Jean Baptiste seems to be a better option than Des Meurons for a cycling facility. Less traffic.

**Question 3: What is your preferred location for a new pedestrian and cycling bridge over the Seine River?**

- Guilbault crossing is close the Tremblay Bridge. May be redundant.
- There is nothing on the east side of the Kavanah crossing to connect to, as east of this location is the industrial park; however, likes the ideas of providing a connection and continuing the off-street pathway north of Condo building.
- The crossing on Marion Street is difficult and unpleasant, as there are narrow sidewalks and high traffic volumes and speeds. Likes the idea of another crossing close to Marion that is safer and provides a user-friendly experience.
- They liked the idea of a crossing between golf courses, as it would provide less time on Archibald. The off-street pathway north of this location is directly adjacent to Archibald St (no boulevard) and is perceived as unsafe and is uncomfortable to use due to the high traffic volumes and speeds.

**ACTIVITY 3:**

**Question 1: What type of cycling option do you prefer for youth and your community?**

*Greenway*

- Painted bike lanes are seen as more of a suggestion and are not a safe; however, they are better than nothing.
- Greenways are appropriate on residential streets that feed to commuter routes.
- Greenways are not appropriate for commuter routes.
- If you want people to commute you need facilities on commuter routes (i.e., St. Mary's and St. Anne's) or the most direct routes.
- Stop signs and traffic calming on the south section of Des Meurons may be an option.

*Buffered*

- Did not like bollards in the buffer as they are not durable and often get damaged in winter.
- If investing bike lane infrastructure; should have protected bike lanes.

*Painted*

- Painted bike lanes are seen as more of a suggestion and are not a safe; however, they are better than nothing.
- Illusion of creating infrastructure that is not safer.
- If you don't get compliance, painted bike lanes are not a good long-term solution.

*Protected*

- Seen as the best options for cyclists.
- Adding a bike lane will narrow the road, which is a form of traffic calming.

# APPENDIX

**D**

OPEN HOUSE MATERIAL AND  
ONLINE COMMENT SHEET

# Welcome

## Walk Bike Projects Open House



**Southeast Corridor:**  
Connecting the Bishop Grandin  
Greenway to St. Boniface



**Seine River Crossing:**  
Identifying a New Pedestrian  
and Cycling Bridge Location

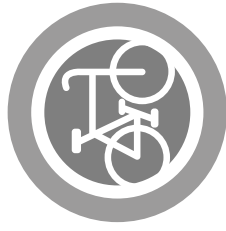


- » Please review the boards, talk to project team members and provide your feedback by adding sticky notes to the boards and maps, and by filling out a survey.

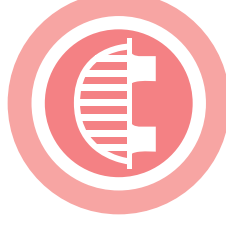
Have a smartphone with you? Open the online survey and record your comments as you review the boards. [www.winnipeg.ca/walkbikeprojects](http://www.winnipeg.ca/walkbikeprojects)



# Background



- » The City of Winnipeg is undertaking a study to design pedestrian and cycling infrastructure that will allow people of all ages and abilities to walk or bike from the Bishop Grandin Greenway to the St. Boniface neighbourhood.
- » This project will develop local networks for neighbourhoods to connect to existing and planned cycling infrastructure and to downtown.
- » The study will be the basis for the inclusion of cycling infrastructure in immediate and future street renewal programs.
- » In 2015, City Council approved the Winnipeg Pedestrian and Cycling Strategies, which provide a long range policy framework for active modes of transportation for the next 20 years.
- » On May 18, 2016, City Council approved the 2016 Pedestrian and Cycling Action Plan (Action Plan) that authorizes the Public Service to proceed with this study.



- » The City of Winnipeg is undertaking a study to identify a preferred location for a new pedestrian and cycling crossing over the Seine River between Provencher Blvd. and Bishop Grandin Blvd.
- » An identified preferred location would support the community's vision for a Seine River pathway network and will increase connectivity in the community and to the broader pedestrian and cycling network.
- » This study is the first step, and once a location has been determined, further engineering will be required to determine a design for the project along with a cost estimate. The project would then be presented to City Council for consideration as part of the budget process.
- » On September 30, 2015, City Council approved the motion to "continue to recognize and support the need for pedestrian/bike bridges over the Seine River."

# Study Areas



# Seine River Crossing

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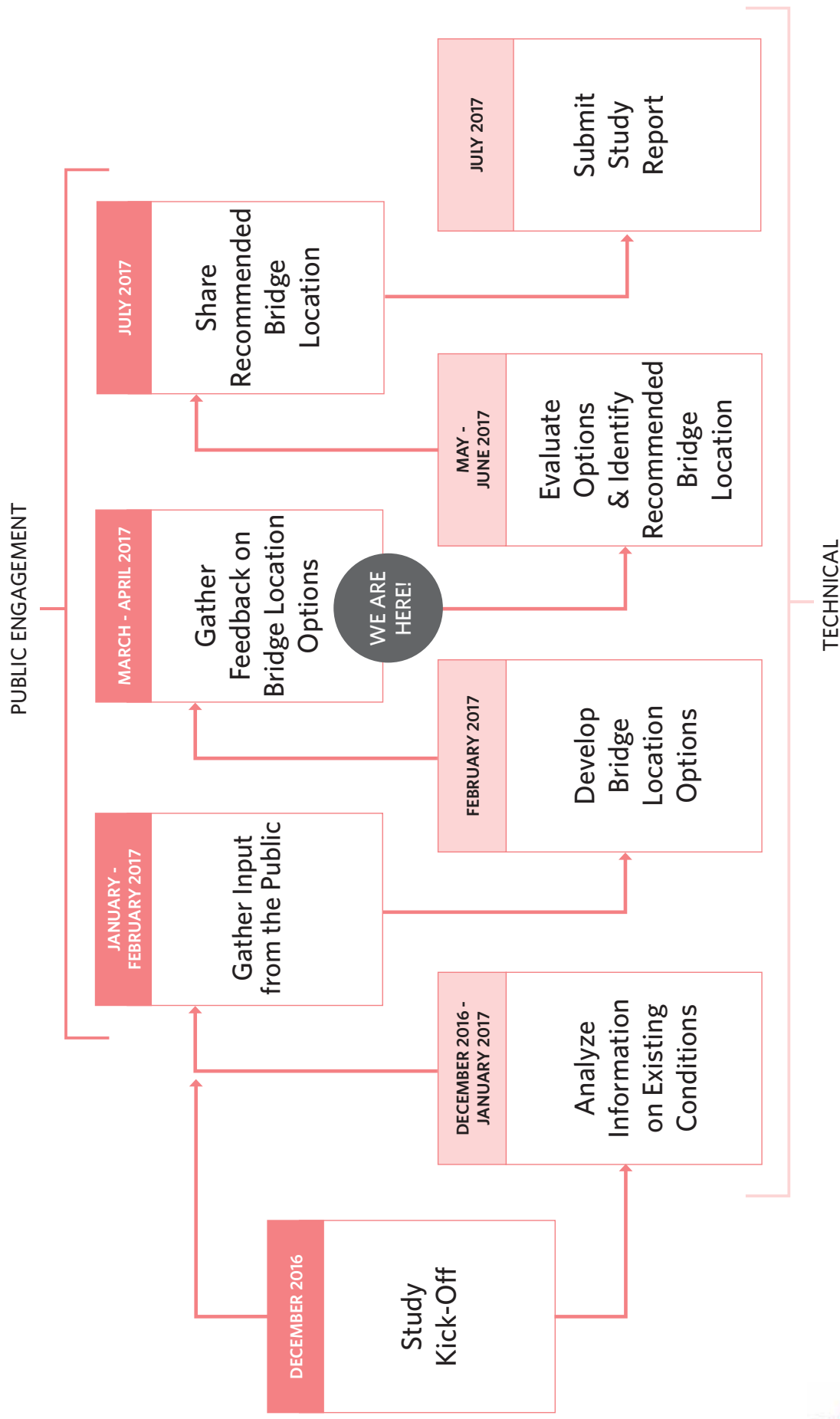


## Identifying a New Pedestrian and Cycling Bridge Location





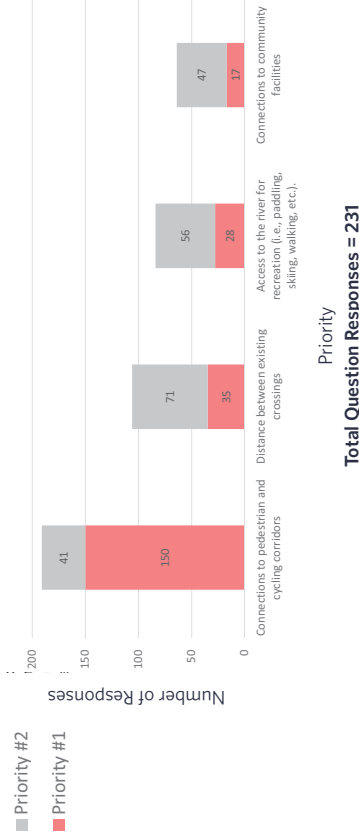
# Timeline



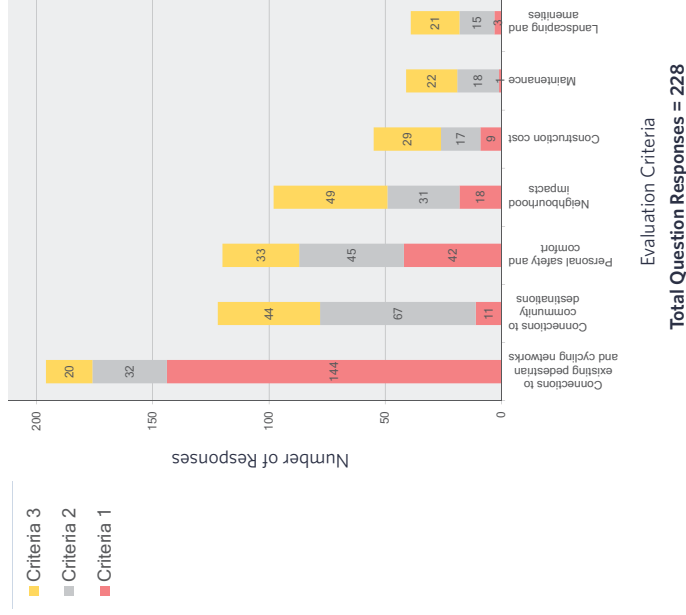
# What We Heard: Survey

A survey was available online from January 31 to February 20, 2017, asking for input on identifying a new pedestrian and cycling crossing location.

When considering a preferred location for a new pedestrian and cycling crossing over the Seine River, what are your top two priorities?



If multiple crossing locations are identified, the City will evaluate each option against established criteria. From the list below, please identify three criteria which you believe should be used to evaluate each option.



Please add your comments using the sticky notes provided.

# What We Heard: Online Map





# Potential Crossing Locations

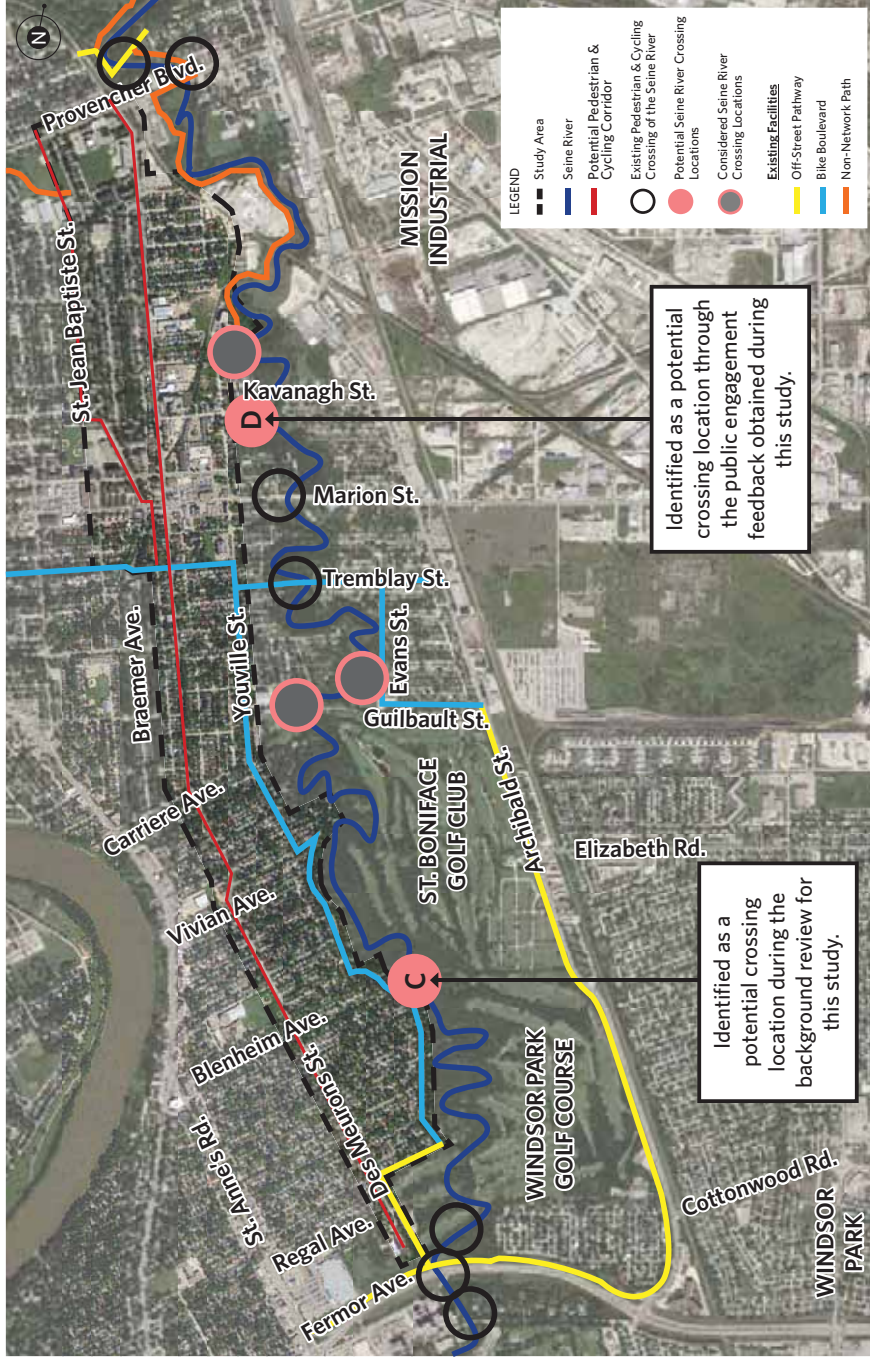


- LOCATION A: BELIVEAU RD. / BEAVERHILL BLVD.**
- » Crossing is near Bishop Grandin Greenway, which has a crossing of the Seine River on the south side.
  - » Close proximity to Lavalee School, Ecole Guyot, J.H. Bruns Collegiate, Niakwa Place School, and Southdale Community Centre.
  - » Residential land use on both east and west side of the crossing location.
  - » Currently, there are no north/south pedestrian and cycling routes on either side of the crossing location.
  - » Potential connectivity to Bishop Grandin Greenway via Culloden Rd.
  - » Primarily undeveloped area limits conflict with existing land use.
  - » Controlled crossing of St. Anne's Rd. at Beliveau Rd. would facilitate connecting to the future Southeast Corridor.
  - » Potential constructibility issues with closed landfill at site.

- LOCATION B: SADLER AVE. / SOUTH BRIDGE DR.**
- » No other existing crossings of Seine River nearby.
  - » Close proximity to Lavalee School, Ecole Guyot, J.H. Bruns Collegiate, Niakwa Place School, and Southdale Community Centre.
  - » Existing residential neighbourhoods adjacent to the crossing location on both the east and west sides of the Seine River.
  - » Currently, there are no north/south pedestrian and cycling routes on either side of the crossing location.
  - » No nearby controlled crossing of St. Anne's Rd., where closest are Havelock Ave. to the north and Bellevue Rd. to the south.

**What do you like about the crossing locations and why?  
Please add your comments using the sticky notes provided.**

# Potential Crossing Locations



## LOCATION C: CLONARD AVE. / ARCHIBALD ST.

- » Splits the distance between existing crossings on Fermor Ave. and Tremblay St.
- » City-owned land (Hydro easement).
- » Connection to Windsor Park, the off-street pathway on Archibald, and the existing neighbourhood greenway on Egerton.
- » Scenic pathway through the forest and golf course.
- » No direct crossing of Archibald St. at this location. Closest crossing opportunity is at Elizabeth Rd. to the north or Cottonwood Rd. to the south.
- » Would easily connect to the future Southeast Corridor, as well as existing neighbourhood greenway on Youville St.
- » Would provide access to Bonivital pool and library.
- » Would require a fence along the Windsor Park golf course to protect from errant golf balls.
- » River slope will result in a longer bridge structure at this location.

## LOCATION D: BERTRAND ST. / KAVANAGH ST.

- » Crossing location splits the distance between existing crossings on Provencher Blvd. and Marion St.
- » Connection to existing north-south off-street pathway north of the crossing location.
- » No existing pedestrian and cycling infrastructure east of the Seine River; however low traffic volumes on the east side allows for safer cycling on-street.
- » The land use is largely industrial east of the crossing.
- » Would connect to the future Southeast Corridor pedestrian and cycling route.
- » Low riverbank could result in higher construction costs.
- » River slope will result in a longer bridge structure at this location.

**What do you like about the crossing locations and why?  
Please add your comments using the sticky notes provided.**

# Option Evaluation Criteria

The options will be evaluated based on the following criteria:

NETWORK CONNECTIVITY AND PEDESTRIAN & CYCLING ENVIRONMENT	NETWORK CONNECTIVITY (10%)	<ul style="list-style-type: none"> <li>• Connection to existing and future pedestrian and cycling facilities</li> <li>• Spacing to adjacent crossings</li> </ul>
	PEDESTRIAN & CYCLING ENVIRONMENT (5%)	<ul style="list-style-type: none"> <li>• Protection from weather and elements</li> <li>• Landscaping and amenities</li> <li>• Accessibility concerns</li> <li>• Personal safety issues</li> </ul>
TECHNICAL	ENVIRONMENTAL (10%)	<ul style="list-style-type: none"> <li>• Tree removals and plantings</li> <li>• Natural environment and wildlife impact</li> </ul>
	GEOTECHNICAL (15%)	<ul style="list-style-type: none"> <li>• Riverbank stabilization issues</li> <li>• Additional geotechnical work required</li> </ul>
COSTS	UTILITIES (5%)	<ul style="list-style-type: none"> <li>• Hydro and natural gas impacts</li> <li>• Telecommunication impacts</li> <li>• Water and sewer impacts</li> </ul>
	CAPITAL COST (15%)	<ul style="list-style-type: none"> <li>• Cost to construct the bridge</li> </ul>
RIVER USE / USABILITY	RIVER USE (5%)	<ul style="list-style-type: none"> <li>• Desire for river access</li> <li>• Opportunity for canoe launch</li> </ul>
	USABILITY (10%)	<ul style="list-style-type: none"> <li>• Year round access / seasonal flooding</li> </ul>
COMMUNITY IMPACTS AND SUPPORT	COMMUNITY IMPACTS (10%)	<ul style="list-style-type: none"> <li>• Connection to community destinations</li> <li>• Size of community served by crossing</li> <li>• Desire to connect adjacent communities</li> </ul>
	COMMUNITY SUPPORT (15%)	<ul style="list-style-type: none"> <li>• Community support for the crossing location</li> </ul>



# Thank You

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Thank you for participating.

Please fill out a survey before you leave.

The boards and survey are available at:  
**[www.winnipeg.ca/walkbikeprojects](http://www.winnipeg.ca/walkbikeprojects)**

The survey will be available until April 13, 2017

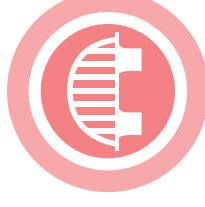
If you have any questions, please contact:

**Erika Blackie at MMM Group Limited**

**204.943.3178 or [blackie@mmm.ca](mailto:blackie@mmm.ca)**

# Bienvenue

Séance portes ouvertes sur les projets « À pied, à vélo »



## Corridor sud-est :

Raccordement du couloir vert Bishop  
Grandin à Saint-Boniface

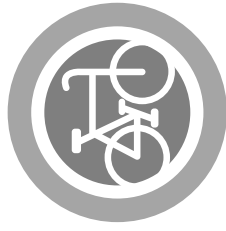
**Pont traversant la rivière Seine :**  
Établissement d'un emplacement pour un nouveau  
pont piétonnier et cyclable



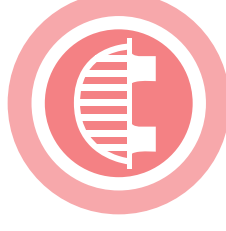
- » Veuillez consulter les panneaux, parler avec les membres de l'équipe de projet et faire des commentaires en posant des papillons adhésifs sur les panneaux et les plans et en répondant au sondage.

