

The background of the cover is a photograph of a large steel truss bridge spanning across a dense forest of evergreen trees. The bridge's structure is a complex network of dark metal beams forming a series of triangles. The forest below is thick with tall, dark green trees. The sky is a pale, overcast grey. The overall tone is somewhat muted and historical.

**MINTLAW BRIDGE
PUBLIC ACCESS
& PRESERVATION
STRATEGY**

MARCH 6, 2012

ACKNOWLEDGMENTS

Great communities are built through active citizen involvement and engagement in the process.

Many thanks go to County Council and administration who assisted in this planning effort by recognizing the importance of investing in long range planning and displaying the fortitude to make decisions in the best interest of the County and region.

Of most importance, thanks go to:

- Residents of Red Deer County for participating in the consultation process and providing feedback on draft recommendations;
- County residents that own land adjacent, or in close proximity to, the Mintlaw Bridge and the associated CPR abandoned railway right of way; and
- Key representatives of volunteer groups who completed questionnaires and attended meetings to discuss their needs and opinions.

Special thanks go to the project steering committee who assisted in this planning effort (through the provision of advice, information, support and opinions), and whom recognized the importance of investing in long range planning and community engagement.

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TABLE OF CONTENTS

1	Project Overview	2
2	Project Process	4
3	Planning Context	5
3.1	Biophysical Assessment	5
3.2	Strategic Fit	8
3.2.1	Red Deer County	9
3.2.2	City of Red Deer	10
3.2.3	Town of Sylvan Lake	10
3.2.4	Other Groups	11
4	Examples Elsewhere	12
4.1	SkyTrail—Outlook, SK	12
4.2	Myra Canyon/Kettle Valley Railway, BC	14
4.3	Iron Horse State Park, Washington	16
4.4	Cowboy Trail, Nebraska	18
5	Stakeholder Consultation Summary	20
5.1	Landowner Consultation	20
5.1.1	Public Access to the Mintlaw Bridge	22
5.1.2	Concerns Regarding Public Access to the Right of Way	23
5.2	Stakeholder Group Consultation	23
5.2.1	Public Access to the Mintlaw Bridge	24
5.2.2	Conflict Avoidance Strategies	24
6	Potential Public Access Strategies and Impacts	25
6.1	Option #1: Minimum Maintenance/No Public Access	26
6.2	Option #2: Trail Access to Bridge View	28
6.3	Option #3: Trail Access onto Bridge	30
6.4	Option #4: Trail Access across Bridge	32
6.5	Option Summary	34
7	Recommendation	35
7.1	Stakeholder Feedback	38
8	Next Steps	40
Appendices		41
	Appendix #1: Methodology	42
	Appendix #2: Landowner Pamphlet	43
	Appendix #3: Stakeholder Group Questionnaire	45
	Appendix #4: Stakeholder Groups Invited to Provide Feedback	50
	Appendix #5: Financial Analysis	50

1 — PROJECT OVERVIEW

The Mintlaw bridge was built in 1911–1912 by Alberta Central Railway; it was later absorbed into the Canadian Pacific Railway. The bridge is Alberta’s second longest CPR steel trestle at 2,112 feet long and 110 feet high (the longest is in Lethbridge). The bridge last experienced train traffic with final train crossing in 1981.

In 2010 Red Deer County purchased the bridge for \$1 and a tax receipt for \$8.8M (representing market value). Since then,

approximately \$200,000 of rehabilitation work on the bridge has been completed in order to preserve its structural integrity. Red Deer County has also purchased the abandoned rail line west out to the County border from the C&E Trail to the Hamlet of Benalto—this provides a continuous link between the Mintlaw Bridge and C&E Trail to Highway 2A (see following map).



With ownership of the bridge (and the right-of-way), the County needed to develop a position regarding public access. Public access to the bridge is currently disallowed. The County had to decide whether to maintain this position or whether to allow some form of public access. It commissioned this study to address this issue of access. Specifically the study addressed:

- Repairs needed to ensure the bridge is suitable for pedestrian and bicycle traffic

- Public access to the bridge from the C&E Trail
- Trail and/or terminus facilities
- Impacts associated with providing public access across the bridge
- Stakeholder and landowner issues and concerns

The Mintlaw Bridge has been identified as an important element in the proposed development of a regional trail system in Red Deer County's Open Space Master Plan (2009).



Mintlaw Bridge Preservation and Public Access Strategy

Air Photo with Legal Mapping



2 — PROJECT PROCESS

The process began with a thorough review of background documentation related to the Mintlaw Bridge and broader County strategic planning. This included a review of engineering reports, a valuation study, the County's Parks and Open Space Master Plan and a variety of other related information.

Once a thorough background understanding of the project was developed, key County stakeholders were asked to help shape the draft strategy. Adjacent landowners, potential user groups and County administration all were involved to some degree in the interpretation of background data and in determining potential strategies for the Mintlaw Bridge.

Once potential options were identified, County Council was involved in determining the best strategic approach to public access and preservation. A draft study was developed based on Council direction and presented back to key County stakeholders and the general public. Once final comments were heard, the strategy was finalized and presented back to County Council for acceptance.



3 — PLANNING CONTEXT

The following sections outline both the physical and broader strategic planning context that must be considered when contemplating the future of the Mintlaw Bridge.

3.1—Biophysical Assessment

Landform and Soils

The site is divided between level to undulating plateaus and the steep slopes along the river valley. Slopes on the eastern edge of the valley vary from 22% to 67% (1.5:1). On the west they are more consistently near 50% (2:1). Soils along the right-of-way are generally gravelly. The Phase 1 Environmental Site Assessment (2008) found that any gravel ballast and cinders remaining on the site from the railway, should not be harmful, and oil and grease from trains and creosote from ties, remain in the upper 10 cm of clay of the rail bed sub-grade and are also not a major concern.

Hydrology

The upland plateau is generally well drained but with some areas of standing water. The valley bottom plateau includes the flood plain of the Red Deer River. Alberta Environment Flood Hazard Maps (2011) indicate a design flood level of 870.20m on the upstream side of the bridge and 870.13m at downstream side.

Vegetation

This is a transition area between two regions. In the Parkland Natural Region—Central Subregion, east of the river natural vegetation is mainly aspen parkland with white spruce. West of the river the Boreal Forest Natural Region—Mixed Wood Subregion, has lodgepole pine (*Pinus contorta*), white spruce (*Picea glauca*), paper birch (*Betula papyrifera*) and in riparian areas, willows (*Salix* spp.), swamp birch (*Betula pumila*) and tamarack (*Larix laricina*.) However, most of the landscape has been modified for the creation of cultivated cropland and pasture areas. Trees are now primarily limited to steep slopes, shelter-belt/hedgerow planting and volunteer growth on the

former railway corridor. The right-of-way had been kept clear until rail operations ceased, but over the past 30 years much of it has grown over with aspen and balsam poplar (*Populus balsamifera*) except for a service road. Recently brush was cleared on the valley floor near the bridge to reduce the wild-fire hazard. Some introduced species from adjacent properties, and weeds carried in by the railway, are also present.

Wildlife Habitat

The former railway right-of-way from the City of Red Deer to Benalto, and the Red Deer River Valley—an Environmentally Significant Area (per the Red Deer County ESA Inventory) that crosses the entire county from south to north—are both important as wildlife corridors. Corridors are much more valuable than scattered fragments of habitat. This site is particularly valuable because the two corridors intersect providing access to cover, feeding areas and water for large and small mammals, birds, and amphibians. This environmental resource is uniquely significant to the region.

Wildlife movement in the corridor would mainly be at dusk and in the evening when public use would be lowest. Keeping the corridor continuous and open as would be done to allow public access, is the most important thing. Subdividing it with fences for agricultural and/or residential use would be most detrimental to preserving it as a wildlife corridor.

Slope Stability

Although detailed slope stability analysis was not included in the scope of this project, general statements regarding slope stability include:

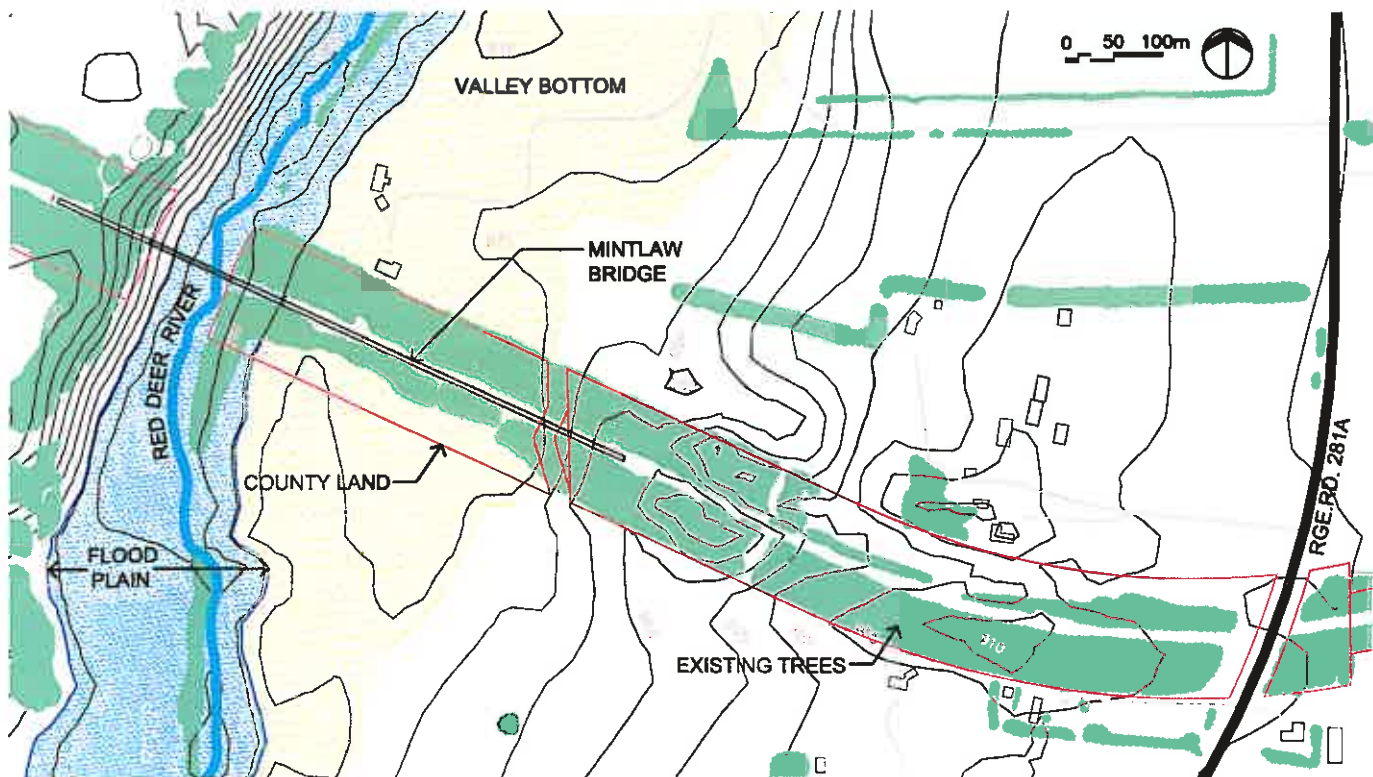
- The slopes at the site have been stable for the 100 years since construction of the trestle began in

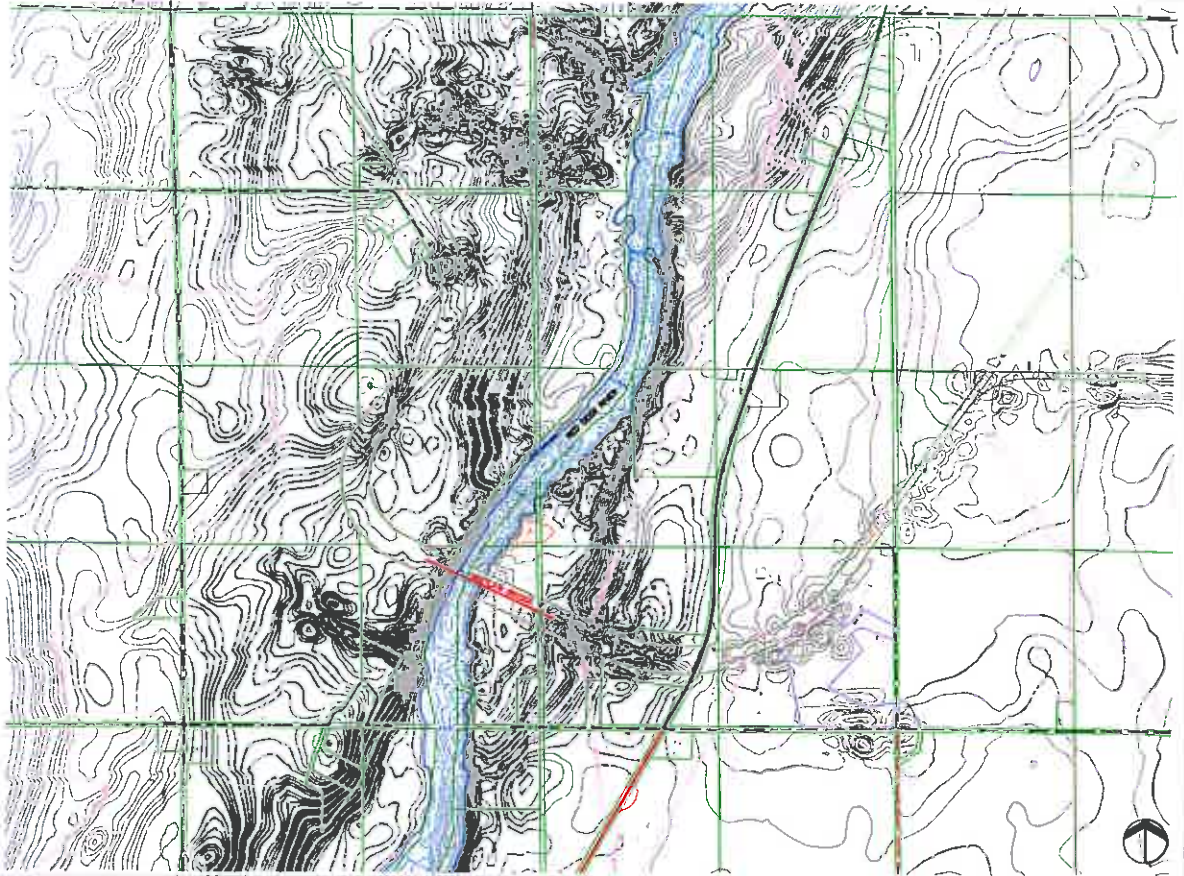
1911 in spite of the railway having continually removed vegetation until 1981.

