

Appendix D – Getting around Downtown

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Please note: the views expressed in the verbatim survey comments are those of residents and are not those of the City of Winnipeg. The City of Winnipeg reviews comments to analyze feedback and remove comments that are inconsistent with our [moderation policy](#).

D.1 Summary of engagement

Downtown should be easy to get to, and easy to get around in. We must design our streets for people first – our streets should be welcoming, safe, and accessible. This will bring our streets to life and create more opportunities to gather on patios or in parks.

CentrePlan 2050 will be the City’s main tool for determining how we experience Downtown over the next 30 years. Our streets are a big part of that and shape how we experience Downtown as pedestrians, cyclists, transit riders, and motorists.

As part of Phase 1 engagement, we gathered feedback to inform draft guidelines for how we design Downtown streets as well the design of three key bike routes:

- St. Mary Avenue and York Avenue
- Notre Dame Avenue and Cumberland Avenue
- William Stephenson Way

Table 1 provides an overview of public engagement opportunities related to the theme Getting around Downtown.

Table 1: Engagement opportunities

Date	Activity	Details
May 11 to June 15	Online survey	697 participants
May 24	Stakeholder workshop	18 participants
May 25	Open house	402 participants Getting around Downtown open house boards
May 31	Exchange District residents’ stakeholder workshop	30 participants

Who we heard from

The online survey received 697 responses, of which:

- 21 percent indicated that they live Downtown
- Respondents are fairly evenly split between using a car (31 percent), walking (31 percent), or biking (25 percent) to get around Downtown in warm weather months. During cold weather months car (48 percent, bus (27 percent), and walking (20 percent) are the most frequent way participants get around Downtown.

Key themes

The following key themes emerged through review of the feedback collected at the stakeholder workshop, open house, Exchange District workshop, and online survey.

Downtown streets:

- The most frequently noted favourite streets were: Broadway, Albert Street, Assiniboine Avenue, Bannatyne Avenue, Portage Avenue, McDermot Avenue, Waterfront Drive, Graham Avenue, King Street and Arthur Street, as well as any street or path along the water. The Exchange District and The Forks were noted as favourite Downtown neighbourhoods.
- It was noted that Downtown would benefit from a variety traffic calming measures.
- Some participants suggested that personal vehicle access and street parking should be reduced along certain streets.
- Some participants suggested that bike and transit options should be increased.
- Participants noted the importance of including landscaping and tree planting to better protect from the elements and beautify streets. It was noted that proper maintenance would be required to maintain landscaping.
- Participants suggested that pedestrians should be prioritized through wider sidewalks and smaller-scale mixed use buildings along streets.
- Participants noted concerns with those needing social supports in the Downtown area and expressed that supporting the unhoused as a priority before focusing on additional street design elements.
- Accessibility of all transportation infrastructure (including bike routes) was noted as key priorities. It was noted that Downtown streets need proper maintenance, cleaning, and snow/debris removal to ensure accessibility and equity for all users.
- Parking lots were noted as a challenge to the feeling of comfort and safety on streets, and many respondents recommended the removal/infill in surface parking lots.

Downtown bike routes:

- Participants suggested that protected bike lanes are the best way to ensure all modes of transportation are safely separated.
- When asked about preferences for one-way and two-way bikes routes, near equal comments were received on both. In general, respondents noted the bike lane should follow the rule of that road (whether it is two or one way).
- Participants noted that rules of the road must be followed by all users, including pedestrians and cyclists, to reduce conflicts.

D.2 Getting around Downtown stakeholder workshop

Location: City Hall, Susan A. Thompson Building
500 Main Street

Date: May 24, 2023

Attendees: 18

Time: 9 a.m. – 12:00 p.m.

Key stakeholders with expertise and interest in Downtown streets and bike routes were invited to participate in the workshop. The following organizations were represented:

- Accessible Sport Connection Manitoba
- Artspace Inc.
- Transit Plus
- Department of City Planning, University of Manitoba
- Downtown Winnipeg BIZ
- Exchange District BIZ
- Green Action Centre
- Landmark Planning and Design
- Manitoba Trucking Association
- Red Road Lodge
- Storefront Manitoba
- Winnipeg Trails Association
- Winnipeg Regional Health Authority (WRHA)
- The Forks
- CentreVenture
- Bike Winnipeg



Figure 1: Participants share input at a Getting around Downtown stakeholder workshop

Feedback from this workshop will help inform the development of the Downtown Streetscape Manual and design of bike routes on York Avenue & St. Mary Avenue, Cumberland Avenue & Notre Dame Avenue, and Sir William Stephenson Way.

As part of this workshop, the project team introduced the goals and purpose of Streetscape Manual and bike routes projects, led break out group discussions about the design vision for Downtown streets and considerations for the design of the bike routes.

Key themes – Downtown streets

- Streets need to be for people
- Shouldn't segregate residents, visitors, and employees - streets should work for everyone
- Need to consider safety, sustainability, designing for all ages and abilities - ethics must be embedded in the design of streets
- Accessibility - streets need to be designed and maintained for equitable use
- Need to balance priorities of all users
- Less prioritization of through traffic, treat streets as destinations rather than thoroughfares
- Connectivity and wayfinding - create intuitive connections with less signage

Overall Improvements

- One-way to two-way street conversions
- Accesses / intersections - pedestrian and cycling take priority
- No right turns on red

Design Features

- Spaces to socialize
- Lighting for animation, activity, and safety
- Street furniture
- Trees
- Wider sidewalks - ability to walk beside one another

Maintenance

- Management and maintenance of assets in the right-of-way
- Clean streets - need to prioritize waste management and maintenance
- Snow storage accommodation
- Snow clearing - damage to street furniture and trees

Climate resilience and green infrastructure

- Biodiversity
- Water retention
- Vegetation
- Trees
- Heat mitigation
- Winter conditions

Bike Lanes

- Need for a Downtown grid of protected bike lanes on all streets
- Bike parking

Parking and loading

- Combining parking and traffic calming
- Need to consider truck movements and loading requirements - moving, shipping/receiving of goods and supplies
- Not every street needs to accommodate the same type or size of truck
- We have to start accepting a bit more inconvenience to make our streets for residents, not for trucks or traffic.
- A great city has restrictions on deliveries structured with time

Key themes - bike routes

St. Mary and York Avenue

- One-way on each street is preferred
- Try testing both options first
- Increased pedestrian use with CMHR and Railside development at The Forks
- Need to consider visibility of cyclists

Notre Dame Avenue and Cumberland Avenue

- Connectivity to University of Winnipeg is key
- Access to services and amenities is important
- Try testing both options first

William Stephenson Way

- When flooding occurs, many people cycle through The Forks along Israel Asper Way

D.3 Open house feedback

Location: Manitoba Hydro Place

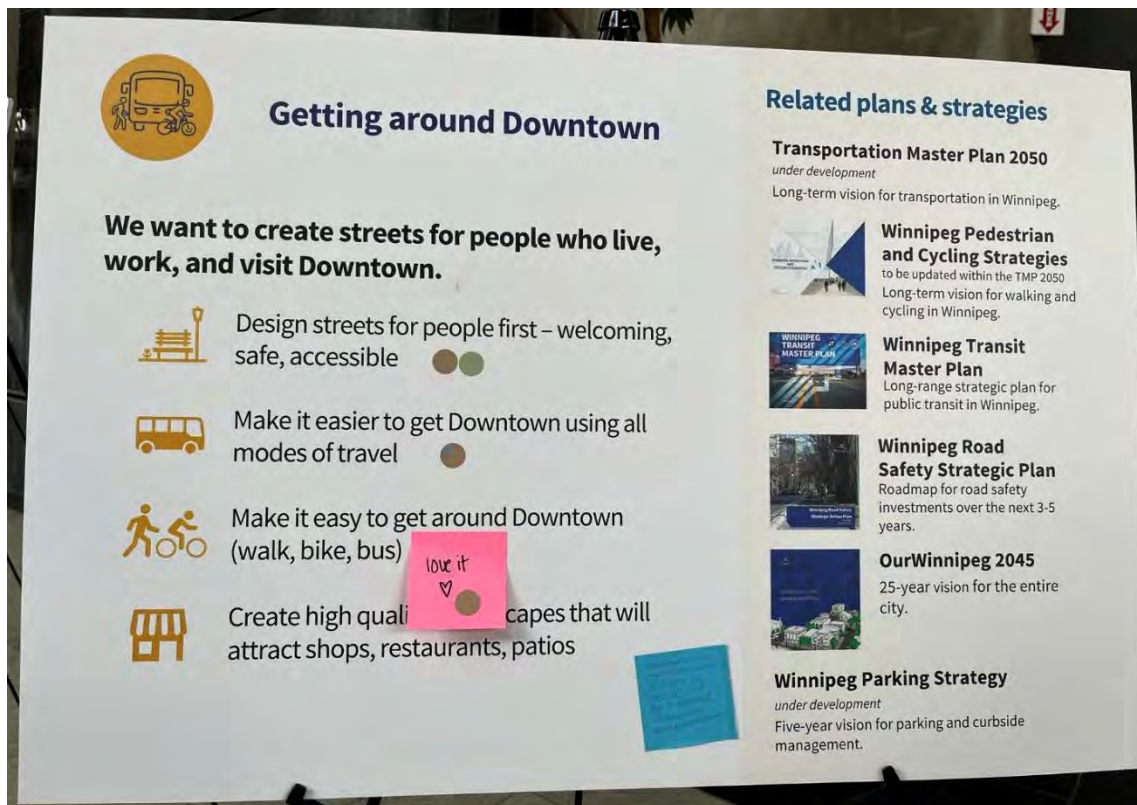
Date: May 25, 2023

Attendees: 402

Time: 11 a.m. - 7 p.m.

Over four hundred people attended the CentrePlan 2050 open house, many of whom were residents that live Downtown and people that work Downtown. Full open house notes are in **Appendix I**. Feedback for Getting around Downtown is captured below.

We want to create streets for people who live, work, and visit Downtown.



Sticky notes:

- Actually need all these plans to be implemented City of Winnipeg zbl is archaic and does not align at all with human scale design and development
- Love it

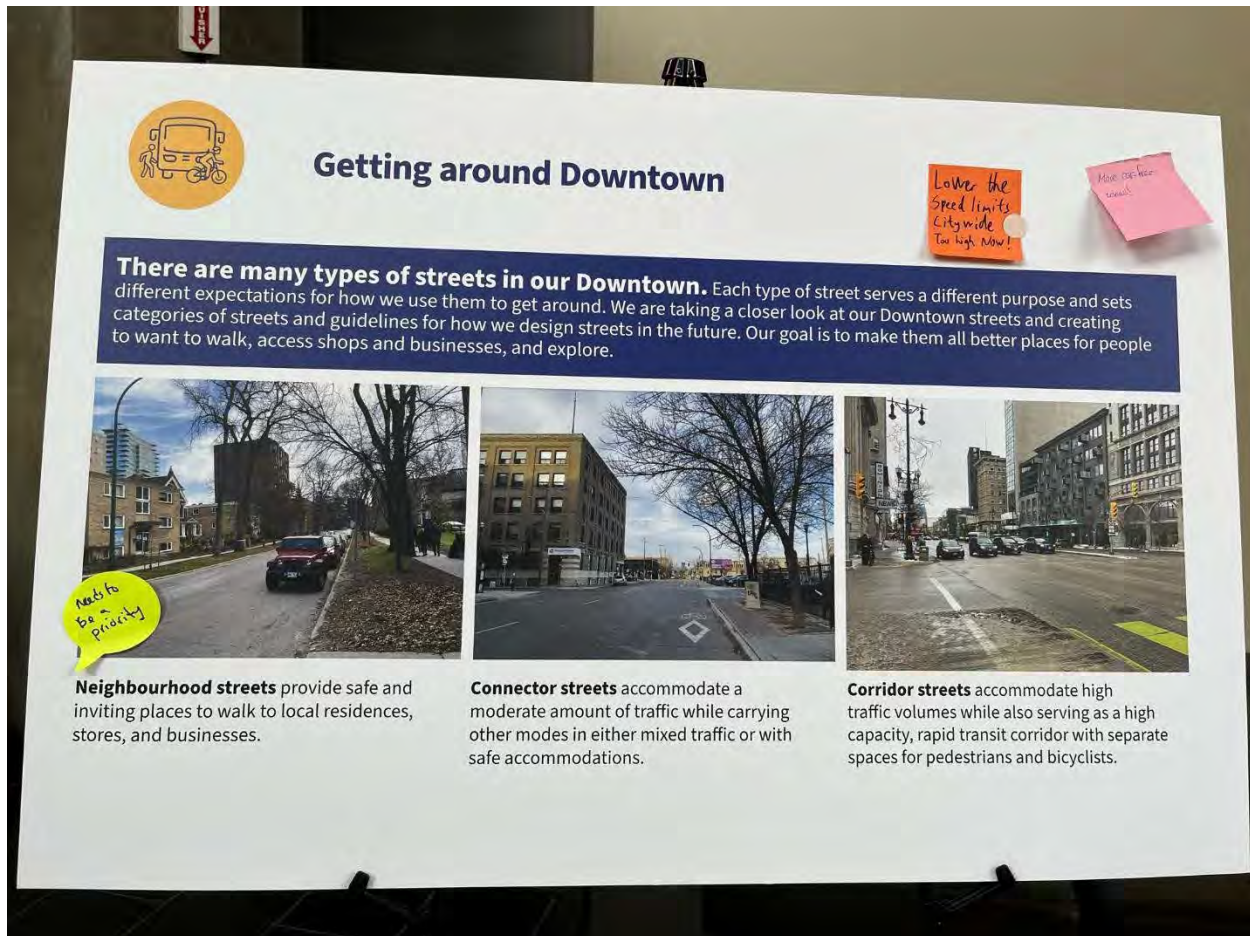
The look, feel, and function of our streets shape how we experience Downtown as pedestrians, cyclists, transit riders, and motorists.



Sticky notes have been transcribed and categorized by theme below.

Theme	Sticky notes
Create policies that make it feasible for storefronts to exist downtown	• These small store fronts can't exist or be affordable to small business owners due to setbacks, parking minimums, sq ft minimums etc, and restrictive zoning that limits mixed use gentle density • Encourage curbside patios: faster, easier permits, lower cost
Align policies with approvals and implementation	• Read Jan Gehl, read your policy – zbl, rethink how all of this currently doesn't align, we spout human scale ideas, we put out a climate strategy and then do <u>nothing</u>
Implement traffic-calming measures	• Transit-only lanes, lower city speed limits, separated year-round bike lanes • Tighter lanes to slow traffic makes cycling feel much safer. Give pedestrians and bike more room
General support	• Yes please!

There are many types of streets in our Downtown.



Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Lower speeds	Lower the speed limits city wide, too high now!
Car-free streets	More car free zones!
Other	Needs to be a priority* <i>*In response to neighbourhood streets</i>

Place a dot next to the top two priorities you think are most important for neighbourhood streets.



Answer choices	Number of dots
Residential buildings with frequent door entries and positive relationship to the street	25
Street trees and pedestrian lighting	43
Safe intersections where pedestrians cross the street	26
Narrow lanes and street design that encourages safe travel speeds	26
On-street parking	4

Theme	Sticky notes
Parking	• Don't let parking dominate streets ◦ Agreed! Why should public land be used to (cheaply) store private property (cars) • Consider no parking (perhaps delivery vehicle only spots) pedestrian streets emphasis! • Prefer on-street to surface lots

Human-scale design	Block-long single building facades with no street level access makes for a boring walk. Frequent entrances to shops and residences make for an interesting walk
Support Active Transportation	If you're using NACTO images (uncited) I hope you'll look at the guide and make sure we actually get good AT improvements
Responses to #4 (on the board): <i>Narrow lanes and street design that encourages safe travel speeds</i>	#4 is a great idea because people drive too fast #4 Just lower the speeds - Narrow roads, reduced speed = less accidents #4 terrible idea enough accidents without smaller streets
General support	Much needed! Creates a much needed density!