**Avez-vous un téléphone intelligent sur vous? Répondez au sondage en ligne pendant que vous consultez les panneaux. [www.winnipeg.ca/projetspietonniersetcyclables](http://www.winnipeg.ca/projetspietonniersetcyclables)**

# Contexte



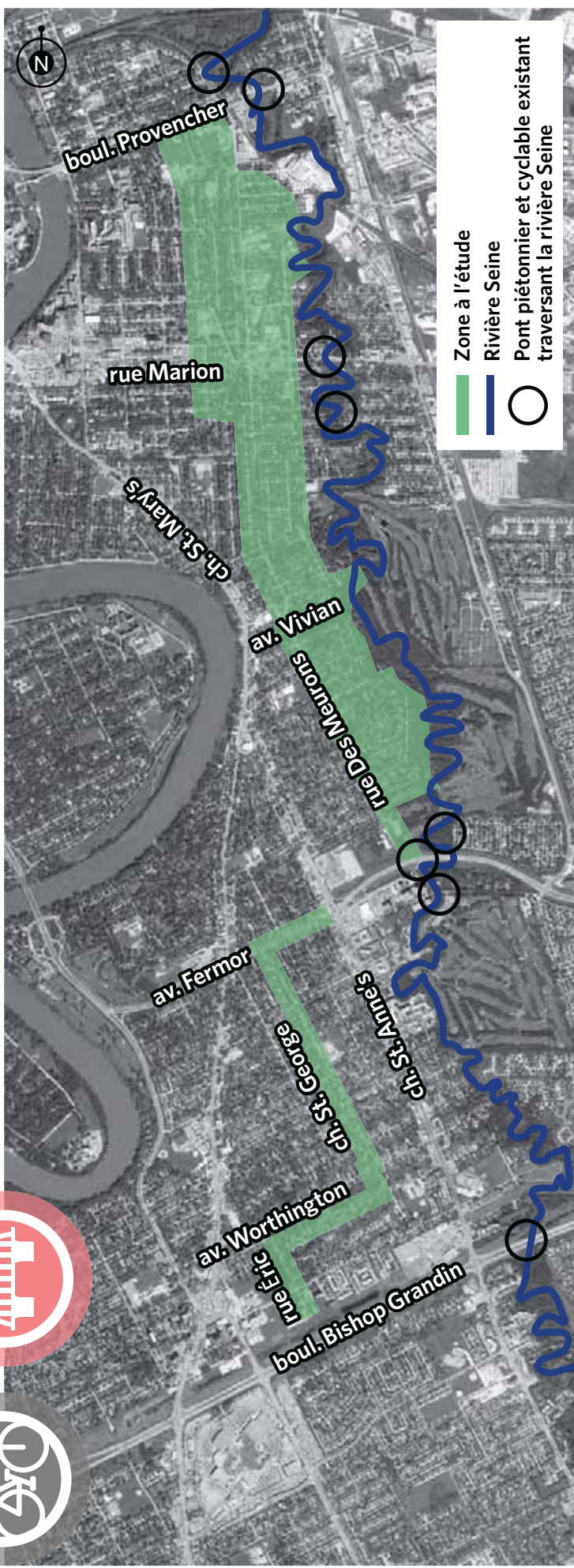
- » La Ville de Winnipeg mène une étude visant à concevoir des aménagements piétonniers et cyclables qui permettront aux personnes de tous les âges et de tous les niveaux de se rendre du couloir vert Bishop Grandin jusqu'au quartier de Saint-Boniface à pied ou à vélo.
- » Ce projet développera les réseaux locaux de manière à raccorder les quartiers aux infrastructures cyclables existantes et prévues ainsi qu'au centre-ville.
- » L'étude servira de point de départ pour l'inclusion d'infrastructure cyclable dans les programmes de réfection des rues immédiats et ultérieurs.
- » En 2015, le Conseil municipal a approuvé les « Winnipeg Pedestrian and Cycling Strategies » (stratégies en matière d'infrastructure pour les piétons et les cyclistes), qui mettent au point un cadre stratégique sur 20 ans pour le transport actif.
- » Le 18 mai 2016, le Conseil municipal a approuvé le « Pedestrian and Cycling Action Plan » (plan d'action pour les piétons et les cyclistes) de 2016 qui autorise l'administration municipale à poursuivre cette étude.



- » La Ville de Winnipeg mène une étude visant à trouver un emplacement préconisé pour un nouveau pont piétonnier et cyclable traversant la rivière Seine, entre les boulevards Provencher et Bishop Grandin.
- » Le fait de désigner un tel emplacement viendrait appuyer le concept d'un réseau de sentiers le long de la rivière Seine envisagé par la collectivité et améliorerait la connectivité au sein du quartier ainsi qu'avec le réseau piétonnier et cyclable plus étendu.
- » Cette étude est un premier pas, et une fois cet emplacement établi, d'autres travaux d'ingénierie seront nécessaires afin d'élaborer la conception du projet ainsi qu'un devis des coûts qui y seront associés. Par la suite, le projet sera soumis à l'approbation du Conseil municipal dans le cadre du processus budgétaire.
- » Le 30 septembre 2015, le Conseil municipal a approuvé la proposition selon laquelle il faut continuer de reconnaître et de répondre au besoin en ponts piétonniers et cyclables permettant de traverser la rivière Seine.



# Zones à l'étude



# Pont traversant la rivière Seine

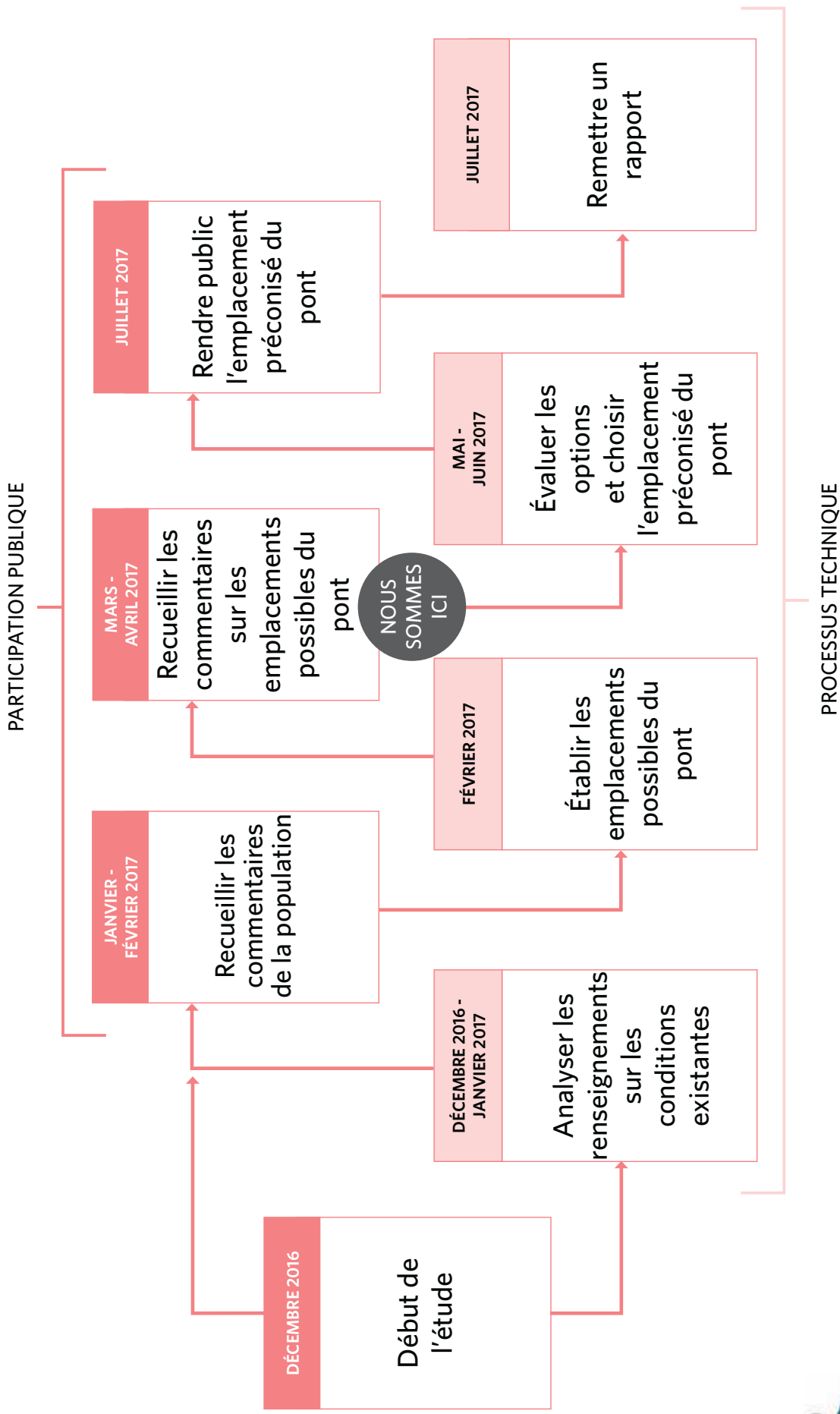
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**Établissement d'un emplacement pour un nouveau pont piétonnier et cyclable**



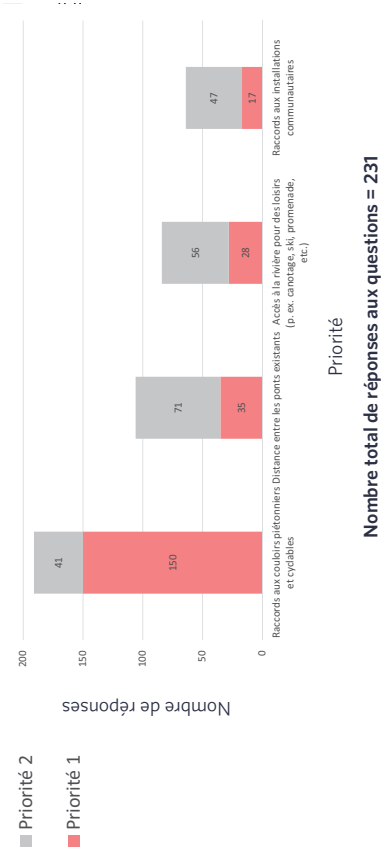
# Calendrier



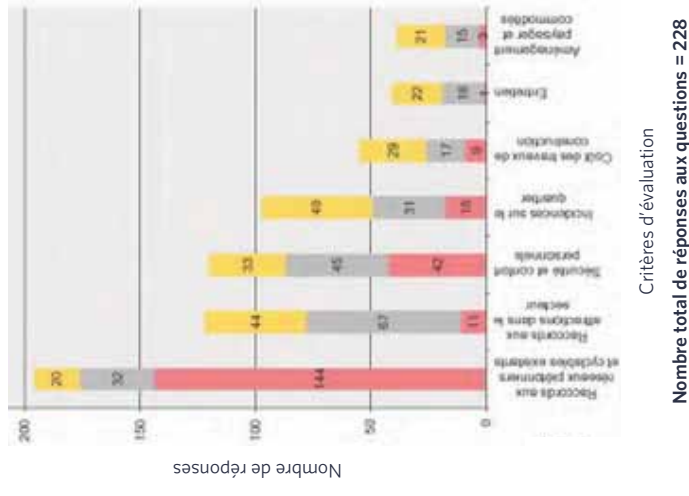
# Résultats : sondage

Un sondage en ligne a été mené du 31 janvier au 20 février 2017 en vue de recueillir de l'information sur les préférences du public en matière des emplacements possibles pour un nouveau pont piétonnier et cyclable.

Lorsque vous songez à un endroit à préconiser pour le pont piétonnier et cyclable traversant la rivière Seine, quelles sont vos deux priorités principales?



Si plusieurs emplacements sont désignés, la Ville évaluera chacune des options à l'aide de critères établis. Veuillez choisir trois critères de la liste qui devraient, à votre avis, être appliqués dans le cadre de l'évaluation des options.



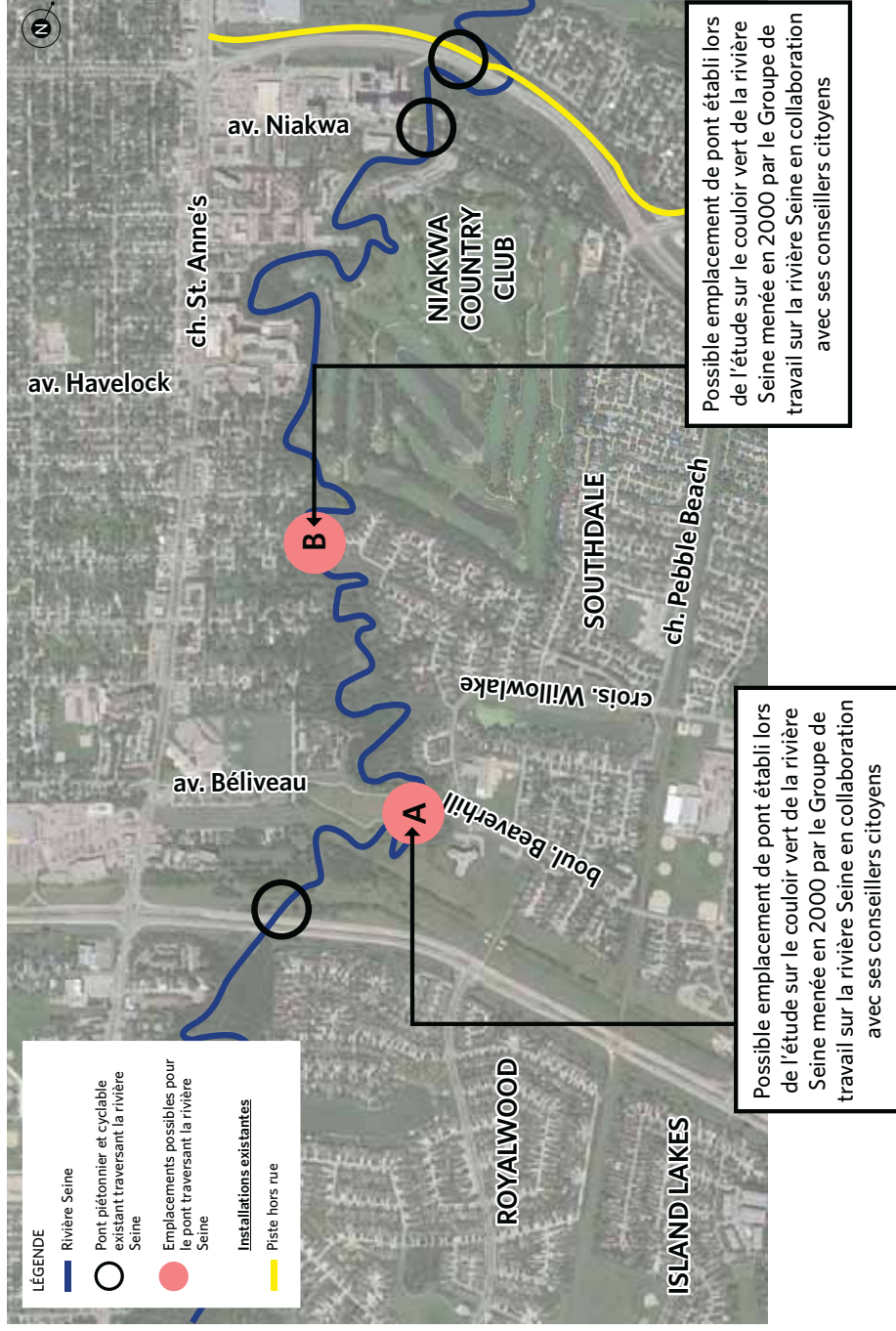


# Résultats : outil cartographique





# Emplacements de pont possibles



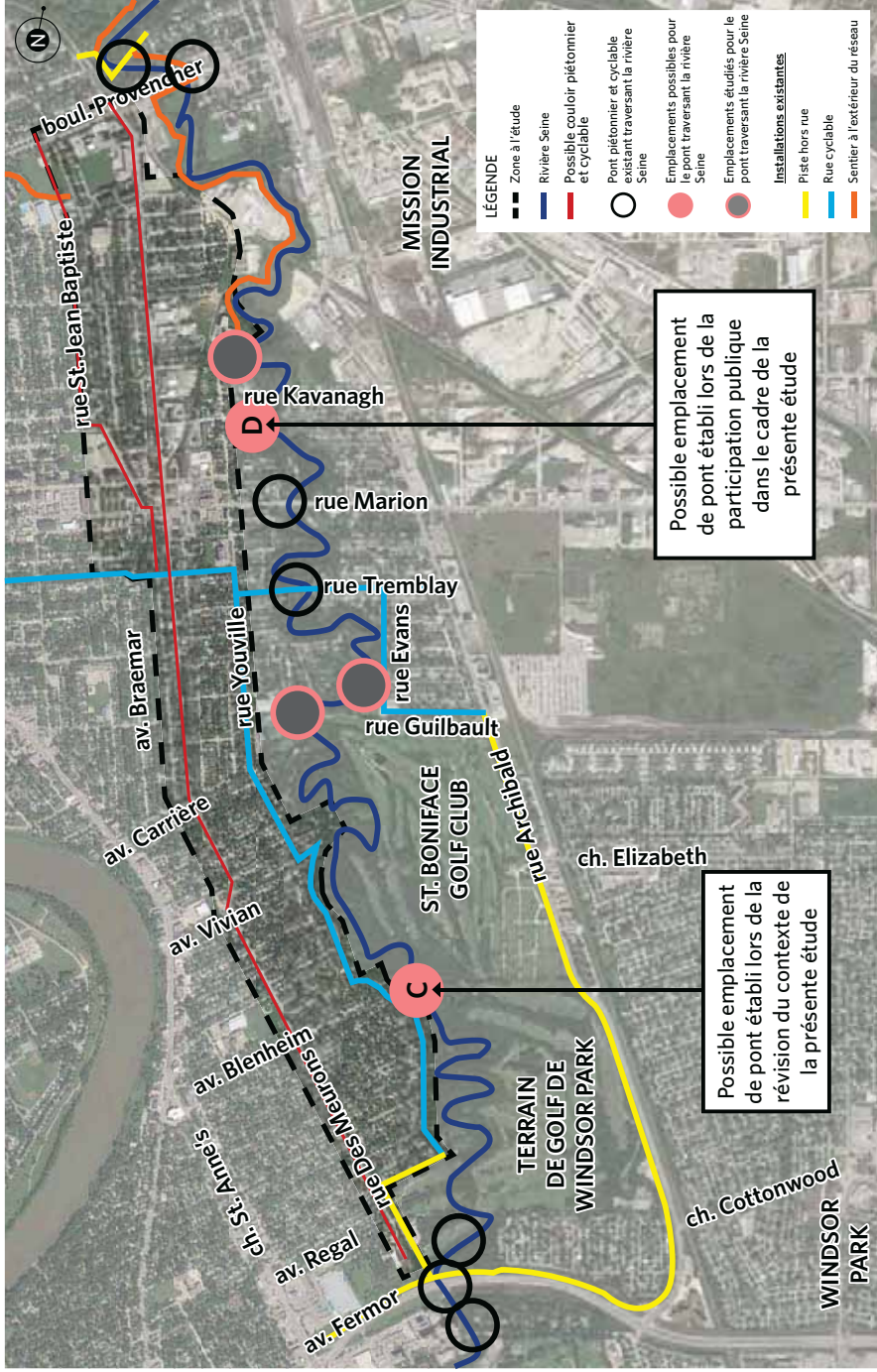
- EMPLACEMENT A : CH. BÉLIVEAU / BOUL. BEAVERHILL**
- » Emplacement proche du couloir vert Bishop Grandin qui traverse déjà la rivière Seine du côté sud
  - » Proximité avec la Lavallee School, l'école Guyot, J.H. Bruns Collegiate, la Niakwa Place School et le Centre communautaire de Southdale
  - » Terrains résidentiels des côtés est et ouest de l'emplacement
  - » Aucun itinéraire piétonnier et cyclable en direction nord-sud n'existe de part et d'autre de l'emplacement.
  - » Raccordement au couloir vert Bishop Grandin possible par le chemin Cullocden
  - » Zone peu aménagée à l'origine, ce qui réduit les problèmes d'utilisation des sols
  - » Des feux de circulation au coin du chemin St. Anne's et du chemin Béliveau rendraient la connexion au futur corridor sud-est plus facile.
  - » Faire les travaux sur une ancienne décharge pourrait poser problème.

- EMPLACEMENT B : AV. SADLER / PROM. SOUTH BRIDGE**
- » Aucun pont ne traverse la rivière Seine dans ce secteur
  - » Proximité avec la Lavallee School, l'école Guyot, J.H. Bruns Collegiate, la Niakwa Place School et le Centre communautaire de Southdale
  - » Des quartiers résidentiels existants sont adjacents à l'emplacement, des côtés est et ouest de la rivière Seine
  - » Aucun itinéraire piétonnier et cyclable en direction nord-sud n'existe de part et d'autre de l'emplacement.
  - » Aucun carrefour à feux aux alentours ne traverse le ch. St. Anne's; les feux les plus proches sont à l'av. Havelock au nord et au ch. Béliveau au sud.

**Qu'est-ce qui vous plaît dans cet emplacement, et pourquoi?**  
 Veuillez ajouter vos commentaires en posant les papillons adhésifs fournis sur le plan.



# Emplacements de pont possibles



## EMPLACEMENT C : AV. CLONARD / RUE ARCHIBALD

- » Situé à mi-chemin du pont de l'av. Fermor et de la rue Tremblay
- » Bien-fonds de la Ville (servitude d'Hydro)
- » Connexion avec Windsor Park, la piste hors rue sur la rue Archibald et la rue cyclable existante sur le ch. Egerton
- » Sentier traversant la forêt et le terrain de golf
- » Aucun moyen direct de traverser la rue Archibald à cet endroit. L'endroit le plus proche pour traverser est sur le ch. Elizabeth au nord ou la prom. Cottonwood au sud.
- » Il serait facile de relier ce pont au futur corridor sud-est et à la rue cyclable sur la rue Youville.
- » Permettrait de rejoindre la piscine Bonivital et la bibliothèque
- » Nécessité d'installer une clôture le long du terrain de golf de Windsor Park pour contenir les balles de golf errantes
- » La structure du pont devrait être plus longue en raison de la pente de la berge à cet endroit.

## EMPLACEMENT D : RUE BERTRAND / RUE KAVANAGH

- » À mi-chemin entre le pont du boul. Provencher et de celui de la rue Marion
- » Connexion avec la piste hors rue nord-sud existante au nord de l'emplacement
- » Aucun aménagement piétonnier et cyclable à l'est de la rivière Seine; le faible débit de circulation du côté est permet aux cyclistes d'être en sécurité.
- » Les sols sont majoritairement déjés à un usage industriel à l'est de l'emplacement.
- » Raccordement possible avec les aménagements piétonniers et cyclables du corridor sud-est
- » Le bas niveau de la berge pourrait faire monter le coût des travaux.
- » La structure du pont devrait être plus longue en raison de la pente de la berge à cet endroit.

**Qu'est-ce qui vous plaît dans cet emplacement, et pourquoi?**  
 Veuillez ajouter vos commentaires en posant les papillons adhésifs fournis sur le plan.