- Retaining existing vegetation and planting additional non-irrigated vegetation should help maintain the stability of the slopes.
- Uncontrolled access especially by off-road vehicles, would be very detrimental to the preservation of vegetation and maintenance of slope stability, but such access is not being considered.

- None of the following relevant studies identified slope instability as a concern:
 - Phase 1 Environmental Site Assessment—Abandoned CP Rail Line Right-of-Way by UMA Engineering Ltd., 2008.
 - Mintlaw Bridge Valuation, IBI Group, 2009 (which only recommended soundings be taken to check for the possibility for underwater erosion at the piers)
 - Red Deer County Environmentally Significant Areas Inventory, Draft Report Number 09-1332-0008, Golder Associates, April 2011.

Mintlaw Bridge Area Bio-Physical Features

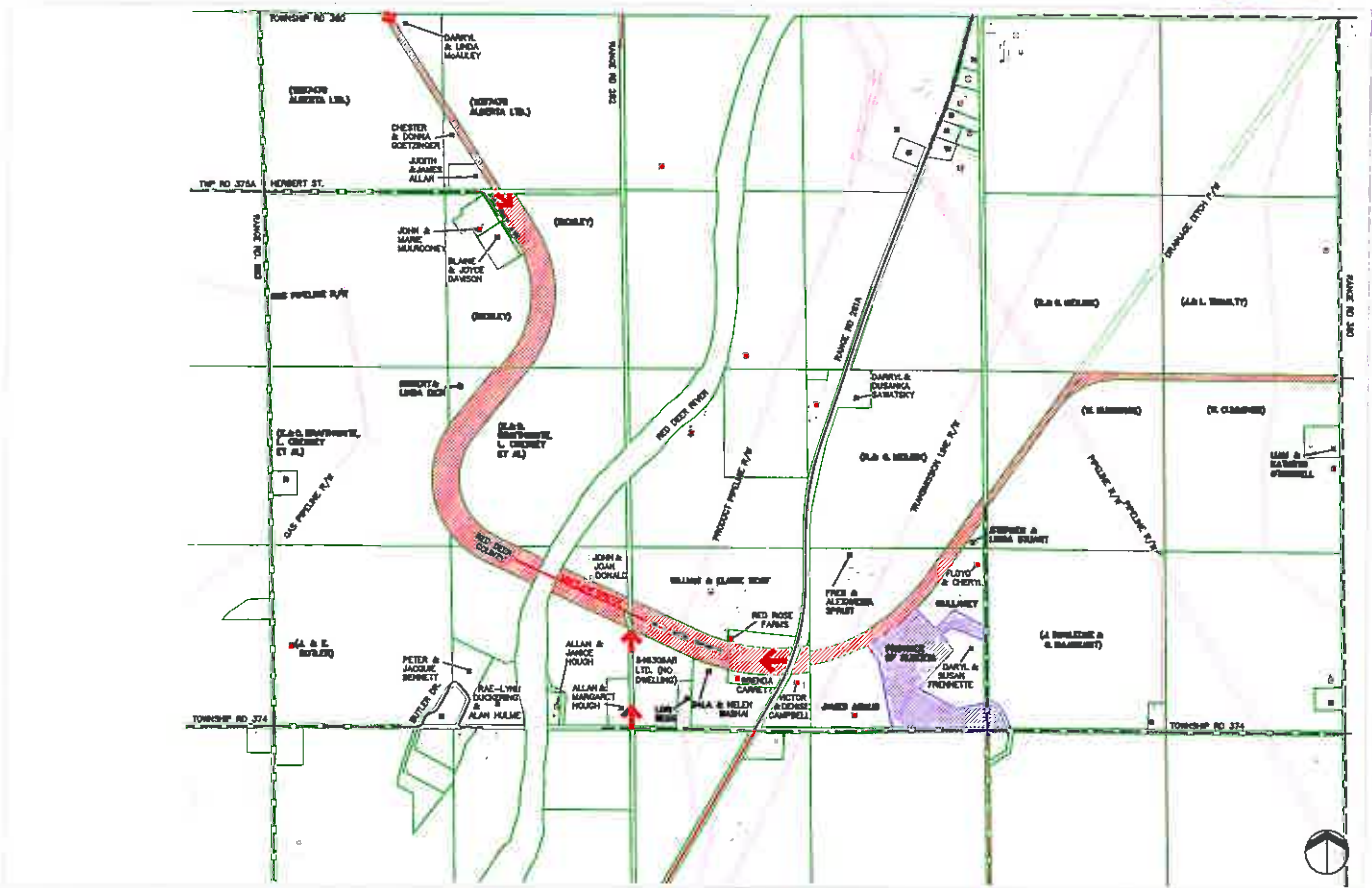




Mintlaw Bridge Preservation and Public Access Strategy

Topographic, Flood & Legal Mapping

2011-05-25
EDA



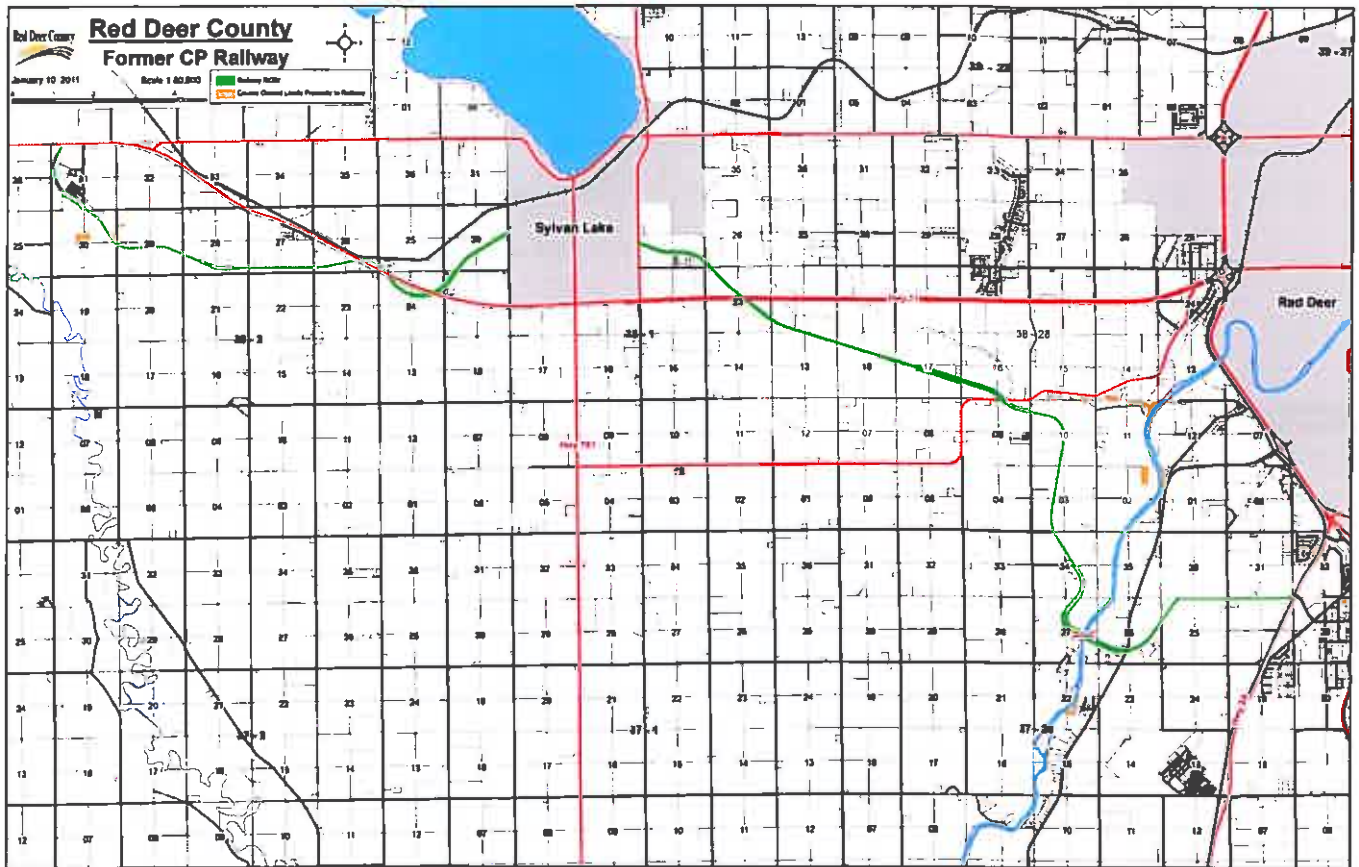
Mintlaw Bridge Preservation and Public Access Strategy

Land Ownership & Access

2011-05-25
EDA

3.2—Strategic Fit

The Mintlaw Bridge and its potential function as a linkage to a regional trails system is pertinent to the many different strategic plans of regional stakeholders.



3.2.1—Red Deer County

Red Deer County strategic decision making and ongoing operations are guided by a number of established municipal and provincial planning documents, many of which pertain to the future of the Mintlaw Bridge. The following discussion outlines how the County's Land Use Bylaw (LUB), the Open Space Master Plan and the Province of Alberta Historical Resources Act pertain to the future of the Mintlaw Bridge.

Land Use Bylaw

Red Deer County has followed the regulations as outlined within its Land Use Bylaw respecting the Mintlaw Bridge. Bridge repairs have been undertaken. Pursuant to Section 17.1(f), the maintenance and repair of public works, services or utilities carried out by or on behalf of federal, provincial and municipal authorities are exempt from obtaining a development permit.

A development permit will be required respecting the future improvements proposed at the site. The current zoning of the right-of-way is Agricultural (Ag) District. Extensive Recreation is listed as a discretionary use within this District.

The land use bylaw definition for "Extensive Recreation" describes lands that are used primarily for recreational uses, for profit or not, which generally utilize undeveloped tracts of land and which do not generally require buildings, facilities or structures. Examples of such uses are cross country ski trails, walking or riding paths, an outdoor shooting range, natural wildlife park, gardens, playground or sports fields without viewing stands or bleachers. Lands may also include accessory campsites or other accessory buildings for use by extensive recreation users only.

If the County's Development Authority approves a permit, pursuant to Section 29 of the Land Use Bylaw, the decision could be appealed to the County's Subdivision and Development Appeal Board.

Of note is that the County of St. Paul has created a Linear Parcel Direct Control District for portions of the "Iron Horse Trail" in northern Alberta. The County could designate the entire CP right-of-way "Direct Control", which is allowed under the Municipal Government Act (Act). Pursuant to Section 641(2) of the Act, Council may control the use and develop-

ment of land in the district in any matter that it considers necessary. It may also decide on development permit application or may delegate the decision to the development authority. Pursuant to Section 641(4) of the Act, if a development permit is issued by Council, there is no appeal to the subdivision and development appeal board; if the decision is made by the Development Authority, an appeal is limited to whether the Development Authority following the directions of Council.

Open Space Master Plan

The Red Deer County Parks and Open Space Master Plan is perhaps the most pertinent to this strategy as it the overarching Plan for open space planning and management for the County. The Plan indicates that special places, such as the Mintlaw Bridge and trails and connections are very important:

"recognize Red Deer County's existing special places, create new ones, and provide good linkages through paths, trails, good streets and linear parks"

Further to this overarching philosophy, the Plan organizes a number of open spaces typologies for the County, of which the areas within the scope of this strategy would be considered "Type B: Historic Resource, Cultural Landscape, or Landmark", "Type E: Campgrounds & Day Use/Picnic Areas" and/or "Type F: Linear systems, Green Corridors, Paths and Streets".

Extensive consultation was undertaken in the preparation of the Open Space Master Plan. The Plan divided the County into seven (7) "Project Zones" that provided a basis for more detailed issue and opportunity analysis, and the townscape analysis.

