

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

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



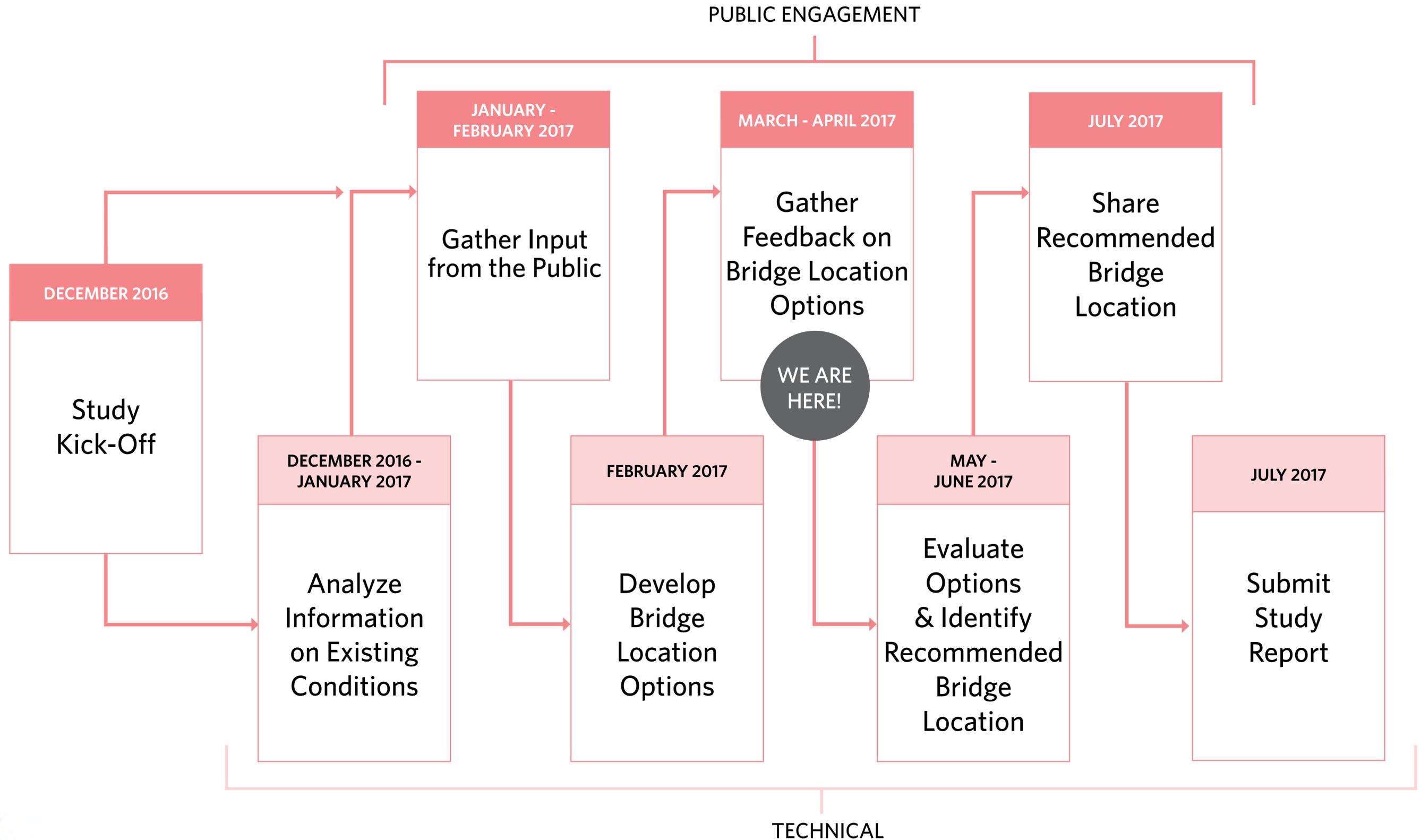