# Critères d'évaluation des options

L'évaluation des options se basera sur les critères suivants :

CONNECTIVITÉ DU RÉSEAU ET LES CONDITIONS POUR LES PIÉTONS ET LES CYCLISTES	<ul style="list-style-type: none"> <li>• Raccord aux aménagements piétonniers et cyclables existants</li> <li>• Distances des autres ponts</li> </ul>
CONNECTIVITÉ DU RÉSEAU (10 %)	<ul style="list-style-type: none"> <li>• Distances des autres ponts</li> </ul>
ASPECT TECHNIQUE	<ul style="list-style-type: none"> <li>• Protection contre les intempéries</li> <li>• Aménagement paysager et commodités</li> <li>• Questions d'accessibilité</li> <li>• Sécurité personnelle</li> </ul>
ASPECT GÉOTECHNIQUE (15 %)	<ul style="list-style-type: none"> <li>• Stabilisation de la rive</li> <li>• Autres travaux géotechniques requis</li> </ul>
COÛTS	<ul style="list-style-type: none"> <li>• Coût de construction du pont</li> </ul>
ACTIVITÉS RIVERAINES ACTUELLES ET POSSIBLES	<ul style="list-style-type: none"> <li>• Accès à la rivière souhaité</li> <li>• Possibilité d'aire de lancement de canot</li> <li>• Accès à l'année longue/inondation printanière</li> </ul>
ACTIVITÉS RIVERAINES POSSIBLES (15 %)	<ul style="list-style-type: none"> <li>• Accès à l'année longue/inondation printanière</li> </ul>
CONSEQUENCES POUR LA COLLECTIVITÉ ET APPUI COMMUNAUTAIRE	<ul style="list-style-type: none"> <li>• Raccords aux attractions dans le secteur</li> <li>• Taille du quartier desservi par le pont</li> <li>• Connectivité souhaitée avec les quartiers voisins</li> </ul>
CONSEQUENCES POUR LA COLLECTIVITÉ (10 %)	<ul style="list-style-type: none"> <li>• Raccords aux attractions dans le secteur</li> <li>• Taille du quartier desservi par le pont</li> <li>• Connectivité souhaitée avec les quartiers voisins</li> </ul>
APPUI COMMUNAUTAIRE (15 %)	<ul style="list-style-type: none"> <li>• Appui de la collectivité pour cet emplacement de pont</li> </ul>
ENVIRONNEMENT (10 %)	<ul style="list-style-type: none"> <li>• Besoin d'enlever ou de planter des arbres</li> <li>• Effets sur l'environnement naturel et la faune</li> </ul>
SERVICES PUBLICS (5 %)	<ul style="list-style-type: none"> <li>• Conséquences sur les services d'électricité et de gaz naturel</li> <li>• Conséquences sur les télécommunications</li> <li>• Conséquences sur les services d'égout</li> </ul>
COÛTS EN IMMOBILISATIONS (15 %)	<ul style="list-style-type: none"> <li>• Conséquences sur les services d'électricité et de gaz naturel</li> <li>• Conséquences sur les télécommunications</li> <li>• Conséquences sur les services d'égout</li> </ul>

# Merci

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Merci de votre participation.

Veuillez répondre au sondage avant de partir.

Les panneaux et le sondage sont affichés en ligne à :  
**[www.winnipeg.ca/projetspietonniersetcyclables](http://www.winnipeg.ca/projetspietonniersetcyclables)**

Vous pourrez répondre au sondage jusqu'au 13 avril 2017.

Si vous avez des questions, n'hésitez pas à communiquer avec :

Erika Blackie, MMM Group Limited  
204-943-3178 ou [blackie@mmm.ca](mailto:blackie@mmm.ca)





# Seine River Crossing: Identifying a New Pedestrian and Cycling Bridge Location

The goal of the Seine River Crossing Study is to identify a preferred location for a new Seine River pedestrian and cycling crossing. An identified site would support the community's vision for a Seine River pathway network and will increase connectivity in the cycling and pedestrian network. Please help us understand your preferences for a crossing location by answering the following questions.

**Thank you for your participation.**

## QUESTIONS

1. What are the first 3 digits of your postal code? \_\_\_\_\_

2. How old are you?

- under 18     25 to 34     45 to 54     65 to 74     85 or older  
 18 to 24     35 to 44     55 to 64     75 to 84

3. How did you hear about the public engagement for this project? (select all that apply)

- Social media (facebook , Twitter)     From my Councillor  
 Email newsletter     Mail  
 Email     News story  
 From a neighbour/friend     Other: \_\_\_\_\_

4. Did you participate in the first phase of public engagement (i.e. online survey, school workshops)?

- Yes     No

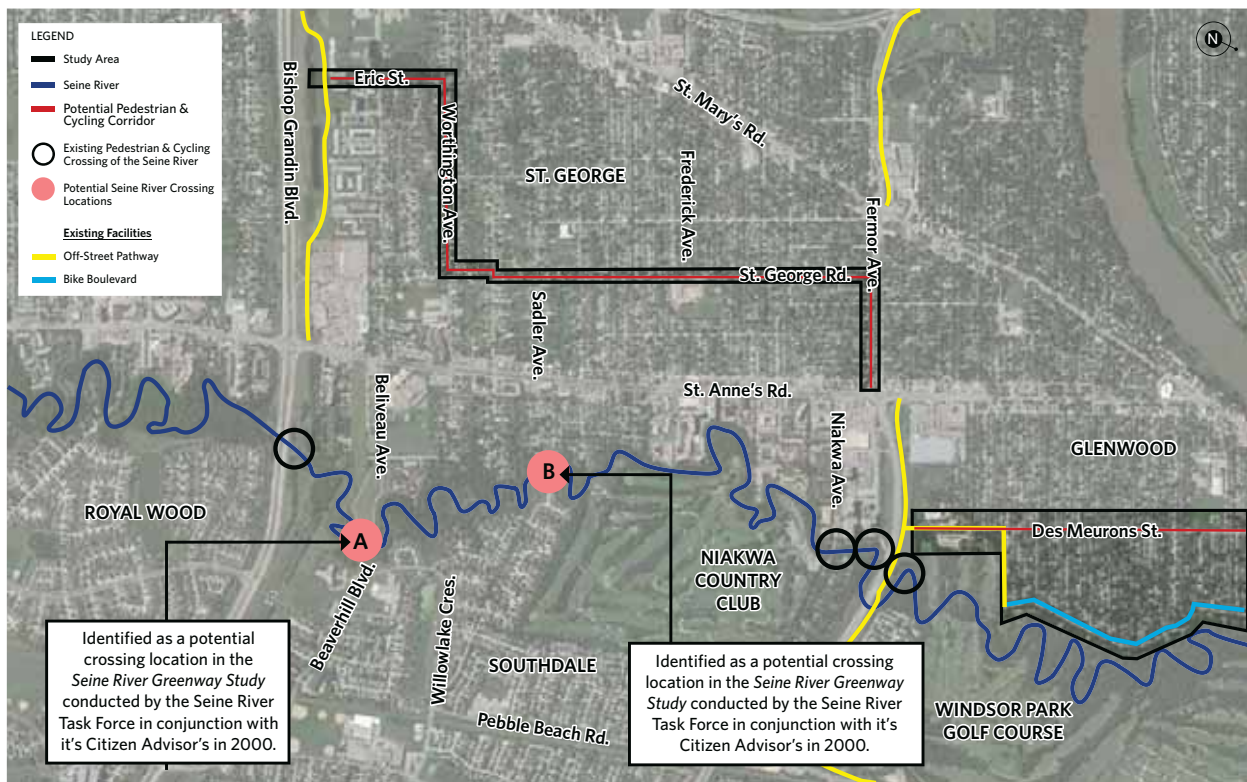
5. What are your regular modes of transportation? (check all that apply)

- Cycling     Walking     Public Transit     Car     Other: \_\_\_\_\_

6. What is your main connection to the study area?

- I live near the Seine River     I visit the Seine River for recreation and leisure (i.e., walking, cycling etc.)  
 I work near the Seine River     I paddle/ski along the Seine River  
 I own a business near the Seine River     Other (please specify): \_\_\_\_\_  
 I go to school/University near the Seine River





7. Do you support a Seine River crossing located at **Option A**?

- Strongly Support
  Somewhat Support
  Neutral
  Somewhat Oppose
  Strongly Oppose

8. Overall, what elements do you like about **Option A**?

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9. Overall, what elements do you dislike about **Option A**?

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10. Do you support a Seine River crossing located at **Option B**?

- Strongly Support
  Somewhat Support
  Neutral
  Somewhat Oppose
  Strongly Oppose

11. Overall, what elements do you like about **Option B**?

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12. Overall, what elements do you dislike about **Option B**?

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13. Do you support a Seine River crossing located at **Option C**?

- Strongly Support
  Somewhat Support
  Neutral
  Somewhat Oppose
  Strongly Oppose

14. Overall, what elements do you like about **Option C**?

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15. Overall, what elements do you dislike about **Option C**?

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16. Do you support a Seine River crossing located at **Option D**?

- Strongly Support
  Somewhat Support
  Neutral
  Somewhat Oppose
  Strongly Oppose

17. Overall, what elements do you like about **Option D**?

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18. Overall, what elements do you dislike about **Option D**?

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# Pont traversant la rivière Seine

## Établissement d'un emplacement pour un nouveau pont piétonnier et cyclable

Le but de l'étude sur le pont traversant la rivière Seine est de trouver un emplacement à préconiser pour la construction d'un pont piétonnier et cyclable traversant la rivière Seine. Le fait de désigner un tel emplacement viendrait appuyer le concept d'un réseau de sentiers le long de la rivière Seine envisagé par la collectivité et améliorerait la connectivité du réseau piétonnier et cyclable. Nous vous demandons de nous aider à mieux comprendre vos préférences en ce qui concerne l'emplacement du pont en répondant aux questions qui suivent.

**Nous vous remercions de votre participation.**

## QUESTIONS

1. Veuillez indiquer votre genre.

Homme  Femme  Autre : \_\_\_\_\_

2. Quels sont les trois premiers caractères de votre code postal? \_\_\_\_\_

3. Quel âge avez-vous?

Moins de 18 ans  De 25 à 34 ans  De 45 à 54 ans  De 65 à 74 ans  85 ans ou plus  
 De 18 à 24 ans  De 35 à 44 ans  De 55 à 64 ans  De 75 à 84 ans

4. Comment avez-vous entendu parler des occasions de participation publique pour ce projet? (Cochez toutes les cases qui s'appliquent.)

Médias sociaux (Facebook, Twitter)  Conseiller ou conseillère  
 Bulletin électronique  Carte postale  
 Courriel  Nouvelles  
 Voisin(e) ou ami(e)  Autre : \_\_\_\_\_

5. Avez-vous participé à la première phase de participation publique (à savoir, le sondage en ligne et les ateliers à l'intention des écoles)?

Oui  Non

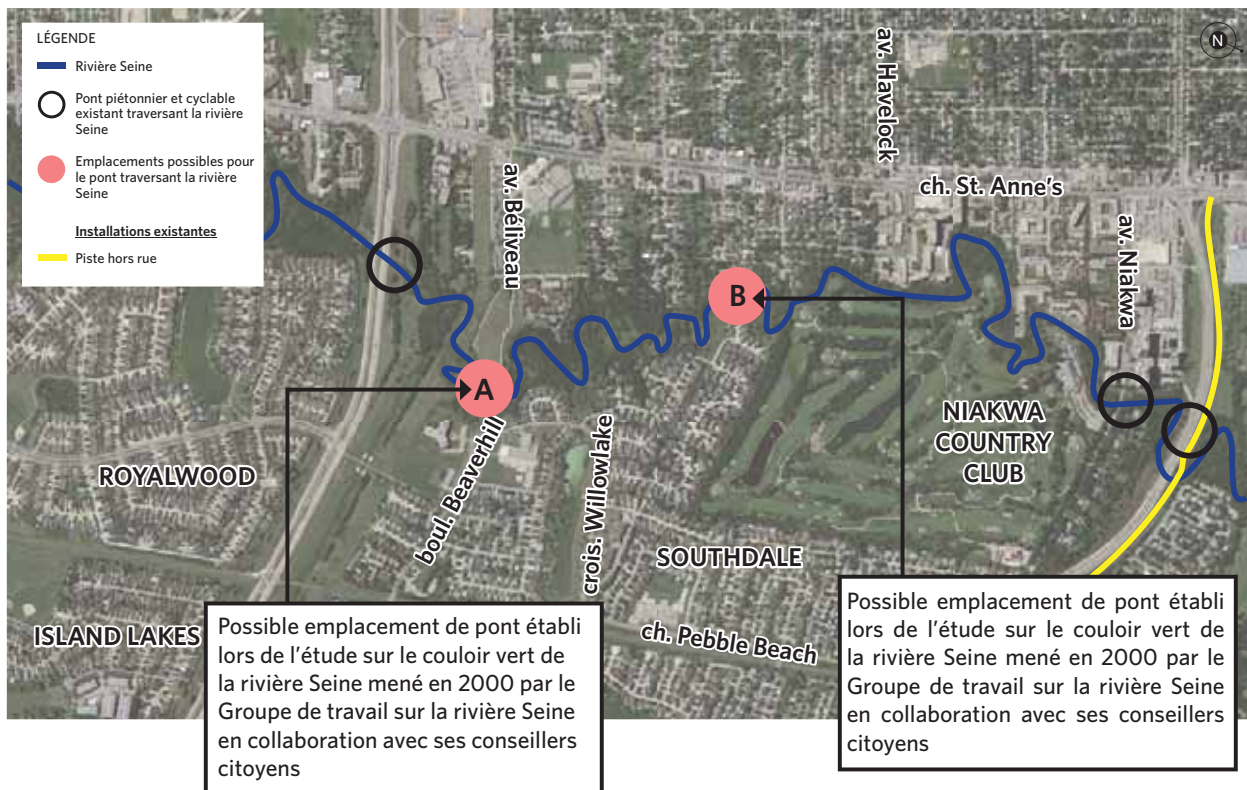
6. Quels moyens de transport utilisez-vous régulièrement? (Cochez toutes les cases qui s'appliquent.)

Cyclisme  Marche  Transport en commun  Voiture  Autre : \_\_\_\_\_

7. Quelle est votre relation principale avec la zone à l'étude?

J'habite près de la rivière Seine.  Je m'adonne à des activités de loisirs près de la rivière Seine (p. ex. faire des promenades à pied ou à vélo, etc.).  
 Je travaille près de la rivière Seine.  Je pagaie ou je fais du ski sur la rivière Seine.  
 Je suis propriétaire d'une entreprise près de la rivière Seine.  Autre : \_\_\_\_\_  
 Je fréquente une école ou une université près de la rivière Seine.





8. Êtes-vous favorable à la construction d'un pont traversant la rivière Seine à l'emplacement indiqué à l'option A?

- Très favorable   
  Plutôt favorable   
  Ni favorable ni défavorable   
  Plutôt défavorable   
  Très défavorable

9. Quels éléments de l'option A aimez-vous?

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10. Quels éléments de l'option A n'aimez-vous pas?

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11. Êtes-vous favorable à la construction d'un pont traversant la rivière Seine à l'emplacement indiqué à l'option B?

- Très favorable   
  Plutôt favorable   
  Ni favorable ni défavorable   
  Plutôt défavorable   
  Très défavorable

12. Quels éléments de l'option B aimez-vous?

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13. Quels éléments de l'option B n'aimez-vous pas?

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Possible emplacement de pont établi lors de la révision du contexte de la présente étude

Possible emplacement de pont établi lors de la participation publique dans le cadre de la présente étude

14. Êtes-vous favorable à la construction d'un pont traversant la rivière Seine à l'emplacement indiqué à l'option C?

- Très favorable  
  Plutôt favorable  
  Ni favorable ni défavorable  
  Plutôt défavorable  
  Très défavorable

15. Quels éléments de l'option C aimez-vous?

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16. Quels éléments de l'option C n'aimez-vous pas?

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17. Êtes-vous favorable à la construction d'un pont traversant la rivière Seine à l'emplacement indiqué à l'option D?

- Très favorable  
  Plutôt favorable  
  Ni favorable ni défavorable  
  Plutôt défavorable  
  Très défavorable

18. Quels éléments de l'option D aimez-vous?

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19. Quels éléments de l'option D n'aimez-vous pas?

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## Q2 Overall, what elements do you like about Location A: Beliveau Rd./Beaverhill Blvd.?

Answered: 125 Skipped: 107

#	Responses	Date
1	Everything	4/23/2017 11:41 AM
2	Can get to my friends and aunts place.	4/22/2017 12:12 AM
3	Makes getting to my friends easier	4/22/2017 12:09 AM
4	Links other paths I use	4/22/2017 12:03 AM
5	Close to school. Links with other paths I use.	4/21/2017 11:57 PM
6	Nice area but I remain neutral as it isn't my neighbourhood and a matter for the residents.	4/21/2017 9:40 PM
7	Provide a crossing on the south side of Bishop Grandin	4/21/2017 6:28 PM
8	Potential connectivity to Bishop Grandin Greenway;	4/21/2017 4:24 PM
9	Limited conflict with existing and use	4/21/2017 4:08 PM
10	Egress into a green area. Does not disturb as many residents	4/21/2017 3:30 PM
11	Not as built up. Less disruptive	4/21/2017 3:22 PM
12	I don't live in that area so I'm not able to comment.	4/21/2017 3:01 PM
13	Less impact on residences in area.	4/21/2017 2:25 PM
14	Not in a residential area.	4/21/2017 2:18 PM
15	Not in a residential area.	4/21/2017 2:14 PM
16	It seems like a reasonable crossing point.	4/21/2017 10:16 AM
17	Wildlife, beauty, quietness	4/21/2017 8:35 AM
18	none	4/21/2017 12:40 AM
19	None	4/20/2017 10:57 PM
20	Nothing	4/20/2017 10:36 PM
21	Connects via open/non-residential area. Offers a walking path alternative that is closer to Bishop Grandin, allowing people to cross without having to go too far "in" or "off" of Bishop Grandin.	4/20/2017 8:28 PM
22	Beaverhill Blvd. has 3-lane width road and has sidewalks at both sides which has enough space for cyclists and traffics. Beaverhill is very straight which will give a better view of traffics for both drivers and cyclists. It has a better connection to Lakewoods blvd and then to Transcanada HWY1. It has a better and more convenient connection with existing Bishop Greenway. It has a short and straight connection for all students in Lavallee, Ecole Guyot and JH Bruns. As a cyclist, I would prefer location A.	4/20/2017 8:23 PM
23	Very close connection to Bishop Grandin bike trails for continuing of route.	4/20/2017 8:03 PM
24	Close to Bishop Grandin. Close to Boston Pizza & Sobey's. Safe crossing with lights at Bishop Grandin & St. Anne's.	4/20/2017 6:19 PM
25	Does not impact current housing would shorten distance to access the bishop grandin greenway from southdale	4/20/2017 5:16 PM
26	You are not putting bike and pedestrian traffic into a residential area without sidewalks. This is a safety concern for Location B.	4/20/2017 4:12 PM
27	Easy access to the existing bike/walking trial along Bishop.	4/20/2017 12:30 PM
28	none	4/20/2017 12:26 PM
29	Close proximity to the existing paths along Bishop Grandin	4/20/2017 9:47 AM
30	Close to existing paths	4/20/2017 9:33 AM
31	Direct connection to Beaverhill.	4/20/2017 8:56 AM

32	it connects to an existing park and there is a close link to the bishop grandin parkway. it also connects to an existing sidewalk system	4/20/2017 8:55 AM
33	The bridge would open up to Beaverhill Blvd, which is a major thoroughfare, which would make it more convenient for access and parking.	4/20/2017 7:50 AM
34	Less environmental issues. Less disruptive to wild fowl and animals. More able to deal with traffic (bikes and walking). Less costly.	4/20/2017 7:26 AM
35	It is better than the other location but is this really necessary?	4/19/2017 10:24 PM
36	it is not right on a residential street and would not disrupt anyone.	4/19/2017 10:18 PM
37	this location connects to existing park (West side of the seine river) it also connects area with existing path and sidewalks	4/19/2017 10:13 PM
38	Close to sidewalks	4/19/2017 10:05 PM
39	There is no reason for a bridge at either location. the cost of a bridge could be better spent on improving existing pathways and side walks and co locating pathways where there are bridge crossings	4/19/2017 10:02 PM
40	Beaverhill is wide enough to accommodate increased traffic flow	4/19/2017 9:28 PM
41	Crossing is not near Southdale Estates.	4/19/2017 9:02 PM
42	It is directed connected to a major route (Beaverhill) with existing sidewalks.	4/19/2017 8:55 PM
43	nothing	4/19/2017 8:55 PM
44	Beaverhill is wider than Southbridge so it can better accommodate the increased traffic flow	4/19/2017 8:36 PM
45	Closer to existing path near Bishop, less impact on residential areas.	4/19/2017 7:46 PM
46	Access to a new walking/cycling path would be great	4/19/2017 6:57 PM
47	It does not interfere with a quiet residential street on the Southdale side	4/19/2017 6:54 PM
48	none	4/19/2017 6:43 PM
49	none	4/19/2017 6:42 PM
50	I do not support the crossing at Sadler Ave.	4/19/2017 4:32 PM
51	I do not support a crossing at Sadler Ave.	4/19/2017 4:14 PM
52	Nice green space	4/18/2017 7:48 PM
53	Minimal effect on the environment and private property.	4/18/2017 5:32 PM
54	Least invasive to adjacent property owners	4/18/2017 5:14 PM
55	This crossing makes more sense, as it dos't intrude on private property and has connections to Bishop Grandin Blvd pathway.	4/18/2017 12:01 PM
56	controlled crossings	4/18/2017 7:41 AM
57	proximity to Bishop Grandin greenway	4/18/2017 7:37 AM
58	The bridge would not interfere with the street as much in that spot.	4/17/2017 10:20 PM
59	Residential areas on both sides of the proposed bridge	4/15/2017 8:55 PM
60	Less intrusive on private property owners.	4/14/2017 2:43 PM
61	Connection to bishop grandin greenway is easier, entry into southdale is more direct.	4/13/2017 7:19 PM
62	Better Thru Street then a residential street like Southbridge	4/13/2017 5:21 PM
63	Makes sense	4/13/2017 4:59 PM
64	Family community	4/13/2017 4:35 PM
65	More people find it easier to find.	4/13/2017 4:12 PM
66	Potential connectivity to future Southeast Corridor and the Bishop Grandin Greenway.	4/13/2017 3:28 PM
67	Lack of residential property, .	4/13/2017 2:54 PM
68	Nothing, this duplication of what exists on Bishop Grandin.	4/13/2017 2:50 PM

