

### Background

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

### Engagement

The goal of the first phase of engagement was to create broad awareness and participation in the study through a variety of interesting and engaging opportunities to get involved.

The focus of early public feedback can be broken into three categories, with specific engagement objectives pertaining to gathering input within each category:

1. Bridge design
  - Community connections, priorities of use, possible enhancements.
2. Parks redevelopment
  - Current use, issues and opportunities for improvements and sharing amenities between newly connected parks.
3. Pedestrian and cycling connections
  - Confirm pedestrian and cycling strategies and identify issues, desired connections, and destinations.

The first phase of engagement was held from December 2017 to March 2018 and included stakeholder interviews and a meeting, an online survey, community feedback boxes, informative warming huts, a pop-up event and a public workshop.

### Promotion

Public engagement opportunities were promoted using the following methods:

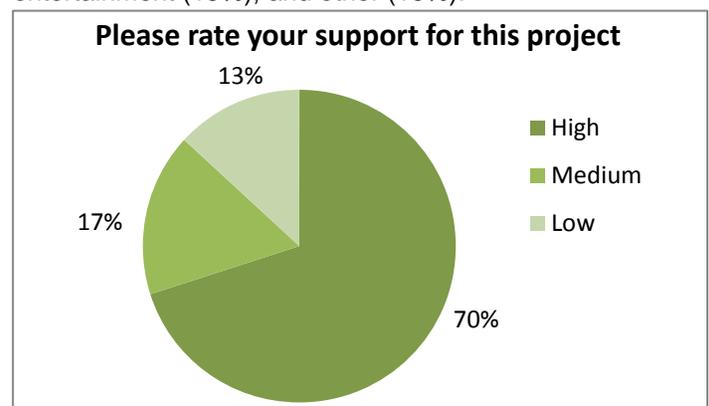
- City of Winnipeg website: Launched January 4, 2018 with 1,771 page views;

- News release: January 4, 2018;
- Six Facebook posts with 16,797 followers: January 4 – 30, 2018;
- Seven Twitter posts with 78,700 followers: January 4 – 30, 2018;
- City of Winnipeg public engagement newsletter with over 5,300 recipients: January 4 and January 18, 2018;
- Postcard delivered to 14,662 mailboxes in Downtown and Osborne Village: January 11, 2018;
- Advertisement in Canstar Sou'wester: January 17, 2018;
- Seven different media reports within: Canstar, ChrisD.ca, Winnipeg News, CBC and CTV between January – February 2018;
- Warming Hut: Placed on frozen Assiniboine River January 26 – March 3, 2018; and
- Feedback boxes and postcards located at Little Sister Coffee Maker and Fools and Horses coffee shops: January 8 - 19, 2018.

### Key Findings and What We Heard

*A detailed response table is on page two.*

- Participants in the online survey and public workshop were asked to rank eight different priorities in regards to the new pedestrian and cycling bridge. The final rankings were:
  1. Active transportation
  2. Parks extension/ neighbourhood extension
  3. Landmark and destination/ Riverbank connections/ Budget conscious
  4. Great view of the city
- When asked how participants expect to use a new bridge, the top answer was for leisure (41%), followed by daily commuting (28%), to connect to arts and entertainment (15%), and other (15%).





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Date	Activity	Details
December 19, 2017 – January 3, 2018	Key stakeholder interviews	Six one-on-one phone calls with community organization representatives who have an interest in the project.
January 4 – 31, 2018	Online interactive survey	Completed by 1,046 participants from a widely representative population describing their link to the area as: resident of Osborne Village (25.4%); visitor to the area (23.25%); traveler through the area (20.83%); resident of Downtown (15.99%); work in the area (14.11%), and; business owner (0.4%).
January 8 – 19, 2018	Coffee shop feedback boxes	Collected 58 completed postcards. Participants were encouraged to draw a bridge that would best support their needs and discuss the benefits of greater connectivity.
January 18, 2018	Stakeholder meeting	Invitations were sent to approximately 40 stakeholder organizations. The stakeholder meeting was attended by project staff and representatives from eight different organizations.
January 25, 2018	Public workshop	The event was attended by 71 members of the public. Participants provided feedback through a variety of group activities centred on the bridge, parks, and the cycling network.
January 26 – March 3, 2018	Warming Hut	Included in the internal competition of installations along the Red River Mutual Trail, the hut was located on the proposed location of a future bridge. The hut encouraged creative thinking about the project, included messaging about project benefits, and drove visitors to the project website.
March 1, 2018	Pop-up event	70 interactions. Located at the Warming Hut and at The Forks, the joint event with the designers of the hut allowed residents and members of the public to ask questions of the project team and sign-up for project updates.
March 13 & 14, 2018	Visits with businesses in Osborne Village	Conducted 35 in-person discussion with employees and owners of businesses within Osborne Village, dropped off 140 letters and received eight additional submissions through a targeted survey for businesses in Osborne Village.

