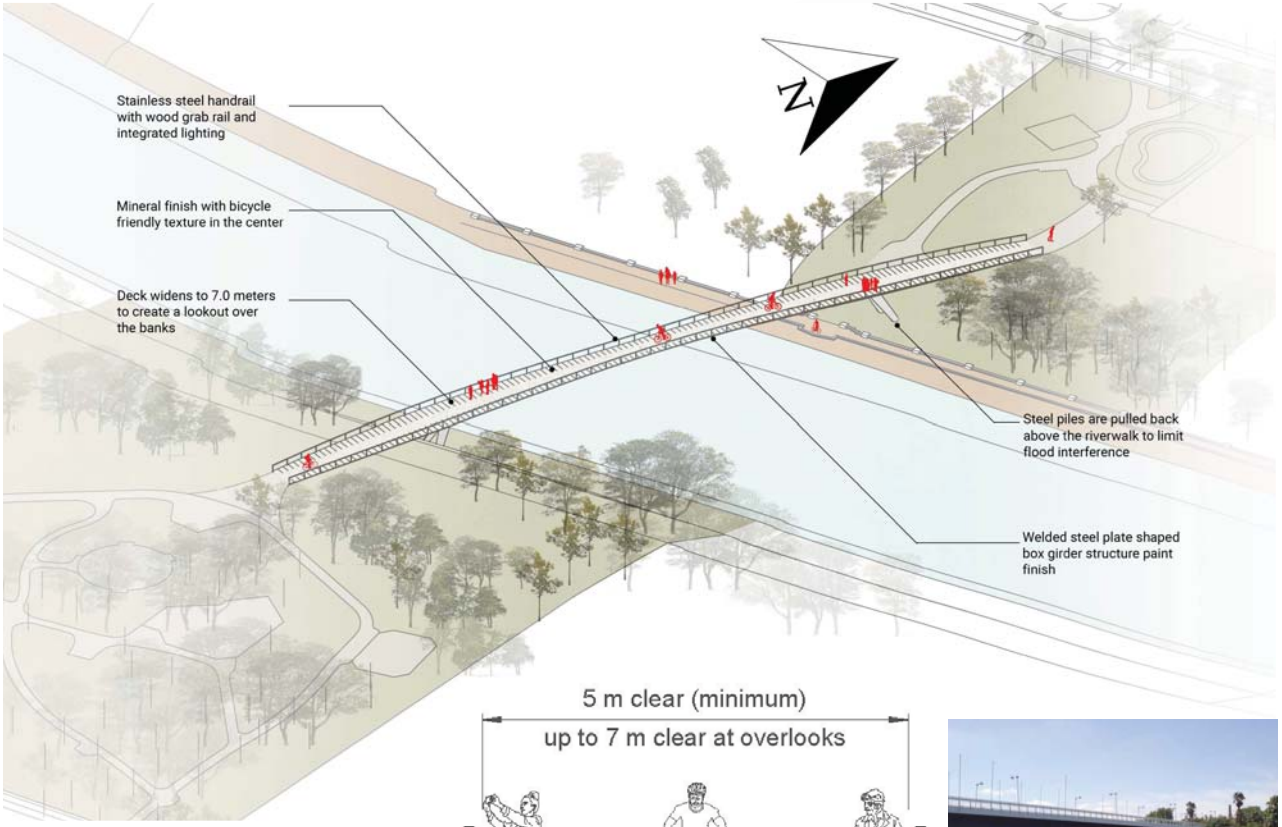
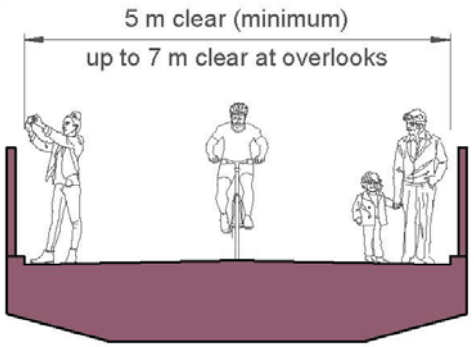
# Bridge Option 1: Girder Bridge


| Key attributes specific to Bridge Option 1: Girder Bridge |
|---|
| This is a straight bridge which crosses the Assiniboine River at a skew angle. |
| There are two areas of the bridge that gradually expand to 7.0 m wide overlook points. |
| This bridge can be made more aesthetically beautiful with lighting and artistic features. This bridge features a unique shallow girder design intended to present a slender modern look to the structure. |
| This bridge option presents the least cost option, compared to Option 2: Cable-Stayed Bridge, and Option 3: Suspension Bridge. |



