



**DILLON**  
CONSULTING

CITY OF WINNIPEG

# Public Engagement Report

Fermor Bridge over Seine River Rehabilitation and Roadworks  
Detailed Design



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## 1.0 Introduction

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Dillon developed a comprehensive engagement strategy for Fermor Avenue Bridge over the Seine River Rehabilitation and Roadworks preliminary design project to ensure that the community and key stakeholders had input into the design process and their voices heard. This engagement program consisted of two rounds of stakeholder and public engagement, the first which was carried out between August and October 2016, and the second which occurred over November and December 2016.

- Round 1 – Summer/Fall 2016 – 13 Stakeholder and Resident Meetings, focused on project information, opportunities and constraints, and issue identification, with approximately 30 participants;
- Round 2 – Fall/Winter 2016 – Preliminary Design Open House event with approximately 200 participants

The input received in the preliminary design process was used in decision making during detailed design. As the project progressed there were fewer opportunities for input, but a desire to continue refining the design with stakeholders. The City determined that the engagement program for detailed design would consist of one public information session and an on-line survey.

- Round 3 – Winter 2018 – Detailed Design Public Information Session and on-line survey.

The stakeholder engagement programs for the preliminary and detailed design were developed and conducted in accordance with International Association of Public Participation (IAP2) best practices by planners with extensive engagement experience, with the engagement lead possessing IAP2 Fundamentals and IAP2 Emotion, Outrage, and Public Participation (EOP2) training.

## 2.0

## Engagement Methodology

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The public engagement team devised a three-round engagement strategy (each will be outlined in this report). The objectives of the three rounds were three-fold: to inform and communicate project details; to gauge concerns and record questions; and to receive input on potential impacts. Due to the bi-lingual nature of the St. Vital area, supporting materials and advertisements were also provided in both official languages.

Several tools were used to carry out Round 1 of the consultation and engagement strategy, including:

- Individual and group stakeholder meetings;
- Phone and email conversations;
- Notification via mail, email, and telephone;
- Website content and updates; and,
- City of Winnipeg press releases and social media feeds.

Round 2 built upon Round 1, and included the following additional tools:

- Public open house
- Community surveys (online and hard copy)

Round 3 was used to communicate the detailed design project to the public with the following tools:

- Public information session
- Community surveys (online and hard copy)

## 3.0 Round 1 - Stakeholder Meetings (August 2016 to October 2016)

### 3.1 Stakeholder Identification

As part of the preliminary design phase the project team identified and grouped stakeholders within the project scope area. The project team used a “Stakeholder Tier System<sup>1</sup>” methodology, which roughly equates to the following:

- Tier 1 Stakeholders were those who would be directly impacted by the project, or live/work/own property immediately adjacent to the project area;
- Tier 2 Stakeholders consisted of those who may be indirectly impacted by the project, or live/work/own property within close proximity to the project area; and,
- Tier 3 Stakeholders include those who are interested in the project, and the public at-large.

Stakeholders included, but were not limited to:

- Adjacent landowners;
- Nearby residents;
- Property managers and owners in the immediate vicinity;
- Local businesses and organizations, such as the Old St. Vital BIZ;
- Advisory and interest groups, such as Winnipeg Access Advisory Committee, Save Our Seine, Winnipeg Trails Association, Functional Transit Winnipeg, and Bike Winnipeg;
- City departments, including Winnipeg Transit;
- Utilities and railways; and,
- Local schools and school divisions, such as Louis Riel School Division and Division Scolaire Franco Manitobaine.

See **Appendix I** for the detailed Master Stakeholder List.

### 3.2 Notification Strategy

The engagement team used a variety of methods to notify stakeholders in Round 1. Notifications were emailed to key stakeholder groups and organizations. For adjacent residents and businesses, letters were delivered directly. Finally, content was posted on the City’s website with contact information.

See **Appendix B** for notification letter samples.

<sup>1</sup> As outlined in Plan Canada’s Spring 2013 issue’s article “The Stakeholder Tier System – a tool to assist management of public engagement processes for large infrastructure projects”, by Donovan Toews.

### 3.3 Engagement and Notification Materials

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The project team used the following engagement materials for Round 1 to achieve the goals listed in Section 2.0 Engagement Methodology:

- Sign-in sheet, to record contact information for future events;
- Stakeholder map, to visually track where stakeholders were located;
- Fermor Avenue concept map, to help stakeholders visualize potential improvements along Fermor Avenue, and the intersection of Fermor Avenue and St. Anne’s Road, and at the intersection of Fermor Avenue and Archibald Street; and,
- Pebble Beach Road concept map, to help stakeholders visualize the potential bike and pedestrian infrastructure.

The concept maps outlined above can be found in **Appendix A**. See **Appendix B** for samples of the notification materials, and **Appendix H** for the sign in sheets.

### 3.4 Stakeholder Meetings

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In August 2016 Dillon organized 3 group stakeholder meetings. In October and November 2016, Dillon organized and held a series of 13 individual property owner meetings and group stakeholder meetings. Stakeholder meetings included, but were not limited to:

- Adjacent businesses and organizations;
- Adjacent residents;
- Interest groups; and,
- Residential property managers and owners.

See **Appendix C** for the complete list of stakeholder meetings, dates, and times.

### 3.5 Feedback

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Summary notes were taken at each stakeholder meeting – this feedback was then grouped into themes, synthesized, and analyzed by the engagement team. The feedback was then shared with the design team iteratively throughout the design process, so they could consider (and potentially address) issues, challenges, and impacts raised by the stakeholders. The engagement team and design team had several upload-download meetings during Round 1, to ensure that the feedback was being addressed where possible.

Generally, the feedback for the project was positive, and can roughly be grouped into the following themes:

- Many felt the exit to Alpine Avenue from Fermor Avenue just east of St. Anne’s Road is dangerous;
- Most felt the proposed access changes on Alpine Avenue are safer than what exists now;

- Most felt the proposed intersection improvements at Fermor Avenue and St. Anne's Road would increase safety for all uses & modes;
- Some talked about long waits when turning right from Niakwa Road onto St. Anne's Road;
- Some talked about vehicles cutting through Seagrim Road to avoid the Fermor Avenue and St. Anne's Road intersection;
- Attendees indicated that many people who live in the area are seniors and/or have mobility issues;
- Many felt the Royal Salinger Road intersection is unsafe and can be designed in a better way;
- Attendees indicated that cut through vehicle traffic utilizes Pebble Beach Road to access Fermor Avenue at Archibald Street, and many felt a crossing in front of Niakwa Place School is necessary;
- Niakwa Road east of the Seine River is heavily used by cyclists and pedestrians, and improvements are needed;
- Most felt pedestrian linkages across Fermor Avenue are currently lacking; and,
- Most were happy with the proposed pedestrian & cycling underpass.

Most stakeholders also had specific feedback, generally relating to their property or daily routes. This feedback centred on specific issues relating to access, intersection wait times, length of left and right turn lanes, additional pedestrian train track crossings, and traffic. See **Appendix C** for the summary table of stakeholder meetings, issues raised, and how they were considered and / or addressed as part of the project, as well as individual stakeholder meeting summary notes.



## 4.0 Round 2 – Open House (November 2016 to December 2016)

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On December 13, 2016 Dillon hosted a public open house for members of the public at Southdale Community Centre (254 Lakewood Blvd.). The open house was organized in a drop-in format, where attendees were free to browse the display boards at their leisure. Members of the project team were present to answer questions and receive feedback. The Fermor Avenue concept map with potential design solutions was laid on tables, with Post-It® notes available for attendees to provide feedback on the overall design and specific issues. Attendees were encouraged to fill out exit surveys, which solicited feedback in regards to the access changes on Alpine, the preliminary design for the bridge and intersection improvements, the pedestrian and cycling, and transit components of the project.

A total of 178 people signed in over the course of the open house (from 4:00 PM – 8:00 PM) – however, attendance was likely closer to 200, as not all attendees chose to sign in (See **Appendix H** for sign-in sheets). Local media outlets, including CBC, the Lance and La Liberté, covered the event in both English and French.

Please see **Appendix A** for a copy of the open house display boards and Fermor Avenue concept map, and **Appendix D** for summary diagrams of the Post-it note comments.

### 4.1 Stakeholder & Open House Notification

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The engagement team used the same notification methods to follow up with the stakeholders as in Round 1. Stakeholders were emailed and letters were delivered to adjacent residents, businesses, and property owners. Project information was also posted on the City's website with contact information.

The open house event was advertised through a variety of methods. A notice was sent in the mail to over 6,000 households and businesses in the area, via a Canada Post Unaddressed Admail drop (see target letter carrier walks below). The notice was also posted online approximately two weeks before the open house event, and a print ad ran in three local newspapers – The Winnipeg Free Press, the Winnipeg Sun, and the Lance. Moreover the notice was posted in several key locations throughout the area (e.g. local schools, local businesses, libraries, community centre, etc.) – approximately 10 locations in total. In addition, information was shared via news release, project webpage, and the City's social media accounts.

**Target Letter Carrier Walks (LCWs)**

DELIVERY MODE		SECONDARY INSTALLATION	HOUSES	APARTMENTS	TOTAL RESIDENCES	BUSINESSES	TOTAL DISTRIBUTION
R2M	LC 0753	WPG LCD St Vital	806	90	896	59	955
R2M	LC 0767	WPG LCD St Vital	907	51	958	48	1006
R2M	LC 0775	WPG LCD St Vital	210	1051	1261	17	1278
R2M	LC 0779	WPG LCD St Vital	251	910	1161	43	1204
R2J	LC 0580	WPG LCD NE 5	450	167	617	4	621
R2J	LC 0592	WPG LCD NE 5	355	200	555	10	565
R2J	LC 0593	WPG LCD NE 5	413	101	514	2	516
<b>TOTALS</b>			<b>3392</b>	<b>2570</b>	<b>5962</b>	<b>183</b>	<b>6145</b>

See **Appendix B** for the English and French open house notification materials.

**4.2 Engagement and Notification Materials**

The following engagement materials were used at the open house event in Round 2 to achieve the goals outlined in Section 2.0 Engagement Methodology:

- Sign-in sheet, to record contact information for future events;
- Stakeholder map, to visually track where stakeholders were located;
- Open House boards (English, 5 key boards also in French);
- Fermor Avenue concept map, to help stakeholders visualize potential improvements along Fermor Avenue, and at the intersection of Fermor Avenue and St. Anne’s Road, and at the intersection of Fermor Avenue and Archibald Street; and,
- Exit surveys at the open house and online community surveys (English and French).

The open house boards and concept maps outlined above can be found in **Appendix A**. See **Appendix B** for samples of the notification materials, **Appendix D** for the exit surveys and online community surveys and a summary of the feedback, and **Appendix H** for the sign in sheets.

**4.3 Feedback**

To supplement the open house event the engagement team created a community survey, which was disseminated at the open house (hard copies) and posted online. The engagement team analyzed a total of 66 responses (39 online surveys, and 26 hard copy surveys from the open house), with the high level results of those surveys provided below. Additionally, participant feedback was left on the various maps laid out at the open house, which was tracked, analyzed, and provided to the design team for consideration.

### 4.3.1 Community Survey Results

#### 4.3.1.1 Quantitative

The majority of participants in the community survey were residents within the project area (62.1%), while another 32.8% noted they do not live or work in area but have a general interest in the project, and 4.5% were a part of an organization or group within the project area. Of the respondents that attended the public open house: 89.3% found the information provided helpful; 7.1% found the information somewhat helpful; 92.9% found the staff at the open house helpful; and 7.1% found the staff somewhat helpful. Of the 66 respondents, 35 provided contact information and indicated they would like to receive further communications regarding the project. Their contact information was subsequently added to the master stakeholder list.

#### 4.3.1.2 Qualitative

While there were several specific and localized comments in response to the different questions in the community survey responses, the majority of comments can be grouped into the following 10 themes. They are roughly ranked in terms of how many times each theme was mentioned in the community surveys (most frequently mentioned theme at the top).

- The pedestrian and cycling components of the project were well received;
- The bridge rehabilitation and intersection improvements make sense and were well received;
- Access changes on Alpine Avenue are a positive change and look safer, and will likely improve traffic flow;
- The project in general was well received;
- Transit improvements were viewed positively;
- Concerns about noise and traffic during construction;
- Concerns about potential environmental impacts on the Seine River corridor;
- Concerns were expressed about safety in the pedestrian underpass;
- Fermor Avenue should be three lanes in either direction; and,
- Many were doubtful about whether future phase work will happen.

In regards to their **top five comments or thoughts**, respondents mentioned the following: 24.2% felt the project in general is great and agreed with the design concept being proposed; 21.2% of individuals were happy with the pedestrian and cyclists improvements; 7.6% of people mentioned they liked the access lane improvements; 7.6% felt Fermor Avenue should be widened to three lanes in either direction; and 7.6% expressed concerns about whether or not the future phase work would happen.

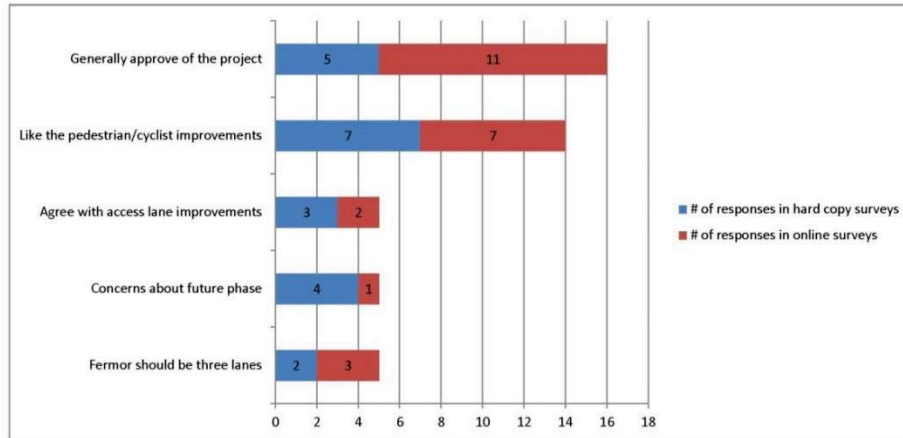


Figure 1 - Top Five Themes

When asked about **potential impacts the project team should consider** 10.6% of respondents mentioned concerns about construction noise and traffic, and 9.1% of respondents expressed concern for the environment, specifically the river bottom forest along the Seine River.

The community survey asked specifically about the **access changes to Alpine Avenue**, and in response, 28.8% of individuals agreed with the changes and 16.7% indicated they would likely increase safety; 6.1% agreed the changes would improve traffic flow; and 3% felt the changes are not necessary. When asked specifically about the **pedestrians and cycling facilities**, 50% of respondents felt they were great and 9.1% had concerns about the safety, particularly in regards to the pedestrian underpass. In response to the question about **transit**, most people felt unaffected by the changes, but 10.6% felt they were good changes. Finally, in the section designated for **additional comments**, 4.5% of respondents indicated they wanted to see improvements made to the Royal Salinger and Fermor Avenue intersection.

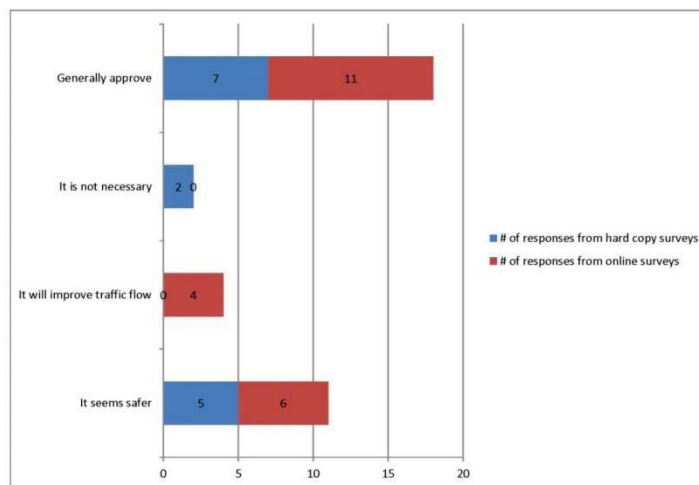


Figure 2 - Changes to Access Themes

Most respondents also had specific feedback based on their own use of the area. Some of these comments included: extending turn lights and increasing the number of lanes; creating specific cycling and pedestrian connections; existing rush hour traffic; and concerns about the location of the pedestrian underpass.

Three specific areas were raised by stakeholders that were not addressed through changes in the preliminary design process. The specific areas and reason for not accommodating the changes are outlined below:

- A number of stakeholders requested that Fermor Avenue and the bridge be widened to six lanes (three in either direction). The City indicated that widening Fermor Avenue to six lanes is not required, as the City's long-range Transportation Master Plan identifies Marion Street and Bishop Grandin Boulevard as the major east-west arterial streets to be widened in the future;
- Several stakeholders requested that all the proposed upgrades occur at once, and not in a phased manner as proposed. The City indicated that the first phase of construction would include critical improvements to address traffic and maintenance issues that need to be completed in the short term. Due to finite resources, some other proposed improvements may not be able to be completed until a future date;
- A number of stakeholders indicated that an at-grade pedestrian crossing of Fermor Avenue between the Safeway and the Superstore is still needed, and that many individuals may not utilize the pedestrian crossing at St. Anne's Road or the proposed pedestrian and cyclist underpass near the Seine River. The City indicated that an at-grade pedestrian crossing is not required at this location at this time; however, there is sufficient space to install an at-grade pedestrian crossing with half-signal at this location if required in the future.

A summary of the feedback received via the surveys and verbatim responses, as well as the individual completed surveys themselves, can be found in **Appendix C**.

## 5.0 Round 3 – Public Information Session (January 2018)

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On January 10, 2018 the engagement team hosted a public information session at Archwood Community Centre (565 Guilbault Street). The information session was organized in a drop-in format, where attendees were free to browse the display boards at their leisure. Members of the project team were present to answer questions and receive feedback. The Fermor Avenue detailed design map, and details of Fermor Avenue and St. Anne’s Road intersection and the pedestrian and cycling underpass were displayed on tables. Attendees were encouraged to fill out exit surveys, which solicited feedback in regards to the access changes on Alpine Avenue, the design for the bridge and intersection improvements, and the pedestrian and cycling components of the project.

A total of 62 people signed in over the course of the public information session (from 5:00 PM – 8:00 PM) – however, attendance was likely closer to 80, as not all attendees chose to sign in (See **Appendix H** for sign-in sheets). Local media outlets, including CBC, the Lance and La Liberté, covered the event in both English and French.

Please see **Appendix E** for a copy of the Round 3 display boards and table maps.

### 5.1 Stakeholder & Public Information Session Notification

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The engagement team utilized the same notification methods to follow up with the stakeholders as in Rounds 1 & 2. Stakeholders were emailed and letters were delivered to adjacent residents and businesses. Finally, the engagement materials were posted on the City’s website with contact information.

The public information session was advertised in the same manner as the public open house in Round 2. A bilingual notice was sent to approximately 6,000 households and businesses in the area through a Canada Post Unaddressed Admail drop (see target letter carrier walks below). English and French versions of the notice were also posted online approximately two weeks before the open house, and a print ad ran in three local newspapers – The Winnipeg Free Press, the Winnipeg Sun, and the Lance. Moreover, the notice was posted in several key locations throughout the area (e.g. local schools, local businesses, libraries, community centre, etc.) – approximately 10 locations in total. In addition, information was shared via news release, the project website, the public engagement e-newsletter, and the City’s social media feeds.

**Target Letter Carrier Walks (LCWs)**

DELIVERY MODE		SECONDARY INSTALLATION	HOUSES	APARTMENTS	TOTAL RESIDENCES	BUSINESSES	TOTAL DISTRIBUTION
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<b>TOTALS</b>			<b>3392</b>	<b>2570</b>	<b>5962</b>	<b>183</b>	<b>6145</b>

See **Appendix F** for the English and French open house notification materials.

**5.2 Engagement and Notification Materials**

The following engagement materials were used at the public information session in Round 3:

- Sign-in sheet, to record contact information for future events;
- Stakeholder map, to visually track where stakeholders were located;
- Information session boards (English, 5 key boards also in French);
- Fermor Avenue detailed design map, to help stakeholders visualize improvements along Fermor Avenue and at the intersection of Fermor Avenue & St. Anne’s Road;
- Detail maps of the Fermor Avenue and St. Anne’s Road intersection, and the pedestrian underpass; and,
- Exit surveys at the public information session and online community surveys (English and French).

The open house boards and detail maps outlined above can be found in **Appendix E**. See **Appendix F** for samples of the notification materials, **Appendix G** for the exit surveys and online community surveys and a summary of the feedback, and **Appendix H** for the sign in sheets.

**5.3 Feedback**

To supplement the open house Dillon created a community survey, which was disseminated at the open house (hard copies) and posted online. As of February 7, 2018 the project team has analyzed a total of 78 responses (67 online surveys, and 11 hard copy surveys from the open house). While some of the questions were structured differently on the two surveys, information from both surveys was analyzed and summarized together where possible. On the hard copy surveys respondents were asked to rate certain aspects of the project on a scale of 1 (dislike) to 10 (like), whereas on the online surveys a scale of 1 (very unsupportive) to 5 (very supportive). For the purposes of analyzing this data together the

responses for the rating questions on the hard copy surveys will be divided by two. To see a more detailed analysis of the surveys separately see the exit survey summary in **Appendix G**. The high level results of those surveys are provided below.

Of the individuals that attended the open house 82% were residents within the project area; however, of the individuals that complete the online surveys only 52% were residents within the project area, and 36% live/work outside the project area but still had an interest in the project. When asked if the information provided was helpful, 100% of respondents answered yes on the hard copy surveys, and 67% answered yes on the online surveys.

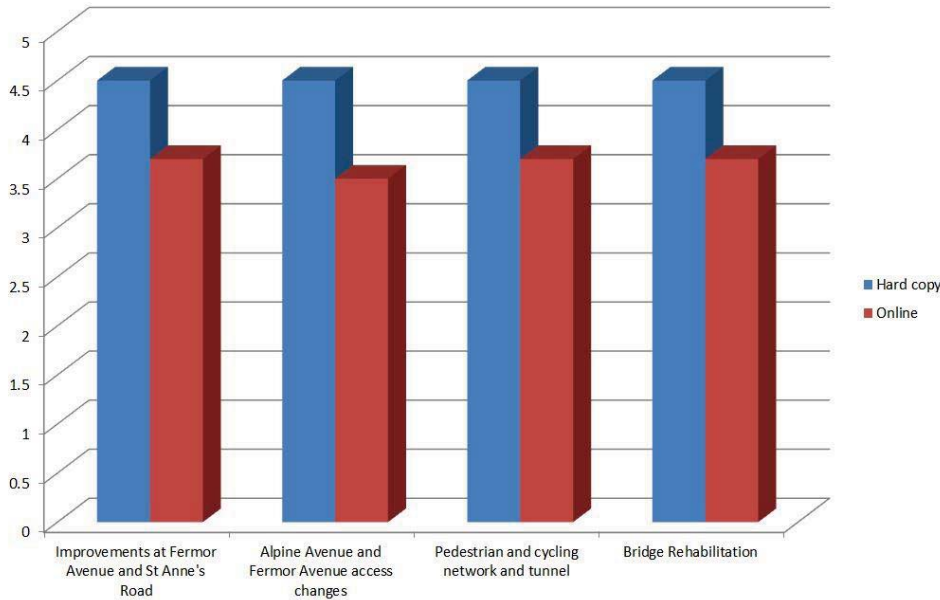
#### *Rating project elements*

On the hard copy surveys respondents were asked to rate the intersection improvements at Fermor Avenue and St. Anne's Road and on average rated the improvements at 4.5 out of 5 (90% supportive or very supportive), while the online survey respondents rated this project element at 3.7 (74% supportive or very supportive)<sup>2</sup>. When asked to rate the Alpine Avenue and Fermor Avenue access changes, hard copy respondents again rated them at 4.5 (90% supportive or very supportive), and online respondents rated them at 3.5 (70% supportive or very supportive). The surveys also asked respondents to rate the pedestrian and cycling tunnel and network, which hard copy respondents rated 4.5 (90% supportive or very supportive), and online respondents rated 3.7 (74% supportive or very supportive). Finally respondents were asked to rate the bridge rehabilitation, which was rated 4.5 (90% supportive or very supportive) by hard copy respondents and 3.7 (74% supportive or very supportive) by online respondents.

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<sup>2</sup> The ratings discussed are derived from the surveys, utilizing a scale of 1 (very unsupportive) to 5 (very supportive). Hard copies of the exit surveys utilized at the public information session utilized a scale of 1 (dislike) to 10 (like), and results were divided in half to provide a consistent rating scale.





Both surveys also asked respondents to provide additional comments on each of the project elements. Comments about the intersection improvement at Fermor Avenue and St. Anne’s Road intersection included design helping traffic flow; addressing the current challenges people face turning southbound St. Anne’s Road to eastbound Fermor Avenue; and appreciation of right hand turn lanes that are safer for pedestrians. In response to being asked about the Alpine Avenue and Fermor Avenue access changes, respondents said the changes seem generally safer. Respondents were generally happy with the pedestrian and cycling tunnel and network, and wrote that these sorts of changes need to occur to increase safety for pedestrians and cyclists, that the design supports active transportation, and that the underpass supports wider connectivity. There were also some security concerns about the pathway between the apartment blocks and the Seine River. Finally the comments regarding the bridge rehabilitation included that the rehabilitation is badly needed, the bridge should be replaced entirely, Fermor Avenue should be widened to three lanes in each direction to handle vehicular traffic, and a mixed use pathway is a good thing to include. Verbatim comments can be found in the exit survey summary narrative in **Appendix G**.

The online survey also asked respondents how they had heard about the project. Most people had heard about this project through the public engagement letter (27%), Twitter (25%), Facebook (22%), the City of Winnipeg website (19%), or an email invitation (16%)<sup>3</sup>.

<sup>3</sup> Total may exceed 100%, as respondents may select more than option.

## 6.0 Conclusion

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In conclusion, the public and stakeholder engagement component of the detailed design process for this project indicated that a majority of the stakeholders engaged were supportive of the project. As noted in the stakeholder meetings and exit survey results, the majority of stakeholders felt that the process was helpful.

## **Appendix A**

### ***Round 1 & 2 Open House Boards and Concept Maps***





FERMOR AVE

STILLWATER RD

GADWALL PL

DORSAY PL

OSPREY PL

BROOKHAVEN BAY

BROOKHAVEN BAY

MEADOWBROOK RD

WEATHERSTONE PL

WEATHERSTONE PL

PEBBLE BEACH RD

GLENAGLES RD

SOUTHMOOR RD

FALLBROOK BAY

FALLBROOK BAY

SOUTHMOOR RD

ROYAL SALINGER RD

PEBBLE BEACH RD

CLARENDON RD

PINE BLUFF RD

MAKKA RD

PINE BLUFF RD

ROYAL SALINGER RD

SALINGER RD

WILLOW POINT RD

WILLOWLAKE CRES



# Fermor Avenue Bridge Rehabilitation and Roadworks

## Open House, December 13, 2016



# WELCOME

Fermor Avenue Bridge Rehabilitation and Roadworks

The purpose of today's open house is to provide project information and obtain your feedback and input regarding the Fermor Avenue Bridge Rehabilitation and Roadworks.

Representatives from the project team are here to answer your questions and address any concerns you might have.

Large scale versions of the drawings can be found on the central tables.

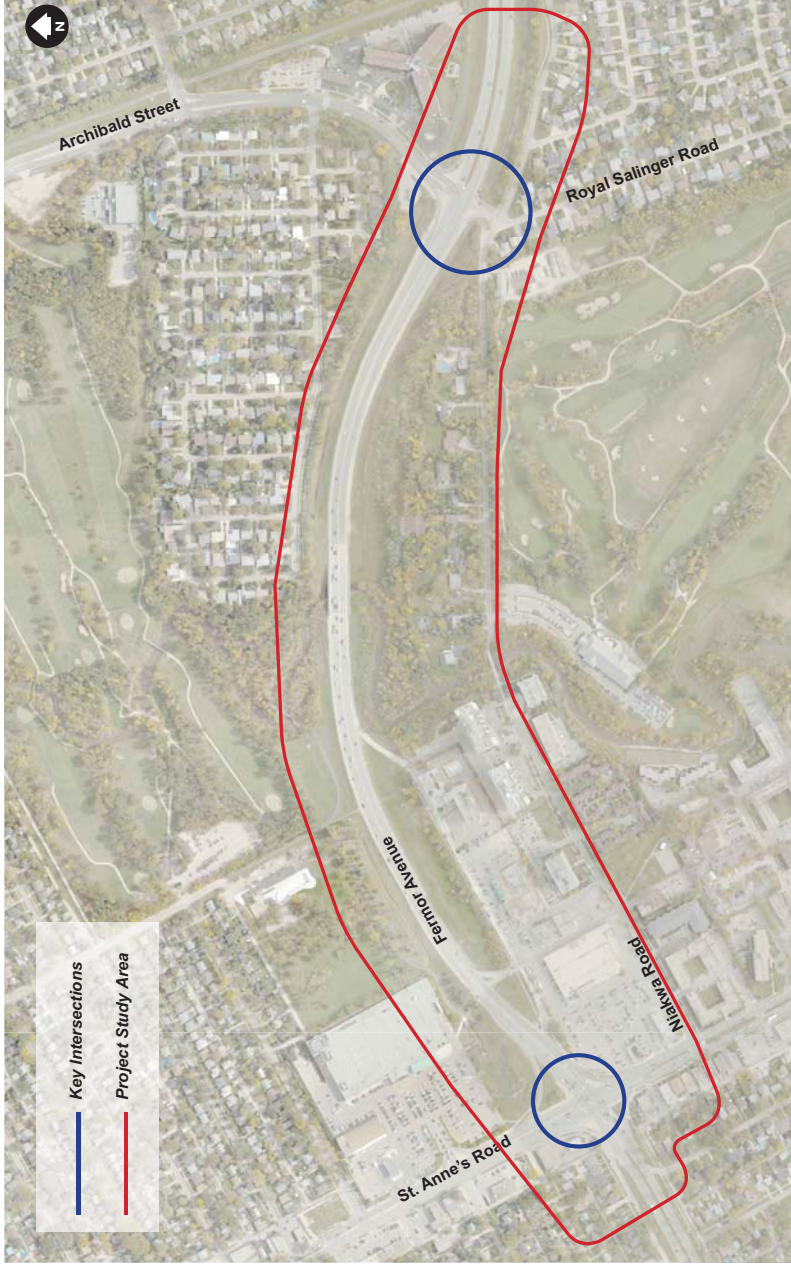
We want to hear from you on the proposed:

- Bridge rehabilitation;
- Intersection improvements;
- Changes to Alpine access;
- Pedestrian & cyclist underpass and all-season crossing of Seine River; and,
- Pedestrian & cyclist network improvements & connections

All open house materials and the exit survey are posted on the project website.

[www.winnipeg.ca/fermor](http://www.winnipeg.ca/fermor)





### Why is this project needed?

- Fermor Avenue between St. Anne's Road and Archibald Street was originally constructed in 1953 along with the bridge over the Seine River
- Widened to four lanes in 1969
- Rehabilitated and strengthened in 1984 to support heavier vehicles.

### The existing concrete pavement on this section of Fermor Avenue has generally reached the end of its life and needs to be replaced.

The existing bridge deck is rated in fair to poor condition and needs major rehabilitation work to provide a 75 year design life for the bridge.

### What roadway improvements are being considered?

A comprehensive rehabilitation of Fermor Avenue and the Seine River bridge will allow for improvements to the roadway including:

- Reducing access points around the Fermor and St. Anne's intersection
- Less abrupt curves
- Longer exit/acceleration lanes to Alpine Avenue and Seagrims Road
- Modifications to the intersection of Fermor Avenue and Archibald Street to address the proximity of the intersection of Niakwa Road and Royal Salinger Road

### How are pedestrians and cyclists being considered in this project?

Pedestrian and cycling needs in this area have been examined as part of this study, including:

- Provide all-season access and reduce potential impacts on the river bottom forest via a protected multi-purpose lane will be integrated with the new Fermor Avenue bridge deck, and will connect to the existing pathways
- A grade-separated underpass for pedestrians & cyclists will also be provided to link the Niakwa Trail to Niakwa Road, and facilitate connections to the larger network
- Crossing safety improvements will be integrated into Fermor Avenue at St. Anne's and Archibald,
- A new multi-use path on the east side of Pebble Beach Road south to Willowlake Crescent.

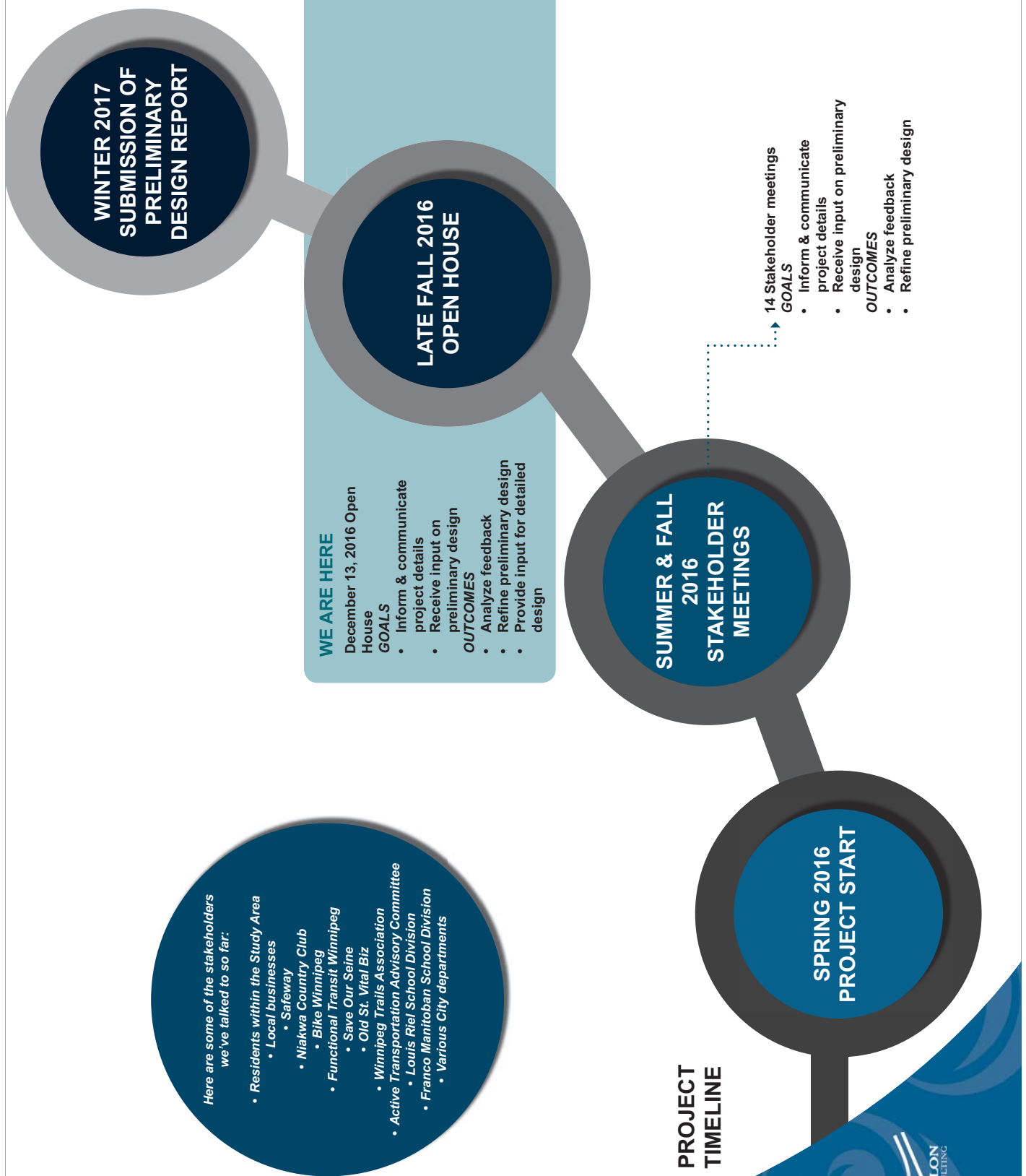
# Public Engagement Process

Fermor Avenue Bridge Rehabilitation and Roadworks



Public Open House  
December 13, 2016  
Board 3

## PROJECT TIMELINE



- Here are some of the stakeholders we've talked to so far:
- Residents within the Study Area
    - Local businesses
    - Safeway
    - Niakwa Country Club
    - Bike Winnipeg
  - Functional Transit Winnipeg
    - Save Our Seine
    - Old St. Vital Biz
  - Winnipeg Trails Association
    - Active Transportation Advisory Committee
    - Louis Riel School Division
    - Franco Manitoban School Division
    - Various City departments

- WE ARE HERE**
- December 13, 2016 Open House
- GOALS**
- Inform & communicate project details
  - Receive input on preliminary design
- OUTCOMES**
- Analyze feedback
  - Refine preliminary design
  - Provide input for detailed design

- SUMMER & FALL 2016 STAKEHOLDER MEETINGS**
- 14 Stakeholder meetings
- GOALS**
- Inform & communicate project details
  - Receive input on preliminary design
- OUTCOMES**
- Analyze feedback
  - Refine preliminary design





City of Winnipeg, ESNL Strategy

### City of Winnipeg Natural Habitat Inventory

The areas immediately adjacent to the Seine River provide quality habitat for a variety of plant & wildlife species. River bottom forests near the bridge have been designated as Class B and Class C Natural Habitat under the City of Winnipeg's Ecological Significant Natural Lands (ESNL) Strategy. This area is also prone to riverbank erosion and stability issues, and flooding.

