

FLOODWAY TRAIL OPINION SURVEY

Survey Response

Of the approximately fifty surveys that were distributed, twenty-one were returned. This is a 42% return, which is much higher than the normal rate of return on a mailout survey of about 2-3%. The relatively high rate of return indicates a high level of interest in recreational opportunities on the Floodway. It is also important to keep in mind that every survey represents not one individual, but a group of people. Each returned survey could be taking into account the opinion of anywhere from a few individuals to one hundred or more.

Pedestrian Bridges

Of the groups that responded, 100% indicated that pedestrian access is required on the bridges that cross the floodway. The bridges that were identified as being the most important crossing sites were located at St. Mary's Road, the Trans Canada Highway (Fermor Ave), and both crossings of Highway 59.

Trail Maintenance

Almost 70% of the groups that responded indicated that they were willing/able to take on responsibility for maintenance pertaining to that portion of the trail connected to their activity.

Trail Design and Amenities

There was also a great deal of consensus regarding the design of the trail as well as required enhancements for the trail. Approximately 79% of the groups responding preferred a curving, sloped trail with bermed features to a straight-line commuter type of trail. In addition, a very large proportion of respondents indicated that enhancements such as parking and washroom facilities as well as signage were important.

Current Obstacles to Recreational Use of the Floodway

While about half the groups that responded indicated that they currently use the floodway, groups that didn't use the floodway suggested that the most important reason for their non-use was that the floodway was not presently suitable.

1. Which type of recreational activity is the primary interest of your organization or group?

	Counts	Percents
Hiking/Walking	9	42.9%
Cycling	7	33.3%
Downhill Skiing/Snowboarding	4	19.0%
XC Skiing	4	19.0%
Running	3	14.3%
Snowmobiling	3	14.3%
ATV	3	14.3%
Horseback Riding	2	9.5%
Roller Sports	2	9.5%
Tobogganing	2	9.5%
Birding	1	4.8%
Motorized Trail Biking	1	4.8%
Hang Gliding	1	4.8%
Outdoor Education	1	4.8%
Fishing	1	4.8%
Tobogganning	1	4.8%
Festivals	1	4.8%
Other	1	4.8%
Total	21	N/A

2. Does your group use the floodway now?

	Counts	Percents
Yes	11	57.9%
No	8	42.1%
Total	19	100.0%

3. If you do not use the floodway for recreation, explain why?

	Counts	Percents
Floodway area is not presently suitable	6	66.7%
Floodway is difficult to get to	2	22.2%
Floodway is not universally accessible	1	11.1%
Conflicts with other users	0	0.0%
Use is restricted	0	0.0%
Other	0	0.0%
Totals	9	0.0%

4. If your organization currently uses the floodway, at what locations do you currently access the floodway.

	Counts	Percents
Birds Hill/Lockport	5	38.5%
Bridge Springhill	3	23.1%
Highway 59 Bridge at Springhill	3	23.1%
Bridge Grand Point	2	15.4%
St. Mary's Road Bridge	2	15.4%
Highway 59 Bridge at Grand Point	2	15.4%
St. Mary's Road	2	15.4%
Dugald Highway	2	15.4%
Duff Roblin Park	1	10.0%
N/A	1	7.7%
Highway 44 at Bridge Area	0	0.0%
South Floodway Gates	0	0.0%
Highway No. 1 Bridge	0	0.0%
Lockport	0	0.0%
Other	0	0.0%
Total	13	N/A

5. If the expanded floodway included a recreation component that could be used by your group, please check off your preferred access points.

	Counts	Percents
Birds Hill/Lockport	8	44.4%
Bridge Grand Point	6	33.3%
South Floodway Gates	6	33.3%
Dugald Highway	5	27.8%
Bridge Springhill	5	27.8%
Highway 44 at Bridge Area	3	16.7%
Highway 59 Bridge at Grand Point	3	16.7%
St. Mary's Road	3	16.7%
St. Mary's Road Bridge	1	5.5%
Duff Roblin Park	1	5.5%
All part of right of way	1	5.5%
Near Transport Road	1	5.5%
Highway No. 1 Bridge	0	0.0%
Lockport	0	0.0%
Other	0	0.0%
N/A	0	0.0%
Total	18	N/A

6. If your group currently uses the floodway, please indicate which portion.

	Counts	Percents
From Highway 59 to Lockport	5	41.7%
From Dugald Highway (PTH 15) to Duff Roblin Park	3	25.0%
From Highway 59 to TC Highway	3	25.0%
From South Floodway gates to St. Mary's Road	2	16.7%
From TCH to Dugald Highway	2	16.7%
From Duff Roblin Park to Highway 59	2	16.7%
From St. Mary's Road to Highway 59	1	8.3%
N/A	1	8.3%
All parts of right of way	1	8.3%
Other	1	8.3%
Totals	12	N/A

7. If a section in the expanded floodway was specially developed for your needs, which section would be best for your group?

