

**“AS WE HEARD IT”**

**Comments and Questions from the Rail Construction Program’s Rideau River Pedestrian Bridge Community Meeting and Online Survey**

**Summary**

Local community members were invited to a virtual community meeting in June to discuss the Rideau River Pedestrian Bridge, a project bundled into the Stage 2 O-Train South Extension. The virtual meeting included a presentation by RCP staff, followed by selected questions and an open question and answer period. Thirty-seven people attended the meeting.

Then, this same information was made available online, for feedback from the general public during the month of July. Ninety-four people completed the online survey. This collective feedback is noted in this report.

General themes include:

- Connectivity to existing and potential future pathways
- General design of the bridge
- Winter maintenance of the bridge
- Accessibility and functionality

There will still be some refinements and issues to resolve but we continue to move forward to get the best solution for pedestrians and cyclists.

Community members are always welcome submit questions and feedback on project activities via [stage2@ottawa.ca](mailto:stage2@ottawa.ca).

Acronyms:

MUP – Multi-use pathway

RCP – Rail Construction Program

NCC – National Capital Commission

**What elements of the Rideau River Pedestrian Bridge are you most interested in?**

**Connectivity**

ensuring improved connectivity for pedestrians and cyclists with surrounding paths/roads, especially as it will serve as a much safer cycling route for this looking to cross the Rideau River in this part of town when compared to Bronson. - the eventual continuation of this pathway along the entirety of the O-train line
Connections to it and what connections it makes
Connectivity. It's great that there will be another pedestrian access across the Rideau River, but one extra connectivity would make it even better. I'm talking about a link to the Sawmill Creek, which ends at Mooney's Bay station. Containing that pathway parallel to the tracks up to the

bridge would be a huge benefit given there is housing going up on Brookfield. Winter maintenance along with the MUP at the very least up to Bank St to people can access Billings Bridge from CU or through CU.
The fact that it connects one side of the river to the other
The ability to cross the Rideau River on foot or bicycle between Bank Street and Hog's Back Road without having to deal with stairs.
I'd like to see a MUP connection from the south end of the bridge to Mooney's Bay station.
Please consider how this facility can enhance access to the University from the southern neighborhoods
bicycling across bridge to Carleton U. Could be a convenient commute to work for me
Connection between campus and the park permitting easier pedestrian and cycling commuting to and from campus.
I am most interested in how this will connect with the wider cycling network.
Bike access, connections to paths on either side.
Create a safe bike/walking path from Carleton campus to the other side of the river. Will reduce traffic on Bank St. bridge, which can be dangerous. Getting bikes off Bronson altogether would be great - it can be very dangerous and this gives a safe alternative. Gives safe access to Vincent Massey park for cyclists and pedestrians in the area. .
Providing safe connectivity between the Eastern Canal MUP and the Eastern Rideau River MUP
Lighting for safety on bridge and surrounding pathways Including bridge and surrounding pathways in winter maintained network
Connectivity, height/width, and all-season availability
Connection to existing paths and communities.
The connectivity between the NCC multi use paths and the campus
Bike paths
For crossing over to Carleton, getting to colonel by, jogging needs, etc
Access from Brewer Park via Carleton U, painted lanes for north/south foot & pedalling traffic plus light for public safety
La passerelle ele-meme est une excellente idee.le Cela aurait du etre fait il y a longtemps.
That it allows cyclists to cross the river without having to dismount from their bike
Pedestrians and cycling crossing
The bridge will be a more direct link to south Ottawa by foot and bicycle as someone who works on Campus I would be less likely to take my car to work if this bridge is constructed.
That it would finally 'bridge' CarletonU with the VM park.
Having one in whatever form would be a great improvement, increasing access to greenspace and campus
the ability to cross the Rideau river without having to go all the way to Bank Streor Hogs Back. Hogs Back, currently (2020) being a pain in the ass to cross. this bridge was 'supposed' to have been built with the light rail was built , in the 90s! Its very disappointing to see lost opportunities for including safe and cheap transportation modes for pedestrians and cyclists
Aesthetics and cycling connection
A path needs to be extended from this bridge alongside the Trillium Line to Confederation Heights and Mooney's Bay Station ASAP. Such a path would be winter maintained and drastically improve the usefulness of the bridge.

Happy to see a MUP crossing at this location, but thought it would be part of a new structure for the upgraded Trillium Line which I assumed would be rebuilt to accommodate a double-tracked rail line. Would recommend a MUP beside the rail lines from Carleton U south to Brookfield, linking to the existing MUP from Brookfield to South Keys and onward to the Osgoode Trail. That would provide a more practical, level connection to Riverside Park and South Keys.
ANYthing that helps cross rivers in this city is useful! Currently the only way to cross here is to wade across or use the zipline :-(
I won't have to use the rail bridge to get to VMP!
Getting to Carleton University and downtown from Ottawa South by bike is difficult, and the bridge will greatly improve access.
More easily accessing Vincent Massey Park without having to walk along Bronson Avenue. Location: This is a good location as it is easily accessed by all people powered mechanisms and is positioned well, without creating significant disturbance to the park
I think the location of the bridge is very important for connectivity. Please consider adding dedicated bike lines as the bridge directly connects to a major bike path. As it will likely be a high volume bridge, it's very difficult to cycle through crowds of people.
As a cyclist, it provides a safer crossing than the Bronson Bridge, I will certainly use this bridge on my rides. Great addition to the Hogsback crossing, will make a circuit.
Connectivity and intuitive approaches
I like having pedestrian and cycling bridges over Ottawa waterways.
Access for cyclists on and beyond the bridge (especially safety and access in Carleton which lacks any cycling infrastructure)
Being able to save time while doing errands by bike.
The ability to walk over the river and link up to pedestrian walkway
an alternative walking path from the Rideau Canal (Eastern Pathway) because the Canal path has too many bikers and joggers that do not respect pedestrians.
I am most interested in a bridge that would permit cyclists to ride safely from Ottawa South to South Keys. Currently there is no direct designated cycling path.
connectivity and use of the bridge as a unique public space
Connectivity.
access from one side of river to the other
Getting across without using Bronson, both on foot, and cycling
Bicycle access
Cycling and cross country skiing.
Being able to use it as a cycling route continuation from and to Vincent Massey Park.
This would be a safer option for me as a cyclist as I would use this instead of cycling on Bronson over the bridge.
Being able to access Carleton Campus faster.
I'm interested in getting from one side to the other!
It will provide an alternate route between Mooney's Bay and Ottawa South.
Ability to cross the river by bike
Design
I enjoy biking and live in Riverside Park neighbourhood. It would provide another safe way to connect pathways to the university and beyond.