Potential impacts to this area are minimized or avoided by reducing disturbance to as little as possible, avoiding areas with riverbank erosion & stability issues, and utilizing retaining walls to avoid slopes intruding into river bottom forest areas. Potential significant impacts on the habitat area by raising the pedestrian pathways & bridge out of the flood area are avoided by providing an alternative all-season pedestrian & cyclist river crossing as part of a protected multi-use path on the Farmor Avenue bridge structure.

### An environmental review and fish habitat assessment were undertaken as a part of this project.

The environmental review and fish habitat assessment help the project team determine how the project may affect the surrounding environment. Some of the potential environmental effects identified include:

- Release of debris/materials or silt/soil into watercourses
- Loss or alteration of riparian zone vegetation
- Introduction or spread of invasive plant species



These effects can result in things like changing water chemistry, loss of terrestrial riparian habitat for wildlife, and alteration or loss of habitat areas used by fish.

Various design & construction methods have been examined to reduce or eliminate potential environmental impacts. These include erosion control methods, reducing potential disturbance to aquatic habitat by conducting the bulk of bridge work during winter months, avoiding disturbance in areas with riverbank stabilization issues, and use of retaining walls to minimize potential disturbance of river bottom forest areas.

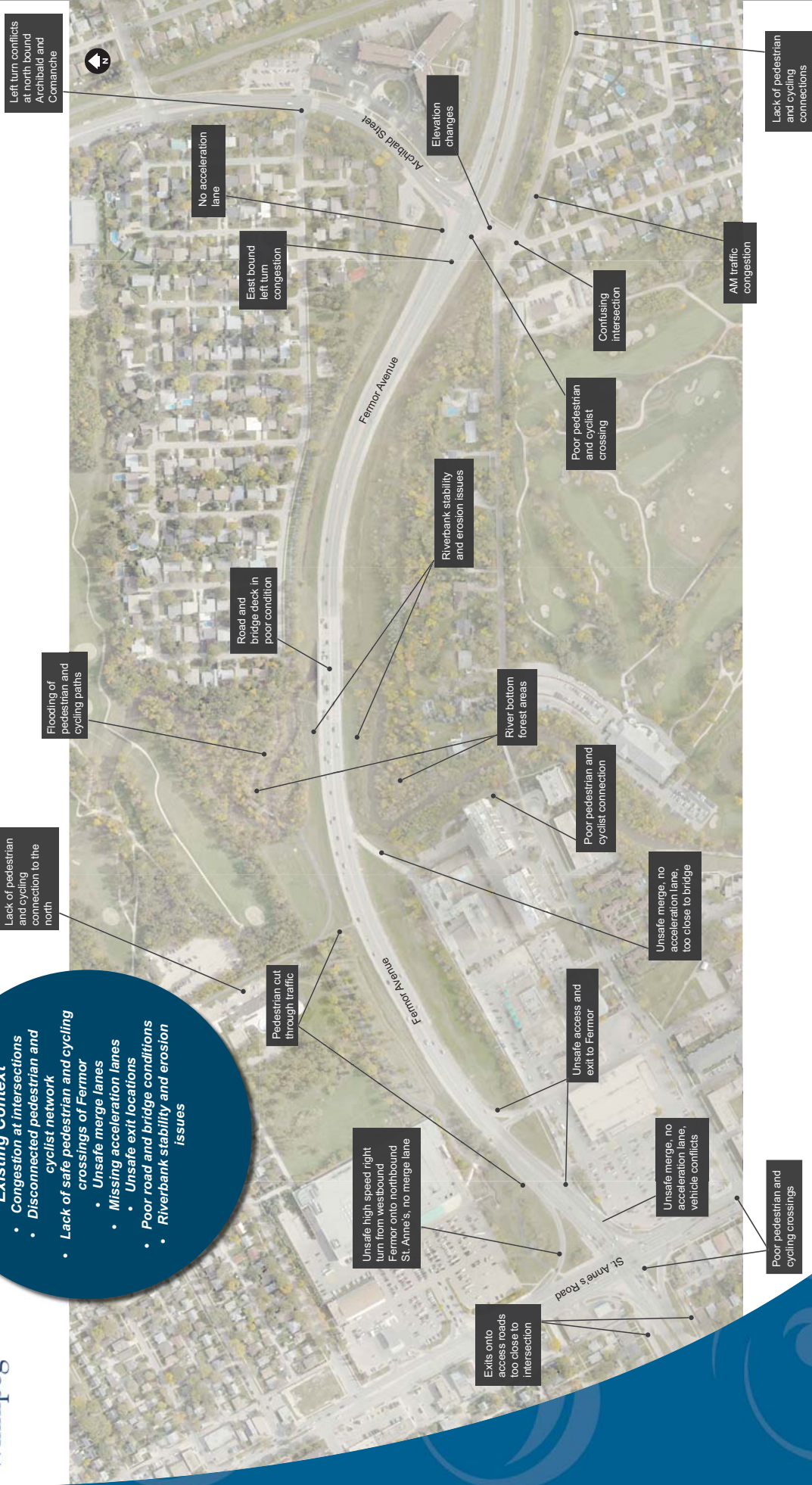


# FERMOR EXISTING CONTEXT

## Fermor Avenue Bridge Rehabilitation and Roadworks

### Existing Context

- Congestion at intersections and disconnected pedestrian and cyclist network
- Lack of safe pedestrian and cycling crossings of Fermor
- Unsafe merge lanes
- Missing acceleration lanes
- Poor road and bridge conditions
- Riverbank stability and erosion issues



Left turn conflicts at north bound Archibald and Comanche

No acceleration lane

East bound left turn congestion

Road and bridge deck in poor condition

Flooded of pedestrian and cycling paths

Lack of pedestrian and cycling connection to the north

Pedestrian cut through traffic

Unsafe high speed right turn from westbound Fermor onto northbound St. Anne's, no merge lane

Exits onto access roads too close to intersection

Unsafe access and exit to Fermor

Unsafe merge, no acceleration lane, too close to bridge

Poor pedestrian and cycling crossings

Unsafe merge, no acceleration lane, vehicle conflicts

Poor pedestrian and cyclist connection

River bottom forest areas

Riverbank stability and erosion issues

Poor pedestrian and cyclist crossing

Confusing intersection

AM traffic congestion

Lack of pedestrian and cycling connections

Elevation changes



# FERMOR PRELIMINARY DESIGN

Fermor Avenue Bridge Rehabilitation and Roadworks

Public Open House  
December 13, 2016  
Board 6

- Design Elements**
- Rehabilitation of bridge
  - Intersection improvements
  - Smart channels for safety improvements
  - Pedestrian and cyclist underpass
  - Enhanced pedestrian and cyclist crossings and connections

Design elements to the east of the dashed line are part of a future phase

Design elements to the east of the dashed line are part of a future phase

Retaining wall to reduce impact to river bottom forest

Maintain existing path and bridge

Future pedestrian and cycling connections to the north

Raised path on north side of bridge over Seine

Replace bridge deck

Pedestrian and cyclist underpass with good sight lines (contingent on approval of additional budget)

Longer double left turn lanes with increased capacity

Smart channelization makes it safer for vehicles, pedestrians and cyclists

Move exits to access roads further west

Close unsafe access point

Consolidate egress and exits to one location, dedicated right turn and acceleration lane

Close unsafe access points

Dedicated right turn and acceleration lane

Enhanced pedestrian and cycling crossings

New pedestrian and cyclist connection (current phase)

Acceleration lane

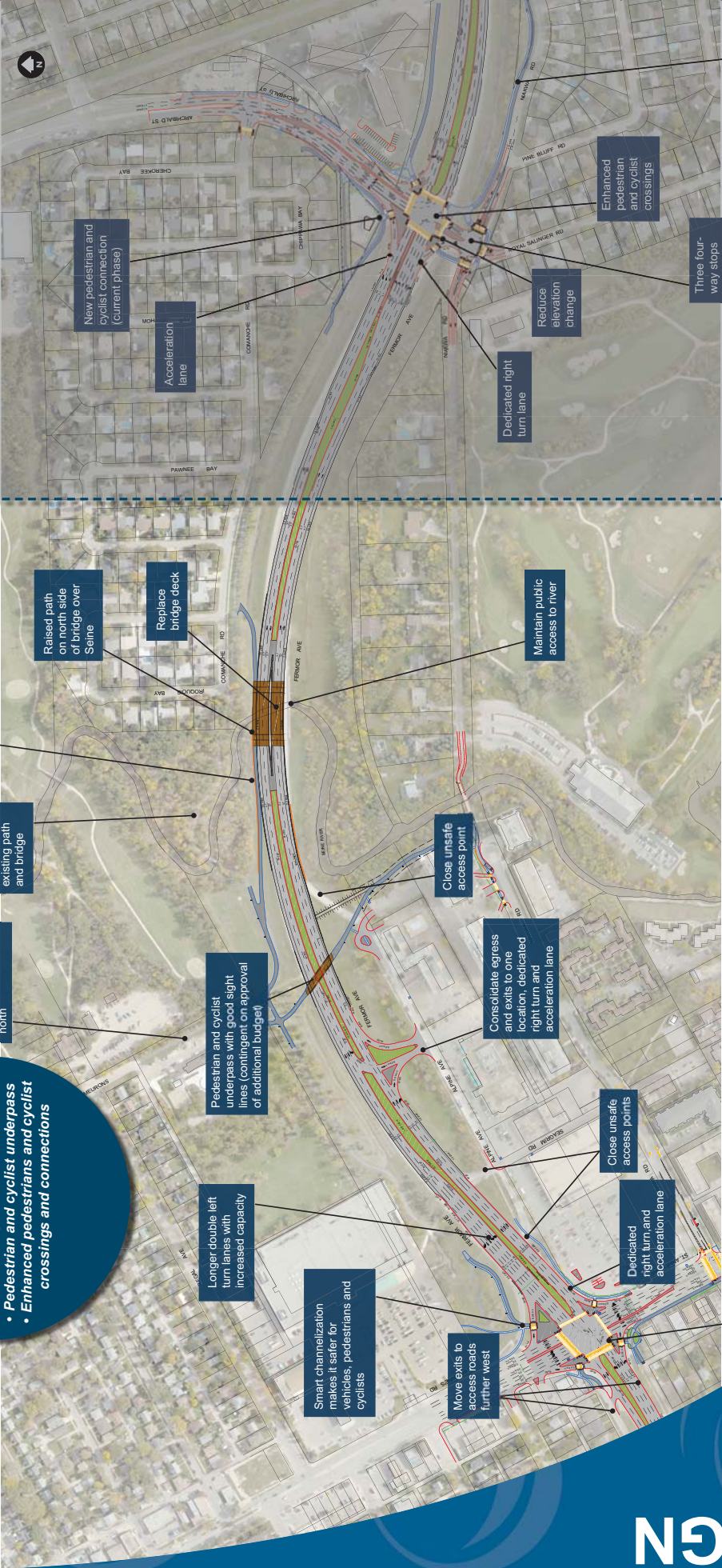
Dedicated right turn lane

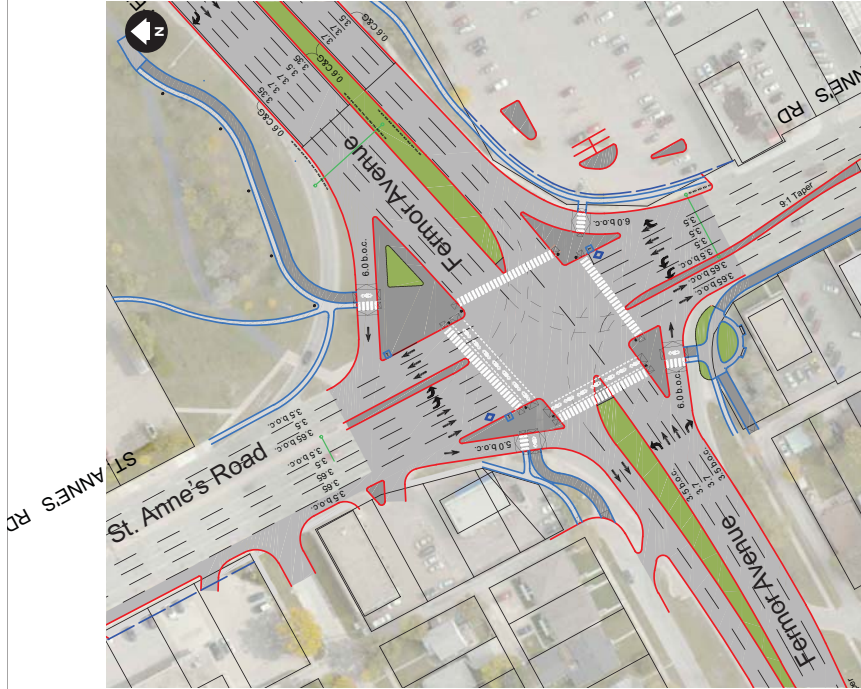
Reduce elevation change

Enhanced pedestrian and cyclist crossings

Three four-way stops

Future pedestrian and cyclist path to Willowlake





Fermor and St. Anne's Improvements

### Proposed Fermor and St. Anne's Improvements

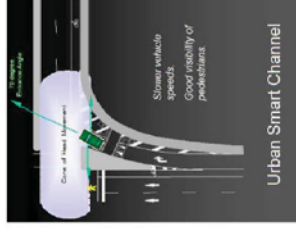
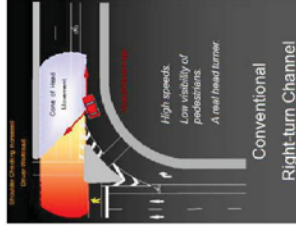
- Dedicated right turn lanes with 'smart channels' to increase safety for all uses;
- Enhanced safety & physical improvements for pedestrian & cyclist crossing of the intersection;
- Relocation or redesign of access points in close proximity to the intersection;
- Dedicated acceleration lane for northbound right turn St. Anne's onto east-bound Fermor;
- Longer left turn lanes and increased capacity on Fermor Ave in both directions; and,
- Redesign of bus stop areas to accommodate longer articulated transit buses.

Major intersection improvements based on the traffic study are shown here.

The project team has included various other improvements to turning movements, pedestrian and cyclist crossings, and private approaches.



Fermor and Archibald Improvements - Asphalt Overlay



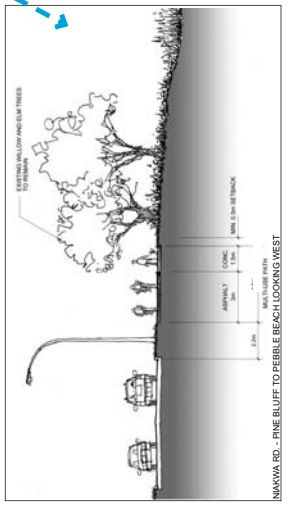
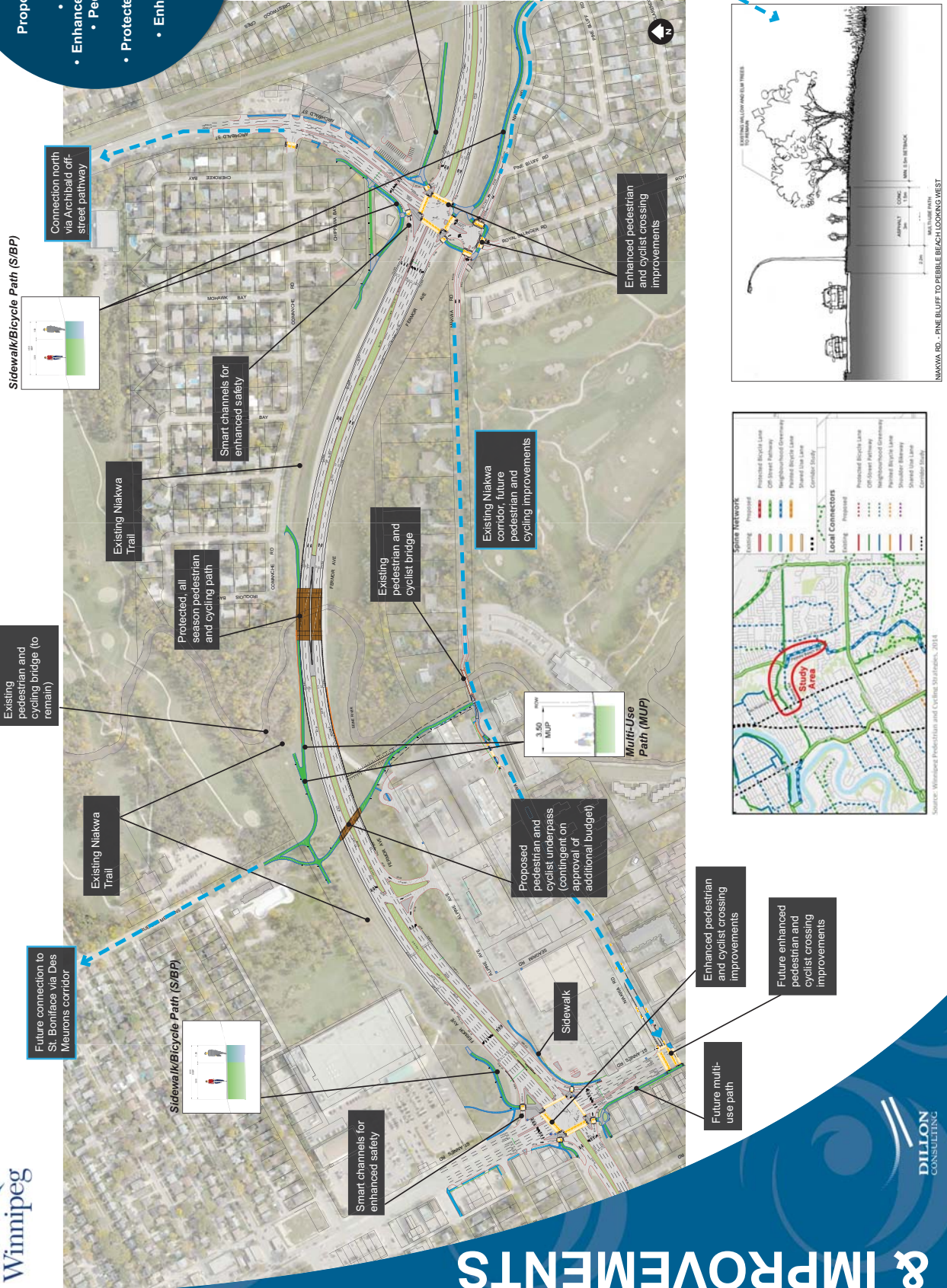
Conventional channel vs. Smart channel, Ottawa Pedestrian Plan



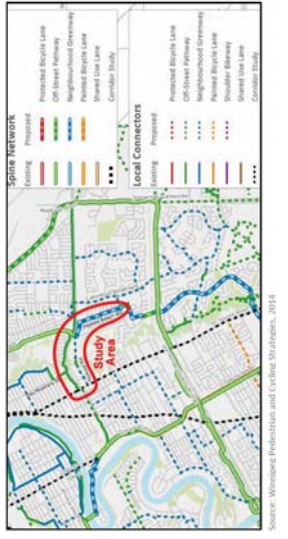
Example of a smart channel

# Fermor Avenue Bridge Rehabilitation and Roadworks PEDESTRIAN & CYCLING NETWORK & IMPROVEMENTS

- Proposed Improvements:**
- Smart Channels
  - Enhanced intersection crossings
  - Pedestrian and cyclist underpass
  - Protected all season crossing of Seine
  - Enhanced pathways and connections

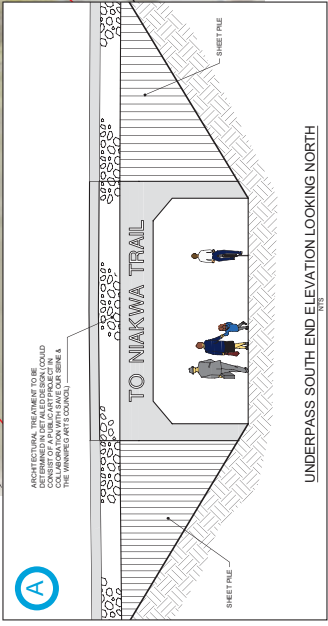
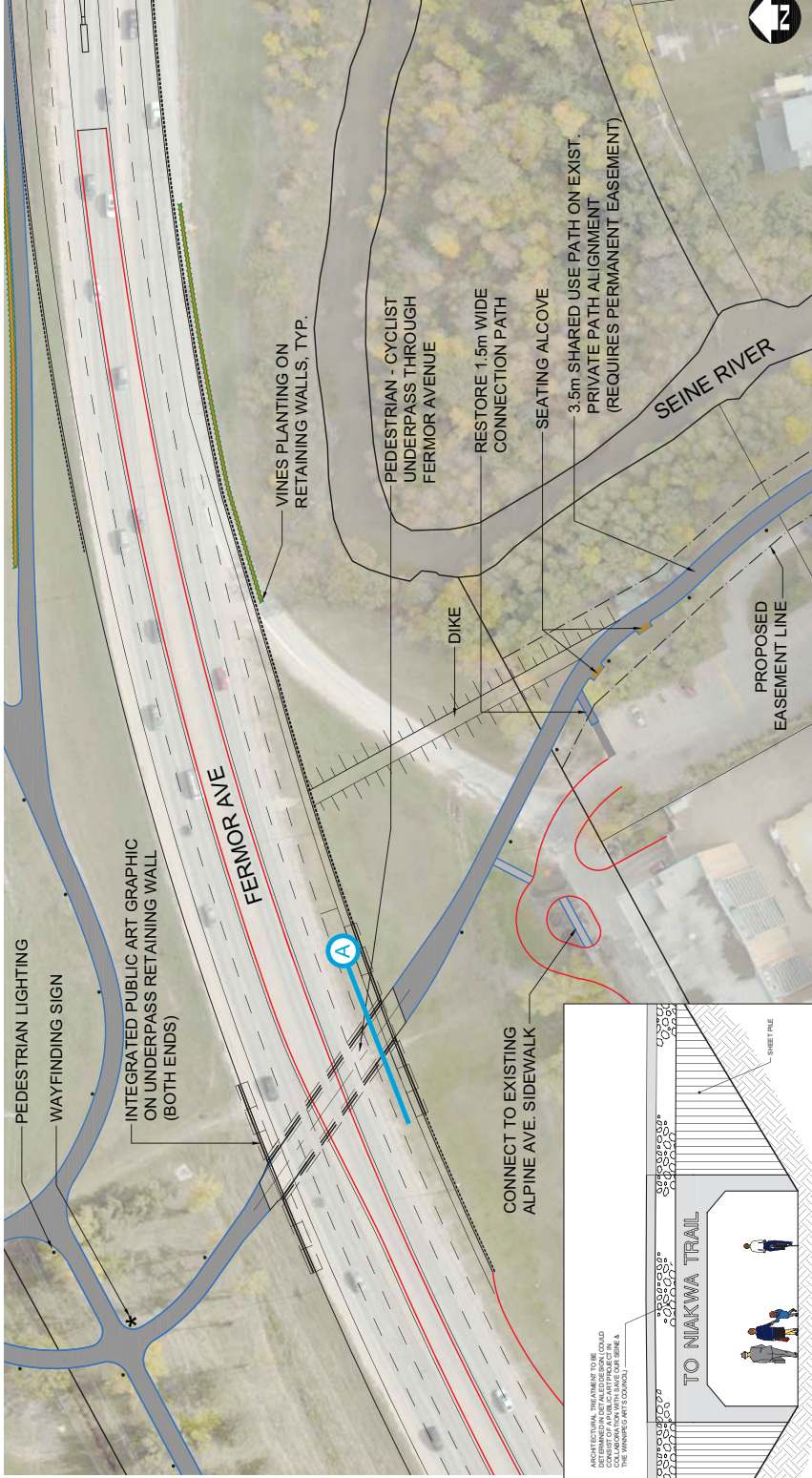


Future Pebble Beach Neighborhood Greenway and connection to Willowlake Crescent and south.



Existing and proposed pedestrian and cyclist network near study area

# Fermor Avenue Bridge Rehabilitation and Roadworks PEDESTRIAN & CYCLING TUNNEL



Improving pedestrian & cyclist connections across Fermor Avenue was examined as part of this study, including an overpass or underpass in several locations between St. Anne's Road and the Seine River. As part of this analysis, it was concluded that a pedestrian & cyclist underpass just west of the Seine River was the preferred location. An underpass in this location was chosen to connect Niakwa Road (a designated pedestrian & cyclist corridor) via an improved multi-use path north to the future pedestrian & cycling improvements along Rue Des Meurons, which would provide connections north to St. Boniface. The proposed pedestrian & cyclist underpass is contingent on approval of additional budget.

The proposed pedestrian & cyclist underpass will include:

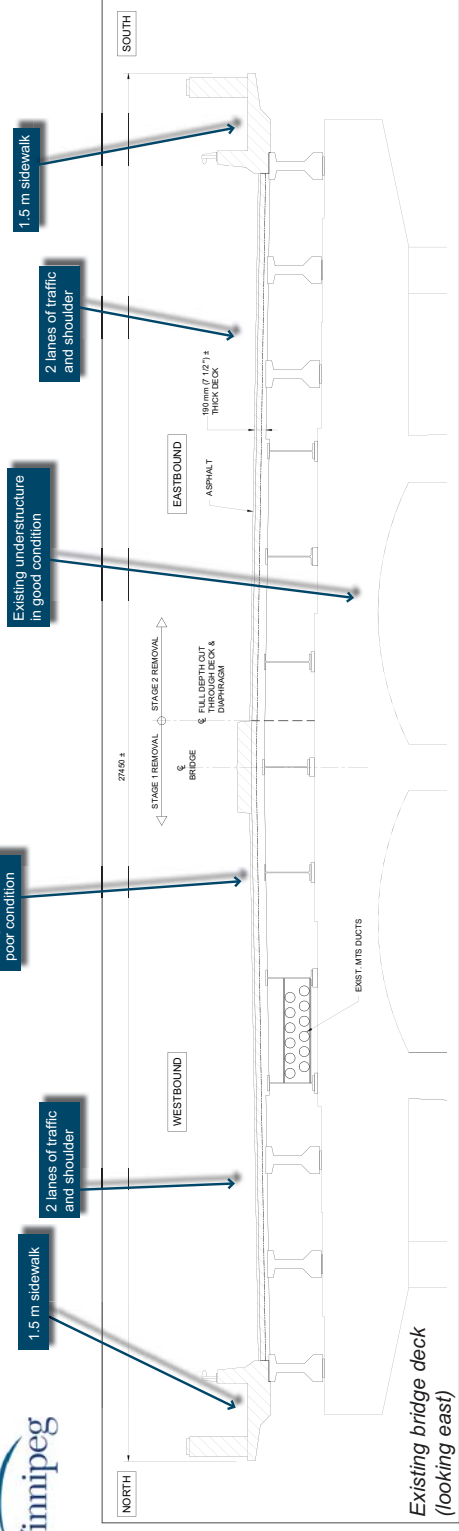
- A minimum 3m high and 6m wide clear zone for pedestrians and cyclists in the underpass structure;
- A straight and gently sloped path to increase visibility and accessibility to the underpass, including clear sight lines from both sides of the underpass for safety;
- Lighting for night-time illumination and safety in the underpass structure and along the connecting pathways;
- An improved 3.5m wide multi-use path between Niakwa Road and the underpass, just west of the Seine River, with low level lighting and seating areas;
- Opportunities for integrating public art with the underpass structure, including on the adjoining retaining walls; and,
- Wayfinding signage.

# BRIDGE REHABILITATION

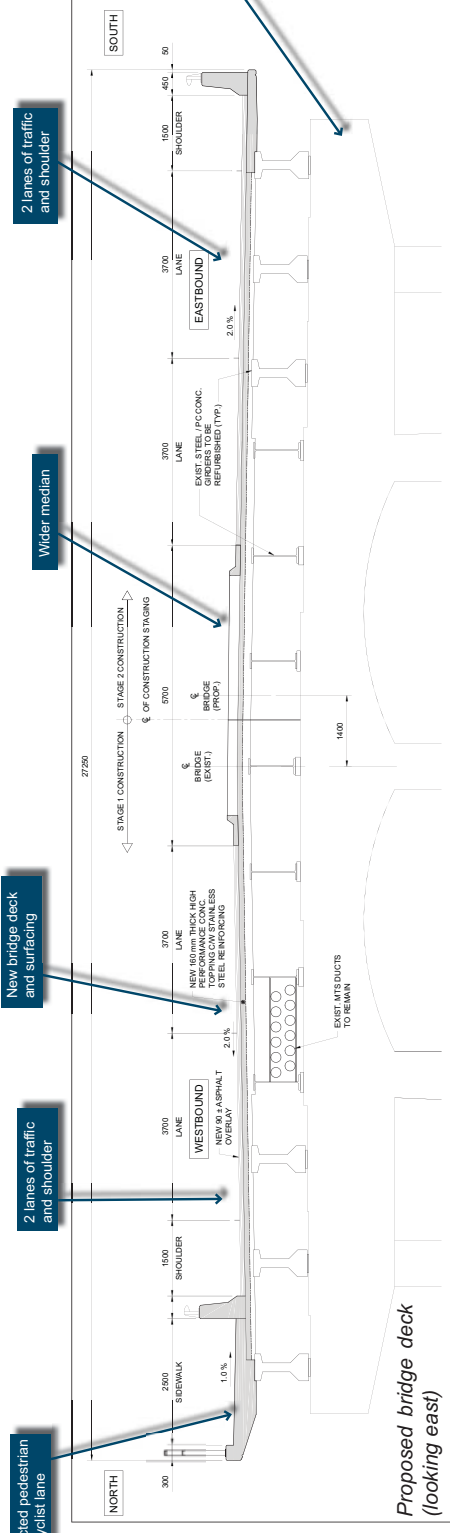
## Fermor Avenue Bridge Rehabilitation and Roadworks



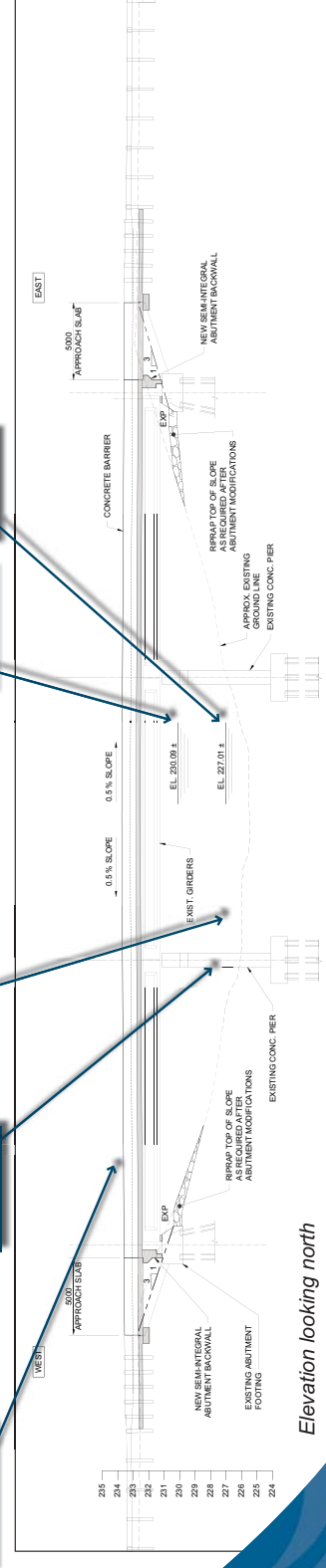
- Bridge Rehabilitation:**
- Rehabilitation of bridge deck
  - Reuse of existing understructure
  - 4 lanes of traffic
  - Wider median
  - Protected pedestrian and cyclists' lane on north side
  - Preservation of river access



Existing bridge deck (looking east)



Proposed bridge deck (looking east)



Elevation looking north

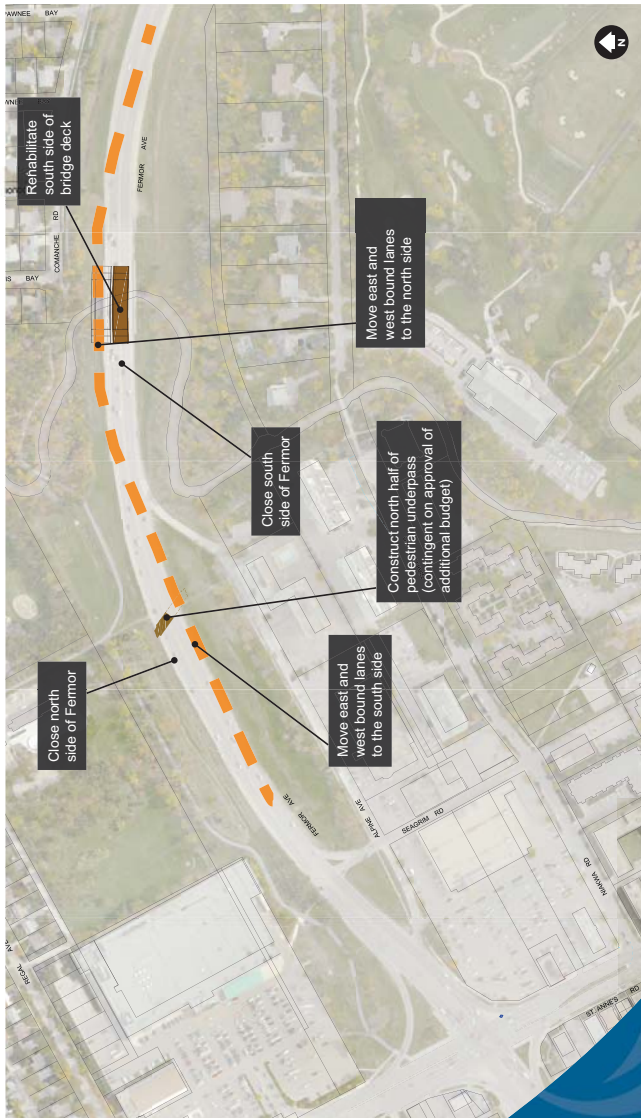
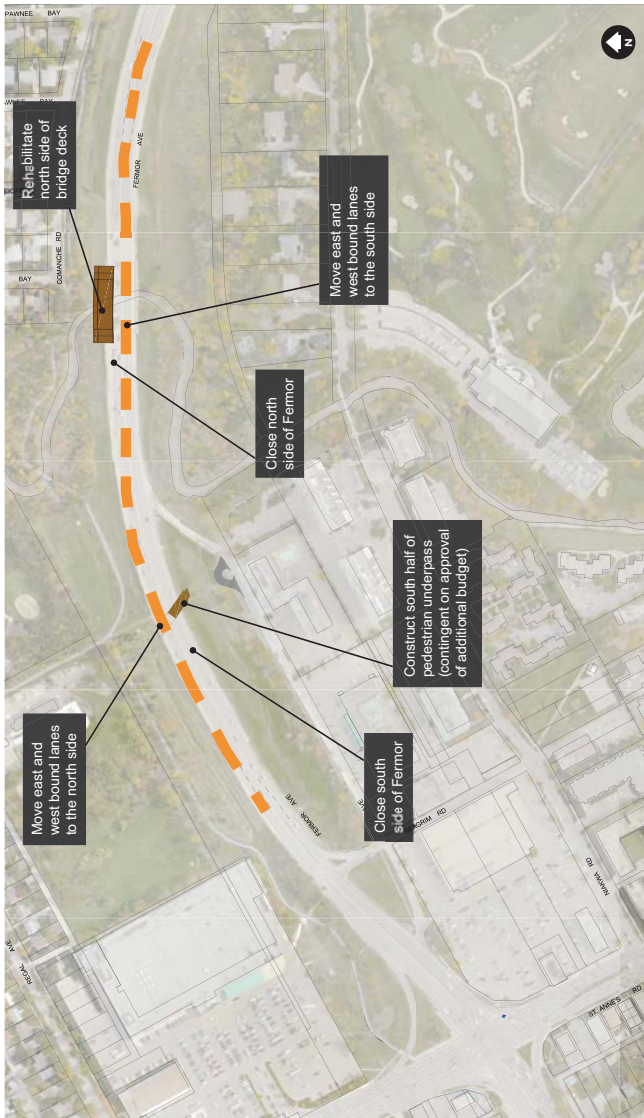


Spring 2018

South pedestrian underpass construction and north side bridge deck rehabilitation

Spring 2019

North pedestrian underpass construction and south side bridge deck rehabilitation



# Fermor Avenue Bridge Rehabilitation and Roadworks CONCEPTUAL CONSTRUCTION PHASING

Public Open House  
December 13, 2016  
Board 11



### Was a new bridge structure considered?

An extensive condition assessment of the bridge was completed as part of the preliminary design process. While the existing bridge deck is in poor condition, the underlying support structure is sound. By pursuing a major rehabilitation of the existing bridge structure, the bridge will have a design life of an additional 75 years. A new bridge is not needed at this time, and rehabilitation is a more cost-effective option.

### Will access be maintained to existing businesses along Fermor Avenue?

Access to businesses along Fermor Ave and St. Anne's Road in general will be maintained. Minor adjustments during the detailed design phase and short-term temporary closures during construction may occur.

### Why are the access points to Alpine Ave from Fermor proposed to be changed?

The existing vehicle access points between Fermor Ave and Alpine Ave have a variety of safety concerns. The western most access point is too close to the intersection of Fermor Ave and St. Anne's Road, and poses a high potential for vehicle accidents. The eastern most access point is too close to the Fermor Ave bridge over the Seine River for a proper acceleration lane and to allow vehicles to safely merge into traffic. Improving the double left turn lanes from westbound Fermor Ave to St. Anne's Road is challenging with the location of the central access point at Alpine Ave and Seagrim Road.