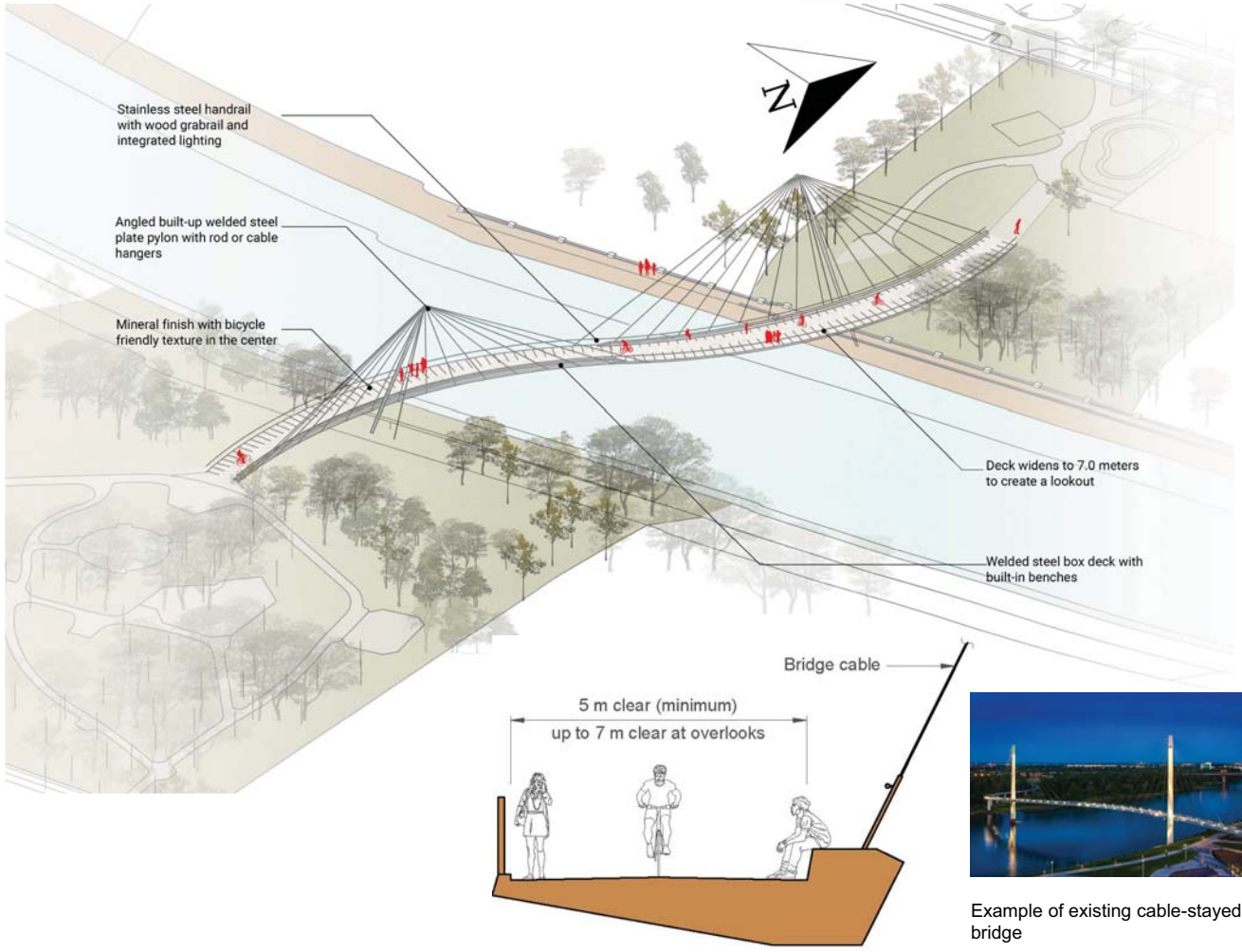





Example of existing girder bridge

# Bridge Option 2: Cable-Stayed Bridge

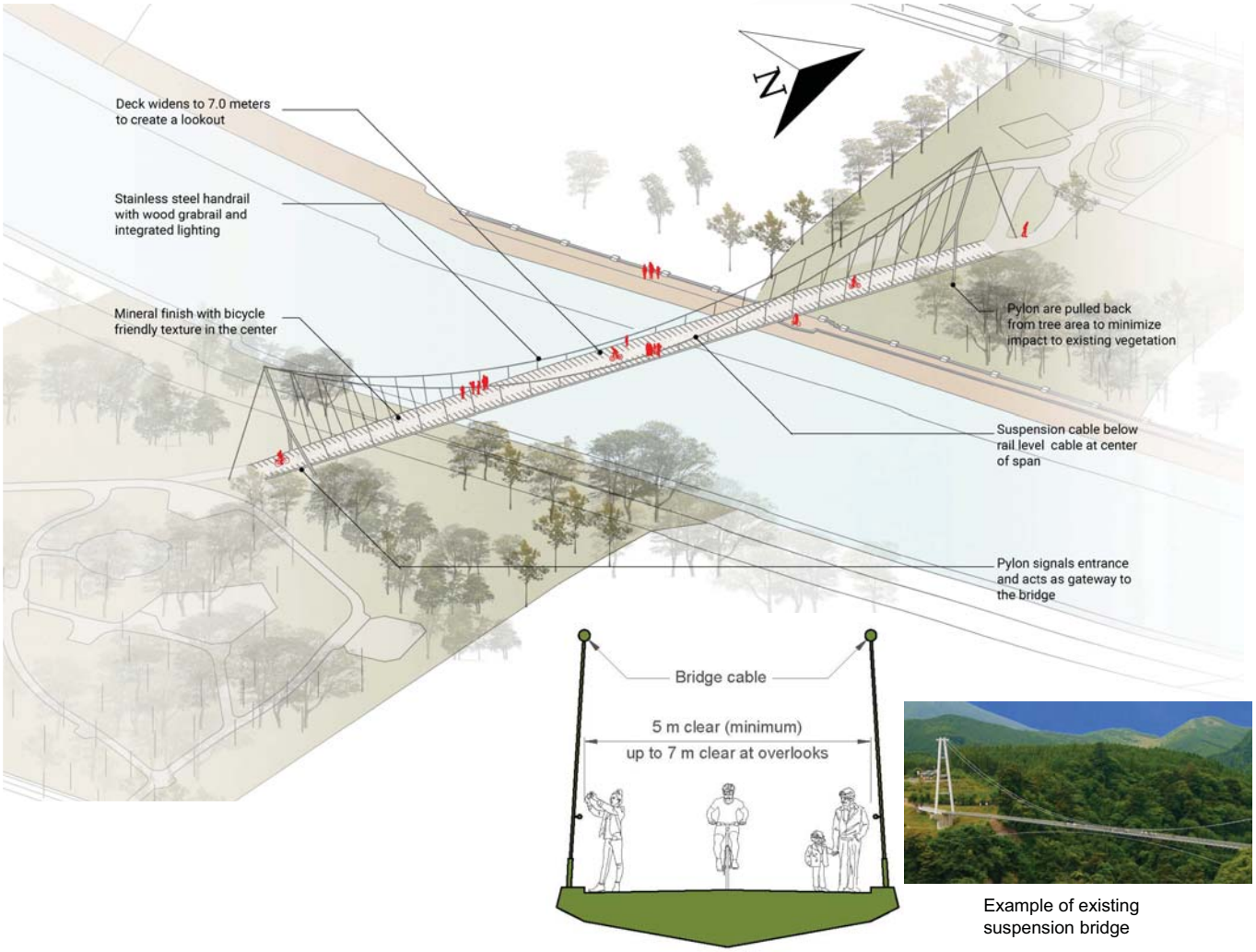

| Key attributes specific to Bridge Option 2: Cable-Stayed Bridge |
|---|
| Landmark double curved bridge:<br>• Could attract visitors (as there are very few curvilinear cable-stayed bridges in North America, and this would be the first in Canada).<br>• Aesthetically unique as it allows someone on the bridge to see the other side of the bridge while crossing it.<br>• The double curved feature may help to provide a better “connection to the parks” feeling.<br>• The double curved feature will naturally help to slow down pedestrians and cyclists on the bridge (when compared to a straight bridge).<br>• The double curved bridge mimics the meandering rivers and streets along rivers in Winnipeg. |
| The centre of each of the two bridge curves gradually expands to a 7.0 m wide overlook point. |
| A long bench is built into each of the inner curves. |
| This bridge has two angled towers (near each end/abutment) that the cables connect to. |
| This option is more expensive than Option 1: Girder Bridge and is comparable in price to Option 3: Suspension Bridge. |
| The cable stays on each curved side will project shadows on the water resembling rays on sunny days. |
| The bridge cables allow for the inclusion of artistic lighting above the bridge. |