Increased connectivity to Vincent Massey Park.
Thanks so much for putting a bridge in here. While better infrastructure at Bank would be more useful for me, this does at least provide a safe way to get across the Rideau on bike.
Ability to access north and south of the Rideau river much easier

**Design**

Functionality and visual appeal, The existing rail bridge provides an interesting and historic esthetic so it would be nice to echo some of that in the new structure without taking away the intrinsic beauty of the view of the rail bridge. I take umbrage at the perceived need to overbuild the structure to support 'winter maintenance vehicles' by which you mean full sized road equipment when you could have a much more pedestrian scale bridge if you dropped that loading requirement (ie limited the load to a sidewalk sized machine). The described 5m height seems excessive to the pedestrian scale especially considering that the main span of the railway bridge is nowhere near that deep.
Design
Deserves to be more attractive and interesting design then what is shown.
You don't have control over the physical design of the prefab bridge, but you can still make it a beautiful space that students and residents will want to visit, use and enjoy. Rideau river crossings at Data Centre/Leonard and Pleasant Park/Windsor park would be very useful as well.
The bridge architecture is utilitarian and drap. Would be nice to have some colour (Carelton red maybe) to liven up the structure.
It would be great to have seating, and other congregating areas on the bridge.
Besides utility, make it appealing, and reflect characters of the surrounding (eg. campus). There are so many functional and good looking bridges in The Netherlands, Denmark and Finland. Why can't we invest a little more to stand out our design?
Aesthetics and cycling connection
The bridge is an excellent idea and commendably economical BUT you are blowing an opportunity to provide small observation / resting spots at the middle of the bridge. Show some flexibility and spend an extra \$100,000.
The given design of the bridge is incredibly dull. Whereas other pedestrian bridges in the city - the Flora Footbridge, the Corkstown Footbridge, and the Adawe Crossing Bridge have great architectural features. Lots more work needs to be done on the design. It would be important to consider other locations in order for year around 24 hour safe accessibility to be considered.
Garbage receptacles and a Park bench at both sides
Although the truss arrangement to the bridge is fixed, the colour scheme and finishes can be tailored to better blend with the campus and park. I would like to see some effort spent on the final finish of the bridge to create a unique visual identity.
This location for a pedestrian bridge will be very helpful. I am most interested in the design of the bridge, as the current design seems inadequate for this particular location.
adequate width at least as wide as other comparable structures
Make this bicycle friendly! Everyone needs to be able to use this and it would provide an ideal alternative to having to use Bronson, Heron or Bank to cross the river
Great Idea, but poor choice of location. With no winter maintenance and the Spring floods, the bridge will be inaccessible for a large part of the year. If this is to benefit the students, it is the

majority of their school year. Move the bridge to the end of Pleasant Park, it would get a lot more traffic and more use throughout the year.
The bridge is unfortunately very utilitarian looking. That would be okay if the spot itself were nothing special. However, the natural beauty there is exceptional, which is a main reason why so many people stop there to take in the lovely view of the rapids and rocks. This unworthy bridge design could have a significant impact on the experience, and, once there, would never be replaced.
A bridge that is wide enough to cross with a bike trailer in tow!
Location (and makes sense where it will be located). Design not to take away from area (and I like the simple design)
Low bridge, direct access from pathways, no lengthy ramp
Design is fine. Simple is good to keep costs down.
Simple, clean structure
How it looks/designed.
All-season, 24 hour usability. Architectural design. Location.
Overall design and the practicality of the bridge
Architecture Lovely idea. I hope that it goes through. Stay safe.
Landscaping and bridge width. I hope to see more thoughtful design of potential planting elements and a more diverse and interesting product. I'm also concerned that 5 meters is not wide enough to reduce conflicts between cyclists and pedestrians
how well it integrates with existing infrastructure (e.g. how meaningfully would it improve pedestrian and cycling commuting times).
Not a question, but the bridge design was decided 14 years ago. At the most common feedback during the consultation was that we do not like this bridge. The people of Capital ward and of Rideau River ward deserve a nice bridge, not just a bridge. Going for the cheapest design and excusing it as oh it was consulted in 2006 is a clear sign of poor faith and refusing to even broach the topic tells us that you don't actually care about our thoughts. The area is gorgeous and this design is a blight

**Environmental**

Just concerned about flooding every spring.
Snow clearing in winter. Please clear the snow even if the south side is not cleared.
Aesthetics and cycling connection
The access to more nature it gives university students and faculty
If maintenance is decided for the bridge in the winter, the south sidewalk should also be maintained to Heron to enable pedestrians to use the bridge.
Winter access - not plowing but grooming for skiing would bring additional outdoor activity
I would like to see as little impact to the surrounding area of Vincent Massey Park, once nature is gone , it's gone.
Re winter maintenance: people still use the paths on skis, and walking and winter biking so it is not like no one goes there if the paths are not maintained.
In winter, many students and staff will walk, snowshoe, or ski to the bridge to get to campus, even if the Vincent Massey Park paths aren't cleared.
if there is winter maintenance, no salt on the bridge as this will be pushed off into the river

City and NCC should negotiate winter maintenance program to ensure bridge connects to necessary areas to promote winter use.
Carleton uses very heavy salting so assuring that salt does not get into the river from the bridge would be important
The space around the north entrance is heavily used by students for study/relaxation, so keeping that in mind would be good
Not destroying the natural beauty of the area.
Impact on park use.
Winter maintenance is important for the safety of Carleton Students.
Bridge should be winter maintained and pathways surrounding should also be winter maintained. It is unacceptable to be clearing roads by default, but leave critical pedestrian and cycling infrastructure unmaintained in the winter. This is especially important given COVID situation.
It is entirely possible that the NCC paths will be winter-maintained in the future. The bridge should be designed and built to accommodate snow removal and winter use.
If it is decided that it will not be snow cleared in winter, some type of barrier and signs should be installed at entry points for the season to prevent possible injury by folks trying to use it.
The MUP should be maintained in winter.
I would recommend the pathways on both side of the river be maintained in winter from Hogs back into Carlton U and from Bank st
Winter maintenance to full pedestrian standards may not be envisioned, however it could become a useful winter connection point for cross country skiers, snowshoeers etc.
Winter maintenance is important since folks might want to hike or ski or snowshoe on the south side. But we can't have 2m snow accumulation on the bridge. So it needs to be passable all year round.

**Dissenting Opinions**

The fact that it makes no sense and appears to be a waste of money - Bronson is nearby.
None. This bridge is a complete waste of money. It serves to transport people from Carleton to nowhere. Seriously, it is a bridge to nowhere and it is found smack-dab between two existing bridges on Heron and Bronson. Access to green space is not even particularly relevant because the campus already has plenty, plus the Central Experimental Farm is easily accessible from Carleton, as is Brewer Park.
The horrible design.
The design as shown is unremarkable as have been the pedestrian crossovers for the Queensway. It's really terrible.
Design is awful we are the capital of Canada right? Maybe someone could spend more then a day on the design?
Ottawa has two over \$20m each pedestrian bridges over the canal, one nightmare and extremely costly \$\$ pedestrian bridge over the airport parkway, another one \$\$ over the Queensway, one close to the Vanier Parway and probably many shortly in need of upgrading that I don't know about. The city complains about not enough \$\$ to manage the city, yet continue to build these type of bridges!
None, this type of bridge is not needed! These type of self or minimal serving projects should be shelved. We have no more money without increasing the taxes. One would believe if you took a



survey of everyone who lives in Ottawa (Kanata, Orleans, South Ottawa, Manotick, Barhaven etc.....) these type of minority serving bridges and/or projects would not be anywhere on their list!
Would the city please reconsider this waste of time and money?
Why did anyone ever believe that this project offered value for money. A bridge to nowhere.
This is an excellent initiative that is needed. Getting to Carleton University and downtown from Ottawa South by bike is difficult, and the bridge will greatly improve access.