The Mintlaw Bridge is an integral component of the "ACR Project Zone". The Open Space Concept for the ACR Project Zone included two major nodes (Poplar Ridge and Benalto) and links between them and specific points of interest including the cities of Red Deer and Sylvan Lake. This includes a trail connection from Benalto in the west, through Sylvan Lake, east to the City of Red Deer and the Waskasoo Park System.

It was recommended that Red Deer County enquire about options to purchase CP Rail's abandoned ACR ROW for use as open space in this project zone. It was also stated that utilizing the ACR ROW as a trail will require negotiation with regards to the ACR Bridge crossing the Red Deer River.

Historic Resources Act

The Mintlaw Bridge has been identified as a heritage site within Red Deer County and meets the prescribed criteria for significance and integrity. The bridge is significant for its association with the Alberta Central Railway, for its engineering and construction, and for its status as an important landmark in Red Deer County. The bridge is significant because of its engineering and construction.

Section 26–8 of the Historic Resources Act empowers municipalities to legally protect locally significant places through designation as Municipal Historic Resources. The designation, in the form of a bylaw, is issued and maintained by the local municipal Council. Once designated, there are opportunities to gain access for ongoing cost-sharing programs for conservation of the Mintlaw Bridge from the Government of Canada and the Alberta Historical Resources Foundation.

All works would have to be undertaken in accordance with Standards and Guidelines for the Conservation of Historic Places in Canada. Included within this document are Guidelines for Engineering Works, which are presented in two main groups: constructed elements and functional arrangement.

The County would have to respect these guidelines when undertaking any work which is meant to conserving the engineering work (bridge) to ensure that the physical features (constructed elements) and their spatial configuration (functional arrangement) are protected.

3.2.2—City of Red Deer

Most pertinent to this project, the City of Red Deer has developed a River Valley and Tributaries Park Concept Plan. The County was involved in the planning process as a valued stakeholder in part because the Plan outlines potential trail connections between the City of Red Deer boundaries and adjacent municipalities (including Red Deer County). In regards to the Bridge itself, there are not detailed plans or commitments outlined in the Plan however the upgrade of abandoned CPR right of ways in the City, which ultimately would connect to the Bridge, are indicated as future priorities. For further information about City of Red Deer's input on the future of the Mintlaw Bridge please refer to the Stakeholder Consultation section of this report.

3.2.3—Town of Sylvan Lake

The Town of Sylvan Lake has conducted numerous planning exercises related to parks and open spaces. Most recently, the Recreation, Parks and Open Space Master Plan indicates that trails are a very important to the Town. The Plan also identifies, as a medium term priority, that trail development include connecting the abandoned CPR right of way within town boundaries to the connection with Red Deer County.



3.2.4—Other Groups

The Trans Canada Trail is a national organization mandated to create a continuous trail system across Canada. The proposed trail would intersect the Central Alberta region and is already part of communities such as the Town of Blackfalds, City of Red Deer and Town of Sylvan Lake. Although the trail is not currently complete, a number of proposed and potential linkages have been identified and the necessary crossing of the Red Deer River could occur at the Mintlaw Bridge site should a regional trail system be developed. This would entail re-routing of the currently planned portion of the trail through the Red Deer Region. As this planned trail is not yet developed, and the attractiveness of having the second longest abandoned trestle in Alberta as part of the Trans Canada Trail, it is conceivable that re-routing is a possibility should a regional trail connecting to the Mintlaw Bridge be developed.

The Central Alberta Regional Trail Society (CARTS) is a local organization with affiliation to the Trans Canada Trail and Alberta Trail Net (the Alberta steward of the Trans Canada Trail). CARTS is actively pursuing a number of regional trail linkages in both rural and urban areas within Central Alberta and has publicly presented its support of a regional trail system including the Mintlaw Bridge to County council on more than one occasion.



4 — EXAMPLES ELSEWHERE

4.1—SkyTrail—Outlook, SK

The SkyTrail is Canada's longest pedestrian bridge. The 3000 ft. long, 150 ft. high (915 m x 46 m) viaduct was constructed as a Canadian Pacific Railway bridge in 1912, and was used for rail traffic until the mid-1980's. At the end of 1998 it was donated to the Trans Canada Trail. It was transferred to the Town of Outlook in 2005. Public meetings were held, but no objections to the project were raised by adjacent land owners.

The Town of Outlook and the Rural Municipality of Rudy advanced the funding for materials to convert the structure to pedestrian use while fund-raising was being undertaken by a committee representing a broad cross-section of the community. Under the Canadian Military Engineers 2003 "Bridges for Canada" centennial program, engineers provided volunteer labour to install decking and safety railings in 2005. The deck and railings are now paid for, and fund-raising continues for the gates and approaches at both ends and connections to the Trans Canada Trail.

Operation and maintenance are by the Town of Outlook through the SkyTrail Committee, a sub-committee of Recreation and Sports that make recommendations to the Town Council. It is covered under the Town's liability policy, and signs are posted: "use at own risk." There are no restrictions on time of access, but use is limited to pedestrians including wheelchairs and motorized mobility units. Bicycles are not allowed. The boardwalk is approximately 6 ft. (1.8m) wide. Guardrails are at pedestrian height. No maintenance vehicles operate on the structure.





4.2—Myra Canyon/Kettle Valley Railway, BC

The Myra Canyon section consists of 10km of the 564km Kettle Valley Railway, which was built in south-central BC between 1912 and 1914. It includes 16 wood trestles, 2 steel bridges and 2 tunnels. The Kettle Valley Railway (KVR) carried passengers until 1964 and freight until 1973. The tracks were removed in 1980. After, hikers attempted to use the route, but access was difficult. In 1992 the Myra Canyon Trestle Restoration Society (MCTRS) was formed to restore the trestles and make them safer for the public. Over 3 year period and through volunteer work and donated materials and funds, each of the trestles was decked with a 4 ft. boardwalk (in a total width of about 6 ft.) and guard rails. Work on the trestles was completed in 1995. Efforts were then shifted to repairing the trail, tunnels, and rock cuts, installing benches, toilets and interpretive signage, and then to maintenance of the trail and trestles.

Visitation rose to 50,000 per season, and Myra Canyon became part of the new Myra-Bellevue Provincial Park. It was subsequently designated as a place of national historic interest in January 2003. A few months later the 2003 Okanagan

Mountain Fire destroyed 12 of the trestles and damaged the others as well as the trail facilities. A steering committee of stakeholders was formed to assess the damage and estimate replacement costs. The Premier of BC appointed a task force to receive advice from the steering committee and make recommendations to the Premier's office. The project was found to be eligible for 90%/10% Federal/Provincial Disaster Relief funding.

The Myra Canyon Reconstruction Project Management Committee with members from the MCTRS and BC Parks, organized the rebuilding. The trestles were to be similar to the originals, but they were designed to carry the weight of construction equipment rather than not trains. Resurfacing of the trail and replacing other facilities was by volunteers with donated funds. Between 2004 and 2008, all trestles were fully restored, and a 600km bicycle and hiking trail was created. BC Parks maintains the trail and the trestles from the ties up. The MCTRS is responsible for the rest.





4.3—Iron Horse State Park, Washington

Originally, the trail right-of-way was part of the Chicago, Milwaukee, St. Paul and Pacific Railroad, which operated between 1908 and 1980. Washington State's Department of Natural Resources acquired much of the property and turned it over to State Parks, which continues to acquire land and make improvements to the 1,612-acre park. More than 160 km of trail extends from Cedar Falls to the Columbia River. The park offers hiking, biking, equestrian trail and winter sport opportunities. High trestles provide spectacular views of the valley below. Two tunnels are currently closed, and visitors must turn around at the portals. The park is open year round for day use, from 6:30 a.m. to 9 p.m. in summer and 8 a.m. to 5 p.m. in winter. A Sno-Park permit is required from Nov. 15 through April 30. Interpretive kiosks and panels are installed at five sites with a map of the trail and interpretive information.





4.4—Cowboy Trail, Nebraska

The Fremont, Elkhorn and Missouri Valley Railroad was built across northern Nebraska in the 1870's. The railroad, called this the "Cowboy Line", operated as part of Chicago & Northwestern, until the 1960s. In 1983 the US Congress amended the National Trail System Act to provide for the preservation of unwanted rail corridors for future transportation needs and to allow their interim use as trails. This provision, called railbanking, enabled trail agencies to develop public pathways from unused rail beds. These trails would serve as placeholders for the railroad if it ever needed to resume service again. The U.S. Supreme Court later upheld the constitutionality of railbanking in 1990, at which point Rails-to-Trails Conservancy (RTC) saw a golden opportunity with the Cowboy Line. In 1992, RTC personally brokered the \$6.2-million transaction to purchase the corridor and facilitate its railbanking. RTC then assigned its rights to the Nebraska Game and Parks Commission (NGPC) to develop and manage as a 3,893 acre linear park.¹

The Cowboy Trail corridor runs 321 miles across northern Nebraska. When completed, the Cowboy Trail will be one of the world's longest rails-to-trails bike trail. Currently about two-thirds of the route has been surfaced: the 312 km stretch between Norfolk and Valentine where there is a 45m high railroad bridge. Some surfaces are paved, while most of the trail uses finely crushed gravel.

The trail is planned to eventually run to Chadron. The trail west of Valentine is not officially open, and any usage of undeveloped trail is considered "at your own risk." Weeds and brush are regularly cleared from the trail corridor to keep it open for future trail development.

Uses: Walking, jogging, bicycling, inline skating and cross-country skiing; horses are allowed alongside the trail and on bridges.



¹ Rails-to-Trails Conservancy, May 2009, Trail of the Month. www.railstotrails.org



5 — STAKEHOLDER CONSULTATION SUMMARY

Two key elements of stakeholder consultation were undertaken as part of the Mintlaw Bridge Preservation and Public Access Strategy. One element involved communication and consultation with landowners adjacent to the bridge and the former railway right-of-way purchased by the County. The second element was a survey of organized stakeholder groups. The intricacies of each of these consultation elements will be described below along with the findings of the consultation.

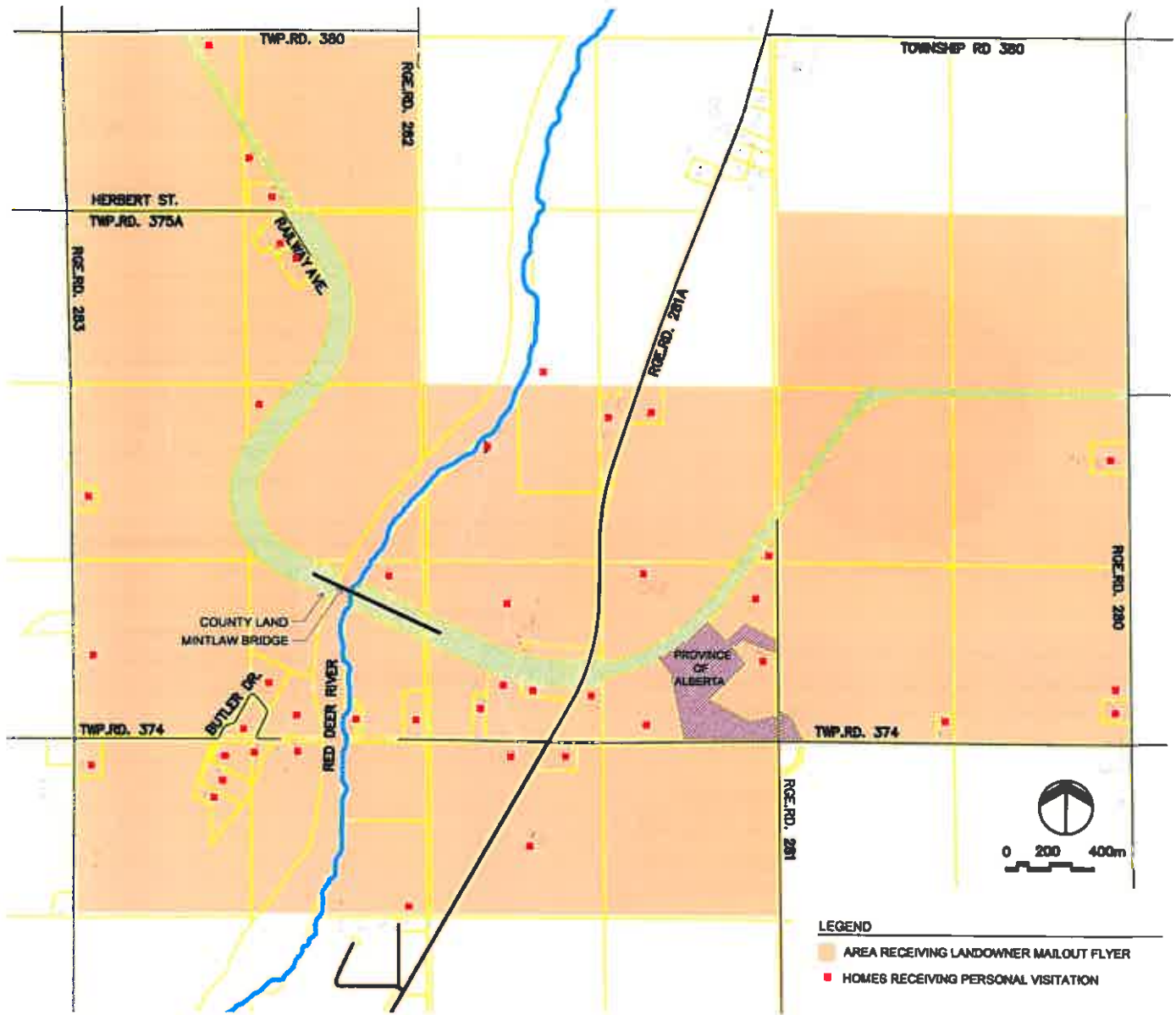
5.1—Landowner Consultation

A two page flyer was developed for mailout to landowners in proximity to the County owned right-of-way and the bridge itself (found in the study appendix). The purpose of the flyer was to provide a brief description of the bridge (including its location on a map), outline the County's acquisition of the bridge and the right-of-way, and introduce the Public Access and Preservation Strategy. The mailout also described opportunities for the landowners to provide feedback into the process including in-person discussion with a member of the consulting team through a door to door consultation campaign. Landowners could schedule an appointment during this door to door campaign to ensure an in-person meeting with the consultant. Landowners could also provide their comments via telephone. Accompanying the flyer was a letter from the County of Red Deer (on County letterhead) advising the recipient of the project and the upcoming consultation. Contact information for the Manager of Community Services was noted on the letter.