What We Heard	How It Was Considered*
<b>BRIDGE</b>	
<b>Participants most preferred a bridge with a focus on active transportation.</b>	<p>The primary purpose of the bridge is to provide a crossing that accommodates all forms of active transportation, including cyclists and pedestrians. The project will be designed to respond functionally, safely and pleasingly to the needs of all users.</p> <p>As the project team moves forward with the evaluation of several different bridge design options, the evaluation criteria has been changed to reflect a heavier weighting on active transportation/pedestrian accommodations.</p>
<b>Participants expressed concerns about AT safety on and around the bridge, noting separation of cyclist and pedestrian traffic as a possible solution.</b>	<p>The risk of conflict between different categories of users is always taken into account in the design of a bridge. The bridge options do not show a physical separator (i.e. a curb) between pedestrians and cyclists on the bridge as it prevents pedestrians from safely accessing all sides of the bridge. Coloured or textured delineation and/or paths, as well as signage on the bridge will be considered in future design stages to help direct users in specific areas to prevent user conflicts, as the bridge width will be designed to be five metres wide.</p> <p>The bridge widths and bridge approaches through the parks (and to and from bike paths/the roads beyond the parks) will be designed to reduce collisions. Appropriate signage will be installed to advise cyclists to slow down or dismount. The top of the bridge deck (walking/riding surfaces) will be designed as best as possible to be comfortable and safe for Winnipeggers of all ages and abilities, including cyclists and pedestrians, and for all seasons.</p> <p>On either side of the bridge, the park setting, adjacent activities like playgrounds, and curved form of the paths will help calm speeds and heighten awareness, reducing conflicts between cyclists, pedestrians, and park users.</p>
<b>Concerns about isolation and crime</b>	The bridge deck will be completely visible from both parks and the riverwalk below,

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<b>prevention on the bridge and in the parks.</b>	<p>and special consideration will be taken into account during detailed design to avoid the development of potentially unsafe locations (e.g. hiding spots). Lighting will be designed so that individuals are seen from a long distance at night.</p> <p>Park lighting will be further reviewed as part of the detailed design, and any new vegetation will be selected and located to preserve sightlines and eliminate hiding spots. The expected increase in activity in both parks due to this new bridge will also be an effective deterrent to criminal activity. Crime prevention through environmental design (CPTED) principles will apply.</p>
<b>Year-round use of the bridge was a high priority, in particular regarding safe and comfortable use during the winter.</b>	<p>The bridge will be designed to enable year-round use, will comply with snow clearing requirements, and its top surface will be constructed to provide safe, non-slip conditions when wet. A 5.0 m bridge clear width was selected in accordance with engineering guidelines to provide enough space for pedestrians and cyclists (including wheelchair users) to share the space. This also allows enough space for snow clearing vehicles.</p> <p>Within the parks, planting design and path alignments will take winter comfort into consideration and capitalize on the natural sheltering effect of the existing mature trees and the topography.</p>
<b>Questions were raised about project need and if surrounding bridges could be improved for pedestrians and cyclists.</b>	<p>Property constraints and other factors prevented complete expansion of the Cycling Network on Osborne Street (including the Osborne Bridge) at the time of the rehabilitation in 2010-2012.</p> <p>The Midtown Bridge (along Donald Street) was recently rehabilitated to expand its service life; however, deck expansion to accommodate cycling traffic and the allowance for roadway shoulders would require another major rehabilitation phase (including substructure expansion), and this would be very costly and not practical at this time.</p>
<b>There was a strong preference for the creative use of lighting on and under the bridge as both a safety requirement and artful addition.</b>	<p>In order to enhance the experience of bridge users and onlookers, the creative use of lighting will be incorporated into the preliminary and detailed design of the bridge. Lighting will be designed to minimize light pollution and to provide sufficient levels to ensure the safety of the public.</p>
<b>Participants indicated a desire for public art to be incorporated into the bridge or bridge deck.</b>	<p>There is the possibility that the architectural design of a bridge is in itself a form of public art. The use of public art could be considered during the detailed design stage.</p>
<b>While not a top priority, there were several suggestions on how to enhance lookout opportunities on the bridge.</b>	<p>The bridge will be a natural location for users to stop and admire the city and the river. The deck space will be organized to allow for this to happen without hindrance of movement for passersby.</p>
<b>Gardens, planters or communal gardens were requested on the bridge.</b>	<p>The City's Parks and Open Spaces division deems from past experience that this is very difficult to maintain, therefore this feature has not been included in the bridge options designs. However, vegetation will be incorporated in to the new Parks designs and the tree canopy will provide vegetation near and partially above the bridge.</p>
<b>The environmental impact of the bridge regarding light pollution and riverbank impact.</b>	<p>Consideration will be taken with respect to environmental impact. The bridge options will be developed to not include any in-stream piers (columns) in order to reduce impact on the river habitat and prevent ice jams in the spring, as well as allow for uninterrupted river flow.</p> <p>Some trees will need to be removed for construction of riverbank stabilization, to allow access to construct the bridge, and to build accessible ramps extending to the riverwalk. The design team is working to minimize impact on existing, especially mature, trees, New trees will be planted in locations surrounding the new park infrastructure. Similarly, lighting will be designed for safety but there will be an effort to minimize light pollution.</p> <p>Riverbank stabilization will be a major component of the park modifications, and will have a positive environmental impact with prevention of future erosion and loss of riverbank vegetation.</p>