**Supporting Opinions**

Very enthusiastic about this - please make it happen!
More bridges for people on foot and bikes please!
This is great!!!
This should be built!
Can't wait to see this bridge built!
thank you all the consultation, I hope that these are considered more than our thoughts on Lansdowne :)
This is an excellent initiative that is needed.
This is an exciting project. I hope it proceeds soon!
Just so glad to see this bridge moving forward!
Lovely idea. I hope that it goes through. Stay safe.
I can't wait to use this bridge when it opens!
I heard about this project a few years ago and I'm very pleased to learn that it will undergo construction soon. I look forward to using it to bike to Carleton U. and beyond through Old Ottawa South.

**Safety**

I'm most interested in viewing and approach angles. Many cyclists come from the path leading from hogsback falls at speed and I'm concerned about how that intersection will take place.
Safe pedestrian and cycling access between Vincent Massey Park and Carleton University
The intersections on either side. Making sure they are realistic (not a 3-way stop), multimodal user friendly and intuitive as the bridge will certainly also be used by cyclists and the pathway on the west side can be high traffic and high speed at the bottom of the hill.
Accessibility to Carleton University, safety for all who use the bridge and winter maintenance
Access and security from the Vincent Massey park side, visibility
An emergency phone would be a great idea. And maybe further along the path. Reality is students will go there to party, which could have bad consequences.
Thanks so much for putting a bridge in here. While better infrastructure at Bank would be more useful for me, this does at least provide a safe way to get across the Rideau on bike.
On the Vincent Massey side, it looks like the bridge will connect with the pathway at the bottom of a long, winding hill through the forest--so it looks like cyclists coming down the hill will have some speed but no sightline for spotting cyclists coming across the bridge. I'm wondering how to link up the two routes, while keeping in mind what ACTUAL behaviour will be, rather than ideal (for instance, avoiding the equivalent of a 'dismount and walk your bike' zones).

**Winter maintenance is not currently planned for the bridge because NCC pathways on the south end are not winter maintained.**

	<b>It makes sense have no winter maintenance.</b>	<b>The bridge should be maintained in the winter even if there are no connecting pathways on the south side.</b>
Community Meeting	4% of respondents agreed with this statement.	96% of respondents agreed with this statement
Online Survey	40% of respondents agreed with this statement.	55% of respondents agreed with this statement
4% of online survey respondents did not choose an option.		

### Comments on Approach Landscaping

Plan for future expansion for possible connectivity to sawmill creek pathway parallel to o-train tracks.
Need good signage
some spring seasons the water comes almost to the level of the road at Carleton - have you designed for that?
need some way pointing – Ottawa does a poor job of providing way point and signage
no sharp turns like the east end of the Flora food bridge and Cork town bridge. People tend to drift into upcoming traffic in sharp corners
if the bridge can be level with the banks, that would be nice
Have a bit of a lookout area
Can there be benches or something On the bridge so you can stop and enjoy the view? Maybe near bridge entrances. Elderly people appreciate a place to sit and rest.
Ensure turning radius accommodates all bikes - longtails, bakfiets, trikes, trail-abikes, tandem, etc.
having some shade on the north side would also be nice
take note of NCC locks crossing as examples of what NOT to do
on the north having more options than just the not great campus avenue which is full of car angry at being stuck in long jams due to weird traffic flow decisions
Seating for elderly, parents with strollers, etc.
Clear traffic patterns for pedestrians and cyclists on the bridge and on connectors to existing pathways
local plant life
the river bed itself is an important and sensitive ecosystem - avoiding impacting this as much as possible both during build and planned use.
Is the turning radius wide enough to turn safely on a bike without crossing over to the other side of the bridge? (Note: Flora bridge is difficult to turn properly without crossing from the right to the left). This should be considered in the design to get on/off the bridge.



As much as possible natural environment, no 6 ft high fences, make sure the railings guide people to the bridge, they should not just all of a sudden start on a corner. Make sure there are no places where people can sleep underneath the bridge (possible crime) .
on the north side, having good paths leading up rather than the crumbling current path
sight lines so people don't exit the ramp possibly colliding with people on mups
maintain access to waterfront, for fishing, kayaking, and other recreational use
On Flora Bridge people ignore the official pathway because it's so much faster to take a short-cut across the grass. Build the approach landscaping for real people, not perfect people who always stay on the pathway!
Indigenous art integrated in
bushes and flowers would be nice, but seeing who is on the bridge would be good
Ensure width supports winter maintenance vehicles
be sensitive to natural look of Vincent Massey Park - make this side as natural as possible
No p-gates
Sight lines are important with a mixed use space.
accommodate both cyclists and pedestrians in both directions.
4 season interest!
wide turns for cyclist turn radius
Should be beautified (sustainable, indigenous foliage), easy slope for cyclists, path options coming off the bridge so that no one runs into each other.
Avoid Haripin turns
Ensure end areas are large enough to permit decisions when turning. These areas can get very tight.
designed to avoid collisions on the south side pathway. Cyclists travel quite fast on this path
Keep the approaches open to preserve sightlines and views of the river.
Safety first, keep people from the top of the retaining wall which defines the river edge.
lots of space needed on south side for safe turning on bridge considering people take that spot at speed, especially coming off the hill while cycling north
Make sure that foliage is well maintained to ensure safety of users. Need clear sightlines
good lines of sight for users to see each other around corners and avoid conflict
Learn from lesson of Flora east side which is very messy – think thru and plan for cyclists and pets crossing different ways.
The landscaping of the Flora Foot bridge is a good model as it incorporates multiple a water and plant features to support beauty and urban wildlife
avoid hair pin turns
Grass, short bushes, little need for watering. Is public art an opportunity?
Climate Positive Design
CU outdoor space masterplan has been working on some ideas for this area - how will these ideas be impacted?
need to see how bridge connects to MUPs - pedestrian s cyclist
Should be very visible approaches on both sides for safety reasons eg nothing that blocks view
Low planting to preserve sight lines. Intersections moved away from end of bridges. NO BOLLARDS please.
Ensure no blind curves