69	Closer access to more traveled and accessible normal transportation routes. The other location is not in a common transportation route (condos, Southbridge Drive is a local residential area and not much public access).	4/13/2017 2:17 PM
70	It's not at my back door.	4/13/2017 12:52 PM
71	NONE	4/13/2017 12:36 PM
72	I dont agree with the location of walking path	4/13/2017 12:19 PM
73	Well it's further away from my street but why not use the existing path from bishop to Beaverhill directly across Royalwood then use the sidewalks all around Willowlake or Lakewood to get to fermor or pebble beach to niakwa. You don't need to build new bridge and disturb wildlife and homeowners privacy and yards.	4/13/2017 11:16 AM
74	It is not intrusive as plan B	4/13/2017 11:01 AM
75	Less impact on private property. This was originally a planned vehicular traffic site with bridge	4/12/2017 9:10 PM
76	None	4/12/2017 8:18 PM
77	It isn't near residents or schools for safety	4/12/2017 7:38 PM
78	It is on its own and does not conflict with the residential area	4/12/2017 7:21 PM
79	relatively far from existing residential communities - condos and Agape on Southdale side	4/12/2017 7:07 PM
80	there is less residential housing that will be impacted by the traffic from this pathway .	4/12/2017 4:59 PM
81	Serves a larger population in the community, including student population. Makes good sense. Allows access to St Anne's Rd from Southdale.	4/12/2017 4:43 PM
82	Makes sense with larger population in community being served at this location.	4/12/2017 4:36 PM
83	Serves more population where no link exists	4/12/2017 4:25 PM
84	It connects closely to Culloden road to allow quick crossings of Bishop without having to backtrack all the way to St. Anne's	4/12/2017 4:23 PM
85	Close to schools and proximity to Bishop Grandin Greenway	4/12/2017 4:19 PM
86	Since the Bishop Greenway is on the opposite south side of the road its a nice connection for residents.	4/12/2017 3:54 PM
87	close to Bishop G.	4/12/2017 2:20 PM
88	it's near the Bishop Grandin Greenway and a better choice long term	4/11/2017 10:20 PM
89	Links the south end of Southdale to St. Vital. Pedestrians don't have to go to Bishop Grandin to cross.	4/11/2017 7:08 PM
90	To avoid heavy traffic	4/11/2017 3:42 PM
91	Option A or B works for me.	4/9/2017 2:57 PM
92	I like that it helps link the Bishop Grandin Greenway to more people.	4/7/2017 7:42 PM
93	Keep you on north side of Bishop Grandin. Morden can count to Worthington.	4/7/2017 11:01 AM
94	Cross river without trek to Bishop Grandin. Increase traffic in area may reduce shopping carts etc in seine river.	4/7/2017 10:56 AM
95	I like that there is a large empty lot on the South Side.	4/7/2017 10:40 AM
96	Connects southdale to st. vital	4/7/2017 10:36 AM
97	Either of these options would be acceptable. I use these for mostly recreational and the distance between either would be an improvement.	4/7/2017 9:52 AM
98	A + B okay, but maybe where I circled.	4/7/2017 8:57 AM
99	All	4/6/2017 3:20 AM
100	Nothing	4/5/2017 8:56 PM
101	Very direct route that is not too far from Bishop Grandin and conveniences near there.	4/5/2017 3:36 PM
102	It would create a new running/biking route for me when planning to go out with my kids or my dogs	4/5/2017 11:46 AM
103	Presents itself well to the bike parh neeaby and follows through the Bishop bike path	4/5/2017 9:12 AM
104	close to bishop grandin greenway. Supports connecting/building safe alternative traffic in already traffic-dense areas, minimizing environmental negative impact.	4/4/2017 6:26 PM

105	We need to make the city bike and pedestrian friendly for everyone, including inexperienced cyclists. Easier access to the greenway seems better here than in B.	4/4/2017 5:44 PM
106	Both Beliveau and Beaverhill are busier streets that support buses for active transportation. They would be a great location for a crossing	4/4/2017 8:52 AM
107	Access to St. Anne's road	4/3/2017 10:14 AM
108	Proximity to water, wildlife.	4/3/2017 9:15 AM
109	It is next door to our house! The Bishop Grandson Greenway does not extend on the north side of Bishop, so this would allow biking/walking path access to the east without crossing Bishop, and it would hopefully kick-start some development to the Marlene Street Park.	4/2/2017 2:31 PM
110	Potential connectivity to Bishop Grandin Greenway; controlled crossing	4/1/2017 9:10 PM
111	this crossing needs a trail on the east side to connect to the existing trail to Royalwoods. it also need trail to connect with the Bishop Grandin Greenway on the west side.	4/1/2017 3:30 PM
112	It is more convenient for me to use.	4/1/2017 11:15 AM
113	not sure,but it could make it somewhat easier to get to st.vital	4/1/2017 7:35 AM
114	just a good place to locate the crossing	3/31/2017 9:22 PM
115	Little traffic and gets you close to community centers	3/31/2017 6:46 PM
116	- There appears to be a field or opening which could be developed into a semi-dense residential community with parks and green space.	3/31/2017 6:24 PM
117	Proximity to bishop grandin	3/31/2017 5:45 PM
118	It's location and connection to current bike path at Bishop Grandin Greenway	3/29/2017 6:07 PM
119	Allows The ability to avoid the Highway	3/29/2017 2:19 PM
120	Allow the ability to be away from heavy Traffic	3/29/2017 2:11 PM
121	most foot/bike traffic with Bishop Grandin Greenway nearby.	3/29/2017 7:49 AM
122	It would serve the southern part of city where the only crossing is a big road.	3/27/2017 10:32 AM
123	Safer	3/26/2017 3:38 PM
124	I like the proximity of the bridge to main roads, such as Bishop Grandin, Beaverhill, Beliveau and St Annes.	3/24/2017 9:56 AM
125	More access anywhere is good.	3/23/2017 4:39 PM



### Q3 Overall, what elements do you dislike about Location A: Beliveau Rd./Beaverhill Blvd.?

Answered: 107 Skipped: 125

#	Responses	Date
1	Safety, security and privacy concerns, environmental issues and wild life concerns. Increased traffic	4/22/2017 2:30 PM
2	Nothing	4/22/2017 12:12 AM
3	Nothing	4/22/2017 12:09 AM
4	None	4/21/2017 11:57 PM
5	I remain neutral as it is a matter for the residents only, and I do not live around this neighbourhood.	4/21/2017 9:40 PM
6	Not part of a commercial access roadway	4/21/2017 6:28 PM
7	Residential land use on both sides. No north-south connectivity	4/21/2017 4:24 PM
8	Residential land use on both sides of crossing. No connection to north-south pedestrian bike routes	4/21/2017 4:08 PM
9	Do we even need it	4/21/2017 3:30 PM
10	Already a crossing close by.	4/21/2017 2:31 PM
11	Close to an existing crossing at Bishop Grandin.	4/21/2017 2:18 PM
12	Not far from an existing path at Bishop Grandin	4/21/2017 2:14 PM
13	Too far from me to make a difference. No restaurants or attractions in that area so not sure why I need to cross Seine in that area. Not sure if I would be comfortable walking past people's houses and yards. I know I would not want people walking past mine.	4/21/2017 10:31 AM
14	Unsure.	4/21/2017 10:16 AM
15	nothing	4/21/2017 8:35 AM
16	A.)Increased pedestrian and vehicle traffic is a threat to public safety...the current roadway was poorly conceived - the design/ controls are already deficient for existing volumes, in particular Ecole GUYOT School... adjacent thoroughfares have a pre existing history of both public and private property damage because of cars leaving the roadways and daily near misses of pedestrians. B.)The entire area consists of re-claimed land which was originally developed with unstable infill materials to create roadways and housing lots...A thorough geological engineering study must be undertaken to determine the integrity of of land around the river banks...i.e: The Blue Water creek once flowed unimpeded to the Seine river where Willowlake now intersects Southbridge Drive...land developers did not disclose the extent of back filled building lots to Home builders/owners and because of that the potential for backfilled land and unstable river banks and consequences of further development must be determined.	4/21/2017 12:40 AM
17	Everything	4/20/2017 10:57 PM
18	Property values affected Negatively. Safety, security and privacy concerns will grow as may vandalism. There are environmental issues, habitat sensitivity and wildlife concerns. There will be increased traffic which include vehicles cyclists and pedestrians. And there will be an increase in park cars along the roadway with no sidewalks on the street.	4/20/2017 10:36 PM
19	None.	4/20/2017 8:23 PM
20	more public access, closer to already built bike path	4/20/2017 8:13 PM
21	fairly close to bishop grandin already a bridge on the other side south of bishop	4/20/2017 5:16 PM
22	None.	4/20/2017 12:30 PM
23	create vandalism and extra traffic	4/20/2017 12:26 PM
24	don't like the idea of increased traffic in my neighbourhood	4/20/2017 11:26 AM
25	increased traffic in my neighbourhood	4/20/2017 11:22 AM
26	increased traffic in our neighbourhood	4/20/2017 11:20 AM

27	Increased traffic in our neighbourhood	4/20/2017 11:17 AM
28	None	4/20/2017 7:50 AM
29	Not many that I know of.	4/20/2017 7:26 AM
30	is this project really necessary?	4/19/2017 10:24 PM
31	just not sure it is needed as there are no paths or reason for a crossing here. there are no paths to connect, nor is there any destination here.	4/19/2017 10:18 PM
32	is another bridge really necessary?	4/19/2017 10:13 PM
33	Not a well lit area and too close to residential homes. Safety of children would be an issue.	4/19/2017 10:05 PM
34	It would be preferable to develop a pathway along Bishop Grandin on the north side to connect to the existing path on the northwest side of Bishop Grandin and St. Annes	4/19/2017 10:02 PM
35	None	4/19/2017 9:28 PM
36	None.	4/19/2017 9:02 PM
37	I don't believe we are in need of more crossings at this point. There are already bike paths on the south side of Bishop Grandin and feel this is redundant.	4/19/2017 8:55 PM
38	None	4/19/2017 8:36 PM
39	I don't think the city needs another crossing to surface streets. Without dedicated bike paths, these crossings aren't worth the cost (environmental, financial, etc.).	4/19/2017 7:46 PM
40	None	4/19/2017 6:57 PM
41	Disturbance of natural habitat?	4/19/2017 6:54 PM
42	not required and impacts negatively on the quality of life of residents, ie noise, traffic, etc.	4/19/2017 6:43 PM
43	High level of vehicular traffic presents safety issues. Not enough bike/pedestrian traffic to justify the investment required in tough economic time.	4/19/2017 6:42 PM
44	No place to park on a very tight 90 degree corner; worried about increased traffic near the seniors home.	4/19/2017 6:10 PM
45	No place to park on a very tight 90 degree corner; worried about increased traffic near the seniors home.	4/19/2017 6:08 PM
46	No place to park on a very tight 90 degree corner; worried about increased traffic near the seniors home.	4/19/2017 6:06 PM
47	No place to park on a very tight 90 degree corner; worried about increased traffic near the seniors home.	4/19/2017 6:01 PM
48	None	4/19/2017 4:32 PM
49	None	4/19/2017 4:14 PM
50	none	4/18/2017 12:01 PM
51	possible constructability issues	4/18/2017 7:41 AM
52	possible constructability issues	4/18/2017 7:37 AM
53	Fairly close to the bridge on Bishop Grandin.	4/17/2017 10:20 PM
54	Not needed. Fill pot holes instead!	4/17/2017 8:59 PM
55	Strongly oppose any new structure over the seine which takes away the pristine nature of the river	4/14/2017 2:43 PM
56	Guyot school will see more foot traffic...safety?	4/13/2017 7:19 PM
57	I think it provides quicker access to other walking paths and shopping	4/13/2017 5:21 PM
58	None	4/13/2017 4:59 PM
59	The connection is close to the school and allows traffic from low income housing Manitoba housing to a beautiful area. Concern is to have too much traffic or that the bridge becomes a hang out for young people. (I have teenagers ). Cicero with litter and graffiti is already an issue without additional traffic and access. The school ground is there and allowing traffic from the other side encourages perhaps a risk of drugs and crimes (as we know first hand the amount of calls police have to that area - check it out yourself not great	4/13/2017 4:32 PM
60	It connects lower income housing and more traffic to our area and to close to the school	4/13/2017 3:44 PM
61	Nothing	4/13/2017 2:54 PM

62	Waste of money, crossing already exists on the south side of Bishop Grandin	4/13/2017 2:50 PM
63	None	4/13/2017 2:17 PM
64	None	4/13/2017 12:52 PM
65	NOT NEEDED	4/13/2017 12:36 PM
66	I dont agree with the location of walking path	4/13/2017 12:19 PM
67	Too much traffic, it's unsafe, and will be extremely congested	4/13/2017 11:09 AM
68	It is close to Bishop Grandin where there already is a crossing.	4/12/2017 9:10 PM
69	It we be better to have it go right down Bishop Grandin to Ste Anne's	4/12/2017 7:38 PM
70	Link required on north side of Fermor first.	4/12/2017 4:25 PM
71	Proximity to Bishop - although it saves some backtracking, not great bang for buck compared to a bridge midway between Fermor and Bishop.	4/12/2017 4:23 PM
72	Seems to have a lot of questions about potential inconveniences for construction as well as access.	4/12/2017 4:19 PM
73	Not alot of residential density around the location & does not tie into alot of existing AT infrastructure.	4/12/2017 3:54 PM
74	don't have any	4/11/2017 10:20 PM
75	There is little cycling infrastructure on the St. Vital side to link to.	4/11/2017 7:08 PM
76	Would need proper lighting for night time travel	4/11/2017 3:42 PM
77	There is already a multi use path not that far north, on bishop.	4/9/2017 11:44 AM
78	that there is a multi use trail with a crossing not that far north	4/9/2017 11:36 AM
79	Possible increased traffic on Beaverhill/Willowlake.	4/7/2017 10:56 AM
80	When I have canoed past that point there is more garbage and shopping carts in the river at that point. I would dislike seeing garbage tossed off a new bridge. (might sound silly - but it would be great if somehow the design could discourage this activity).	4/7/2017 10:40 AM
81	Too close to Bishop Grandin.	4/7/2017 9:45 AM
82	None	4/6/2017 3:20 AM
83	Too close to Bishop a waste, already have options close by	4/6/2017 12:50 AM
84	Everything	4/5/2017 8:56 PM
85	It really isn't necessary as you can cross at the lights at Bishop Grandin by Royalwood and use the existing crossing (route I take on my Sunday 13 mile runs)	4/5/2017 11:46 AM
86	Too far south.	4/5/2017 10:49 AM
87	Nothing	4/5/2017 9:12 AM
88	It is a start toward a well-networked bike friendly city. We are not there yet, so more connection would be needed.	4/4/2017 5:44 PM
89	Feel the crossing could be further north to allow walkers/cyclist to not need to backtrack south in order to cross the river and head north on the path.	4/4/2017 8:52 AM
90	Nothing	4/3/2017 10:14 AM
91	None	4/2/2017 2:31 PM
92	No pedestrian routes on either side of crossing.	4/1/2017 9:10 PM
93	Probably cause traffic issues on St. Annes while under construction?	4/1/2017 11:15 AM
94	i live by provencher,not that close to me	4/1/2017 7:35 AM
95	none	3/31/2017 9:22 PM
96	We could use a bridge in better locations	3/31/2017 6:46 PM
97	- It is close to the Bishop Grandin Greenway which may make the crossing redundant.	3/31/2017 6:24 PM
98	City does not have the money to do this.	3/29/2017 6:43 PM

99	Not sure Will probably express them after Its built	3/29/2017 2:19 PM
100	Who knows I will probably complain about it after its built	3/29/2017 2:11 PM
101	too isolated from major foot/bike route	3/29/2017 7:49 AM
102	To close to existing crossing.	3/27/2017 1:07 PM
103	Location to close to existing crossing.	3/27/2017 1:04 PM
104	People in Southdale would have to backtrack to access the crossing.	3/27/2017 10:32 AM
105	Too close to Bishop Grandin	3/26/2017 3:38 PM
106	n/a	3/24/2017 9:56 AM
107	Too close to Bishop Grandin	3/23/2017 4:39 PM



## Q5 Overall, what elements do you like about Location B: Sadler Ave./South Bridge Dr.?

Answered: 115 Skipped: 117

#	Responses	Date
1	None. My	4/22/2017 12:12 AM
2	None. It doesn't get me anywhere I want to go.	4/22/2017 12:09 AM
3	None	4/22/2017 12:03 AM
4	None	4/21/2017 11:57 PM
5	It is convenient to the shops but I believe that the residents affected , who live near my home ( my house does not directly back onto the river at this point) , include some who object and suggest they may put up a privacy fence around their condominiums . This could put those using the path at risk to attack as it will make the are obscured from view and too secluded with the wood. Convenient but nit worth the risk to the public and the vulnerable ( elderly and children )	4/21/2017 9:40 PM
6	None	4/21/2017 6:28 PM
7	None	4/21/2017 5:45 PM
8	Nothing	4/21/2017 3:30 PM
9	None	4/21/2017 2:31 PM
10	None.	4/21/2017 2:25 PM
11	Don't like this option.	4/21/2017 2:18 PM
12	Don't like anything about it.	4/21/2017 2:14 PM
13	Not that many.	4/21/2017 10:16 AM
14	Everything	4/21/2017 8:35 AM
15	none	4/21/2017 12:40 AM
16	absolutely none!	4/20/2017 11:06 PM
17	None	4/20/2017 10:57 PM
18	Nothing at All	4/20/2017 10:36 PM
19	N/A	4/20/2017 8:23 PM
20	Nothing.	4/20/2017 6:19 PM
21	There are none.	4/20/2017 4:12 PM
22	None	4/20/2017 12:30 PM
23	none	4/20/2017 12:26 PM
24	Nothing	4/20/2017 9:40 AM
25	None	4/20/2017 8:56 AM
26	None	4/20/2017 7:50 AM
27	None	4/20/2017 7:26 AM
28	This makes no sense	4/19/2017 10:24 PM
29	NONE. we live on southbridge drive which is a closed and quiet street with no traffic other than those who live here.	4/19/2017 10:18 PM
30	Easy to park and go without having to worry about 2 hr parking limits.	4/19/2017 10:05 PM
31	None	4/19/2017 9:28 PM
32	None	4/19/2017 9:02 PM

33	nothing	4/19/2017 8:55 PM
34	None	4/19/2017 8:36 PM
35	none	4/19/2017 8:19 PM
36	None	4/19/2017 7:46 PM
37	None	4/19/2017 6:57 PM
38	access to a walking, cycling path would be great	4/19/2017 6:54 PM
39	less impact on residents	4/19/2017 6:43 PM
40	None	4/19/2017 6:42 PM
41	Don't like this location at all.	4/19/2017 6:10 PM
42	None at all.	4/19/2017 6:08 PM
43	Do not like this option at all.	4/19/2017 6:06 PM
44	Do not like this at all.	4/19/2017 6:01 PM
45	None, as it would be directly in my back yard.!	4/19/2017 4:32 PM
46	None at all. It would be an intrusion of my back yard green space.	4/19/2017 4:14 PM
47	None	4/18/2017 9:36 PM
48	Nothing	4/18/2017 12:01 PM
49	nearby schools	4/18/2017 7:41 AM
50	close proximity to schools	4/18/2017 7:37 AM
51	None	4/17/2017 10:20 PM
52	Absolutely NONE	4/14/2017 2:43 PM
53	Connection of both areas...	4/13/2017 7:19 PM
54	I do not like this location at all. A long way to bike or walk to get to get out of residential.Southbridge has always had local traffic only.	4/13/2017 5:21 PM
55	Too close to existing properties	4/13/2017 4:59 PM
56	You must be kidding, those people pay really high taxes to be there. They already have tons of walking traffic, which is fine.Please do not subject them to further disturbances.	4/13/2017 4:12 PM
57	Nothing	4/13/2017 2:54 PM
58	Nothing! Serves little to no purpose other than to provide back door access to a quite, luxurious area with expensive home and condos on the east side of the river.	4/13/2017 2:50 PM
59	Southbridge Drive is a local residential area and not much public access available.	4/13/2017 2:17 PM
60	None	4/13/2017 12:52 PM
61	NONE	4/13/2017 12:36 PM
62	I dont agree with the location of walking path	4/13/2017 12:19 PM
63	Nothing	4/13/2017 11:49 AM
64	to close to residential	4/13/2017 11:19 AM

65	Don't at all. Concern is traffic to this area which is secluded and private and has many larger upscale home that people take pride in and pay an enormous amount of money in taxes. We have all hand picked our lots to build or buy homes here (most all original owners for many many years... We chose this area because it is private, and secluded and clean and for the most part crime free. I DO NOT support encouraging public traffic through here at all. I do not wish to encourage traffic over a bridge and onto my property. Which most certainly brings attention to younger people using as a hang out to graffiti litter and loiter. The house level will increase and the peace and privacy we have will no longer be. I hand picked this lot and my kids grew up watching all the wildlife around us. We have taken pride in planting trees and caring for our yard sites. Having a crossing encourages litter etc... Not to mention the possibility of higher risk of crime due to the fact many of us have no fences and for 20 years -30 yrs have enjoyed open yards to view the precious wildlife such as fox, deer, turtles, beavers, waterfowl, ducks, owls, many birds. Bald eagles, etc... Disturbing the landscape and adding traffic and noise -basically takes that all away. The litter would likely be inevitable. I am worried. More upset that we were joy made aware of this as I had not receive any information about this process. Many many neighbours in street were unaware.	4/13/2017 11:16 AM
66	Nothing	4/13/2017 11:15 AM
67	Nothing	4/13/2017 11:11 AM
68	Nothing.	4/13/2017 11:01 AM
69	NONE!!!!	4/12/2017 9:10 PM
70	Nothing	4/12/2017 8:18 PM
71	Nonetoo	4/12/2017 7:50 PM
72	None. Too close to homes & condos	4/12/2017 7:38 PM
73	It adversely affects the residential area It invites theft break ins and violence	4/12/2017 7:21 PM
74	none	4/12/2017 7:07 PM
75	Will have a major impact on housing along south bridge and condo developments existing close to the Seine river in terms of traffic and noise as well as affecting property values.	4/12/2017 4:59 PM
76	Midway between Bishop and the crossing just south of Fermor.	4/12/2017 4:23 PM
77	Still proximity to schools, but in a more established neighbourhood	4/12/2017 4:19 PM
78	I like the midway location between Bishop & Fermor. Provides AT access from St. Vital residents to Southdale CC etc.	4/12/2017 3:54 PM
79	don't like it at all	4/11/2017 10:20 PM
80	Gives another option for cyclists/pedestrians for moving from Southdale to St. Vital	4/11/2017 7:08 PM
81	Easier access and safer travel during rush hour	4/11/2017 3:42 PM
82	Option A or B works for me	4/9/2017 2:57 PM
83	Its nicely in between bishop and the crossing at comache.	4/9/2017 11:44 AM
84	there isnt another crossing close by, so it would save a lot of time.	4/9/2017 11:36 AM
85	no other crossing close by	4/8/2017 5:58 PM
86	Connects into a neighbourhood that lacks facilities (better parks in St. Anne's) Potential to have a traffic signal @ St. Anne's to connect west at St. Anne! Connects into planned Pessel Ded.	4/7/2017 11:01 AM
87	Path to safe way without diverting around Niakwa Country Club.	4/7/2017 10:56 AM
88	About half way between existing crossings.	4/7/2017 10:36 AM
89	Like it because it seems to be halfway between Fermor and Bishop Grandin.	4/7/2017 9:37 AM
90	We are living in a great area, do not disturb.	4/7/2017 9:21 AM
91	More central, makes more sense provides better access	4/6/2017 12:50 AM
92	Seems more practical, more central, between Fermor and Bishop Grandin.	4/5/2017 10:49 PM
93	Nothing	4/5/2017 8:56 PM
94	Is in between existing crossings, and not too close or too far.	4/5/2017 3:36 PM
95	There are none that I like	4/5/2017 11:46 AM
96	Too far south.	4/5/2017 10:49 AM