Seine River Crossing



Identifying a New Pedestrian and Cycling Bridge Location



Timeline

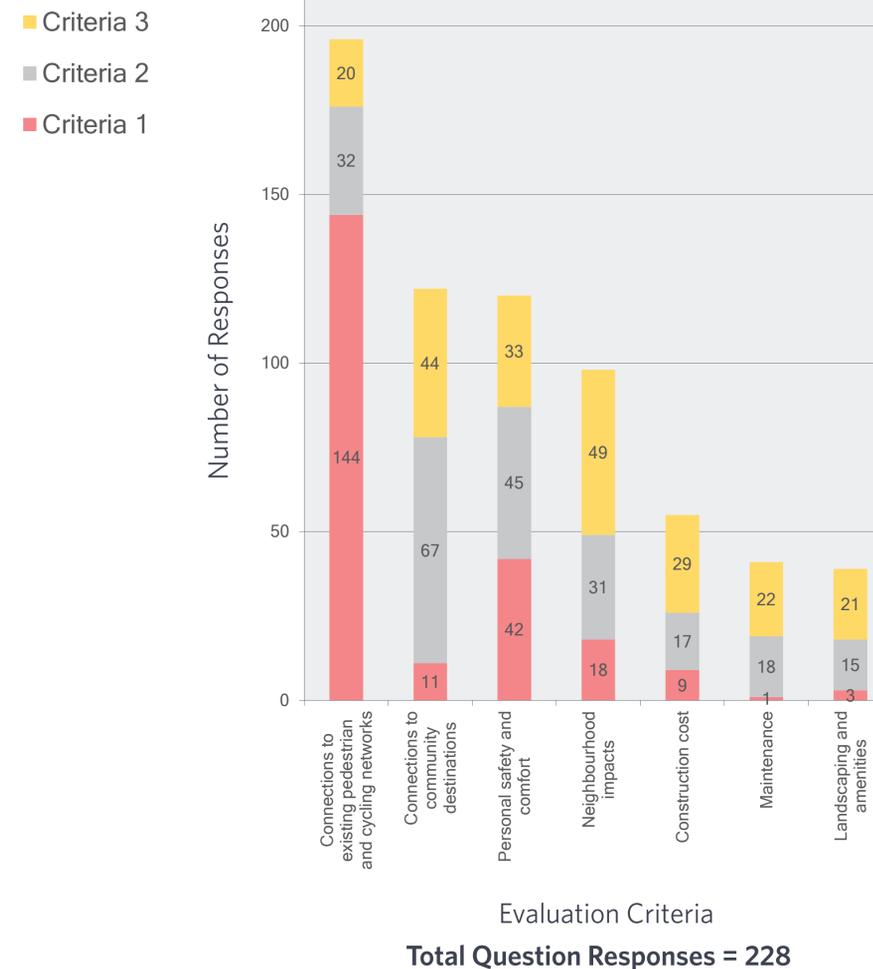
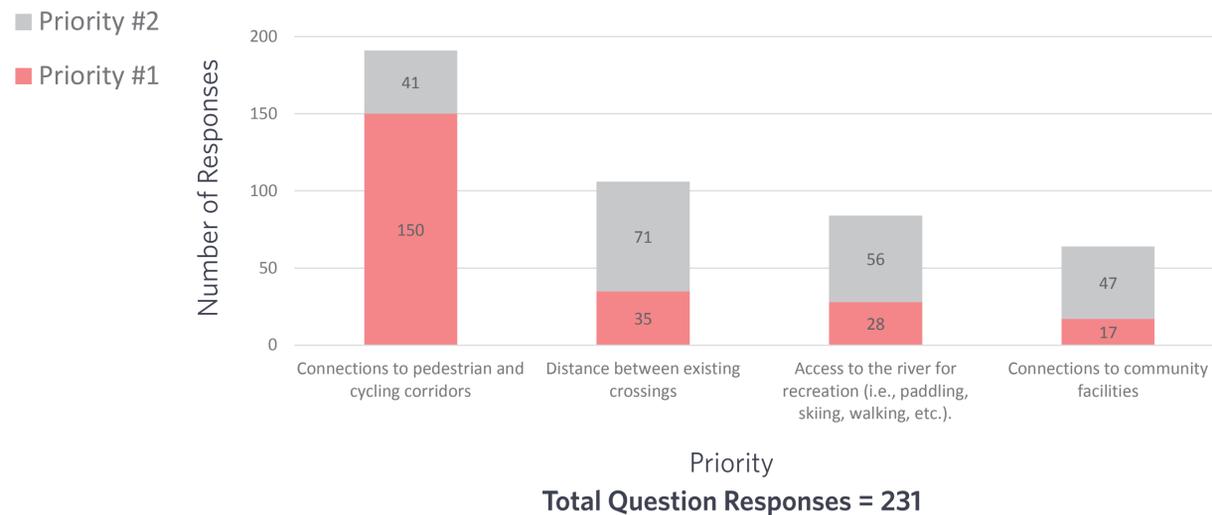