Example of existing cable-stayed bridge

# Bridge Option 3: Suspension Bridge

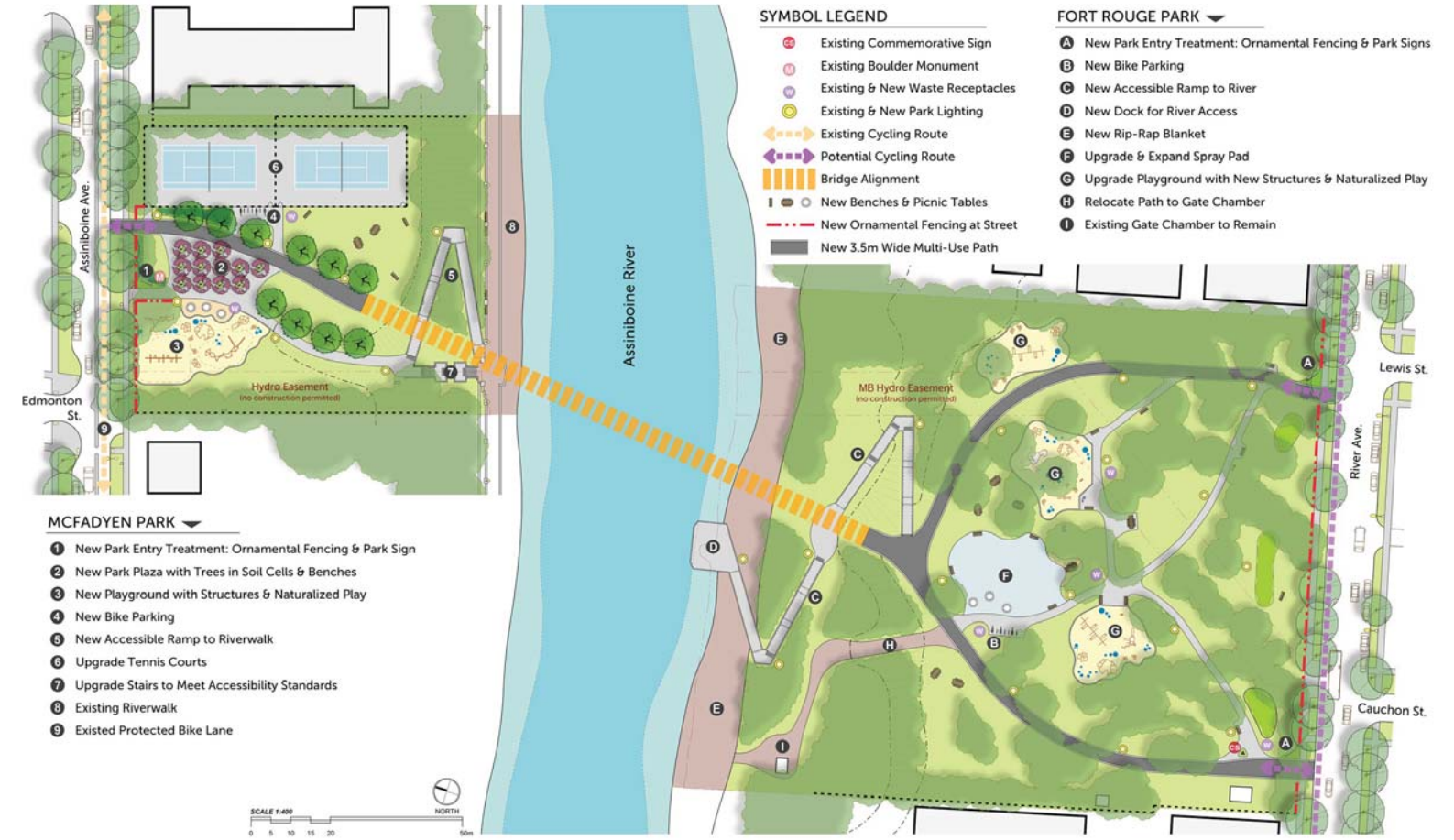

| Key attributes specific to Bridge Option 3: Suspension Bridge |
|---|
| Landmark straight bridge:<br>• Could attract visitors (as there are no suspension bridges in Winnipeg). |
| This is a straight bridge which crosses the Assiniboine River at a skew angle. |
| The centre of the bridge gradually expands to a 7.0 m wide overlook point. |
| This bridge has two piers at each end from which cables are suspended from. |
| The piers will be located on the riverbanks and the suspension cables strung between them will resemble two separated spaces now connected and held together by the new structure. |
| This option is more expensive than Option 1: Girder Bridge and is comparable in price to Option 2: Cable-Stayed Bridge. |
| The bridge piers and cables allow for the inclusion of artistic lighting above the bridge. |






Example of existing suspension bridge

# Park Improvements Map




**PROPOSED FORT ROUGE & MCFADYEN PARKS CONCEPT PLAN**
OSBORNE TO DOWNTOWN WALK BIKE BRIDGE AND CONNECTIONS

# Park Improvements

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

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

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

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

**Examples of proposed park enhancements**


New dock for river access


Upgrade tennis court


New bike parking


New park plaza


Ornamental fencing


Naturalized play equipment


Upgrade and expand spray pad


New accessible ramp to river

# Proposed Routes: B- River Avenue and Stradbrook Street

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

## River Avenue

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

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

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

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

## Stradbrook Avenue

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

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

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

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

# Shared Values/Concerns

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

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

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

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

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