	Counts	Percents
From St. Mary's Road to Highway 59	5	29.4%
From Highway 59 to Lockport	5	29.4%
From Highway 59 to TC Highway	5	29.4%
From South Floodway gates to St. Mary's Road	4	23.5%
From Dugald Highway (PTH 15) to Duff Roblin Park	4	23.5%
From Duff Roblin Park to Highway 59	4	23.5%
All	2	11.8%
From TCH to Dugald Highway	2	11.8%
Highway 44	1	5.9%
N/A	0	0.0%
Other	0	0.0%
Totals	17	N/A

8. Which of the following choices best describes the distance range of your group activities?

	Counts	Percents
Entire right of way	4	20.0%
Specific site location	3	15.0%
6 – 10 km	3	15.0%
0 – 5 km	2	10.0%
11 – 20 km	2	10.0%
31 – 40 km	2	10.0%
All of it	2	10.0%
21 – 30 km	1	5.0%
41 – 47 km	1	5.0%
Other	0	0.0%
Totals	20	100.0%

9. What is your ideal trail Surface?

	Counts	Percents
Grass/Natural	9	47.4%
Paved	5	26.3%
Crushed Limestone	2	12.5%
Bark Chips	2	12.5%
Other	1	0.0%
Totals	19	100.0%

10. What is your ideal trail width?

	Counts	Percents
5 metres	5	33.3%
2 metres	3	20.0%
4 metres	3	20.0%
3 metres	2	13.3%
2 to 3 feet	1	6.6%
Entire area	1	6.6%
Other	0	0.0%
Totals	15	100.0%

11. What safety requirements should be included to enhance the recreational component of the floodway expansion?

	Counts	Percents
Reflective Trail Markers	10	71.4%
Lighting	7	50.0%
Emergency Phones	6	42.9%
Guard Rails	3	21.4%
Safety Information	2	14.3%
Trail Markers with numbers so people can phone in locations if trouble	1	7.1%
N/A	0	0.0%
Other	0	0.0%
Totals	14	N/A

12. What information should be included to enhance the recreational component of the floodway expansion?

	Counts	Percents
Distance Markers	15	88.2%
Trail Head Signs	13	76.5%
Trail Information	10	58.8%
Floodway Interpretive Centre	7	41.2%
Interpretive Materials	6	35.3%
Other	0	0.0%
Totals	17	N/A

13. What other amenities should be included to enhance the recreational component of the floodway expansion?

	Counts	Percents
Parking Areas	17	85.0%
Washrooms	16	80.0%
Drinking Water	8	40.0%
Food Concessions	5	25.0%
Rental Facilities	2	10.0%
Other	0	0.0%
Totals	20	N/A

14. What specific features must be included in the travel/greenway design to address the needs of your activity?

- Some elevation change is good for recreational skiers; a more substantial hill is ideal for competitive skiers.
- Bicycle stands at points to get off and lock
- We don't use the floodway now because it is too exposed, too cold in the winter, too hot in the summer - need trees to block the wind
- Landscape access
- Trees to prevent blowing snow from covering trail
- Levelled area for parking and festival site setup and hydro capabilities
- Slope surfaces as steep as possible
- Interpretation
- Hard surface, no drastic cross slopes, no steep grade changes
- Benches for rest areas
- Should be developed as per community cycling manual
- Proper slope, elevation and fall line trees

15. Describe what specific features are needed for a staging area in relation to your group activities?

- Ideally the area would have parking, a washroom facility, drinking water and a warming hut or shelter
- Parking to accommodate travel trailers; snowmobile trailers
- Multi-function day lodge facility so the size of the parking will depend on the number of vehicles needed to park there
- Bike racks
- Distance signs

16. Describe the most critical requirements for your group for the proposed floodway trail?

- Landscape features – no one wants to ski in a wind tunnel, on a flat featureless plain
- Paved trail
- Parking
- Accessibility and safety
- Good vertical, proper grade, water for snowmaking and shelter
- Continued access to our present site
- Safe access
- Steep launch points
- Wheelchair accessible
- No motorized vehicles
- Parking with washroom, trail guide, distance markers
- Higher elevation

17. Would your organization be willing/able to take on responsibility for maintenance pertaining to that portion of the trail connected to your activity?