What We Heard: Survey

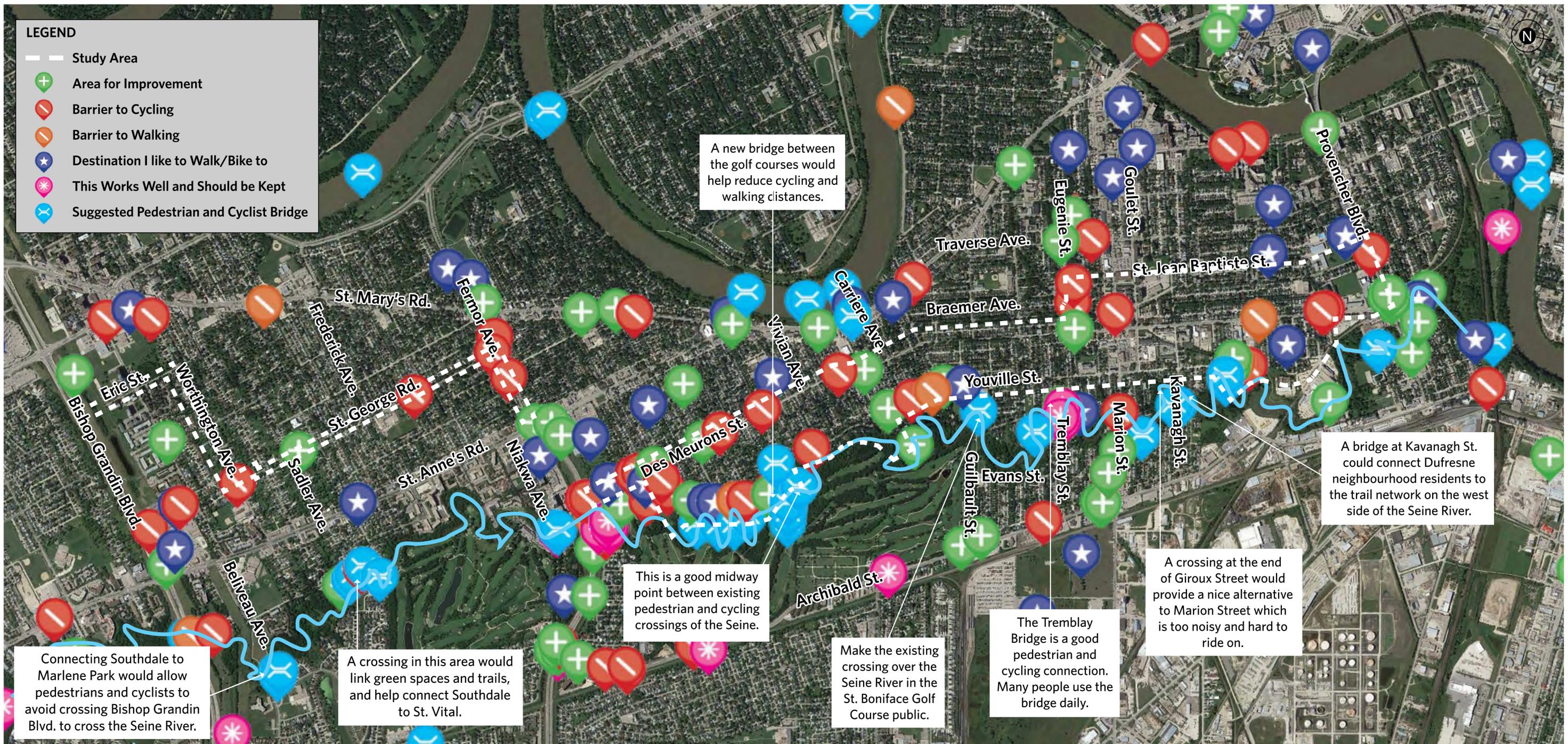
A survey was available online from January 31 to February 20, 2017, asking for input on identifying a new pedestrian and cycling crossing location.