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<p><b>In regards to parks, there is a high community value on preserving neighbourhood greenspace.</b></p>	<p>This is a rare opportunity for a new crossing to also be a link between two parks. The intent is to use this project to make improvements to parks based on community input and need. Impact of park improvements on heritage trees will be minimized in both parks while newly planted trees will aim to achieve no net loss of trees on site.</p>
<p><b>MCFADYEN PARK</b></p>	
<p><b>In McFadyen Park the tennis courts were noted as being well used.</b></p>	<p>Re-configuration and upgrading of the tennis courts will include new surface and fencing.</p>
<p><b>Respondents noted the park was a great place for children.</b></p>	<p>McFadyen Park redevelopment is aimed at improving the most popular elements of the current park, such as the playground and tennis courts, grouping them and bringing them closer to the street for enhanced vibrancy and ease of access. Underutilized or ageing facilities like the wading pool are in most cases replaced or reconfigured in a new location within the two parks. In McFadyen Park, a new expanded playground with seating areas, structures and naturalized play are proposed. Structures will include items like swing sets, slides, climbing bars etc. Natural play components will include items such as plants, logs, water, sand, climbing boulders, hills and trees. These components will represent the larger wild 'riverbank' environment in a safe and manageable way, while facilitating imaginative and explorative play. The fence will also deter children from running across Assiniboine Avenue.</p>
<p><b>Desire for improved park lighting</b></p>	<p>Lighting will be added to the pathways leading to the pedestrian bridge and the accessible ramp to the riverbank.</p>
<p><b>FORT ROUGE PARK</b></p>	
<p><b>Most popular activities within the park were walking, visiting with children and use of the spray pad.</b></p>	<p>The new design respects and works within the historic trail pattern, while recommending sensitive upgrades to the ageing play equipment, and a significant expansion and upgrade to the popular spray pad, which was near capacity and will now be servicing neighbourhoods on both sides of the river. The design also includes upgrades to three playgrounds with new structures and naturalized play. Structures will include items like swing sets, slides, climbing bars etc. to replace ageing / dated equipment. Natural play components will include items such as plants, logs, water, sand, mud, climbing boulders, hills and trees. These components will represent the larger wild 'riverbank' environment in a safe and manageable way, while facilitating imaginative and explorative play.</p>
<p><b>Respondents wanted better access to riverbank</b></p>	<p>New accessible path and ramp to provide barrier-free access to a potential new dock location at the river will be designed. New river edge dock for fishing, canoe launch, potential water taxi stop in summer and access to river trail in winter is being considered at this time. New rip-rap blanket to prevent bank erosion is part of the design.</p>
<p><b>Several comments noted that Fort Rouge Park could have a better connection to Osborne Village</b></p>	<p>Improved park street-front appearance with ornamental fencing and contemporary park signs will be designed. This fence will also act as a safety feature for visitors, providing a barrier between the park and River Avenue.</p>
<p><b>CYCLING AND PEDESTRIAN CONNECTIONS</b></p>	
<p><b>Of the preferred walking and cycling routes noted by participants, there were several locations along Osborne Street that were commonly deemed as unsafe.</b></p>	<p>Input around safety will be used when considering the preferred route and CPTED elements. The proposed pedestrian and cycling bridge from Fort Rouge Park to McFadyen Park and neighbourhood greenway on Scott Street, as well as the existing neighbourhood greenway on Nassau Street, will provide alternative north-south routes so Osborne Street can be avoided.</p>
<p><b>The public identified "key connections" in Osborne Village: Confusion Corner, River Avenue/Osborne Street and Fort Rouge Park</b></p>	<p>The conceptual route options developed connect to Fort Rouge Park and River Avenue/Osborne Street. Confusion Corner is connected to the pedestrian and cycling network by the Pembina Highway protected bicycle lanes and Donald Street off-street path.</p>