Consolidating three access points into a single access point mid-way on Alpine Ave will:

- Enable safe vehicle movements in all directions with dedicated turn and acceleration lanes,
- Preserve access to this area, and
- Allow improvements to the double left turn lanes on Fermor Ave at St. Anne's Road.

### Will Transit service in the area be changed?

Winnipeg Transit routes will be largely unchanged, with the exception of minor alterations to bus stop locations. Route #16 will have

some changes due to changes in access points between Alpine Ave and Fermor Ave, and relocation of one or two bus stops on Alpine Ave.

### What options are being considered for an active transportation crossing of Fermor Avenue?

There is a strong demand for improved pedestrian and cycling crossings of Fermor Avenue. Pedestrian and cycling improvements have been included in the reconstruction of the Fermor Ave and St. Anne's Road intersection, as well as at the intersection of Fermor Ave and Archibald Street. A pedestrian and cycling underpass and associated multi-use path is being proposed just west of the Seine River, connecting the Niakwa Road corridor and the future Rue Des Meurons pedestrian and cycling corridor north to St. Boniface.

### What pedestrian and cycling facilities were considered as part of this project?

There are a variety of pedestrian and cycling improvements that are being included in this design. These include:

- A north-south pedestrian and cycling underpass crossing of Fermor Ave, adjacent to the pool in King George Park;
- An improved multi-use path connection between Niakwa Road pedestrian and cycling corridor, and the pedestrian and cycling underpass;
- A future pedestrian and cycling facility connecting Fermor Ave adjacent to Pebble Beach Road;
- Connections to the future Rue Des Meurons pedestrian and cycling corridor north to St. Boniface;
- A new multi-use path on the northwest corner of Archibald Street and Fermor Ave, connecting the intersection directly to the Niakwa Trail; and,
- Localized connections and intersection crossing improvements.

### Will access and use of the Seine River be maintained? Will the river bottom forest be impacted?

As the underlying bridge support structure will be maintained, there will be no change in accessibility to the Seine River for summer and winter river users. Design measures, such as retaining walls, have been used to preserve the river bottom forest areas.

### Will Fermor Avenue remain open during construction?

It is anticipated that, at minimum, one lane of traffic in each direction will be maintained on Fermor Ave during construction. A closure of Fermor Avenue for the project is not proposed at this time. Minor and temporary access restrictions may occur time to time during the construction period.

### When will construction take place?

The preliminary design portion of the project should be completed this winter. If City Council chooses to proceed with this project and funding is approved, detailed design would occur in 2017, with construction occurring in 2018-2019.

### How will the new bridge deck and road improvements be constructed?

A detailed construction phasing plan will be developed as part of the detailed design process. At present, it is proposed to close the southern bridge span (eastbound Fermor Ave) for construction, and reroute traffic onto the northern bridge span (westbound Fermor Ave). Once construction of this section of the bridge deck and pedestrian and cyclist underpass is completed, the northern bridge span would be closed for construction, and traffic rerouted onto the southern bridge span. Other road improvements could occur concurrently. Once construction is completed, both bridge spans would be open to traffic, and Fermor Ave would return to the current four lane configuration.

### Why construct this project in a phased manner? Why not construct all of it at once?

The first phase of construction would include critical improvements to address traffic and maintenance issues that need to be completed in the short term. Due to finite resources, some of the other proposed improvements may not be able to be completed at the same time. A phased approach will ensure more time-sensitive aspects of this project will proceed quickly with other improvements to follow at a later date.



**WE ARE  
HERE**

Summer - Fall 2016  
Stakeholder  
meetings with  
adjacent property  
owners and residents

Spring 2016 -  
Preliminary Design  
begins

Winter 2016  
Open House to  
review preliminary  
design

Winter - Fall 2017  
Submission of  
Preliminary Design  
report

Winter 2017  
Detailed  
Design Begins

Winter 2017  
Stakeholder  
engagement  
for detailed  
design

Fall 2017  
Submission  
of Detailed  
design report

Spring 2018  
Construction  
begins

Fall 2019  
Construction  
complete

The feedback collected today will be analyzed and further utilized by the design team, as complete the preliminary design. We will continue to communicate with stakeholders in meetings, and through the City of Winnipeg's Major Projects webpage until the end of construction.

Thank you for attending! We want to hear from you. Please take a moment to complete and submit the exit survey.

All open house materials and the exit survey are posted on the project website.



[www.winnipeg.ca/fermor](http://www.winnipeg.ca/fermor)

**311**  
City Services

If you have any further questions, please don't hesitate to contact the public consultation team:

Lea Hastie  
Phone: 204-453-2301 ext. 4008  
Email: [lhastie@dillon.ca](mailto:lhastie@dillon.ca)

David Marsh  
Phone: 204-453-2301 ext. 4094  
Email: [dmarsh@dillon.ca](mailto:dmarsh@dillon.ca)

# Restauration du pont Fermor et travaux de voirie

Portes ouvertes du 13 décembre 2016

**VOTRE OPINION NOUS INTÉRESSE!**

*Posez des questions, faites des commentaires, exprimez votre pensée et vos idées, répondez au sondage à la sortie et faites connaître votre avis.*

**BIENVENUE**  
Restauration du pont Fermor et travaux de voirie

Le but des portes ouvertes d'aujourd'hui est de donner de l'information sur le projet, de connaître vos impressions et de recueillir vos suggestions au sujet de la restauration du pont Fermor et des travaux de voirie.

Des représentants et des représentantes de l'équipe de projet seront présents pour répondre à vos questions et prendre en compte vos préoccupations potentielles.

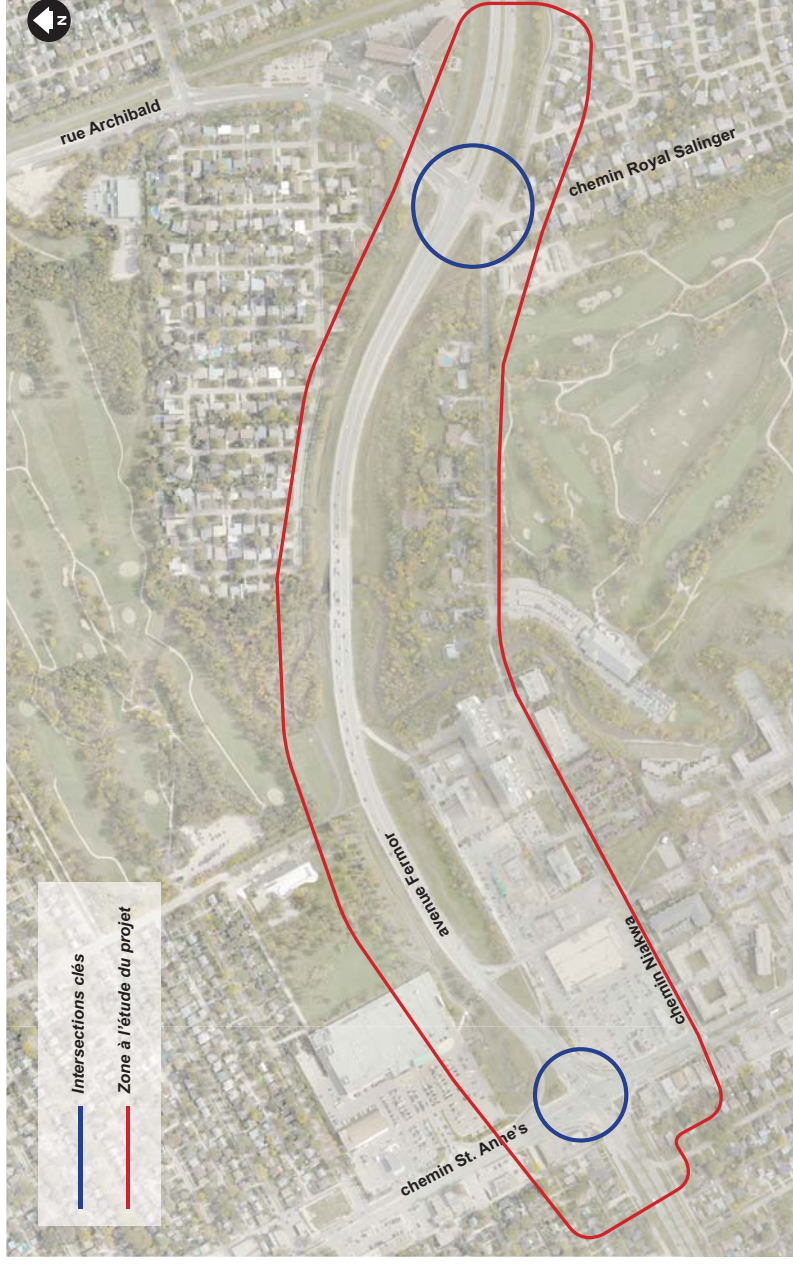
Des dessins à grande échelle ont été disposés sur les tables centrales.

Nous voulons connaître votre opinion sur ce qui suit :

- la restauration du pont;
- l'amélioration des intersections;
- les changements à l'accès à l'av. Alpine;
- le passage inférieur pour piétons et cyclistes et la traversée en toute saison de la rivière Seine;
- les améliorations au réseau piétonnier et cyclable et les connexions nécessaires.

On peut retrouver tous les documents présentés pendant les portes ouvertes sur le site Web du projet.

[www.winnipeg.ca/fermor](http://www.winnipeg.ca/fermor)



— Intersections clés  
— Zone à l'étude du projet

**De quelles améliorations routières s'agit-il?**  
La restauration de l'avenue Fermor et du pont traversant la rivière Seine permettra d'améliorer la chaussée, notamment comme suit :

- en réduisant les points d'accès près de l'intersection de l'avenue Fermor et du chemin St. Anne's;
- en arrondissant les virages;
- en prolongeant les voies de sortie et d'accélération de l'avenue Alpine et du chemin Seagrim;
- en modifiant l'intersection de l'avenue Fermor et de la rue Archibald pour traiter la question de proximité de l'intersection des chemins Niakwa et Royal Salinger.

**Comment les besoins des piétons et des cyclistes sont-ils pris en compte?**

- Cette étude tient compte des besoins des piétons et des cyclistes, dont :
- un accès en toute saison et une réduction des répercussions potentielles sur la forêt alluvionnaire au moyen d'une piste polyvalente intégrée au nouveau tablier du pont Fermor et reliée aux sentiers existants;
  - un passage inférieur pour piétons et cyclistes sera également aménagé pour relier le sentier Niakwa et le chemin Niakwa et faciliter les connexions au reste du réseau;
  - des améliorations aux passages pour piétons seront apportées à l'avenue Fermor, au chemin St. Anne's et à la rue Archibald, afin de les rendre plus sûrs;
  - un sentier polyvalent sera aménagé du côté est du chemin Pebble Beach, au sud du croissant Willowlake.

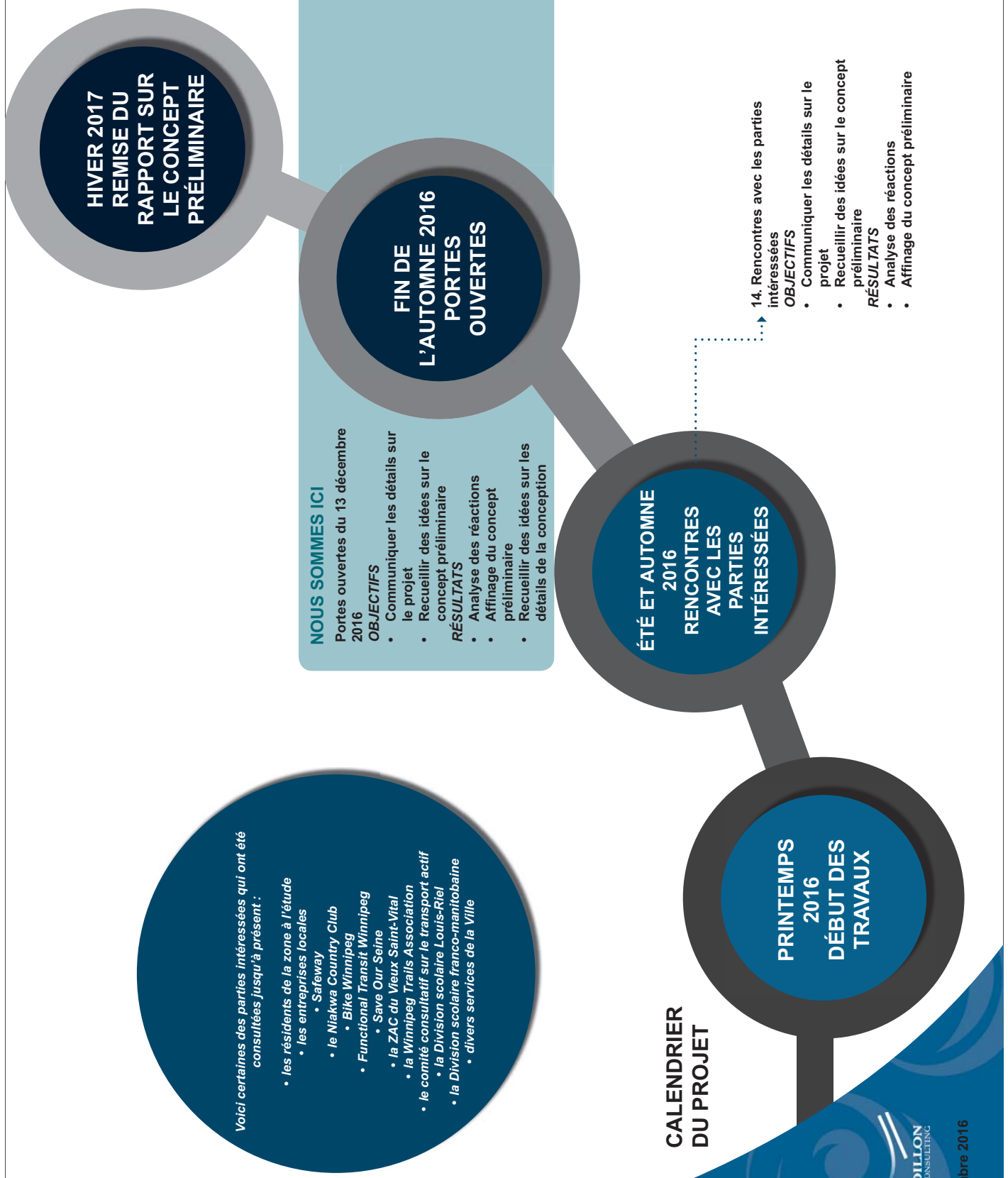
**Pour quelle raison ce projet est-il nécessaire?**

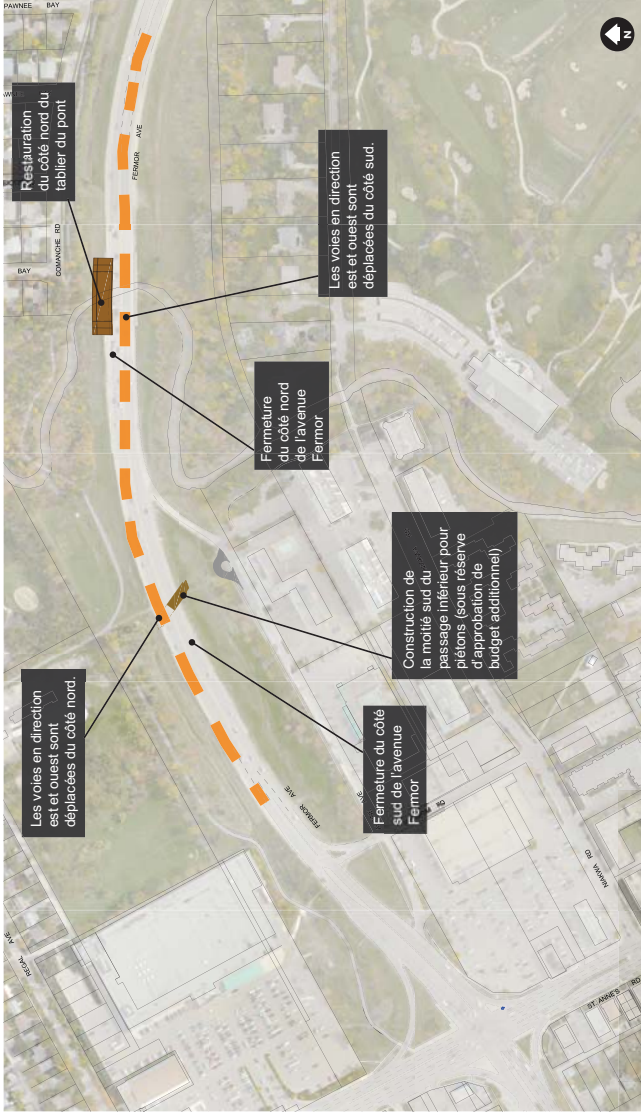
- La portion de l'avenue Fermor située entre le chemin St. Anne's et la rue Archibald ainsi que le pont traversant la Seine ont été construits en 1953.
- En 1969, la portion de route en question a été élargie à quatre voies.
- En 1984, on l'a restaurée et renforcée afin que des véhicules plus lourds puissent y circuler.

**En général, le revêtement en béton actuel de cette partie de l'avenue Fermor a fait son temps et doit être remplacé.**

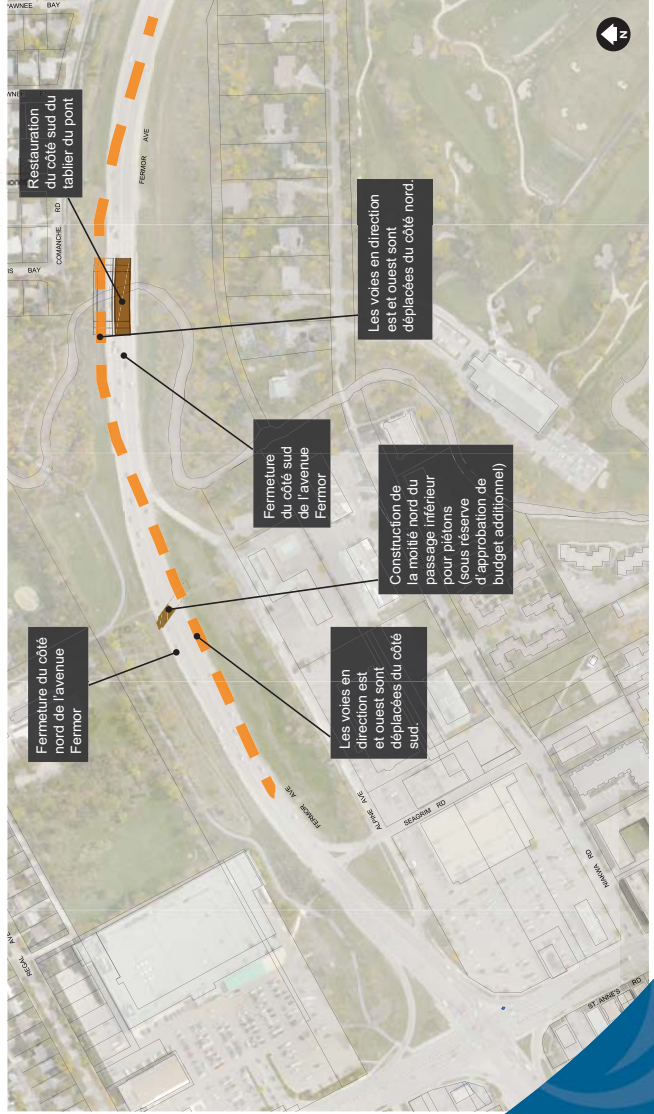
On estime que l'état du tablier existant du pont est insatisfaisant, sinon mauvais, et qu'un travail de restauration considérable doit être accompli pour lui garantir une vie nominale de 75 ans.

## CALENDRIER DU PROJET





**Printemps 2018**  
Construction du côté sud du passage inférieur pour piétons et restauration du côté nord du tablier de pont



**Printemps 2019**  
Construction du côté nord du passage inférieur pour piétons et restauration du côté sud du tablier de pont

2016

2017

2018

2019

Concept préliminaire

Conception détaillée

Construction

**NOUS SOMMES ICI**

Printemps 2016  
Début de la conception préliminaire

Été-automne 2016  
Rencontres avec les propriétaires et les résidents des biens attenants

Hiver 2016  
Portes ouvertes visant à revoir le concept préliminaire

Automne-hiver 2017  
Remise du rapport sur le concept préliminaire

Hiver 2017  
Début de la conception détaillée

Hiver 2017  
Les parties intéressées participent à la conception détaillée

Hiver 2017  
Remise du rapport sur la conception détaillée

Printemps 2018  
Début de la construction

Automne 2019  
Fin des travaux

# PROCHAINES

Restauration du pont Fermor et travaux de voirie

Les commentaires recueillis aujourd'hui seront analysés et utilisés par l'équipe de conception pendant que celle-ci achève le concept préliminaire. Les parties intéressées seront tenues au courant lors de réunions ainsi que par le biais de la page Web sur les grands projets de la Ville de Winnipeg, et ce, jusqu'à la fin du projet.

Merci de votre participation. Nous voulons connaître votre opinion. Veuillez prendre le temps de répondre au sondage en sortant.

On peut retrouver tous les documents présentés pendant les portes ouvertes ainsi que le prochain sondage sur le site Web du projet.

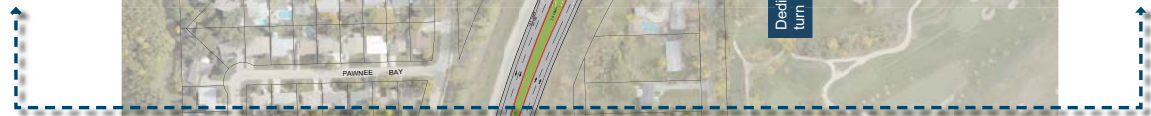
[www.winnipeg.ca/fermor](http://www.winnipeg.ca/fermor)

Si vous avez d'autres questions, n'hésitez pas à communiquer avec l'équipe de la participation publique :

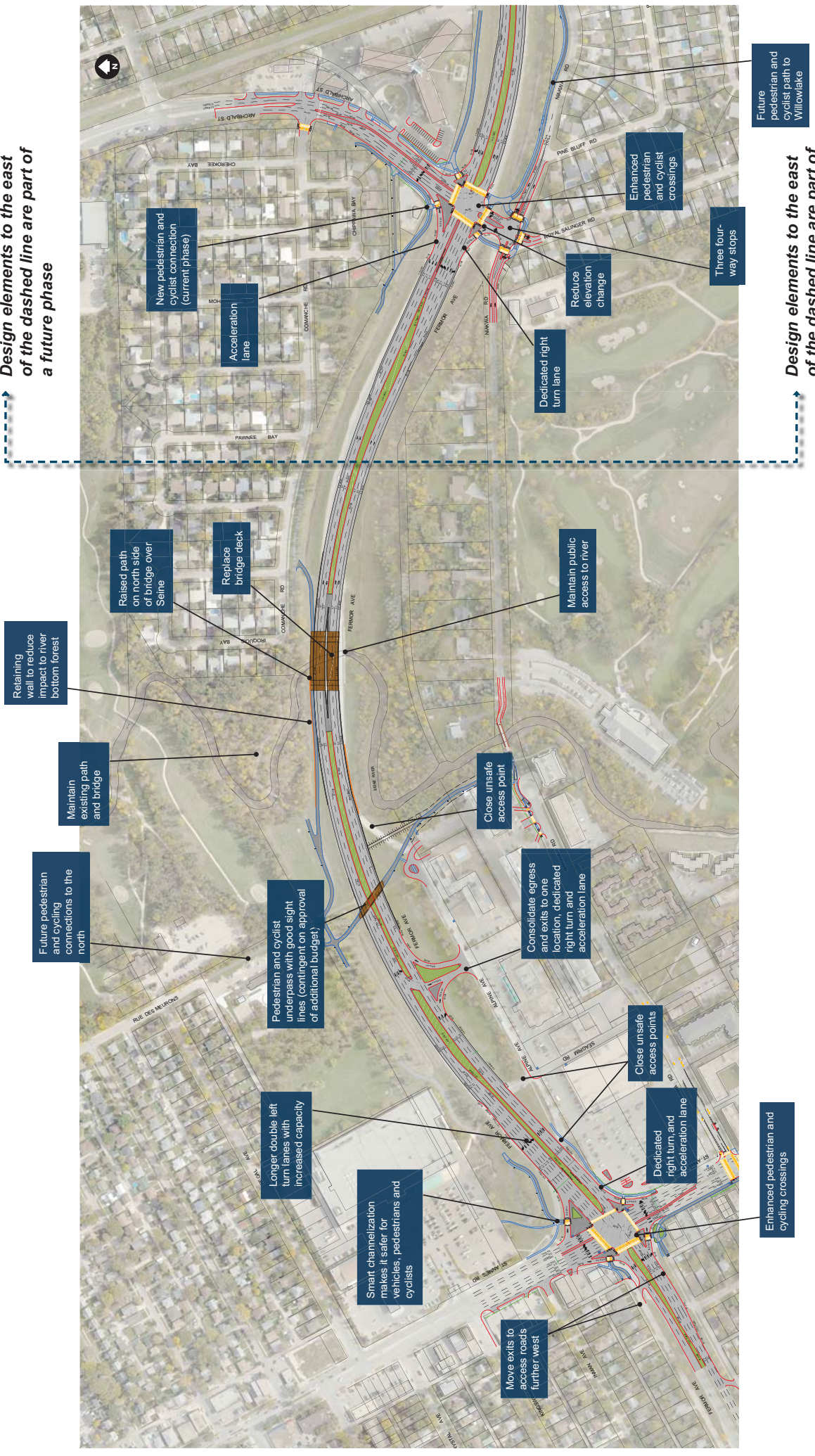
Adam Prokopanko  
Téléphone : 204-453-2301, poste 4048  
Courriel : [aprokopanko@dillon.ca](mailto:aprokopanko@dillon.ca)

David Marsh  
Téléphone : 204-453-2301, poste 4094  
Courriel : [dmarsh@dillon.ca](mailto:dmarsh@dillon.ca)

Design elements to the east of the dashed line are part of a future phase



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Retaining wall to reduce impact to river bottom forest

Future pedestrian and cycling connections to the north

Raised path on north side of bridge over Seine

Replace bridge deck

Pedestrian and cyclist underpass with good sight lines (contingent on approval of additional budget)

Longer double left turn lanes with increased capacity

Smart channelization makes it safer for vehicles, pedestrians and cyclists

Move exits to access roads further west

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New pedestrian and cyclist connection (current phase)

Acceleration lane

Dedicated right turn lane

Reduce elevation change

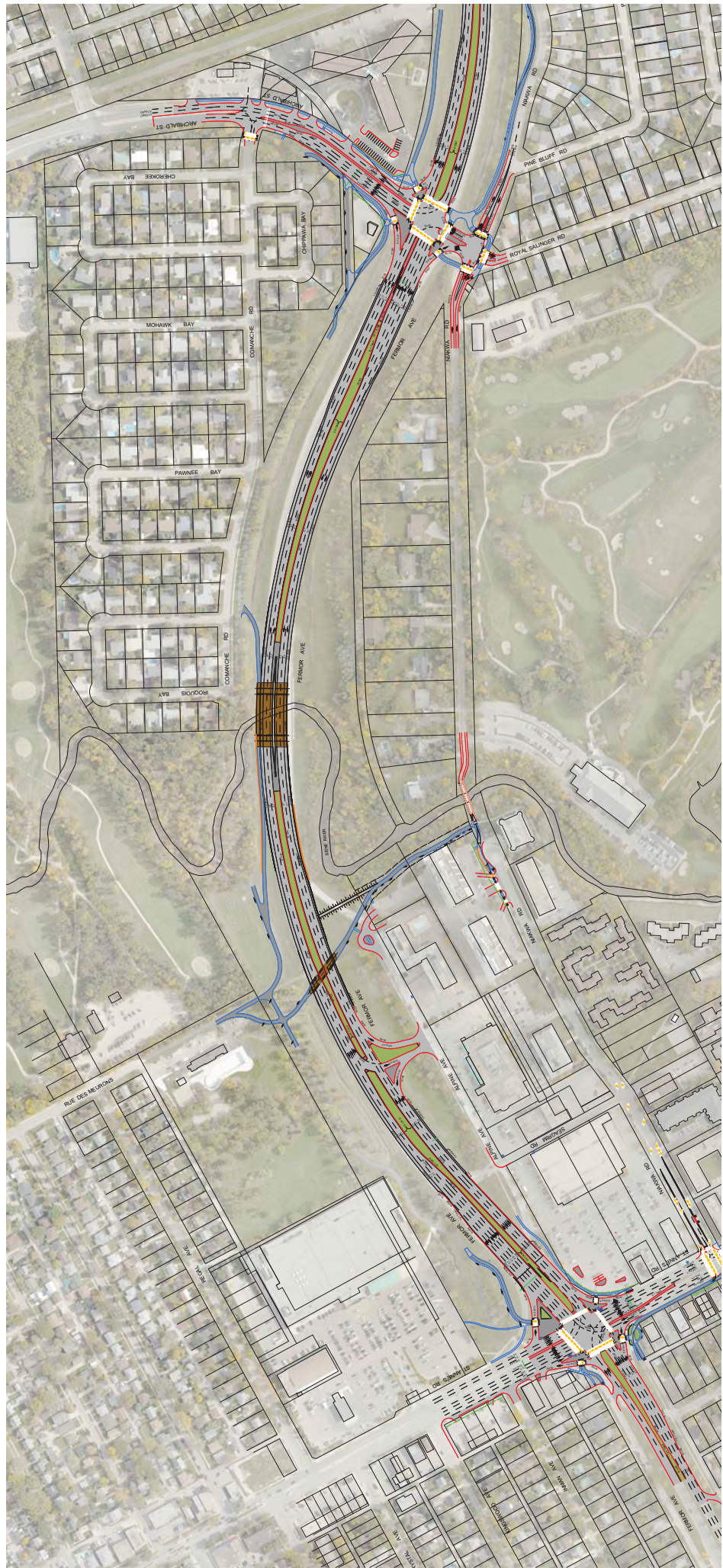
Enhanced pedestrian and cyclist crossings

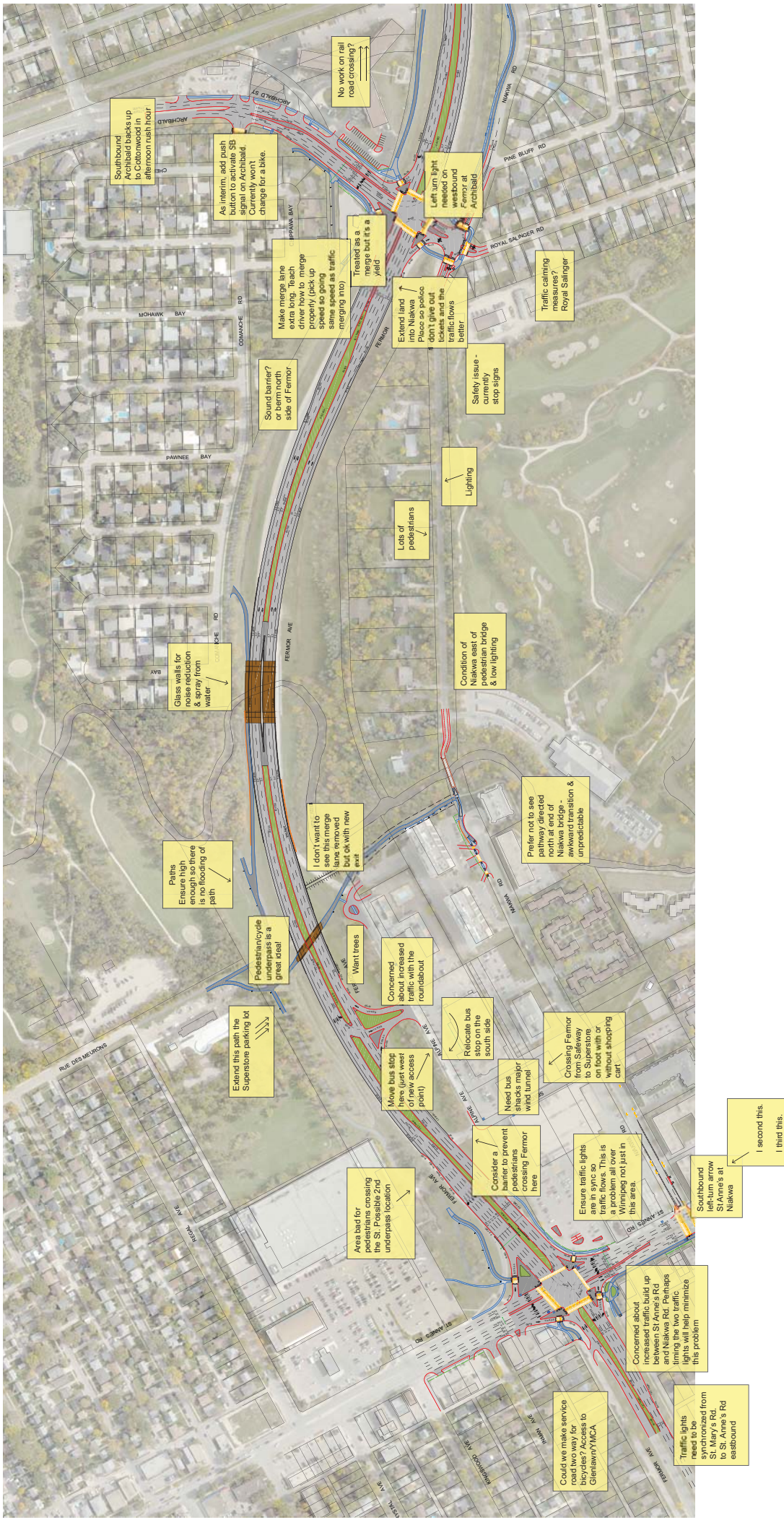
Three four-way stops

Future pedestrian and cyclist path to Willowlake









Southbound Archibald backs up to Cottonwood in afternoon rush hour

As interim, add push signal on Archibald. Currently won't change for a bike.

No work on rail road crossing?

Left turn light needed on westbound Archibald

Make merge lane into right lane properly (pick up same speed as traffic merging into)

Treated as a merge but it's a yield

Extend land into Niakwa Place so police don't give out tickets the traffic flows better

Traffic calming measures? Royal Salinger

Sound barrier? or berm north side of Fenwick

Safety issue - currently stop signs

Lots of pedestrians

Lighting

Condition of Niakwa east of pedestrian bridge & low lighting

Class walls for erosion reduction & safety from water

Paths high enough so there is no flooding of path

I don't want to see this merge but ok with new exit

Prefer not to see pathway directed north at end of Niakwa bridge - awkward transition & unpredictable

Pedestrian/cycle underpass is a great idea!

Want trees

Concerned about increased traffic with the roundabout

Relocate bus stop on the south side

Closing Fenwick from Safeway to Superstore on foot with or without shopping cart

Extend this path the Superstore parking lot

Move bus stop here (just west of new access point)

Need bus shack's major wind tunnel

Consider a barrier to prevent pedestrians crossing Fenwick here

Ensure traffic lights are in sync so there is a problem all over Winnipeg not just in this area.

Area bad for pedestrians crossing the St. P's 2nd underpass location

Southbound left-turn arrow St. Anne's at Niakwa

I second this. I third this.

Concerned about increased traffic build up between St. Anne's Rd and Niakwa Rd. Perhaps timing the two traffic lights will help minimize this problem

Could we make service road two way for bicycles? Access to Glenview YMCA

Traffic lights need to be synchronized from St. Mary's Rd. to St. Anne's Rd eastbound

## Appendix B

### *Round 1 & 2 Sample Notification and Advertising Materials*

# Fermor Ave Bridge Rehabilitation and Roadworks

## Preliminary Design

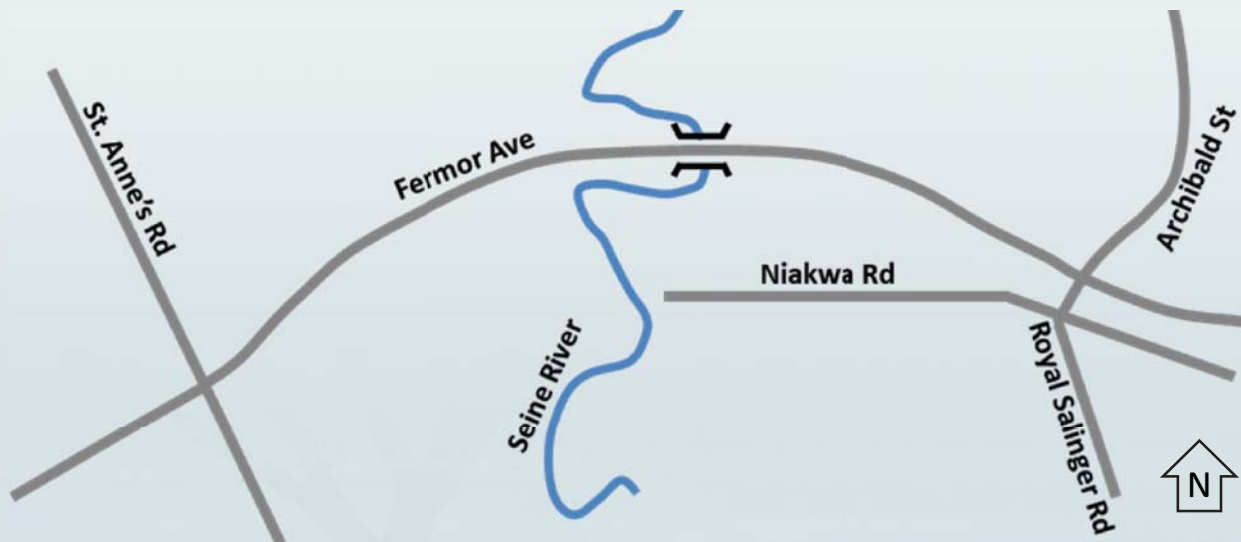
### Open House

Southdale Community Centre,  
254 Lakewood Blvd.