Connector Street

Place a dot next to the top two priorities you think are most important for connector streets.



Getting around Downtown

Connector Streets accommodate a moderate amount of traffic, including bikes and transit. Bikes and transit may be mixed with vehicles or separated. Connector streets join neighbourhoods and Downtown hotspots and include both commercial and residential buildings.

Ideal Connector Street

Great connector streets typically have the following elements:

- 1 Businesses and storefronts at street-level, with commercial or residential activities on upper floors
- 2 On-street parking lanes to buffer traffic from sidewalk activity
- 3 Protected bicycle lanes for safe bicycle movement
- 4 Wide sidewalks, when possible, to allow for greater pedestrian activity, outdoor dining, and streetscape furniture
- 5 Safe intersections where pedestrians cross the street
- 6 Bus priority measures such as bus lanes, advance signals, or in-lane stops

Place a dot next to the top two priorities you think are most important for connector streets.

Handwritten notes and sticky notes:

- Blue sticky note: "Add a (something)"
- Yellow sticky note: "Open Parking lots instead of on-street in main roads"
- Orange sticky note: "Add a bike lane, on-street parking, and a protected bike lane for safe movement"
- Pink sticky note: "Add a bus lane"
- Blue sticky note: "Add a (something)"

The top two answer choices are highlighted in green below.

Answer choices	Number of dots
Businesses and storefronts at street-level, with commercial or residential activities on upper floors	34
On-street parking lanes to buffer traffic from sidewalk activity	3
Protected bicycle lanes for safe bicycle movement	15
Wide sidewalks, when possible, to allow for greater pedestrian activity, outdoor dining, and streetscape furniture	38
Safe intersections where pedestrians cross the street	12
Bus priority measures such as bus lanes, advance signals, or in-lane stops	18

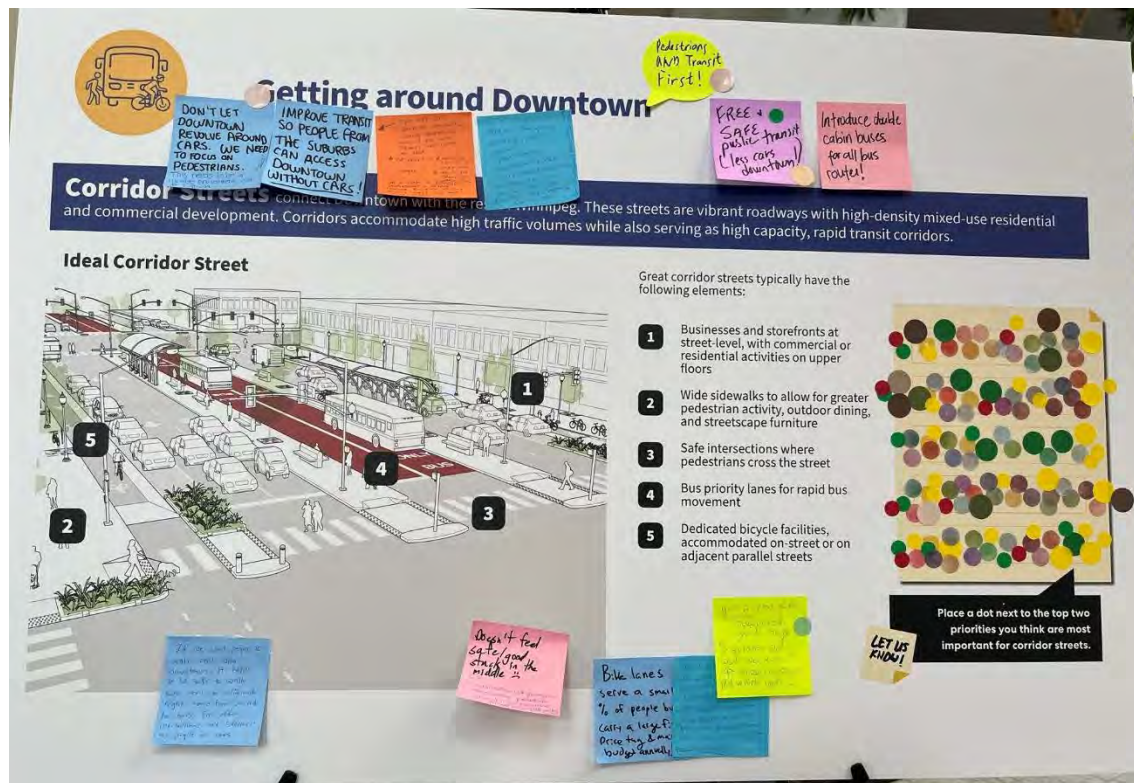
Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Parking	• Open parking lots instead of on-street on main roads • Open parking lots are a waste of space in the big picture need less parking overall
Support Active Transportation	• #4 wide sidewalks “when possible..” make it a priority. Walking is our default way of moving • Curb bump puts are great! • No to cars omg. Decrease speeds reference “woonerf” style design, cars are the problem, allowing parking of cars to protect from cars is ironic in a bad way
Prioritize safety	• No to cars omg. Decrease speeds reference “woonerf” style design, cars are the problem, allowing parking of cars to protect from cars is ironic in a bad way
Accessible storefronts	• Imp. To have access to some store fronts via on street-parking
Climate resilient solutions	• Take note of the water retention near #3, downtown is a stormwater nightmare, need climate resilience and Nature Based solutions

Corridor Street

Place a dot next to the top two priorities you think are most important for corridor streets.



The top two answer choices are highlighted in green below.

Answer choices	Number of dots
Businesses and storefronts at street-level, with commercial or residential activities on upper floors	24
Wide sidewalks to allow for greater pedestrian activity, outdoor dining, and streetscape furniture	28
Safe intersections where pedestrians cross the street	20
Bus priority lanes for rapid bus movement	28
Dedicated bicycle facilities, accommodated on-street or on adjacent parallel streets	26

Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Active Transportation	- Pedestrians and transit first! - Don't let downtown revolve around cars. We need to focus on pedestrians. - This needs to be a liveable environment, not a highway

	- o Agreed! • If we want people to walk and bike downtown, it needs to be safe to walk. We need to eliminate “right hand turn on red” for cars. Too often intersections are blocks by people in cars • Bike lanes serve a small % of people but carry a large fiscal price tag and maintenance budget annually. Reduce!! - o False. Cars are an expensive, dangerous overall poor investment for city and individual, AT infrastructure when comprehensive carries far more people one way at a much lower cost
Improve transit	• Improve transit so people from the suburbs can access downtown without cars! • The way we develop residential spaces inherently affects how well transit can serve an area. Increase population density = increase in ability for transit to work well. Increase suburbs = decrease ability for transit to work well. If a form of suburban development is needed. Consider building around transit nodes that are built first. • Free and safe public transit (less cars downtown!) • Not a fan of bus in middle – doesn’t feel good usage. #3 spreads people out too much and increase more crossings/pedestrian vehicle conflict • Introduce double cabin buses for all bus routes!
Prioritize safety	• Doesn’t feel safe/good stuck in the middle ☹️ - o In a situation like portage or main having pedestrian inlands is an improvement provided light cycles • If we want people to walk and bike downtown, it needs to be safe to walk. We need to eliminate “right hand turn on red” for cars. Too often intersections are blocks by people in cars
Reduce sprawl	• Need an urban growth boundary, reduce sprawl. Stop allowing developers to build single detached nightmare neighbourhoods that promote flight from downtown while increasing strain on transit downtown/dense areas suffer because of sprawl
Reduce bike lanes	• Bike lanes serve a small % of people but carry a large fiscal price tag and maintenance budget annually. Reduce!!

What is your favourite street to explore? What about the street makes it your favourite?



Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Active Transportation	- Hargrave, garry, etc. why? PROTECTED BIKE LANES! - Mcdermot or bannatyne cause of protected BIKE LANES! - Assiniboine street is a good street for cycling. The lanes need improvement, but scale, shade and parks are great - All treed streets make pedestrian and cycle routes more pleasant visually and provide improved climate and temperature - The forks is the only truly nice place. That design AT network should be a model for downtown. Theres a reason people flock to the forks it's the only taste we have of human scale design - Any streets in the exchange!

	o Our historic pre-car area is a great template to apply elsewhere
Human scale design	• The forks is the only truly nice place. That design AT network should be a model for downtown. There's a reason people flock to the forks it's the only taste we have of human scale design • Our historic pre-car area is a great template to apply elsewhere • Provencher – scale of retail shops
Trees, shade and greening	• Assiniboine street is a good street for cycling. The lanes need improvement, but scale, shade and parks are great • All treed streets make pedestrian and cycle routes more pleasant visually and provide improved climate and temperature • Broadway at lunch time – people watching, leafy trees, food trucks, seating
Seating	• Broadway at lunch time – people watching, leafy trees, food trucks, seating • Seating areas (e.g. benches) while getting around downtown
Broadway Ave	• Broadway at lunch time – people watching, leafy trees, food trucks, seating
Hargrave St	• Hargrave, garry, etc. why? PROTECTED BIKE LANES!
Garry St	• Hargrave, garry, etc. why? PROTECTED BIKE LANES!
McDermot Ave	• McDermot • McDermot or bannatyne cause of protected BIKE LANES! • McDermot and graham
Bannatyne Ave	• McDermot or bannatyne cause of protected BIKE LANES!
Assiniboine Ave	• Assiniboine street is a good street for cycling. The lanes need improvement, but scale, shade and parks are great • Assiniboine ave – perfect density, low traffic, tree coverage
Provencher Blvd	• Provencher – scale of retail shops
Memorial Blvd	• Memorial blvd
Princess St	• Princess st
Other comments/suggestions	• Make graham pedestrian • Scramble parking open up portage and main to pedestrians • For those who cant bus (yet)... need route efficiencies/imp. Add something to encourage carpool commuters. • Coordinate bus priority relocation to alt. streets with reimagine graham • Bus lane for carpoolers

	• Before you do this – get working on housing/poverty and portage place ◦ Agreed • Make it safer walking north of portage • You need corporate support – MH hydro, Canada life, blue cross, Jets • Make sure we promote 15 min city and services available/approachable • Close the west exchange to vehicles ◦ Close as much of it as possible to cars • Relocation and then redevelopment of the CP railyards should also be part of the CentrePlan 2050. This could become one of the great urban renewal projects in Canada! • Ellice ave bike lanes • All messy with too much traffic not enough green space, too much noise (traffic) • Hargrave southbound to improve traffic flow after games (and before) • Anywhere where's no people doing illegal drugs publicly ☹️ • Any streets in the exchange!
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Bike Routes – Study Area



Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Protected bike lanes	• Yes to year round bike lanes, protected • Protected bike lanes along main st all the way to kildonan park • Protected bike lanes on ellice! • More protected bike lanes. People on bikes need options to get from A to B anywhere in the city without having to join traffic on and off • Protected bike lanes are key for safety! Cycling/walking shouldn't be secondary to driving! • Protected bike lanes on main st • Yes to protected bike lanes! But how about protected pedestrian lanes to us safe from speeding cyclists? • Protected bike lanes all the way, with proper linkages to each other. Cars hate cyclists and don't care about our safety.

	Did you know that a lot of people are scared of riding bikes? Why? Because we don't have enough protected bike lanes!
Connectivity	- Bike lane connectivity. Bike lanes aren't nearly as useful if it's dangerous to get from one to another - Add ellice. Why should we have to go multiple blocks in another direction? - Need connections from downtown to RT bikeway and to the west - Poor connectivity of bike route along main, st marys bridges, and on eugenie st - Critical connection to west of main/st b. wayfinding strategy celebrate WODL - Build a network not just isolated "bike lanes to nowhere". They must be connected! - Protected bike lanes all the way, with proper linkages to each other. Cars hate cyclists and don't care about our safety. - We need to be able to safely and conveniently cross main st on a bike!
Separate the modes (pedestrians, transit)	- Biking on sidewalks is supposedly illegal. Hah! What a joke! Bikes kill pedestrians just as cars kill cyclists - Bikes ride on sidewalks because the risks for everyone are reduced compared to streets. If streets could kill us and pedestrians hate us, where do we go? Every road should either be reduced for cars, or have a protected bike lane. Bikes, pedestrians and cars aren't compatible with each other - Please separate bike and pedestrian lanes! - Buses and bikes don't mix well – no shared lanes - Designate bike lanes on separate bridge adjacent to Osborne bridge
Safe	- Safe bike lanes! - We need to be able to safely and conveniently cross main st on a bike! - Yes! - Safe bike parking!
Accessible width	Need to consider turning radius of bikes made for people living with disabilities
Bike parking	Safe bike parking!
Wayfinding	Add bike wayfinding signage
Synchronize traffic signals	Synchronize the signals for bike travel on bike routes and streets

Maintenance of bike lanes	• Cycling in winter is absolutely feasible and its proven in many cold countries (eg. Finland) we have the knowledge and ability to build bike lanes and clear them to pavement it just needs to be done!
Other comments	• Expand the skywalk • If Edmonton street is going to be opened up in the portage place renewal it is very important to keep the skywalk (bridge) to connect the existing system* • People who live downtown walk all year. Others can catch up • We live downtown because of connectivity- seems most of the plans relate to car/bus traffic not human • OPEN portage and main to people who aren't in cars • Open portage and main for pedestrians and bikes - o Yes! - o Yes! • Downtown wpg should be transformed into a more people friendly place rather than a • Bikes all winter? This is not florida. Older people live here too • Designate bike lanes on separate bridge adjacent to Osborne bridge • Bridge

Getting around Downtown

St. Mary Avenue & York Avenue

	Existing	Option 1	Option 2
Bike Infrastructure	Painted bike lanes on St. Mary Avenue and York Avenue	One-way protected bike lanes on St. Mary Avenue and York Avenue	Two-way protected bike lane on York Avenue
Parking & Loading	On-street parking and loading on both streets 1. Accessible parking	Impacts to on-street parking and loading on both streets	Impacts to on-street parking and loading on York Avenue only
Traffic	One way streets with typical Downtown traffic volumes (moderate amount of congestion during rush hour)	One-way bike lane follows direction of traffic. The City prefers to build one-way bike lanes whenever feasible and practical.	Two-way bike lane does not follow direction of one-way traffic, which can be less comfortable for cyclists and drivers
Intersections & Connections	High volume vehicle turning movements at most intersections 2. Limited connection options due to underpass 3. Complex intersection difficult connection	4. One-way bike lane crossings are less impactful to traffic operations at major intersections and are more intuitive to all users as well as convenient for cyclists. 5. One way bike crossings of Main Street require less impacts to traffic operations and are more intuitive to all users as well as convenient for cyclists	6. Crossings at Main Street have more significant impact to traffic operations and are less intuitive to all users due to two-way bike lane crossing 7. Direct crossing for cyclists at Main Street however, signal timing may impact convenience of bike crossing 8. Cyclists must cross two legs of intersection to connect from northbound Memorial to westbound St. Mary
Access to Destinations	Bike access provided to destinations on St. Mary only	Bike access provided to destinations on both streets	Bike access to destination Avenue only

Signage instructions
for bike lanes
on St. Mary Ave

Do both!
There are plans
on both streets
to bike to!

There are plans
on both streets
to bike to!

Option 1
paints
bike lanes
on both streets
and south

Two-way
bike lane
on York Ave

There are plans
on both streets
to bike to!