Preserve the beautiful seating area by the rapids at Carleton University. This is an important gathering place for students and faculty.
Accessibility (no tight corners or overly steep hills)
maintain view of river
Desirelines need to be considered
- Ensure clear sight lines of those crossing the bridge, especially on the south side, given that many cyclists using the MUP through Vincent Massey park do not seem to abide by the 20 km/h posted limit - a small seating area nearby would be nice, but is better suited on the north side where it is busier and could be better monitored at night
Natural
Sight lines on the MUP side. Pedestrians and cyclists need to have clear view of each other entering/exiting or just passing by on the MUP at the ramp leading up to the bridge. Natural human behavior will mean desire lines and cut the corner.
No particular views.
Blend this into the campus - as natural and unobtrusive as possible.
Landscaping should enhance access to the bridge no obscure or impede access.
The approach from the Carleton side should be as low as possible, sweeping out from the bank rather than a ramp up to the bridge with as little disturbance to the grass walk along the river edge as allowed. On the South side the bridge may have to be higher than current ground level due to high water issues, but the east-west path and the bridge entrance should merge together smoothly.
Please no super tight turns as they are hard for cyclists, especially in slippery conditions.
Appropriate slope and path for bikes to use.
Should provide good site lines for bikes and pedestrians, be native species and promote local wildlife
Landscaping should ensure good visibility for users exiting and entering the bridge along with those using the adjacent MUPs
No hard surfaces (like boulders), but do include ornamental grasses, mulch. Include some nice seating areas, to help discourage people from lingering on the bridge itself.
Just concerned about flooding every spring.
Native plants should be used, with minimal maintenance or weed control.
Keep it simple and open (like it is just now)
Flowers!
More cycling and jogging paths, less roads
Please do not use landscaping to block pedestrian movements off the bridge, as was done with the fifth/clegg bridge
Corners of ramps should not be sharp turns, as there would be collisions resulting from: surprise, I cut the corner and walked right into you- sort of excuses
consider native plants, food/shelter for birds and small mammals, pollen for pollinators ...
One smooth gradual ramp on both sides, like the west side of the new bridge near the golden triangle.
It should be clean and allow for an accessible landscaping by the bridge.
Don't do it
low grade, as much as possible
Natural, low vegetation to encourage birds etc.

The approach landscaping will have an adverse impact on the shoreline of the Rideau, which is key for both fish and waterfowl populations.
As little as possible should be disturbed of the existing landscaping. improved paths along the river bank would be welcome. One thing that is nice on the Flora Bridge is the little bench area.
Keep it low. Consider a traffic circle design to merge traffic especially with how the path currently bends in that area. The circle could have low bushes.
Open and accessible, with low shrubs and limited stairs, if any.
similar to the flora bridge across the canal
The most important thing here will be to ensure as little impact as possible happens to the trees/plantlife/shoreline of the Vincent Massey side of the river. They must be preserved. If that is not possible, the whole thing should be called off, in my humble opinion. We have lost far too many trees in the last 10 years here in Ottawa, in particular, on NCC property. (Ahem -the Ottawa River Pathway between Booth Street and Andrew Hayden park!)
Two paths leading into one, a y formation entering onto the bridge would look pleasing to the eye.
Integrate natural features
Local wildflowers and other things to help pollinators, bushes etc to help the supports blend in, important to keep visibility of entire bridge surface to see who is on it and what speed they are going
The area is naturally beautiful, so it would be ideal if the natural beauty could be preserved
Doesn't matter
Natural with native plants especially in Vincent Massey park side of bridge
Maintain access to the rocks in the river that families like to walk around on.
Simple landscaping that reflects the existing parks.
There is no landscaping that won't help that eye sore of a bridge
Safe is top priority. Lovely small shrubs or whatever that do not block views
Plants/tree set backs would be nice to be 10' away on both sides so a cyclist/walker has clean visibility.
there should be posts at each end to discourage riding. we will need a wide area at the base of the bridge on the park side because people will stop there and may get in the way of through traffic.
Landscaping should be done in a way to ensure good lines of sight for walkers and bikers, and for security.
As natural as possible, with permaculture/stormwater design principles,
it's hard to comment because the material does not show how the pathways connect to the bridge
Landscaping should have a natural look - consider how the bridge approach on the south side will interact with the existing pebble beach (possibly expand the beech?)
Keep as natural as possible to match current surroundings
Leave it as natural as possible
It's difficult to figure out what the approach landscaping is proposed to be, however, knowing the location, it would require a lot of widening for access to the shared path on the south side, plus some kind of accomodation of N-S and E-W cycle/pedestrian traffic interaction. Smooth connections should also be implemented for turns onto and out from the path to the bridge and vice versa.
Blend in with the surrounding environment. Does not need to be fancy and filled with tulips.

Graded so that bicycles slow down and there are warnings that the intersection is coming up. Keep the trees on the south side. It is nice and sheltered from the sun in the summer.
Should compliment and soften the bridge entrance areas on both sides, using natural and native plants wherever possible- but allow for good visibility (from bridge and at entry points.)
This area is beautiful with many families on bikes stopping to enjoy the view. I am sure that the designers would keep the area in a somewhat natural state.
Incorporate landscaping that reflects the environment (eg. the river)
It should be kept in line with the current landscaping at Carleton on the north and VM on the south.
Natural shrubs and bushes that require minimal maintenance
Simple, tall pampas grasses
Not necessary, more bridge more of the time.
Please be mindful of invasive species (e.g. managing some of the buckthorn and honeysuckle around that area while doing the work could be helpful) and using plantings that will help facilitate river erosion.
Stop the project. If the money was coming out of your personal pocket, it would not be a project. Has anyone ever done a benefit/cost analysis for the City of Ottawa on this? It will serve so few, ask everyone who agrees with the project how much they would be willing to take out of their personal bank account to help pay for it? Not many and their answer would be it takes so little \$\$, when you consider the City budget. Why do we have food banks? Because these people have no work - focus here!
Flower beds
This is a good addition. Keep it simple and avoid 'hiding' areas
Many people walk/hike, snowshoe and cross country ski in Vincent Massey and perhaps in the future this area could be groomed for winter access.
I would appreciate seeing some interest on the north side of the river. Ideally there should be a more engaging planting that connects the space with the broader Rideau River environment. As a landscape designer I would love to have a 4 season planting installed there utilizing grasses and native wildflowers.
Limit the removal of trees. Blend it in with the surroundings (e.g. don't recreate another aesthetic monstrosity like the Flora bridge)
Having a small plaza or seating area on one end would be nice for groups to meet.
This is a comment about the previous section: while it doesn't make sense to have winter maintenance IF there are no connecting pathways on the south side, wouldn't a better solution be to increase winter maintenance overall?
as the NCC pathways are now

### Comments on Approach Lighting

lighting is important for safety. There should be a CPTED audit
a signal indicating that maintenance equipment is on the bridge could be useful so people don't go on it
We have to consider the environment but the reality is that students are going to use this at night so it has to be minimally lit. Students in res esp. will use it at night.
Minimal lighting, solar if possible