Tuesday, December 13, 2016

4:00pm - 8:00pm

Drop-in anytime during the session



In early 2016, the City of Winnipeg initiated the preliminary design for Fermor Avenue between St. Anne's Road and Archibald Street, including the bridge over the Seine. A preliminary design option for the road and bridge rehabilitation as well as improvements to the pedestrian and cycling network have been developed for the study area.

Join us at an open house to view the preliminary design ideas for the bridge rehabilitation and roadworks, and learn about pedestrian & cycling infrastructure, and intersection & road improvements.

At the open house you will have the opportunity to provide your feedback through speaking with members of the consultation team or by filling out an exit survey.

For further information, contact  
Lea Hastie, Dillon Consulting Limited  
lhastie@dillon.ca  
204.453.2301

Those who may require alternate formats or ASL interpretation in order to participate should contact Lea Hastie by Dec. 6, 2016 at the email address or phone number above.

[www.winnipeg.ca/fermor](http://www.winnipeg.ca/fermor)

# Restauration du pont Fermor et travaux de voirie

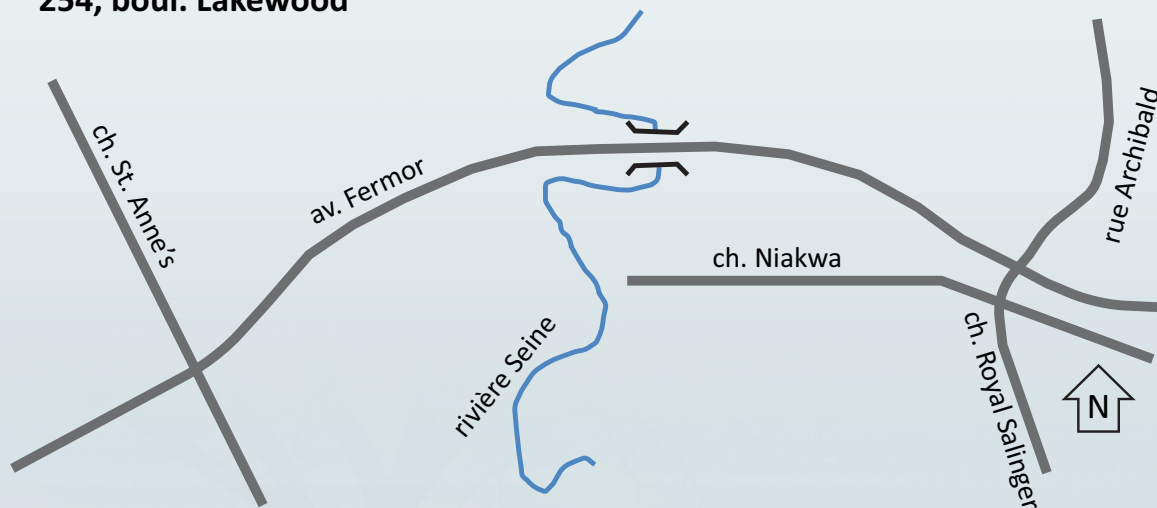
## Étude d'avant-projet

### Portes ouvertes

Centre communautaire  
de Southdale,  
254, boul. Lakewood

Le mardi 13 décembre 2016,  
de 16 à 20 heures

Entrée libre



Au début de l'année 2016, la Ville de Winnipeg a commencé une étude d'avant-projet sur l'avenue Fermor, entre le chemin St. Anne's et la rue Archibald. Cela comprend le pont qui traverse la Seine. Un concept préliminaire visant à restaurer la route et le pont et à améliorer le réseau piétonnier et cyclable a été dégagé pour la zone à l'étude.

Venez aux portes ouvertes voir les différents concepts préliminaires envisagés dans le cadre de la restauration du pont et des travaux de voirie. On présentera aussi des renseignements sur l'infrastructure piétonnière et cyclable ainsi que sur l'amélioration des intersections et de la route.

Durant les portes ouvertes, vous pourrez partager vos impressions en vous adressant à l'équipe de consultants ou en répondant au sondage à la sortie.

Pour plus de renseignements, communiquez avec Adam Prokopanko, Dillon Consulting Limited, à [aprokopanko@dillon.ca](mailto:aprokopanko@dillon.ca) 204-453-2301.

Les personnes qui pourraient avoir besoin d'un format de présentation différent ou de services d'interprétation en ASL pour participer sont priées de communiquer par courriel ou par téléphone avec Adam Prokopanko le 6 décembre 2016 au plus tard.

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# Fermor Ave Bridge Rehabilitation and Roadworks

Preliminary Design

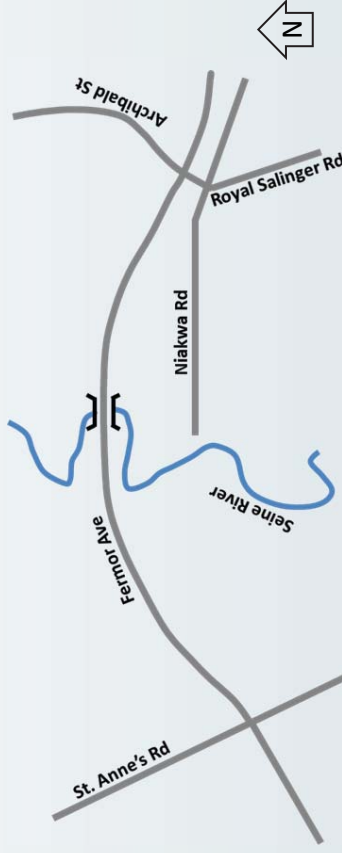
## You're Invited

### Open House

Tuesday, December 13, 2016  
4:00pm - 8:00pm



### Southdale Community Centre, 254 Lakewood Blvd.



Drop-in anytime during the session

[www.winnipeg.ca/fermor](http://www.winnipeg.ca/fermor)

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# Restauration du pont Fermor et travaux de voirie

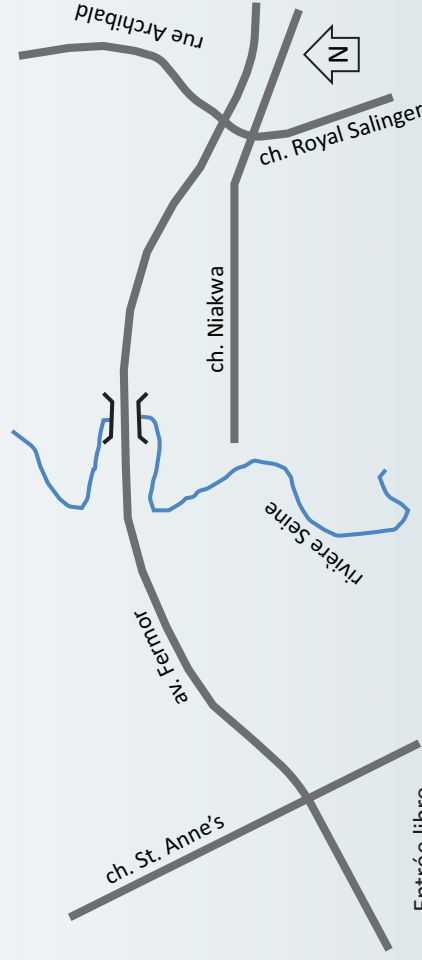
Étude d'avant-projet



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Entrée libre

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Lors des portes ouvertes, il sera possible de voir les différents concepts préliminaires envisagés dans le cadre de la restauration du pont et des travaux de voirie. On pourra aussi obtenir des renseignements sur l'infrastructure piétonnière et cyclable et sur l'amélioration des intersections et de la route.

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# Fermor Ave Bridge Rehabilitation and Roadworks

## Preliminary Design

### Open House

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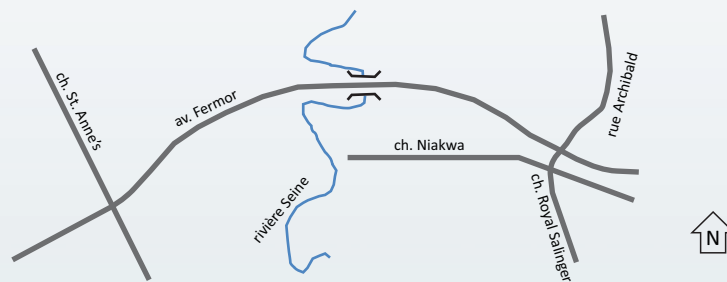
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## **Appendix C**

### ***Round 1 & 2 Meeting Summary Notes***

### Fermor Bridge Rehabilitation and Roadworks 16-3682 – First Round Stakeholder Consultation Summary

Date	Stakeholder/Group	Issues/Concerns/Comments	Considered/Addressed?
August 24, 2016 (afternoon)	Edison Properties, Castle on the Seine, City of Winnipeg Public Works	<ul style="list-style-type: none"> <li>• Takes a long time to be able to turn right from Niakwa onto northbound St. Anne's during morning rush hour</li> <li>• People cross Fermor at Seagrims to get to Superstore</li> <li>• Concerns that the reconfigured smart channel from westbound Fermor to northbound St. Anne's must have enough storage space</li> <li>• Maintaining prohibited west bound lane turns from Fermor to Archibald was not considered a problem</li> <li>• A graffiti problem on the existing pathway between Appleton Estates and the Seine River</li> <li>• Agreed that access changes proposed for Alpine would be safer than existing conditions</li> <li>• Attendees agreed it would make most sense to rebuild the bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Re-examined Niakwa right turn to northbound St Anne's;</li> <li>• Verified reconfigured smart channel has sufficient storage with dedicated right turn lane;</li> <li>• Additional lighting &amp; visibility analysis for new north / south path adjacent to Seine River to occur during detailed design.</li> </ul>
August 24, 2016 (evening)	No one attended		
August 25, 2016 (afternoon)	Niakwa Country Club	<ul style="list-style-type: none"> <li>• Allowing west bound lane turn from Fermor on to Archibald would be beneficial for Niakwa Country Club</li> <li>• Providing designated facility for pedestrians on Niakwa east of Seine would improve the route for all users</li> <li>• Desire line crossing of Fermor from Seagrims to Superstore is dangerous and a regular route for jaywalking</li> <li>• Rename on of the segments of Niakwa</li> <li>• A lot of seniors and low income residents living in multi-family buildings south east of Fermor and St. Anne's</li> <li>• No WBL from Fermor to Archibald leads to increased traffic on Lakewood and Pebble Beach</li> <li>• Access points between frontage roads and travel lanes on Fermor are dangerous</li> <li>• Like access points proposed for Alpine</li> <li>• Suggested widening the new short connection between Royal Salinger and Niakwa east, one lane to Royal Salinger and 2 towards Niakwa</li> <li>• Interest in holding a public consultation for member of Niakwa Country Club</li> </ul>	<ul style="list-style-type: none"> <li>• Need for left turn for left turn westbound traffic from Fermor to Archibald / Royal Salinger was examined;</li> <li>• A number of design alternatives were examined for Royal Salinger / Niakwa / Archibald / Fermor intersections. Design alternatives that do not involve removal of existing residential buildings are limited.</li> </ul>
October 11, 2016	Bike Winnipeg	<ul style="list-style-type: none"> <li>• Can a sidewalk be put in on Niakwa east of the Seine?</li> <li>• Cyclists may not follow the raised crossings because they go along the outside of the road at Fermor and Archibald</li> <li>• It is important that cyclists can activate a signal at Fermor and Archibald</li> <li>• A crossing of the tracks at Gleneagles is important</li> <li>• Traffic on Niakwa backs up to Pebble Beach in the morning</li> <li>• Paths should go further south than Willowlake and should have a crossing to leave people in a safe, logical place</li> </ul>	<ul style="list-style-type: none"> <li>• Additional options for bicycle &amp; pedestrian improvements for Niakwa east of the Seine will be examined during detailed design, or subsequent phase of project;</li> <li>• Potential path connections to the south identified and communicated to the City. Connections to the south outside of project scope area.</li> </ul>
October 12, 2016	Active Transportation Advisory Committee	<ul style="list-style-type: none"> <li>• Access changes on Alpine may not be as big of an issue because of the nature of the building in the immediate area (multi-family housing)</li> <li>• Supports an additional crossing at Gleneagles</li> <li>• Concerned about the connection between the areas to the south east and north east of Fermor and St. Anne's</li> </ul>	<ul style="list-style-type: none"> <li>• Signal timing and sequence will be examined during detailed design for southbound left turn lanes from St. Anne's to Fermor, and potential pedestrian conflicts.</li> </ul>
October 13, 2016 (afternoon)	Residents	<ul style="list-style-type: none"> <li>• The wait to turn from Fermor onto St. Anne's is too long</li> <li>• East bound lane turning from Fermor onto Alpine is dangerous</li> <li>• Majority of people who live in the area are seniors and/or have mobility issues</li> <li>• Concern about trees along Alpine being taken out</li> <li>• Felt a some sort of control at the new access point to Alpine would be necessary</li> <li>• Right turn from Niakwa onto St. Anne's in the morning is very busy</li> <li>• Suggested two lanes for vehicles and one for cyclists and pedestrians on Niakwa instead of the advisory lane idea</li> <li>• Prefer that trees on Niakwa are not taken out</li> <li>• Desire to cross train tracks near Fermor</li> <li>• Felt people will continue to cross at desire lines and not use the underpass</li> </ul>	<ul style="list-style-type: none"> <li>• Additional options for bicycle &amp; pedestrian improvements for Niakwa east of the Seine will be examined during detailed design, or subsequent phase of project;</li> <li>• New Alpine access point examined to minimize tree removal, while maintaining safety improvements;</li> <li>• At grade pedestrian crossing issue from Superstore to Safeway can be possibly addressed with pedestrian crossing half</li> </ul>

Date	Stakeholder/Group	Issues/Concerns/Comments	Considered/Addressed?
October 13, 2016 (evening)	No one attended		signal or pedestrian barriers. Additional examination will occur during detailed design.
October 18, 2016 (evening)	Residents	<ul style="list-style-type: none"> <li>Entrance from Fermor onto Seagrims is very dangerous</li> <li>Crossing lights at St. Anne's and Fermor are very short</li> <li>Mentioned people are turning down Seagrims to get to St. Anne's and bypass the intersection</li> <li>Feel Alpine should be widened if more people are going to be using it</li> <li>Mentioned a lot of people in the area with walkers</li> <li>Path on the east side of the multi-family buildings is unsafe and overgrown with bushes</li> <li>Yield from west bound Fermor onto north bound St. Anne's is dangerous</li> <li>One attendee witnessed a number of accidents from people turning right from St. Anne's onto Fermor</li> <li>Crossing the rail line closer to Fermor would be helpful</li> <li>Expressed concern about a bus being able to turn onto Seagrims from Fermor during rush hour</li> <li>Liked the idea of taking away first entrance to Alpine right after the Fermor and St. Anne's intersection</li> </ul>	<ul style="list-style-type: none"> <li>Signal timing and sequence will be examined during detailed design for St. Anne's / Fermor intersection;</li> <li>Additional lighting &amp; visibility analysis for new north / south path adjacent to Seine River to occur during detailed design;</li> <li>Yields and turn radii examined to ensure safety and functionality of buses and vehicles turning into Seagrims / Alpine from west bound Fermor, and westbound Fermor right turn to northbound St. Annes ;</li> <li>Proposed design changes to Alpine access will address safety issues noted.</li> </ul>
October 19, 2016 (afternoon)	No one attended		
October 19, 2016 (evening)	Residents	<ul style="list-style-type: none"> <li>Would like to see three lanes on both west and east bound Fermor</li> <li>Turning left onto Fermor from south bound St. Anne's is incredibly dangerous because of the Alpine merge</li> <li>Kingswood and St. Anne's in front of Superstore needs to be looked at</li> <li>People cut through on Seagrims to avoid the traffic at the Fermor and St. Anne's intersection</li> <li>Asked about having the underpass closer to St. Anne's, felt the desire line across Fermor to get to Superstore will still be used</li> <li>Suggested looking at all the extra space around the Archibald/Fermor/Royal Salinger area and seeing if there is a better solution</li> <li>Path along Niakwa east is very dark at night</li> </ul>	<ul style="list-style-type: none"> <li>Traffic modelling and analysis in regards to two versus three lanes each direction on Fermor provided to City. Directed to maintain current design of two lanes each direction;</li> <li>Proposed design changes to Alpine access will address safety issues noted;</li> <li>At grade pedestrian crossing issue from Superstore to Safeway can be possibly addressed with pedestrian crossing half signal or pedestrian barriers. Additional examination will occur during detailed design;</li> <li>Additional lighting and improvements along Niakwa east to be examined during detailed design or subsequent phase.</li> </ul>
October 20, 2016 (evening)	Residents	<ul style="list-style-type: none"> <li>People turning left from south bound St. Anne's onto Fermor and going straight into the far right lane are an issue</li> <li>Feel many of the issues at Royal Salinger intersection are due to traffic that should be coming down Lakewood</li> <li>Mentioned visibility issues at Fermor and Archibald because of the elevation change</li> <li>Agreed with the merged access points on Alpine</li> <li>Left lanes on Fermor and St. Anne's near the intersection should be longer</li> <li>Frequent accidents near Royal Salinger/Archibald/Fermor area</li> </ul>	<ul style="list-style-type: none"> <li>A number of design alternatives were examined for Royal Salinger / Niakwa / Archibald / Fermor intersections. Design alternatives that do not involve removal of existing residential buildings are limited;</li> <li>Grade issues and existing elevation change at Fermor and Archibald addressed through proposed intersection design;</li> <li>Longer left turn lanes for westbound Fermor</li> </ul>

Date	Stakeholder/Group	Issues/Concerns/Comments	Considered/Addressed?
October 25, 2016	Winnipeg Trails Association	<ul style="list-style-type: none"> <li>• Could the road be raised closer to Fermor so the underpass could be built where the desire lines already are?</li> <li>• Agreed with the raised pedestrian crossings at the intersections</li> <li>• Design is lacking pedestrian refuge islands</li> <li>• Felt the roads are too wide</li> <li>• The Fermor and St. Anne's intersection does not make sense, it is too wide and not good for pedestrians</li> <li>• Can the North West corner of Safeway parking lot with a cycling crossing across St. Anne's on the south side of the intersection?</li> <li>• Look at door-to-door, clear paths for cyclists</li> <li>• St. Anne's should have protected bike lanes on both sides</li> <li>• Bike paths aren't designed for two cyclists riding next to each other</li> <li>• Is wayfinding signage a part of this project?</li> <li>• Could crossings be treated as one large crossing (including crossing the right merge crossings)?</li> <li>• Crossing in front of Gleneagles is important</li> <li>• Can the entire intersection at Fallbrook be raised?</li> <li>• The north-south crossing of Fermor near the tracks is more important than an east-west crossing of the tracks near Fermor</li> <li>• Would like to be a part of the placemaking/landscaping/design of the pedestrian underpass</li> <li>• Advisory lane isn't attractive for pedestrians, would prefer to paint lines instead</li> <li>• Has the cost of keeping everything safe and cleared of snow in the winter been looked at?</li> </ul>	<p>to southbound St Anne's included in intersection improvements.</p> <ul style="list-style-type: none"> <li>• Pedestrian underpass on Fermor between Superstore and Safety not possible due to grade and visibility issues. At grade pedestrian crossing issue from Superstore to Safeway can be possibly addressed with pedestrian crossing half signal or pedestrian barriers. Additional examination will occur during detailed design;</li> <li>• Pedestrian refuge islands included in proposed design;</li> <li>• Road widths proposed consistent with City standards, and shown to back of curb;</li> <li>• Rue Des Meurons designated as primary north / south active transportation corridor in area. Preliminary design process for this project is underway, and will provide north / south active transportation links as opposed to on-street protected bike lanes on St. Anne's;</li> <li>• Placemaking, wayfinding, and public art components of the pedestrian underpass to occur during detailed design.</li> </ul>
November 1, 2016	Functional Transit Winnipeg	<ul style="list-style-type: none"> <li>• Mentioned persistent transit issues at Niakwa and St. Anne's</li> <li>• Which transit routes are being affected?</li> <li>• Interested in maintaining access from affected routes to retailers in the business</li> <li>• Will the people living in the apartments have to walk further to get to the bus stops?</li> <li>• Is there an opportunity to reroute the bus to the front of Safeway?</li> <li>• Can the road go straight south off the proposed exit (to Alpine) off of Fermor instead of connecting with Seagrims?</li> <li>• Could put additional bus lanes near bridge on Fermor and provide a connection from the stops to the proposed path and underpass</li> <li>• Mentioned difficulty of getting across Fermor near the multi-family units/Superstore/Safeway</li> <li>• Paths are important because bus stops are not useful if you can't get to them</li> <li>• Asked about construction staging</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed design and changes to Segrims / Alpine has minor impact on one transit route, largely through minor relocation of bus stop locations;</li> <li>• Rerouting of bus in front of Safeway not possible, as it would greatly complicate turn movements at Niakwa;</li> <li>• Potential bus stop locations on Fermor at pedestrian underpass communicated to the City for consideration.</li> </ul>
November 8, 2016	Safeway	<ul style="list-style-type: none"> <li>• How far back are the access points from the existing exit off Fermor?</li> <li>• Access changes are mostly positive for people traveling east on Fermor but expressed concern about access for people traveling west on Fermor</li> <li>• Concerns about moving the bus stop</li> <li>• Did not see an issue with some space from parking lot being expropriated because they have a lot of space, use some of it for park and ride</li> <li>• Concerns about the impacts of construction, scope of project, when construction will be completed</li> <li>• Traffic slows on Fermor closer to St. Anne's</li> </ul>	<ul style="list-style-type: none"> <li>• Proposed design changes to Alpine access will address safety issues noted;</li> <li>• Proposed design and changes to Segrims / Alpine has minor impact on one transit route, largely through minor relocation of bus stop locations.</li> </ul>
November 9, 2016	Old St. Vital Biz	<ul style="list-style-type: none"> <li>• Mentioned four of the multi-family buildings in the area are seniors complexes</li> <li>• Would like electricity at the small park located at the southwest corner of the Fermor and St. Anne's intersection</li> </ul>	<ul style="list-style-type: none"> <li>• Landscaping and details to be addressed at detailed design stage. Concepts and ideas</li> </ul>

Date	Stakeholder/Group	Issues/Concerns/Comments	Considered/Addressed?
November 17, 2016	Save our Seine	<ul style="list-style-type: none"> <li>• Would like to see in ground planters in the median on Fermeor west of St. Anne's</li> <li>• Would like to see planters in the median along Fermeor west of the bridge</li> <li>• Can the welcome sign be located on the Fermeor median just west of the bridge?</li> <li>• Mainly concerned with what is happening at Fermeor and St. Anne's intersection, and moving the welcome pole to the west side of the bridge</li> <li>• Questions about timeframe</li> <li>• Is there an opportunity to enhance the area?</li> <li>• Mentioned the path on the west side of the multi-family buildings is quite dark at night but it is also part of the wildlife corridor</li> <li>• Confirmed they have seen seniors carrying groceries across Fermeor</li> <li>• Felt the proposed underpass and intersection improvements will not meet the needs of people crossing where they do now, said an at grade crossing should be included where the desire lines currently are</li> <li>• Expressed concern about having enough room on the shoulder to get to the canoe access point located just off Fermeor at the bridge over the Seine</li> <li>• Students use the flat space under the bridge, city should recognize it as a destination, would like to see it improved</li> <li>• Can the (unpaved) connection from Comanche to the space under the bridge be improved?</li> <li>• Intention is to have a walking corridor along the entire length of the Seine</li> <li>• Can a canoe launch be created near the spot where the path currently crosses the Seine or near Comanche (with some parking spots)?</li> <li>• When the water is high canoeists can't get past the pedestrian bridge crossing the Seine</li> <li>• Can the rehabilitation of the bridge include making it a nesting friendly environment for birds?</li> <li>• Questions about timelines</li> <li>• How is stormwater flow going to be handled?</li> <li>• Expressed concern about not seeing their input incorporated into designs in previous project even though they provided it early in the process</li> </ul>	<p>from BIZ largely consistent with proposed design, and will be examined further during detailed design.</p> <ul style="list-style-type: none"> <li>• Pedestrian underpass on Fermeor between Superstore and Safety not possible due to grade and visibility issues. At grade pedestrian crossing issue from SuperStore to Safeway can be possibly addressed with pedestrian crossing half signal or pedestrian barriers. Additional examination will occur during detailed design;</li> <li>• Additional lighting &amp; visibility analysis for new north / south path adjacent to Seine River to occur during detailed design. Will occur west of top of slope, leaving slope and treed area relatively undisturbed;</li> <li>• A gravel or non-impervious trail from Comanche under the bridge on the east side of the bridge will be examined in additional during detailed design;</li> <li>• Existing pedestrian bridge north of Fermeor will not be modified, as raising the bridge and associated pathway would have significant adverse impacts, and result in removal of significant portions of river bottom forest.</li> </ul>
Various	Common Themes	<ul style="list-style-type: none"> <li>• Most support the project</li> <li>• Many feel the exit to Alpine from Fermeor just east of St. Anne's is dangerous</li> <li>• Most felt the proposed access changes on Alpine are safer than what exists now</li> <li>• Some talked about long waits when turning right from Niakwa onto St. Anne's</li> <li>• Some talked about people cutting through Seagrims to avoid the Fermeor and St. Anne's intersection</li> <li>• Many people who live in the area are seniors and/or have mobility issues</li> <li>• Many felt the Royal Salinger intersection is unsafe and can be designed in a better way</li> <li>• Many felt a crossing in front of Niakwa Place School is necessary</li> <li>• Many felt pedestrian linkages across Fermeor are currently lacking</li> <li>• Most were happy with the pedestrian underpass</li> </ul>	



## **Appendix D**

### ***Round 1 & 2 Exit Surveys and Feedback***

# Fermor Bridge Rehabilitation and Roadworks Exit Survey Summary

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Exit surveys were made available to people who attended the open house (in hard copy form) and online through the City of Winnipeg project webpage. There were a total of 66 exit surveys completed, 26 hard copy, and 40 online. French versions of the surveys were made available both at the open house and online; however, considering the small number of French responses (3) the data has been translated and is represented in this analysis.

In order to make the surveys available to the most people possible and to ask the right questions at the right time, three different versions of the survey were provided: the pre-open house online survey; the hard copy survey made available at the open house; and the post-open house online survey. While all of the long answer questions remained the same in each, the multiple choice questions at the beginning of the survey varied. The pre-open house online survey had only two multiple choice questions (What is your interest in the project? Was the online information helpful?). The hard copy surveys included the aforementioned questions, as well as two additional questions the open house (Was the information at the Open House helpful? Was the staff at the Open House helpful?). The post-open house survey included each of the above questions as well as a question asking if the individual attended the open house. In an effort to avoid confusion the questions are bolded but not numbered in this summary, and it is noted which questions was not included in a survey. The following is a summary of responses for each question from both the hard copy and online exit surveys.

## QUESTIONS

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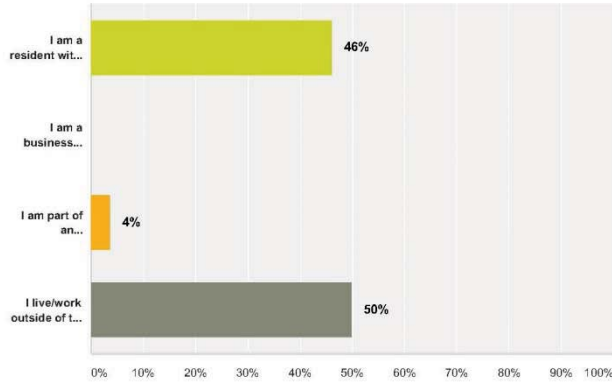
***Please check the answer that most closely describes your interest in this project:***

- I am a resident within the project area
- I am a business owner/landowner/property manager within the project area
- I am part of an organization/group within the project area
- I live/work outside of the project area, but am interested in the project

### Online – Pre-open House Responses

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There were 26 online – pre-open house responses to this question. As seen in the chart below most individuals indicated that they either live/work outside of the project area but are interested in the project (50%) or reside in the project area (46%). Four percent were part of an organization/group within the project area.

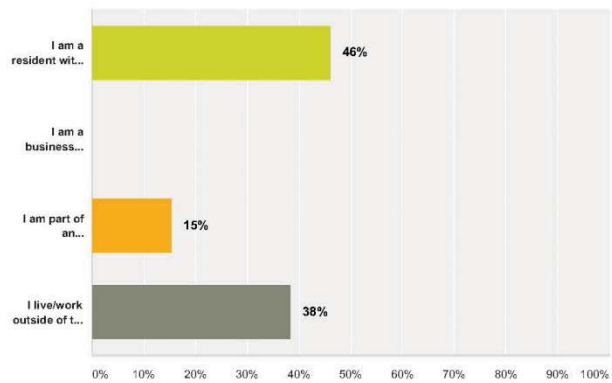


Answer Choices	Responses
I am a resident within the project area	46% 12
I am a business owner/landowner/property manager within the project area	0% 0
I am part of an organization/group within the project area	4% 1
I live/work outside of the project area, but am interested in the project	50% 13
<b>Total</b>	<b>26</b>

Figure 1 – Online – Pre-Open House – Interest in the Project

### Online – Post-open House Responses

There were 13 online – post open house responses to this question. As seen in the chart below most individuals indicated that they either reside in the project area (46%) or live/work outside of the project area but are interested in the project (38%). Fifteen percent were part of an organization/group within the project area.

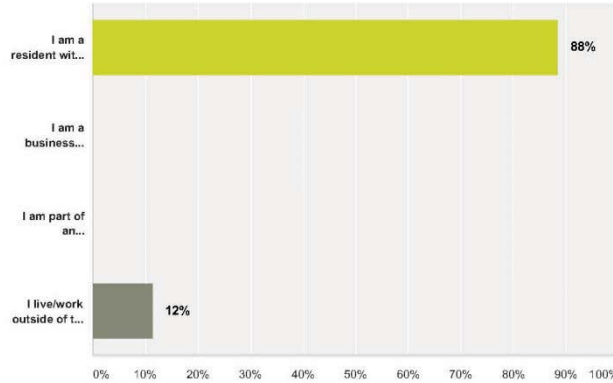


Answer Choices	Responses
I am a resident within the project area	46% 6
I am a business owner/landowner/property manager within the project area	0% 0
I am part of an organization/group within the project area	15% 2
I live/work outside of the project area, but am interested in the project	38% 5
<b>Total</b>	<b>13</b>

Figure 2- Online – Post-Open House – Interest in the Project

### Hard Copy Responses

There were 26 responses from individuals who attended the open house. As seen below most people who attended were residents within the project area (88%), and 12% indicated that they live/work outside of the project area, but are interested in the project.



Answer Choices	Responses
I am a resident within the project area	88% 23
I am a business owner/landowner/property manager within the project area	0% 0
I am part of an organization/group within the project area	0% 0
I live/work outside of the project area, but am interested in the project	12% 3
<b>Total</b>	<b>26</b>

Figure 3 - Hard Copy – Interest in the Project

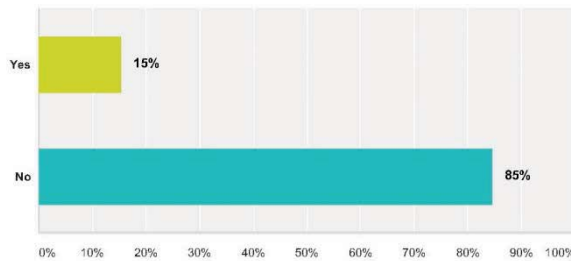
### Did you attend the public open house session on December 13th, 2017?

(Not included in the hard copy survey or the online – pre-open house survey)

- Yes
- No

### Online – Post-open House Responses

As seen in the chart below this question was answered by 13 individuals, and 85% of them responded that they had not attended and 15% responded that they had.



Answer Choices	Responses
Yes	15% 2
No	85% 11
<b>Total</b>	<b>13</b>

Figure 4 - Online Post Open House - Did You Attend the Open House

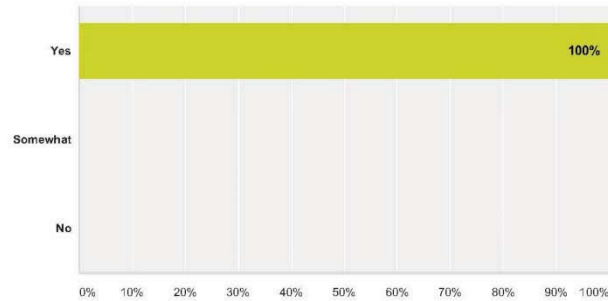
**Did you find the information provided at this meeting helpful?**

(Not included in the online – pre open house survey)

- Yes
- Somewhat
- No

**Online – Post-open House Responses**

On the online – post open house exit surveys, individuals who responded that they attended the open house were also asked if they found it helpful. As seen in the chart below, only two individuals answered this question and both answered yes.

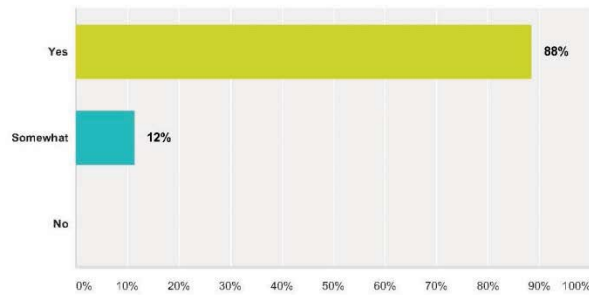


Answer Choices	Responses
Yes	100% 2
Somewhat	0% 0
No	0% 0
<b>Total</b>	<b>2</b>

**Figure 5 - Online post open house – Was the information helpful?**

**Hard Copy Responses**

On the hard copy exit surveys provided to open house attendees, individuals were asked if they found the meeting helpful. As seen in the chart below, 26 individuals answered this question; 88% answered yes, 12% answered somewhat, and no one answered no.



Answer Choices	Responses
Yes	88% 23
Somewhat	12% 3
No	0% 0
<b>Total</b>	<b>26</b>

**Figure 6 - Hard copy - Was the information helpful?**

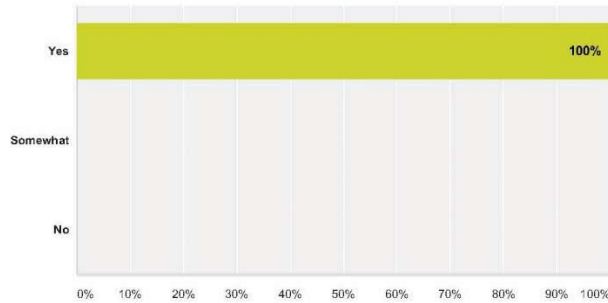
**Did you find the staff at the meeting helpful?**

(Not included in the online – pre-open house survey)

- Yes
- Somewhat
- No

**Online – Post open House Responses**

Individuals who answered yes to attending the open house were asked if they found the staff helpful. Only 2 individuals answered this question, and both responded yes.

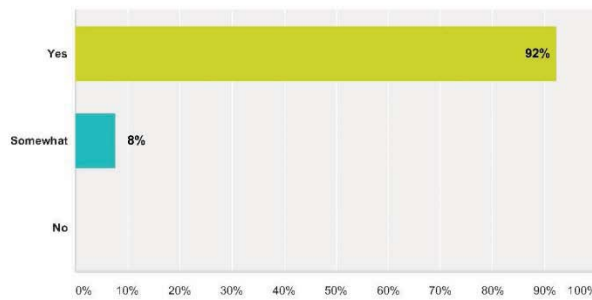


Answer Choices	Responses	Count
Yes	100%	2
Somewhat	0%	0
No	0%	0
<b>Total</b>		<b>2</b>

**Figure 7 - Online post open house - Was the staff helpful?**

**Hard Copy Responses**

Individuals who attended the open house were also asked if they found the staff helpful. Twenty-six individuals answered this question, and the majority found the staff helpful (92%). The remaining individuals found the staff somewhat helpful (8%).



Answer Choices	Responses	Count
Yes	92%	24
Somewhat	8%	2
No	0%	0
<b>Total</b>		<b>26</b>

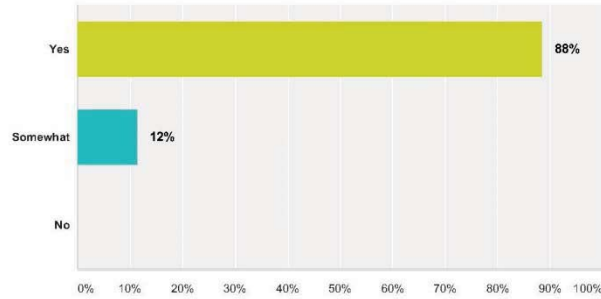
**Figure 8 - Hard copy - Was the staff helpful?**

**Was the online information helpful?**

(Not included in the hard copy survey)

**Online – Pre-open House Responses**

As seen in the chart below, 26 people answered this question, and 88% of them responded yes and 12% responded somewhat.