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<b>The public identified “routes with best connections” on Donald Street, Stradbrook Avenue, River Avenue, Roslyn Road, Nassau Street and Assiniboine Avenue</b>	The conceptual route options include all of the streets identified as “best connections” by the public.
<b>The public identified “routes that are currently unsafe”: Osborne Street between Stradbrook Avenue and Assiniboine Avenue</b>	The proposed pedestrian and cycling bridge from Fort Rouge Park to McFadyen Park and neighbourhood greenway on Scott Street, as well as the existing neighbourhood greenway on Nassau Street will provide alternative north-south routes in Osborne Village as well as a connection to Downtown for pedestrians and cyclists. When evaluating the cycling network options, safety for all users of the system was considered, and the design of the cycling network in Osborne Village will utilize best practices to improve the safety of intersections. By developing a formal cycling network in Osborne Village, cyclists will be directed to intersections that have been designed with cyclist safety in mind.
<b>The public identified “routes with lots of use” on Roslyn Road (west of Osborne Street), Osborne Street Bridge, Assiniboine Avenue</b>	These roadways are currently used as the main cycling route from the Nassau Street neighbourhood greenway to the Assiniboine Avenue protected bicycle lane. Roslyn Road and the Osborne Street Bridge are not ideal as they have high vehicle traffic volumes and do not have separated cycling facilities. The conceptual route options developed for the pedestrian and cycling network and proposed pedestrian and cycling bridge from Fort Rouge Park to McFadyen Park provide alternative routes to connect to the existing facilities on Nassau Street and Assiniboine Avenue.
<b>The public identified “places with issues”: Osborne Street Bridge, Midtown Bridge, Confusion Corner, River Avenue, and Stradbrook Avenue</b>	The proposed pedestrian and cycling bridge from Fort Rouge Park to McFadyen Park will provide an alternative crossing of the Assiniboine River so issues at the Osborne Street and Midtown bridges can be avoided. Protected bicycle lanes on River Avenue and Stradbrook Avenue ) will address most issues identified by the public. Other issues identified relate to crossing River Avenue and Stradbrook Avenue at Scott Street, which will be reviewed during the functional design.

\*The preliminary bridge design and functional cycling and pedestrian connections are still under design and may be subject to change from the concepts presented.

## Next Steps

Using public feedback, the project team developed concepts for the parks redesign, pedestrian and cycling improvements in Osborne Village, and three possible bridge designs options. The project team will seek public input on refinements and improvements to these designs during the second phase of engagement.

Opportunities to provide feedback during phase two of public engagement will be available on the [engage tab](#) of the project website.

Following phase two engagement, the project team will consider the public’s feedback and develop the preliminary design. A recommended preliminary design (bridge and parks and functional design (pedestrian and cycling connections) report will be submitted for Council consideration. A detailed design phase will be required ahead of project construction. Funding for detailed design and construction will be contingent on Council approval.

A final public engagement report will be made available in fall 2018 once the engagement process is complete.

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