See the following graphic highlighting the area within which landowners were sent the flyer. In total the County mailed out 55 flyers in June 2011.

The door to door campaign was conducted July 16th & 17th, 2011 (Saturday and Sunday) and on Monday August 8th, 2011. In total 43 landowners homes were visited; feedback was gathered from 38 (two people provided comments via telephone). See the previous graphic showing the homes visited.

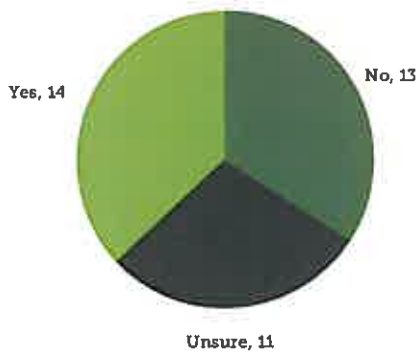




5.1.1—Public Access to the Mintlaw Bridge

There was not unanimity amongst the landowners consulted regarding public access to the Mintlaw Bridge. While some saw no concerns with allowing public access to the bridge, others were staunchly opposed to it. As illustrated in the following graph the responses were almost evenly split with 14 of the 38 respondents favouring public access, 13 opposing it, and 11 unsure about public access.

Should the Public Have Access to the Mintlaw Bridge? (n=38)



Of those fourteen respondents who indicated that the public should have access to the bridge (n=14), 11 supported access across the bridge from either side. Three respondents supported access onto the bridge only from the east side.

Respondents representing each of the three positions on public access identified some concerns related to access. The concerns voiced by respondents not favouring public access were sufficiently significant to warrant complete restriction of access. See the following table.

There were a number of strategies proffered to mitigate the concerns expressed. These included sufficient parking, interpretive and public education signs, proper monitoring (including in-person and video monitoring), and proper fencing.

Concerns relating to public access to the Mintlaw bridge	Yes to public Access (14 respondents)	<ul style="list-style-type: none"> • OHV use must be limited/restricted (7 mentions) • access could create more nuisance/problems (5) • trespassing would increase (5)
	No to public Access (13 respondents)	<ul style="list-style-type: none"> • increased traffic would bring nuisance/problems (9 mentions) • public access would negatively impact the privacy of country living (5) • the County has other priorities beyond funding public access (5) • access would create safety issues for the public (5) • access to the bridge would increase liability issues for landowners (4)
	Unsure to public Access (11 respondents)	<ul style="list-style-type: none"> • non motorized use only (7 mentions) • development would increase nuisance/problems (5) • trespassing would increase (3) • providing access would be costly (3)

5.1.2—Concerns Regarding Public Access to the Right of Way

While the focus of the Strategy was access to the Mintlaw Bridge respondents did speak to some concerns they have with public access in the County purchased right-of-way. Comments made by at least four respondents included the following.

- The more use there is of the right of way, the more trouble there will be in the area on County land and suffered by adjacent landowners. (8 mentions)
- The County has other priorities rather than allocating time and resources on this issue. (8)
- An increase in trespassing was specifically cited as a consequence of the County allowing public access in the right of way. (7)
- Public access in the right of way will negatively impact wildlife that reside in the area or travel through the area. This would be particularly true if the ROW were fenced. (6)
- Safety concerns were cited. This included limited access to emergency vehicles and personnel in those instances in which medical attention would be required. (4)
- A heightened risk of fire was also mentioned. As traffic increased there would be a corresponding increase in the fire hazard. (4)

There were a number of calls that the County sell the right-of-way to the adjacent landowners.

5.2—Stakeholder Group Consultation

A number of organization stakeholder groups and municipalities were contacted and asked to provide their thoughts regarding public access to Mintlaw Bridge. In total 14 groups were asked to provide input (please see the appendix for the list of groups responding and a copy of the questions asked). Nine groups did provide feedback including:

1. Alberta TrailNet Society
2. Central Alberta Historical Society
3. Central Alberta Regional Trails Society
4. City of Red Deer
5. City of Red Deer Heritage Preservation Committee
6. Fourth Junction Heritage Society
7. Red Deer Museum & Art Gallery
8. Town of Sylvan Lake
9. Waskasoo Environmental Education Society

Organizations provided their comments through completion of a questionnaire.



5.2.1—Public Access to the Mintlaw Bridge

All nine of the responding organizations said that the public should have access to the Mintlaw Bridge and should be able to cross the bridge from either direction. When asked which forms of travel would be appropriate to cross the bridge all respondents favoured pedestrian and bicycle traffic. Neither Off Highway Vehicles (OHVs) nor equestrian were supported as means of transportation to navigate the bridge. One respondent suggested cross country skiing should be considered while another indicated that approved mobility aids for people should be allowed. One organization commented that the modes of acceptable transportation across the bridge should match that which is allowed in the trail leading to the bridge. While bicycle and pedestrian travel is a given, other modes of transportation should be determined through community consultation.

Respondents were provided with a series of criteria and asked to identify those that are important to consider when planning the future of the Mintlaw Bridge. Criteria supported by a majority of respondents included:

- Minimizing the impacts of bridge enhancement on the environment. (9 respondents)
- Minimizing environmental impacts associated with public use (9)
- Limiting the modes of transportation able to get upon/cross the bridge (9)
- Enhancing the bridge as an interpretive area (9)
- Ensuring any enhancements to the bridge and site reflect the historical character of the bridge (8)
- Ensuring public safety (7)
- Enhancing the bridge as a tourist destination—e.g. signage (7)
- Limiting the modes of transportation able to access the bridge site (6)

5.2.2—Conflict Avoidance Strategies

Facilitating public access to the Mintlaw Bridge could possibly lead to conflict between users and nearby landowners. Respondents provided some suggestions to avoid potential conflicts between these two groups. Many respondents commented that a well utilized trail can be self policing in many respects. The vast majority of users are responsible and with traffic along a trail this presence will have the effect of dampening undesirable behaviour. Some specific strategies include the following.

- **Signage**—signage is needed on the trail. Trail users are generally good about following rules of use. As such posting signs about appropriate and expected behaviours can help avoid conflict. (5 mentions)
- **Fencing**—while situation dependent, the installation of fencing in certain areas may be necessary to keep people on the trail and off private property. This may be particularly necessary where the separation between the trail and private property is not clearly delineated. (4)
- **Public Education**—a campaign to educate the public (including the landowners) about the proper use of the trail, entrance points, amenities, etceteras will help avoid many potential conflicts. (4)
- **Prevent or Minimize Modes of Transportation**—limiting motorized access along the right-of-way and on the bridge was suggested as a way of minimizing conflict. With non motorized access (i.e. pedestrian and bicycles) the sounds emanating from users is much less than if ATVs or snowmobiles are permitted (3).
- **Enforcement/Patrols**—patrols of the trail are necessary with some enforcement of standards of use. Monitoring of use needs to be part of the management of the trail. It was suggested that some monitoring could be accomplished through a volunteer trail society. (3)

6 — POTENTIAL PUBLIC ACCESS STRATEGIES AND IMPACTS

- **Involve Landowners Upfront**—much conflict could be avoided by bringing nearby landowners into the process as early as possible. This involves the planning, development, and management of the asset. This provides the opportunity to look at the successes of other similar projects. Upfront involvement ensures that the correct information gets communicated first hand to this important stakeholder group. This forum also enables landowners to learn about existing tools (including legislation) that can help them address common concerns such as liability issues.

In order to determine future strategic direction related to public access and preservation of the Mintlaw Bridge, four options were developed.

- The first option included maintaining status quo and not allowing public access to the bridge nor the right of way east of the C&E Trail.
- The second option included allowing public access to a viewpoint of the bridge but not allowing access on or across the bridge itself.
- The third option entailed allowing access on the bridge but not across to the west bank.
- The fourth option includes allowing access on and across the bridge, allowing it to become a potential linkage over the river for a regional trail system.

Each of the options are presented as follows. For more detailed information regarding financial implications of each, please refer to the appendix.



6.1—Option #1: Minimum Maintenance/No Public Access

General: Minimum maintenance per the engineering report would be carried out to stabilize the structure, but no access other than for maintenance, would be allowed to the bridge. Further investment will be required for this option as the structure could not be allowed to decay since it would eventually be in danger of collapse. If it reached that point it would be a major safety hazard and would have to be demolished at considerable expense. A major asset would be lost. **The County cannot simply ignore the asset.** Option 1 would not allow public access on the bridge.

Cost: A continuing cost burden would be incurred for maintenance including inspections and repairs as needed, as well as security fencing. There would be no direct or indirect economic benefit.

- Estimated annual operating and maintenance impact: under \$40,000
- Estimated capital cost range: \$200,000 (already incurred)

County Liability: Liability would be minimized since the structure would be stable and no public access would be permitted.

Neighbouring Properties: Owners of immediately adjacent

Summary of Relative Impacts of Option #1

Option	Cost	Liability	Neighbouring Properties	Recreation & Tourism	County Residents
1: Minimum Maintenance/No Use (status quo) Base Case	=	=	=	=	=

Relative Impact:

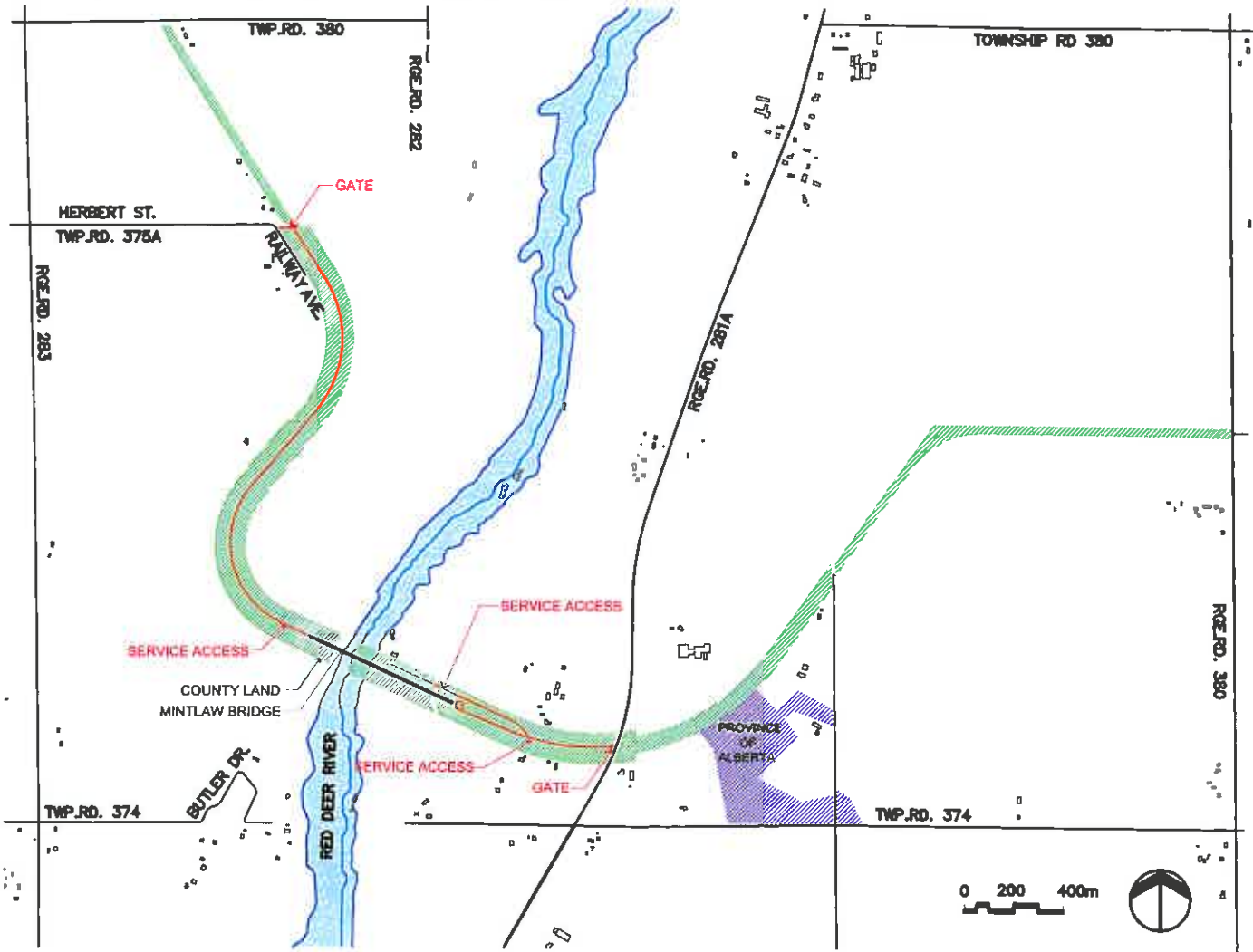
Very detrimental ■ Detrimental ▣ Not significant = Beneficial ▢ Very beneficial □

properties would benefit from a County-maintained asset without the traffic and the associated potential conflicts that would come with approved access. Current levels of unapproved access will likely continue to occur.