	Counts	Percents
Yes	11	73.3%
No	4	26.7%
Totals	15	100%

If no, why not?

- We already have a large section of trails to maintain.
- We represent people, not a team or club.
- Not set up to do volunteer work (school division).

18. What type of landscaping planting do you think should be included to enhance the trail/greenway experience?

	Counts	Percents
Planting for shelter	14	82.4%
Planting for wildlife	11	64.7%
Planting for scenic reasons	10	58.8%
Planting for agriculture	6	35.3%
Planting for wind shelter	1	5.9%
Prairie grassland plantings	1	5.9%
Other	0	0.0%
Totals	17	N/A

19. Do you feel that pedestrian access is required on the bridges which cross the floodway?

	Counts	Percents
Yes	15	100.0%
No	0	0.0%
Totals	15	100%

If yes, rank the bridges should have pedestrian crossing:

Note: lowest mean represents the strongest support

St. Mary's Road	Counts	Percents
Rated 1	5	45.5%
Rated 2	1	9.1%
Rated 3	2	18.2%
Rated 4	1	9.1%
Rated 5	2	18.2%
Totals	11	100%
Mean	2.45	

Trans Canada Highway	Counts	Percents
Rated 1	5	45.5%
Rated 2	0	0.0%
Rated 3	3	27.3%
Rated 4	1	9.1%
Rated 5	2	18.2%
Totals	11	100%
Mean	2.55	

Dugald Highway	Counts	Percents
Rated 1	2	22.2%
Rated 2	1	11.1%
Rated 3	3	33.3%
Rated 4	3	33.3%
Rated 5	0	0.0%
Totals	9	100%
Mean	2.78	

Highway 59 South	Counts	Percents
Rated 1	4	40.0%
Rated 2	4	40.0%
Rated 3	1	10.0%
Rated 4	0	0.0%
Rated 5	1	10.0%
Totals	10	100%
Mean	2.00	

Highway 59 North	Counts	Percents
Rated 1	4	36.4%
Rated 2	2	18.2%
Rated 3	0	0.0%
Rated 4	1	9.1%
Rated 5	4	36.4%
Totals	11	100%
Mean	2.91	

Highway 44	Counts	Percents
Rated 1	2	18.2%
Rated 2	1	9.1%
Rated 3	1	9.1%
Rated 4	2	18.2%
Rated 5	5	45.5%
Totals	11	100%
Mean	3.64	

20. What are the most likely conflicts for your group with other users?

- Any other user on a classic ski trail will damage the trail – the skate ski trail, this less sensitive to other users
- ATV's using snowmobile trail - the environmental damage caused by ATV's is a lot more then snowmobiles
- Conflict with skiers and snowmobilers
- Pedestrians, speed difference in walking and biking
- Occupation of landing areas by other people
- Right of way
- Unauthorized uses on our location (we are Springhill Winter Park)

What do you suggest to minimize these conflicts?

- Some sort of natural barrier to the trail, a row of bush, trees - something to make plainly obvious that this section of the trail should not be walked on
- Having separate trails.
- East side motorized; west side bike, walking, skiing, etc. - non-motorized trails.
- Separate trails for motorized and non motorized uses
- Needs to be wide and have clear rules
- If areas are large enough, an occupied spot can be found for landing
- Centre line
- Fencing

21. What would you prefer in terms of design?

	Counts	Percents
Curving, sloped trail with bermed features	13	76.5%
Straight line commuter type trail	4	23.5%
Other	0	0.0%
Totals	17	100%

Comments?

- Get government funding.
- Trail guides should mention our facility as well showing access points.

Suggested name for proposed Trail?

- “Dunc’s Drag”
- Red River Floodway Greenspace
- Red River Floodway Recreational Area
- Winnipeg Floodway Nature Preserve
- Duff Roblin Greenway