97	That seems to ve going through more housing areas.	4/5/2017 9:12 AM
98	improving access for cyclists and pedestrians is always good, especially if it is safe and environmentally thoughtfully done.	4/4/2017 5:44 PM
99	Sadler would be a great street to cross onto south bridge due to it's location (further north than beliveau) and it's location near many apartments.	4/4/2017 8:52 AM
100	Not sure - not as familiar with that area. Maybe there should be crossings at both.	4/2/2017 2:31 PM
101	same as mentioned in last question	4/1/2017 7:35 AM
102	just a good place to put the crossing.	3/31/2017 9:22 PM
103	Pro cycling	3/31/2017 6:46 PM
104	- It is approximately in the middle of the Bishop Grandin Greenway and the Niakwa Road pedestrian bridge.	3/31/2017 6:24 PM
105	It's location	3/29/2017 6:07 PM
106	It will Piss off the most people. I find that mildly amusing	3/29/2017 2:19 PM
107	It will piss off the most people>I find that mildly amusing.	3/29/2017 2:11 PM
108	no access	3/29/2017 7:49 AM
109	Provides access to a portion of the Seine, that is currently not available.	3/27/2017 1:07 PM
110	Provides access to a portion of the Seine river, that is not currently available.	3/27/2017 1:04 PM
111	It would allow the southern areas access to a crossing without having to backtrack.	3/27/2017 10:32 AM
112	It's essentially halfway between 2 existing crossings north and south of this point.	3/27/2017 10:18 AM
113	Halfway between other crossings	3/26/2017 3:38 PM
114	I like the location since it does not have any other crossing nearby.	3/24/2017 9:56 AM
115	No nearby crossing	3/23/2017 4:39 PM

## Q6 Overall, what elements do you dislike about Location B: Sadler Ave./South Bridge Dr.?

Answered: 140 Skipped: 92

#	Responses	Date
1	Safety, security and privacy concerns, environmental issues and wild life concerns. Increased traffic	4/22/2017 2:30 PM
2	Wouldn't use it.	4/22/2017 12:12 AM
3	See above.	4/22/2017 12:09 AM
4	I am opposed as a resident of southbridge drive adjacent to the proposed crossing.	4/22/2017 12:03 AM
5	No sidewalks on southbridge. Corner at southbridge has limited visibility and is a danger for bike pedestrian traffic.	4/21/2017 11:57 PM
6	It is putting the public at risk to attack as their is a wood , which os a natural beauty spot , but may be too secluded for safety, especially if the residents whose houses back onto the river at this point in the area of 135 Southbridge Drive , put up a privacy fence around their condominiums .These condominiums back onto the river and some resents here have expressed concerns about a bridge and a footpath in this area . Several have objected and are very unhappy about this. Also many deer have a home at this point in the wood , who would be driven away . Deer already have few places to live in the city of Winnipeg , other than a few woods .	4/21/2017 9:40 PM
7	Not connecting commercial access areas. Do not help with getting downtown. Is not part of an existing roadway that would be more efficient. Will be too expensive for the very limited use.	4/21/2017 6:28 PM
8	Safety and Security, the effect on the property values, increase in cyclists pedestrians and vehicles, we already have enough traffic and pedestrians in the area as it is we don't need anymore.	4/21/2017 5:45 PM
9	Southbridge Drive is a quiet street with no sidewalks. There is no reason to go down Southbridge Drive unless you live on the street or th curl de sacs. Increased vehicle, bicycle and pedestrian traffic would result in increased noise, activity, loss of privacy and disruption in this quiet neighbourhood. I am worried about criminal activity.	4/21/2017 4:27 PM
10	Existing completely residential neighbourhoods on both sides of this location; significant investment in Southdale properties. Southbride Drive does not have sidewalks to accommodate pedestrian traffic. No north-south connectivity	4/21/2017 4:24 PM
11	Potential impact on Southbridge residential area; There are no sidewalks on Southbridge to accommodate pedestrian traffic. Residential use on both sides; significant investments in residential properties in Southdale. No north south connections to existing pedestrian - bike routes	4/21/2017 4:08 PM
12	increased traffic	4/21/2017 3:34 PM
13	Disturbs wildlife habitat. Disturbs too many residents.	4/21/2017 3:30 PM
14	This invites big changes for the neighbourhood along Southbridge. The peacefulness of Southbridge is important to me. A lot could change with this.Could open the area to vandalism, increased, traffic. There is not room for a lot of car parking. This also invites big environmental changes to this area of the Seine and it's surrounding area.	4/21/2017 3:01 PM
15	Does not connect to any bike path. Will increase traffic on Southbridge Drive which has no sidewalks and limited parking. Loss of privacy for homes in area.	4/21/2017 2:31 PM
16	Links one residential street to another where there is no path, limited parking and no sidewalks. Loss of privacy for existing homes. Increased traffic on Southbridge Drive.	4/21/2017 2:25 PM
17	It will increase the foot and bicycle traffic through a quiet residential area.	4/21/2017 2:18 PM
18	Increased foot and bicycle traffic through a quiet residential area.	4/21/2017 2:14 PM
19	Too far from me to matter. No attractions in that area. Goes right by people's houses.	4/21/2017 10:31 AM
20	We do not have sidewalks on Southbridge, it's a very windy road with many pedestrians, cyclists and motorists.	4/21/2017 10:16 AM
21	Nothing	4/21/2017 8:35 AM



22	The streets are already overcrowded with parked cars and daily walkers/ Joggers and dogs as well as residential and commercial vehicles...proper division for pedestrians and vehicles do not exist and there is no space to develop proper walkways. The local 50 KMH speed limit is unsafe because of the constant pedestrian traffic that occurs now...Southbridge Drive in particular must undergo "street calming" alterations, i.e: speed bumps and reduced speed limits as well as policing of intersections to deter vehicles drifting through designated stop signs ...Also, drivers travel at unsafe speeds turning off of Willow Lake / Beaverhill onto Southbridge Drive... Near-misses of pedestrians is a daily occurrence.	4/21/2017 12:40 AM
23	Whole ridiculous concept would destroy our small & serene community. The proposed intrusion of any kind of traffic whether pedestrian or cyclist will threaten the natural habitat of our deer that feel secure enough in the privacy of our green space to deliver their offspring! Our narrow streets do not provide parking for outside vehicles and we do not have sidewalks. We value the quiet serenity of our small community. A reduction in property taxes would be in order if our "safe and serene human habitat" is to be so thoughtlessly disrupted by intruders! This neighbourhood intrusion would result in a reduction of property values and also expose our Southbridge community to vandalism.The two existing bridges on Niakwa Road and in Royalwood should be sufficient for this area of the city. Where is the fiscal responsibility? The Red River only has the Norwood Bridge and Provencher Bridge for the southeast area of Winnipeg. Our City is filled with beautiful parks and provide safe harbor for pedestrians, cyclists and those "at one with nature". Why not remind and encourage hikers and naturalists to revisit these locales?	4/20/2017 11:06 PM
24	Everthing	4/20/2017 10:57 PM
25	Property values affected Negatively. Safety, security and privacy concerns will grow as may vandalism. There are environmental issues, habitat sensitivity and wildlife concerns. There will be increased traffic which include vehicles cyclists and pedestrians. And there will be an increase in park cars along the roadway with no sidewalks on the street.	4/20/2017 10:36 PM
26	Connects through two residential areas. No natural / nearby destinations on either side of crossing.	4/20/2017 8:28 PM
27	1. Southbridge dr. is very narrow, 2-lane width, and there will be only one lane left if a car is parking along roadside which is very commn. 2. Southbridge dr. does not have any sidewalks. 3. Southbridge dr. is very curvy and has too many sharp turns which will be dangerous for cyclists, drivers and pedestrians.	4/20/2017 8:23 PM
28	no parking, no sidewalks, no bike path, not public enough - too restricting and residential area disrupted	4/20/2017 8:13 PM
29	Does not readily to Bishop Grandin bike trail for continued route. Southbridge Drive is a narrow road with no sidewalk, many parked cars on either side and many pedestrians walking on the road. Danger zone for pedestrian-bike collision. Vehicle-bike collision. Children playing in middle of street also a concern.	4/20/2017 8:03 PM
30	Adding traffic to a quiet, safe neighbourhood will negatively impact property values. The lack of traffic is what attracted our neighbours to build in this area. No sidewalks will force more people walking and riding bikes on the street on top of the traffic that already use the streets for walking and riding their bikes in the spring, summer and fall. We have natural habitats for deer, rabbits, turtles, geese and ducks which will be disturbed. We feel that you will be attracting more people into the grounds of the Niakwa Golf Course.	4/20/2017 6:19 PM
31	no bike path to bishop gradin from there	4/20/2017 5:16 PM
32	This is a residential neighborhood without sidewalks. We already have issues with individuals who walk or ride on the roadway - the street is narrow and safety is of concern.	4/20/2017 4:12 PM
33	It seems very odd to have to go through a residential area on both side of the river. I don't see any benefit over site A and a number of issues for the residents on South Bridge.	4/20/2017 12:30 PM
34	vandalism, traffic, interruption of wildlife and greenery	4/20/2017 12:26 PM
35	don't want to see an increase in the number of vehicles and pedestrians that use our street as a thorofare	4/20/2017 11:26 AM
36	increased traffic and exposure on my street, increase in vehicles, bikes, people	4/20/2017 11:22 AM
37	increased traffic and exposure to our street, more vehicles, more bikes, more people	4/20/2017 11:20 AM
38	Increased traffic on my street - foot traffic, bikes, cars being parked	4/20/2017 11:17 AM
39	Local residents from a lower income area and subsidized housing would have immediate access to a very high taxed tranquil area of the City. My house taxes alone on Southbridge are equal to, or more than 4-5 house taxes on the West side of the Seine River	4/20/2017 9:47 AM
40	Lack of Security;safety and privacy in area	4/20/2017 9:40 AM
41	Crossing from a low rental subdivision area to where the taxes are extremely high and to destroy the tranquility of the Southbridge area doesn't make any sense. Think about it the taxes on my house on Southbridge are equal to at least 4 houses on the other side of the river (Sadler area)	4/20/2017 9:33 AM
42	Connects to residential ares on east side of river. Traffic will go through quiet residential streets.	4/20/2017 8:56 AM

43	There already is a cycle pedestrian crossing south of Fermour approximately 1km north of this site. that crossing takes you to amenities (shopping) this crossing does not do that. There are no sidewalk connections and the trail would go along people's back yards	4/20/2017 8:55 AM
44	The bridge would terminate on South Bridge Drive, which is a quiet residential street. As a resident of that area, I have major concerns about increasing traffic levels on our street, which could lead to safety, security and vandalism issues. I can't think of a good reason to build a bridge on South Bridge when there is a perfectly good option to build the bridge on Beaverhill, which is a major thoroughfare with sidewalks, better access and better parking. There is no good reason to terminate the bridge on South Bridge drive.	4/20/2017 7:50 AM
45	Danger to bikes and walking as cars park both sides of narrow roadway with no sidewalks. Increased traffic on narrow street with curves. Certainly habitat issues for wildlife and fowl that are familiar to nesting and raising their young.	4/20/2017 7:26 AM
46	this is a bad location. The street is a quiet street that is not designed as a through street. Many homes on south bridge drive do not have fences because there is no crime. The crime statistics on the other side of the river are a lot higher and crime would migrate to this side of the river - this is a really bad idea	4/19/2017 10:24 PM
47	as above. it is a quiet street, we do not need a bridge here as it would not connect any paths together. do not want additional traffic on the street. there is no reason to bring even foot traffic into the neighborhood with no place to go other than our street. do not want our quiet street to be used a parking lot for people launching their canoes or kayaks into the river. there is much talk of connectivity, not sure what would be achieved here, connecting what? it is just two residential areas on either side	4/19/2017 10:18 PM
48	There is no pathway or green space to connect to. The residential streets are not designed as a thoroughfare but as dead end streets. A crossing at this location would adversely affect the neighbourhood and there is no desire for the east side to connect to the west side - no services of interest on the west and few services on the east. A canoe launch is not desirable and cannot be supported at this location - there is no parking for vehicles. There is no network to connect to	4/19/2017 10:13 PM
49	Middle of a residential street rather than a feeder street. No sidewalks to a feeder street or major roadway. Intrusive.	4/19/2017 10:05 PM
50	This is a terrible location for a path system. south bridge drive is a residential street with no side walks for people to walk on when they cross the bridge. the street has blind corners The argument that this provides access to schools is poor the schools on the west side of the Seine River have low enrolment and the schools on the east side are at or over capacity. A bridge will impede the movement of wildlife along the greenway. The bridge is also at the location of the main MTS line to St. Vital.	4/19/2017 10:02 PM
51	Increased traffic flow and possibly more parked cars on Southbridge will produce safety and security issues	4/19/2017 9:28 PM
52	6. Increased crime and vandalism - specifically from low income housing coming across the river to Southdale Estates. I have witnessed criminal activity in prior years when individuals have crossed the river via a beaver dam. A bridge would cause residents great safety, security and privacy concerns. A bridge here would certainly devalue property values. Increased traffic is not good for Southbridge Drive as we only two lanes with no sidewalks.	4/19/2017 9:02 PM
53	- disrupt the wild life including deer that travel along the seine river towards the golf course. - as a family with 3 kids under 6, Southbridge drive provides a safe road without significant traffic. The increased traffic would provide more risks for my kids. - the bridge would bring increase traffic into quite residential location. More opportunity for vandalism and theft.	4/19/2017 8:55 PM
54	It doesn't connect existing trails; high residential impact in quiet area, cost, environmental impact. Much like above, there are already bike paths along Bishop Grandin or off of Fermor	4/19/2017 8:55 PM
55	Increased traffic flow and parked cars on Southbridge produce safety and security issues	4/19/2017 8:36 PM
56	no need for a path there when there is one at NIakwa Rd.If adding another crossing, it makes more sense to use Option A which provides access to shopping area & Bishop Grandin path	4/19/2017 8:19 PM
57	Completely unclear as to who would benefit from a crossing at this location.	4/19/2017 7:46 PM
58	bad location, should be connected to a better street	4/19/2017 7:37 PM
59	Southbridge is a quiet residential area with very limited parking.	4/19/2017 6:57 PM
60	Southbridge Drive is a quiet residential area with very limited parking.	4/19/2017 6:54 PM
61	not reqd,	4/19/2017 6:43 PM
62	Significant destruction of wildlife area and undisturbed green space will be required. A currently quiet neighbourhood will be disrupted.	4/19/2017 6:42 PM

63	No place to park cars if people travel to the area to walk; no sidewalks available on Southbridge Drive; at least 4 "blind" corners on Southbridge Drive where it is difficult to see pedestrians while driving around the corner; this is a no exit street offering low traffic and safety which would be adversely affected by the increase in traffic; worried about increased access to the area and related increase in vandalism; worried about adverse effects to the Seine River riverbank and the natural wildlife in the area (pollution, breakdown of the riverbank).	4/19/2017 6:10 PM
64	No place to park cars if people travel to the area to walk; no sidewalks available on Southbridge Drive; at least 4 "blind" corners on Southbridge Drive where it is difficult to see pedestrians while driving around the corner; this is a no exit street offering low traffic and safety which would be adversely affected by the increase in traffic; worried about increased access to the area and related increase in vandalism; worried about adverse effects to the Seine River riverbank and the natural wildlife in the area (pollution, breakdown of the riverbank).	4/19/2017 6:08 PM
65	No place to park cars if people travel to the area to walk; no sidewalks available on Southbridge Drive; at least 4 "blind" corners on Southbridge Drive where it is difficult to see pedestrians while driving around the corner; this is a no exit street offering low traffic and safety which would be adversely affected by the increase in traffic; worried about increased access to the area and related increase in vandalism; worried about adverse effects to the Seine River riverbank and the natural wildlife in the area (pollution, breakdown of the riverbank).	4/19/2017 6:06 PM
66	No place to park cars if people travel to the area to walk; no sidewalks available on Southbridge Drive; at least 4 "blind" corners on Southbridge Drive where it is difficult to see pedestrians while driving around the corner; this is a no exit street offering low traffic and safety which would be adversely affected by the increase in traffic; worried about increased access to the area and related increase in vandalism; worried about adverse effects to the Seine River riverbank and the natural wildlife in the area (pollution, breakdown of the riverbank).	4/19/2017 6:01 PM
67	Besides invasion of my private space. My concern is we would lose the wildlife we have in our back yard. Also, safety, security and possibility of decrease in property values.	4/19/2017 4:32 PM
68	Safety, security, and privacy concern me greatly. Also I fear property values could be negatively affected. Reduction of wild life . Increase in pedestrian and car traffic.	4/19/2017 4:14 PM
69	There will be environmental issues. Southbridge Dr. can't handle additional traffic...too narrow, parking problems! Safety, security and privacy concerns will grow!	4/18/2017 9:36 PM
70	Not environmentally friendly and infringes on resident's privacy	4/18/2017 5:32 PM
71	On east side of river, there is not sufficient space to build without adversely effecting the pristine, natural, seine area. Water fowl now nest in the exact area where the bridge would be built also the path would take away the privacy of residents on east side.	4/18/2017 5:14 PM
72	This location would be the worst possible location, as it would intrude on private property, would bring our property values down, litter, vandalism and goes to know where. The path would have to tie into Southbridge Drive which is a 2 lane Street and travel 1/3 of a mile to reach Willow Lake the nearest Street that could handle this type of traffic.	4/18/2017 12:01 PM
73	no nearby controlled crossings	4/18/2017 7:41 AM
74	no nearby controlled crossings	4/18/2017 7:37 AM
75	Southbridge is quiet and tucked away.	4/17/2017 10:20 PM
76	Increased traffic through our quiet neighbourhood on Southbridge. Unfortunately this would also decrease our homes values also. Home values on the Sadler side are low. Socioeconomics are very different in these 2 areas, I don't want to see them connected.	4/17/2017 8:59 PM
77	It would adversely effect the privacy of private property owners on either side of the river. On the east side if a bridge and walkway were constructed you would almost be trespassing.	4/14/2017 2:43 PM
78	Too much traffic and lack of privacy, crime rate	4/13/2017 10:24 PM
79	Entry into southdale estates... Not direct, possibly confusing to find way out..	4/13/2017 7:19 PM
80	Same as I stated previously unwanted heavier walking and bike traffic which could lead to vandalism	4/13/2017 5:21 PM
81	All of it	4/13/2017 4:59 PM

82	<p>First - we chose this area for its unique tranquility peaceful serenity and wildlife. Also the homes and properties here are upscale and we pay a lot of taxes here. We do not expect or appreciate additional unnecessary traffic especially concerning where it would be connecting from. The areas across the river in this location to the south and north (between niakwa and bishop grandin )all east of st Anne's is mostly rentals low income and family housing. Also many newcomers as well. Currently there is a lot of activity in and along these areas with crime sexual assaults domestic violence assaults and vandalism etc... There is - we know and you can verify that with police stats. People want to have bike paths for Exercise not to be afraid to use path or to take shortcuts -please please do not subject any of us on southbridge to more traffic. Many people walk in the summer time and all season long along the sidewalks surrounding the man made lakes in the area. Beautiful walkway scenery there as well and the side walks continue from path off bishop grandin and Beaverhill. Side walk could be paved all around Willowlake to pebble beach to niakwa road to the existing bridge at the end of niakwa road. Which has been there for over 55yrs and is in need of repair. There is litter all over and if you cannot maintain that how do you expect to maintain a few more? Besides it is a direct path to at Anne's. Or if the sidewalk used all around Willowlake to Lakewood then fermor . From fermor (either off Lakewood or niakwa (pebble beach) you can cross over to archibald and go thru Hialeah park papoose park to the bridge there near desmeurons . Look we hand picked this area to have children and raise kids and I have a huge huge safety concern of a beige or extra walking paths are intertwined around my street. Plus... You will absolutely destroy and take away the wildlife instead of preserving it. We have sooo many animals around here that have grown up near our property and believe it or not with my kids. They are still very wild and we do not treat them as pets but the fact that we have expected their environment is a testament to them living here. There is a balance here. Nature's balance.? Do not add challenges to that with pollution litter noise etc... However again my biggest concern is safety and privacy. Many of us have never had to have fences up and I do not wish to but my family at risk-or compromise my property in any way. This will all be a huge expense and I cannot accept that taxes would likely go up as I would be almost certain that the value of our properties would go down over time.... Terrible sad and extremely frustrating. I do not appreciate having this beautiful quiet street use as a back drop for everyone to use as a hang out or drop off for cars to boat or walk or bike... No way. There are plenty of other "projects you can pay attention to" let's be real here. You need to somehow beautify what is already available and not used much. How about better lighting on the current walking paths? Solar lighting ,brighter lighting? How about adding more garbage and recycling bins in parks. Promoting st vital park? Or use the land currently behind gym kids on Willowlake to create a beautiful forest and pathway or duck pond? Add park benches lights etc? This is connected to bishop and Royalwood and island lakes and then of course sage creek . All there. This is not about giving someone an easy ride from southdale to work near the airport on bike.... We have sidewalks and so much land near the man made lakes to create extra paths etc.... VUT HOW ABOUT TAKING CARE OF ALL THESE GEESSE WHICH ARE RUINING OUR GREEN SPACE PLAYGROUNDS AND SIDEWALKS AND PARKS? This is a problem !!!!!yes</p>	4/13/2017 4:32 PM
83	<p>You are devaluing their properties by doing this to them. People ride bikes for the exercise Do we need more bridges in areas prone to flooding all the time. They live there also for the nature that comes around. Quit pushing nature out of way. We love seeing it and showing children, we can all live together if we do not push them out.</p>	4/13/2017 4:12 PM
84	<p>This encourages more traffic risk of loitering littering graffiti crime and a loss of privacy on private properties. The properties across the river from Southbridge are mostly low income housing rentals and Manitoba housing. City of Winnipeg police are often in that area which is known to be high risk and high crime. I have a huge safety concern for my family</p>	4/13/2017 3:44 PM
85	<p>Too much disruption of existing residential area nearby.</p>	4/13/2017 3:28 PM
86	<p>Too much residential evolved.</p>	4/13/2017 2:54 PM
87	<p>The very thought of it. We have far more important things to be doing with the City's resources than building bridges to nowhere and disrupting communities at the same time.</p>	4/13/2017 2:50 PM
88	<p>We are a very quiet neighborhood with not a lot of foot traffic and we would prefer to keep it that way</p>	4/13/2017 2:47 PM
89	<p>None.</p>	4/13/2017 2:17 PM
90	<p>I am owner of a condo directly across from Sandler. It would decrease my property value, upset our serene location. Scare the deer away.</p>	4/13/2017 12:52 PM
91	<p>NOT NEEDED. We built here because it is private &amp; not exposed to undesirable elements. This bridge destroys this privacy, lowers property values, disturbs wildlife, &amp; provides a gateway to our back yards! We do not want access to the river in our back yards!</p>	4/13/2017 12:36 PM
92	<p>I don't agree with the location of walking path</p>	4/13/2017 12:19 PM
93	<p>Every thing</p>	4/13/2017 11:49 AM
94	<p>Every thing</p>	4/13/2017 11:19 AM