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

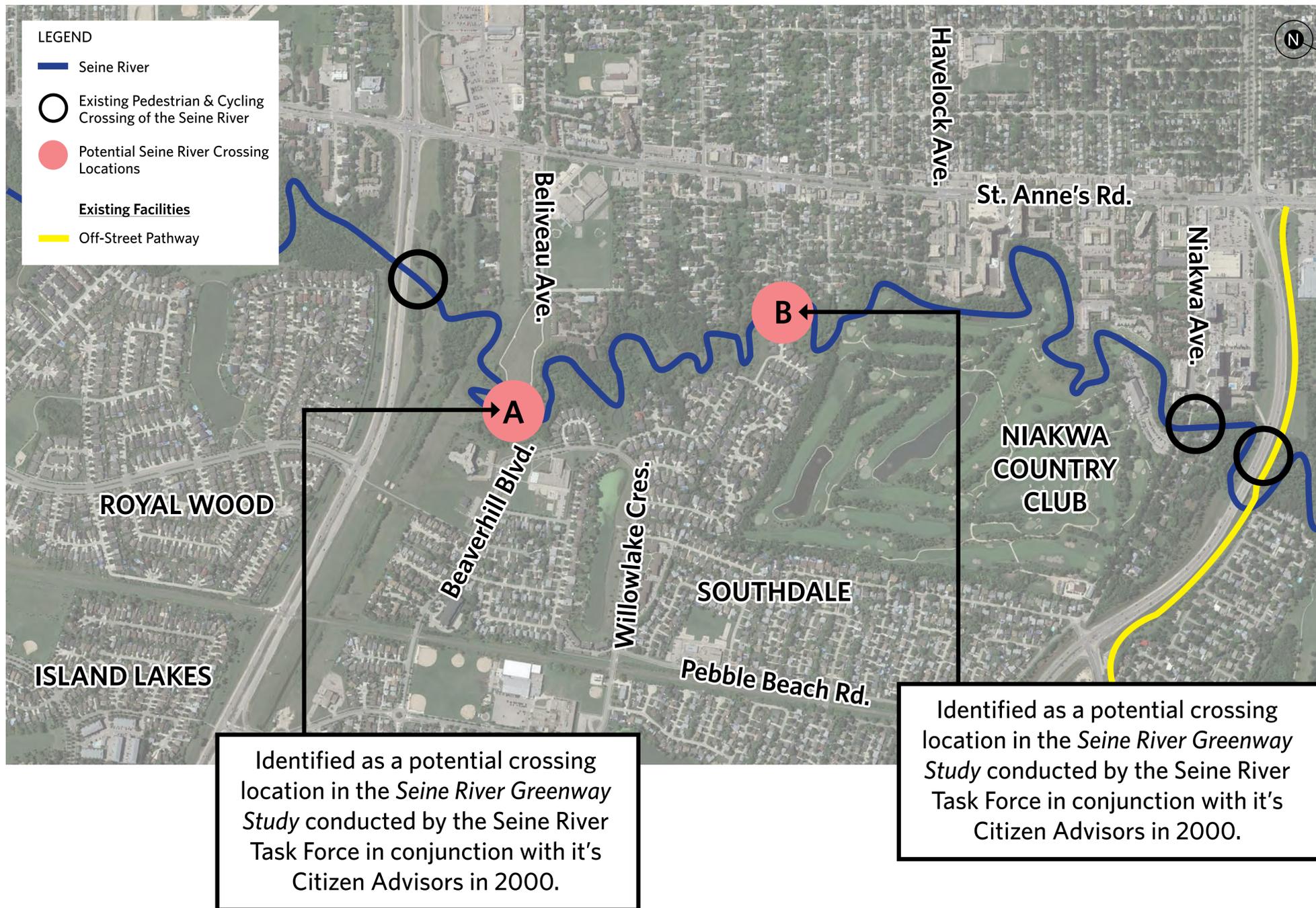
If multiple crossing locations are identified, the City will evaluate each option against established criteria. From the list below, please identify three criteria which you believe should be used to evaluate each option.