The lighting on the Flora Bridge looks nice from afar, so it's not just functional but beautiful - could we do something similar?
lights continuing along the paths would also be good for safety
Should be mix of spot and area lighting to mitigate changes in landscape and mitigate harsh quality of leds
coloured lighting or otherwise designed to be aesthetically pleasing from a distance
lights during storms, not just night
on both ends/approaches have lights that are bright enough but don't spill or add sharp shadow dropoff - good light pollution resources on Ottawa astronomy websites
this is a natural area so see lighting minimal
pointing lights at the bridge would be unnecessary
Climate-conscious lighting
Ensure that lighting activates based on low light situations not just on a time basis
modest lights, pointing downward, solar powered perhaps?
having lighting that points down to cut down on light pollution would be good. having a good balance between nighttime visibility (harsher/bluer) and more pleasant (softer/more yellow)
Flora deck lighting is fine but structure lighting is excessive - will structure of Carleton bridge be illuminated
Handrail lighting isn't enough. On the previous bridges it's just a "waste" on light. There has to be a better way to have more targeted lighting for safety without light pollution.
How far past the bridge on both sides, can lighting be installed? Can solar powered fixtures be provided.
I support the handrail lighting idea. Keep the lighting subtle. make the lighting colour have minimal blue tone - it's hard on the eyes at night
Approaches should be sufficiently lit to ensure that cyclists have sufficient vision to make good decisions if there is something in the way
Light walking / cycling surfaces. Minimize upward lighting and spilling into the river.
needs to be adequate for personal safety but also should not impact the natural setting too much
PV lighting should be considered.
Environmental concerns are important here - too much lighting can cause problems for wildlife.
- Due to the size of the structure, no concerns with lighting in the handrails, however, given the seclusion of Vincent Massey park, additional lighting on the south shore would be helpful to increase overall feeling of safety
Have some
Some lighting(warm light, not blue light), but a balance to not have too much light pollution in the area.
No particular views.
visible in dark
Follow the existing campus approach to lighting and campus visual identity
Enhanced lighting on both sides of the bridge is very important
The Carleton end needs lighting similar to the existing, the south end need minimal lighting at the junction as the rest of the adjoining pathways are not lit at all to my knowledge.
Current plan makes sense. It just needs to be safely lit for young people at night given proximity to Carleton campus.

Minimal for safety while not contributing to light pollution.
Lighting should provide visibility in the dark and ensure safety for bridge users.
Overhead lighting at intersections would be useful for safety
Just concerned about flooding every spring.
Lights should have some artistic component, perhaps they can change colours for the seasons or for celebrations of any sort.
Simple and effective, please
Cheery!
Needs enough light to help see when it's pitch black outside
Light it up for safety: downward factor avoid "light pollution ", while enabling safety
avoid light pollution : light as needed for safety but not more
Will the lighting in the handrails provide adequate evening and nighttime lighting to allow the user a sense of security?
Don't do it
Solar LED
Low level. Brighter at road crossing so motorists can clearly see peds.
Approach lighting isn't too relevant because the bridge will barely be used.
LED lights would allow lots of useable solutions, especially on festive days to have themed lights or light shows on the bridge and the access paths
I'd prefer lighting that doesnt cause night blindness. The pathways are dark in the wooded area and it would be hard to adjust back if the lights are beaming into your face.
Necessary and from overhead on each access side.
similar to the flora bridge across the canal
Lighting on the rails of the bridge seems appropriate.
Fine on the Carleton side, but should not be placed on the V-M Park side, since this is the home of many Wildlife, and that will disturb their habitat greatly!!
It's would be nice having automatic lighting the goes on when a human approaches this would give less impact on nature.
Low-light pollution, human scaled
Light it with downward facing lights with covers on top to prevent light pollution. A video on street lighting by YouTube channel technology connections discusses in detail advantages and disadvantages of various lighting options. But reducing light pollution and increasing visibility should be the two main focuses.
needs bright lights at either side and lights on Vincent Massey pathway to reflect increased usage
Enough for safety at night.
Like the idea of having lights by handrails
Colourful LED lights, avoid use of minimalist black/white aesthetic
Integrated LED lighting, perhaps solar-powered, under the upper cross-beams of the trusses.
Lights are good...unless it's lighting up this ugly bridge then let's make it as dark as possible.
Good lighting essential all year round
Yes, lighting for safety please
Same as for Landscaping, especially for security purposes.
Designed to take into account safety but also the trend toward keeping sky dark for other species at night.



Can operate on a sensor, illuminating only when someone is present.
Use Flora but less illumination on the structure itself
Bridge pathway should be lit.
dark sky friendly
6500k daylight led makes highly visible with low energy
Intersection lighting is of benefit for safety as there is multi-directional/modal traffic on the west side.
The south path will be very dark at night. There is no ambient light from any municipal infrastructure there. Increased lighting on the bridge and on the access to the path would be required. The path itself would need lighting from the pedestrian bridge to the nearest roadway, which would be at the Bronson Bridge.
Lots of it!
For clear visibility and safety, please. Maybe motion- activated after dark? Solar if possible?
I would like minimal lighting similar to what is currently on the bike paths.
Well lit with few dark patches
Should be well lit from above to keep all pedestrians safe when using the bridge at night
Certainly enough from sunset to sunrise during different months that cover the bridge and approaches to it
Significant
Not necessary, most of the path is not lit.
Just lots of lighting in the area. BUT, can the lighting be dimmed at dusk a bit to less disrupt the wildlife around the river (e.g. insects, bats, I am not sure of lighting affects on fish and other aquatic species).
I think it's a good idea to have lighting in the handrails. This can indicate where the edge of the bridge is at night.
Pathway lighting is important as there are no Street lights. My main concern is the safety on the park side, there is no lighting and visibility is low from the woods
Please have lots of lighting at night - Vincent Massey park is so dark!
Should be well lit.
Lighting is essential. People often commute to work and school by biking or walking. This area is dark and secluded by day, especially on the park side. An emergency phone like they have on campus would make a good safety addition.
I enjoy the lighting installed recently on the Flora foot bridge, so am excited to see the same system proposed for this new bridge.
The lighting should be LED and having the ability to change colours can add artistic elements (e.g. rainbow colours for Pride).
Solar LED

**Comments on Pavement Markings**

art/colours on path would also be nice long as they do not distract from important info
Clear indication that this is a slow zone because of mixing of paths of travel.
bridge traffic yielding to MUP traffic
No markings - avoid turning it into a divided highway!

add a touch of whimsy, have some artists add colour
Yield to pedestrian markings
wayfinding painted on ground (and signed) would be cool at MUP intersections such as this one
With only 5m, can you even have separate pedestrian and cycling sections?
Markings are not necessary if there is sufficient space need to be clear on who yields at intersections
Clear pedestrian and cycling lanes
Not sure if paving markings are necessary. I think I walking and cycling people determine how to proceed. Did you ever see a pedestrian wait at a stop sign on a MUP cause the signs says so?
Is there a requirement or is trying to gauge our preference? If the pathways leading to the bridge are marked, perhaps the bridge should be too.
If there's room for pedestrian separate from cyclist lanes, make that clear with signage
simple line down the middle that is part of the design, not paint as it will fade and require repainting
Yes cyclists must yield to pedestrians
Intelligent traffic pattern markings on the approaches that are consistent with every day use
if bridge were wider, separate cycling/pedestrian zones
keep them maintained – fading markings are a drag
Key is that cyclists must yield to pedestrians
A clear delineation for people walking/rolling vs people on bikes to help keep separation would be helpful.
Separation between cyclists and pedestrians
separate spaces for cycling and pedestrians
visible pavement marked yield signs to account for foliage potentially blocking upright signs
most on-road paint disappears after a few months
Solid down the middle.
No walk your bike signs or plans for that
- Please ensure pavement markings and signage adequately separate the flow of pedestrians and cyclist using the bridge and joining pathways as much as possible. Conflict areas at the ends of existing bridges, such as where the Corkstown bridge meets the Canal pathway, lead to confusion and collisions
Have some
Keep it simple. Maybe sharks teeth at on the ramp before getting onto the MUP to indicate that pathway traffic has priority.
Please mark out separate bicycle and pedestrian lanes.
yellow line
Centreline should be marked and cyclists and pedestrians should be advised to keep right. Cyclists should be reminded to yield to pedestrians. No fishing from bridge!
5m isn't really wide enough for separate cycling/walking markings leave pavement markings to minimum maybe not even a centre stripe
Standard shared pathway marking.
Middle line, open to cyclists and pedestrians in both directions.
No strong views on this.
Dedicated bike and pedestrian