CentrePlan 2050

Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Option 1	Option 1, point 5 like idea but consider other ones fast traffic
Option 2	- Option 2 – more streamlined - Prefer option 2, easier to use/navigate. 2 way lane on Graham too
Both options	Do both! There are places on both streets to bike to!
Separate the modes	- Keep sidewalks away from speeding cyclists! - Keep bike lanes away from traffic - Painted bike lanes don't work, cars don't look, don't respect. Protected plan is good, but need careful intersection design. Attention to sound and speed of cars and measures to discourage pedestrians from wandering in
Protected bike lanes	- Painted bike lanes don't work, cars don't look, don't respect. Protected plan is good, but need careful intersection design. Attention to sound and speed of cars and measures to discourage pedestrians from wandering in - Protected bike lanes! Create safe conditions for two-way lanes on one-way streets - Make cycling lanes a lovely, safe, accessible, and enjoyable spaces = increase users - Need physical barriers for bike lanes and dedicated lights - Protected lanes calm traffic and make it safer for everyone win win!
Connectivity	- One-way only good if it doesn't 1) end abruptly and dump you at a four lane wide road to portage ave. 2) have loads of gaps where cars cross and no raised curb - Why not 2-way bike lanes on both streets?? - Agreed improve interconnectivity
Improve transit	Efficient bus routes
Trees, shade and greening	This is a sunburn alley (no shade notice Vancouver, trees?) sun, heat, concrete, car exhaust. Its extremely unpleasant and dangerous for many
More signs and	- Signage instructing cars to look both ways - People don't use the existing bike lanes - Because theyre super dangerous - Cars right turning into cyclists – design for safety! - And to pedestrians, right on red shouldn't be allowed - Road signs for motorists of bicycle crossings - Signs = signal failed infrastructure design

	• Make right turning cars have to turn a little wider, so they see cyclists - o “road diets”
Other	• If bike lanes were designed better (and with the cyclist in mind, not the car) more people would use them

Getting around Downtown

Notre Dame Avenue & Cumberland Avenue

Existing

Option 1

Option 2

	Existing	Option 1	Option 2
Bike Infrastructure	Two-way protected bike lane on Notre Dame from Portage to Adelaide	Two-way protected bike lane (south side) on Cumberland Avenue / Two-way protected bike lane (north side) on Notre Dame Avenue	Two-way protected bike lane (north side) on Cumberland Avenue / Two-way protected bike lane (north side) on Notre Dame Avenue
Parking & Loading	On-street parking and loading on both streets 1A Accessible parking and Transit Plus pick-up	Impacts to south lane on-street parking and loading Conflicts with transit stops	Impacts to north lane on-street parking and loading 1 Requires accommodation of high-volume Transit Plus location
Traffic	One-way streets with typical Downtown traffic volumes (moderate amount of congestion during rush hour) High volume transit corridors	Two-way bike lane does not follow direction of one-way traffic, which can be less comfortable for cyclists and drivers Conflicts with vehicle right turn movements	Two-way bike lane does not follow direction of one-way traffic, which can be less comfortable for cyclists and drivers Conflicts with vehicle left turn movements
Intersections & Connections	High volume vehicle turning movements at major intersections 2A Pedestrian corridor with overhead flashing lights	3 Simpler crossing at Sherbrook Street 3A Simpler connection to Eilen Street / Carlton Street bike lane 7 Two stage left-turn required at Hargrave Street	4 Challenging crossing for cyclists at Sherbrook Street 4A Simpler connection to Hargrave Street
Access to Destinations	Limited bike access provided to destinations on both streets	7 Direct bike access to Central Park	1A Bike access to Central Park requires crossing Cumberland

Getting around Downtown

Notre Dame Avenue & Cumberland Avenue

Notre Dame Avenue - Existing Conditions

Cumberland Avenue - Existing Conditions

Examples: Two-way protected bike lanes

Hooten Street, Montreal

7th Street SE, Calgary

Garry Street, Winnipeg

Stanley Street, Montreal

O'Connor Street, Ottawa

Notre-Dame Avenue, Montreal

What is a protected bike lane?

A physically separated, on-street lane designated exclusively for bike travel. Vehicles may be separated from bikes using raised concrete curbs, parking, or by raising the bike lane. Cyclists can enter/exit at intersections and vehicles are blocked from entering.

5-10 day cycle
weekdays

Complete
protection
from cars
and trucks

Vancouver
is nice

No + to
2-way bike
lanes on
one way
street
Too confusing

We need a change
that would allow for
bicyclists to travel
safely and quickly
without having
to share the road with
cars and trucks

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WE NEED TO FOCUS
ON BIKES AND
PEDESTRIANS IF
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TO FLOURISH

LOOK AT WHAT
CITIES LIKE
TORONTO AND
VANCOUVER ARE
DOING

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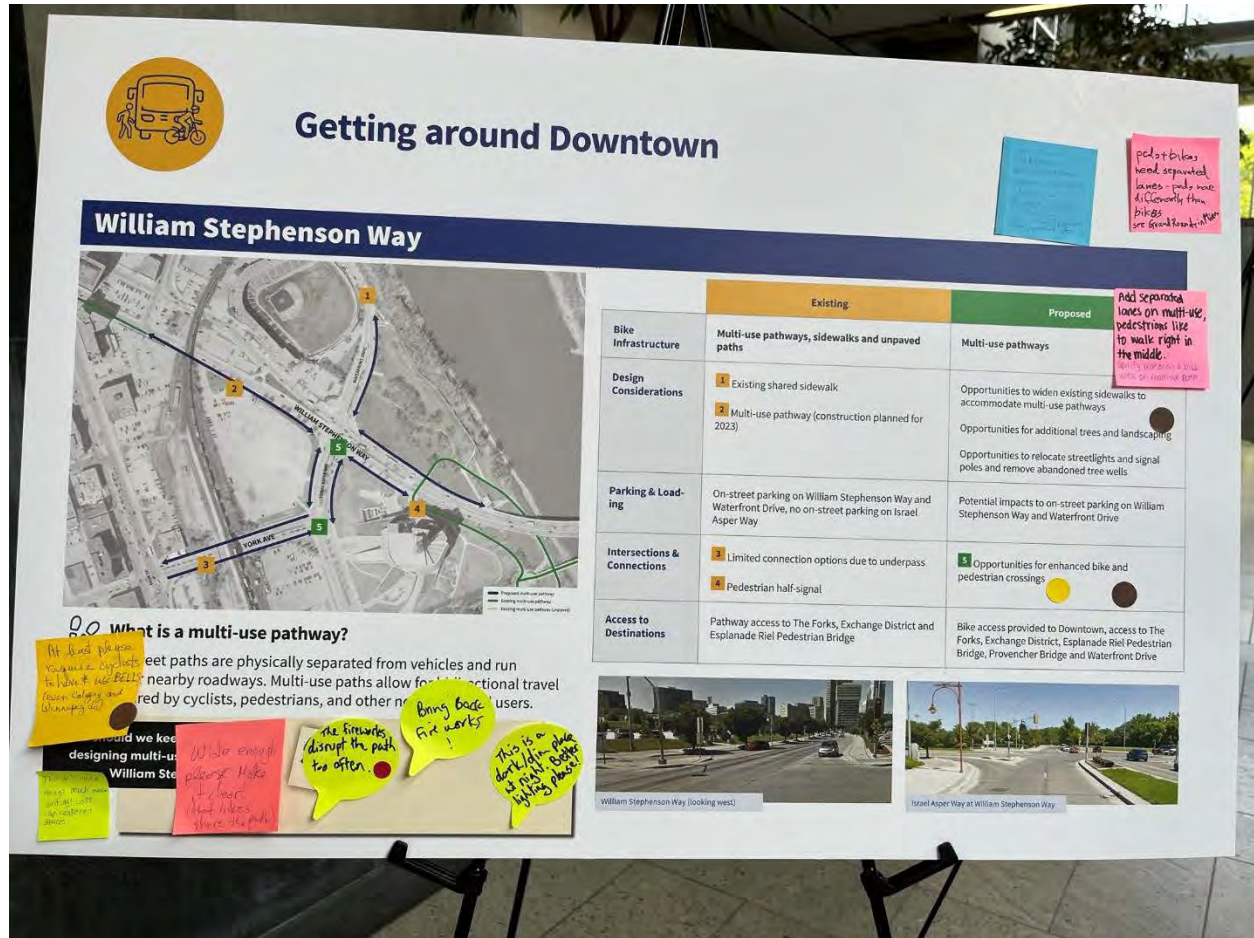
LOOK AT WHAT
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Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
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Both options	Both, we shouldn't have to compromise as cyclists when cars go wherever they want. Wont achieve modal shift without making AT better than driving
Human scale design	- Yes! Prioritize people, not their machines! - We need to focus on bikes and pedestrians if we want downtown to flourish
Protected bike lanes	Like ideas of protected bike lanes. Don't think lanes with vehicles is safe
Connectivity	- Connectivity of bike lanes and clear signage to navigate - We need a clean plan to make every street downtown bikeable and safe. There are so many examples of cities around the world achieving this, with wide bike lanes being standard. Instead, you are making it a choice, left to some businesses and residents on whether some people deserve safety and convenience. We would like to not compromise both personal safety or our ability to fight climate change due to an attempt to 'find balance' - Completely agree! Too many gaps between bike lanes. We need more safety!
Trees, shade and greening	Raised grade, design measures to slow cars, improved intersections shade. Safe turning for bikes so they don't have to jump into the road or pedestrian crossing
Safe	- Raised grade, design measures to slow cars, improved intersections shade. Safe turning for bikes so they don't have to jump into the road or pedestrian crossing - We need a clean plan to make every street downtown bikeable and safe. There are so many examples of cities around the world achieving this, with wide bike lanes being standard. Instead, you are making it a choice, left to some businesses and residents on whether some people deserve safety and convenience. We would like to not compromise both personal safety or our ability to fight climate change due to an attempt to 'find balance' - Completely agree! Too many gaps between bike lanes. We need more safety!
Other	2-way bike lanes on 1-way streets work really well in Vancouver. Not confusing. Not a problem. - Look at what cities like Toronto and Vancouver are doing - No to 2-way bike lanes on one way street. Too confusing - Vancouver is nice - Why is this split at carlton and notre dame?

William Stephenson Way



Getting around Downtown

William Stephenson Way

Map: Shows William Stephenson Way and surrounding streets. Numbered points 1-5 indicate specific locations of interest.

	Existing	Proposed
Bike Infrastructure	Multi-use pathways, sidewalks and unpaved paths	Multi-use pathways
Design Considerations	1. Existing shared sidewalk 2. Multi-use pathway (construction planned for 2023)	- Opportunities to widen existing sidewalks to accommodate multi-use pathways - Opportunities for additional trees and landscaping - Opportunities to relocate streetlights and signal poles and remove abandoned tree wells
Parking & Loading	On-street parking on William Stephenson Way and Waterfront Drive, no on-street parking on Israel Asper Way	Potential impacts to on-street parking on William Stephenson Way and Waterfront Drive
Intersections & Connections	3. Limited connection options due to underpass 4. Pedestrian half-signal	5. Opportunities for enhanced bike and pedestrian crossings
Access to Destinations	Pathway access to The Forks, Exchange District and Esplanade Riel Pedestrian Bridge	Bike access provided to Downtown, access to The Forks, Exchange District, Esplanade Riel Pedestrian Bridge, Provencher Bridge and Waterfront Drive

Sticky Notes:

- Blue:** At least 10m wide. You need 10m to have a good path. (Green, yellow, and blue)
- Yellow:** How wide enough please? Make it clear! (that bikes share the path)
- Red:** The fire trucks disrupt the path too often.
- Green:** Bring back fire works.
- Pink:** This is a dark lane. It's at night. Bikes looking please!
- Orange:** Add separated lanes on multi-use, pedestrians like to walk right in the middle.
- Blue:** Add separated lanes on multi-use, pedestrians like to walk right in the middle.

Images:

- William Stephenson Way (looking west)
- Israel Asper Way at William Stephenson Way

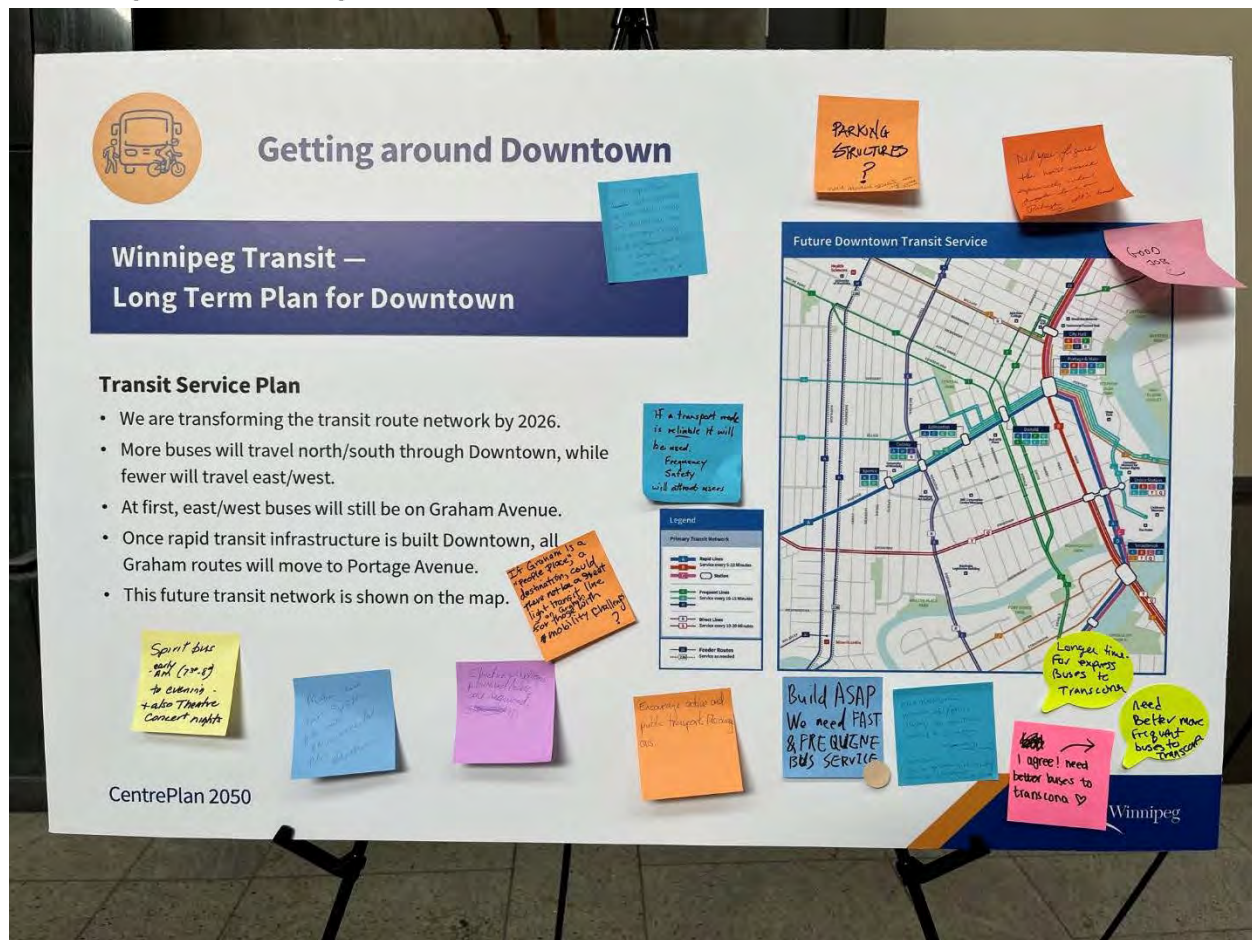
Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

Theme	Sticky notes
Support Active Transportation	- Narrow the road, add bike lanes, don't just add more concrete to prioritize "traffic flow" the speed and noise of the road is not conducive to the quality of the park or AT use - This will make things much more inviting! less car centered spaces
Traffic calming	Narrow the road, add bike lanes, don't just add more concrete to prioritize "traffic flow" the speed and noise of the road is not conducive to the quality of the park or AT use
Separate the modes	- Wide enough please. Make it clear! (that bikes share the path) - Peds and bikes need separated lanes – peds move differently than bikes. See grand round in Minn.

	• Add separated lanes on multi-use, pedestrian like to walk right in the middle. Specify pedestrian and bike area on multi-use path
Improve lighting	• This is a dark/dim place at night. Better lighting please!
Fireworks	• Bring back fireworks! • The fireworks disrupt the path too often.
Other	• At least please require cyclists to have and use bells (even Calgary and Winnipeg do)

Winnipeg Transit - Long Term Plan for Downtown



Sticky notes have been transcribed and categorized by theme below.