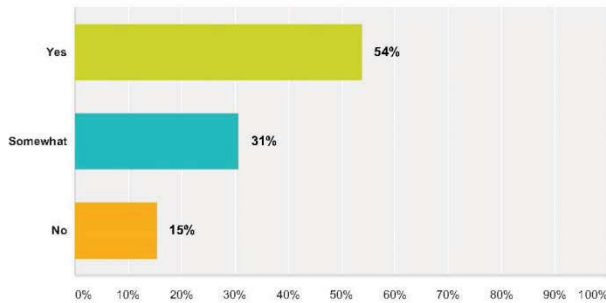


Answer Choices	Responses	
Yes	88%	23
Somewhat	12%	3
No	0%	0
<b>Total</b>		<b>26</b>

**Figure 9 - Online Pre-open house - Was online information helpful?**

**Online – Post-open House Responses**

As seen in the chart below, 13 people answered this question, 54% of them responded yes, 31% responded somewhat, and 15% responded no.



Answer Choices	Responses	
Yes	54%	7
Somewhat	31%	4
No	15%	2
<b>Total</b>		<b>13</b>

**Figure 10 - Online post-open house - Was the online information helpful?**

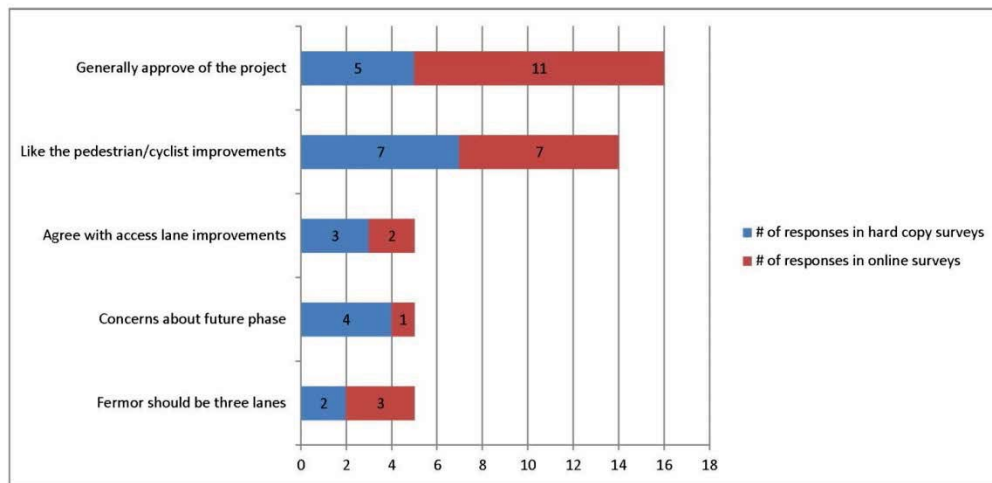
**What are your top three comments or thoughts about this project?**

Twenty-one individuals answered this question online, and 24 responses were recorded through the hard copy surveys, for a total of 45 responses.

Key themes that were touched on in the responses to this question include:

- General approval of the project;
- Approve of the pedestrian and cycling components;
- Agree with the access lane improvements;
- Concerns about whether or not the future phases will occur; and
- Fermor should be three lanes in both directions.

As quantified in the chart below, the most common comment was that people generally approve of the project. The second most common comment was that people were happy with the pedestrian and cycling components of the design, followed by their approval of the access lane improvements.



**Figure 11 - Top comments themes**

Verbatim responses are included below.



## Online – Pre-open House Responses

#	Responses	Date
1	a) beaucoup de réflexion a été faite par les ingénieurs pour rendre le secteur plus sécuritaire pour les autos; b) pour le rendre plus accessible aux cyclistes; c) je suis content de voir que le projet est beaucoup plus qu'une simple réhabilitation du pont et de la chaussée.	5/2/2017 2:22 PM
2	- Excited by improvements to St Anne's and Fermor intersection. - Hoping the St Annes @ Fermor includes a xing light for cyclists - looks like great benefit to ppl South of Fermor and East of St Annes	12/14/2016 1:13 PM
3	I like the considerations for AT.	12/13/2016 5:35 PM
4	I very much appreciate the following: 1) pathway on Seine River Bridge to provide all season crossing of Seine River 2) Though pass connecting Niakwa Road and Niakwa Trail I am concerned that there is no connectivity along St. Anne's Road despite the need for direct connections between Morrow and Kingswood.	12/13/2016 11:22 AM
5	Many of the AT connections remain "future" or "contingent," while huge amounts of money are to be spent on every possible motor-vehicle connection. This belies the promoted understanding that AT is supposed to be a full peer and built alongside m-v development, when in reality serious gaps are routinely left behind (as in Osborne station and underpass), or AT is being blatantly neglected (why no public open house when kilometres of Portage Ave were rebuilt?). There is no indication of alternative plans should contingency funds not materialize. This seems to be promoting idealized option and not informing us of an actual full plan (or worse, it doesn't exist). We want information, not PR. If smart channels are being promoted as improving safety, why are some turns being rebuilt as conventional feeeway-style entrances? There's no indication whether this is apparent safety compromise is for motorists' convenience, or to save on construction costs, or for other reason. Again, we want information that acknowledges trade-offs, not PR that glosses over them.	12/12/2016 11:55 AM
6	I like the improvements for pedestrians and cyclists, as well as the improvements for many of the access lanes (e.g., adding merge lanes)	12/10/2016 9:01 PM
7	I like the emphasis on the pedestrians and cyclist. I like the better acceleration lanes and better access.	12/10/2016 1:04 AM
8	If it moves traffic faster , then that is a good thing.	12/8/2016 11:44 AM
9	1. Everything looks very good. 2. The AT tunnel/underpass is a critical component of Winnipeg's AT network. If it is not done as part of this project, the opportunity will be lost and it will never get done. 3. Multi-use pathways along rivers and limited access roadways are a fundamental aspect of every city's AT network -- and also for recreation, so I'm pleased that you've incorporated so much good design into this project. The improvements will be used and appreciated for many decades.	12/7/2016 7:18 PM
10	1) Widen the pathways in the area or otherwise provide a safer distance between bikers and walkers. 2) incorporate a dog park in King George park (park behind Supervalu) 3) try and incorporate a pathway that provides more of a view of the Seine River area while using the pathway, even if it means a less direct route.	12/4/2016 7:24 AM
11	1. The concerns about dangerous driving entry zones seem unwarranted - I have been driving here for 10 years and never been an issue. 2. The attempt to improve walking and cycle access along river is excellent. 3. Maintaining one lane open over the bridge should allow traffic flow but there will be major hold-ups in the morning.	12/3/2016 3:24 PM
12	Red lights should be removed and ramps should be put in to improve traffic flow. Train tracks at Archibald should be on a bridge. It's a waste of money to simply revamp the existing. If it doesn't improve traffic flow there is no point.	12/3/2016 10:42 AM
13	Active Transportation is important and should be a major factor in the project area's planned upgrades.	12/2/2016 4:23 PM
14	Great ideas - very pleased with the north/south bike/pedestrian underpass. I like that the plan maintains public access to the river. I like that the plan maintains the riverbottom forest.	11/30/2016 4:45 PM
15	better access on fermor especially merging lanes good idea keep cyclist safe in high traffic area improvements always good in this area as it is growing sage creek etc a lot of traffic flows down from those areas	11/30/2016 2:21 PM
16	I frequently (at least once a week) travel North Bound St.Annes -> East Bound Fermor -> North Bound Archibald, so I am very happy with the following improvements: It would be nice to have the future phase done sooner rather than later as: Very good adding the dedicated turning lane from St.Anne's North to Fermor East Very good extending the turning lane Fermor east to Archibald North Very good adding a turning lane from Archibald North to Comanche West - Many vehicles frequently get stuck here waiting for turning vehicles	11/30/2016 12:55 PM

## Online – Post-open House Responses

#	Responses	Date
1	Make appropriate acceleration/merge lanes and include proper signage if applicable. Ie. do not just have a yield sign when you have an entire safe acceleration lane. The archibald/fermor intersection is a choke point. As anything else been proposed for that intersection to allow for better flow of traffic.	1/12/2017 9:39 AM
2	Fermor should be three lanes.	1/11/2017 1:27 PM
3	Good idea to upgrade cycle paths to connect north south. Entrance from Fermor westbound to Alpine has always been a traffic concern. Two lanes turning north onto St. Anne's from Fermor eastbound a good idea to speed morning traffic flow.	1/11/2017 1:16 PM
4	The consolidate egress entrance will create a traffic nightmare for people trying to get to Safeway with all the cars trying from diff ways trying to get in and out if there. Good luck	1/11/2017 10:22 AM
5	Residents should be well informed and construction impacts (noise, access) should be considered in design Existing AT paths are key connection between niakwa park and downtown, used by many in the area who commute, and should be maintained through construction as much as possible	12/24/2016 9:30 AM

## Hard Copy Responses

#	Responses	Date
1	Is a good thing for the community to improve access from Alpine to St. Anne's	5/2/2017 12:31 PM
2	I like the pedestrian underpass/ Bicycle path. I like the addition of bike path to bridge to allow for use during floods. I would have liked to see connection on St. Anne's for bikes, at least to Hull/Morrow and King George	5/2/2017 12:26 PM
3	Thru traffic on Royal Salinger Road. Backlog of traffic on Pebble Beach.	5/2/2017 11:58 AM
4	Two years of construction noise as a resident facing Fermor in the middle of the construction zone. Can I please sleep in on Saturdays and Sundays? Plant more trees to reduce general traffic noise.	5/2/2017 11:56 AM
5	I was hoping for a new 6 lane bridge. Would like to see a turn arrow light SB St. Anne's at Niakwa. Like the fact that the road is curved properly	5/2/2017 11:53 AM
6	It is needed, don't delay!	5/2/2017 11:49 AM
7	It is about time this area was reconstructed. Paved shoulders were needed a long time ago.	5/2/2017 11:47 AM
8	How long is it going to take, because Fermor is already congested at peak hours	5/2/2017 11:28 AM
9	I like the tunnel - more safe. Improving the grading at Archibald and Fermor. Two turning lanes are a good idea	5/2/2017 11:24 AM
10	More consultation needed with residents on Royal Salinger regarding the intersections at Archibald/Fermor/Royal Salinger!!!	5/2/2017 11:19 AM
11	Still no improvement in traffic congestion at Fermor and St. Anne's. Block off Fermor to prevent J walking. Poorer access to Safeway	5/2/2017 11:16 AM
12	Glad to see considerations for cycling. Wish future phase was included now (more of a priority for me). Looks well considered and planned out.	5/2/2017 11:13 AM
13	Will it help with the congestion for rush hour traffic?	5/2/2017 11:10 AM
14	As a resident on Royal Salinger Road for the past 16+ years, I am pleased to finally see some improvements to Fermor between St. Anne's and Archibald, as well as the rehabilitation to the bridge. It is LONG overdue.	5/2/2017 11:02 AM
15	Will the second phase actually transpire? Long overdue. Pleased with the overall design.	5/2/2017 10:56 AM
16	Only concern is increased traffic when the loop will be on Alpine, as it is extremely close to exit of 50 Alpine Ave, and blind side due to dumpsters on ride side.	5/2/2017 10:51 AM
17	Would be great to have the pedestrian/cycle underpass, like improved view of pedestrians at turn and the idea of improvements to Des Meurons	5/2/2017 10:39 AM
18	What I understand of the display is generally good. I hope they do not have to disturb the ecology too much.	5/2/2017 10:37 AM
19	Location of the underground walkway. Proposed one is not used by people as much as the crossing near Superstore. The proposed path connecting Fermor to Niakwa footbridge is too close to the river. Not good for a riparian area and wildlife corridor. Be very careful removing brush, and lighting this area with sensitivity.	5/2/2017 10:28 AM
20	The intersection at Fermor and Archibald (South Side) is in dire need of repairs. It appears as a third world equivalent. The design should improve traffic flow.	5/2/2017 10:11 AM
21	Looks really good. Like the longer access lanes. Now we need to teach Winnipeggers the difference between a merge and yield, and how to use each.	5/2/2017 10:07 AM
22	Generally positive about the overall plan. Merge from SB Archibald to WB Fermor concerns me, as not quite long enough for proper merge at 70km. Like the bike path tunnel. Might be used by homeless dude who lives in bush nearby though.	5/2/2017 10:02 AM
23	It was well explained. Looks workable.	5/2/2017 10:00 AM
24	Southeast Winnipeg (South of Fermor and east of the red river) has EXPLODED since the late 1970's, yet all roads (Except Bishop Grandin) are the same in terms of lane numbers and are completely congested during rush hour. Fermor needs to be three lanes in each direction	5/2/2017 9:57 AM

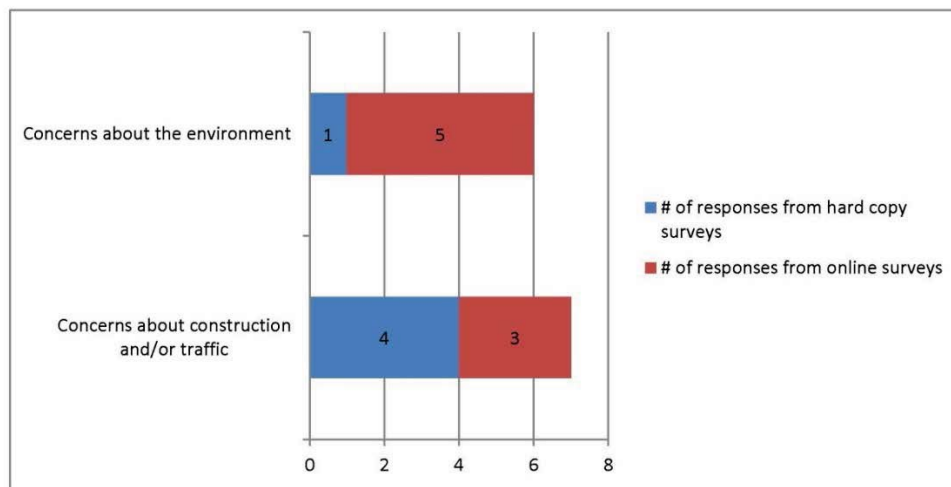
***Are there any potential impacts on you that the project team should be considering?***

Fourteen individuals answered this question online, and 16 answered it through the hard copy surveys, for a total of 30 responses.

Key themes that were touched on in the responses to this question include:

- Concerns about the environment; and
- Concerns about construction/traffic.

As quantified in the chart below, the most common comment was regarded people’s concerns about construction and traffic.



**Figure 12 - Potential impacts themes**

Verbatim responses are included below.

### Online – Pre-open House Responses:

#	Responses	Date
1	La circulation sera ralentie pendant les 2 ans que prendra le projet, mais c'est normal, pourvu que le projet soit bien fait. En général, une fois le projet terminé, la qualité de vie du secteur sera grandement améliorée.	5/2/2017 2:22 PM
2	- maybe reduce traffic speed on all of Des Meurons to 30 km /h to accommodate the additional cyclists travelling to downtown.	12/14/2016 1:13 PM
3	The length of construction is a concern especially during the school year since traffic is more intense during that time.	12/13/2016 5:35 PM
4	N/a	12/10/2016 9:01 PM
5	Concerned about the environmental aspect of the project even though it was discussed. Often times what is planned and what is done by construction works is not the same. Have you ever seen a 'clean' worksite without impact to nature?	12/10/2016 1:04 AM
6	It will change my access to Alpine but the new access looks like a safer way to do it	12/8/2016 11:44 AM
7	The result of this project will significantly improve my experience cycling/running/blading through this area.	12/7/2016 7:18 PM
8	No impact. Work around the clock. Just get it done.	12/4/2016 7:24 AM
9	Traffic holds up in the morning heading from east to west from Archibald to St Annes intersections.	12/3/2016 3:24 PM
10	I go through the area for my evening commute home. Consider traffic flow during construction.	12/3/2016 10:42 AM
11	Worried about losing the safe active transportation paths. Or possibly having to endure a less safe route.	12/2/2016 4:23 PM
12	yes i live 4 houses from the corner of royalsalinger and pebblebeach how will you improve the corner because it is a nightmare to pass through no one pays attention to the stop 3 way stop sign i have to head north to exit my street and many times i honk because drivers do not realize that there is a car there and i know i am not the only one who feels this way add a pedestrian and look out you take your life into your hands crossing there and if a car comes from the former merge onto royalsalinger and turns right onto peddle beach i dont know how many times a day i hear honking and when i bike is there forget it if the cyclist knows the rules no problem it when you get a cyclist who does not realize they can take a lane to make a turn safely that i worry about. just it is a really bad corner have to be very carefull all the time	11/30/2016 2:21 PM

### Online – Post-open House Responses:

#	Responses	Date
1	Just the usual traffic snarls during construction. Also, why not have crews work at night as well as day to speed the project.	1/11/2017 1:16 PM
2	Noise, access for residents   Protection of natural habitat along seine	12/24/2016 9:30 AM

## Hard Copy Responses

#	Responses	Date
1	Noise of construction to residents. Post construction - General traffic noise. My drive to and from work, etc. during construction, access to my parkade in the Alpine loop	5/2/2017 11:56 AM
2	NIL	5/2/2017 11:53 AM
3	Traffic flow during construction	5/2/2017 11:47 AM
4	How easy is it going to be accessing Safeway from Fermor	5/2/2017 11:28 AM
5	None really.	5/2/2017 11:24 AM
6	I live at the corner of Royal Salinger and Niakwa Road. Lots of traffic, pedestrian issues that will not be solved with proposed plan	5/2/2017 11:19 AM
7	Longer approach to Safeway parking	5/2/2017 11:16 AM
8	N/A - My concerns are already addressed	5/2/2017 11:13 AM
9	The tunnel will be a great benefit to cyclists/pedestrians	5/2/2017 11:10 AM
10	We would like to see the access from Fermor to Royal Salinger improved so that traffic can flow more smoothly during heavy traffic/rush hour.	5/2/2017 11:02 AM
11	Indicated above. Change bus location which is currently at 50 Alpine Ave.	5/2/2017 10:51 AM
12	It will never be seen as a safe area, no matter what you do. The apartment building is close too close to the river and forms a concrete wall. It seems the only solution is to add lights and remove brush from the riparian area.	5/2/2017 10:28 AM
13	Noise and spray from vehicles on pedestrians and cyclists using the new lane beside the bridge. A short wall of glass panels (Like those in bus shelters) would keep people dry when cars pass	5/2/2017 10:13 AM
14	Do the reconstruction ASAP, including the future phase portion.	5/2/2017 10:11 AM
15	A left turn lane off of Fermor West into Niakwa Place	5/2/2017 10:07 AM
16	During bridge work, open lanes can be two-way most of the day, but must be dedicated one-way (2 lane) during rush hour or you will cause major delays everywhere (Marion, Fermor, Bishop Grandin, and South Perimeter)	5/2/2017 9:57 AM

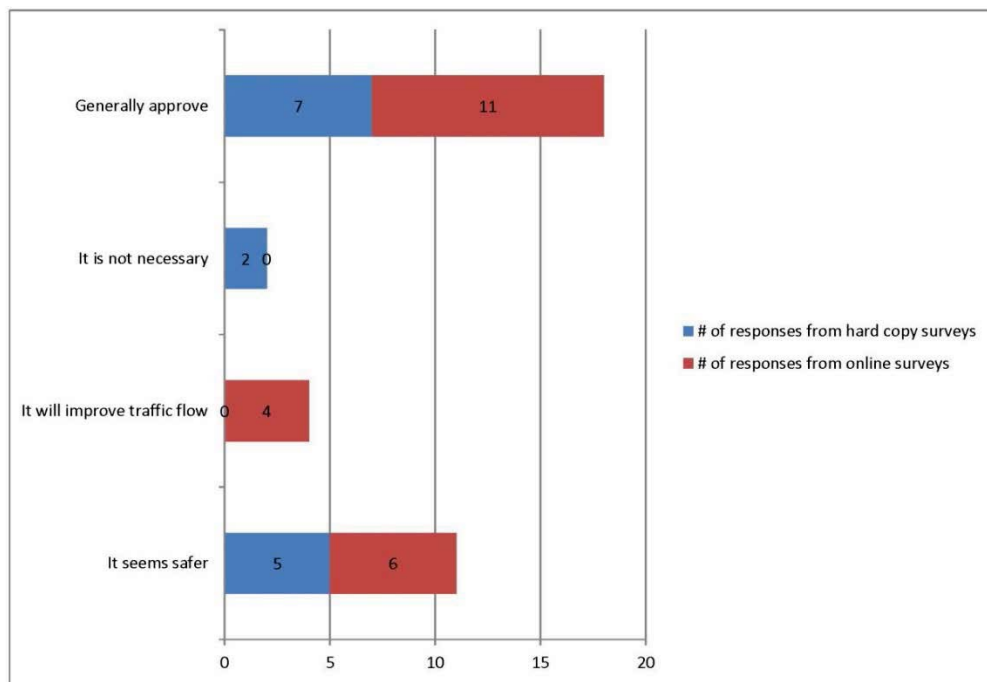
**What are your thoughts on the access changes connecting Alpine Avenue to Fermor Avenue?**

Eighteen individuals answered this question online, and 22 answered it through the hard copy surveys, for a total of 40 responses.

Key themes that were touched on in the responses to this question include:

- General approval of the changes;
- The changes are not necessary;
- They will improve traffic flow; and
- They seem safer than what currently exists.

As quantified in the chart below, the most common comment was that people generally approve of the changes, followed by the belief that it will be safer.



**Figure 13 - Changes to access themes**

Verbatim responses to this question are included below.

## Online – Pre-open House Responses

#	Responses	Date
1	Ces changements me semblent nécessaires. La sécurité sera améliorée.	5/2/2017 2:22 PM
2	makes sense. I get how current car drivers may be annoyed, but Fermor is higher speed, so closing this to reduce risks for drivers and to facilitate cyclist access makes sense to me.,	12/14/2016 1:13 PM
3	I agree that those access points have safety issues as they currently exist. Changes seem to make sense.	12/13/2016 5:35 PM
4	This makes sense to me and improves safety for the AT path and through pass.	12/13/2016 11:22 AM
5	I don't like the current access lane and I'd prefer the addition of a merge lane	12/10/2016 9:01 PM
6	Better to consolidate to one point.	12/10/2016 1:04 AM
7	Good idea.	12/7/2016 7:18 PM
8	Minimize the access points and allow for safer flow of traffic through the area.	12/4/2016 7:24 AM
9	It will be an improvement but not sure of the necessity.	12/3/2016 3:24 PM
10	Ramps not lights!	12/3/2016 10:42 AM
11	No strong opinions.	12/2/2016 4:23 PM
12	Safer	12/1/2016 12:20 PM
13	use that way frequently i don't see i need for change i never have a problem just people do not know how to use the merge to get onto fermor or to exit off onto alpine yes heavy traffic at times but it is totally an okay place to exit from i never have had a problem with visibility or anything should keep the connection access as is	11/30/2016 2:21 PM
14	Seems good to me, nice to have the access further east from St. Annes	11/30/2016 12:55 PM

## Online – Post-open House Responses

#	Responses	Date
1	Good	1/12/2017 9:39 AM
2	Better access to Safeway.	1/11/2017 1:27 PM
3	A longer acceleration lane for eastbound access from Alpine to Fermor would be useful. And eliminate the access point just east of alpine.	1/11/2017 1:16 PM
4	Don't like it	1/11/2017 10:22 AM



## Hard Copy Responses

#	Responses	Date
1	I agree with the improvements and the underpass	5/2/2017 12:31 PM
2	I think that yield should be eliminated as it is unsafe	5/2/2017 11:58 AM
3	Okay, but I will miss the Fermor ramp on the East side	5/2/2017 11:56 AM
4	Love it.	5/2/2017 11:53 AM
5	Alpine needs to be widened. So much traffic coming from apartment block and Safeway	5/2/2017 11:52 AM
6	Very good - Approaches have been unsafe	5/2/2017 11:47 AM
7	It seems more efficient	5/2/2017 11:28 AM
8	I think the changes will streamline and make more efficient.	5/2/2017 11:24 AM
9	Great!	5/2/2017 11:19 AM
10	No problem.	5/2/2017 11:16 AM
11	Good, smart. I don't drive there much, but it should be make Fermor safer.	5/2/2017 11:13 AM
12	Why not, I'm not Safeway.	5/2/2017 11:10 AM
13	These appear to be positive changes to access. It will hopefully resolve some traffic flow issues.	5/2/2017 11:02 AM
14	I'm fine with it.	5/2/2017 10:56 AM
15	I believe this will improve access and reduce risk to personal injury by creating bicycle/walk path.	5/2/2017 10:51 AM
16	I think it will be a lot safer, now there are designated pedestrian crossings	5/2/2017 10:37 AM
17	Move the underground walkway away from the river and closer to where more people use it, meaning the grocery stores	5/2/2017 10:28 AM
18	Excellent and long overdue.	5/2/2017 10:13 AM
19	With the revisions to the St. Anne's interaction, it should increase the rate of traffic flow.	5/2/2017 10:11 AM
20	Smart	5/2/2017 10:07 AM
21	I feel it will be much safer	5/2/2017 10:00 AM
22	Great	5/2/2017 9:57 AM

**What are your thoughts on the preliminary design for the rehabilitation of the bridge and intersection improvements?**

Eighteen individuals answered this question online, and 20 answered it through the hard copy surveys, for a total of 38 responses.

The only theme apparent in the comments in the responses for this question was that they make sense. Out of the 38 individuals who responded to this question, 27 indicated that the intersection improvements look good, or make sense.

Verbatim responses for this question are included below.

**Online – Pre-open House Responses**

#	Responses	Date
1	La firme a tenu compte des automobilistes, des cyclistes et des piétons. Un ingénieur m'a expliqué que la chaussée de béton de Fermor sera probablement remplacée par de l'asphalte. Je ne suis pas convaincu mais il disait que la chaussée sera refaite en profondeur et pas seulement en surface. Je suis d'accord. Les travaux doivent être faits le mieux possible pour une durée de vie maximale.	5/2/2017 2:22 PM
2	I like including separate bike lanes. I'm uncertain how many cyclists would use East <-> West Fermor once the N/S access is opened up.. but I only go that way by bike to shop at RR Co-Op one in a while.	12/14/2016 1:13 PM
3	Generally it looks like the proposed improvements are good ones.	12/13/2016 5:35 PM
4	I appreciate the addition of the pathway on the Seine River Bridge to provide access during flooding	12/13/2016 11:22 AM
5	Good	12/10/2016 9:01 PM
6	I like that it's only the decking needing replacement. Saves cost. But did you get a few opinions on the structural integrity?	12/10/2016 1:04 AM
7	Looks like too much is being spent on foot and bike traffic. I use this route a lot and very seldom see bike or foot traffic even in the summer.	12/8/2016 11:44 AM
8	Excellent.	12/7/2016 7:18 PM
9	I'm fine with what's proposed, although a service roadway on the south side of Fermor going over the Seine would remove the local traffic from Fermor and avoid having to do those access points, but that would mean building a new bridge on the southside of the existing Fermor bridge and that would not be fiscally sound.	12/4/2016 7:24 AM
10	Sounds good and will be a big improvement	12/3/2016 3:24 PM
11	Put in ramps at intersections.	12/3/2016 10:42 AM
12	No strong thoughts.	12/2/2016 4:23 PM
13	Looks safer	12/1/2016 12:20 PM
14	appear to be well thought out and will function just fine	11/30/2016 2:21 PM
15	fine	11/30/2016 12:55 PM

## Online – Post-open House Responses

#	Responses	Date
1	St. Anne's & Fermor access lanes should be improved not eliminated.	1/11/2017 1:27 PM
2	Bridge fine. Pedestrian walk ways good	1/11/2017 10:22 AM
3	Comanche is only method of entry/exit for niakwa park community. Will increased traffic on archibald affects this (e.g. Difficulty turning left on archibald?	12/24/2016 9:30 AM

## Hard Copy Responses

#	Responses	Date
1	I agree, they improve pedestrian access	5/2/2017 12:31 PM
2	Very good	5/2/2017 11:58 AM
3	Seems okay	5/2/2017 11:53 AM
4	It looks great.	5/2/2017 11:49 AM
5	Good	5/2/2017 11:47 AM
6	It looks good	5/2/2017 11:28 AM
7	I think you have done your homework and it all seems very plausible to do.	5/2/2017 11:24 AM
8	Not sure about intersections solving any current problems	5/2/2017 11:19 AM
9	Adequate	5/2/2017 11:16 AM
10	Good	5/2/2017 11:13 AM
11	Whatever.	5/2/2017 11:10 AM
12	The proposed changes sound good and will likely improve traffic flow and reduce confusion.	5/2/2017 11:02 AM
13	Overall, I am pleased with the design.	5/2/2017 10:56 AM
14	Awesome	5/2/2017 10:51 AM
15	Good idea	5/2/2017 10:39 AM
16	Right now you cannot make a left turn when coming down Fermor Avenue from Lagimodiere Blvd. It's quite inconvenient for us on Royal Salinger. Could they facilitate a left turn there?	5/2/2017 10:37 AM
17	Good	5/2/2017 10:13 AM
18	It appears to improve traffic control and traffic flow	5/2/2017 10:11 AM
19	I like it. The old bridge was an improvement from the 1953 bridge. This is moving the bar up again.	5/2/2017 10:07 AM
20	Great ( Also see number 5)	5/2/2017 9:57 AM

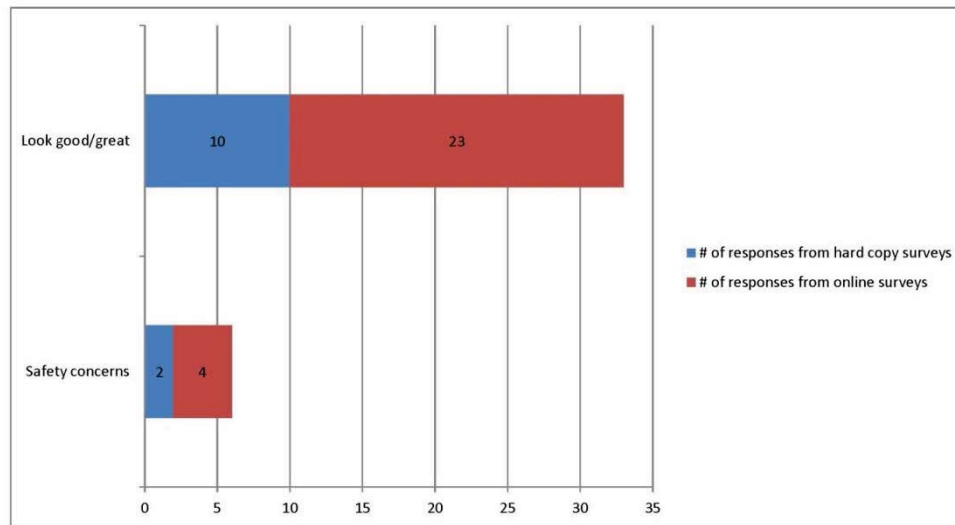
***What are your thoughts on the pedestrian, cycling components of this project, such as the underpass?***

Twenty-one individuals answered this question online, and 23 answered it through the hard copy surveys, for a total of 44 responses.

Key themes that were touched on in the responses to this question include:

- Concerns about safety; and
- The pedestrian and cycling components look good.

As quantified in the chart below, the most common comment was that the pedestrian and cycling components look good.



**Figure 14 - Pedestrian and cycling components themes**

Verbatim responses for this question are included below.

## Online – Pre-open House Responses

#	Responses	Date
1	Je suis agréablement surpris. Le passage inférieur (tunnel) est une excellente idée. L'ingénieur me disait que c'est optionnel. Je pense que la ville devrait voir à long-terme et payer pour que ce tunnel soit réalisé.	5/2/2017 2:22 PM
2	pleased. Hoping it stays lit and I hope it doesn't flood or get really icy to the point ppl become dissuaded from using it	12/14/2016 1:13 PM
3	A little cautious about an underpass for personal safety reasons. I hope it will be as open and well-lit as possible.	12/13/2016 5:35 PM
4	I love the changes included but I am not sure why so much work has been left for future changes, especially along St. Anne's Road where connections to the planned St. George neighbourhood greenway are so critical. Also, connectivity to/from Glenlawn Collegiate/South Family YMCA is limited as the access road north of Fermor is one way westbound. This could be remedied by installing one-way cycle tracks on St. Anne's between Kingswood and Hull or Morrow. St. Anne's Rd is scheduled for rehab between Fermor and Kingswood in the same time frame as this project. The planned two-way cycle track along St. Anne's would not allow for easy transitions should needed cycling facilities along St. Anne's ever be developed. Better to provide one way cycle tracks now that can be transitioned onto/off of where they begin/end.	12/13/2016 11:22 AM
5	What is the alternative design, should contingent funds not materialize? Why leave AT gaps, which might cost a tenth of a percent of this project to fill? E.g., the future connection to Des Meurons, Niakwa Corridor future improvements, St Anne's Rd future multiuse path, the connection west to St. Mary's Rd?	12/12/2016 11:55 AM
6	Great. Flooding is an issue	12/10/2016 9:01 PM
7	I understand to keep the underpass to stay at river level. But worry about safety. Look at the one under Bishop or Fermor at YMCA. Has an overpass been considered instead?	12/10/2016 1:04 AM
8	Fantastic. See my 2nd & 3rd comments in question 3.	12/7/2016 7:18 PM
9	I'd have to see pictures, but my comments would be: 1) preserve the natural beauty of the area 2) provide a way for the pathway to wind and provide a longer view of the area 3) when it comes to pathways, the more the merrier so if this connects to other existing pathways, I'm all for it. Those pathways are full in the spring to fall, at all times of the day. It's a place where residents of old St. Vital, Southdale and Windsor Park interact while they are walking so it's very important to the community.	12/4/2016 7:24 AM
10	Very good and will be appreciated	12/3/2016 3:24 PM
11	Bike paths and pedestrian bridges are necessary.	12/3/2016 10:42 AM
12	Glad to hear that these components are on the table. I hope the plans go through.	12/2/2016 4:23 PM
13	The underpass I like and is a great idea	12/1/2016 12:20 PM
14	Very pleased with these proposed changes.	11/30/2016 4:45 PM
15	good idea keeps cyclist safe and easier for drivers especially when weather is bad meaning slippery roads and traffic is high dont have to worry about getting any body hurt	11/30/2016 2:21 PM
16	no opinion	11/30/2016 12:55 PM

## Online – Post-open House Responses

#	Responses	Date
1	Good to see this component included in COW projects. Cycling should try and be incorporated as on-road protected lanes as opposed to shared sidewalks where applicable.	1/12/2017 9:39 AM
2	Good idea.	1/11/2017 1:27 PM
3	Underpass good idea. Have it lit, and a security cam monitoring would be useful for pedestrian security.	1/11/2017 1:16 PM
4	Great	1/11/2017 10:22 AM
5	See above AT improvements are welcome. Path is regularly used by many in community.	12/24/2016 9:30 AM

## Hard Copy Responses

#	Responses	Date
1	Love the underpass and bike lane on bridge. Worried that plan for St. Anne's does not allow for future bike lane/cycle tracks on St. Anne's. These are important to connect to apartments between St. Anne's and Seine River.	5/2/2017 4:26 AM
2	Excellent - Very needed	5/2/2017 3:58 AM
3	Love the ideas about the bike paths. Thank you for not making the bike paths winding and making them direct.	5/2/2017 3:56 AM
4	Good idea	5/2/2017 3:53 AM
5	Very NB	5/2/2017 3:52 AM
6	Yes, our family uses it now. This will be an improvement	5/2/2017 3:49 AM
7	Good idea to connect South and North paths along the Seine River	5/2/2017 3:47 AM
8	It will be a good thing provided it is kept free of snow	5/2/2017 3:28 AM
9	All good ideas. I would like to see the path on Pebble Beach extended to Bishop Grandin using the Hydro right of way behind my home. I would have no problem with it as it would give the people a safe way to cycle or walk.	5/2/2017 3:24 AM
10	Not safe! Lots of transients already in the area	5/2/2017 3:19 AM
11	Good idea at that location	5/2/2017 3:16 AM
12	Doesn't affect my route (I go down Archibald), but it seems like a good idea.	5/2/2017 3:13 AM
13	Good Design.	5/2/2017 3:10 AM
14	I support this initiative as long as it does not have a significant impact on the natural components near the Seine and in the surrounding area. Would like to preserve the natural habitat of trees and wildlife in the area.	5/2/2017 3:02 AM
15	Not a priority for me. I have lived in the immediate area for 15+ years and believe the current cycling paths are adequate for the most part. I am focused more on the roadway and traffic flow.	5/2/2017 2:56 AM
16	Great. Will definitely improve	5/2/2017 2:51 AM
17	Excellent idea! We would use it all the time	5/2/2017 2:39 AM
18	I think they are generally good.	5/2/2017 2:37 AM
19	Good, but on-site explanation helped explain more of the details than the website listed - an update on the web would be valuable	5/2/2017 2:13 AM
20	Great idea. Nobody should cross Fermor as they do from Safeway and Superstore	5/2/2017 2:11 AM
21	I think you should consider a second one. There is always some senior crossing Fermor to go to Supervalue near the Safeway. A second crossing near Alpine might help.	5/2/2017 2:07 AM
22	We are in favor of this idea. It will be much safer to access to either side of Fermor	5/2/2017 2:00 AM
23	Great! So long as they are safe at night!	5/2/2017 1:57 AM

**What are your thoughts on the transit components of this project?**

Fourteen individuals answered this question online, and 15 answered through the hard copy surveys, for a total of 29 responses. The only common theme that could be pulled from these responses is that 7 people thought the transit components were great.

Verbatim responses included below.