should have a centerline, and markings to indicate traffic direction for both pedestrians and cyclists.
Just concerned about flooding every spring.
Don't be overly formal
Yes please. Yellow line down the middle and yields at each end.
Bike lanes!
Sufficient markings that walkers, joggers and cyclists can share the path safely
Yes! Yellow divider line downs the middle. Walk and bike icons on both sides for travelling on the right
Cyclists give way.
Would there be a way to delineate pedestrian use versus bicycle use?
Don't do it
yellow line delineation like most pathways.
One line down middle to encourage people to keep right.
marking delimiting the ways. markings for cyclists and pedestrains, similar to the Flor bridge which are pretty good.
Limit due to wear and tear
will need to show 1/2 way division - but that is likely all
If possible, pedestrian lanes, with green bike lanes adjacent to them. If not possible, a single solid yellow down the centre will suffice.
Pavement marking at not necessary, unless for seeing impaired.
Simple but straight forward
Important information only.
midline markings
Doesn't matter
There will be bikes and pedestrians so would need to make sure safety for both. Do bikes dismount?
Ideally softer surfaces such as cork, playground synthetic materials or wooden boardwalk
Simple dividing line up the centre and accessibility markings
'Ugly Bridge Ahead, Overt Eyes' - has a nice ring to it
A dividing line and if possible segregated ped/cycle zones
Line down the middle please, it helps people remember where to be
we need to warn cyclists when they are approaching the bridge to slow down.
Divided lines are needed. As the Bridge will be near Carleton University and provides access to a large park, it likely will have lots of traffic.
Have no thoughts
It should have lanes painted on it.
make it clear cyclists are to yield to pedestrians
Ensure people have enough room on the south side of the bridge (at the bridge intersection with the Rideau River Eastern Pathway) to see each-other and yield properly.
Not needed
A yellow line suggesting directional segregation would help avoid excess traffic conflicts.
No ideas.
delineate bike lanes

Clearly mark one side for cycling and one for pedestrians.
Centre line a must. 'Stop' markings at junctions? Cycle and human logos to indicate shared pathway.
Pavement markings should be hi-vis and should favor pedestrians in the area
The bridge should be marked down the centre the same as some of the foot/bkie paths in VM park
The area has poor advance visibility and is at the bottom of a steep hill where bikes car reach a high speed. Caution markings should be in place to offer a warning.
Warning markings at the approaches , slow markings, priority to pedestrians
Middle path marking
A divider is helpful for keeping pedestrians and cyclists to one side.
The renderings do not show a dividing line down the bridge. Please add the to help keep bikes/strollers/walkers/runners in their own lane.
I think there should be a yellow line in the middle of the bridge to indicate to cyclists which side to cycle on.
Worry about seniors and those who can't walk or bike and might need their car to get to their doctor's appointment. Youth isn't everything and only lasts a short time, just like getting older. Covid-19 said it all, we don't care about our older people, because we don't need them anymore and we're not interested in helping them as they're almost dead! We worry about the youth who don't want to walk the distance required to get to their chosen destination. Focus on needed projects!
This is very useful to remind people of direction flow. Most city pathways are for multi-use and it is a good safety feature.
At the current moment I don't feel that pavement markings are necessary.
There should be distinct lines for pedestrian/cycling traffic flows, as this bridge will connect to MUP and will be used by students going to and from the university.
Centre line

### Comments on Signage and Wayfinding

consistent with Carleton signage on the CU side at least
no "walk your bike" signs. "cyclists please yield to pedestrians" are fine
Clarity on how to get to the O Train
OCT O/fake-roundel pointing at transit
need clarity as to how to get to Bank and Bronson from N end. And river pathway on N needs improvement
have a way finding plan! City and OCT have traditionally done a very poor job - need to be methodical
No duplication of signs, NCC, Carleton, City. Keep to one standard and agree as such.
yes, consistent on both sides
too much signage is also bad, for wayfinding, having signs that work well natural environment is key as long as they are not hidden
Signs should not exist inside the active transit envelope of the paths
Visuals instead of or accompanying words is better for newcomers to Canada

consistency as we have CU on one side, NCC on the other and bridge maintained by city who all have their own signs. keep it consistent.
importance of signage not being at head level as they are on the bank closed off lanes, having to dodge with head is not fun
Keep signs brief, clutter and distraction could create a hazard.
Campus map signage – consistent with existing campus signage – at Carleton end of bridge
Make sure signs don't look cheap
It's not part of campus so it has to be made clear- I am assuming campus safety will NOT patrol. If the bridge is part of NCC park then it has to be clear for liability etc
I think the only signs needed will be wayfinding signs. Realistically, any traffic signs are ignored as the organic use of the bridge develops.
link the signage designs to NCC, City and Carleton standards
Same as pavement markings, less is better. Signs pollute. Way finding would be ideal as can be seen at the Nepean Trail, but make sure it is consistent citywide, not some project based new signage.
make minimal. Stop signs at N and S intersections may be necessary
Reminder about keeping dogs on leash on campus. Same signs are at other entrances.
DO NOT default to "walk your bike" signs. Figure out a better way to allow people who bike (who may also be people with accessibility difficulties) and people who are not on bikes to co-exist. If you have to consider this as an option then you have NOT done the design properly.
directions to publicly available bathrooms, showers, transit, shelter from storm/cold/heat
Wayfinding is most important. Current wayfinding in Ottawa is very poor generally, but some wayfinding is better than none.
wayfinding for where you are in the rest of the city – often on the MUPs I have no idea with the connecting roads are
clear messaging that you are entering Carleton University campus on CU side
Clear directions on how to access other routes, e.g. signs to Hogsback, Billings Bridge, Canal etc.
Yes, please provide directional signage. (City MUPs are extremely lacking in wayfinding signage). When the Sawmill Creek path was built there were some good temporary wayfinding signs installed but they have since been removed.
There needs to be wayfinding on both sides, so once you have crossed the bridge, which way to the various points on campus and within the VM Park. Also, how to get to the main roads or other local amenities.
Clear directions to key locales. Maybe a Map. Reminders to share the pathways
"Keep to the right" signs
Recognition of entering Carleton U, private land etc.
Wayfinding is sorely lacking in the city. Anything to help direct people is helpful.
Focus on wayfinding, directions to transit stations.
wayfaring needed
Wayfinding, how far, which direction to...
wayfinding with not just meter/km distances, but estimated travel time for both bike and walking
no walk your bike signs,
consistent with Carleton campus signage
no "walk your bi