Note: Some sticky notes are duplicated if they represent multiple themes.

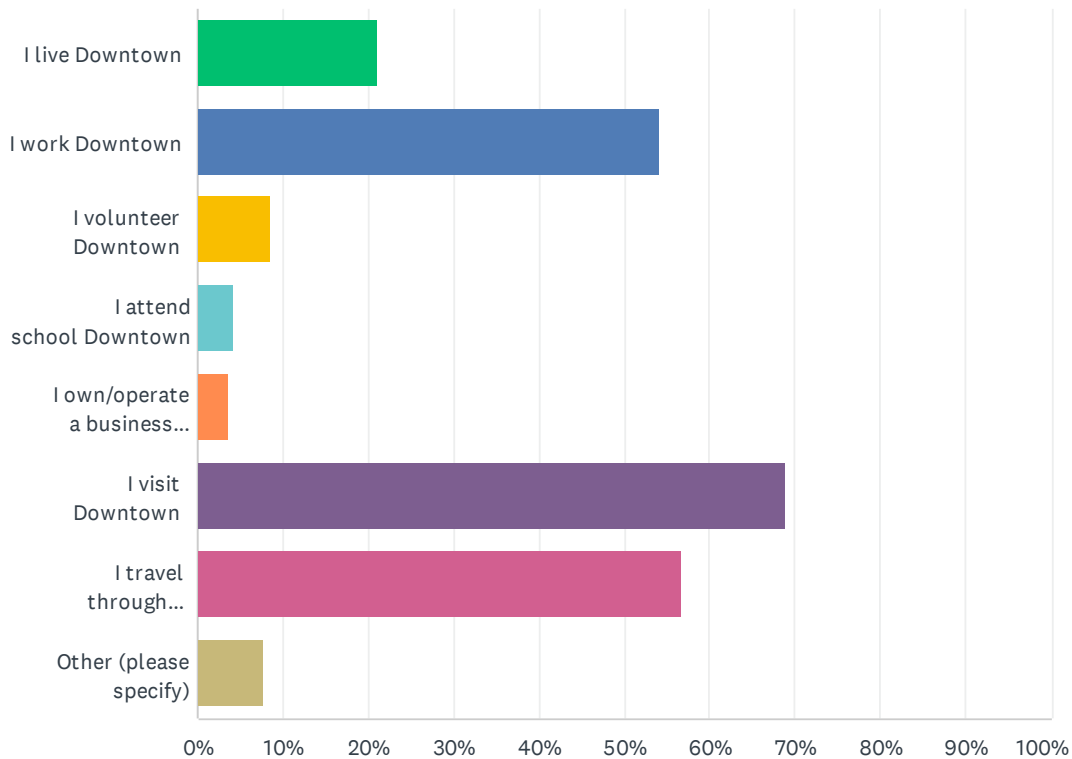
Theme	Sticky notes
Dedicated lanes	If the rapid transit doesn't operate on dedicated lanes with reduced car lanes on portage and main and with synchronized lights...then it wont work or be very 'rapid'
Climate-conscious bus service	- Electric and hydrogen powered buses are required. - Make sure bus system fits into environmental plan – electric
Frequent and reliable bus service	- Build asap we need fast and frequent bus service - Need better more frequent buses to transcona - I agree! Need better buses to Transcona - Longer time for express buses Transcona - Spirit bus early AM (730-830) to evening. Plus also theatre concert nights - If a transport mode is reliable it will be used. Frequency. Safety will attract users

	• Encourage active and public transport. Discourage cars • Need to stop sprawl, promote zbl/policy change to incentivize infill (eg. Secondary suites, no parking minimums) so transit can be operating efficiently without slow/infrequent service to burbs
High density neighbourhoods	• Need to stop sprawl, promote zbl/policy change to incentivize infill (eg. Secondary suites, no parking minimums) so transit can be operating efficiently without slow/infrequent service to burbs
People-friendly design	• If graham is a “people place” a destination, could there not be a street light transit line on graham for those with mobility challenges?
Buses to Transcona	• Need better more frequent buses to transcona • I agree! Need better buses to Transcona • Longer time for express buses Transcona
Other	• Parking structures? ◦ Need modal shift not just displacement • Good job • Did you figure the noise issue especially when people live on Portage its bad as it is

Appendix D.4 Survey results

Q1 What is your connection to Downtown? Select all that apply.

Answered: 697 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live Downtown	21.09%	147
I work Downtown	54.23%	378
I volunteer Downtown	8.61%	60
I attend school Downtown	4.30%	30
I own/operate a business Downtown	3.73%	26
I visit Downtown	68.87%	480
I travel through Downtown to get to where I am going	56.81%	396
Other (please specify)	7.75%	54
Total Respondents: 697		

#	OTHER (PLEASE SPECIFY)	DATE
1	used to work downtown	6/14/2023 12:10 PM
2	I bike around	6/13/2023 9:30 PM
3	I avoid downtown at all costs. I take a transit route that avoids downtown, even though it adds 30 minutes per trip to my commute.	6/13/2023 2:06 PM

CentrePlan 2050: Getting Around Downtown Survey

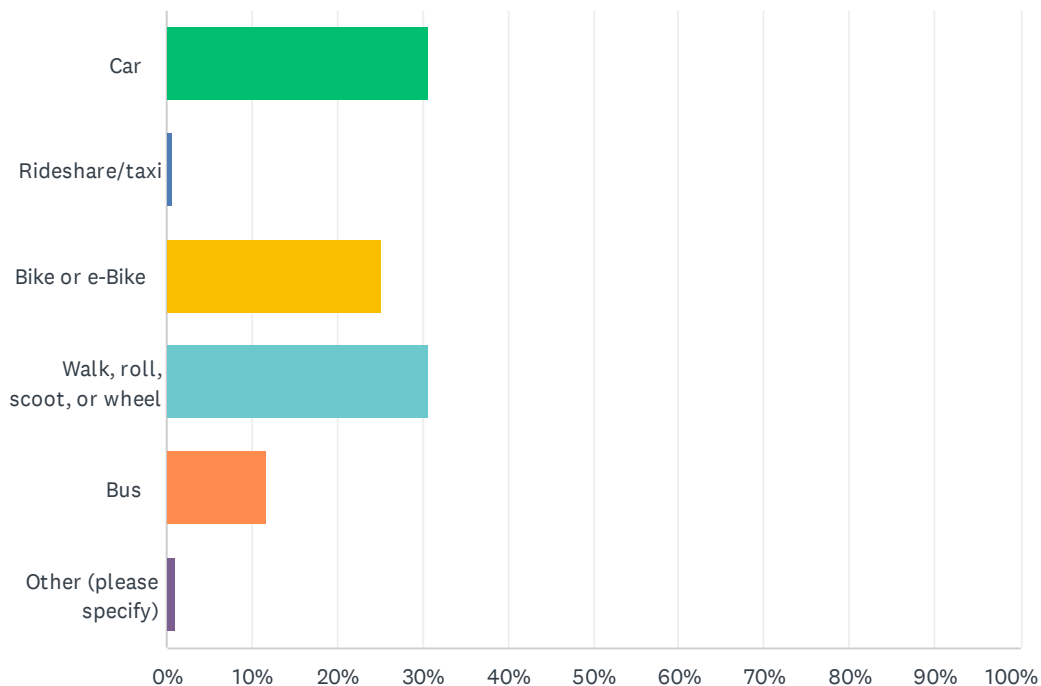
4	I used to live downtown	6/13/2023 9:25 AM
5	Attend extra curricular classes downtown	6/12/2023 12:50 PM
6	I live near downtown	6/5/2023 11:22 AM
7	I used to live downtown for 7 years	6/2/2023 8:54 AM
8	I shop downtown	6/1/2023 3:25 PM
9	Medical appointments	6/1/2023 11:14 AM
10	I live just outside the downtown area	6/1/2023 10:04 AM
11	Q	6/1/2023 9:53 AM
12	I live just north of the Downtown and travel to/through it daily.	6/1/2023 9:38 AM
13	I used to live downtown	5/28/2023 7:45 PM
14	I live in the Exchange District and visit downtown	5/28/2023 8:54 AM
15	Attend events downtown (festivals, arts & cultural activities, etc)	5/26/2023 9:38 AM
16	I regularly travel to and from Downtown to UofM	5/24/2023 10:54 PM
17	Girlfriend lives downtown	5/24/2023 8:50 PM
18	I walk everywhere I can downtown	5/24/2023 4:07 PM
19	Hi	5/21/2023 8:29 PM
20	Used to live downtown	5/20/2023 4:25 PM
21	I don't go downtown too dangerous	5/20/2023 11:36 AM
22	I live out of town in LaSalle, I lived 71 yr. In Winnipeg	5/18/2023 4:21 PM
23	Church	5/18/2023 5:08 AM
24	live adjacent to downtown in the West End	5/18/2023 4:28 AM
25	medical appts	5/17/2023 5:13 PM
26	I attend church downtown	5/17/2023 2:50 PM
27	Used to work downtown	5/17/2023 2:47 PM
28	I live near downtown	5/17/2023 2:02 PM
29	I live in a neighbourhood right next to downtown	5/16/2023 6:11 PM
30	Live adjacent to Downtown	5/16/2023 3:46 PM
31	Important part of our City	5/16/2023 12:03 PM
32	worked downtown for 40 years	5/16/2023 12:01 PM
33	I live in St. Boniface close to Downtown.	5/16/2023 11:35 AM
34	Use as outdoor toilet	5/16/2023 11:14 AM
35	I live near / next to downtown	5/15/2023 3:52 PM
36	My family members work, volunteer and go to school in downtown	5/15/2023 10:46 AM
37	Live beside downtown (Osborne Village)	5/15/2023 1:33 AM
38	I am a lifelong Winnipegger	5/13/2023 9:04 AM
39	I lived downtown	5/13/2023 1:00 AM
40	I have in the past gone to school downtown, and worked downtown, presently I live in an adjacent neighborhood.	5/12/2023 6:46 PM
41	I used to spend much more time downtown but it is now unsafe and there is not much to do.	5/12/2023 5:23 PM

CentrePlan 2050: Getting Around Downtown Survey

42	I attend special and cultural events	5/12/2023 1:22 PM
43	Live adjacent to downtown	5/12/2023 11:06 AM
44	I live close to Downtown	5/12/2023 11:05 AM
45	Passionate about the health of the downtown	5/12/2023 8:25 AM
46	I avoid downtown if I can.	5/12/2023 8:23 AM
47	I used to work downtown	5/12/2023 5:11 AM
48	I enjoy shopping at portage and the few other shops left downtown	5/12/2023 4:48 AM
49	I eat and shop and cycle downtown	5/11/2023 3:35 PM
50	I live right beside downtown and spend lots of time in it	5/11/2023 2:34 PM
51	I live next to downtown	5/11/2023 2:21 PM
52	Child attends daycare downtown	5/11/2023 2:03 PM
53	Work in the Exchange	5/11/2023 12:16 PM
54	I live in Winnipeg	5/11/2023 11:44 AM

Q2 When Downtown, how do you get around most often in warm weather months?

Answered: 697 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car	30.70%	214
Rideshare/taxi	0.57%	4
Bike or e-Bike	25.25%	176
Walk, roll, scoot, or wheel	30.70%	214
Bus	11.62%	81
Other (please specify)	1.15%	8
TOTAL		697

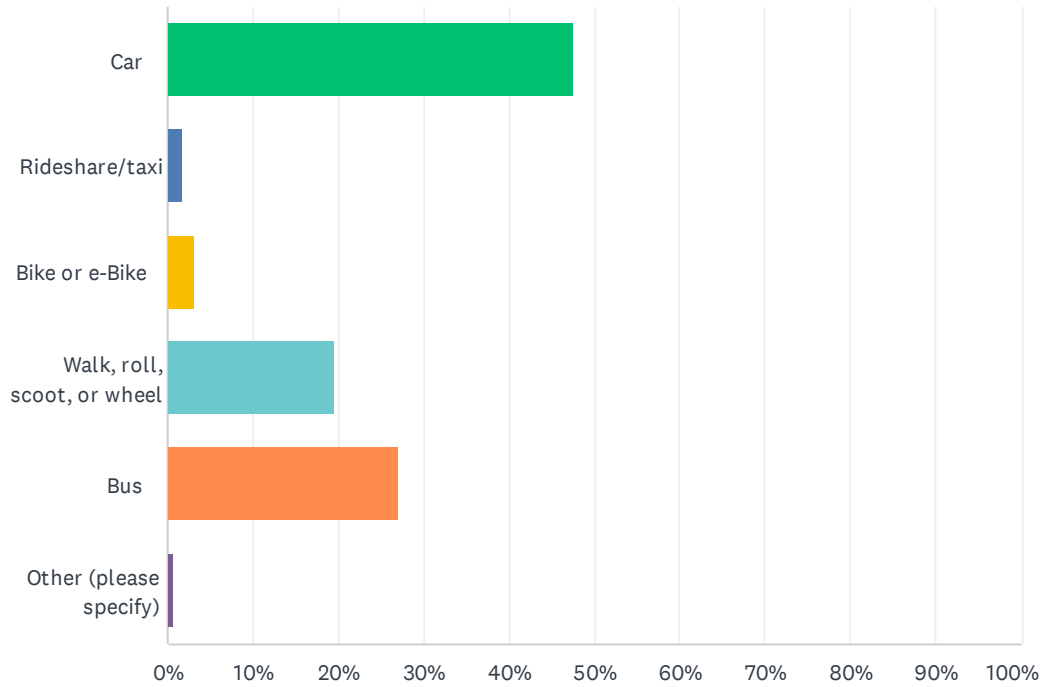
#	OTHER (PLEASE SPECIFY)	DATE
1	Run	5/28/2023 10:53 PM
2	Motorcycle	5/23/2023 12:49 PM
3	Rickshaw	5/16/2023 11:14 AM
4	I cycle and walk equally.	5/16/2023 9:14 AM
5	handicap tag for car	5/16/2023 8:38 AM
6	Walk	5/12/2023 5:27 PM
7	Bus, Car and some time walk	5/11/2023 7:33 PM

CentrePlan 2050: Getting Around Downtown Survey

8	50CC scooter	5/11/2023 12:16 PM
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Q3 When Downtown, how do you get around most often in cold weather months?

Answered: 697 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car	47.63%	332
Rideshare/taxi	1.72%	12
Bike or e-Bike	3.30%	23
Walk, roll, scoot, or wheel	19.66%	137
Bus	26.97%	188
Other (please specify)	0.72%	5
TOTAL		697

#	OTHER (PLEASE SPECIFY)	DATE
1	Run	5/28/2023 10:53 PM
2	Hi	5/18/2023 8:49 AM
3	I don't	5/16/2023 11:14 AM
4	Walk	5/12/2023 5:27 PM
5	Car coop	5/11/2023 10:49 PM

Q4 What is your favourite street to explore Downtown? What about the street makes it your favourite?