95	See above - completely against it. There is an existing bridge to the end of niakwa Rd by golf course. Why not use money to fix hat bridge fix niakwa Rd or the fermor street (hell why not fix archibald? ) Using the existing sidewalks from Willowlake to pebble beach connects you to niakwa bridge or fermor crossing which connect to path down archibald or through papoose park in niakwa place to connect over the bridge to desmeurons.	4/13/2017 11:16 AM
96	Location.	4/13/2017 11:15 AM
97	Location, as it would this be would running along private property and would not be conducive to the area as there would, litter safety, concerns for the residents of 134 Southbridge Drive and would be worth the money.	4/13/2017 11:11 AM
98	Congestion	4/13/2017 11:09 AM
99	This crossing would not be conducive to the area, as it would cause more problems than benefit. Litter, noise, privacy ,safety, and there would very little benefit for the money.	4/13/2017 11:01 AM
100	Major intrusion to private properties backing on to the river. Isolated areas encourage potential for increase in bushfires endangering homes	4/12/2017 9:10 PM
101	I live right there and have been broken into from someone who accessed our house from the river twice. This will make access to my yard far too easy. There are no fences along our street and it would be a shame for us to be forced to build one. We pay very high taxes here for the serenity of nature. This pathway will come far too close to my yard and house with no buffer like there is in Bois des Esprits	4/12/2017 8:18 PM
102	Too close to residential areas	4/12/2017 7:50 PM
103	All of it	4/12/2017 7:38 PM
104	All of them	4/12/2017 7:21 PM
105	This comes between major residential community and a large condo development and provides access to said yards. Our home has been broken into twice from the river and we are not in favour of access to the homes so closely - makes no sense that people would start a hike or bike ride from this location or from Sadler Ave. We have a large deer population in the area and usually have fawns resting on the riverbank there. Also we have had major erosion on the riverbank due to beaver activity and flooding in 1997 and construction there may further destabilize the area. There is a substantial beaver population with lodges close to this area and we have lots of turtles that come up and lay eggs in our yards. More traffic in the area will disrupt all that. We do not have parking space for people to leave cars to start a hike or launch a canoe. Parking in the area is very limited.	4/12/2017 7:07 PM
106	Location Seems close to existing crossing at Bishop Grandin.	4/12/2017 4:43 PM
107	Too close to existing crossing near Bishop Grandin.	4/12/2017 4:36 PM
108	Close to existing crossing. Link required first on North side of Fermor Ave.	4/12/2017 4:25 PM
109	Not much.	4/12/2017 4:23 PM
110	It connects a very low density rich area with no direct AT connections.	4/12/2017 3:54 PM
111	not close to Bishop G	4/12/2017 2:20 PM
112	it's in the middle of Southbridge residential area and will create traffic on a quiet residential street	4/11/2017 10:20 PM
113	Again, cycling routes on the St. Vital side are not well defined.	4/11/2017 7:08 PM
114	None	4/11/2017 3:42 PM
115	It doesnt connect to a designated multi use path	4/9/2017 11:44 AM
116	none	4/9/2017 11:36 AM
117	Possible increased traffic on Southbridge.	4/7/2017 10:56 AM
118	Dropping a path onto an area housed by seniors in condos seems inconsiderate.	4/7/2017 10:40 AM
119	Too close to Fermor and Niakwa park crossing.	4/7/2017 9:41 AM
120	There will be lots of traffic, who is going to police this? What about safety?	4/7/2017 9:21 AM
121	Does not generally link up to another bike path	4/6/2017 12:50 AM
122	Everything	4/5/2017 8:56 PM
123	It's a bit out of the way and is an indirect path if you are trying to cross to get somewhere specific.	4/5/2017 3:36 PM
124	I think that it would create a similar problem that is seen in River Heights where vandals are crossing a bridge to break into cars ect..	4/5/2017 11:46 AM



125	Not close to the great bike paths	4/5/2017 9:12 AM
126	not sure how well this connects the city; far from established routes.	4/4/2017 6:26 PM
127	This does not seem to be as good a link to existing safe cycle routes.	4/4/2017 5:44 PM
128	none	4/4/2017 8:52 AM
129	None.	4/2/2017 2:31 PM
130	No pedestrian route on either side of crossing. No controlled crossing nearby.	4/1/2017 9:10 PM
131	no connection to any AT infrastructure	4/1/2017 3:30 PM
132	none	3/31/2017 9:22 PM
133	Not needed	3/31/2017 6:46 PM
134	- N/A	3/31/2017 6:24 PM
135	City does not have the money.	3/29/2017 6:43 PM
136	Really could care less	3/29/2017 2:19 PM
137	Nothing as Far as I can Tell	3/29/2017 2:11 PM
138	no access	3/29/2017 7:49 AM
139	Safety	3/26/2017 3:38 PM
140	Access to the crossing is further from main roads. It seems a little out of the way and would likely service only the people in the nearby area.	3/24/2017 9:56 AM

## Q8 Overall, what elements do you like about Location C: Clonard Ave./ Archibald St.?

Answered: 88 Skipped: 144

#	Responses	Date
1	Everything	4/23/2017 11:40 AM
2	I remain neutral as it isn't my area .	4/21/2017 9:45 PM
3	Scenic pathway on city-owned land; easy connection to existing pathways; connection to public desination - BoniVital pool and library; evenly splits distance between existing crossings to the north and south.	4/21/2017 4:30 PM
4	Joins existing pathways. Minimal impact on homes in area.	4/21/2017 2:38 PM
5	Away from a residential area.	4/21/2017 2:21 PM
6	Nice area to walk around between two golf courses, as long as it's safe and we would not disrupt golfers.	4/21/2017 10:47 AM
7	Seems like a reasonable location.	4/21/2017 10:17 AM
8	Don't know anything about it	4/20/2017 10:59 PM
9	Natural area between two golf courses on the one side.	4/20/2017 8:36 PM
10	more public access, closer to already built bike path	4/20/2017 8:15 PM
11	scenic route through the golf course	4/20/2017 5:17 PM
12	The crossing is on a golf course and is an open area and does not impede on any residential areas.	4/20/2017 12:34 PM
13	none	4/20/2017 12:27 PM
14	Accessible	4/20/2017 9:42 AM
15	Not that familiar	4/20/2017 7:27 AM
16	at least here no residential areas would be affected	4/19/2017 10:18 PM
17	Through parkway onto a major route and close to major bus routes.	4/19/2017 10:07 PM
18	no positives	4/19/2017 10:02 PM
19	It's located closer to Fermor and community resources	4/19/2017 9:29 PM
20	Crossing is not near Southdale Estates where there are larger homes.	4/19/2017 9:06 PM
21	It's located closer to Fermor and Superstore	4/19/2017 8:48 PM
22	Mid point between existing crossings	4/19/2017 7:51 PM
23	less public impact, land avail to cityh	4/19/2017 6:45 PM
24	Does not intrude on current residents	4/18/2017 5:17 PM
25	city owned property, access to Bonivital pool & Library	4/18/2017 7:44 AM
26	Provides great access for residents from several neighbourhoods to easily access Bonivital pool and future library being built. By connecting to Egerton Rd it will increase pedestrian and cyclist use of the area. This is a beautiful spot and it would be great to have a crossing here and it would be a wonderful place to walk to!	4/16/2017 7:42 PM
27	Links existing green ways and two older neighbourhoods. Would be a pleasant biking route.	4/15/2017 9:00 PM
28	It's at the end of my street, so convenient.	4/13/2017 7:25 PM
29	There is already a sidewalk on Archibald and that hooks up to paths	4/13/2017 5:25 PM
30	Not bear my home and does not interfere with River way and wildlife and peoples back yards privacy and view	4/13/2017 4:35 PM
31	Not near my area	4/13/2017 3:45 PM
32	Scenic pathway thru golf course Easy connection to Southeast Corridor	4/13/2017 3:36 PM
33	Nothing	4/13/2017 2:55 PM

34	No comment	4/13/2017 12:37 PM
35	You are not disturbing home owners yards or seine River wildlife	4/13/2017 11:18 AM
36	Not familiar with this area so cannot offer opinion	4/12/2017 9:13 PM
37	-	4/12/2017 7:51 PM
38	All of it including commercial	4/12/2017 7:22 PM
39	Makes sense by splitting the distance between existing closings. Logical connection to Archibald with a very scenic path. Good choice for students for access to BoniVital Pool and new Library. Applaud location.	4/12/2017 4:50 PM
40	Good midway location. If it is chosen, rather than simply a fence to protect from Golf balls, consider a tree belt too please.	4/12/2017 4:30 PM
41	I like that it's in the middle ground and sounds like it has a picturesque route with loots of green space and connection to schools and neighbourhood.	4/12/2017 4:20 PM
42	It is already city owned land, provides a midway crossing between Fermor & Marion, provides acces for Windsor park residents to access proposed southeast corridor. Provides more direct acces for old st. Vital residents to get to pool. Connects to Archibald Pathway for running training loops etc.	4/12/2017 4:04 PM
43	meets up well with existing paths, really like the wooded trail. Will provide a close alternative when the bridge near fermor is inaccessible due to flooding	4/12/2017 2:43 PM
44	close to new library	4/12/2017 2:33 PM
45	the Bonivital pool and library access is important and the land is city owned	4/11/2017 10:27 PM
46	I like the scenic element of the pathway.	4/11/2017 7:10 PM
47	Easier and safer for travelling on bike	4/11/2017 3:42 PM
48	There's a fair distance from the Fermor crossing to Tremblay. This would provide an alternative.	4/9/2017 3:03 PM
49	Its a nice distance between tremble and Comanche	4/9/2017 11:51 AM
50	I like that it provides a nice neighbourhood ride and connects to existing paths.	4/7/2017 7:48 PM
51	It's a mid distance connection.	4/7/2017 11:02 AM
52	Pathway beside golf course green space creation.	4/7/2017 10:56 AM
53	It is already public land on either side. It connect well to existing bike paths (keeping costs low).	4/7/2017 10:40 AM
54	Connect Windham to Old St. Vital via city owned property and golf courses.	4/7/2017 10:37 AM
55	I use these paths recreationally, so both options would suit me.	4/7/2017 9:53 AM
56	Going between the two golf course (green area).	4/7/2017 9:39 AM
57	Better route for windsor park area. Golf courses with public/community paths can work very well. eg. Morden, MB.	4/7/2017 9:34 AM
58	Give people in the South another option to connect.	4/7/2017 9:17 AM
59	It's okay, or maybe across from Vivian or Carriere or between Vivian or Carriere.	4/7/2017 8:58 AM
60	This is the closest option to our home and would provide a loop for us to cycle on both sides of the river. It also is the closest location for us to the Bonvital pool.	4/6/2017 2:31 PM
61	Scenic area close to my residence	4/6/2017 10:22 AM
62	Location,location, location	4/6/2017 12:57 AM
63	Practical and scenic.	4/5/2017 11:00 PM
64	Great as it connects to new library and the pool.	4/5/2017 9:19 PM
65	Nothing	4/5/2017 8:56 PM
66	Quiet street (Clonard) with low traffic, connects to community services on East side	4/5/2017 12:34 PM
67	It would be nice to have a secondary option for when the bridge that connects Archibald near Fermor to Des Meurons is flooded	4/5/2017 11:49 AM
68	A nice even distance between Fermor and the crossing at Tremblay.	4/5/2017 10:52 AM
69	Going through the two golf courses , and joining the Archibald bike path	4/5/2017 9:16 AM

70	close to bike routes and connects pool and library	4/4/2017 6:48 PM
71	would like a natural walking/biking path close to a natural setting.	4/3/2017 9:16 AM
72	Unsure	4/2/2017 2:32 PM
73	This is a very scenic area and on personal note- I would use it a lot.	4/1/2017 11:26 AM
74	I would be able to use it and it would be through a scenic area.	4/1/2017 11:21 AM
75	anywhere on Archibald is always.....busy/	4/1/2017 9:07 AM
76	just a great place to put the crossing	3/31/2017 9:23 PM
77	Beautiful environment and gets you close to Windsor park	3/31/2017 6:50 PM
78	- The connection to the golf course/forest - Connects Old St. Vital to Windsor Park.	3/31/2017 6:28 PM
79	All elements	3/29/2017 6:08 PM
80	It will be safer	3/29/2017 2:20 PM
81	Connects facilities that people bike to (library, pool). Scenic path in forest away from cars. Puts a crossing in an area not currently accessible by bike.	3/27/2017 7:55 PM
82	Easier access to facilities people bike to (library, pool). More scenic path, away from traffic, in a long stretch without any other water crossings	3/27/2017 7:52 PM
83	Provides access to a portion of the Seine, that is currently not available.	3/27/2017 1:08 PM
84	Connects to existing greenway on Youville, city-owned land	3/27/2017 10:52 AM
85	it would provide more direct access in a stretch that has no close access.	3/27/2017 10:37 AM
86	Close to shopping	3/26/2017 3:47 PM
87	I like the scenic pathway, access to Bonivital Pool and splitting the distance between the Fermor crossing and Tremblay crossing.	3/24/2017 10:12 AM
88	No other crossing nearby	3/23/2017 4:41 PM

## Q9 Overall, what elements do you dislike about Location C: Clonard Ave./ Archibald St.?

Answered: 62 Skipped: 170

#	Responses	Date
1	Nothing	4/23/2017 11:40 AM
2	I remain neutral as it isn't my area .	4/21/2017 9:45 PM
3	I don't live there and hence can't comment	4/21/2017 3:02 PM
4	Not sure that it makes sense as it will go through a golf course.	4/21/2017 2:21 PM
5	A bit far from me to use very often. Might be awkward for golfers.	4/21/2017 10:47 AM
6	Unsure.	4/21/2017 10:17 AM
7	Don't know anything about it	4/20/2017 10:59 PM
8	Connects via residential area on the other side.	4/20/2017 8:36 PM
9	might cost more?	4/20/2017 5:17 PM
10	None.	4/20/2017 12:34 PM
11	vandalism, extra traffic.	4/20/2017 12:27 PM
12	Nothing	4/20/2017 9:42 AM
13	There already is a crossing just south of this location	4/20/2017 8:55 AM
14	Not that familiar	4/20/2017 7:27 AM
15	There is a bridge crossing at Fermour - why build another one here?	4/19/2017 10:27 PM
16	do not know the area so cannot say	4/19/2017 10:18 PM
17	Between 2 golf courses. Hazards?	4/19/2017 10:07 PM
18	are more bridge crossings really required. there are already two between fermor and Marion	4/19/2017 10:02 PM
19	None	4/19/2017 9:29 PM
20	None	4/19/2017 9:06 PM
21	None	4/19/2017 8:48 PM
22	Don't think more crossings are needed	4/19/2017 7:51 PM
23	not really reqd,	4/19/2017 6:45 PM
24	larger bridge structure	4/18/2017 7:44 AM
25	Not needed	4/17/2017 9:00 PM
26	Nothing! Would be a great place for a crossing!	4/16/2017 7:42 PM
27	It's at the end of my street, so busier in general, more people around my house including possible bad people looking to steal/vandalize. Safety because of dark street at night... Who could be lurking... Will people actually use it? Where does it go? Basically to nowhere. I don't think there's a massive biking community in Windsor park that would benefit. Conversely, why would stvital residents use it? Other then quicker access to bonivital pool, there isn't much to be had..	4/13/2017 7:25 PM
28	nothing really	4/13/2017 5:25 PM
29	Serves no purpose	4/13/2017 2:55 PM
30	No comment	4/13/2017 12:37 PM
31	Not familiar with area so cannot offer opinion	4/12/2017 9:13 PM
32	-	4/12/2017 7:51 PM



33	Would open up secluded forest space on the St. B. golf course side of the Seine to the masses, driving out wildlife and taking away from the solitude.	4/12/2017 4:30 PM
34	Dislike potential golf ball stikes but think it can be mitigated with good design.	4/12/2017 4:04 PM
35	I hope the existing bridges will still be maintained.	4/12/2017 2:43 PM
36	No disruption to residents	4/12/2017 1:06 PM
37	can't think of any	4/11/2017 10:27 PM
38	Not the most convenient place to cross perhaps for commuting, but great for scenic rides.	4/11/2017 7:10 PM
39	None	4/11/2017 3:42 PM
40	Probably very expensive.	4/9/2017 3:03 PM
41	It's isolated in the the connection to Archibald. It doesn't connect very well into any city infrastructure east of Elizabeth Road.	4/7/2017 11:02 AM
42	Two crossing nearby - no advantage if one could do something with eh flooding @ niakwa park crossing.	4/7/2017 9:42 AM
43	needs to be better spaced out	4/6/2017 12:57 AM
44	Nothing	4/5/2017 9:19 PM
45	Everything	4/5/2017 8:56 PM
46	There are existing routes that can be taken	4/5/2017 11:49 AM
47	Are there plans to connect to the Archibald path once the river is crossed? No details have been provided.	4/5/2017 10:52 AM
48	Nothing	4/5/2017 9:16 AM
49	My heart sinks when I think of a bridge being constructed on this section of the river. This is an idyllic area for wildlife and canoeing, and snowshoeing with good growth forests. I worry that a bridge, and a big bridge at that which would be required, will mar this gem of the river. Furthermore, building a safety fence at the golf course further disrupts the movement of animals that are frequent visitors in the area. Why not have Windsor Park, a city-based golf-course, allow cyclists to use their bridge across the Seine and ride through the golf course on established paths, like they do in Morden, MB? They need to make the bridge canoe friendly, which it is not. This would have less environmental impact and still provide the access to the pool and library facilities and would connect the cycling route as well as provide a path through the scenic golf course.	4/4/2017 6:48 PM
50	Would not use	4/2/2017 2:32 PM
51	difficult to negotiate land acquisition in golf courses	4/1/2017 3:35 PM
52	Increased traffic on Clonard while under construction possible	4/1/2017 11:26 AM
53	traffic on Clonard while under construction	4/1/2017 11:21 AM
54	none	3/31/2017 9:23 PM
55	Nothing	3/31/2017 6:50 PM
56	- N/A	3/31/2017 6:28 PM
57	City does not have the money.	3/29/2017 6:43 PM
58	There will be cars	3/29/2017 2:20 PM
59	how will it be accessed?	3/27/2017 10:37 AM
60	More traffic	3/26/2017 3:47 PM
61	n/a	3/24/2017 10:12 AM
62	this is the ideal location	3/23/2017 4:41 PM

## Q11 Overall, what elements do you like about Location D: Bertrand St./ Kavanagh St.?

Answered: 68 Skipped: 164

#	Responses	Date
1	Everything	4/23/2017 11:40 AM
2	I remain neutral as it isn't my area .	4/21/2017 9:45 PM
3	Provides easier access to commercial areas and downtown for commuters	4/21/2017 6:29 PM
4	Connection to existing north-south pathway	4/21/2017 4:30 PM
5	Close to existing pathways.	4/21/2017 2:38 PM
6	Does not go directly into a quiet residential area.	4/21/2017 2:21 PM
7	Closer, more useful to me and attractions in the area.	4/21/2017 10:47 AM
8	Seems like a reasonable location.	4/21/2017 10:17 AM
9	Don't know anything about it	4/20/2017 10:59 PM
10	Closer to some destinations on the west side.	4/20/2017 8:36 PM
11	more public access, closer to already built bike path	4/20/2017 8:15 PM
12	none	4/20/2017 12:27 PM
13	Accessible	4/20/2017 9:42 AM
14	Not very familiar	4/20/2017 7:27 AM
15	do not know the area so cannot say	4/19/2017 10:18 PM
16	Close direct route to major roadway.	4/19/2017 10:07 PM
17	no positives	4/19/2017 10:02 PM
18	Just having another crossing between Fermor and Marion will be a benefit	4/19/2017 9:29 PM
19	Crossing is not near Southdale Estates where there are larger homes.	4/19/2017 9:06 PM
20	Connects two areas that are farther apart and don't have easy access through existing bike paths	4/19/2017 8:59 PM
21	Just having another crossing between Fermor and Marion	4/19/2017 8:48 PM
22	None	4/19/2017 7:51 PM
23	neutral	4/19/2017 6:45 PM
24	connection to existing pathways	4/18/2017 7:44 AM
25	Nothing. It's a crossing into an industrial area.	4/13/2017 7:25 PM
26	gets you closer to downtown	4/13/2017 5:25 PM
27	Again same as above - far away from our street location and it doesn't compromise one area over the other. The homes there and tax payers amounts are very low low... There are no high priced homes or million dollar homes to affect and depreciate.	4/13/2017 4:35 PM
28	Not near my house and privacy	4/13/2017 3:45 PM
29	Lesser residential area	4/13/2017 3:36 PM
30	Etc, etc.	4/13/2017 2:55 PM
31	No comment	4/13/2017 12:37 PM
32	Again , not directly affecting my street or location or view and landscape or the wildlife here.	4/13/2017 11:18 AM