Recreation and Tourism: A major recreational opportunity for a scenic asset and trail with a river crossing would not be realized. A tourist attraction would not be capitalized upon and a strategic trail linkage between the City of Red Deer and the Town of Sylvan Lake would be severely hindered.

County Residents: In addition to missing recreational opportunities for themselves they would not be realizing the potential economic benefit of recreationalists and tourists drawn from outside the county by the bridge and regional trail. The costs to maintain the asset would still be incurred without any perceived benefit of using the asset directly or receiving other indirect benefits associated with the bridge.

Option 1: Minimum Maintenance/No Public Access



6.2—Option #2: Trail Access to Bridge View

General: Minimum maintenance per the engineering report would be carried out to stabilize the structure but no access, other than for maintenance, would be allowed except to a scenic viewpoint. A parking area, a short footpath, additional fencing and a viewing area would be the primary program-mable features of this option (most likely on the east side). Service access would continue as is the case in all options. Option 2 would not allow public access on the bridge.

Cost: Initial capital expenditures would be required for construction of parking, footpath, viewpoint, signage and fencing. A continuing cost burden would be incurred for maintenance including inspections and repairs as needed. Some minor economic benefit would come from provision of a limited view of a tourist attraction, but visitation would not be as intense as other potential public access options.

- Estimated annual operating and maintenance impact: \$75,000–\$100,000
- Estimated capital cost range: \$600,000–\$700,000

County Liability: Liability would be minimized since the structure would be stable, the public would not be permitted to be on the bridge; only public viewing would be permitted. The parking and trail would be included in normal police patrols.

Neighbouring Properties: Owners of immediately adjacent properties would benefit from a County-maintained asset but would have some concerns about increased visitation to the area. Concerns relate to privacy loss as well as increases in trespassing and other security threats.

Recreation and Tourism: A major recreational opportunity for a regional trail connection (contingent upon the river crossing) would likely not be realized. Tourists would benefit from the preservation of a scenic heritage structure with access to view it, but viewing angles would be limited.

County Residents: In addition to missing recreational opportunities for themselves they would not be realizing the potential economic benefit of recreationalists and tourists drawn from outside the county by the regional trail although some benefit would accrue due to the bridge attraction. The costs to maintain the asset would be incurred with some perceived benefit of viewing the asset directly and receiving other indirect benefits associated with the bridge.

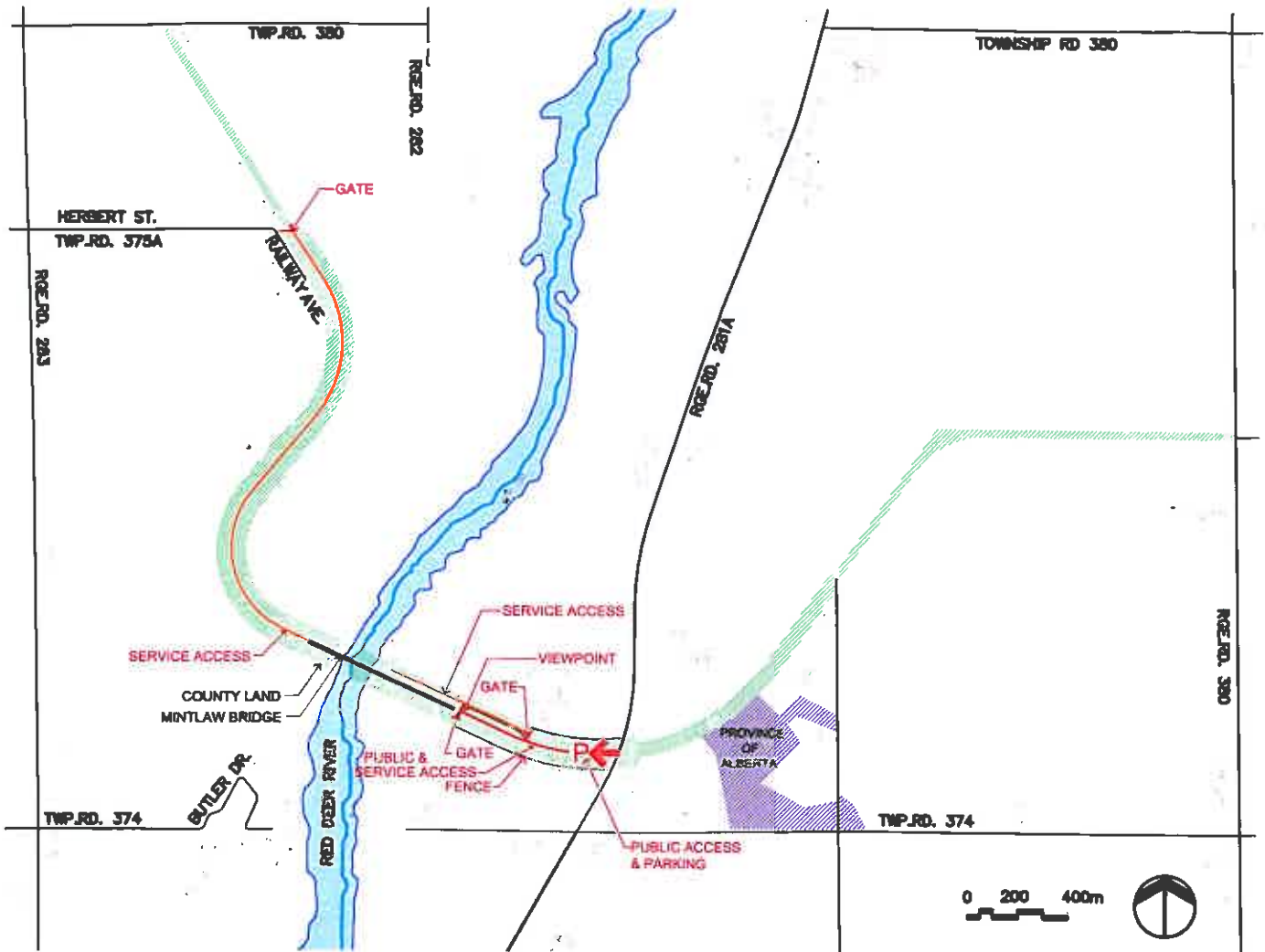
Summary of Relative Impacts of Option #2

Option	Cost	Liability	Neighbouring Properties	Recreation & Tourism	County Residents
2: Trail Access to Bridge View	▪	▪	▪	◦	◦

Relative Impact:

Very detrimental ■ Detrimental ▪ Not significant = Beneficial ◦ Very beneficial □

Option 2 Trail Access to Bridge View



6.3—Option #3: Trail Access onto Bridge

General: The bridge would be stabilized and maintained, and in addition, improvements made to accommodate access onto it by pedestrians and light-weight maintenance vehicles. Views of the bridge as well as from (on) the bridge would be featured. This would require a parking area, a ramp connecting to the structure at one end (most realistically the east,) a trail, fencing and signage. A boardwalk surface, guardrails and a lockable gate to restrict access to certain times and access completely across the bridge, would also be needed.

Cost: Improvements to the bridge would incur additional costs beyond what would be needed for simple stabilization and viewing as the bridge would now have traffic on it. Continuing costs would be incurred for maintenance including inspections and repairs as needed. Economic benefit would be greater due to the provision of a major tourist attraction.

- Estimated annual operating and maintenance impact: \$150,000–\$175,000
- Estimated capital cost range: \$2,400,000–\$2,900,000

County Liability: Liability would be increased due to the provision of access to a potentially hazardous attraction. This could be mitigated by restricting access to certain hours, by provision of proper guardrails and by the use of a lockable gate and provision of part-time staff and/or video surveillance.

Neighbouring Properties: Owners of immediately adjacent properties would benefit from a County-maintained asset, which they could use themselves, but they would have concerns about strangers coming into the area. Many of the concerns related to public access would be realized for this option as with the previous option, particularly for those property owners on the side (east or west) that is to be developed.

Recreation and Tourism: A significant recreation opportunity would be gained with this scenic asset however the potential for the Bridge to be the integral linkage to the regional trail system would not be realized.

County Residents: County residents would gain recreational opportunities for themselves as well as potential economic benefit of recreationalists and tourists drawn from outside the county to view the bridge and enjoy views from it.

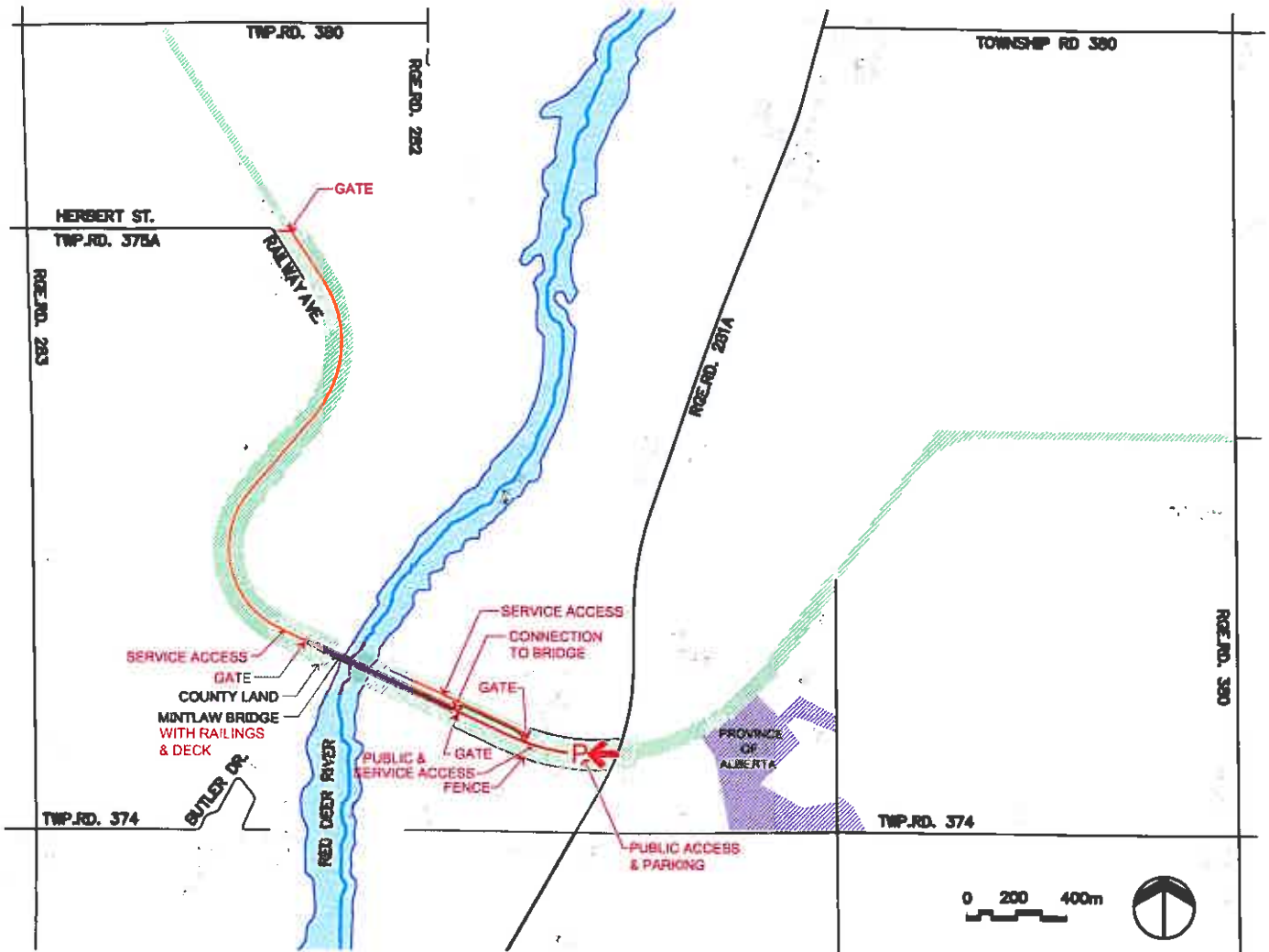
Summary of Relative Impacts of Option #3

Option	Cost	Liability	Neighbouring Properties	Recreation & Tourism	County Residents
3: Trail Access onto Bridge	■	■	■	◦	◦

Relative Impact:

Very detrimental ■ Detrimental ▪ Not significant = Beneficial ◦ Very beneficial □

Option 3 Trail Access onto Bridge



6.4—Option #4: Trail Access Across Bridge

General: This option maximizes recreational and tourist access by providing pedestrian and bicycle access to a local asset and a regional trail linkage. It would require the construction of ramps at both ends, a boardwalk surface and guardrails in addition to a parking area, trails at both ends, additional fencing and signage. Lockable gates would be needed to restrict access to certain times.