**Online – Pre-open House Responses**

#	Responses	Date
1	Très bien. Les changements me semblent minimaux. De toute façon, je circule en autobus par l'Archibald.	5/2/2017 6:22 AM
2	I only recall reading about bus stops to accommodate the longer articulating buses	12/14/2016 5:13 AM
3	Didn't see the transit component.	12/13/2016 9:35 AM
4	Great	12/10/2016 1:01 PM
5	Why not increase the lanes to three each way for increased traffic. Look at the problem eastbound on the Bishop Red a River bridge. Major congestion cuz they only built two lanes instead of three like the westbound section.	12/9/2016 5:04 PM
6	Does not effect me..	12/8/2016 3:44 AM
7	None.	12/7/2016 11:18 AM
8	I don't really see a transit component to this. I understand that it's not really impacted.	12/3/2016 11:24 PM
9	None	12/3/2016 7:24 AM
10	Transit should have its own lane.	12/3/2016 2:42 AM
11	Public transit is my second most fequently used mode of transportation. Improvements in this area would be welcome.	12/2/2016 8:23 AM
12	probably will not have to much of an impact for me no bus is near that i would take have to walk to lakewood or on archibald	11/30/2016 6:21 AM
13	no opinion	11/30/2016 4:55 AM

**Online – Post-open House Responses**

#	Responses	Date
1	Not sure.	1/11/2017 1:27 PM

## Hard Copy Responses

#	Responses	Date
1	This is a major wind tunnel area, need to incorporate bus shelters.	5/2/2017 11:56 AM
2	Nil	5/2/2017 11:53 AM
3	I do not use transit normally	5/2/2017 11:47 AM
4	I don't know, I seldom use transit	5/2/2017 11:28 AM
5	They won't be changed much, so no problem.	5/2/2017 11:24 AM
6	N/A	5/2/2017 11:13 AM
7	What about limiting train traffic during rush hour?	5/2/2017 11:10 AM
8	Not concerned about transit	5/2/2017 11:02 AM
9	Satisfied	5/2/2017 10:56 AM
10	A little inconvenient, however, huge improvement	5/2/2017 10:51 AM
11	Good	5/2/2017 10:39 AM
12	I live on Royal Salinger, and Transit access for us is very poor. Right now we have to cross Fermor to get access to the number 16 bus	5/2/2017 10:37 AM
13	No concerns	5/2/2017 10:13 AM
14	Didn't look at them. I don't use the bus as it is inconvenient for me.	5/2/2017 10:07 AM
15	Great	5/2/2017 9:57 AM



**Please provide any additional comments on the Fermor project.**

Eleven individuals answered this question online, and 11 answered through the hard copy surveys, for a total of 22 responses. The only common theme that could be pulled from these responses is that 3 individuals felt Royal Salinger Road needs to be improved.

Verbatim responses included below.

**Online – Pre-open House Responses**

#	Responses	Date
1	J'aimerais beaucoup que l'accotement (shoulder) le long de Fermor soit asphalté. Au printemps, c'est boueux et impraticable pour les piétons. C'est quelque chose d'absolument nécessaire, selon moi.	5/2/2017 2:22 PM
2	I would also like to see improvements to Niakwa Road between Seagrim and St. Anne's to provide protected bike lanes for this busy section of Niakwa Road.	12/13/2016 11:24 AM
3	N/a	12/10/2016 9:02 PM
4	See question 8	12/10/2016 1:04 AM
5	Right hand turns onto Fermor from Archibald needs a longer lead in to the turn lane. It only takes 2 or 3 cars stopped on Archibald lights to block the right hand turn.	12/8/2016 11:51 AM
6	I strongly support the comprehensive scope of this project. Simply replacing the bridge deck and re-paving the road would have been a lost opportunity to make significant improvements to the intersections and AT.	12/7/2016 7:21 PM
7	I would sincerely like it if a dog park was incorporated into the area. The park behind Superstore is ideal for this as nobody other than dog owners frequent that part of the park. This would show how serious the City is to include all members of the area. We have a children's playstructure section already (good job). There's a pool for families and everyone. Now, put up a fence and make the underutilized portion of the park an off leash dog park. On any given day, there are 20+ dog owners using that park, often unleashed.	12/4/2016 7:26 AM
8	The whole thing should be widened to 3 lanes in both directions.	12/3/2016 10:42 AM
9	Thank you for the opportunity to communicate feedback on this project.	12/2/2016 4:24 PM
10	traffic flow in the morning is a nightmare sometimes it can back up really bad i know i see it every morning my concern is with one lane how will that effect my street will people be taking short cuts as my street already has extra traffic in the morning and evening that travel way to fast how will that be addressed we tried once to get speed humps but were declined because of not enough traffic happened to be a slow day when they set up the street monitoring counter i think that should be a consideration to control traffic on royal salinger road especially with young kids on the street.	11/30/2016 2:27 PM
11	What would be the estimated time period for the improvements at the fermor/archibald and archibald/comanche intersections?	11/30/2016 12:57 PM

**Online – Post-open House Responses**

There were no additional comments.

## Hard Copy Response

#	Responses	Date
1	NB to preserve river bank and access. It is a hidden treasure.	5/2/2017 11:52 AM
2	Looking forward to completion	5/2/2017 11:47 AM
3	Overall, I think if it goes as planned, we should have a very nice fit for cars and people	5/2/2017 11:24 AM
4	Fermor and St. Anne's should have overpass!	5/2/2017 11:16 AM
5	N/A	5/2/2017 11:13 AM
6	As a resident on Royal Salinger Road, I would recommend that the Niakwa Place sign be replaced with a new, more contemporary sign that fits in with the design components in the area. The sign was damaged a few years ago by graffiti and was never properly repaired/cleaned.	5/2/2017 11:02 AM
7	Living on Royal Salinger Road, I hope the second phase happens and the deteriorated intersection at Fermor/Archibald/ Royal Salinger is revitalized. Would like to see the Niakwa Place sign replaced.	5/2/2017 10:56 AM
8	Can the city look at putting some toboggan slides into this area?	5/2/2017 10:39 AM
9	The intersection at Fermor and Royal Salinger Road is in need of improvements ASAP	5/2/2017 10:11 AM
10	Glad you are looking at both St. Anne's and Archibald as part of the project.	5/2/2017 10:07 AM
11	Curb impatient driver behaviour during afternoon rush hour on Fermor. May drivers illegally pass on the shoulder to access Archibald from Fermor (Between Lakewood and Archibald)	5/2/2017 9:57 AM

## Appendix E

### *Round 3 Public Information Session Boards and Table Maps*



# Fermor Avenue Bridge Rehabilitation and Roadworks

Public Information Session  
January 10, 2018

**WELCOME**  
Fermor Avenue Bridge Rehabilitation and Roadworks

Public Information Session  
January 10, 2018  
Board 1



The purpose of today's information session is to provide project information about the Fermor Avenue Bridge Rehabilitation and Roadworks.

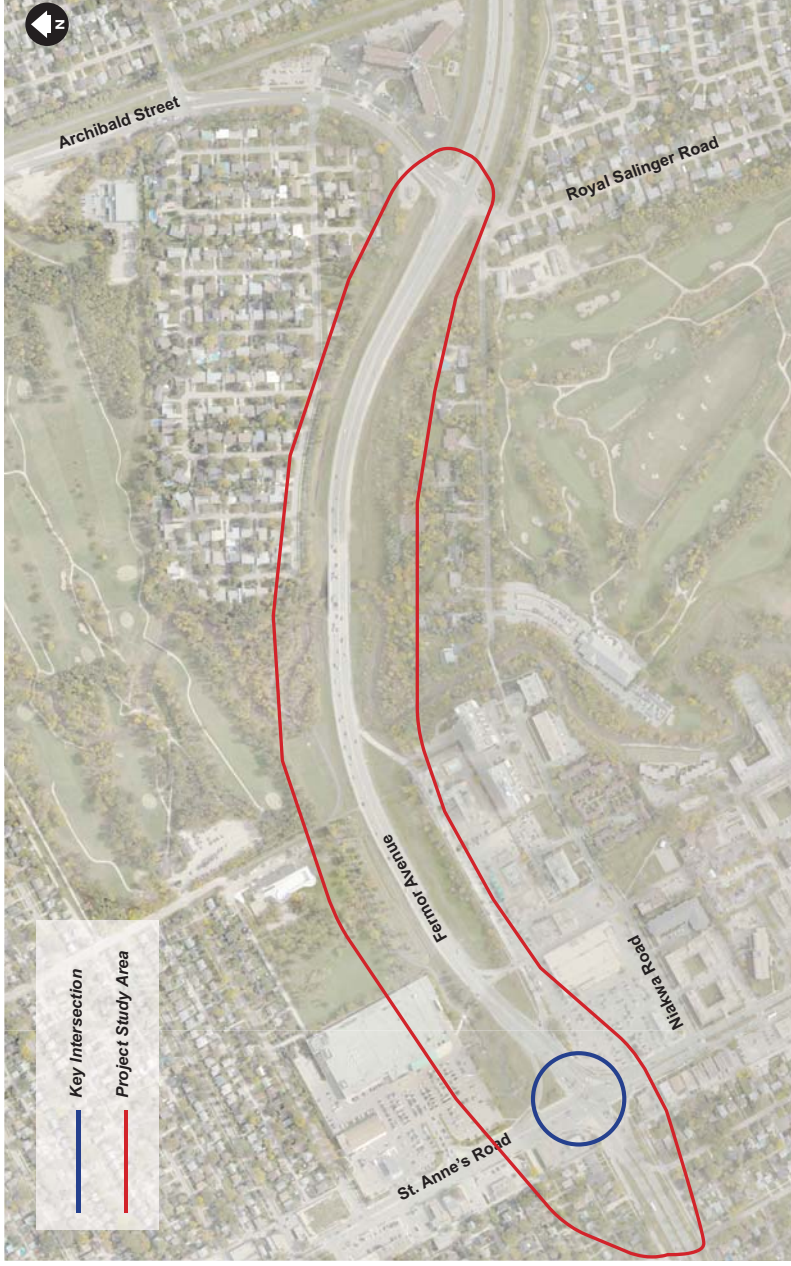
Representatives from the project team are here to answer your questions and address any concerns you might have.

Large scale versions of the drawings can be found on the central tables.

All public information session materials and the exit survey are posted on the project website.

[www.winnipeg.ca/fermor](http://www.winnipeg.ca/fermor)





### Why is this project needed?

- FERMOR AVENUE between St. Anne's Road and Archibald Street along with the bridge over the Seine River was originally constructed in 1953
- The corridor was widened to four lanes in 1969
- The bridge was rehabilitated and strengthened in 1984 to support heavier vehicles.

**The existing concrete pavement on this section of FERMOR AVENUE has generally reached the end of its life and needs to be replaced. The bridge is rated as being in fair to poor condition, requiring major rehabilitation.**

The proposed transportation and bridge works are required to extend the service life of the bridge and to accommodate the desired corridor improvements.

### What roadway improvements are being considered?

A comprehensive reconstruction/rehabilitation of FERMOR AVENUE will allow for improvements to the roadway including:

- Reducing access points around the FERMOR AVENUE and St. Anne's Road intersection
- Less abrupt curves
- Longer exit/acceleration lanes to Alpine AVENUE and Seagrims ROAD

### How are pedestrians and cyclists being considered in this project?

Pedestrian and cycling needs in this area have been examined as part of this study, including:

- A new pedestrian and cyclist path extending to, and across the north side of the FERMOR AVENUE bridge to provide an all season connection across the Seine River
- An underpass for pedestrians & cyclists that provides a link between Niakwa Trail and Niakwa ROAD, and facilitates connections to the larger network

- Integration of crossing safety improvements into FERMOR AVENUE at St. Anne's, and the north leg of FERMOR AVENUE at Archibald Street

# Public Engagement Process

Fermor Avenue Bridge Rehabilitation and Roadworks



Public Information Session  
January 10, 2018  
Board 3

## PROJECT TIMELINE

Here are some of the stakeholders we have spoken with:

- Residents within the Study Area
  - Local businesses
    - Safeway
    - Niakwa Country Club
    - Bike Winnipeg
  - Functional Transit Winnipeg
    - Save Our Seine
    - Old St. Vital Biz
  - Winnipeg Trails Association
  - Active Transportation Advisory Committee
    - Louis Riel School Division
    - Franco-Manitoban School Division
    - Various City Departments

**WE ARE HERE**

January 10, 2018 Public Information Session

**GOALS**

- Inform & communicate project details

**OUTCOMES**

- Analyze feedback for inclusion in final public consultation report

**WINTER 2018 PUBLIC INFORMATION SESSION**

**WINTER 2017 SUBMISSION OF PRELIMINARY DESIGN REPORT**

**LATE FALL 2016 OPEN HOUSE**

**SUMMER & FALL 2016 STAKEHOLDER MEETINGS**

**SPRING 2016 PROJECT START**

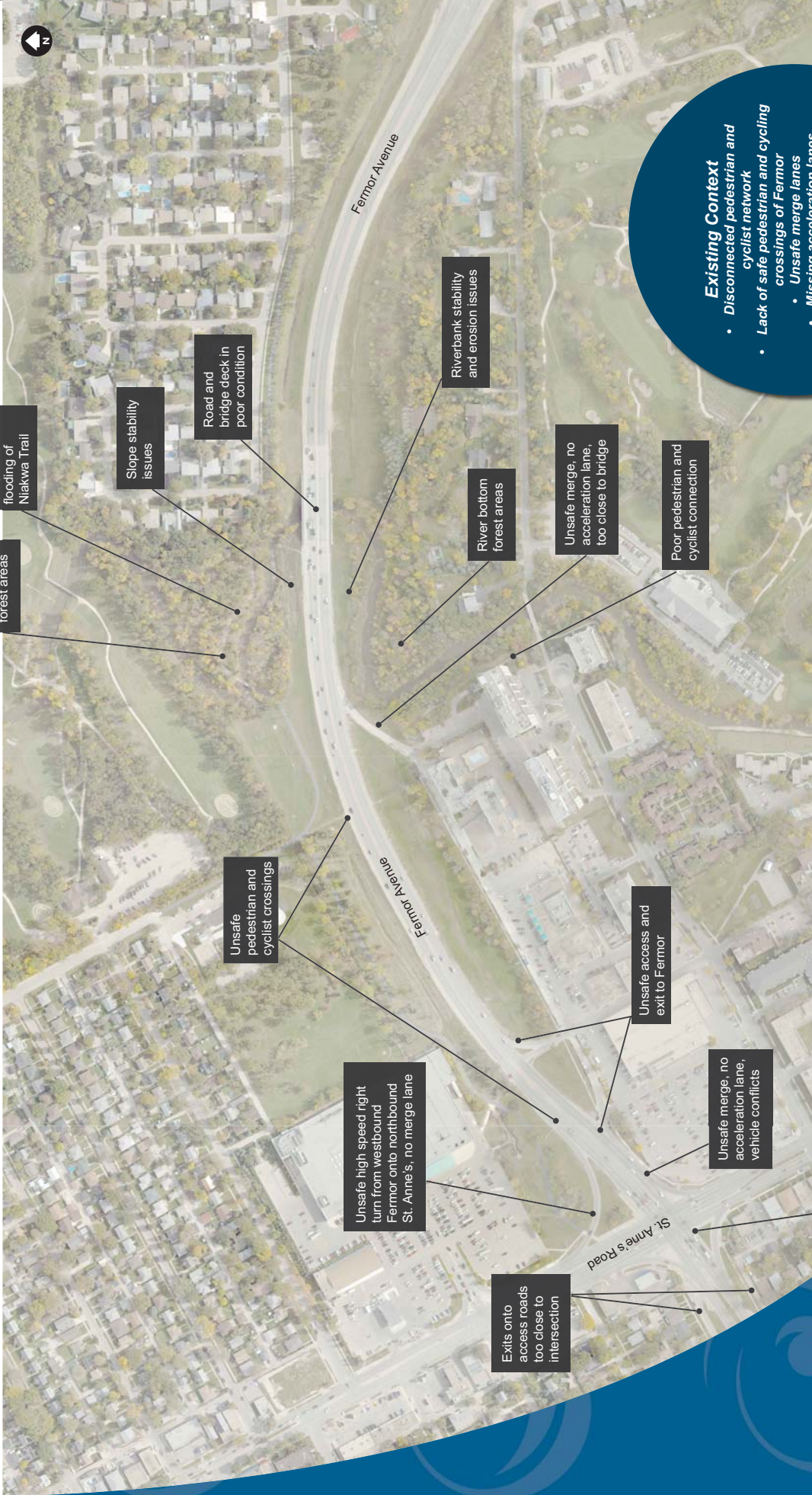
- 14 Stakeholder meetings
- GOALS**
- Inform & communicate project details
  - Receive input on preliminary design
- OUTCOMES**
- Analyze feedback
  - Refine preliminary design
  - Provide input for detailed design
- December 13, 2016 Open House
- GOALS**
- Inform & communicate project details
  - Receive input on preliminary design
- OUTCOMES**
- Analyze feedback
  - Refine preliminary design
  - Provide input for detailed design

Detailed Design

Preliminary Design

# FERMOR EXISTING CONTEXT

Fermor Avenue Bridge Rehabilitation and Roadworks



**Existing Context**

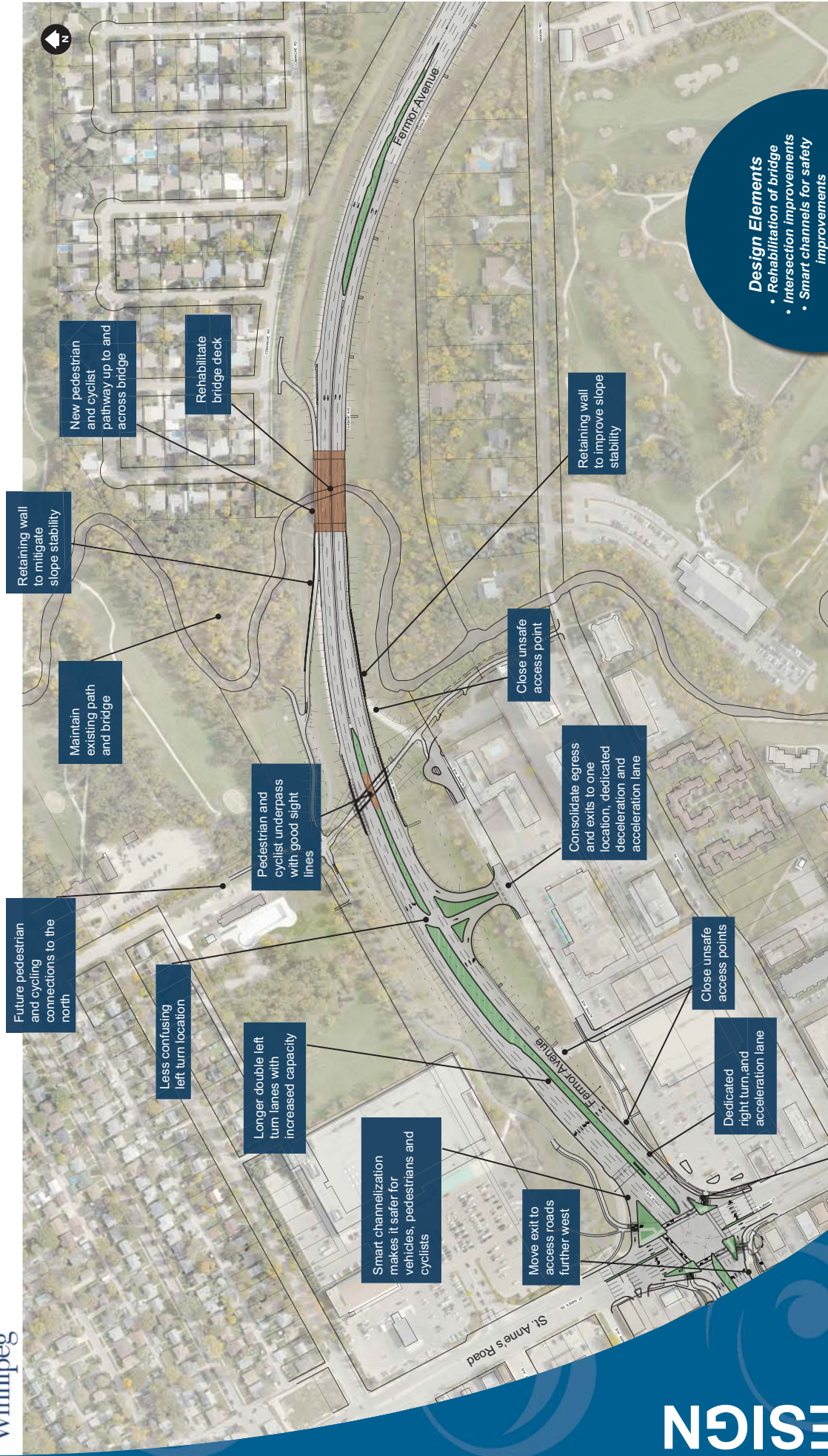
- Disconnected pedestrian and cyclist network
- Lack of safe pedestrian and cycling crossings of Fermor
  - Unsafe merge lanes
  - Missing acceleration lanes
  - Unsafe exit locations
- Poor road and bridge conditions
- Riverbank stability and erosion issues



# FERMOR DETAILED DESIGN

Fermor Avenue Bridge Rehabilitation and Roadworks

Public Information Session  
January 10, 2018  
Board 5



**Design Elements**

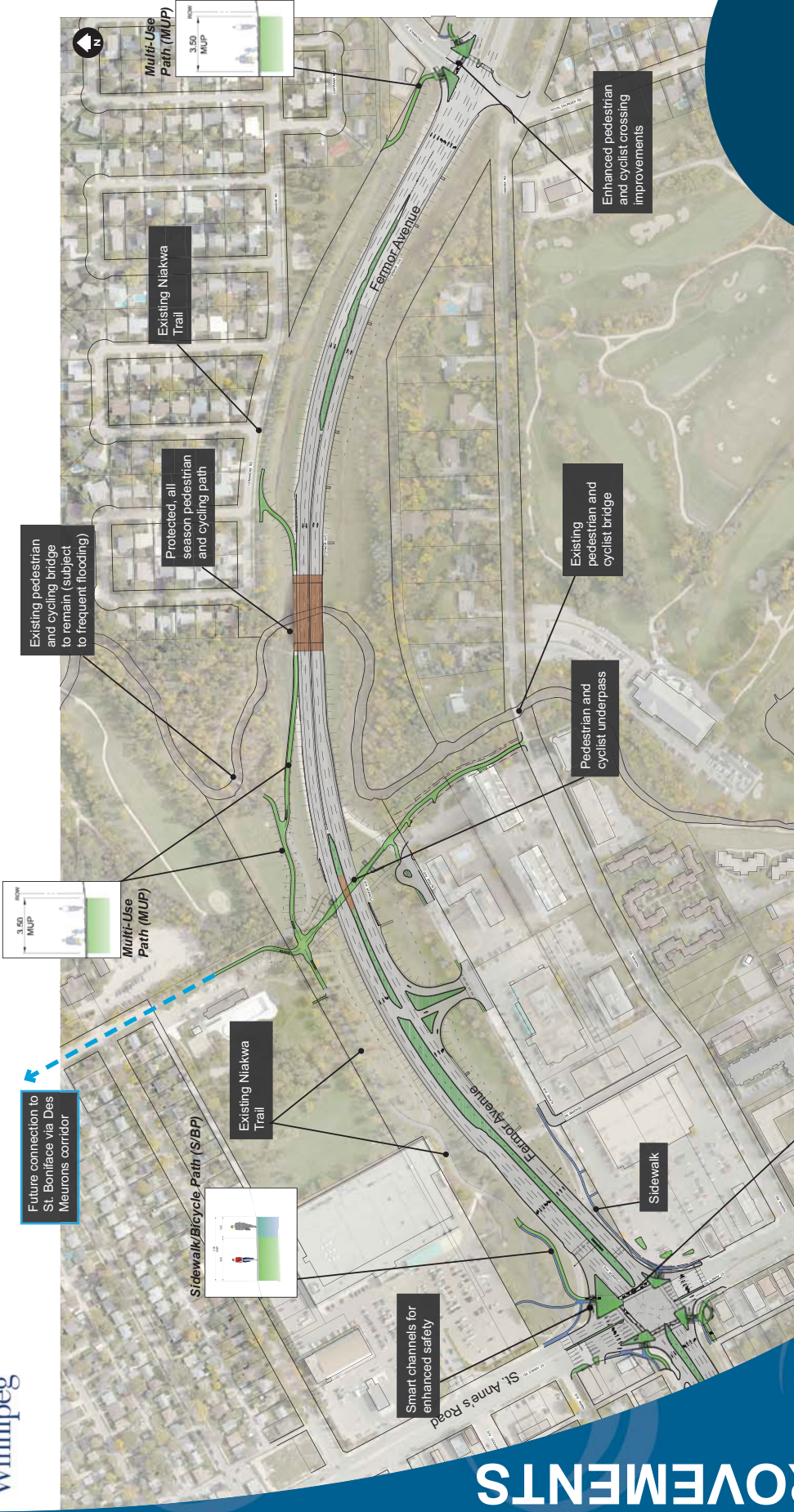
- Rehabilitation of bridge
- Intersection improvements
- Smart channels for safety improvements
- Pedestrian and cyclist underpass
- Enhanced pedestrians and cyclist crossings and connections





# PEDESTRIAN & CYCLING NETWORK & IMPROVEMENTS

Fermor Avenue Bridge Rehabilitation and Roadworks



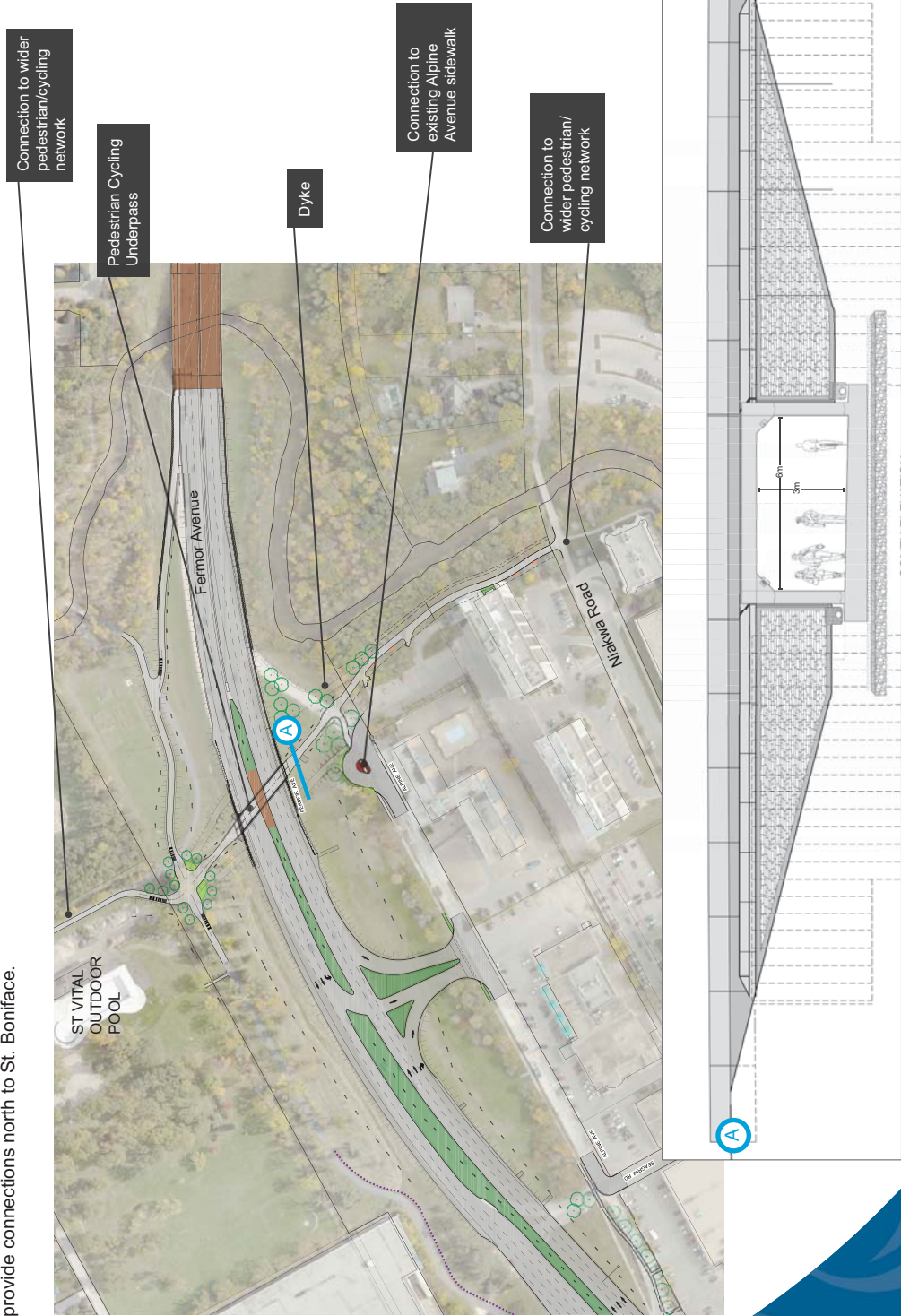
- Proposed Improvements:**
- Smart Channels
  - Enhanced intersection crossings
  - Pedestrian and cyclist underpass
  - Protected all season crossing of Seine
  - Enhanced pathways and connections

Improving pedestrian & cyclist connections across Fermor Avenue was examined as part of this project, including consideration for an overpass or underpass at several locations between St. Anne's Road and the Seine River. As part of this analysis, it was concluded that a pedestrian & cyclist underpass just west of the Seine River was the preferred option. An underpass in this location was chosen to connect Niakwa Road (a designated pedestrian & cyclist corridor) via an improved multi-use path north to the future pedestrian & cycling improvements along Rue Des Meurons, which would provide connections north to St. Boniface.

The proposed pedestrian & cyclist underpass will include:

- A 3m high and 6m wide envelope for pedestrians and cyclists in the underpass structure;
- A straight and gently sloped path to increase visibility and accessibility to the underpass, including clear sight lines from both sides of the underpass for safety;

- Lighting for day-time and night-time illumination and safety in the underpass structure and along the connecting pathways;
- An improved 3.5m wide multi-use path between Niakwa Road and the underpass, just west of the Seine River, with pathway lighting and seating areas.

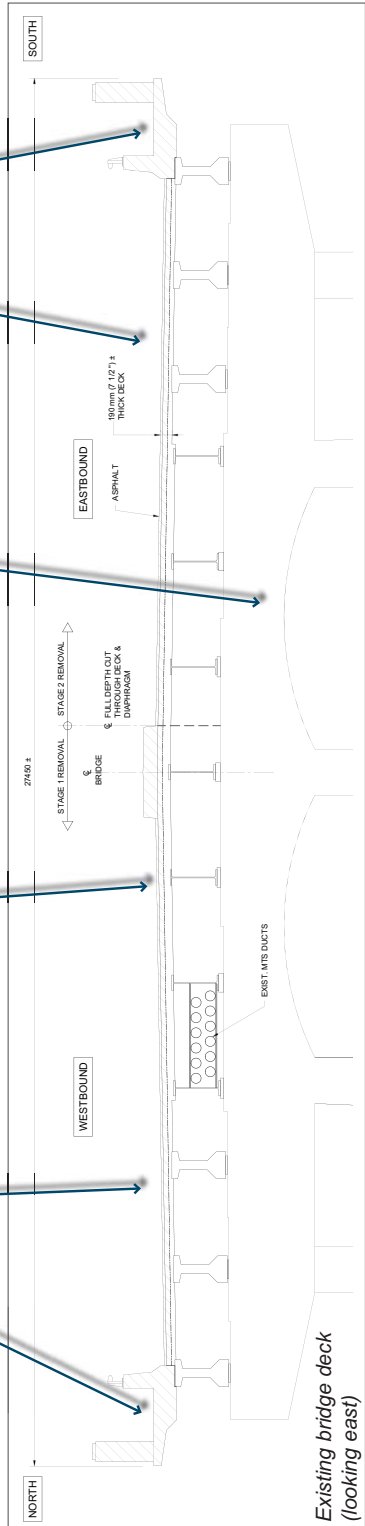


# BRIDGE REHABILITATION

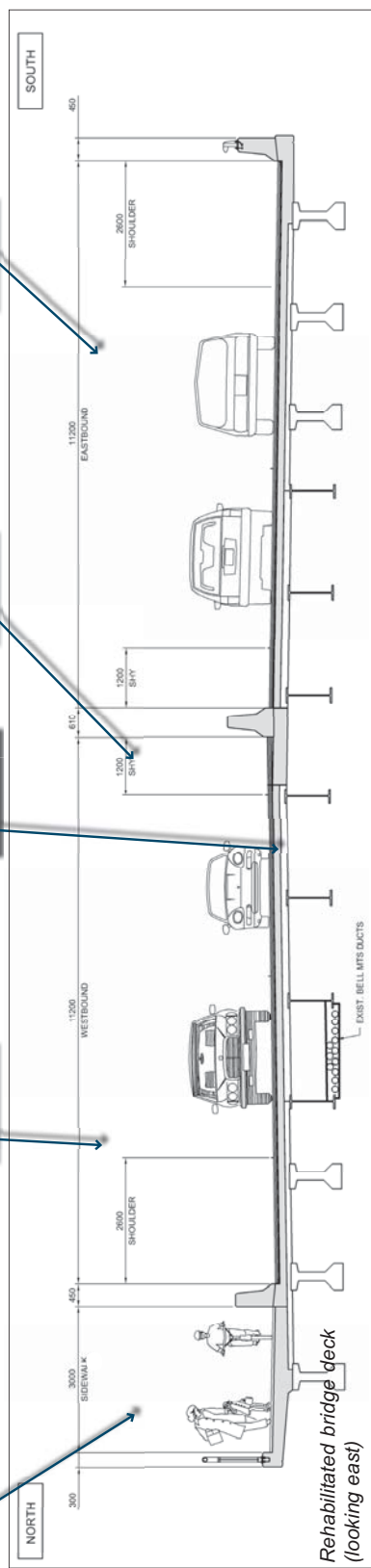
Fernor Avenue Bridge Rehabilitation and Roadworks



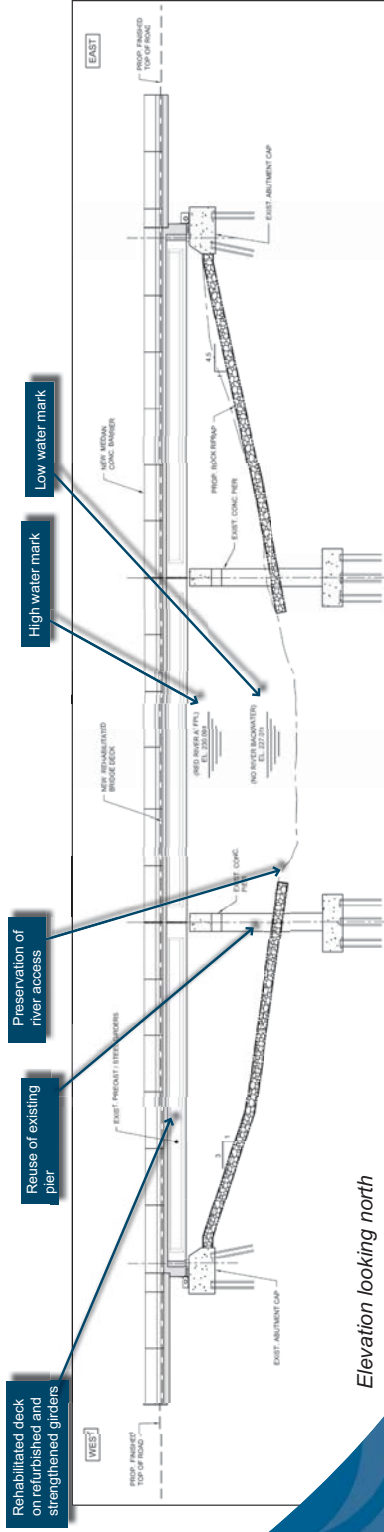
- Bridge Rehabilitation:**
- Partially replace bridge deck
  - Refurbish and strengthen existing girders
  - Reuse piers and rehabilitate abutments
  - 4 lanes of traffic
  - Protected pedestrian and cyclists' lane on north side
  - Preservation of river access



Existing bridge deck (looking east)

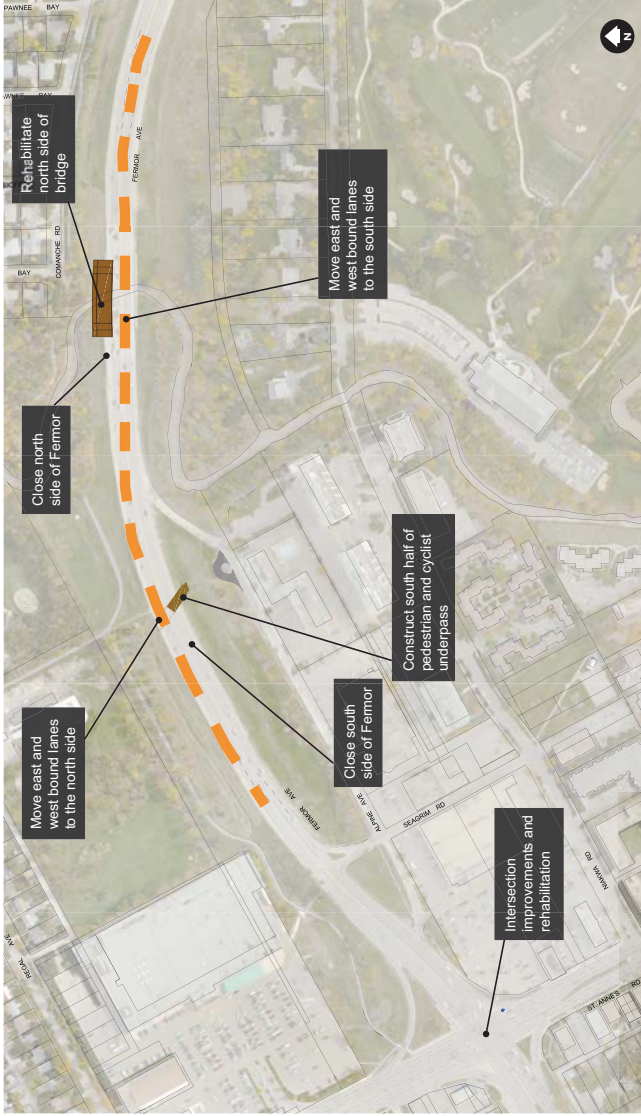


Rehabilitated bridge deck (looking east)

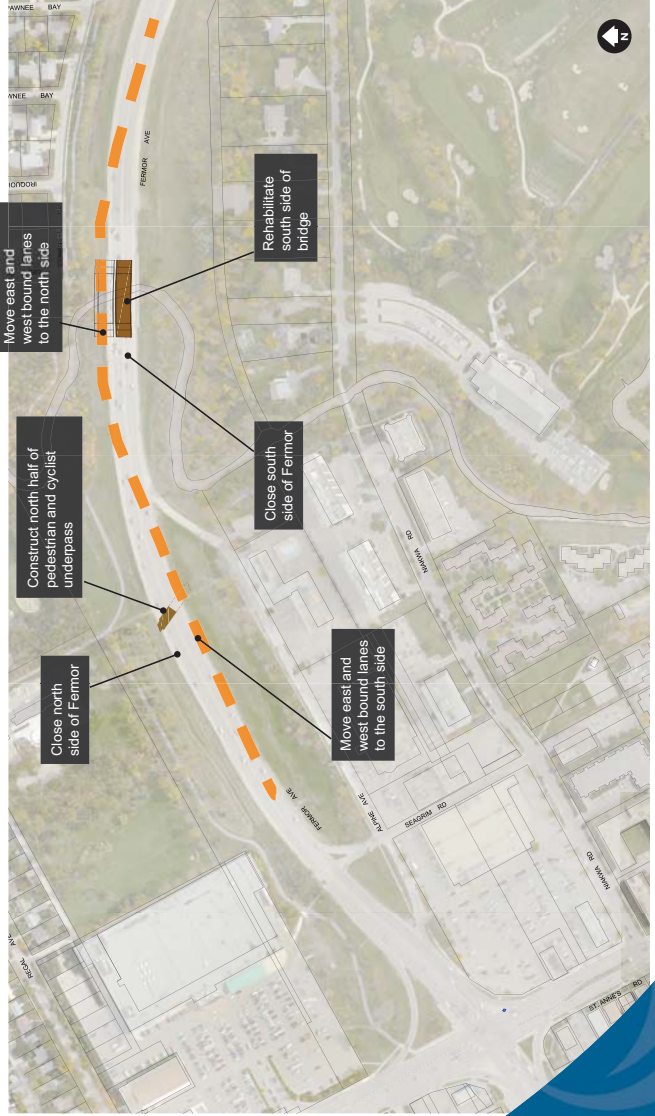


Elevation looking north





Spring 2018  
South pedestrian and cyclist underpass construction and north side bridge rehabilitation



Spring 2019  
North pedestrian and cyclist underpass construction and south side bridge rehabilitation

### Why not build a completely new bridge instead of rehabilitating the existing one?

The existing bridge is rated in poor condition and needs major rehabilitation work to extend its service life or requires a replacement with a new structure. An extensive condition assessment of the bridge was completed as part of the preliminary design process. Ultimately, major rehabilitation of the bridge was selected as the preferred course of action. This rehabilitation will extend the life of the structure, and provide corridor improvements, while still fitting within the City's Capital Budget.