Answered: 551 Skipped: 146

#	RESPONSES	DATE
1	the forks	Jun 15 2023 10:01 AM
2	waterfront drive. there is continuous development and no surface parking lots on one side, with a well maintained park on the other side. traffic is two-way and moves slowly. this is a model for all other downtown streets!	Jun 15 2023 09:35 AM
3	Graham Avenue — there are still some shops and especially I love the Millennium Library. It's also a nice human-scale street, you're not dealing with loud rivers of traffic all the time.	Jun 15 2023 09:05 PM
4	Assiniboine Avenue. The trees, dog park, ice cream shop, fewer cars, and all the other people being there throughout the day make it feel more pleasant and safe to walk and bike on.	Jun 15 2023 07:48 PM
5	Portage Ave as this was the major route from the beginning to get to The Bay or Eatons by the Trolley electric busses or diesel of the time.	Jun 15 2023 06:44 AM
6	I like some of the streets in the exchange district, where the amount of car lanes is way smaller, where there is more room for pedestrians and there are shops and cafe's and restaurants at ground level, which prevents the street to become desolate, car dominated and harsh/ unfriendly	Jun 15 2023 04:41 PM
7	McDermot from Rorie to Princess. Narrow street, good size buildings, nearly continuous street wall, slow moving traffic.	Jun 15 2023 03:49 PM
8	Enjoy walking around the exchange district	Jun 14 2023 11:40 AM
9	Albert St. - historic buildings, trees, low traffic volume, great for taking photos!	Jun 14 2023 10:50 PM
10	Waterfront Drive	Jun 14 2023 09:57 PM
11	Albert Street. The restaurants, historical vibe, cultural area - many of which are now closed or moved (Mondragon, The Royal Albert, Ace art and Pluggin Gallery)...	Jun 14 2023 09:50 AM
12	None	Jun 14 2023 09:39 AM
13	Provencher and waterfront. The architecture of the buildings and bridge are interesting. It usually has a lot of pedestrian traffic and feels pretty safe. The greenspace of the Forks and riverbanks are pleasant.	Jun 14 2023 09:36 AM
14	I don't have a favourite street to explore downtown. My favourite streets for walking are Assiniboine and Broadway Avenues.	Jun 14 2023 09:26 PM
15	Market area. Interesting shops, restaurants	Jun 14 2023 07:39 AM
16	Bannatyne has some great businesses, patios, it's bike friendly, and has old market square where there are lots of cool events!	Jun 14 2023 02:10 PM
17	Exchange district	Jun 14 2023 01:46 PM
18	Anywhere that is near the exchange district because its cool.	Jun 13 2023 10:32 AM
19	Arthur Street Less traffic noise than most Some neat buildings Leads to Old Market Square	Jun 13 2023 10:28 AM
20	none. the question is irrelevant to getting around downtown. Also, question 5 is forcing me to choose an answer where there is no answer I want to choose.	Jun 13 2023 09:47 AM
21	None in particular, I'd say whatever's around the Museum and Exchange district.	Jun 13 2023 09:28 AM
22	The Forks	Jun 13 2023 09:25 AM
23	King St. and Princess. Historical buildings in the exchange that have been restored whilst maintaining the history.	Jun 13 2023 09:03 AM
24	King/Princess because of the restaurants/shops and the bike lane	Jun 13 2023 07:27 PM
25	McDermot and the area around Old Market Square.	Jun 13 2023 03:28 PM
26	NONE! I feel that all of downtown is simply an area where you might go if you want to get killed.	Jun 13 2023 02:06 PM

27	Bannatyne Street. I enjoy the architecture and the different types of businesses as well as the parks.	Jun 13 2023 01:09 PM
28	Currently, Broadway because of the trees & people watching. It used to be Graham with all the cool shops (they have closed & there's too much construction in the area to easily walk)	Jun 12 2023 12:50 PM
29	Albert Street north of McDermot. I love the little shops, the irregular grid pattern, and the view of Market Square.	Jun 12 2023 11:23 PM
30	McDermot and cross streets in West Exchange. So many great businesses and restaurants and Old Market square.	Jun 12 2023 10:30 AM
31	Hargrave / Donald	Jun 12 2023 10:20 AM
32	Exchange District	Jun 12 2023 10:10 AM
33	Anything in the exchange really, I like the atmosphere.	Jun 12 2023 10:09 AM
34	Old Market Square zone / area - so interesting to wander around and shop; lots of spaces to eat, grab a coffee etc; lot of people so I feel safer and more connected.	Jun 12 2023 09:53 AM
35	Skywalks	Jun 12 2023 09:29 AM
36	The Forks. Love the walkability and the car lite atmosphere	Jun 12 2023 08:58 AM
37	Exchange District	Jun 12 2023 07:55 AM
38	Albert St... Walkability, Human scale, Materials, nostalgia. (second is Assiniboine, b/c it just works well, and the variety of scale, bike path, trees)	Jun 12 2023 03:41 PM
39	King street	Jun 11 2023 10:47 AM
40	McDermot - lots of interesting restaurants, shops, and public space access	Jun 11 2023 10:21 PM
41	Market Street. The scale of the Exchange District is suited to pedestrians more than any other area.	Jun 11 2023 09:55 PM
42	Forks market road because the forks area is very walkable and there are a lot of shops and things to do.	Jun 11 2023 09:43 AM
43	Broadway east of the Leg. I feel safe walking down this street. Love the shade provided by trees. Sadly, many of the trees have been cut down lately.	Jun 11 2023 09:06 PM
44	Waterfront. Safe to bike	Jun 11 2023 08:44 PM
45	Albert because of the charm & low traffic.	Jun 11 2023 08:40 PM
46	Broadway; larges trees, many street level store fronts, and people living nearby	Jun 11 2023 08:36 PM
47	None. Not safe	Jun 11 2023 07:34 AM
48	South Portage - Hargrave. Best access to retail/multi-purpose spaces. Exchange District - King/Princess. Best Access to retail/multi-purpose spaces.	Jun 10 2023 04:35 PM
49	Main Street	Jun 09 2023 08:46 AM
50	none because it is not safe and there is nothing there I want to see or find.	Jun 08 2023 06:01 PM
51	King St, and the Exchange District in general, for the distinctive period architecture.	Jun 08 2023 01:30 PM
52	Arthur and bannatyne. feels like a vibrant city there with art, restaurants, shops, the cube etc. it's the heart of the exchange.	Jun 07 2023 11:23 PM
53	none	Jun 07 2023 11:22 PM
54	Bannatyne. Restuarants, shops, pretty buildings, some trees.	Jun 07 2023 11:17 AM
55	McDermot- cool shops, restaurants and buildings.	Jun 07 2023 05:08 PM
56	I don't have a favourite street as it currently feels incredibly unsafe to be downtown.	Jun 07 2023 04:30 PM
57	Area around Old Market Square, because of the concentration of heritage buildings.	Jun 06 2023 11:18 PM
58	McDermot in the west Exchange, for the beautiful historic architecture	Jun 06 2023 09:25 AM
59	Albert. Heritage buildings. Cool shops. Pedestrian friendly	Jun 06 2023 07:48 PM
60	Assiniboine Ave. There is low car traffic, a nice tree canopy and a lot of residents walking/cycling up and down the street along with two parks and Fete.	Jun 06 2023 07:42 PM
61	Assiniboine Avenue and The River Walk as well as Waterfront Drive.	Jun 06 2023 05:20 PM
62	Unsure	Jun 06 2023 03:50 PM

63	Arthur + McDermot - there are lots of interesting shops. The tall dense buildings make it feel like you are in a canyon, and the curve in the street means that you feel a bit enclosed. Historic buildings are beautiful. This is the heart of the cultural area (in my opinion)	Jun 05 2023 11:22 AM
64	I have not explored downtown in detail.	Jun 05 2023 10:46 AM
65	Main portage	Jun 05 2023 10:33 AM
66	Portage	Jun 05 2023 10:32 AM
67	Portage Ave as it's the Main Street leading to downtown	Jun 05 2023 09:32 PM
68	Assiniboine Avenue: connections, parks, bike lane, near the river.	Jun 05 2023 02:16 PM
69	Edmonton between Portage / Assiniboine -- love the scale of housing, amount of trees, and sprinkling of ground floor retail. Arthur between Bannatyne and Notre Dame -- historic buildings, variety of uses, OMS as anchor.	Jun 04 2023 11:23 AM
70	Bannatyne in the Exchange because of the dining and nightlife options.	Jun 04 2023 08:58 AM
71	Waterfront drive	Jun 04 2023 02:35 PM
72	Garry. The new protected bike lanes.	Jun 03 2023 08:16 PM
73	Assiniboine. The excellent bike path.	Jun 03 2023 04:05 PM
74	I appreciate that Portage Ave has stores and restaurants to visit, even though it is often hard to hear other people over the cars	Jun 02 2023 12:19 AM
75	Assiniboine. Protected bike lane, human scale design, and plenty of trees	Jun 02 2023 10:18 AM
76	Streets in the exchange. Beautiful buildings and little shops.	Jun 02 2023 08:54 AM
77	Broadway. The wide roads and the trees. Also the mix of residential with commercial buildings.	Jun 02 2023 02:49 PM
78	Broadway	Jun 01 2023 11:36 AM
79	ST MARY AVE	Jun 01 2023 11:14 AM
80	Broadway	Jun 01 2023 10:18 AM
81	I don't explore downtown. I don't have that luxury. It's not easily accessible for people with mobility issues. In fact it's a nightmare.	Jun 01 2023 10:04 AM
82	All in the exchange. The architecture is remarkable and unsurpassed in North America.	Jun 01 2023 09:58 AM
83	The forks. No cars.	Jun 01 2023 09:56 AM
84	Graham Street. It is typically where I access both the food court at City Place , Canada Life Center, and much of the buses.	Jun 01 2023 09:53 AM
85	Albert	Jun 01 2023 09:48 AM
86	Broadway. Less traffic, better businesses than Portage.	Jun 01 2023 09:47 AM
87	McDermot - interesting retail	Jun 01 2023 09:41 AM
88	Albert St. Love the architecture, the shops, and the bend. Very people-friendly.	Jun 01 2023 09:38 AM
89	Portage; I like how many pedestrians there are, which makes me feel safe, and I like how many things there are to do along it, and how close it is to major cultural hubs on other streets like museums, the symphony, etc.	Jun 01 2023 09:37 AM
90	Anywhere with a bike lane 😊 and pedestrian friendly.	Jun 01 2023 09:00 PM
91	I don't explore downtown; I just go to my intended destination	Jun 01 2023 08:04 PM
92	Broadway. Graham Avenue.	Jun 01 2023 06:34 PM
93	The streets in the Exchange district. Interesting architecture and cool businesses.	Jun 01 2023 05:24 PM
94	I really like Graham, it feels incredibly walkable and it's away from the sounds of traffic. I also like to walk down assiniboine for the same reasons and the added bonus of greenspaces every couple blocks.	Jun 01 2023 03:58 PM
95	McDermot Avenue	Jun 01 2023 03:25 PM
96	Waterfront Drive	Jun 01 2023 03:08 PM
97	Albert and Arthur Quaint and human and unique	Jun 01 2023 02:50 PM
98	different streets in the Exchange District	Jun 01 2023 01:43 PM
99	The exchange!	Jun 01 2023 01:38 PM
100	Corydon	Jun 01 2023 01:31 PM
101	Waterfront Drive. Combination of green space (Steve Juba Park), residential, the ball park, restaurants and other businesses	May 31 2023 10:01 AM

102	through the pedestrian-only paths between the theatre and museum	May 30 2023 09:04 PM
103	The shops in the Exchange.	May 30 2023 05:14 PM
104	Exchange, Riverfront drive	May 30 2023 04:49 PM
105	Exchange, Riverfront	May 30 2023 03:10 PM
106	Waterfront Drive, access to the river	May 30 2023 01:56 PM
107	Albert Street. Lots of shops to look at, very walkable, very beautiful	May 29 2023 11:05 AM
108	Waterfront Drive and the surrounding streets. I like the juxtaposition of green space and architecture. It's also a safe thoroughfare for active users.	May 29 2023 10:33 AM
109	around Market square walkable, limited traffic, interesting places to visit	May 29 2023 08:30 PM
110	Portage Avenue (especially during the winter months when the Christmas lights are up). I feel a sense of nostalgia for Portage Avenue.	May 29 2023 04:18 PM
111	Waterfront Dr. It has the most green space and off-street urban trails.	May 29 2023 03:53 PM
112	i enjoy the history of The Exchange District.	May 29 2023 02:32 PM
113	King street. Good selection of businesses	May 28 2023 10:53 PM
114	I like exploring the exchange area. I find it more cozy and there is a bit less traffic and noise compared to routes like Portage Ave and Main St.	May 28 2023 09:42 PM
115	Assiniboine Ave. It's green, has an awesome bike lane, the dog park is fun, tennis court, good connection to The Forks.	May 28 2023 08:54 AM
116	East Exchange is the most interesting, in and around old market square.	May 28 2023 07:45 PM
117	Garry Street. Easy access.	May 27 2023 12:17 PM
118	Broadway. It's large and green with lots of buildings on it.	May 27 2023 09:45 AM
119	Graham Avenue because it is walkable and makes downtown feels lively. Also it is because it is one of its kind in Winnipeg which gives it a special place in my heart.	May 27 2023 04:11 PM
120	Graham. Easy access from bus and close to bars/patios	May 26 2023 12:20 AM
121	Broadway. Feel safest	May 26 2023 11:46 AM
122	None, they are all dirty and not safe.	May 26 2023 11:38 AM
123	King Street King's Head Pub	May 26 2023 11:27 AM
124	Carlton street because of true north square	May 26 2023 11:02 PM
125	Graham.	May 26 2023 10:35 AM
126	bannetyne	May 26 2023 09:42 PM
127	Albert Street. Cozy, shops & restaurants, beautiful architecture & murals. Often spot for arts & cultural events. Leads to gathering/green space (old market square).	May 26 2023 09:38 AM
128	Waterfront drive. Variety of green, entertainment, business, residential. Lots to see and hear from baseball stadium to train tracks to roundabouts to restaurants, etc...	May 26 2023 08:50 AM
129	the exchange	May 26 2023 08:41 AM
130	Donald. There's tons to do and see on that street -- the arena, restaurants, the only real grocery store	May 26 2023 07:29 PM

131	Any of the streets in the Exchange, especially Albert and McDermott, as well as Graham and Portage Ave. My favourite times are when these streets are bustling with people, which, sadly has diminished slowly over the years. I've worked and volunteered in downtown Winnipeg since I was 13 years old — more than 30 years ago — and throughout that time there have been a number of initiatives to bring people downtown and create a more vibrant downtown culture. Yet here we are. I humbly suggest that while it is vital to create reasons to come downtown, we will never truly accomplish this vision if we look at the downtown in isolation. What are we doing in other areas of the city that pulls people away from downtown? What about all the tax and building incentives in the suburbs that ultimately keep people from going downtown? Perhaps we should be looking at changing zoning in the downtown to incentivize more mixed-usage, creating connection points and hubs for transit that are more important and make more sense for a city that experiences 5 months of winter each year — hello, indoor stations and platforms for waiting — as well as better active transportation routes that connect amenities such as the Forks to the rest of downtown. There are a million best practices out there — and a number of exciting achievements in world-class cities from the pandemic period — that could serve as inspiration for thinking about our downtown, and the city as a whole, in new and exciting ways! Let's get some gumption, already!	May 26 2023 06:21 PM
132	Broadway. It is wide, lots of walking space, has a good variety of shops and connects two important neighbourhoods	May 26 2023 03:19 AM
133	Unfortunately, no one street is that good. Biggest problem with the city's activity hubs/nightlife is that they are all distanced from one another with no easy way to get to each unless you bike 15 minutes or drive/ride-share to it. For example, the Exchange district, Osborne, Downtown core, the Forks and Corydon. Most vibrant cities have a street or several that are known for nightlife and have several bars/pubs/restaurants all along the way which people can hop into and out of while exploring the street.	May 25 2023 11:49 PM
134	Portage	May 25 2023 10:50 AM
135	Graham, it's quieter than Portage and has some interesting shops on it.	May 25 2023 10:08 PM
136	I love the exchange district for its shops, art and walkability	May 25 2023 09:15 AM
137	Hargrave. I	May 25 2023 08:40 PM
138	Albert St. Lots of restaurants and summer activities/event around the area	May 25 2023 08:36 PM
139	Any street in the West Exchange. We love the shops and restaurants.	May 25 2023 03:05 PM
140	Broadway	May 25 2023 01:31 PM
141	Bannatyne Ave. The cube, bars/restaurants, shops, and the general pedestrian feel.	May 25 2023 01:20 PM
142	Around the Legislative Building. Quiet, peaceful, nice walking paths, lots of green space, trees.	May 24 2023 12:09 PM
143	Albert. Seems European, walkable, not car-focused, quieter, treed, brick paving stones, close to park etc.	May 24 2023 11:28 AM
144	Forks	May 24 2023 10:54 PM
145	Bannatyne. The narrow street slows traffic, which is more pedestrian friendly. Lots of little shops and restaurants to explore. I feel safe.	May 24 2023 09:17 AM
146	Assiniboine Ave because it's well treed, has several parks, is beside the river, has a good separated bike lane, and is in the middle of several cool districts - namely the Forks, Osborne and True North entertainment area.	May 24 2023 08:50 PM
147	west broadway a lot of trees and walkable	May 24 2023 08:05 PM
148	I love The Exchange for its boutiques, restaurants, art galleries and fabulous architecture. It's not just one street, it's a collection of streets.	May 24 2023 04:07 PM
149	Albert street. lots of character and charm	May 24 2023 01:02 PM
150	Broadway - fewer homeless; more business oriented, street gets sunlight. places to eat	May 23 2023 12:39 PM
151	Carlton because it has true north square which is designed for people not cars	May 23 2023 12:22 PM
152	Assiniboine Ave., because of the shade and proximity to the water	May 23 2023 12:21 PM
153	the one i used to frequent most in the warmer months is Broadway. I liked walking up and down checking out the different food trucks and shops. There are lots of people around so it also feels more safe.	May 23 2023 12:19 PM