- As noted above, please ensure signage clearly delineates the right of way between pedestrians and cyclists, and provides adequate notice as to who is expected to yield
Have some, with directions to other points
Keep it consistent. With Carleton U on one side, NCC on the other and city owned/maintained bridge, each have their own signing. Way finding signs. Example for MUP side. This way for CU This way for Mooney's Bay and Hog's Back This way for Bank St, Billings, Hospital.
No particular views.
no smoking go slow share the path
Standard campus signage advising pedestrians that they are entering private property (e.g. dogs on leash, etc).
Some wayfinding signage is appropriate
Carleton should consider a 'welcome to Carleton' sign, and both ends could benefit from an NCC type pathway map for general orientation. A sign describing the history of the rail crossing would also be a nice touch.
Any rules needed for bikes and pedestrians to share safely.
Directional to points of interest only
Signage to indicate which direction to take to get to landmark destinations (within a few kms) would be useful. A map board could also be useful at an intersection.
Just concerned about flooding every spring.
Make use of local artists to create nice signage.
Yes please.
Yes: keep right, reduce speed (ie 10 km/h) and be nice to others on the bridge
Paint the ground, rather than unsightly signs everywhere.
I believe that there should be minimal signage, aside from the required safety signage.
Don't do it
Maps, the NCC trail map posts are the best. Unobtrusive, yet friendly and easy to understand.
Same as Flora Bridge.
I like the dutch mushrooms with distances. I dont see enough of them!
Needed and will be more permanent than pavement markings
clarity around what mode of transportation should be using the pathway
Shared pathway signs would be nice, so that pedestrians and cyclists will acknowledge and respect one another. Info about where these paths lead would be a good addition too.
Signage should be every 500 feet.
NCC wayfinding signs indicating Carleton university on signs within 2km of the area
Wayfinding. Signage should be visible and easily read but not be excessive as well as incorporate well into the setting. I'm thinking of the brown signs with bright yellow or white lettering that is commonly found in hiking. Symbols for people who don't read French or English.
Doesn't matter
For those unfamiliar with area - map showing where otrain is and Carleton and indication of how to connect to canal walkway.
Wayfinding through Carleton to the Canal, and through Vincent Massey Park to the Sawmill Creek Pathway.
'Share the path' signage.
See above



Signage should show local but also larger areas, with distances, so a person knows whether this is a good option for Reaching their destination.
Simple, clean Sign to indicate- North, South, East, West and/or the name of next intersection.
it should specify that people should walk their bikes.
Not necessary.
No thoughts
Can be placed over the entrance to the bridge mimicking those found in old train stations.
as above
Provide wayfinding signage on the south side of the bridge (e.g. '--> East to Billings Bridge, RA Centre, and Bank Street <-- West to Vincent Massey Park, Heron Road, Hog's Back, and Mooney's Bay).
Shared use pedestrian, please walk your bike across
An NCC pathway map at this location would facilitate way-finding for users.
No ideas.
visible yield signs for cyclists will be important
Alerts that intersection is coming.
Clearly indicate shared lanes for cycles and pedestrians. Dogs on leash for personal and cycling safety.
Signage should favor pedestrian movement in the immediate area while also providing indication of the nearby LRT station
Caution signage. See above.
Clear and well lit
A trail map would be useful to show the full connecting pathways.
I love the NCC multi-use signage that indicates how many km until the next 'destination'. Can this be added? (e.g. how far to Lansdown, how far to canal and Dow's Lake)
I am all for this project.
Not needed
Another good feature to have.
It would be great to have some simple wayfinding signage on both sides to orient new students and tourists.
NCC style maps

**Questions**

Question	Answer
<p>What are the long term plans to connect this bridge and surrounding pathways to the Sawmill Creek Pathway and Mooney's Bay station?</p> <p>He's consideration been given to connect up to confederation heights and on to Brookfield (essentially parallel to railway)?</p> <p>How will this link to Hartwell's locks, the Preston MUP and the Sawmill Creek pathway?</p> <p>why not make a path that runs along the O Train line for walking and cycling heading South?</p> <p>why is there no connectivity south to Heron Road, Mooney's Bay Station, Sawmill creek etc?</p>	<p><i>The Stage 2 LRT office is working with the City's Transportation Planning group, PSPC and the NCC to explore the opportunity to connect the new Rideau River pedestrian bridge to Confederation Heights, Mooney's Bay Station and cycling facilities on Heron Road via a new pathway. Using bike lanes on Heron Rd., cyclists can access the Brookfield MUP and Sawmill Creek Pathway at Mooney's Bay Station, however a short segment along Heron would be in mixed traffic.</i></p> <p><i>The City's Ultimate Cycling Network identifies a future major pathway extending from the new Rideau River pedestrian bridge to the new Walkley O-Train Station, parallel to the railway line. However, due to security requirements of some of the federal buildings the pathway would be adjacent to, feasibility of implementation is unknown.</i></p> <p><i>Residents travelling along the Preston MUP would travel through the Arboretum to get to the Rideau Canal Western Pathway, cross the Rideau River Bridge at Hartwell Locks, and then travel through Carleton University to access the new Rideau River pedestrian bridge.</i></p>
<p>What is the University doing to improve connectivity and implement dedicated cycling infrastructure on the north end of the bridge?</p> <p>How is the city ensuring this program aligns with the carleton transportation plan and work towards increased active transportation on campus?</p> <p>CU outdoor space masterplan has been working on some ideas for this area - how will these ideas be impacted?</p> <p>What about lacking cycling infrastructure campus: min Nbound bike lane on campus ave</p>	<p><i>Carleton University is developing its own Connectivity Master Plan for pedestrian and cyclists on and through campus.</i></p>