Cost: Improvements to the bridge and trails would incur moderate additional costs beyond what would be needed for bridge access and stabilization. Incremental to Option 3, an access point will need to be developed on the other side of the bridge (most likely the west side). Facilities would likely need to be constructed to a higher standard because of higher visitation and longer average length of stay. Continuing costs would be incurred for maintenance including inspections, repairs as needed. Security costs would be greater with the additional requirement of patrolling a longer trail. Economic benefit would be greater due to accommodation of major additional recreational use as well as the provision of a major tourist attraction. Incremental capital costs compared to Option 3 are associated with the development of the second side (most likely the west side) of the bridge for use and connect it to the bank.

- Estimated annual operating and maintenance impact: \$225,000–\$250,000
- Estimated capital cost range: \$2,700,000–\$3,200,000

County Liability: Liability exposure would minimally higher

Summary of Relative Impacts of Option #4

Option	Cost	Liability	Neighbouring Properties	Recreation & Tourism	County Residents
4: Trail Access Across Bridge	■	■	■	□	□

Relative Impact:

Very detrimental ■ Detrimental ■ Not significant = Beneficial ◦ Very beneficial □

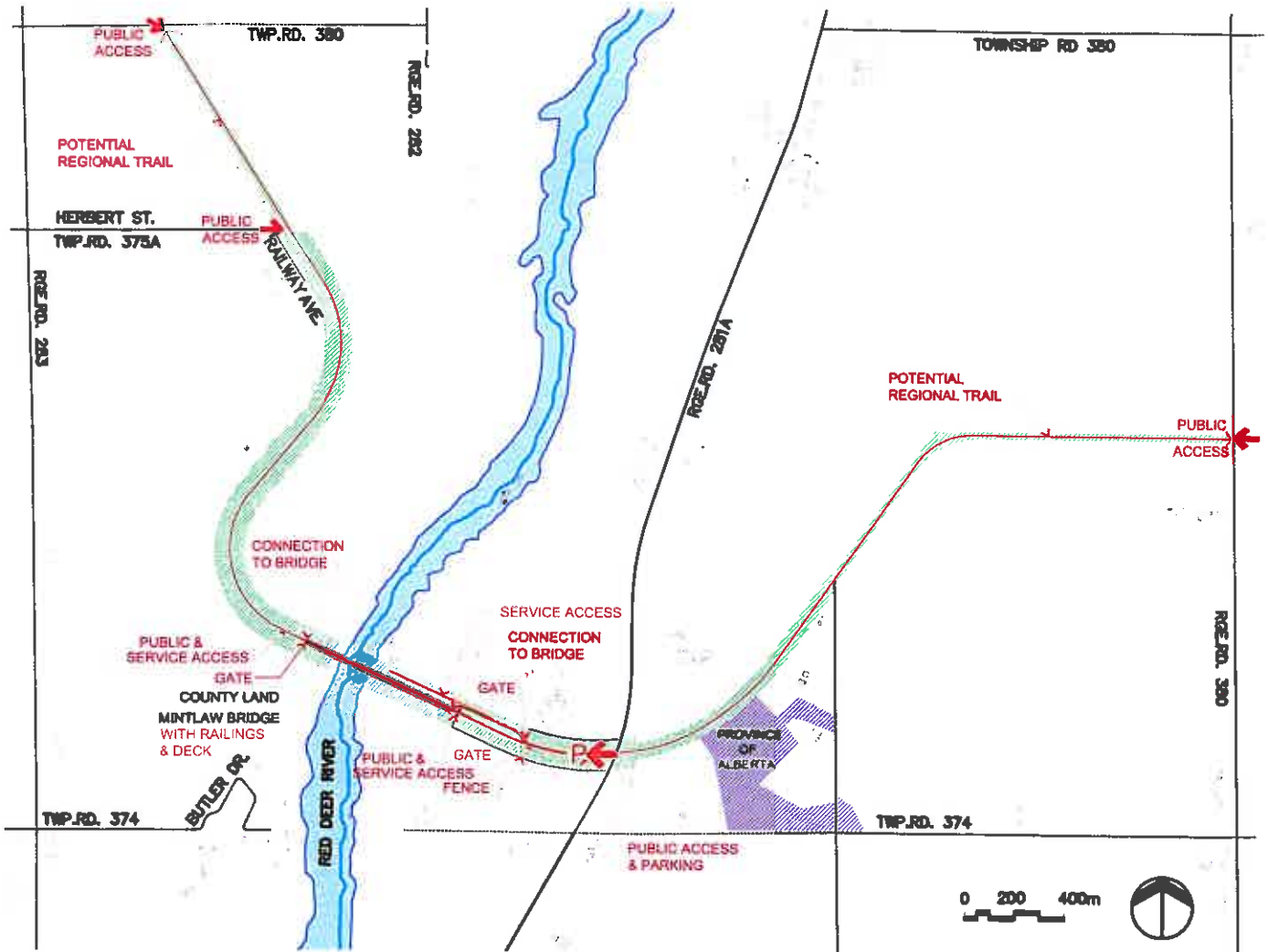
than Option 3 because of the additional length of trail and higher levels and types of use.

Neighbouring Properties: Owners of immediately adjacent properties would benefit from a County-maintained asset, which they could use themselves, but they would have increased concerns about traffic to the area due to the development. Unlike the previous options, this option would see impacts from amenity users accrued to property owners on both sides of the bridge. Developing the bridge as a thoroughfare will result in increased use of the ROW. As such the number of property owners directly impacted will increase. Accompanying this will be heightened concerns related to this traffic.

Recreation and Tourism: A major recreational opportunity would be gained with the development of this local asset and its inclusion in a regional trail.

County Residents: County residents would gain recreational opportunities for themselves as well as potential economic benefit of recreationalists and tourists drawn from outside the county to both view the bridge and use the regional trail.

Option 4: Trail Access Across Bridge



6.5—Option Summary

Summary of Relative Impacts of Option #4

Option	Cost	Liability	Neighbouring Properties	Recreation & Tourism	County Residents
1: Minimum Maintenance/No Use (status quo) Base Case	=	=	=	=	=
2: Trail Access to Bridge View	▪	▪	▪	◦	◦
3: Trail Access onto Bridge	■	■	■	◦	◦
4: Trail Access Across Bridge	■	■	■	◻	◻

Relative Impact:

Very detrimental ■ Detrimental ▪ Not significant = Beneficial ◦ Very beneficial ◻



7 — RECOMMENDATION

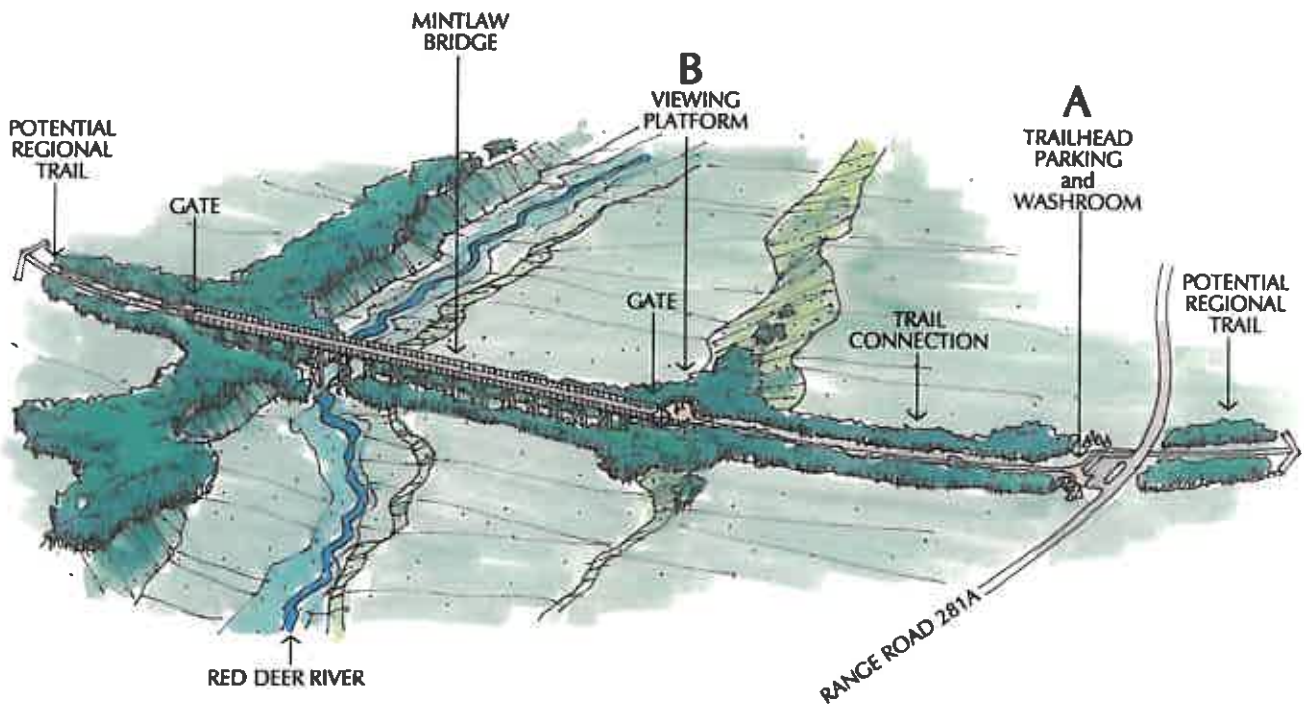
The four potential preservation and public access options were presented, along with all of the background research and consultation results, to County Council and administration at a workshop facilitated by the consulting team. After reviewing all of the information presented, the majority of session participants agreed that the long term intent for the bridge should be related to Option #4, ultimately allowing public access to, on and across the Mintlaw Bridge.

That being said, the financial implications presented are prohibitive to the County in developing and maintaining the bridge for public recreational use. The County has already invested in the bridge significantly and is not prepared to

move forward with any of the elements outlined in Option #4 until major capital and/or operating partnerships with non-profit, private and/or public groups exist. It is important to note that no further development nor allowing public access at the bridge, will occur until such time that partnerships are in place.

Although the County is not able to move forward immediately with the full implementation of Option #4, when/if the project does become a reality, the following concept plan has been developed to guide the design and construction process:

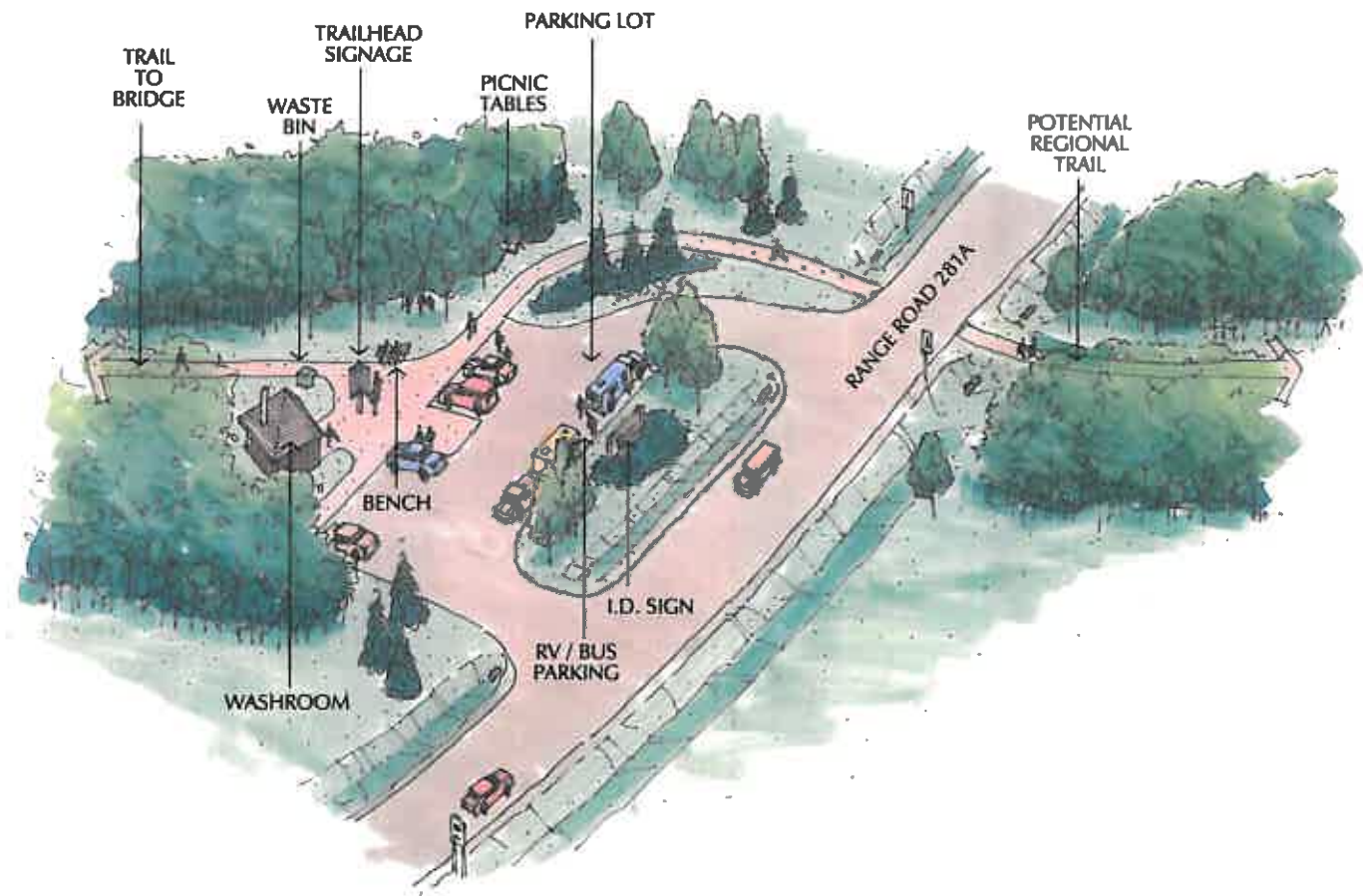
Overview



The main public access would be from Range Road 281A where there would be a trailhead and parking area. The main trail would lead to the bridge with a viewing platform at the

eastern end. There would also be a potential for connections to regional trails along the former railroad right-of-way, going east and west.