33	Not familiar with area	4/12/2017 9:13 PM
34	--	4/12/2017 7:51 PM
35	Makes sense in terms splitting distance between crossings on North side.	4/12/2017 4:50 PM
36	close to the end of the Gab Roi trail, makes a convenient connection headed east.	4/12/2017 4:30 PM
37	Like that it provides access to residents on east side of river to Gabrielle-Roy Trail along seine river.	4/12/2017 4:04 PM
38	There is no cycling bridge near there	4/12/2017 2:43 PM
39	not close to new library	4/12/2017 2:33 PM
40	Not a lot of options for crossing the river north of Marion	4/11/2017 7:10 PM
41	Easier access through city	4/11/2017 3:42 PM
42	It would provide a cross that I could use and therefore not have to cross Marion and Des Meurons.	4/9/2017 11:51 AM
43	The advantage of this crossing is that it would facilitate cycling for commuters. Many people work in St Boniface Industrial park and connectivity east west for cyclists isn't great.	4/7/2017 7:48 PM
44	This is a good start for improvement for active transportation and safety.	4/7/2017 9:53 AM
45	This option would connect the SOS trail that is already in place. SOS spent decades cleaning up this area to make it available to the public. It is a thousand times prettier than any refurbishing of Des Meurons as proposed. A bridge here should be at the top of the list. It would also link the trail that exists in the Kavanagh neighbourhood.	4/7/2017 9:10 AM
46	We don't want anything done in our area. We are fine the way it is.	4/7/2017 9:05 AM
47	It's, or maybe where I circled.	4/7/2017 8:58 AM
48	Close to where I live, I could ride my bicycle there, a pleasant ride.	4/7/2017 8:53 AM
49	We already have Marion, NO bridge here the wildlife and nature are beautiful and natural DO NOT WRECK THIS BEAUTIFUL PLACE. We have beer, fox, eagles, leave this place alone!	4/7/2017 8:50 AM
50	I live quite close to Option D, the bicycle trail at the north end of youville st. and the cyclists ride through our yard constantly, I live in a condo. The bike traffic is a PAIN IN THE NECK!!!!!!	4/6/2017 4:54 PM
51	Good location, good spacing	4/6/2017 12:57 AM
52	Nothing	4/5/2017 8:56 PM
53	Closer to downtown, will get used more	4/5/2017 2:55 PM
54	Nothing	4/5/2017 11:49 AM
55	It provides a crossing.	4/5/2017 10:52 AM
56	Not much	4/5/2017 9:16 AM
57	I really want to support a cycling and pedestrian friendly city, but I also want to support the health of this beautiful river.	4/4/2017 6:48 PM
58	close to me	4/3/2017 11:03 AM
59	Unsure	4/2/2017 2:32 PM
60	the seine river trail crossing of the Seine River at Rue Youville was first identified years ago as a natural connection between two neighbourhoods	4/1/2017 3:35 PM
61	a great place to put the crossing	3/31/2017 9:23 PM
62	really nothing	3/31/2017 6:50 PM
63	N/A	3/31/2017 6:28 PM
64	The more the Merrier	3/29/2017 2:20 PM
65	there is already a close crossing at Marion	3/27/2017 10:37 AM
66	Not many walking paths close	3/26/2017 3:47 PM
67	I like the fact that it splits the distance between Marion crossing and Provencher crossing.	3/24/2017 10:12 AM
68	none	3/23/2017 4:41 PM

## Q12 Overall, what elements do you dislike about Location D: Bertrand St./ Kavanagh St.?

Answered: 69 Skipped: 163

#	Responses	Date
1	I remain neutral as it isn't my area.	4/21/2017 9:45 PM
2	Mainly industrial use east of crossing - unattractive scenery	4/21/2017 4:30 PM
3	Same as above	4/21/2017 3:02 PM
4	Increased traffic for local residences.	4/21/2017 2:38 PM
5	Close to an existing crossing.	4/21/2017 2:21 PM
6	Unsure.	4/21/2017 10:17 AM
7	Don't know anything about it	4/20/2017 10:59 PM
8	Connects via two residential areas. Why not Goulet and Cherrier? I can't tell if those are residents on the end of each street, but generally a more open area.	4/20/2017 8:36 PM
9	vandalism, extra traffic	4/20/2017 12:27 PM
10	Nothing	4/20/2017 9:42 AM
11	Not very familiar	4/20/2017 7:27 AM
12	do not know the area so cannot say	4/19/2017 10:18 PM
13	Too close to residential area	4/19/2017 10:07 PM
14	are more bridge crossings really required. there are already two between fermor and Marion	4/19/2017 10:02 PM
15	It's further from Fermor	4/19/2017 9:29 PM
16	None.	4/19/2017 9:06 PM
17	Don't feel that this should be a priority for the city	4/19/2017 8:59 PM
18	Further from Fermor	4/19/2017 8:48 PM
19	Too close to existing crossings	4/19/2017 7:51 PM
20	neutral	4/19/2017 6:45 PM
21	higher construction costs	4/18/2017 7:44 AM
22	Not needed	4/17/2017 9:00 PM
23	It's a crossing into an industrial area.	4/13/2017 7:25 PM
24	none	4/13/2017 5:25 PM
25	Higher construction costs	4/13/2017 3:36 PM
26	Etc, etc.	4/13/2017 2:55 PM
27	No comment	4/13/2017 12:37 PM
28	Not familiar with area	4/12/2017 9:13 PM
29	-	4/12/2017 7:51 PM
30	Introduces the masses to relatively secluded forested areas.	4/12/2017 4:30 PM
31	Not alot of residential density on east side of river & doesn't connect to AT corridors.	4/12/2017 4:04 PM
32	I won't use it much myself	4/12/2017 2:43 PM
33	lower riverbank, increased construction costs and long term costs due to erosion	4/11/2017 10:27 PM

34	Not a lot of cycling routes on the Archibald side. You very quickly hit industrial areas that are hard to navigate.	4/11/2017 7:10 PM
35	None	4/11/2017 3:42 PM
36	there is already a crossing close by	4/9/2017 11:51 AM
37	It only connects a small neighbourhood.	4/7/2017 11:02 AM
38	I prefer location C first.	4/7/2017 10:40 AM
39	Too close to existing Trembly Crossing.	4/7/2017 10:37 AM
40	Two crossing nearby - no advantage if one could do something with the flooding @ niakwa park crossing.	4/7/2017 9:42 AM
41	No bike path on Archibald - not the nicest to walk a bike along.	4/7/2017 9:39 AM
42	Industrial neighbourhood a poorer choice.	4/7/2017 9:34 AM
43	They shored up the river bend when it fell down, they were going to expropriate my house. I do not want!! It's peaceful and nice wildlife. Leave us alone.	4/7/2017 9:19 AM
44	Our area is beautiful, why ruin it?	4/7/2017 9:05 AM
45	We have a beautiful area and we are totally opposed to a bike path. We planted trees and flowers along the bank after the city of wpg stabilized our river bank. NO PATH BIKE OR WALK.	4/7/2017 9:01 AM
46	DO NOT DISTURB THIS BEAUTIFUL NATURE!	4/7/2017 8:50 AM
47	Doesn't link up directly with another bike path	4/6/2017 12:57 AM
48	existing bridge nearby	4/5/2017 11:00 PM
49	Everything	4/5/2017 8:56 PM
50	Although I support additional bike crossings, not sure what purpose a connection to the east serves here (i.e., few community services on East, Archibald is a busy industrial street to bike on)	4/5/2017 12:34 PM
51	For me coming from Southdale area this crossing isn't feasible due to increased traffic at Marion so I would never use it	4/5/2017 11:49 AM
52	Not sure why you'd need to connect to an industrial area.	4/5/2017 10:52 AM
53	Through industrial area and higher costs	4/5/2017 9:16 AM
54	I don't really see the need for this crossing. Why not make the Marion street crossing safer for pedestrians and cyclists? That way it provides sufficient crossings and minimizes riverbed and wildlife disruptions. We need more north south safe cycling routes, with an adequate but not overzealous number of river crossings, and they need to be selective and strategic in their location, preferably keeping healthy areas intact and minimizing the negative impacts on the neighbourhood and wildlife in and around the river.	4/4/2017 6:48 PM
55	Would not use	4/2/2017 2:32 PM
56	none	4/1/2017 3:35 PM
57	none	3/31/2017 9:23 PM
58	It's not needed	3/31/2017 6:50 PM
59	- There may not be enough population density on the east side to bring about large amounts of traffic and use.	3/31/2017 6:28 PM
60	City does not have the money.	3/29/2017 6:43 PM
61	It's location	3/29/2017 6:08 PM
62	Cars are allowed to use it	3/29/2017 2:20 PM
63	In an industrial area. Already a crossing close by. Doesn't connect areas of high demand to cyclists and pedestrians.	3/27/2017 7:55 PM
64	Already a bridge close by. In an industrial area, not really connecting high use areas or places.	3/27/2017 7:52 PM
65	Too close to existing crossing at Marion.	3/27/2017 1:08 PM
66	The quiet block of Bertrand, east of Youville, will see increased pedestrian and bike traffic. Currently, residents there enjoy the lack of traffic and noise as well as privacy that a dead-end street provides.	3/27/2017 10:52 AM
67	Too far for my use	3/26/2017 3:47 PM
68	I dislike the fact that it is in a mostly industrial area making accessibility less desirable.	3/24/2017 10:12 AM



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69	too close to other crossings	3/23/2017 4:41 PM
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## Q13 Please insert any comments you may have.

Answered: 71 Skipped: 161

#	Responses	Date
1	Don't do this!!!!!!!	4/23/2017 11:42 AM
2	I think the southbridge saddler option has strong community opposition. Many neighbors and myself are opposed to this location. I also think it is a poor choice of location as there are no sidewalks on southbridge and it is located at a corner with limited visibility.	4/22/2017 12:05 AM
3	I do not support the Southbridge Sadler crossing.	4/21/2017 11:59 PM
4	The path and bridge sounds convenient but I have concerns for the safety of some vulnerable members of the public as the path and bridge at Sadler Avenue to Southbridge Drive will be quite secluded if the residents of the condominiums which back onto the river at this point, include some who have expressed their concerns and declared that they will consider a privacy fence around their condominiums , if the project for a bridge and path goes ahead . They are concerned for their safety and privacy, but ultimately, this would unfortunately reduce a pleasant convenient path into a somewhat more secluded area , which, as their is a wood here , would present concerns from myself for the safety of the vulnerable members of the public , including the elderly , children and people travelling alone .	4/21/2017 9:53 PM
5	Pedestrian & Cycling Environment, Network Connectivity and Community Support should be weighted more heavily. Capital cost weighted lower	4/21/2017 4:34 PM
6	Please give some value to what residents feel about their neighbourhood.	4/21/2017 3:05 PM
7	Strongly oppose option B.	4/21/2017 2:39 PM
8	Please do not take away any vehicle lanes on DesMeurons or any other major road. Traffic is already backed up in St. Boniface on every road. To take away a lane for a bike path would make things worse. Please use some common sense and not waste tax payers money on putting bike lanes on major traffic roads such as DesMeurons. It will only make getting around St. Boniface worse with major traffic jams. DesMeurons needs to be left alone all the way through. Bike paths should be put in areas where they do not affect traffic flow such as if there was a wide area next to the road for example Dugald Road pathway. This does not impact traffic flow but putting one on DesMeurons definitely will affect traffic. More people will not leave their cars at home and take a bike just because you put a bike path in.	4/21/2017 9:27 AM
9	The COMMUNITY project is a great thing in general but too much of a good thing will cause unreversable damage to a delicate balance we are fortunate to have in our city ...Additional crossing at Beaverhill is redundant relative to the existing pathway at Lagimodiere and Beaverhill... wildlife habitat would never recover due the additional pressure of people and man made structures along naturally occuring animal refuge the Seine river affords...like wise additional crossing from Beliveau to Southbridge is too much of a good thing without regard for the people and wild life that co-exist there now	4/21/2017 12:48 AM
10	Strongly opposed to option B	4/20/2017 10:39 PM
11	Generally would prefer a site that does not join two residential areas/streets.	4/20/2017 8:37 PM
12	I appreciate what the city is trying to do, but we have much bigger issues to tackle and spend Tax Money on than these project at this time!	4/20/2017 12:36 PM
13	The city cannot and has not taken care of the main roads for drivers so why would they maintain and waste tax payer dollars for these projects!	4/20/2017 12:29 PM
14	On the Sadler/Southbridge connection it just doesn't make any sense	4/20/2017 9:49 AM
15	will be increase traffic....no sidewalks...environmental issues	4/20/2017 9:44 AM
16	The public enagement on this project has been very poor. there should have been a mail drop in the two neighbourhoods	4/20/2017 8:56 AM
17	Cost of option B seem to be less expensive	4/20/2017 7:29 AM
18	There is no interest for my area to connect to the west side of the seine river that is already no served by the bridge south of the Fermour and the Bishop Grandin pathway	4/19/2017 10:29 PM

19	This is a really poor plan - a plan developed 17 years ago is really out of date with the current neighbourhood context There should have been direct mailings to every household that might be directly affected by this development - the city has done a really poor job at consultation	4/19/2017 10:17 PM
20	We cannot afford more bridges. There four ways of getting across the seine river between bishop grandin and Marion to connect with existing pathways or residential areas, there is no reason to increase the number - it is a poor capital expenditure and will increase city maintenance costs	4/19/2017 10:04 PM
21	A bridge at Site B may bring unwanted wildlife, habitat and environmental concerns.	4/19/2017 9:08 PM
22	I would rather see bike paths added along Lagimodiere or major thoroughfares that would benefit a larger group of people in getting to work or to major areas of interest in the city (large city parks)	4/19/2017 9:03 PM
23	I think capital cost should be weighed heavier. Our existing parks and rec areas are in poor condition. The focus should be on improving existing infrastructure before adding new.	4/19/2017 7:53 PM
24	Additional walking trails along the Seine would be most welcome	4/19/2017 7:01 PM
25	We are already dealing with walking traffic and other. We also have to deal with all traffic on the mts right of way,.	4/19/2017 6:53 PM
26	Who would support new infrastructure with questionable utility when we have existing infrastructure in crying need of attention. Is there anyone at the City that has a grasp on fiscal reality? I am supposed to support bike/walk paths that will result in zero use for significant periods of time ie winter, unless of course there are additional funds dedicated to snow clearance and lighting. And why if you are so immune to economic reality would you not throw this additional funding into the mix. Someone please tell me that my tax dollars (more than \$8,000) won't be thrown at this.	4/19/2017 6:50 PM
27	this project should be well down on the infrastucture spending priorities list	4/19/2017 6:47 PM
28	I believe the current crossings on Bishop Grandin and Niakwa Road offer sufficient access for the biking and pedestrian community.	4/19/2017 6:10 PM
29	I believe the current crossings on Bishop Grandin and Niakwa Road offer sufficient access for the biking and pedestrian community.	4/19/2017 6:06 PM
30	I believe the current crossings on Bishop Grandin and Niakwa Road offer sufficient access for the biking and pedestrian community.	4/19/2017 6:03 PM
31	There are issues related to all of the above at Site B!	4/18/2017 9:39 PM
32	Waste of money.	4/17/2017 9:10 PM
33	There is still no question that asks do you want this yes or no. I do not want a bike path that would take away any traffic lanes on DesMeurons or any traffic street. Where is the money coming from to do this.	4/15/2017 5:27 PM
34	Please don't ruin the charm of Egerton Rd.	4/13/2017 7:26 PM
35	Basically if the location across the southbridge area River was a beautiful park like st vital or assiniboine park then perhaps the views on his would be different. But you are talking about connecting a lower income low housing high risk area to a more prominent well kept area with young children families of middle to higher class which take pride in home ownership and value their properties. Thai will only lost valu and put those kids families and children at risk. If we want to go for a walk or bike ride, we go down our street to the main aideaLks and hike all around southdale or to st Boniface from fermor and or to Royalwood and safe creek all via the bishop grandin path., I don't need short cuts and certainly not to have to cross over to locations where myself and my children are uncomfortable or at risk. I personally know what I am talking about. It's not a great area. Please please do not put a bridge or walking paths bear guyot school or on southbridge . We all strongly oppose it !!!	4/13/2017 4:40 PM
36	Where are we getting all this money, for all these darn bridges. You barely can keep seine river one by Niakwa Park clear due to floods .	4/13/2017 4:18 PM
37	Building the bridge is a huge cost suggestion would be to use existing side walk from willow lake to pebble beach to niakawa	4/13/2017 3:46 PM
38	How about evaluating the need for these bridges on the bases of NEED, and NEED alone, and stop wasting tax payer's money.	4/13/2017 3:01 PM
39	We as in our Southbridge Villas Condo Corp #351 feel this would be very intrusive to our property as it would litter, noise, safety, environmental related wild life, etc. problems. It would significantly lower our property values.	4/13/2017 12:08 PM

40	There is clearly money to spend but why not use it to beautify the existing? Fixing he sidewalks along pebble beach or making a bike path along there? There would be less of involvemebt with natural gas or hydro, less now y to spend. No impact on people's properties or surrounding properties. My suggestion would be to add some park benches and change the lighting or add park setting lighting to the sidewalks along Willowlake or Lakewood to the niakwa park golf course bridge. Fix that road!(perhaps residents here wouldn't mind and their taxes could effect that? I personally do not feel safe in the areas east of st Anne's between niakwa and bishop grandin . We have many friends a on the police force who express a very huge growing concern for those areas which are mainly rentals low income housing or Manitoba housing. The crime rate in hose areas alone is high. I would like to see the number aid calls that ems and police force get. I live across the river and we can hear the sirens almost nightly. This is where the murder had taken place on that young gal a few years ago and many other assaults most sexual.	4/13/2017 11:28 AM
41	Southbridge is quiet community - do not welcome negative element that will come with a bike walk crossing	4/13/2017 10:42 AM
42	River levels are low between Fermor and Bishop so there would be limited use of the river. property buffer along shoreline is very limited between River and private properties	4/12/2017 9:16 PM
43	Deeply oppose the southbridge	4/12/2017 7:52 PM
44	A and B should be a concern forGeotechnical Environmental	4/12/2017 7:26 PM
45	We can't believe that this is a priority considering the condition of so many of the streets in the city - ours included! Southbridge is very poorly cleared in the winter so we would prefer our taxes go to that. Privacy has always been a large attraction in this area - if this crossing goes through on Southbridge, our property values will go down significantly.	4/12/2017 7:10 PM
46	there is wild life with deer and foxes that potentially disrupted by traffic .	4/12/2017 5:01 PM
47	Seems reasonable.	4/12/2017 4:31 PM
48	Very happy to see additional seine river crossings and hope that it includes a quality dock to lauch canoes & kayaks.	4/12/2017 4:05 PM
49	We currently use both the Fermor and the Tremblay crossings regularly for 3 season cycling. We dislike the flooding on the Fermor crossing, and would enjoy a crossing that is functional year round. We think it is important tha thte city invest in cycling infrastructure.	4/12/2017 2:48 PM
50	If this project is done properly by considering the environmental impact, the results could be positive.	4/11/2017 3:44 PM
51	I really like that the city is putting capital into active transportation.	4/9/2017 11:52 AM
52	These seem balance criteria.	4/7/2017 7:49 PM
53	Pathways that separate walking from biking would be really nice along seine river walkway. Or wider paths that do not require pedestrians to get out of the way of bikers.	4/7/2017 10:57 AM
54	I really like the raised intersections, speed bumps, etc on Des Meurons to accomodate bike riders and discourage speeding.	4/7/2017 10:44 AM
55	God's will be done :)	4/7/2017 8:58 AM
56	It would be nice to have bicycle path to where I reside.	4/7/2017 8:54 AM
57	You cannot put a bike path or walking path anywhere near Mission Industrial as the pollution in the air in Dufresne area is not fit for humans. BAD AIR!	4/7/2017 8:51 AM
58	I find the concept of attempting to shoe-horn bike lanes into residential treets built up to 100 years or so, closing parking lanes or making the existing driving lane more narrow.. narrowing the road is not a solution. The boulevard between the sidewalk and the road is generally where the winter snow goes after ploughing. With more narrow boulevards when the plough clears the snow off the bike lanes where does the snow go??? on the road or the sidewalk as is presently in the older suburbs. The bike lanes should be confined to new development where there is adequate space. I am totally against making bike lanes in existing (older) areas by removing parking lanes or making the lane narrower.	4/6/2017 4:56 PM
59	It would be great to see more development along Archibald if a pedestrian/cycling bridge is going to be built.	4/6/2017 2:32 PM
60	I might have gone 15% to environmental and only 10% to community endorsement	4/6/2017 12:59 AM
61	City of winnipeg public consultations are a bad joke.	4/5/2017 8:57 PM
62	I would rather see the money spent on safer bike lanes and enforcement to keep motorized vehicles off these paths	4/5/2017 11:50 AM
63	Connectionsto existing pathways and costs are the main points to consider	4/5/2017 9:18 AM
64	Very happy to hear the city is implementation such a path are there is no real "safe" route to take to get to downtown from this end of town that does not involve biking down St.Mary's/St.Anne's on the road.	4/4/2017 8:56 AM

65	can you not incorporate the existing rail bridge behind West steel?	4/3/2017 11:05 AM
66	Canoe launch out of Marlene Street Park would be amazing!	4/2/2017 2:34 PM
67	Keep in mind crossing major roads is still extremely challenging	3/31/2017 6:51 PM
68	City should stop wasting tax payers money	3/29/2017 6:44 PM
69	Lower the community support and impact % and raise the network connectivity %s.	3/27/2017 7:56 PM
70	Please consider carefully the impacts on the residents of Bertrand Street. Visit the residents/home owners and survey them directly.	3/27/2017 10:53 AM
71	I would increase the weighting of "Pedestrian & Cycling Environment" and reduce the weighting of "Community Support".	3/24/2017 10:15 AM