<p>so bikes not forced on sidewalks, MUP E/W connecting to Bronson from bridge</p> <p>Could we add a yellow emergency phone on the Vincent Massey Park side?</p>	
<p>Could the path down stream be raised about 1 foot to lessen the impact of spring flooding?</p>	<p><i>This concern would have to be shared with the property owner for action. Depending on the pathway referenced, it would be the NCC or Carleton University.</i></p>
<p>What will the detour be during construction as a section of the pathway will be inaccessible during a time when this pathway is heavily used.</p> <p>How long will pathway be closed to build the bridge?</p> <p>if pathway is closed during the build, will an alternate safe pathway be provided?</p>	<p><i>Any detours required during the construction of the bridge will be preceded by a public notice and accompanied by detour signage on-site.</i></p>
<p>Why have we had to wait so long to have a bridge installed in this location?</p> <p>Is it not possible to place this under the train bridge?</p> <p>Could funds not be found to find an altered design befitting this beautiful spot?</p> <p>How much time was spent on the design? Who designed it? Can the design be redone?</p> <p>How will this impact pathway traffic?</p> <p>Who is expected to profit from this bridge?</p> <p># of expected users for 7 months of the year?</p>	<p><i>More context is required to accurately answer these questions. Residents can inquire further at <a href="mailto:stage2@ottawa.ca">stage2@ottawa.ca</a>.</i></p>
<p>Can there be benches or something On the bridge so you can stop and enjoy the view? Maybe near bridge entrances. Elderly people appreciate a place to sit and rest.</p>	<p><i>As per the LRT Project Agreement, benches are not covered in the design specific for this pedestrian bridge</i></p>
<p>xc ski trail grooming?</p> <p>Is no salt winter clearance possible for the kind of clearance winter cycling requires?</p> <p>Since winter maintenance is an important consideration for new infrastructure, why is</p>	<p><i>The Stage 2 office will be convening a Winter Maintenance working group to review requirements and coordinate responsibilities for winter maintenance of new and existing transit-oriented cycling and pedestrian facilities associated with the Stage 2 LRT alignment. The review process will</i></p>

winter connectivity not a factor with this new bridge?	<i>consider the relevant policies and provide clarity on which paths get maintained and by whom.</i>
what are the opening/closing dates of the bridge?	<i>The operational management of this bridge will be under the purview of the Public Works and Environmental Services department and will be communicate with residents prior to the bridge being in operations.</i>
how will access to the bridge be blocked?	<i>Removable bollards will be installed in each ingress/egress of the bridge approaches</i>
will Carleton's Foot Patrol offer the safe walk program over the bridge?	<i>Foot Patrol does provide escorts to students off campus as far as the Hogs Back to the South and Holmwood Ave to the North. Foot Patrol is also looking at the option of buying a vehicle to augment on/off campus escorts in the future.</i>
can people fish from the bridge?	<i>Fishing from the shore would be encouraged as it is a safer option for anglers.</i>
if there is a problem with the bridge, who do we call?	<i>The bridge will be a new municipal infrastructure which will be maintained by the City of Ottawa. Residents can call 3-1-1 to report any issues with City infrastructure.</i>
will the width be sufficient for social distancing? Is a 5m width sufficient given issues arising from COVID for social distancing, people passing on the bridge, those lingering on the bridge etc?	<i>The width of the bridge is 5m from handrail to handrail. This also complies with AODA and COADS design standards.</i>
will there be consultation with Safe Wings to ensure that the bridge is visible to birds (the pictures show it as white)?	<i>The Project Agreement does not require a consultation with this group.</i>
How tall of a bridge are we talking?	<i>The bridge is 5m high from concrete deck to the top of the truss.</i>
Cost of bridge?	<i>The cost of this bridge is \$5 million CAD.</i>
Will the bridge have piers?	<i>This pedestrian bridge is a 65.0 m single span steel truss supported on reinforced concrete abutments at both ends of the banks of Rideau River. The abutment will be end-bearing with spread footing encroaching into sound bedrock.</i>

<p>Is it at all possible for the bridge to be made wider?</p>	<p><i>This is a prefabricated single span steel truss bridge and its width is set at 5m from handrail to handrail, allowing for two 2.5 lanes.</i></p>
<p>Why are we connecting an NCC park to a University, using a pathway that's not used all year? Given that there are no residential areas in close proximity, who is projected to use this infrastructure other than Carleton University students, staff and faculty?</p>	<p><i>The inclusion of this structure as part of the Stage 2 project enhances connectivity in the area and to the LRT station at Carleton University.</i></p>
<p>Would there be a way to delineate pedestrian use versus bicycle use?</p>	<p><i>Pavement markings and signage are a part of the design process. More information will be available when the design of those features are finalized.</i></p>
<p>what about the approaches esp. on the south side for pedestrians / cyclists</p>	<p><i>The north and south sides will have a minimum of 6.0m approaches with a maximum slope of 2% at the interface with bridge structure. The bridge width of 5.0m will taper to the Multi-Use Pathway (MUP) width of 3.0m over a minimum distance of 6.0m</i></p>
<p>what is the % slope from pathways to bridge</p>	<p><i>The approach/transition between MUP and bridge will have a maximum slope of 2.0% at a length of 6.0m (minimum)</i></p>
<p>What about accessibility?</p>	<p><i>The Rideau River Pedestrian Bridge designs meet COADS and AODA standards as per the Project Agreement.</i></p>
<p>Why is design being compromised when the site is next to a UNESCO site? Better design should be considered.</p> <p>Is the truss design really necessary? I would prefer an Adawe type design to enjoy the river views</p> <p>Is the truss design really necessary? I would prefer an Adawe type design to enjoy the river views</p>	<p><i>The steel truss is a simple and economical solution to provide a safe grade separation for pedestrians over the river. Other aesthetic enhancements are not currently a part of the Project Agreement.</i></p>
<p>why no observation "jut-out's" at centre of bridge. They were cut for Flora - big mistake.</p>	<p><i>These elements were not included in the Project Agreement which is the contract with TransitNEXT to deliver the Stage 2 Trillium Line.</i></p>
<p>Was there an earlier public consultation on the truss design?</p>	<p><i>An EA was conducted for this bridge as a part of the <a href="#">2006 North-South Corridor Project</a>.</i></p>
<p>Is the bridge name still up for consultation? Would be good for it to be bestowed with a name by an Algonquin elder.</p>	<p><i>Councillors Brockington and Menard have agreed to work together on the commemorative naming of</i></p>

ensuring consultation with Anishinaabe elders for the name is important	<i>this bridge. This falls outside of the scope of the RCP office.</i>
would incorporating art into the guard rails be possible?	<i>Public Art as a part of the Stage 2 project has been identified for stations but not structures.</i>
In the spring runoff, the river is a very dangerous place to be. Anyone who falls in has just minutes to live. Keep the north entrance away from the shore?	<i>The original grade of the MUP for the Rideau River Eastern Pathway will be maintained. The MUP will be tapered at the base of the natural stone wall, commencing approximately 20m west of the abutment to meet and match the width of the existing pathway.</i>
Must ensure clearance for kayakers etc under the bridge	<i>As described in the project agreement, the bridge structure bottom will need to have (whichever is greater); (i) a minimum opening of 3.0m navigational clearance above the normal water elevation of the Rideau River; or (ii) 0.3m clearance above the 100 year flood elevation.</i>
does the bridge handrail include protections against small children and pets falling through?	<i>Yes. The Ontario Building Code has requirements for this and applies to the pedestrian bridge.</i>
could you please provide the link to the EA process that approved the truss design - we've never seen before - it wasn't publicized	<i>An EA was conducted for this bridge as a part of the <a href="#">2006 North-South Corridor Project</a>.</i>
The river is used by many for recreation. People who fish, kayak the rapids, bathe their feet in summer, sight see; how will river access be maintained?	<i>The bridge will have no impact on river access.</i>