### Will access be maintained to existing businesses along Fermor Avenue?

Access to businesses along Fermor Avenue and St. Anne's Road will generally be maintained. There will be changes in the access points from Fermor Avenue to Alpine Avenue and short-term temporary closures during construction may occur.

### Why are the access points to Alpine Ave from Fermor proposed to be changed?

The existing vehicle access points between Fermor Avenue and Alpine Avenue have a variety of safety concerns. The western most access point is too close to the intersection of Fermor Avenue and St. Anne's Road and poses a high potential for vehicle accidents. The eastern most access point is too close to the Fermor Avenue bridge over the Seine River for a proper acceleration lane and to allow vehicles to safely merge into traffic. Improving the double left turn lanes from westbound Fermor Avenue to St. Anne's Road is challenging with the location of the central access point at Alpine Ave and Seagrims Road.

Consolidating three access points into a single access point mid-way on Alpine Avenue will:

- Enable safe vehicle movements in all directions with dedicated turn and acceleration lanes;
- Preserve access to this area; and
- Allow improvements to the double left turn lanes on Fermor Avenue at St. Anne's Road.

### Will Transit service be affected during construction?

Route 16 service will be maintained throughout the construction period. The routing will change both during and after construction and some stops will be temporarily and permanently relocated. These changes are necessary as a result of the roadway modifications but will not substantially affect the transit service in the area. Routes 55 and 59 traveling along St. Anne's Road will not be affected by construction. The stops on St. Anne's Road at Fermor Avenue may be temporarily relocated.

### What options were considered for pedestrian and cycling crossing of Fermor Avenue?

There is a strong demand for a pedestrian and cycling crossing of Fermor Avenue, roughly in line with Des Meurons Street to the north. The preliminary design study examined a variety of crossing options at this location, including above grade (bridge) and below grade (underpass) options. The bridge options would have required circuitous approaches that would have lengthened the crossing distance considerably. An underpass was found to be the preferred option, since there is sufficient room to provide clear sightlines for safety.

### What pedestrian and cycling facilities will be constructed as part of this project?

The pedestrian and cycling improvements that will be constructed as part of this project include:

- A north – south pedestrian & cycling underpass crossing of Fermor Avenue in line with Des Meurons Street to the north;
- Extension and widening of the existing private pedestrian and cycling pathway between Appleton Estates and the Seine River to connect the underpass crossing to Niakwa Road;
- Direct connections between the Niakwa Trail and the north sidewalk of the Fermor Avenue Bridge over the Seine River; and,
- Localized connections and improvements

### Will Fermor Avenue remain open during construction?

One lane of travel in each direction will remain open at all times during construction. Two lanes of travel in each direction through the St. Anne's Road intersection will remain open for the majority of the construction project. Once the first half of construction is complete in Fall 2018, Fermor Avenue will be temporarily reopened to two lanes of travel in each direction for the winter of 2018-19. Traffic will then return to one lane in each direction for the 2019 construction season.

### When will construction take place?

Construction will begin in Spring 2018. The intersection of Fermor Avenue and St. Anne's Road and one side of Fermor Avenue between St. Anne's Road and Archibald Street will be reconstructed/rehabilitated during the 2018 construction season. The remaining side of Fermor Avenue will be reconstructed/rehabilitated during the 2019 construction season. The project will open to traffic in Fall 2019.

# NEXT STEPS

Fermor Avenue Bridge Rehabilitation and Roadworks



2016

Preliminary Design

Spring 2016 - Preliminary Design begins

Summer - Fall 2016 Stakeholder meetings with adjacent property owners and residents

Winter 2016 Open House to review preliminary design

Winter - Spring 2017 Submission of Preliminary Design report

Summer 2017 Detailed Design Begins

Winter 2018 Public Information Session for Detailed Design

Winter 2018 Submission of Detailed Design drawings and contract documents

Spring 2018 Construction begins

Fall 2019 Construction complete

2017

Detailed Design

2018

Construction

2019

We will continue to communicate with stakeholders through the City of Winnipeg's Major Projects webpage until the end of construction.

Thank you for attending! Please take a moment to complete and submit the exit survey.

All public information session materials and the exit survey are posted on the project website.

[www.winnipeg.ca/fermor](http://www.winnipeg.ca/fermor)



If you have any further questions, please don't hesitate to contact the public consultation team:

Lea Hastie  
Phone: 204-453-2301 ext. 4008  
Email: [lhastie@dillon.ca](mailto:lhastie@dillon.ca)

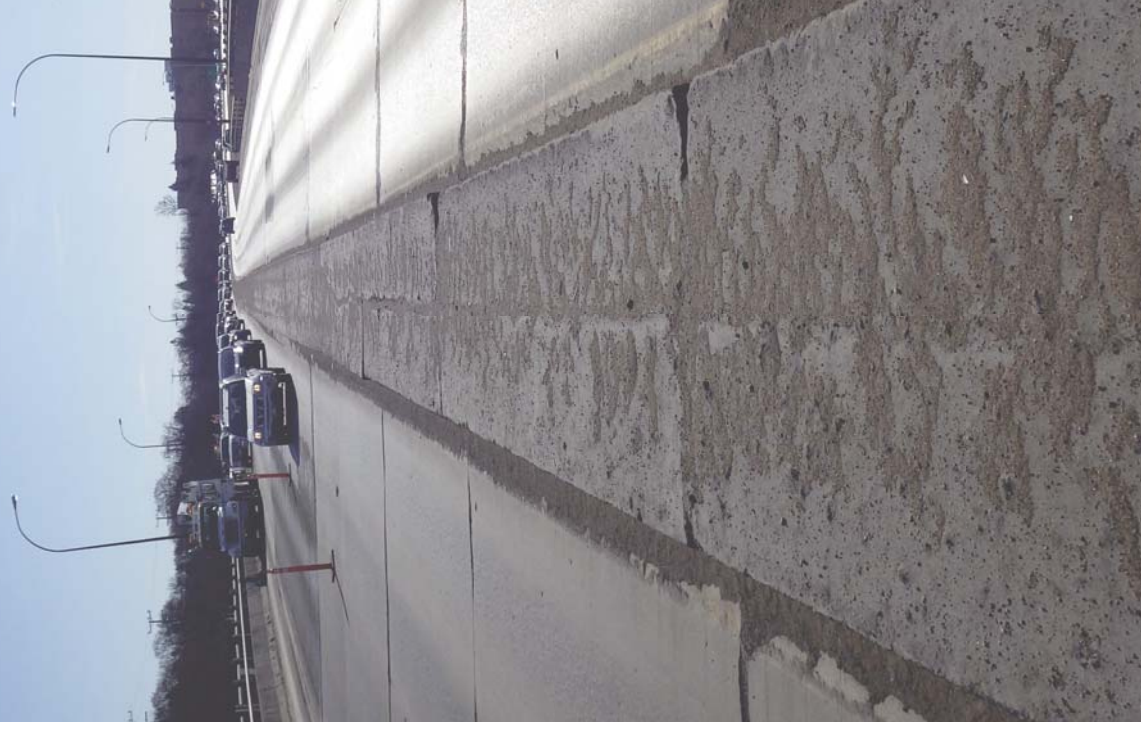
David Marsh  
Phone: 204-453-2301 ext. 4094  
Email: [dmarsh@dillon.ca](mailto:dmarsh@dillon.ca)





# Restauration du pont Fermor et travaux de voirie

Session d'information publique  
du 10 janvier 2018



**BIENVENUE**  
Restauration du pont Fermor et travaux de voirie

Le but de la session d'information publique d'aujourd'hui est de donner de l'information sur le projet, de connaître vos impressions et de recueillir vos suggestions au sujet de la restauration du pont Fermor et des travaux de voirie.

Des représentants et des représentantes de l'équipe de projet seront présents pour répondre à vos questions et prendre en compte vos préoccupations potentielles.

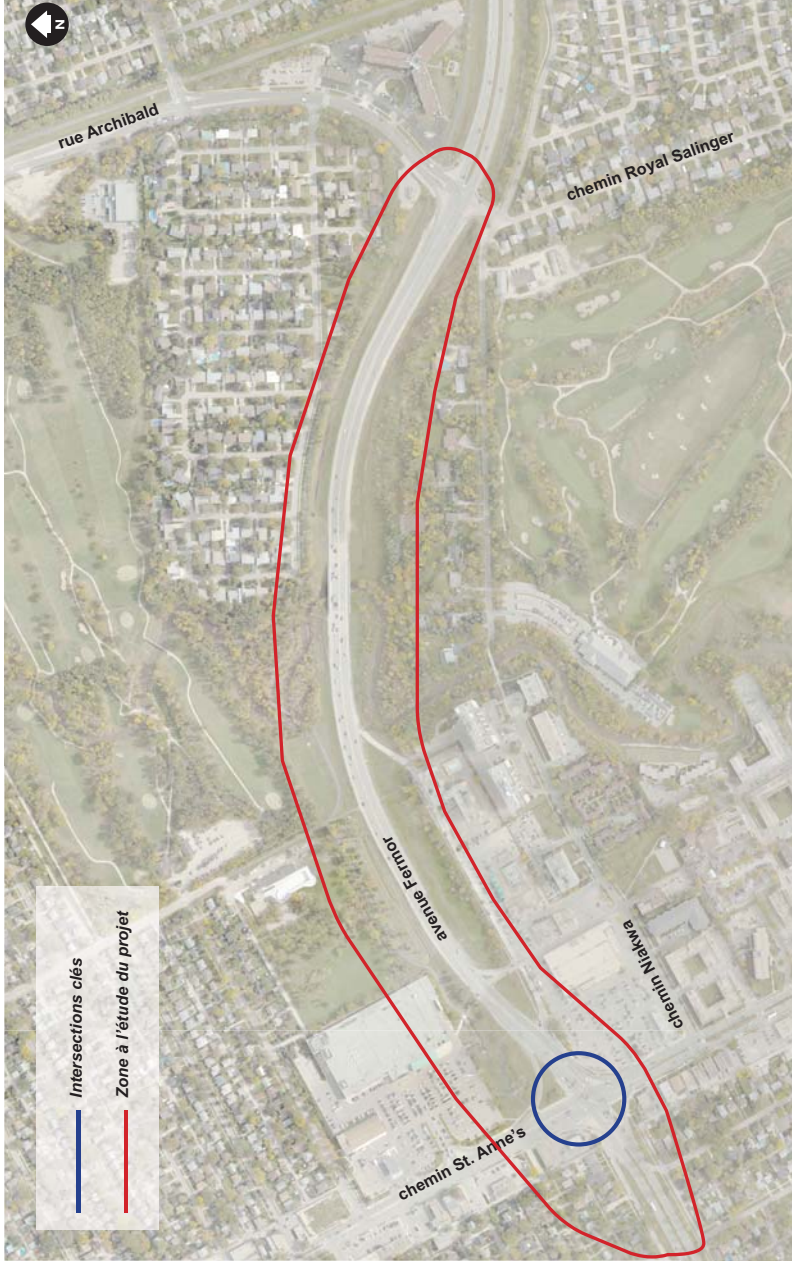
Des dessins à grande échelle ont été disposés sur les tables centrales.

On peut retrouver tous les documents et le sondage sur le site Web du projet.

[www.winnipeg.ca/fermor](http://www.winnipeg.ca/fermor)

**DILLON**  
CONSULTING





### Pour quelle raison ce projet est-il nécessaire?

- La portion de l'avenue Fermor située entre le chemin St. Anne's et la rue Archibald ainsi que le pont traversant la Seine ont été construits en 1953.
- En 1969, la portion de route en question a été élargie à quatre voies.
- En 1984, le pont a été restauré et renforcé afin que des véhicules plus lourds puissent y circuler.

**En général, le revêtement en béton actuel de cette partie de l'avenue Fermor a fait son temps et doit être remplacé. On estime que l'état du pont actuel est insatisfaisant, sinon mauvais, et qu'un travail de restauration considérable doit être accompli.**

Les travaux routiers proposés sont nécessaires pour prolonger la vie du pont ainsi que pour aménager les améliorations routières désirées.

### De quelles améliorations routières s'agit-il?

La restauration et reconstruction de l'avenue Fermor permettra d'améliorer la chaussée, notamment comme suit :

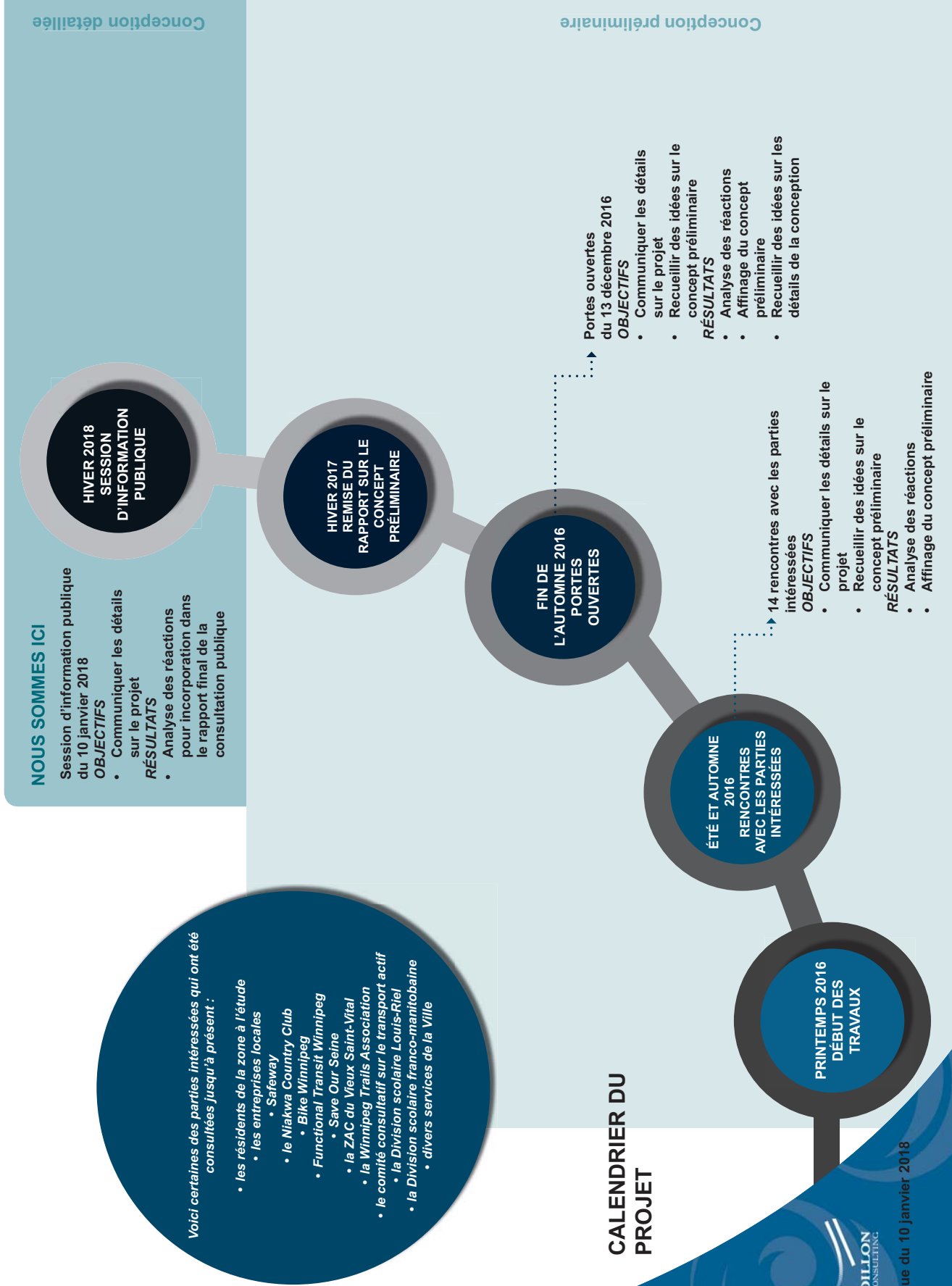
- en réduisant les points d'accès près de l'intersection de l'avenue Fermor et du chemin St. Anne's;
- en arrondissant les virages;
- en prolongeant les voies de sortie et d'accélération de l'avenue Alpine et du chemin Seagrim.

### Comment les besoins des piétons et des cyclistes sont-ils pris en compte?

Ce projet tient compte des besoins des piétons et des cyclistes, dont :

- un accès en toute saison à travers la rivière Seine au moyen d'une piste polyvalente intégrée au côté nord du pont de l'avenue Fermor et reliée aux sentiers existants;
- un passage inférieur pour piétons et cyclistes qui sera également aménagé pour relier le sentier Niakwa et le chemin Niakwa et faciliter les connexions au reste du réseau;
- des améliorations aux passages pour piétons qui seront apportées à l'avenue Fermor, au chemin St. Anne's, afin de les rendre plus sûrs.

## CALENDRIER DU PROJET



- Voici certaines des parties intéressées qui ont été consultées, jusqu'à présent :
- les résidents de la zone à l'étude
  - les entreprises locales
    - Safeway
  - le Niakwa Country Club
    - Bike Winnipeg
  - Functional Transit Winnipeg
    - Save Our Seine
  - la ZAC du Vieux Saint-Vital
  - la Winnipeg Trails Association
  - le comité consultatif sur le transport actif
  - la Division scolaire Louis-Riel
  - la Division scolaire franco-manitobaine
    - divers services de la Ville

### NOUS SOMMES ICI

Session d'information publique du 10 janvier 2018

**OBJECTIFS**

- Communiquer les détails sur le projet

**RÉSULTATS**

- Analyse des réactions pour incorporation dans le rapport final de la consultation publique

**HIVER 2018 SESSION D'INFORMATION PUBLIQUE**

**HIVER 2017 REMISE DU RAPPORT SUR LE CONCEPT PRÉLIMINAIRE**

**FIN DE L'AUTOMNE 2016 PORTES OUVERTES**

Portes ouvertes du 13 décembre 2016

**OBJECTIFS**

- Communiquer les détails sur le projet
- Recueillir des idées sur le concept préliminaire

**RÉSULTATS**

- Analyse des réactions
- Affinage du concept préliminaire
- Recueillir des idées sur les détails de la conception

**ÉTÉ ET AUTOMNE 2016 RENCONTRES AVEC LES PARTIES INTÉRESSÉES**

14 rencontres avec les parties intéressées

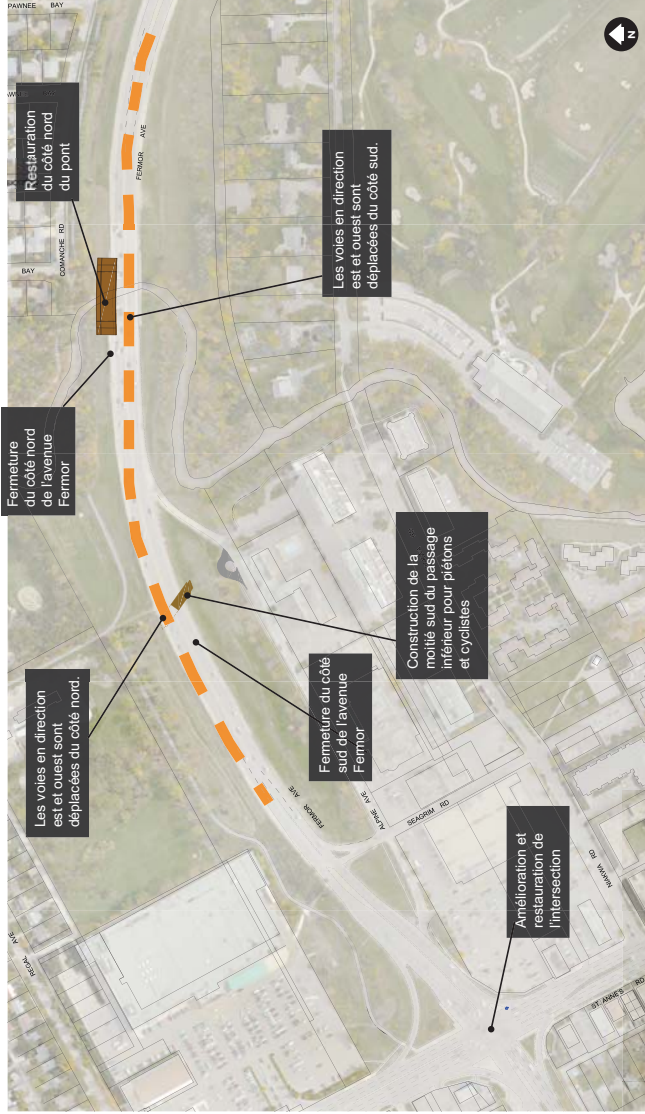
**OBJECTIFS**

- Communiquer les détails sur le projet
- Recueillir des idées sur le concept préliminaire

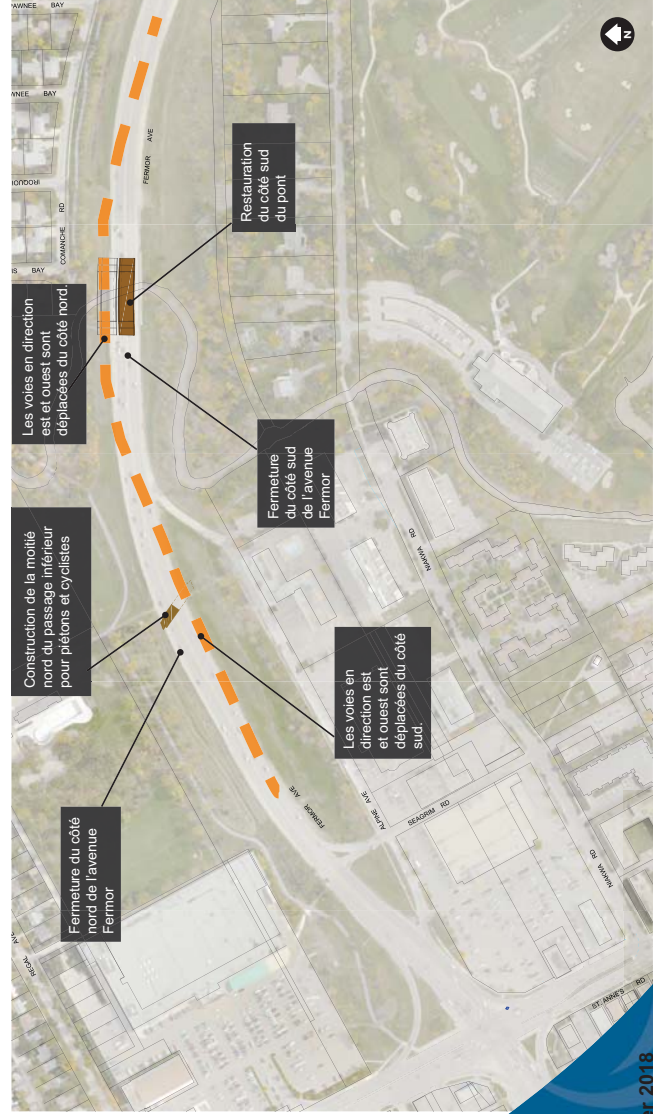
**RÉSULTATS**

- Analyse des réactions
- Affinage du concept préliminaire

**PRINTEMPS 2016 DÉBUT DES TRAVAUX**



**Printemps 2018**  
 Construction du côté sud du passage inférieur pour piétons et cyclistes. Restauration du côté nord du pont.



**Printemps 2019**  
 Construction du côté nord du passage inférieur pour piétons et cyclistes. Restauration du côté sud du pont.

# PROCHAINES ETAPES

Restauration du pont Fermor et travaux de voirie



**Printemps 2016**  
Début de la conception préliminaire

**Été-automne 2016**  
Rencontres avec les propriétaires et les résidents des biens attenants

**Hiver 2016**  
Portes ouvertes visant à revoir le concept préliminaire

**Hiver-printemps 2017**  
Remise du rapport sur le concept préliminaire

**Été 2017**  
Début de la conception détaillée

**NOUS SOMMES ICI**

**Hiver 2018**  
Session d'information publique au sujet de la conception détaillée

**Hiver 2018**  
Remise du rapport sur la conception détaillée

**Printemps 2018**  
Début de la construction

**Automne 2019**  
Fin des travaux

Les parties intéressées seront tenues au courant par le biais de la page Web sur les grands projets de la Ville de Winnipeg, et ce, jusqu'à la fin du projet.

Merci de votre participation. Nous voulons connaître votre opinion. Veuillez prendre le temps de répondre au sondage en sortant.

On peut retrouver tous les documents présentés pendant la session d'information publique ainsi que le prochain sondage sur le site Web du projet.

[www.winnipeg.ca/fermor](http://www.winnipeg.ca/fermor)

Si vous avez d'autres questions, n'hésitez pas à communiquer avec l'équipe de la participation publique :

**Lea Hastie**  
Téléphone : 204-453-2301, poste 4008  
Courriel : lhastie@dillon.ca

**David Marsh**  
Téléphone : 204-453-2301, poste 4094  
Courriel : dimarsh@dillon.ca

**311**  
Services de la Ville

## Appendix F

### *Round 3 Sample Notification and Advertising Materials*

## Fermor Avenue Bridge Rehabilitation and Roadworks

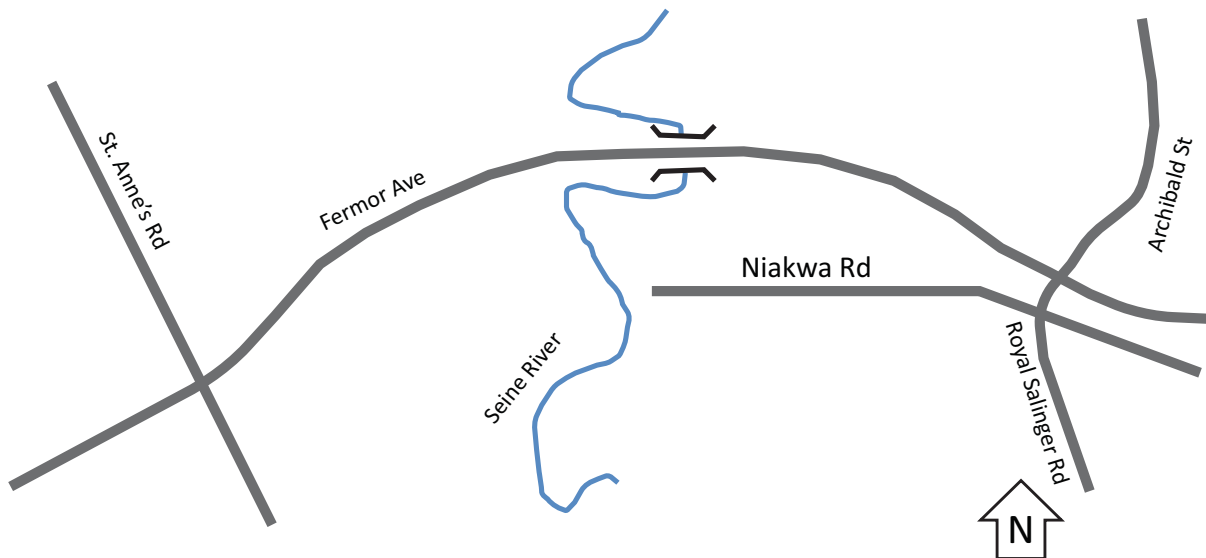
The City of Winnipeg invites you to attend a public information session to learn more about the Fermor Avenue Bridge Rehabilitation and Roadworks project, including the detailed design of the bridge over the Seine River, and improvements to area roads and active transportation paths.

**Date:** Wednesday, January 10, 2018

**Time:** 5 p.m. – 8 p.m.

**Location:** Archwood Community Centre, 565 Guilbault St.

**Format:** Drop-in (come and go)



In early 2016, the City of Winnipeg initiated the preliminary design for Fermor Avenue between St. Anne's Road and Archibald Street, including the bridge over the Seine. A detailed design for the road and bridge rehabilitation as well as improvements to the pedestrian and cycling network have now been developed.

For more information on this project visit us online at [winnipeg.ca/fermor](http://winnipeg.ca/fermor)

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## Restauration du pont Fermor et travaux de voirie

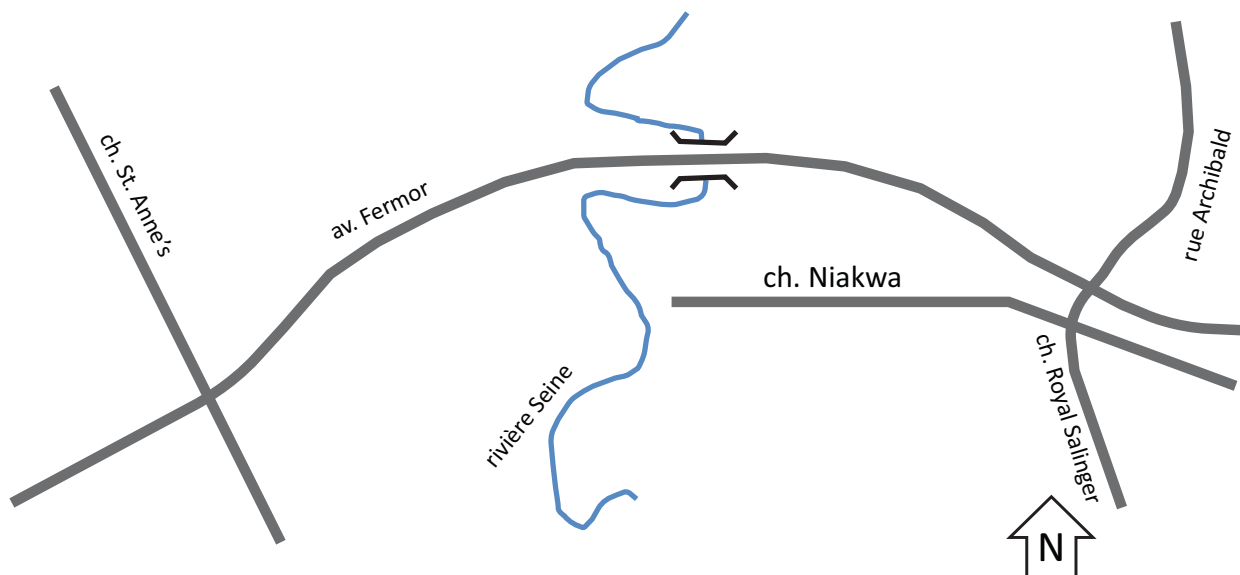
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**Date:** Le mercredi 10 janvier 2018

**Heure:** 17 à 20 heures

**Location:** Centre communautaire Archwood, 565, rue Guilbault

**Format:** Entrée libre



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Pour de plus amples renseignements au sujet de ce projet, visitez le site web:  
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## Public Information Session

### Fermor Avenue Bridge Rehabilitation and Roadworks

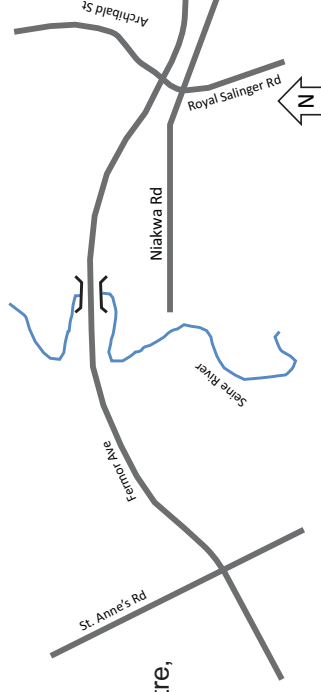
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## Session d'information publique

### Restauration du pont Fermor et travaux de voirie

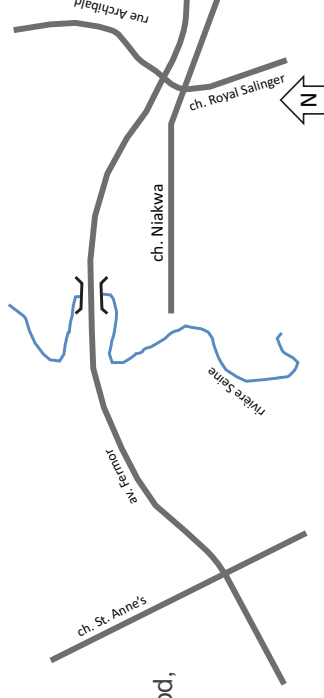
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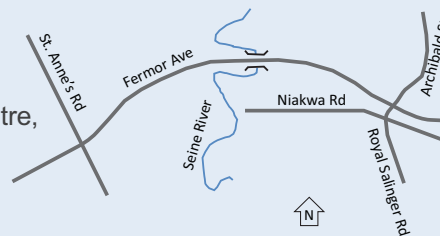
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## Session d'information publique

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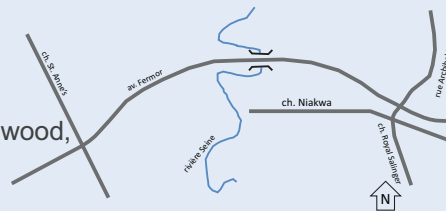
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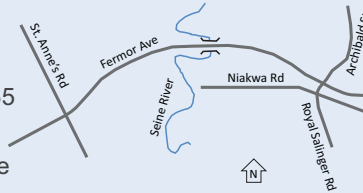
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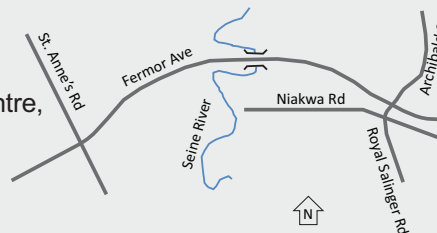
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## Session d'information publique

### Restauration du pont Fermor et travaux de voirie

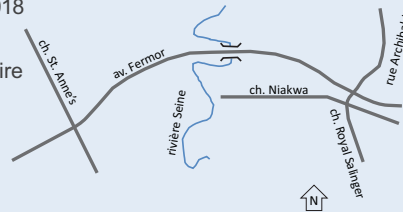
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## **Appendix G**

### ***Round 3 Exit Surveys and Feedback***

# Fermor Bridge over Seine River Rehabilitation and Roadworks Exit Survey Summary

---

Exit surveys were made available to people who attended the public information session (in hard copy form) and online through the project webpage. There were a total of 78 exit surveys completed, 67 hard copy, and 11 online. French versions of the surveys were made available both at the open house and online; however, there were no French surveys filled out (online or hard copy).