5	The lack of publicity for this project is egregious. I have not spoken to anyone who is prepared to spend their tax dollars on this white elephant.	4/19/2017 6:53 PM
6	I am upset that we had no prior notification of this project .	4/19/2017 4:35 PM
7	Neighbours didn't know until one randomly found out on line on city web site looking at something else. The majority of us on his street had no idea and so today we are all scrambling ... We were not notified in person and this does affect us directly	4/13/2017 4:42 PM
8	Did not see any notices before.	4/13/2017 4:19 PM
9	Street	4/13/2017 3:46 PM
10	Neighbors	4/13/2017 3:42 PM
11	Neighbourhood talk	4/13/2017 2:30 PM
12	I didn't .... My neighbour found out randomly -panicked and called me immediately. That was yesterday and today is apparently the final day to submit his survey...	4/13/2017 11:29 AM
13	did not get letter or card to notify me of public engagement.	4/12/2017 5:03 PM
14	Also notifications in Local Lance Newspaper	4/12/2017 4:57 PM
15	Online. I was surfing the City of Winnipeg website	4/11/2017 3:45 PM
16	City website.	4/7/2017 7:49 PM
17	Only found out 1 day before, should put on CJOB.	4/7/2017 10:37 AM
18	Flyer	4/7/2017 9:22 AM
19	husband.	4/7/2017 8:58 AM
20	South St. Boniface Residents Association	4/7/2017 8:51 AM
21	Yes	4/5/2017 8:57 PM
22	flyer in my mailbox	4/4/2017 6:50 PM
23	CTV news	3/31/2017 6:51 PM
24	Co-worker email	3/24/2017 10:16 AM

8	I live, paddle, ski, cycle and walk near, on and around the seine river.	4/12/2017 4:07 PM
9	R2H	4/7/2017 7:49 PM
10	I travel through and visit friends in the area.	4/7/2017 11:04 AM
11	Environmentalism	4/6/2017 3:21 AM
12	I live in winnipeg	4/5/2017 8:58 PM
13	I live near the river because I regularly paddle, ski, snowshoe and cycle and am an avid naturalist and birder.	4/4/2017 6:54 PM
14	City tax payer	3/29/2017 6:45 PM
15	Own a house where a family member lives near the Seine River	3/27/2017 10:54 AM
16	I cycle over the Seine River to commute to work downtown.	3/24/2017 10:18 AM

### Q3 Quels éléments de la section 1 aimez-vous?

Answered: 12 Skipped: 5

#	Responses	Date
1	Je suis plus en faveur de l'Option 2. Ça va ralentir la circulation sur la Des Meurons, qui rendra le quartier plus favorable au transport actif (et réduira le son des voitures qui passent dans les résidences sur la Des Meurons). J'aime l'idée qu'il y aura des Feux de signalisation aux intersections avec les rues Goulet et Marion. l'Option 2 est plus favorable aux 'commuters' et gens qui veulent se rendre plus directement direction nord/sud, ainsi que l'accès aux commerces. L'option 1 semble plus favorable aux familles, écoliers.	4/13/2017 10:12 PM
2	J'aime l'idée d'une piste protégée. Demeurons est plus direct, mais à plus de circulation que l'option 1...	4/12/2017 11:08 PM
3	Aménagement d'intersections et de passages piéton surélevés. Valorisation des attractions sur les rues visées.	4/12/2017 8:12 PM
4	Qu'il y a une initiative pour réduire la vitesse des autos.	4/12/2017 5:40 PM
5	J'aime que vous avez donné deux options. L'agrandissement de la rue pour donner place au stationnement est nécessaire. Je crois qu'il est favorable de donner un espace sécuritaire au cycliste sur la Desmeuron, une rue principale à Saint-Boniface. Il faut penser à long terme.	4/12/2017 5:33 PM
6	quartier résidentiel, pas trop de circulation, plus calme et agréable pour faire du vélo ou se déplacer en vélo - joindre l'utile à l'agréable devrait être la philosophie de la piste cyclable	4/12/2017 8:03 AM
7	-Que les cyclistes soient physiquement séparés dans l'option Piste cyclable protégée sur Des Meurons. Ça empêche les cyclistes de glisser sous les voitures par accident : très bien. -C'est bien que la Piste cyclable protégée sur Des Meurons sera entretenue à l'année longue avec un déneigement prioritaire en hiver. - L'option Piste cyclable protégée sur Des Meurons est nettement supérieur afin d'encourager le transport actif et ainsi réduire le montant de voiture qui font la navette donc réduire la circulation et la pollution dans le quartier.	4/11/2017 11:43 AM
8	Traffic diminué	4/8/2017 7:55 PM
9	Améliorations sur des Meurons sans question. Ralentisseurs autour des écoles, rendre les régions autour des écoles plus sécuritaires pour le nombre élevé de piétons	4/8/2017 3:35 PM
10	J'aime que le focus est sur une rue résidentielle (St-Jean) ce qui augmente le sentiment de petite communauté rurale dans un milieu urbain. La vitesse véhiculer sur la DesMeurons est super vite, alors je sens que les pistes protégées seront vraiment bénéficiaire pour les cyclistes.	4/8/2017 12:40 PM
11	La rue Des Meurons connecte bien avec autres pistes cyclables alors une piste protégée ferait le plus de sens et serait plus sécuritaire	4/5/2017 4:18 PM
12	Coût	4/3/2017 11:49 AM

## Q4 Quels éléments de la section 1 n'aimez-vous pas

Answered: 10 Skipped: 7

#	Responses	Date
1	Je n'aime pas que c'est l'un ou l'autre. Pourquoi pas les deux? Option 1 est à court terme et Option 2 est à long terme.	4/13/2017 10:12 PM
2	Éviter trop de détours en vélo. Offrir plus de bons choix aux cyclistes.	4/12/2017 11:08 PM
3	Stationnements maintenus, Franchissement des intersections sans feux, Applications court terme.	4/12/2017 8:12 PM
4	Ces `rues cyclables` n'encouragent pas les gens de se servir de leurs bicyclettes. Si on veut encourager l'utilisation de bicyclettes, il faut que les nouveaux cyclistes se sentent sécurés en vélo.	4/12/2017 5:40 PM
5	Il y a déjà une forte circulation dans le coin des deux écoles, Provancher et Louis-Riel, lors de la circulation de 17h qu'il y ai plus d'espace pour stationner ou non. Les Plateau ralentisseur sont bien, mais je ne crois pas qu'il soit très efficace en tan que cycliste.	4/12/2017 5:33 PM
6	la grande circulation, trop de bruit, moins agréable et pas nécessairement pratique	4/12/2017 8:03 AM
7	-Les dos d'ânes sur Saint-Jean-Baptiste : ils ralentissent les cyclistes en plus de ralentir les voitures : pas idéal pour les cyclistes. -Saint-Jean-Baptiste est déjà cyclable (style-relaxe familial) telle quelle, donc un gaspillage d'argent d'investir dans la rue Saint-Jean-Baptiste. -Dans option 1, la question du franchissement des intersections sans feux avec les rues Goulet et Marion n'est pas réglée, donc... une solution ferait bondir les coûts! Vaut mieux ne pas choisir option 1.	4/11/2017 11:43 AM
8	La première option (St-Jean-Baptiste) n'est pas aussi achanlandée/ perilleuse pour les cyclistes qu'autres rues.	4/8/2017 3:35 PM
9	C'est tout aussi plate pour les cyclist de passer sur les plateaux ralentisseurs. Si la voie de stationnement demeure sur la St-Jean, les cyclistes sont quand même coincés entre les voitures stationnées et celles en mouvement.	4/8/2017 12:40 PM
10	Défis d'assurer que les voitures respectent la vitesse visées et assurent de respecter les consignes de routes pour les cyclistes.	4/3/2017 11:49 AM

## Q7 Quels éléments de la section 2 aimez-vous?

Answered: 9 Skipped: 8

#	Responses	Date
1	Je préfère qu'il y a une continuité si la section 1 est sur la Des Meurons, de continuer la section 1 sur la Des Meurons. L'option 1 sur la Des Meurons est plus directe pour se rendre en direction nord/sud. J'aime qu'il n'y a pas de coût additionnel pour l'option de la Youville/Egerton. J'aime qu'on utilisera des méthodes pour ralentir la circulation sur la Des Meurons.	4/13/2017 10:17 PM
2	Youville et Egerton est plus sécuritaire.	4/12/2017 11:11 PM
3	Rues cyclables actuelles, Stationnement sur un côté.	4/12/2017 8:12 PM
4	Je crois encore qu'il est essentielle de déterminer le stationnement sur la Desmeurons. Le plus accessible nous rendons le cyclisme et la marche, le plus il y en aura.	4/12/2017 5:36 PM
5	tous les éléments	4/12/2017 8:05 AM
6	-Les gens qui choisissent les transports actifs (piétons, cyclistes) veulent une route directe. Des Meurons est la rue parfaite pour le raccordement direct. -Il faut absolument que les plateaux ralentisseurs aient une coche ("groove") pour que les vélos passent sans problème.	4/11/2017 11:45 AM
7	Améliorations sur des Meurons. Cette section de route, surtout à l'heure de pointe, est dangereuse pour les cyclistes. Beaucoup de véhicules qui empruntent cette route pour éviter St-Anne's et St-Mary's. Gros nids-de-poule en plus!	4/8/2017 3:38 PM
8	J'aime que la piste cyclable sur la Egerton est sur une route paisible qui longe la rivière. C'est bien pour cycliser pour le loisir.	4/8/2017 12:44 PM
9	Coût	4/3/2017 11:49 AM



## Q8 Quels éléments de la section 2 n'aimez-vous pas?

Answered: 8 Skipped: 9

#	Responses	Date
1	Je crois que la Youville/Egerton est un détour pour les gens qui veulent se rendre le plus rapidement en vélo en direction nord/sud.	4/13/2017 10:17 PM
2	Les rondes points ne fonctionnent pas. (Ex: coin Eugénie et Kenny est un gaspillage d'argent)	4/12/2017 11:11 PM
3	Aucun changement à la chaussée actuelle.	4/12/2017 8:12 PM
4	aucun	4/12/2017 8:05 AM
5	-Youville et Egerton seraient un détour pour les piétons et cyclistes. Personne ne fera le détour pour emprunter ces routes. Il vaut mieux choisir Option 1 qui est une vraie solution de transport actif.	4/11/2017 11:45 AM
6	J'aime pas mal tout. Un coût minime pour améliorer signalisation sur Egerton et Youville suffit. Ce sont des bonnes routes cyclables déjà.	4/8/2017 3:38 PM
7	La piste cyclable sur la Egerton n'est vraiment pas une route directe - un vrai détour. Si les gens cyclent pour se rendre au travail, ils cherchent quand même la route la plus courte et rapide. J'aime vraiment pas l'idée de plateaux de rehaussement sur la DesMeurons. On pense beaucoup au cyclistes, qui est bien, mais il faut quand même penser aux voituriers. La DesMeurons est une artère à St-Boniface, il est important que ca demeure une artère pour les voitures. C'est là où les pistes protégées seront plus appréciées de tout utilisateurs de la route.	4/8/2017 12:44 PM
8	Défis d'assurer que les voitures respectent la vitesse visées et assurent de respecter les consignes de routes pour les cyclistes.	4/3/2017 11:49 AM

## Q11 Quels éléments de la section 3 aimez-vous?

Answered: 7 Skipped: 10

#	Responses	Date
1	J'aime beaucoup l'idée d'une piste polyvalente.	4/13/2017 10:22 PM
2	Piste séparée pour cyclistes	4/12/2017 11:15 PM
3	Faible circulation automobile, Ajout de ralentisseurs, Passages piétons et trottoirs	4/12/2017 8:12 PM
4	J'adore l'idée de pouvoir avoir un endroit sécuritaire pour faire du vélo le long de la Saint George. Il n'y a pas d'endroits très sécuritaires pour faire du vélo le long de Saint Maires et Saint Anne.	4/12/2017 5:41 PM
5	-Passages piétons surélevés dans option 2 -Barrières de déviation dans option 2	4/11/2017 12:05 PM
6	Je n'utilise pas cette route donc sans opinion.	4/8/2017 3:40 PM
7	Je ne peux pas trop commenté sur cette section, j'ai jamais conduits ou menée sur la rue. Mais il me semble que le plus de pistes protégées qu'on peut avoir, le mieux que c'est.	4/8/2017 12:47 PM

## Q12 Quels éléments de la section 3 n'aimez-vous pas?

Answered: 7 Skipped: 10

#	Responses	Date
1	Ralentisseurs ne fonctionnent pas	4/12/2017 11:15 PM
2	Fossé?	4/12/2017 8:12 PM
3	-Option 1 mêle les piétons et les cyclistes. Ce n'est pas bien pour les cyclistes qui font la navette. Pour la navette, la route doit être rapide et efficace. Ce n'est pas efficace lorsque les piétons sont sur la même piste. -La piste qui traverse les entrées de voitures n'est pas sécuritaire. - Il faudrait enlever le stationnement dans Option 2 pour que ça soit sécuritaire. En plus les voitures stationnées aident à l'accumulation de la neige, ce qui n'est pas souhaitable pour les cyclistes. -S'il-vous-plaît, améliorez option 2 et ensuite choisissez-là.	4/11/2017 12:05 PM
4	Je n'utilise pas cette route donc sans opinion.	4/8/2017 3:40 PM
5	J'aime vraiment pas les plateaux de rehaussements.	4/8/2017 12:47 PM
6	Des pistes protégées seraient mieux et plus sécuritaires	4/5/2017 4:20 PM
7	Défis d'assurer que les voitures respectent la vitesse visées et assurent de respecter les consignes de routes pour les cyclistes.	4/3/2017 11:50 AM

## Q15 Quels éléments de la section 4 aimez-vous?

Answered: 6 Skipped: 11

#	Responses	Date
1	j'aime la piste polyvalente parce que ça démontre que les routes ne sont pas juste pour les automobilistes mais l'espace doit être partagé avec les cyclistes et piétonniers.	4/13/2017 10:23 PM
2	Faible circulation	4/12/2017 8:14 PM
3	Ils faut penser long terme.	4/12/2017 5:43 PM
4	-C'est bien si la piste dans option 1 est bien déneigée.	4/11/2017 12:09 PM
5	Je n'utilise pas cette route donc sans opinion.	4/8/2017 3:41 PM
6	Les mêmes commentaires que section 3.	4/8/2017 12:49 PM

## Q16 Quels éléments de la section 4 n'aimez-vous pas?

Answered: 6 Skipped: 11

#	Responses	Date
1	De façon générale, je n'aime pas les rues cyclables, même s'il y a moins de circulation parce que les cyclistes ne sont pas protégés des automobilistes. Même un cycliste avec de l'expérience comme moi, je trouve ça des fois très dangereux de pédaler proche de voitures.	4/13/2017 10:23 PM
2	Traverses d'entrées de voitures.	4/12/2017 8:14 PM
3	-Piétons vs. cyclistes dans option 1 -Il faudrait enlever le stationnement et les panneaux d'arrêt dans option 2 -S'il-vous-plaît proposez-nous une meilleure solution.	4/11/2017 12:09 PM
4	Je n'utilise pas cette route donc sans opinion.	4/8/2017 3:41 PM
5	Les mêmes commentaires que section 3.	4/8/2017 12:49 PM
6	Pistes protégées seraient mieux et plus sécuritaires	4/5/2017 4:20 PM



## Q18 Quels éléments de la section 5 aimez-vous?

Answered: 3 Skipped: 14

#	Responses	Date
1	Circulation faible, ajout de trottoirs, stationnement limité, et connections au couloir vert.	4/12/2017 8:17 PM
2	Je n'utilise pas cette route donc sans opinion.	4/8/2017 3:41 PM
3	La connection directe avec le couloir vert Bishop est superbe.	4/8/2017 12:50 PM

## Q19 Quels éléments de la section 5 n'aimez-vous pas?

Answered: 2 Skipped: 15

#	Responses	Date
1	-Enlevez le stationnement -Enlevez les panneaux d'arrêt	4/11/2017 12:10 PM
2	Je n'utilise pas cette route donc sans opinion.	4/8/2017 3:41 PM

## Q20 Veuillez écrire vos commentaires.

Answered: 6 Skipped: 11

#	Responses	Date
1	Nous avons besoin plus de pistes, rues, et voies polyvalentes à Winnipeg. Merci de faire en sorte que ça devienne une réalité. C'est nécessaire pour encourager le transport actif. Ceci réduira nos coûts à long terme de santé. Je suis pour les options qui séparent les cyclistes et piétonniers des voitures et rendent le transport actif plus sécuritaire.	4/13/2017 10:29 PM
2	Sécurité = #1	4/12/2017 11:19 PM
3	Bons critères et bonne attribution du poids de chacun.	4/12/2017 8:18 PM
4	Dans la rubrique "circulation" il faudrait plutôt inscrire : "décongestion" de la circulation puisque l'augmentation d'utilisateurs de transport actif réduira la congestion. Dans la section "coûts" il faudrait ajouter: "épargne" du coût de la pollution de l'air et du bruit. Et dans "entretien" il faudrait ajouter : déneigement prioritaire des pistes cyclables - vérifiez les meilleures pratiques des villes en Finlande par rapport au déneigement des pistes cyclables..	4/11/2017 12:16 PM
5	Ce sont des investissements importants. Depuis que je fais du cyclisme au travail, je note une augmentation annuelle de gens qui le font. Parmi mes connaissances qui ne le font pas, ils citent majoritairement la sécurité comme embûche. Ayant des pistes cyclables plus sécuritaires est nécessaire.	4/8/2017 3:44 PM
6	Je cycle, mais je pense que plus de poids doit être donné à la circulation des véhicules. Genre 15% circulation des véhicules et 15% Expérience de l'usager et du quartier. Keep everyone equally happy and no one should get hurt.	4/8/2017 12:54 PM

# APPENDIX

**E**

STAKEHOLDER WORKSHOP



# Sign-in Sheet / feuille de présence

April 6, 2017/le 6 avril 2017

Name / Nom	Address / Adresse	Telephone / Téléphone	E-mail / Courriel
Save Our Seine			
Save Our Seine			
Bike Winnipeg			
Provencher BIZ			
Save Our Seine			
Old St. Boniface Residents Association			
Bishop Grandin Greenway			
Bishop Grandin Greenway			



## April 6, 2017, Notre Dame Community Centre

### Stakeholder Meeting, 5pm to 7pm

#### SEINE RIVER CROSSING

##### Option A

- Interesting neighbourhood connections and connects to services nearby from Southdale to St. Annes Rd.
- Neighbourhood may be fine with this option
- Changes in the river level may pose a design issue here
- Could provide better access to the Seine for canoeists

##### Option B

- Very indirect and not intuitive
- What are the connection opportunities?
- Opposition by local residents likely? Why would people want to cross here?
- Option B is well spaced between existing crossings

##### Option C

- Can you build along a Hydro Corridor?
- Concern for loss of trees
- How does the arrangement with Hydro work? Concern for them wrecking the trail with vehicles
- Golf balls could be an issue
- Personal safety issues from being secluded
- Other ways to protect from balls can be by “greening the area” (trees or thick shrubs etc.
- Netting may only last for five years
- Long term opportunity to support a future pedestrian bridge across the Red River, connecting people to Corydon may help reduce future traffic demand on the roads
- If take out trees, make sure to replant them along golf fairways
- This location would connect to the proposed greenway on Egerton which is well used
- Good connections to golf courses

##### Option D

- South of the area that had past battle with the community and a large uproar.
- Not sure where this option is – a bit off set from the original option?
- Good connection to Bertrand on west side but not on east side
- Find out from locals if any interest but a better spot than what was proposed before
- People’s opinions may have changed

##### General Comments

- How do you decide which option will go forward?
- How do we get into the process of deciding what weighting and criteria?
- From a public engagement process, how can we get into the “black box” process? How are the objectives weighted?

- Valuable to have stakeholders input on the evaluation process
- Like the process so far
- Good process but be careful that a bridge crossing process is very different to a cycle path.

# APPENDIX

**F**

ADDITIONAL COMMUNITY  
FEEDBACK

May 11, 2017

Erika Blackie M.C.I.P, RPP  
Planner, Planning & Developing  
MMM Group Limited  
93 Lombard Avenue Suite 111  
Winnipeg, MB R3B 3B1

Dear Erika:

Enclosed is the Petition and notes of the Town Hall Meeting with Councillor Matt Allard and residents of the community, held on May 3, 2017 @ 7:30pm in the Southdale Community Centre, Winnipeg, MB, regarding the proposed Pedestrian and Cycling Bridges over the Seine River at the end of Sadler Avenue and Beliveau Road.

The meeting was called to order by the Moderator Gerald Bentley.

He opened by requesting every one sign the Petition if they so wished.

He then introduced Mr. Sam Schellenberg who would chair the meeting and outline our concerns over the proposed bridges going through our neighborhood.

Mr. Schellenberg stated that the residents of the community are not against these types of projects, the City and Province have established many of these in and around the city and should continue to do so. He also stated that the two proposed bridges that we are opposed to will go right through a residential area, and are not conducive to our community.

Some of our concerns are:

1. Environmental issues
2. Litter
3. Traffic
4. Property devaluation
5. Vandalism
6. Theft
7. Privacy
8. Security
9. Noise

Mr. Schellenberg finished his comments and opened to the floor for additional comments.

The residents concurred with our concerns and had additional ones. One of the main issues was that we all selected and purchased our properties years ago for many reasons; two of

which is that it provided a safe and quiet location. We feel that a bridge at Sadler Avenue and/or Beliveau Road would be like leaving the back door open, completely eliminating the safety provided by our location. Moreover, it would introduce unwanted and unnecessary foot and cycle traffic to our quiet community. It was also pointed out the planned route would follow Southbridge Drive which is a two lane street with no sidewalks and could not handle the additional traffic.

There was also a discussion that there were many alternate routes to get across the river with one being the Niakwa Road Bridge to connect to Pebble Beach Road where there is a sidewalk and green space that runs along the railroad tracks, this crosses Willowlake Crescent and there is additional green space that runs along the railroad tracks to Beaverhill Boulevard and from there a path all the way to Bishop Grandin Boulevard.

At the end of the meeting the residents made it very clear to Councillor Allard that they do not want these projects to proceed and requested his assurance that he would not support the projects.

Councillor Allard assured us that if our community did not want the projects to proceed, that he respects our concerns and would not support the projects.

I would remiss if I didn't quote the last paragraph in Mr. Jim Lear's letter dated April 24, 2017:

“We would sincerely hope that you will give this matter further thought and that you either scrap the whole idea - probably the best plan - or, at the very least, put the bridge and associated walk/cycle ways somewhere else.”

Sincerely,

Gerald Bentley

cc: Councillor Mr. Matt Allard