What We Heard: Online Map



Potential Crossing Locations



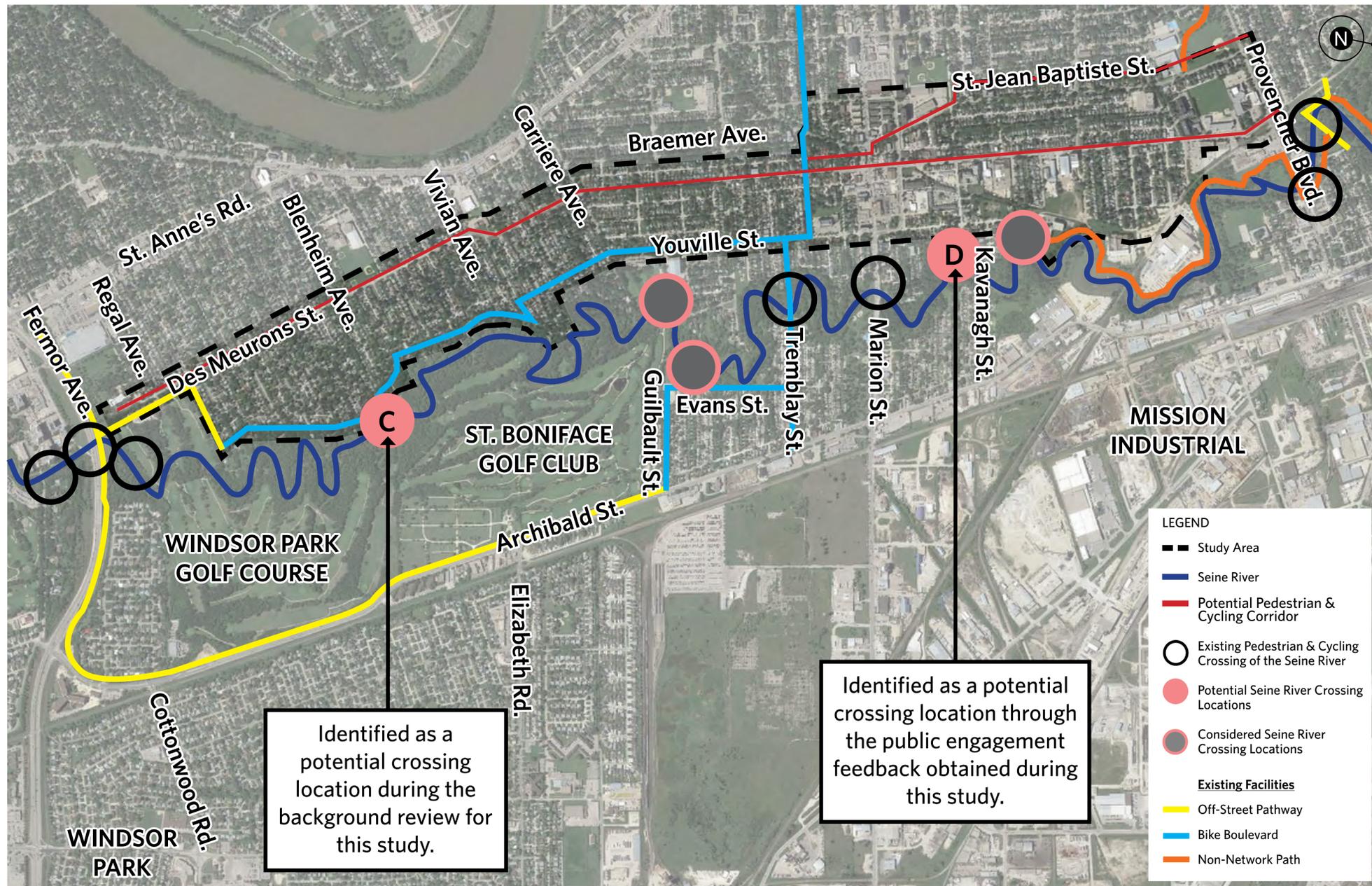
LOCATION A: BELIVEAU RD. / BEAVERHILL BLVD.

- » 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 Beliveau Rd. to the south.

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.

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

Thank You

Thank you for participating.

Please fill out a survey before you leave.

The boards and survey are available at:
www.winnipeg.ca/walkbikeprojects

The survey will be available until April 13, 2017

If you have any questions, please contact:

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