The two versions (online and hard copy) of the survey had some key difference. The hard copy version made available at the information session began with some preliminary questions about the event (Did you find the information provided helpful? Did you find the staff helpful?). It then asked the respondent, through separate questions, to rate (on a scale of 1 – 10, 1 being dislike and 10 being like) and provide comments on the access changes at Fermor Avenue and Alpine Avenue, the pedestrian and cycling tunnel and network, and the bridge rehabilitation. The online version of the survey began by asking if the information on the project website was helpful, and then in one question asked the participant to rate their support of the following project elements: proposed intersection improvement; proposed access changes on Alpine Avenue, proposed pedestrian and cycling underpass, and proposed bridge rehabilitation. The scale on the online survey ranges from very unsupportive to very supportive. In an effort to avoid confusion the survey results are summarized separately in this analysis.

The following is a summary of responses for the hard copy surveys.

## QUESTIONS

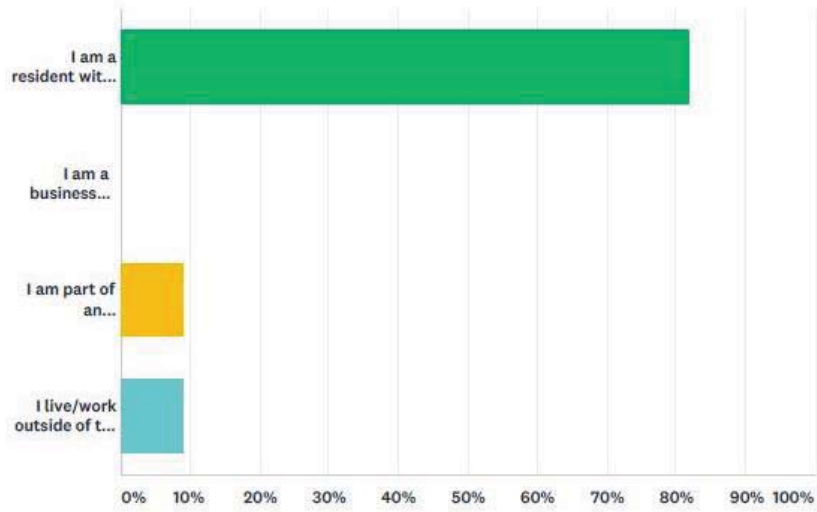
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### **1. Please check the answer that most closely describes your interest in this project:**

- I am a resident within the project area
- I am a business owner/landowner/property manager within the project area
- I am part of an organization/group within the project area
- I live/work outside of the project area, but am interested in the project

There were 11 online responses to this question. As seen in the chart below most individuals indicated that they reside in the project area (82%). Nine percent (9%) were part of an organization/group within the project area, and another 9% live/work outside of the project area, but were interested in the project.





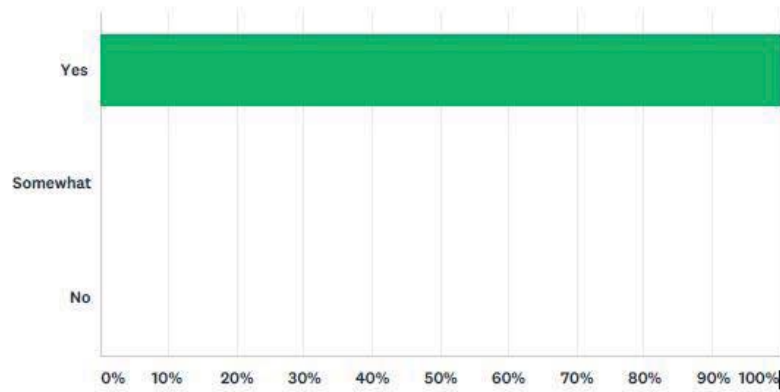
ANSWER CHOICES	RESPONSES	
I am a resident within the project area	81.82%	9
I am a business owner/landowner/property manager within the project area	0.00%	0
I am part of an organization/group within the project area	9.09%	1
I live/work outside of the project area, but am interested in the project	9.09%	1
<b>TOTAL</b>		<b>11</b>

Figure 1 – Hard Copy Survey – Interest in the Project

2. *Did you find the information provided at this meeting helpful?*

- Yes
- Somewhat
- No

Individuals were also asked if they found the information provided helpful. As seen in the chart below, 100% of individuals answered yes.



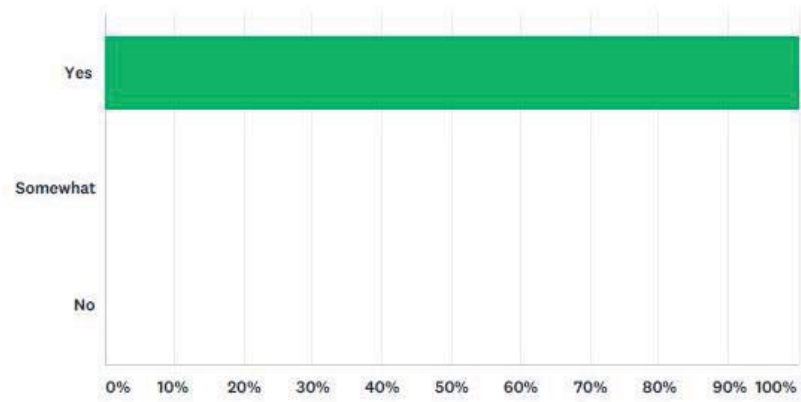
ANSWER CHOICES	RESPONSES	
Yes	100.00%	11
Somewhat	0.00%	0
No	0.00%	0
TOTAL		11

Figure 2 – Hard Copy Survey – Was the information helpful?

**3. Did you find the staff at the meeting helpful?**

- Yes
- Somewhat
- No

Individuals who filled out hard copy surveys were asked if they found the staff helpful. As seen below 100% of people who filled out surveys at the open house found staff at the meeting helpful.



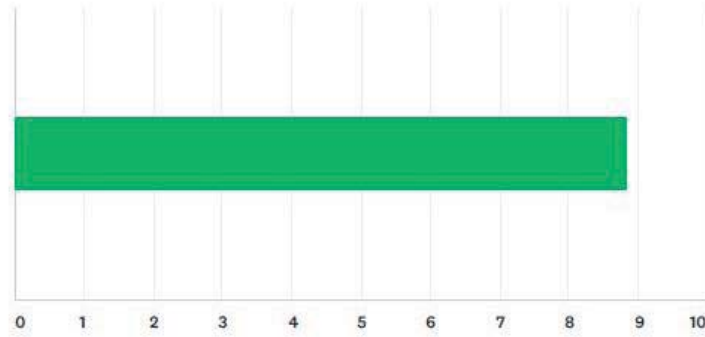
ANSWER CHOICES	RESPONSES	
Yes	100.00%	11
Somewhat	0.00%	0
No	0.00%	0
TOTAL		11

Figure 3 – Hard Copy Survey - Was the staff helpful?

**4. Please rate the proposed intersection improvements at Fermor Avenue and St. Anne’s Road on a scale of 1-10:**

dislike 1 2 3 4 5 6 7 8 9 10 like

The average number chosen by respondents was 9.



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
		9	97
Total Respondents: 11			11

**Figure 4 – Hard Copy Surveys – Rate intersection improvement at Fermor Avenue and St. Anne’s Road**

***Comments about the intersection improvements at Fermor Avenue and St. Anne’s Road.***

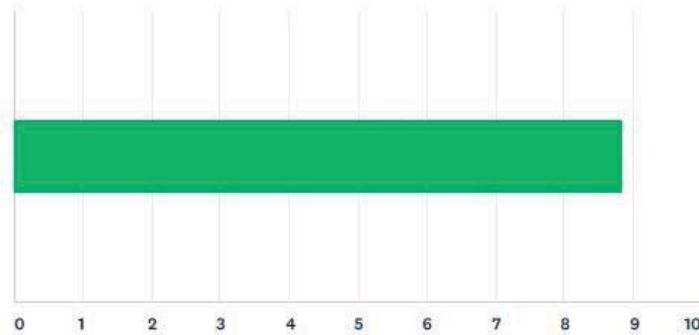
As a part of question 4, respondents we also asked to provide any additional comments about the intersection improvements. In this part of the question individuals talked about the design helping traffic flow; the challenges people face southbound St. Anne’s Road to Eastbound Fermor Avenue; and appreciation of right hand turn lanes that are safer for pedestrians. Verbatim responses are included below.

#	RESPONSES	DATE
1	Will definitely help flow of traffic and access to road from alpine.	1/31/2018 9:23 AM
2	Presently traffic can be hung up because of obstructed view and pedestrian traffic. 1 recent accident shows how quickly traffic can be blocked.	1/31/2018 9:22 AM
3	Southbound St. Anne’s Road to Eastbound Fermor may still be challenging to some drivers	1/31/2018 9:18 AM
4	I was disappointed that the southern leg of the intersection did not include a bicycle crossing(I was happy to see eastern leg now has this) Somewhere among on bike would appreciate being able to save time by crossing St. Anne’s while Fermor has green. You will get this behavior anyway, so you may as well plan for it, and it will reduce wait times and encourage compliance	1/31/2018 9:14 AM
5	Great- seem well thought out appreciate RH turn lanes that are safer for cyclists and pedestrians	1/31/2018 8:57 AM
6	These are great, really needed an improvement	1/31/2018 8:54 AM
7	Please look at traffic control on st. Anne’s turning East o Fermor ave. This area get very backed up with Superstore traffic, particularly at peak hours	1/31/2018 8:50 AM
8	sight lines needed improvements. Possible light or crosswalk on the north east crossing for pedestrians/bikes near superstore	1/31/2018 8:44 AM

**5. Please rate the proposed access changes at Fermor and Alpine Avenue on a scale of 1 – 10:**

dislike 1 2 3 4 5 6 7 8 9 10 like

The average number chosen by respondents was 9.



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	9	97	11
Total Respondents: 11			

**Figure 5 – Hard Copy Surveys – Rate access changes at Fermor Avenue and Alpine Avenue**

**Comments about the access changes at Fermor Avenue and Alpine Avenue.**

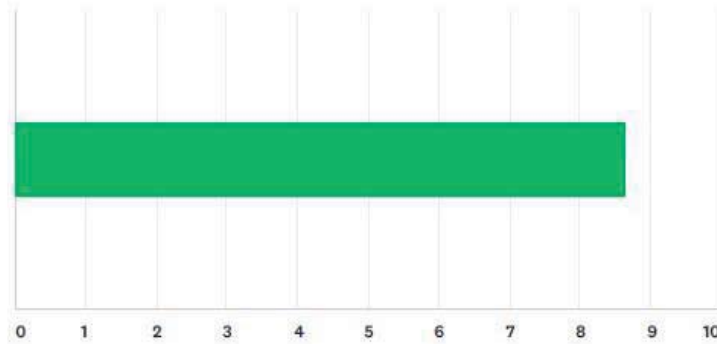
As a part of question 5, respondents we also asked to provide any additional comments about the access changes. In this part of the question individuals mentioned the changes seem safer. Verbatim responses are included below.

#	RESPONSES	DATE
1	see above	1/31/2018 9:22 AM
2	I'll have to travel a bit further to get to Safeway but it's no big deal.	1/31/2018 9:18 AM
3	Happy some are still there	1/31/2018 9:16 AM
4	I like this, especially the walk/bike tunnel and path to niawka road, Glad to see the walkway into king george park.	1/31/2018 9:14 AM
5	Not effected directly but seems safer	1/31/2018 8:57 AM
6	Much safer, very pleased with that	1/31/2018 8:54 AM
7	Please ensure ample lighting. We had instances of individuals livings in the woods near this access point. It needs to be safe at all hours.	1/31/2018 8:50 AM
8	like that the exit near the bridge is gone. like the underpass	1/31/2018 8:44 AM

**6. Please rate the proposed pedestrian and cycling tunnel and network on a scale of 1 – 10:**

dislike 1      2      3      4      5      6      7      8      9      10      like

The average number chosen by respondents was 9.



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	9	95	11
Total Respondents: 11			

**Figure 6 – Hard Copy Surveys – Rate pedestrian and cycling network and tunnel**

***Comments about the pedestrian and cycling network and tunnel.***

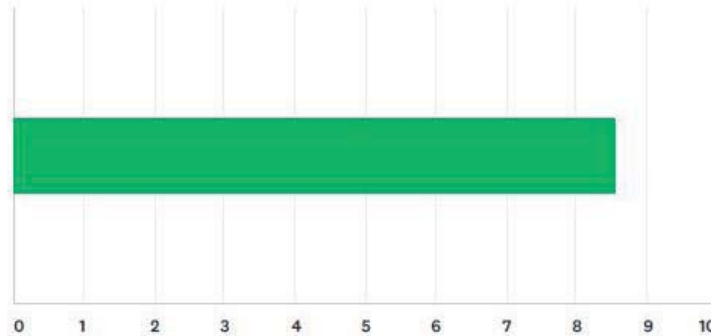
As a part of question 6, respondents we also asked to provide any additional comments about the pedestrian and cycling network and tunnel. In this part of the question individuals expressed that they were happy with the changes and that they need to take place in order to increase safety. Verbatim responses are included below.

#	RESPONSES	DATE
1	good timing and we will need the results if we are serious about improvements for walkers and bikers	1/31/2018 9:22 AM
2	Happy about the tunnel	1/31/2018 9:16 AM
3	This will be a great addition. Please Incorporate some kind of counter into you plans -could be induction loop or perhaps integrated into lighting	1/31/2018 9:14 AM
4	Please keep existing bike/pedestrian path from Comarche to Des murons/st. Anne's open during construction, Temporary path is fine but need something and am a daily commuter through that area	1/31/2018 8:57 AM
5	It needs to be done to increase safety.Worry it will be like the canoe club but optimistic that it will be bright and safe.	1/31/2018 8:54 AM
6	Improved lighting on the existing path along Fermor and Alpine. I am really excited about the change to Fermor Northside, the change to the trail being attached to the bridge, This will allow better use and access year round	1/31/2018 8:50 AM
7	love it!	1/31/2018 8:44 AM

**7. Please rate the proposed bridge rehabilitation on a scale of 1 – 10:**

dislike 1 2 3 4 5 6 7 8 9 10 like

The average number chosen by respondents was 9.



ANSWER CHOICES	AVERAGE NUMBER	TOTAL NUMBER	RESPONSES
	9	77	9
Total Respondents: 9			

**Figure 7 – Hard Copy Surveys – Rate the proposed bridge rehabilitation**

**Comments about the proposed bridge rehabilitation.**

As a part of question 7, respondents we also asked to provide any additional comments about the bridge rehabilitation. In this part of the question individuals stressed that it is badly needed, and mentioned they were happy to see a mixed use pathway included. Verbatim responses are included below.

#	RESPONSES	DATE
1	badly needed	1/31/2018 9:16 AM
2	I'm very happy to see the addition of the mixed use parkway. This is an important addition as the briddge on the Niakwa Trail often floods out.	1/31/2018 9:14 AM
3	New would have been better, but I understand the city is facing budget constraints	1/31/2018 8:54 AM
4	It is unfortunate that this stretch of highway could not be 3 lanes on both sides. Traffic here has increased immensely because of the new housing developments.	1/31/2018 8:50 AM
5	once the bridge is done, they won't have to fix every summer, a major pain.	1/31/2018 8:44 AM

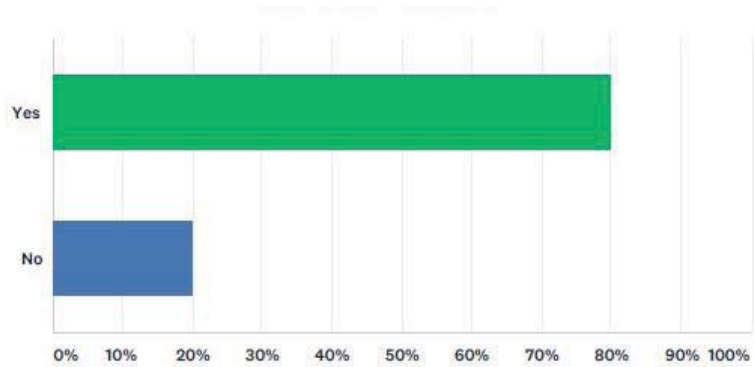
**8. Please provide any additional comments.**

To conclude the hard copy survey, respondents were asked to provide any additional feedback they might have about the project. There were only three responses and they are listed verbatim below.

#	RESPONSES	DATE
1	Continue the good work	1/31/2018 9:22 AM
2	This whole project is badly needed and overdue.	1/31/2018 9:16 AM
3	Please include traffic signal activation buttons at the fermor/archibald intersection. Currently there is no way for someone riding a bike through this intersection to activate this signal from the roadway. They must either run the red light or go onto the sidewalk. Once on the sidewalk they are more likely to stay on the sidewalk once they clear the intersection. Please add walk.bike counters at key points to helps monitor walking and biking traffic.	1/31/2018 9:14 AM
4	Thanks for all the info and work on this project. Very happy about it.	1/31/2018 8:54 AM

**9. Are you interested in receiving future communications regarding this project?**

Of the respondents 80% noted they would like to received further communications regarding this project.



ANSWER CHOICES	RESPONSES	
Yes	80.00%	8
No	20.00%	2
TOTAL		10

**Figure 8 – Hard Copy Surveys – Future communications**

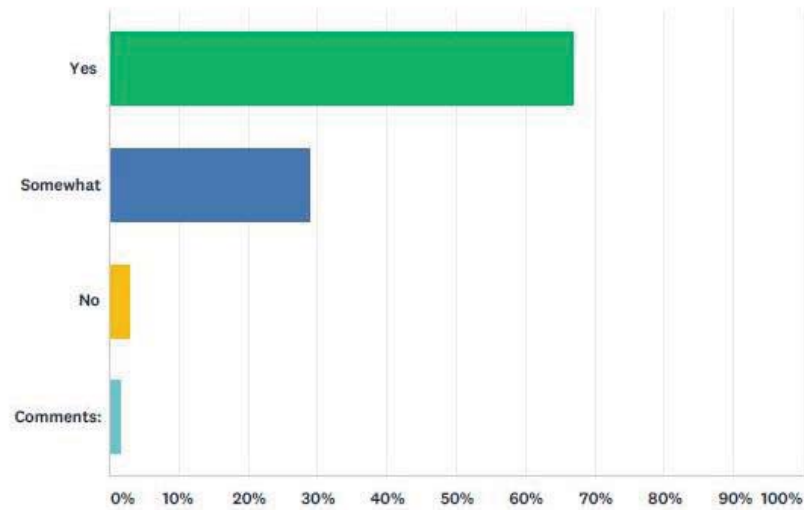


The following is a summary of responses for the online surveys.

## QUESTIONS

### 1. Did you find the information provided on the project website helpful?

Of the individuals who filled out an online survey, 88% found the information of the project website helpful, and 12% found the information somewhat helpful.



ANSWER CHOICES		RESPONSES	
Yes		66.67%	44
Somewhat		28.79%	19
No		3.03%	2
Comments:		1.52%	1
<b>TOTAL</b>			<b>66</b>

#	COMMENTS:	DATE
1	I'm	1/21/2018 6:11 PM

Figure 2 - Online Survey - Was online information helpful?

**2. Please rate your support for the following elements of the project:**

	Very unsupportive	Unsupportive	Neutral	Supportive	Very supportive	N/A
Proposed intersection improvements at Fermor Avenue and St. Anne’s Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Proposed access changes at Fermor Avenue and Alpine Avenue	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Proposed pedestrian and cycling tunnel and network	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Proposed bridge rehabilitation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

65 people answered this question and of them: 36% were supportive or very supportive of the proposed intersection improvements at Fermor Avenue and St. Anne’s Road, and 18% were unsupportive or very unsupportive; 31% were supportive or very supportive of the proposed access changes at Fermor Avenue and Alpine Avenue, and 20% were unsupportive or very unsupportive; 45% were supportive or very supportive of the proposed pedestrian and cycling tunnel and network, and 24% were unsupportive or very unsupportive; and 44% were supportive or very supportive of the proposed bridge rehabilitation, and 22% were unsupportive or very unsupportive.

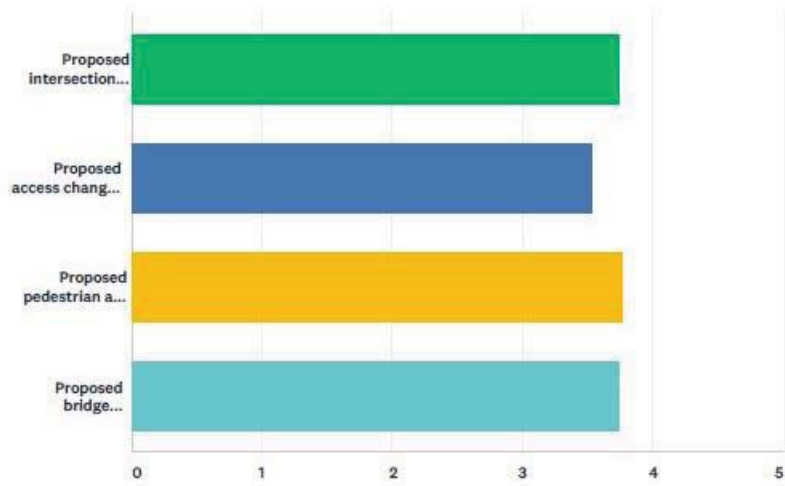


Figure 10 - Online Survey – Rate support for project elements

**3. Do you have anything else you would like to add about the Fermor project?**

Online respondents were also asked to provide any additional comments they wanted to share. Some items touched on in these comments included:

- Pedestrian and cycling underpass supports wider connectivity
- Security concerns about pathway between buildings and the Seine River, east of Fermor Avenue
- Construction should take less time
- The bridge should be replaced
- Fermor Avenue should be widened to three lanes
- Active transportation should be prioritized

Verbatim comments are included below.

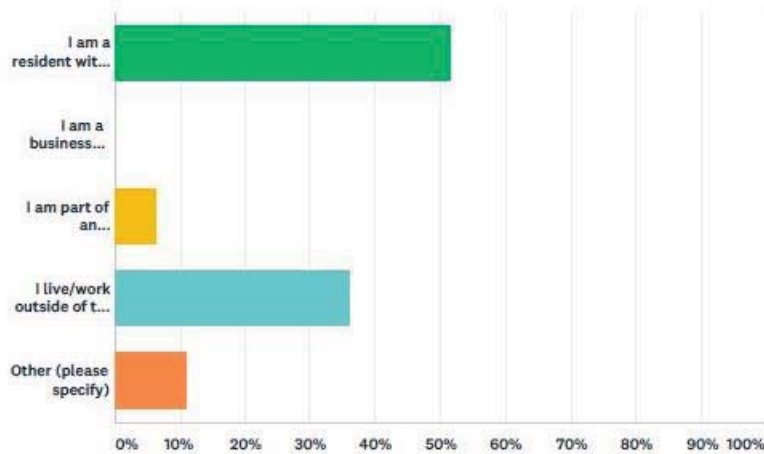
#	RESPONSES	DATE
1	very happy to see no new controls at Royal Salinger and Niakwa	1/22/2018 9:05 AM
2	To facilitate visiting (non-Winnipeg drivers) traffic that travels the Trans Canada highway, I would suggest dropping the Highway #1 designation through the city in favour of the Ring Road #101. Too confusing to follow Highway #1 in your city.	1/21/2018 9:40 PM
3	Canoe access to the Seine River should be included in the oversill project	1/21/2018 8:30 PM
4	On budget On time	1/21/2018 6:13 PM
5	Please consider making updates at fermor and lag. for geometry in future.	1/18/2018 6:03 PM
6	Glad to see a pedestrian/cycling underpass, which supports connectivity all along the Seine River to downtown. Would have liked to see a canoe launch and a water testing site for LR students. Now to cross Marion with a pedestrian/cycling path. Keep up this kind of planning and execution of accessibility all along this fabulous Greenway. This river has so much to offer!	1/18/2018 3:21 PM
7	I strongly object to the location of the bicycle path and pedestrian corridor. The Seine floods every spring and the path will be under water for much of the spring. Sometimes the Seine floods in the summer. What about the wild life. As a resident of 135 Niakwa, I have met a 3 foot racoon, several angry geese, coyotes, beaver and deer. What are you doing to protect the wild life. and the cyclists? Who is going to clear the path? If Niakwa is any example of having snow clearing services, the path will not be cleared. Why can't the pedestrian corridor go over Fermor and connect with Seagram? Much more functional. I have strong concerns about increased traffic on the grounds of 135 Niakwa as well as an increase of the criminal element. Our building has had several break-ins by people on foot. This path gives them one more way to get away on foot.	1/18/2018 12:17 PM
8	Add a sensor at archibald so when there is a train there is no green light to go straight.	1/16/2018 5:59 AM
9	Why does the project construction phase have to take SO LONG??? Seriously work 2x12 hr shifts, 7 days/week and get it done. Should NOT have to drag out over 2 seasons/years!! So financially inefficient.	1/15/2018 11:08 PM
10	Not enough detail was given regarding the changes for pedestrians/cyclists at Fermor/Archibald. Completely ignored.	1/15/2018 1:27 PM
11	the pedestrian path and cycling path is right against the 55+ apartment building I live and am very concerned about security as there has been alot of break ins and theft in this area in the past 3 years. All have come on cycles or foot.	1/15/2018 1:07 PM
12	The access from Seagram to eastbound Fermor should not be moved in my opinion. It will be more difficult for large vehicles to turn onto Alpine before accessing Fermor.	1/13/2018 6:22 PM
13	Archibald and Fermor also needs some attention.	1/12/2018 1:24 PM
14	Can hardly wait for the pedestrian/bike underpass to be completed..I hope the local deer population uses it as well.	1/12/2018 10:46 AM
15	replace bridge. find the funding to do it right.	1/9/2018 11:16 AM
16	reducing access to Fermor from side streets is a long in coming. improving walking/cycling route appreciated, as long as it remains open when water is high!	1/7/2018 11:02 PM
17	The ped/cyclist underpass is so important, please keep this as part of the project.	1/5/2018 10:28 AM
18	Anything that improves safety for all users should be applauded. This is a well designed and thought out proposal. Looking beyond just the needs of car traffic. I bike a lot and have used the St. Anne/ Fermor intersection a number of times, it is not fun. I really like the under roadway connecting north and south Fermor foot/bike path. Well done!!!!	1/5/2018 10:19 AM

19	Definitely the planting of trees along the middle boulevard and clean up the interlocking brickwork. That whole area is disgusting, especially considering that whole stretch, coming off the CN bridge, across Hiway #59 and up to Archibald is the "gateway to Wpg" and it an embarrassment!!!	1/5/2018 9:47 AM
20	Why such a wide median on the bridge??? Such a waste of space. We have an opportunity to either widen lanes or even make a third lane travelling eastbound. Not to mention that the eastbound shoulder on the bridge is on an overhang. Overall poor redesign of the bridge. Could have been much better.	1/5/2018 9:07 AM
21	I would highly suggest widen this to three lanes each way. The population will only grow larger in the future and it should meet higher traffic volumes. If it is necessary, add in turn pikes. Calgary has them all over their city and it seems to well thought and laid out. Also, it's imperative to have protected bike lanes separated from vehicle traffic.	1/5/2018 8:52 AM
22	Prioritize Active Transportation (pedestrians and cyclists) and transit over vehicles...	1/5/2018 7:56 AM
23	I would like to see a change to make the right turn north onto St Annes safer with the constant traffic into Superstore treating the bus lane as a through lane. It would be nice if the access point for Superstore could be moved north to reduce the lane changes that happen right at and in the intersection and are a hazard for turning traffic.	1/4/2018 4:41 PM
24	Protected bike lanes are necessary to protect cyclists from drivers.	1/4/2018 3:39 PM
25	Creating the protected bike/ped lane on the north side of the bridge and routing the Niakwa Pathway to it (in addition to leaving the existing flood-prone aesthetically-pleasing pathway) and building the bike/ped tunnel are both fantastic moves. Thank you!	1/3/2018 8:28 PM
26	Longer lane that turns into royal Salinger rd, and fix the gravel along the south side before royal Salinger.	1/2/2018 6:38 PM
27	I reviewed the proposed Fermor/St. Anne plans and I noticed there doesn't seem to be any mention about extending the merge lane from Archibald West onto Fermor. There seems to be considerations being made for bike/pedestrians at that intersection so it looks like the scope extends to that point. Why is the merge lane not being extended in this 80km zone? I drive through there multiple times a day and it's not long enough to merge so all the cars stop and cause backups. Secondly was there any cost benefit analysis given to widening the bridge at this point. 2 lanes is not enough going east and traffic is always backed up.	1/2/2018 2:23 PM

**4. Please check the answer that most closely describes your interest in this project:**

- I am a resident within the project area
- I am a business owner/landowner/property manager within the project area
- I am part of an organization/group within the project area
- I live/work outside of the project area, but am interested in the project
- Other (please specify)

Of online respondents, 52% are residents within the project area; 36% live/work outside of the project area but are interested in the project; and 6% are part of an organization or group within the project area. Another 11% percent chose other, and their interests in the project are outlined below.



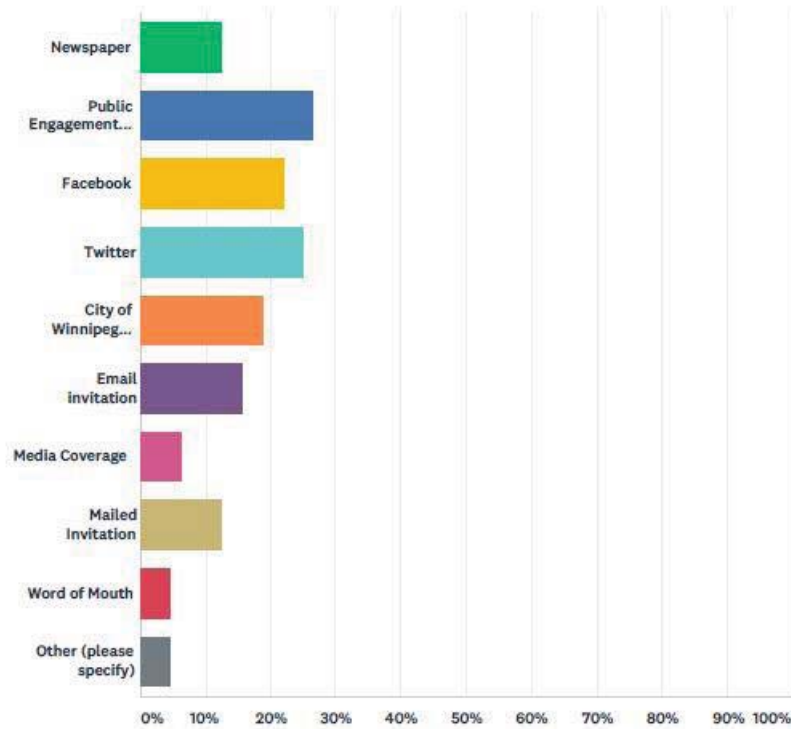
ANSWER CHOICES	RESPONSES
I am a resident within the project area	51.56% 33
I am a business owner/landowner/property manager within the project area	0.00% 0
I am part of an organization/group within the project area	6.25% 4
I live/work outside of the project area, but am interested in the project	35.94% 23
Other (please specify)	10.94% 7
Total Respondents: 64	

#	OTHER (PLEASE SPECIFY)	DATE
1	I commute by bike through this area all year	1/22/2018 9:07 AM
2	Frequent out of Province driver of the #1 highway	1/21/2018 9:42 PM
3	Drive in area almost daily	1/21/2018 8:28 PM
4	I drive over the bridge daily in my work	1/13/2018 6:23 PM
5	i drive the area frequently. always thought it unsafe for all.	1/9/2018 11:19 AM
6	use fermor several times a month and am always frustrated!	1/7/2018 11:04 PM
7	I am a resident nearby and use the project area often, both by car and by bicycle	1/4/2018 5:04 PM

**5. How did you hear about this project? Please check all that apply.**

- Newspaper
- Public Engagement Newsletter
- Facebook
- Twitter
- City of Winnipeg Website
- Email Invitation
- Media Coverage
- Mailed Invitation
- Word of mouth
- Other (please specify)

Most people had heard about this project through the public engagement letter (27%), Twitter (25%), Facebook (22%), the City of Winnipeg website (19%), or an email invitation (16%). Less than 15% of people had heard about the project through a newspaper (13%) or mailed invitation (13%), media coverage (6%) or word of mouth (5%). A few respondents had heard by other means, which are listed below.



ANSWER CHOICES	RESPONSES
Newspaper	12.50% 8
Public Engagement Newsletter	26.56% 17
Facebook	21.88% 14
Twitter	25.00% 16
City of Winnipeg Website	18.75% 12
Email invitation	15.63% 10
Media Coverage	6.25% 4
Mailed Invitation	12.50% 8
Word of Mouth	4.69% 3
Other (please specify)	4.69% 3
Total Respondents: 64	

#	OTHER (PLEASE SPECIFY)	DATE
1	SOS board member	1/18/2018 3:23 PM
2	child	1/17/2018 9:18 PM
3	Matt Allard	1/15/2018 11:09 PM

**6. Please provide the first three characters of your postal code.**

- |                           |                           |                           |                           |                           |                             |
|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-----------------------------|
| <input type="radio"/> R2C | <input type="radio"/> R2L | <input type="radio"/> R2W | <input type="radio"/> R3E | <input type="radio"/> R3M | <input type="radio"/> R3V   |
| <input type="radio"/> R2E | <input type="radio"/> R2M | <input type="radio"/> R2X | <input type="radio"/> R3G | <input type="radio"/> R3N | <input type="radio"/> R3W   |
| <input type="radio"/> R2G | <input type="radio"/> R2N | <input type="radio"/> R2Y | <input type="radio"/> R3H | <input type="radio"/> R3P | <input type="radio"/> R3X   |
| <input type="radio"/> R2H | <input type="radio"/> R2P | <input type="radio"/> R3A | <input type="radio"/> R3J | <input type="radio"/> R3R | <input type="radio"/> R3Y   |
| <input type="radio"/> R2J | <input type="radio"/> R2R | <input type="radio"/> R3B | <input type="radio"/> R3K | <input type="radio"/> R3S | <input type="radio"/> R4A   |
| <input type="radio"/> R2K | <input type="radio"/> R2V | <input type="radio"/> R3C | <input type="radio"/> R3L | <input type="radio"/> R3T | <input type="radio"/> Other |

The online survey also asked respondents to provide the first three letters of their postal code. Most respondents' postal code began with R2J (27%), R2M (23%), or R2N (13%). And all other postal codes were under 7%. There was one individual with a postal code beginning with T3A.



ANSWER CHOICES	RESPONSES	
R2C	3.13%	2
R2E	1.56%	1
R2G	1.56%	1
R2H	4.69%	3
R2J	26.56%	17
R2K	0.00%	0
R2L	0.00%	0
R2M	23.44%	15
R2N	12.50%	8
R2P	1.56%	1
R2R	0.00%	0
R2V	3.13%	2
R2W	0.00%	0
R2X	0.00%	0
R2Y	0.00%	0
R3A	0.00%	0
R3B	0.00%	0
R3C	1.56%	1
R3E	1.56%	1
R3G	0.00%	0
R3H	0.00%	0
R3J	0.00%	0
R3K	0.00%	0
R3L	6.25%	4
R3M	1.56%	1
R3N	0.00%	0
R3P	0.00%	0
R3R	0.00%	0
R3S	0.00%	0
R3T	4.69%	3
R3V	0.00%	0
R3W	1.56%	1
R3X	3.13%	2
R3Y	0.00%	0
R4A	0.00%	0
Other (please specify)	1.56%	1
<b>TOTAL</b>		<b>64</b>

#	Responses	Date
1	NB to preserve river bank and access. It is a hidden treasure.	5/2/2017 11:52 AM
2	Looking forward to completion	5/2/2017 11:47 AM
3	Overall, I think if it goes as planned, we should have a very nice fit for cars and people	5/2/2017 11:24 AM
4	Fermor and St. Anne's should have overpass!	5/2/2017 11:16 AM
5	N/A	5/2/2017 11:13 AM
6	As a resident on Royal Salinger Road, I would recommend that the Niakwa Place sign be replaced with a new, more contemporary sign that fits in with the design components in the area. The sign was damaged a few years ago by graffiti and was never properly repaired/cleaned.	5/2/2017 11:02 AM
7	Living on Royal Salinger Road, I hope the second phase happens and the deteriorated intersection at Fermor/Archibald/ Royal Salinger is revitalized. Would like to see the Niakwa Place sign replaced.	5/2/2017 10:56 AM
8	Can the city look at putting some toboggan slides into this area?	5/2/2017 10:39 AM
9	The intersection at Fermor and Royal Salinger Road is in need of improvements ASAP	5/2/2017 10:11 AM
10	Glad you are looking at both St. Anne's and Archibald as part of the project.	5/2/2017 10:07 AM
11	Curb impatient driver behaviour during afternoon rush hour on Fermor. May drivers illegally pass on the shoulder to access Archibald from Fermor (Between Lakewood and Archibald)	5/2/2017 9:57 AM

***7. If you are interested in receiving further communications regarding this project, please provide your contact information.***

The final question asked respondents to provide their contact information if they were interested in receiving further communications about this project. Twenty-four individuals provided their e-mail addresses.