154	Albert St. The trees, shops and the vibe	May 23 2023 12:13 AM
155	The exchange	May 23 2023 11:01 PM
156	I spend most time around lily these days as I am mostly going to the MTC, Concert Hall, or Museum when I go downtown. I really like King in front of Old Market Square, what a cool little corner. There are lots of interesting activities in there throughout the year, and I used to spend lots of time around there.	May 23 2023 10:28 AM
157	Bannatyne. Walkable, nice mix of services.	May 23 2023 10:17 PM
158	Albert and King	May 23 2023 08:44 AM
159	Broadway. Most familiar with it	May 23 2023 08:36 PM
160	Albert and Arthur streets because they are beautiful, have that Exchange character, pavers on the streets, low traffic and could be made into pedestrian streets/open streets.	May 23 2023 08:07 AM
161	Graham Avenue. In the midst of both exciting new projects such as 300 Main and favourites like Bison Books, Graham feels like one of the more 'complete' streets in the city. It's just pleasant to walk around because of it being free from personal automobiles and the noise they emit, more spacious sidewalks, plenty of entertainment and food options.	May 23 2023 06:12 PM
162	Graham -it connects across many entertainment areas and has nice green spaces	May 23 2023 05:07 PM
163	Anything in the east exchange.	May 23 2023 04:40 PM
164	Main St. near the exchange district. Lots of businesses in well maintained historical facades. Easy to get to by bus or on foot. One of the only places in the city that feels properly developed.	May 23 2023 03:24 PM
165	Princess St. in The Exchange	May 23 2023 02:52 PM
166	Waterfront - so much to see and do.	May 23 2023 02:52 PM
167	Broadway. Food trucks, people watching.	May 23 2023 02:49 PM
168	Arthur, I love the shops and little restaurants.	May 23 2023 02:44 PM
169	Bannatyne. There are shops, there's a bike path and good sidewalks, the buildings are heritage and interesting to look at.	May 23 2023 02:34 PM
170	Broadway. Places to visit and sit outside during lunch	May 23 2023 02:34 PM
171	the exchange; broadway	May 23 2023 02:12 PM
172	Waterfront	May 23 2023 01:20 PM
173	there isn't one.	May 23 2023 01:06 PM
174	Forks, many restaurants and by the water. Can still enjoy it in colder months.	May 22 2023 12:48 PM
175	Assiniboine Avenue. It has a near-perfect level of residential density, low levels of car traffic, a protected bike lane, and a generous tree canopy. The only thing it is missing are more small shops or restaurants, and filling in some of the empty/underused lots near the Legislature.	May 22 2023 11:36 AM
176	King street or waterfront! I love being by the cube but I love the nature by waterfront!	May 22 2023 09:45 AM
177	McDermott. All the architecture around it, close to the exchange and amazing restaurants on the street! Also right off of main street, so good access to transit	May 22 2023 07:30 PM
178	Mcdermot/Albert. The history, the cobblestones on albert	May 22 2023 07:10 AM
179	Assiniboine. Lots of trees and parks. Quiet.	May 22 2023 02:33 PM
180	McDermot - good shopping/food	May 22 2023 01:09 PM
181	None	May 21 2023 12:25 PM
182	Waterfront - it's beautiful to walk in the summer months	May 21 2023 12:14 AM
183	Bannatyne Ave, it is a pretty looking area with old buildings.	May 21 2023 12:01 AM
184	the Exchange District So much to see and so.	May 21 2023 11:59 PM
185	Waterfront - easy bike/walking access, lots of restaurants, beautiful park	May 21 2023 11:36 AM
186	Waterfront Drive - the traffic is fairly calm, and there is a great mix of amenities and greenspace.	May 21 2023 10:59 AM
187	The Forks	May 21 2023 10:14 PM
188	I have none, it is too unsafe	May 21 2023 09:52 AM
189	The exchange district Albert/Arthur/McDermot/Bannatyne area. The history of the area intrigues me, I love the architecture and shops.	May 21 2023 09:35 AM

190	Albert. Lots of stores/restaurants	May 21 2023 08:29 PM
191	The exchange in general	May 21 2023 07:24 PM
192	I like Broadway and Assiniboine, Broadway because it's for lots of businesses and things to explore; Assiniboine because it feels park-like and safe	May 21 2023 07:08 PM
193	Assiniboine, as it is nicely tree-lined, has many parks, low motor vehicle traffic volumes, is near the river (and river walk), and has a bike route.	May 21 2023 05:11 AM
194	Exchange District	May 21 2023 03:32 PM
195	Assiniboine avenue. Great bike path, lots of green space, attracts a lot of people.	May 21 2023 01:41 PM
196	Exchange district, beautiful buildings, festivals, shopping, patios and restaurants, music	May 20 2023 12:49 PM
197	There are none, as there aren't enough close attractions to draw me there	May 20 2023 12:43 PM
198	Arthur/Albert as the Exchange has a lot of interesting shops	May 20 2023 12:26 PM
199	McDermot - heritage, shops, easy to get to on foot	May 20 2023 12:01 PM
200	Almost anywhere in the exchange! Especially near Tara Davis Studio/the park/Peasant Cookery	May 20 2023 11:49 AM
201	Princess has my fav restaurant and pubs so likely spend the most time there.	May 20 2023 11:46 AM
202	Waterfront	May 20 2023 11:40 AM
203	None there are no stores	May 20 2023 11:36 AM
204	Albert St	May 20 2023 11:35 AM
205	The area surrounding old market square! Tons of great local businesses, spaces for both visual and live art, and great people	May 20 2023 11:22 AM
206	Waterfront, walking path along the river and restaurants/coffee shops	May 20 2023 11:18 PM
207	Waterfront	May 20 2023 11:11 PM
208	Exchange area - food culture and vibrant	May 20 2023 11:09 AM
209	Old Market Square. The historic buildings, the bars and restaurants, though not enough of them.	May 20 2023 10:04 AM
210	I like the exchange district and the Broadway area. They both offer lots of restaurants and shops and are easy to walk around.	May 20 2023 07:25 AM
211	King Street. Beautiful buildings and good food.	May 20 2023 07:04 PM
212	Graham, has nice greenery	May 20 2023 06:29 PM
213	I love Broadway for the food trucks. I really like Graham for all that is available on it and how familiar I am to it.	May 20 2023 05:50 PM
214	King street	May 20 2023 05:36 PM
215	don't know the street but i love exploring the exchange district	May 20 2023 05:05 PM
216	Broadway. Trees, businesses, lights. But I wish there was more shops.	May 20 2023 04:56 PM
217	True North Square Area, access to great restaurants and shops as well as entertainment	May 20 2023 04:42 PM
218	Albert. Cool buildings, businesses and restaurants	May 20 2023 04:25 PM
219	King. The restaurants	May 20 2023 04:15 PM
220	Albert St.	May 20 2023 03:33 PM
221	McDermot - art and culture businesses	May 20 2023 02:19 PM
222	Bannatyne. Lots of different shops to check out and food options	May 20 2023 02:15 PM
223	Exchange district area in general, entertainment and bars/restaurants in that area	May 20 2023 02:09 PM
224	Usually anywhere in the exchange or around the concert hall - lots of things to do within walking distance	May 20 2023 02:08 PM
225	King. Great bars, cinematheque etc.	May 20 2023 01:57 PM
226	Albert Street Narrow, cobblestone, great architecture, engaging storefronts Best street in the city!	May 19 2023 12:53 PM
227	Lily, John Hirsch, James Ave, Bannatyne, King - east & west exchange district	May 19 2023 11:23 AM
228	Graham Corridor - shops, developments	May 19 2023 11:01 AM
229	King and Princess. They get me across town.	May 19 2023 10:53 AM

230	Broadway. The greenery (trees, greenspaces).	May 19 2023 09:17 AM
231	Portage Ave, wide sidewalks, most accessible street, it's busy, most shops and cultural centres are along Portage Ave.	May 19 2023 08:44 AM
232	Donald Street	May 19 2023 03:41 PM
233	Portage	May 19 2023 01:48 PM
234	Albert Street. It has a beautiful tree canopy, connects to downtown from the Exchange. Takes you to the cube with many local shops, galleries and restaurants.	May 19 2023 01:29 PM
235	Graham ave. I like the coffee shops and destinations	May 18 2023 11:26 AM
236	Bannatyne Ave	May 18 2023 10:41 PM
237	Graham probably has the most shops on it	May 18 2023 09:01 AM
238	Exchange District streets - because of the beautiful buildings	May 18 2023 08:30 PM
239	Albert Street / surrounding area. It feels very active transport friendly and has a mix of shops: a bike shop, arts, and branching into culture at The Cube, a restaurant, and a pub.	May 18 2023 08:28 AM
240	Portage.	May 18 2023 07:50 PM
241	McDermot / old market square. Lively, local businesses, apartment buildings, community groups.	May 18 2023 06:41 AM
242	Albert st	May 18 2023 05:10 PM
243	Broadway. Trees.	May 18 2023 05:08 AM
244	King Street, the restaurants, bars and market square, lively atmosphere, patios, and the square and adjacent streets sense of community and destination	May 18 2023 04:28 AM
245	McDermot in the Exchange area	May 18 2023 04:21 PM
246	Bannatyne: restaurants, walkability, architecture, populated	May 18 2023 04:01 PM
247	There are many streets I used to enjoy but I no longer feel safe exploring anywhere due to the increased violence.	May 18 2023 03:38 PM
248	Portage- so much to see/do	May 18 2023 03:35 PM
249	N/A	May 18 2023 01:33 AM
250	I don't have one favourite street but those where heritage buildings have been restored / repurposed always appeal - e.g. Old Met theatre on Donald (now a restaurant).	May 18 2023 01:00 PM
251	Graham is the best of the bad. Our downtown is not a nice place, made that way by decades of poor decisions by the City.	May 17 2023 12:57 PM
252	Broadway - it's well shaded by trees; it's a very attractive street; it's relatively pedestrian-friendly and has a fairly good mix of restaurants and shops.	May 17 2023 11:52 AM
253	Albert st because of limited car traffic, attractive street scape, street level interest (stores, restaurants)	May 17 2023 11:35 AM
254	Waterfront- it is quiet, has beautiful parks and access to the river, is easy to get to and bikeable, and close to art galleries and shops.	May 17 2023 11:23 AM
255	Assiniboine. It is the best street downtown for active transport, it has access to several parks, it is well treed, is much quieter than most streets downtown, and the cycle path connects you to other dedicated (and safe) cycle paths that take you to other neighbourhoods.	May 17 2023 11:22 AM
256	Bannatyne, lots of going on!	May 17 2023 11:17 PM
257	Assiniboine? Some streets in the exchange. Assiniboine is nice because the air is cleaner, close to the river, more nature, not so dusty etc.	May 17 2023 10:39 PM
258	The exchange bc of the neat historical architecture and interesting little shops. I like to explore streets in the Exchange District because I enjoy the architecture and character of the neighbourhood.	May 17 2023 08:04 PM
259	All the streets of the Exchange District. This is an architectural and cultural heritage. Believe me, there is nothing else like it in all of Canada.	May 17 2023 07:27 PM
260	Corydon is my favourite because it feels very lively and much more human centered than many other streets. the street level restaurants and shops create a great atmosphere and the nice level of urban density makes it a great place for young people like me to live	May 17 2023 07:21 PM
261	Broadway and Sherbrooke, they connect the most relevant places for me. Sherbrook has bike lanes which is great	May 17 2023 06:30 PM
262	Assiniboine Ave because of its proximity to the river and the bike path.	May 17 2023 06:11 AM

263	I enjoy Graham Avenue and Saint Mary Avenue. I am blind and travel with a guy dog. I find those streets contain many businesses and places I'd like to visit. I like that our street crossings controlled with audio signals. I like that there is enough traffic to assist with navigating, but not too much to make it intimidating.	May 17 2023 05:50 PM
264	broadway/main area is very close to lots of restaurants and the forks. it's more walkable than portage but could use improvements on that front	May 17 2023 05:32 PM
265	none	May 17 2023 05:13 PM
266	Bannatyne/waterfront, some of my favourite places to go exist there.	May 17 2023 04:20 PM
267	Albert. The fact that it feels a bit removed from the heavy traffic - plus the beautiful architecture of the exchange district. Waterfront Drive. Nice road along the river.	May 17 2023 03:08 PM
268	Broadway Green boulevard with food trucks in summer; interesting restaurants in cold weather months	May 17 2023 02:54 PM
269	Assiniboine. It's quiet, on my way to work, and lacks the noise of Broadway.	May 17 2023 02:50 PM
270	I've spent a lot of time near the Forks, near the Legislature because of the Beer Can in the summer. trying out different restaurants downtown as well, so I'm walking around quite a bit.	May 17 2023 02:47 PM
271	King Street because it passes through exchange district, old market square and Chinese gardens.	May 17 2023 02:02 PM
272	Market it's pretty easy to walk nice patios.	May 17 2023 01:40 PM
273	Broadway Street, the boulevard in the middle is well designed. You can walk by Fort Garry hotel and via rail, the forks is very close.	May 17 2023 01:39 PM
274	Donald. Lots of restaurants, historic buildings nearby.	May 17 2023 01:03 PM
275	exchange area	May 16 2023 12:42 PM
276	Broadway or the MB Hydro summer market. Fresh produce & Food trucks.	May 16 2023 12:40 PM
277	Albert or Arthur, many shops, multiple ins and outs, historic architecture, walkable scale	May 16 2023 12:36 PM
278	Portage Avenue. Memories.	May 16 2023 12:32 PM
279	After living here my entire life exploring is at a minimum but I like the shops in the exchange (pre Covid) so maybe King Street and Bijour park	May 16 2023 12:31 PM
280	King St	May 16 2023 12:27 PM
281	I suppose cluster of streets in the Exchange (no favourite single street) - always something new to see here, and First Fridays have been a great way to make the space welcoming and open.	May 16 2023 12:26 PM
282	I go to the forks, ride along the river path in the exchange. I love all the trees and green spaces.	May 16 2023 12:23 PM
283	Exchange District, The Forks and True North Square	May 16 2023 12:13 PM
284	Bannatyne. I live here.	May 16 2023 12:08 AM
285	Bannatyne, lots of fun restaurant and entertainment places nearby	May 16 2023 12:05 PM
286	Graham	May 16 2023 12:03 PM
287	Portage Avenue	May 16 2023 12:03 PM
288	Portage Avenue, variety of destinations	May 16 2023 12:01 PM
289	Portage or broadway. Lots to see, small businesses and beautiful architecture.	May 16 2023 11:51 AM
290	Broadway, Bannatyne from the Echange to the River, Rory St. I love the architecture. It would be nice to have more retail and food places (not fancy, expensive ones- subways, burger joints, in the area. I used to love Graham and Vaughan area when the book stores and bridal shops and food delis were there.	May 16 2023 11:43 AM
291	Broadway. The trees, buildings, are nice.	May 16 2023 11:42 AM
292	Bannatyne	May 16 2023 11:41 AM
293	Assiniboine - for the protected bike trail	May 16 2023 11:35 AM
294	Portage Avenue. Wide sidewalks and when there was shopping the stores	May 16 2023 11:29 AM
295	Portage or Broadway for the foot/car traffic excitement etc	May 16 2023 11:26 AM
296	Logan. [REDACTED]	May 16 2023 11:14 AM
297	Graham	May 16 2023 11:06 AM