Trailhead, Parking and Washroom

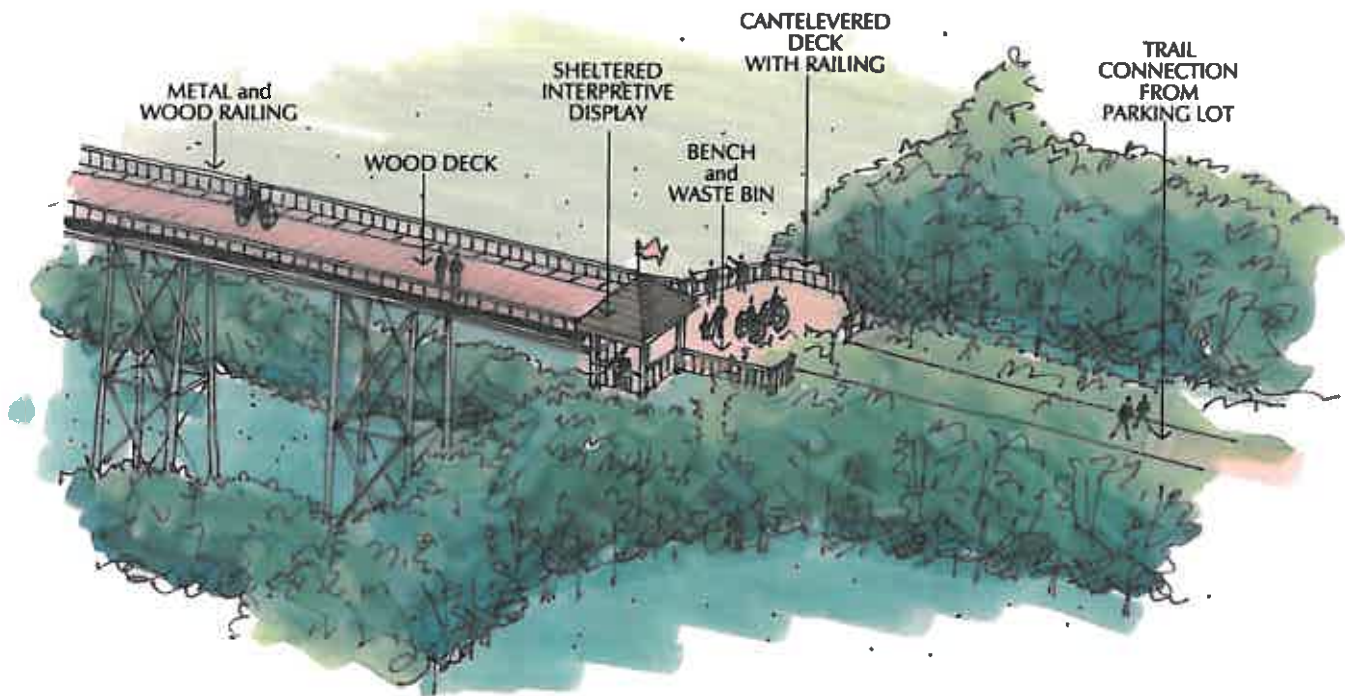


The trailhead facilities would be mainly to serve tourists visiting the bridge. There would be an identification sign for the site, sheltered interpretive and informational signage, washrooms (toilets with pump-out tanks), refuse/recycling containers and benches. Removable bollards would limit trail access to pedestrians, bicyclist, wheelchairs and service vehicles. There would also be a few picnic tables for day use. The parking lot is laid out to accommodate 14 to 16 cars and one or two recreational vehicles, with a pull-through driveway. The proposed development is in the middle of the right-of-way

more than 35m from the adjacent property lines. A few trees would have to be removed, and there would be minor additional planting of trees, shrubs and rough turf, added.

The trail to the bridge would run along the middle of the right-of-way and be either compacted granular material 3.0 m wide or a 3.0 m gravel base with a central asphalt portion 2.4 m wide. Other trails including connections between the parking and toilets and signage, would be compacted granular material.

Viewing Platform



The viewing platform would be at the eastern end of the bridge providing views of the bridge and the surrounding countryside. There would be a deck with railings, built out slightly, from the existing ground, to provide better side views of the bridge and connect to access ramps spanning the current gaps. There would be interpretive display telling the history of the bridge, the railroad and the river. There would be benches, and the display could be protected by a shelter. There could probably be gates at both ends of the bridge so access could be controlled, and fencing to prevent public access down the steep slope, to the river valley.

The bridge itself would have a wooden deck and wood and metal guardrails. Access to the bridge would not be permitted for equestrians or public motor vehicles, but a decision will have to be made about service vehicle access (and if allowed, what would be the width and load of the vehicles to design for.) The alternative to allowing service vehicles onto the bridge would be to service it from both ends without crossing it.

It is also important for the design team to refer to other trail design reference material such as the “Minimizing Risk and Liability: Best practices guide for trail stewards, operators, managers and owners” developed by Alberta Tourism Parks and Recreation Services Branch.

7.1—Stakeholder Feedback

Feedback on the draft strategy

The draft strategy was presented to the public on January 25th, 2012 in two sessions. The first session was convened for landowners in proximity to the Mintlaw Bridge; the second session was open to the general public. Landowners attending the first session were welcome to attend the session for the general public. During each session the draft strategy was presented and attendees were invited to provide their comments on the draft. Feedback forms were available at the session for completion (or subsequent return). Alternatively feedback could be submitted online through a questionnaire on the County's website. Accompanying the online questionnaire was the presentation material itself. Fifty-six feedback forms were submitted (as of February 22nd), thirty-three of which were completed online. A synopsis of the findings follows.

Residency

Twenty-five of the fifty-six responses were submitted by residents of Red Deer County. The City of Red Deer was home for nineteen respondents while twelve lived elsewhere.



Did the process allow all stakeholders the opportunity to provide input?

Yes—30
No—16
Unsure—9
No response—1

Red Deer County Residents only.

Yes—7
No—13
Unsure—4
No response—1

Those who responded, “No” then provided comment. Their comments spoke about the lack of open discussion; that the issues and concerns regarding public access to the bridge have not been addressed; that a decision has been made already and any feedback now is moot; and that the process was biased in favour of access.

Do you agree with the long term intent to allow public access to, on, and across the bridge?

Yes—32
No—21
Unsure—3

Red Deer County Residents only.

Yes—6
No—17
Unsure—2

Respondents who did not agree with the long term intent provided some comments. Their comments centered on a number of topics including the high costs to the County compared with the benefits that can be accrued. Respondents also spoke about liability issues that the County will be burdened with as public access becomes available. The negative impacts on nearby landowners were also cited as reasons to oppose the long term intent described in the draft strategy (including decreased property values, loss of privacy, crime and nuisance).

Finally, respondents were able to provide other comments about the future of the Mintlaw Bridge

Forty-one of the fifty-six respondents provided comment. Of these forty-one, twenty-five agreed with the long term intent for public access to the bridge. Comments from this group included:

- Partnerships are important—including neighbouring municipalities and senior levels of government.
- The bridge is an important historic resource and needs to be protected and utilized.
- Important learnings can be gathered from other similar projects to mitigate many of the concerns associated with public access.
- Landowners and other stakeholders should be included in the planning as the project proceeds.
- The recreation opportunity provided is good



Fifteen of the respondents opposed to the long term intent provided comments.

- Taxes will increase to fund this project and they are high enough already. Associated costs are under estimated
- The loss of privacy that will come with public access is undesirable.
- The bridge will be the site of unwelcome and unsafe behaviour including suicides.
- The process undertaken to gather input was flawed. The landowners should be polled again.
- The County always had the intention of allowing public access.
- Residents in close proximity are impacted to a higher degree and should have greater say in the decision
- Property values have been negatively affected
- Wildlife will be negatively impacted. There are dangers associated with bringing people into areas with wildlife

Comments were also provided by three respondents who were unsure about the long term intent described in the draft strategy.

- Concerned about the suggestion property values may decline as some have suggested.
- An open forum is needed in which all research material is disclosed.
- Prefer Option #2 (access to the bridge). The public will pressure Council to proceed with the development sooner than later. If development is unrealistic then it should not be included as an option.

8 — NEXT STEPS

The following potential next steps have been formulated to reflect the ultimate goal of Option 4, allowing public access to, on, and across the Mintlaw Bridge

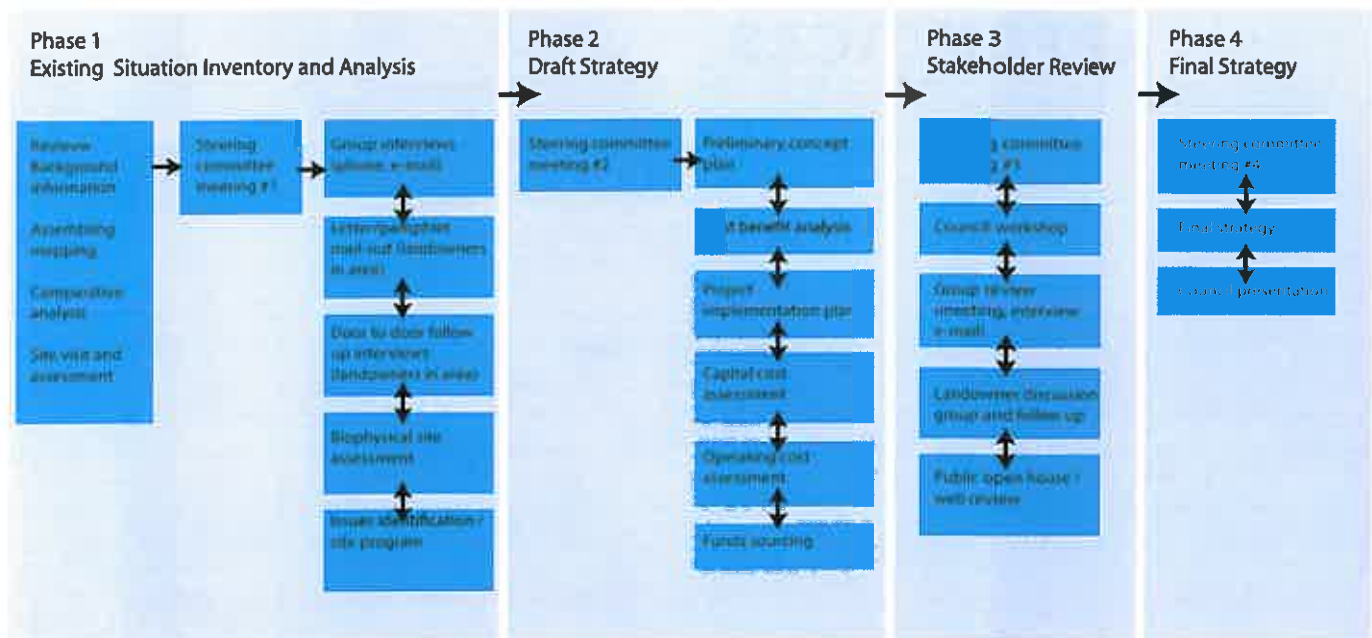
1. Council acceptance of study as information
2. Consider unsolicited proposals from potential partner groups regarding the capital and operating costs associated with the future of the Mintlaw Bridge as described herein
3. Formation of most appropriate organizational structure to oversee enhancement and operations of the Mintlaw Bridge as a publicly accessible resource
4. Detailed design and development of the bridge and associated CPR Right of Way
5. Operation of the bridge as a publicly accessible resource, potentially as a component of a regional trail system in the future





APPENDICES

APPENDIX #1 : METHODOLOGY





CONSULTATION

Prior to the Strategy's Development

- o Landowners and stakeholder groups will be consulted to learn about their interests and concerns regarding the potential of public access to the Bridge.