298	King, Princess and the exchange. There easy access for walking and biking, as well as outdoor spaces for events and meeting people.	May 16 2023 11:01 PM
299	None	May 16 2023 10:49 PM
300	Assiniboine Ave, a nice street with good bikelanes to get between West Broadway and the Forks, also a good access point for the river and river trail both in summer and winter.	May 16 2023 10:35 AM
301	Albert / Arthur. Few cars and many interesting buildings and businesses.	May 16 2023 10:29 AM
302	no preference	May 16 2023 10:25 AM
303	McDermott for the architechture and shopping	May 16 2023 10:23 AM
304	Albert street and Bannatyne in the Exchange. Lots of shops, eateries, art.	May 16 2023 10:22 AM
305	Assiniboine	May 16 2023 10:17 PM
306	I really like Kennedy Street. A few different shops, places to stop for a coffee or snack and access to needed services.	May 16 2023 10:15 AM
307	Waterfront Drive, with all the new activity, Stephen Juba Park, but I do enjoy walking through the Exchange district with all the heritage buildings.	May 16 2023 10:05 AM
308	I guess Portage, but, not really?	May 16 2023 09:55 AM
309	Assinaboine! Very few cars! Lots of trees! (Same is true for Waterfront)	May 16 2023 09:54 AM
310	Market Ave: Theatre and events	May 16 2023 09:46 AM
311	Portage Ave. It's safe because there are some people around and it hold a lot of memories from before it was transformed into an ugly eyesore Portage Place with all the ugly walkways. It is a good place to walk in the winter as the sidewalks are clear	May 16 2023 09:30 AM
312	Assiniboine - peaceful	May 16 2023 09:23 AM
313	McDermott. turn of the century buildings , small locally owned business, festivals.	May 16 2023 09:22 AM
314	Graham.	May 16 2023 09:21 PM
315	My favorite part of downtown is the Exchange District, close to the theatres and bars (market, banathyne, etc) and True North Square	May 16 2023 09:17 AM
316	No favourite I try to stay off main traffic streets due to the unpleasant noise and air pollution. Also hotter in the summer.	May 16 2023 09:14 AM
317	The Forks and the Waterfront. also the exchange district.	May 16 2023 09:10 AM
318	Broadway	May 16 2023 09:06 PM
319	Bannatyne Avenue. I live there, but most importantly, it connects the river to the city core, has interesting buildings, has some trees, is nice to bike on (except first part from Waterfront to Rory)..	May 16 2023 09:02 AM
320	Assiniboine Ave - It has active transport options, nice parks, and little vehicular traffic.	May 16 2023 08:52 AM
321	I like the Exchange because there are less cars and places to visit	May 16 2023 08:50 AM
322	Albert St. It has a variety of different stores and a more pedestrian friendly vibe.	May 16 2023 08:42 AM
323	I don't explore downtown because I find it scary. I go to work and come home and I try to get to my car in pairs.	May 16 2023 08:41 AM
324	the location of a destination, medical clinic and so on	May 16 2023 08:38 AM
325	Mcdermot. It is a street with bike lane and side walk. I feel safe enjoying downtown using that street.	May 16 2023 08:34 PM
326	McDermot shops and restaurants	May 16 2023 08:30 PM
327	I've never really thought of a favourite street... I like them each for different reasons...	May 16 2023 08:11 PM
328	Graham. Close to work.	May 16 2023 08:00 AM
329	I like Broadway because of the trees, cafes/restaurants, wider sidewalks, it is usually fairly busy so I feel safe, there are lots of cross walks.	May 16 2023 06:11 PM
330	Garry Street because the bicycle paths are protected from traffic. I really like the traffic light signal on Portage Avenue because cyclist have a green while cars turning left have a red light.	May 16 2023 06:00 PM
331	broadway, trees and the legislature	May 16 2023 05:38 PM
332	I dont explore due to safety concerns	May 16 2023 05:27 PM
333	Sargent - great restaurants Broadway - food trucks in summer, trees and the leg.	May 16 2023 04:48 PM
334	I don't really go downtown to "explore". I usually have a destination in mind.	May 16 2023 04:30 PM
335	Broadway. Wide sidewalks. Street vendors.	May 16 2023 04:26 PM

336	Assiniboine. I love the greenery on the street, visiting the dog park and the bike lane is great	May 16 2023 04:04 PM
337	Anywhere in the Exchange because of the architectural uniqueness and beauty. Let's say McDermot.	May 16 2023 03:55 AM
338	Waterfront- good walking trails	May 16 2023 03:46 PM
339	Broadway when the food trucks are out.	May 16 2023 03:23 PM
340	Broadway or Princess, both for the same reasons - ample areas of shade, places to sit, food trucks, active businesses facing the street	May 16 2023 02:59 PM
341	Winnipeg's downtown does not blend itself to exploring. There is not much of merit to draw the visitor to the area. Buildings are not noteworthy, streetscapes are undistinguished, street and sidewalks are dirty as bare the windows of buildings on the street.	May 16 2023 02:57 PM
342	Albert Street. Love the culture and vibe of the exchange.	May 16 2023 02:55 PM
343	Waterfront Drive - it has greenspace, art, restaurants and new development all the time	May 16 2023 02:34 PM
344	Don't explore downtown. Go for concerts at the Canada Life Center or Festivals like Fringe. I used to work downtown and have gone to Portage place but generally don't feel safe. Too many street people and aboriginal people looking shady. Nothing can be done to make it more attractive for me to go there.	May 16 2023 02:23 PM
345	Around Old Market Square and The Forks because the shops are different	May 16 2023 02:14 PM
346	Albert Street. Pedestrian scale.	May 16 2023 02:00 PM
347	I like trying to cross portage and main.	May 16 2023 01:49 PM
348	Broadway, lots of shops/restaurants and parks	May 16 2023 01:43 PM
349	Lombard. My favourite restaurants are there and I like going down into the concourse.	May 16 2023 01:37 PM
350	Broadway. The trees and variety of businesses.	May 15 2023 11:39 AM
351	Higgins	May 15 2023 11:38 AM
352	None currently, downtown is a hot mess and I am too scared of leaving the office for a walk - I am working hybrid but can't wait to get my full time WFH approved.	May 15 2023 11:24 AM
353	None	May 15 2023 11:18 AM
354	Exchange district - the only area downtown that still has storefronts and charm, and isn't completely overrun by speeding traffic.	May 15 2023 10:58 AM
355	Waterfront, nice view of river, get to walk through park	May 15 2023 10:54 AM
356	exchange area around albert street	May 15 2023 10:51 AM
357	Albert - texture, street edge, variety	May 15 2023 10:51 AM
358	Portage Avenue; proximity to my office	May 15 2023 10:46 AM
359	Arthur Street. Street oriented buildings, few parking lots, low/slow traffic.	May 15 2023 09:18 AM
360	Those all around the Forks, next to Ball Park, Wellington Financial, etc.. & those parks & 'river walk'... & the RiverWalk EXCEPT that it's been UNDER WATER, unpassable from late April/early May to end of June... sad... costly to repair, benches there/near Forks, are in DISGUSTING SHAPE along with several homeless camps, garbage, mattresses, strewn.. terrible! NO PRIDE or common sense re maintenance or use/access to River Walk! ?????? WHERE ARE OUR TAX \$'s going if NOT to keep Riverwalk & streets (see pot holes, garbage strewn from INCESSANT Dumpster Diving [REDACTED], sadly, never cleaned up, monitored, deterred, & WHY incessant repairs ONLY on Broadway & those sidewalks, & the tagging all along Forks, on Queensway (Dominion) Bridge/Main Street, etc? Seems like a lot of 'smoke screen/play-acting' that they GIVE A CRAP about the true embarrassing state of our Downtown & especially Tourist attractions! After the [REDACTED] horrific HARMS CAUSED, many of us TRUST NO-ONE in office, in Wpg, MB, & Federally! Shameful.... 'someone' is 'skimming off the top', IMO!	May 15 2023 08:57 PM
361	Assiniboine because of the trees and dense residential which makes it safer (always people there).	May 15 2023 06:37 PM

362	Broadway. It's wide, spacious, and not as noisy as Portage Avenue and Main Street when you get farther away from Main Street. It has a nice strip park down the middle.	May 15 2023 06:01 PM
	Portage Avenue and Main Street should be more like Broadway. The only improvement would be to make the sidewalks of Broadway greener.	
363	I'd say Bannatyne because of the restaurants, patios and businesses both on the street and adjacent to it on Albert, Arthur, King and Princess, etc.	May 15 2023 05:13 PM
364	arthur, albert, bannatyne and mcdermot... very walker friendly. beautiful neighbourhood. quiet and far away from loud streets.	May 15 2023 04:45 PM
365	Assiniboine is really nice, I like the bike paths for accessibility. Graham is nice too, and so is Smith Street in the Exchange.	May 15 2023 04:45 PM
366	Fort, Albert, Bannatyne, and McDermot - my routes within the exchange are full of places to go and are bike friendly.	May 15 2023 03:52 PM
367	Assiniboine ave. It's the greenest street downtown.	May 15 2023 03:33 AM
368	Graham between Vaughan & Smith cause it's the most diverse/animated street so fun to hang out on. Got just about everything I need to from barber, coffee shop, bar/restaurant, hang-out spots (ie: benches with shade), couple of my clothing shops. Oh, and it's easy to access from just about any side of downtown I'm coming from.	May 15 2023 01:33 AM
369	Graham used to be my favourite because of independent businesses that are now all gone.	May 14 2023 12:27 AM
370	There are several...no one stands out	May 14 2023 12:21 PM
371	Broadway. Buildings, retail stores, food trucks	May 14 2023 10:48 AM
372	Assiniboine Avenue! It has good tree cover and green space. It's very walkable. There are fewer cars than most streets.	May 14 2023 09:39 PM
373	Broadway. The treed boulevard and the scale of the buildings.	May 14 2023 08:22 AM
374	exchange district - bannatyne. like the buildings	May 14 2023 07:52 AM
375	King	May 14 2023 07:52 AM
376	Broadway. There is so much potential for Broadway and it's nice to walk down during non-rush hours.	May 14 2023 07:49 AM
377	right now, I don't have a favorite street as many businesses are boarded up.	May 14 2023 07:33 AM
378	Sargent Ave has potential. It's a human scale (2 to four story buildings) street with a nice walkable feel. Some nice restaurants. A walkable commercial strip, with relatively slow car traffic surrounded by residential buildings.	May 14 2023 07:13 AM
379	bannatyne + by the cube. Nice restaurants, stores.	May 14 2023 04:47 PM
380	Carlton Street. Although nominally wide, construction around the new Wawanesa building has reduced motor traffic to one lane. This has made for a much more pleasant walking and biking experience.	May 14 2023 01:40 PM
381	Portage avenue. I adore the historic importance of the road. The regal and beautiful buildings that line the road are a joy to walk by. I enjoy walking down the road, and thinking of how busy the sidewalks USED to be, back before Portage avenue was turned into a "stroad".	May 14 2023 01:40 PM
382	Old market Square area. Usually the events that happen at the cube is what attracts me.	May 13 2023 12:17 AM
383	I'm not entirely sure.	May 13 2023 12:13 AM
384	Any street in the exchange, I love the buildings and how there are unique locally owned businesses to browse. You can get local food, entertainment and retail all in one spot, it feel authentic.	May 13 2023 11:23 PM
385	Other than the Exchange, Broadway. Diversity of buildings, many of the buildings have green spaces and flowers in the summertime and are well maintained.	May 13 2023 11:01 AM
386	Bannatyne - resultants, shops	May 13 2023 10:58 AM
387	None of the choices in No 5 below reflect my needs or the needs of people who must travel by car. Is this a biased survey?	May 13 2023 10:24 PM
388	Broadway. Wide sidewalk with shops, very walkable.	May 13 2023 10:21 PM
389	Graham has lots of nice little shops and restaurants along it, inviting architecture, and during the day it feels relatively safe with a nice, open atmosphere	May 13 2023 09:45 AM

390	Tough question! I like exploring the streets in the Exchange, and also Broadway, but the traffic noise/speed/volume significantly takes away from the experience on Broadway.	May 13 2023 09:15 AM
	Also, I picked three responses for question 5, but I hope we can do ALL of these things!	
391	Streets in the exchange, they are dense and have shops, cafes and entertainment	May 13 2023 09:04 AM
392	All streets in the exchange. Low amounts of traffic, walkable, shops and restaurants, trees for shade	May 13 2023 08:19 AM
393	main, the flop houses, the junkies, the panhandlers, the drunks. its just winnipeg, baby	May 13 2023 08:17 PM
394	Princess, Historical buildings and interesting shops	May 13 2023 07:58 PM
395	Assiniboine - ties with Forks, dog park, ice cream at the new high rise. BUT the river walk is plagued with homeless, drugs, and human excrement. Not safe.	May 13 2023 07:31 PM
396	King street. Old market square, good shopping and food and entertainment.	May 13 2023 06:52 AM
397	Waterfront Drive. It has greenery and interesting architecture as well as a nice walking path	May 13 2023 06:37 PM
398	"Explore"? None. Why would I "explore"? I have things to do, and limited time in my life. Know where I'm going, then go. Good grief, do people not know the value of time? Hoo boy, and they in for a rude shock soon in their lives.	May 13 2023 06:01 PM
399	Assiniboine, big bike lane connected to west broadway	May 13 2023 05:17 PM
400	Assiniboine, quiet from lack of cars, greenery, bike path, lots of people	May 13 2023 04:17 PM
401	Broadway, the lights and leading to the Forks	May 13 2023 02:35 PM
402	I don't really have a favourite right now. There are a lot of empty storefronts.	May 13 2023 02:23 PM
403	King Street. I would consider this street to be synonymous with the "exchange district experience". There are so many great local businesses on this street and the adjacent streets! Furthermore, many events are hosted near this street in the summer months making it an iconic Winnipeg street. I have many fond memories of this street and its character buildings from an early age.	May 13 2023 01:50 AM
404	Albert street because it has small locally owned shops, historic buildings, lots of trees, slow moving traffic, and wide sidewalks.	May 13 2023 01:44 PM
405	Assiniboine Ave is one of my favorites. I lived right next to it and loved the tree canopy, protected cycling lane, access to parks, and the parks themselves. That being said I also love the streets in the Exchange for its walkability, shops, and public spaces.	May 13 2023 01:00 AM
406	To explore? I don't have one for downtown. My favourite is Osborne due to its diversity	May 12 2023 12:39 AM
407	assiniboine, lots of parks, bicycle access, residential, people walking dogs, etc.	May 12 2023 12:32 PM
408	None - get to destination and avoid the rest is the only good part Unfortunately it is a necessary Commuter route that is being compromised to detriment of all city users.	May 12 2023 12:27 PM
409	Waterfront Drive. It's pedestrian friendly, good street frontage, nice density, lots of restaurants, and by the river.	May 12 2023 12:16 PM
410	Assiniboine, because of parks, birds, river access, dogs and excellent coffee/ice cream. Waterfront for similar reasons and Princess/King because of arts, heritage buildings and restaurants.	May 12 2023 12:02 PM
411	The exchange district because of the liveliness during summer months and lower levels of traffic during festivals due to street closures	May 12 2023 12:01 PM
412	Exchange district generally. Heritage buildings, one-way streets for cars, restaurants and relaxation spaces	May 12 2023 11:34 AM
413	McDermont Ave. So many good businesses.	May 12 2023 11:33 PM
414	none	May 12 2023 11:21 PM
415	Bannatyne and Waterfront; architecture and park	May 12 2023 11:10 PM
416	King Street. I like the old market square park, RRC campus, Kings head and other restaurants, Fringe and other outdoor events.	May 12 2023 11:10 PM