Upon Development of a Draft Strategy

- o Landowners and stakeholder groups will be presented with the draft strategy and asked to provide feedback
- o The public will have an opportunity to view the draft strategy and provide feedback

Finalize the Strategy

- o The final strategy will be presented to County Council



NEXT STEPS

Representatives from RC Strategies will be going door-to-door Saturday, June 25th and Sunday, June 26th to speak with landowners about the project and to learn first hand their thoughts and any concerns regarding possible public access to the Mintlaw Bridge.

- o To schedule a specific meeting time on the 25th or 26th please call Rob Parks (RC Strategies) at 780.441.4266.
- o If you would prefer not to receive a visit and/or would like to discuss the Mintlaw Bridge Strategy via telephone please call Rob Parks (RC Strategies) at 780.441.4266.

Items of discussion will include:

- o Should the public have access to the Mintlaw Bridge?
- o What concerns, if any, do you have in regards to the possibility of public access?
- o How could these concerns be addressed and managed?
- o What considerations should be included in this Mintlaw Bridge Strategy?
- o Do you have any other comments about the railway right-of-way purchased by the County or the Mintlaw Bridge?



MINTLAW BRIDGE

PRESERVATION AND PUBLIC ACCESS
STRATEGY



RED DEER COUNTY, ALBERTA



ABOUT THE MINTLAW BRIDGE

- o The Mintlaw Bridge was built in 1911-1912 by Alberta Central Railway which later became a part of the Canadian Pacific Railway.
- o The last train crossed the trestle in 1981.
- o The bridge is Alberta's second longest CPR steel trestle at 2,112 feet long and 110 feet high. The longest is in Lethbridge.
- o The Mintlaw Bridge has been identified as an important element in the possible development of a regional trail system in Red Deer County's Open Space Master Plan (2009).

RED DEER COUNTY INVOLVEMENT

- o In 2010 Red Deer County purchased the bridge for \$1 and a tax receipt for \$8.8M (representing market value). The County has spent approximately \$205,000 for rehabilitation work on the bridge. This work is intended to maintain the structural integrity of the bridge while its use is becoming defined.
- o Red Deer County purchased the abandoned rail line west out to the County border from the C&E Trail to the Hamlet of Benalto. This purchase secured and protected the entire right-of-way until a decision on the future of the land can be made by Red Deer County.



THE PROJECT MINTLAW BRIDGE PRESERVATION AND PUBLIC ACCESS STRATEGY

Red Deer County has funded the creation of a strategy for the Bridge that will document and address:

- o Stakeholder and landowner issues and concerns related to the County's ownership and management;
- o Whether public access will be granted;
- o What public access could look like;
- o Any development and repair that would accompany potential public access; and
- o Potential impacts associated with public access.

A team comprised of RC Strategies and EDA Collaborative Inc. have been hired by the County to develop this Strategy.

The Strategy will be developed by the end of 2011.

APPENDIX #3: STAKEHOLDER GROUP QUESTIONNAIRE



June 6, 2011

Dear group representative,

Red Deer County has hired consultants from RC Strategies and EDA Collaborative to assist administration in the development of a Preservation and Public Access Strategy for Mintlaw Bridge. Although this Strategy is specific to the Mintlaw Bridge, it is understood that this bridge could become an important linkage in the event a regional trail system is developed. This Strategy will outline a future concept plan for the bridge (including the degree, if any, of public access), based upon the input of stakeholder groups, adjacent landowners, and the general public.

Input from vested stakeholder groups is highly valued in the planning process. We would kindly ask that you complete the following questionnaire on behalf of your group and return it to us no later than June 30th. **Each group should submit only one questionnaire.**



If you have any questions please contact Mike Roma of RC Strategies at 780.441.4263 or Jo-Ann Symington (Red Deer County) at 403.357.2370 during normal business hours.

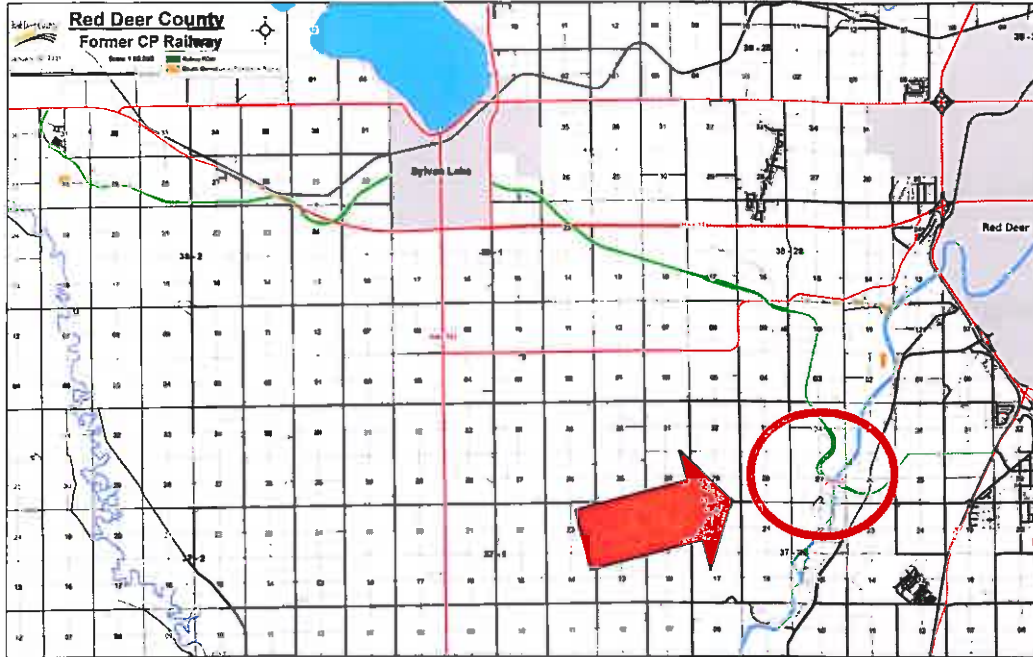
Thank you in advance for your participation.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Michael Roma'.

Michael Roma, Partner
RC Strategies

10315 – 109 St NW
Edmonton, Alberta
Canada T5J 1N3
T 780.441.4262
F 780.428.2734
W rcstrategies.ca



1. What is the name of your organization?

2. What is the size of your organization (members / participants)?

3. Please describe the interest your group may have (if any) in the Mintlaw Bridge and this preservation and public access strategy?

4. a) In your group's opinion, should the public be allowed to access the Mintlaw Bridge?

- Yes No Not sure

b) If YES, what does that access look like?

- Able to approach the bridge but not get on it.
 Able to get on the bridge from one side but not traverse it.
 Able to cross the bridge from either direction.

i) What forms of travel would you consider appropriate for the degree of access identified in the previous question? (Check all that apply.)

- Pedestrian
 Bicycle
 Off Highway Vehicle (e.g. snowmobile, quad)
 Equestrian
 Other (specify) _____

c) If NO, please explain why your group believes the public should not have access to the bridge.

5. Should provisions be made to provide access to the bridge from the river's edge?

- Yes No Not sure



6. a) The Mintlaw Bridge could serve as an important link in a possible regional trail utilizing former CPR right-of-way as a trail corridor from the City of Red Deer through Sylvan Lake to Benalto. Does your group support the development of this particular regional trail corridor? (Refer to the map accompanying this questionnaire. This corridor refers to the green line on the map.)

- Yes No Not sure

b) Please use this space to provide any comments about this regional trail system.

7. Facilitating public access to a site like the Mintlaw Bridge could possibly lead to conflict between users and nearby landowners. What suggestions or strategies could you suggest to avoid any potential conflicts between these groups?

8. Considering the following criteria, please check those that your group believes are important considerations when planning the future of the Mintlaw Bridge. Add any others you think should be considered when developing the preservation and public access strategy.

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> The public should not have access to the bridge. | <input type="checkbox"/> Ensuring unfettered public access to the bridge | <input type="checkbox"/> Minimizing impacts of bridge enhancement on the environment | <input type="checkbox"/> Enhancing the bridge as a tourist destination (e.g. signage, etc) |
| <input type="checkbox"/> Providing limited public access to the bridge (e.g. hours of operation, etc) | <input type="checkbox"/> Ensuring public safety | <input type="checkbox"/> Minimizing environmental impacts associated with public use | <input type="checkbox"/> Enhancing the bridge as an interpretive area |
| <input type="checkbox"/> Ensuring any enhancements to the bridge and site reflect the historical character of the bridge | <input type="checkbox"/> Limiting the modes of transportation able to access the bridge site. | <input type="checkbox"/> Limiting the modes of transportation able to get upon / cross the bridge | <input type="checkbox"/> Minimizing use of the bridge and not allowing unscheduled public access |
| <input type="checkbox"/> Other: | | | |



9. Please use the space provided for any other comments you may have regarding the future of the Mintlaw Bridge and public access to it.

Thank you for your time. Please submit this questionnaire by:

- o Fax: 780-426-2734
Attn: Rob Parks
- o Email: parks@rcstrategies.ca
- o Mail: RC Strategies
10315 109 Street
Edmonton AB T5J 1N3



APPENDIX #4: STAKEHOLDER GROUPS INVITED TO PROVIDE FEEDBACK

1. Alberta TrailNet
2. Central Alberta Economic Partnership
3. Central Alberta Historical Society
4. Central Alberta Trails Society
5. City of Red Deer
6. Ducks Unlimited
7. Fourth North Junction Heritage Society
8. Heritage Preservation Committee—City of Red Deer
9. Municipal Heritage Preservation Program—Government of Alberta
10. Red Deer & District Art Gallery
11. Red Deer Regional Economic Development (RDRED)
12. Tourism Parks and Recreation—Government of Alberta
13. Town of Sylvan Lake
14. Waskasoo Environmental Education Society

APPENDIX #5: FINANCIAL ANALYSIS

Mintlaw Bridge Preservation and Public Use Preliminary Cost Estimate

1. Bush removal
2. Fencing
3. Parking lot—gravel
4. Trail
5a. Viewpoint—pad
5b. Viewpoint—site fixtures
6. Gate(s)
7. Signage
8. Bridge deck & guard rails—12 ft. width
9. Bridge connection—east, 2.5 x 13.8m
10. Bridge connection—west, 2.5 x 9.2m
11. Bridge connection—per original design
12. Trail—lower area
13. Fencing—lower area
14. Parking lot—asphalt paving
15. Toilets (Pit privies)
16. Viewing platform
17. Park landscape—lower area
Subtotal
20% Contingency
Total
GST
Grand Total

Capital Cost Breakdowns

Option 2				Option 3				Option 4				Option 5			
Qty.	Unit	Unit Cost	Total Cost	Qty.	Unit	Unit Cost	Total Cost	Qty.	Unit	Unit Cost	Total Cost	Qty.	Unit	Unit Cost	Total Cost
	LS		\$10,000		LS		\$10,000		LS		\$15,000				
1455	m	\$100	\$145,500	1455	m	\$100	\$145,500	1455	m	\$100	\$145,500				
4500	m2	\$60	\$270,000	8500	m2	\$60	\$510,000	12500	m2	\$60	\$750,000				
542	m	\$200	\$108,400	542	m	\$200	\$108,400	542	m	\$200	\$108,400				
50	m2	\$60	\$3,000	50	m2	\$60	\$3,000	50	m2	\$60	\$3,000				
	LS		\$8,000		LS		\$9,000		LS		\$10,000				
1	ea.	\$150	\$150	1	ea.	\$150	\$150	2	ea.	\$150	\$300				
	LS		\$1,500		LS		\$2,500		LS		\$3,500				
					LS		\$1,450,000		LS		\$1,450,000				
					LS		\$60,000		LS		\$60,000				
									LS		\$40,000				
												2	ea.	\$75,000	\$150,000
												1356	m	\$200	\$269,200
												1660	m	\$100	\$166,000
												12500	m2	\$60	\$750,000
												2	ea.	\$50,000	\$100,000
													LS		\$120,000
												4.778	LS		\$100,000
			\$546,550				\$2,298,550				\$2,858,700				\$1,655,200
			\$109,310				\$459,710				\$517,140				\$331,040
			\$655,860				\$2,758,260				\$3,102,840				\$1,986,240
			\$32,793				\$137,913				\$155,142				\$99,312
			\$688,653				\$2,896,173				\$3,257,982				\$2,085,552

	Option 1	Option 2	Option 3	Option 4
Capital cost	\$200,000.00	\$700,000.00	\$2,900,000.00	\$3,200,000.00
Repairs and Maintenance	\$2,000.00	\$7,000.00	\$29,000.00	\$32,000.00
Staffing and patrol (75,000/FTE)	\$37,500.00	\$75,000.00	\$112,500.00	\$187,500.00
Other	5,000.00	\$15,000.00	\$20,000.00	\$25,000.00
Total:	\$44,500.00	\$97,000.00	\$161,500.00	\$244,500.00

R & M%	1%			
FTE	\$75,000.00			