417	Not one in particular, but the streets between Assiniboine and Broadway. There's a beautiful combination of historic buildings, different designs for multi-family buildings and even some mixed-use buildings with commercial units. It feels like a snapshot of the potential for downtown with soft density, lower amounts of cars, lots of folks walking/rolling for transportation.	May 12 2023 11:06 AM
418	Assiniboine Avenue. It's green, next to the river, great tree canopy, and very pedestrian/bike-focused. It's the best place to relax	May 12 2023 11:05 AM
419	Broadway, for food options and people watching	May 12 2023 10:56 AM
420	mcdermot for all the pretty buildings	May 12 2023 10:40 AM
421	Bannatyne. Slow traffic in the exchange makes it safe to walk, and lots of interesting shops	May 12 2023 10:07 AM
422	Broadway, for the trees and the view of the Leg, though, of course, some idiot has built a huge black box on the lawn in front of the Leg in typical cheap and nasty Winnipeg fashion,	May 12 2023 10:03 PM
423	Exchange district. Mcdermot or Bannatyne. Segregated bike lanes with a high density of shops, restaurants/cafe etc.	May 12 2023 09:47 AM
424	Bannatyne/McDermot due to the bike lanes	May 12 2023 09:39 AM
425	Broadway and West Broadway. The part of broadway is already a very nice street, however has potential to be a true destination. The street has excess capacity that can be allocated to cycling and bus lanes. The central median is an excellent candidate for place-making, with the opportunity to adjoin multiple blocks with low traffic (with level pedestrian crossings going east-west	May 12 2023 09:30 PM
426	Broadway - it is gorgeous when the trees are in full bloom and (this used to be the case) the food trucks made it a culinary destination to try out new things.	May 12 2023 09:26 AM
427	I don't have a favourite.	May 12 2023 09:24 AM
428	Assiniboine. I love the separated bike path, trees, low traffic volumes, access to destinations, and number of people walking and on bikes here. This is my most frequent route downtown by bike.	May 12 2023 09:03 AM
429	Broadway It is closest to where I live	May 12 2023 09:02 PM
430	Assiniboine - well treed, lots of people, limited car access, ice cream, the river, connects to interesting points (the Leg, Beer Can, Osborne Village, the Forks)	May 12 2023 08:57 AM
431	Broadway, the boulevard trees and food trucks	May 12 2023 08:43 PM
432	Albert St. in the Exchange District as it's narrow, buildings come right up to the sidewalk, there are trees, and you can actually hear birds singing. It also has more shade than Portage Ave and King/Princess.	May 12 2023 08:37 AM
433	Assiniboine. Less car traffic, more bike friendly, more trees, more people.	May 12 2023 08:25 AM
434	None. Would like a downtown I could go to as a destination.	May 12 2023 08:23 AM
435	My favourite place to walk is the river walkway to the Forks	May 12 2023 08:15 AM
436	The Exchange District, True North Square, and Broadway. Lots to do and see. Many festivals are held around these areas. Mostly pedestrian friendly	May 12 2023 08:14 PM
437	Assiniboine, it's quieter with way fewer cars. Less exhaust to have to breathe in	May 12 2023 08:11 AM
438	Albert Street - interesting shops and pedestrian friendly	May 12 2023 07:17 PM
439	Broadway	May 12 2023 07:10 PM
440	McDermot because of the restaurants, heritage building and feel/vibe, and shops.	May 12 2023 07:02 PM
441	The exchange is the only one that's actually pleasant, and it's not a coincidence that these buildings and streets predate the advent of the car as a primary mode of movement. They have narrow streets, slow traffic, and prioritize those on foot. the design and architecture of buildings is at human-scale, e.g. detailed, visually interesting on foot, and has many store fronts.	May 12 2023 06:46 PM
442	Portage, Broadway, and Graham, because they have actual businesses and shops that are appealing to visit.	May 12 2023 06:29 PM
443	Exchange district, river front drive, the forks	May 12 2023 06:27 PM
444	Portage	May 12 2023 05:52 PM
445	Portage ave.	May 12 2023 05:43 PM
446	None	May 12 2023 05:42 PM
447	Broadway	May 12 2023 05:42 AM

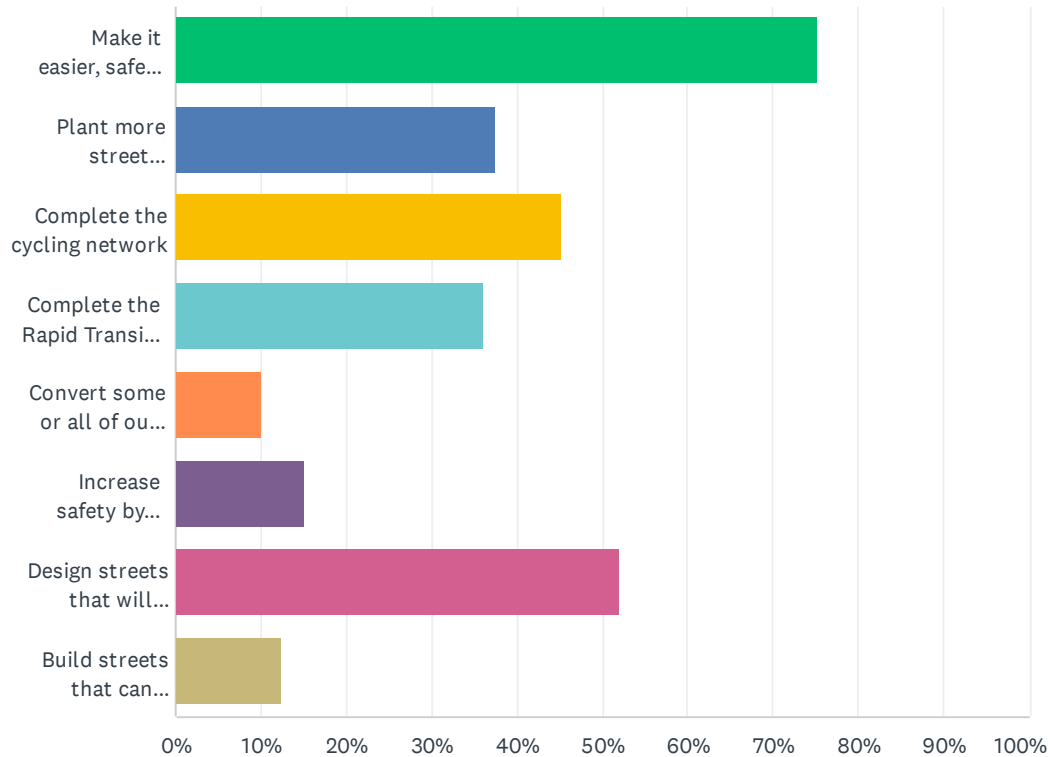
448	Main Street into the Exchange District. Streets in the Exchange area have a variety of retail and entertainment sites. Store fronts are colourful, with various architectural features.	May 12 2023 05:27 PM
449	Assiniboine - not so much traffic that it's loud/hard to carry a conversation but not so little traffic it feels unsafe. Connects Osborne with the Forks	May 12 2023 05:23 PM
450	Albert. Shops.	May 12 2023 05:23 PM
451	Albert, it's a snapshot of what our city could have been.	May 12 2023 05:11 AM
452	Albert Street in the Exchange because of the shops	May 12 2023 04:58 PM
453	I do not explore the streets downtown. I stay on portage or Main as much as possible or in the skywalks. The streets are windy and loud and not stroller friendly. They aren't even plowed half the time.	May 12 2023 04:48 AM
454	McDermot. It has a more intimate scale, interesting architecture, short blocks, many interesting businesses, very slow moving vehicle traffic.	May 12 2023 04:36 PM
455	-McDermot Ave -Waterfront Dr -Bannatyne Ave	May 12 2023 04:31 PM
456	Portage Avenue. It looks attractive, with tall buildings, plenty of pedestrians, night lighting and some shopping.	May 12 2023 03:45 PM
457	King St.	May 12 2023 03:20 AM
458	No favorite street, but I spend most of my time in the SHED or in the exchange. Most of the time I'm looking for interesting places to have a beer and take in a sporting event.	May 12 2023 03:00 PM
459	The exchange district, slow car speeds, pedestrian friendly... less one way roads, lots of trees	May 12 2023 02:54 PM
460	The exchange, both sides of Portage avenue.	May 12 2023 02:50 PM
461	Arthur/King/Albert - comparatively less traffic, little shops and restaurants, feels like a neighbourhood	May 12 2023 02:26 PM
462	I usually go to the area around Old Market Square or to the Forks. I like all of the things to do around Old Market Square (shopping, restaurants, bars, etc.) and I like how easy and beautiful the bike ride to the forks along the river is.	May 12 2023 02:03 PM
463	Arthur Street. It's cozy and inviting as a pedestrian	May 12 2023 01:56 PM
464	bannatyne -- it is human scale, pedestrian and cyclist friendly - shops, restaurants, movie theatre, art galleries	May 12 2023 01:44 PM
465	Graham, Portage, Main	May 12 2023 01:37 AM
466	Broadway due to its trees and access to the Leg. park like grounds	May 12 2023 01:22 PM
467	Graham	May 12 2023 01:15 PM
468	Broadway, like the big boulevard in the middle with trees and Hotel Fort Garry and the Legislature	May 12 2023 01:11 PM
469	Exchange, Market st	May 12 2023 01:04 AM
470	King St in the exchange - lots of cool retail, public area by the cube	May 11 2023 12:55 PM
471	Assiniboine. the trees and quiet from the traffic.	May 11 2023 12:16 PM
472	Arthur - feel of the streetscape, less traffic, businesses fronting	May 11 2023 11:39 AM
473	Albert Street. It's historical and a great vibe	May 11 2023 11:38 PM
474	Bannatyne - Old Market Square	May 11 2023 11:36 AM
475	Downtown is car infested. No streets are pleasant whatsoever with all the noise and pollution.	May 11 2023 11:35 PM
476	Exchange	May 11 2023 11:32 AM
477	Arthur	May 11 2023 11:26 PM
478	Exchange district. I also like the area around the legislative building (more trees, nice shops, looks pretty). Portage down to fairmont for the memories of running down after seeing a concert to meet the band.	May 11 2023 11:24 PM
479	Albert. I love the shops	May 11 2023 11:22 PM
480	garry street	May 11 2023 11:22 PM
481	Portage and Main	May 11 2023 11:03 PM
482	Assiniboine avenue is nice because it is quieter with less car traffic	May 11 2023 10:49 PM
483	King St, lots of things to see and do.	May 11 2023 10:44 PM

484	Not a specific street, but I love the exchange. I also walk down Assiniboine from my neighbourhood to the Forks. Great route!	May 11 2023 10:31 PM
485	There are no favourites. Downtown is a barren wasteland of offices.	May 11 2023 10:24 PM
486	Albert and McDermott. Architecture. Interesting shops and restaurants.	May 11 2023 10:03 PM
487	Waterfront. Mix of park space and some retail. Could be improved by expanding park and removing the roadway.	May 11 2023 10:03 PM
488	Broadway. Safe, busy, clean, green spaces.	May 11 2023 10:01 PM
489	Bannatyne as it has bike lanes, low vehicle volumes, and stores close to the sidewalk.	May 11 2023 09:53 AM
490	Assiniboine Ave. Quieter and has a protected bike lane	May 11 2023 09:49 PM
491	Albert Street. I love seeing the heritage buildings and the shops. It feels like your are exploring history when you walk through the Exchange District.	May 11 2023 09:45 PM
492	King.Into the usic	May 11 2023 09:45 PM
493	Albert, it has good shops	May 11 2023 09:38 PM
494	Any street in the exchange - love the buildings	May 11 2023 09:29 PM
495	None	May 11 2023 09:06 PM
496	Portage Ave. I work on Portage.	May 11 2023 08:52 PM
497	The exchange district - east and west....Albert/Arthur/McDermitt area...and little sidewalks on closed streets and lanes just North of Bannatyne in the East. Chicago style Architecture and streets with fewer cars/traffic	May 11 2023 08:40 PM
498	Waterfront. I like the vibrancy of the neighbourhood due to more residential and people living there. I like its proximity to the east exchange. I like the scale: less motor vehicle traffic and decent bike infrastructure.	May 11 2023 08:40 PM
499	Anyone	May 11 2023 08:40 PM
500	The exchange. People, shops and redtaurants, interesting architecture, arts and culture. Broadway, waterfont and Assiniboine are also nice for the tteed, walkways and.urban residential vibe.	May 11 2023 08:30 PM
501	I don't want to explore any downtown it's not safe	May 11 2023 08:17 PM
502	na	May 11 2023 07:57 PM
503	Any street in the exchange district due to the architecture and human scale.	May 11 2023 07:55 PM
504	Forks	May 11 2023 07:51 PM
505	Broadway. I used to live on Broadway, there are many shops to go to, and the Forks is at the end of it.	May 11 2023 07:33 PM
506	St. Mary	May 11 2023 07:33 PM
507	graham avenue. easy access to the hockey arena.	May 11 2023 07:12 PM
508	Exchange - interesting shops and sometimes not a lot of car traffic whizzing by	May 11 2023 07:04 PM
509	Albert Street. Great architecture and character, brick road, proximity to restaurants, shops, bars and a park.	May 11 2023 06:40 PM
510	Albert. Great architecture, shops and dining options.	May 11 2023 06:01 PM
511	King street. Cool old buildings	May 11 2023 05:55 PM
512	Broadway, I like the wider sidewalks and the physical separation of traffic lanes from the large Boulevard in the middle of the road. There are also lots of restaurants nearby.	May 11 2023 05:24 PM
513	Bannatyne/Arthur/Albert because there's actual things to do unlike more of the rest of downtown	May 11 2023 05:12 PM
514	Waterfront. Lots of nice restaurants and good scenery.	May 11 2023 05:11 PM
515	Albert and Arthur, beautiful heritage buildings, interesting and exciting restaurants and shops and ending at old Market Square.	May 11 2023 05:10 PM
516	I live downtown. Don't "explore" any particular street.	May 11 2023 05:01 PM
517	Bannatyne	May 11 2023 04:44 PM
518	If the Exchange counts, then the whole Exchange. If just downtown, then Graham Ave - somewhat sheltered from vehicles with amenities around	May 11 2023 04:33 PM
519	Assinaboine st. It's the most pedestrian/cyclist friendly street with plenty of people, minimal traffic, and beautiful greenery. It would brighten my mood when I was walking to/from work.	May 11 2023 04:26 PM
520	Albert has the most distinct feeling like it provides a gateway into the exchange district.	May 11 2023 04:24 PM
521	McDermot. I love the small business and festivals in the area	May 11 2023 04:23 PM
522	Main St and Portage, the building at 330 Main St makes it feel like Winnipeg is growing and not just a small city anymore.....	May 11 2023 04:20 PM

523	Exchange district	May 11 2023 04:15 PM
524	None of them. I'm too scared to walk down the streets.	May 11 2023 03:42 PM
525	Graham. Very pedestrian friendly. Lack of cars makes it very quiet and tranquil. Lots of potential for great small businesses	May 11 2023 03:35 PM
526	The exchange! Density and excellent walk ability.	May 11 2023 03:24 PM
527	The Forks	May 11 2023 03:01 PM
528	I do my best not to go unfamiliar places downtown due to safety concerns. The forks is safe for exploring and interesting. I would never go north of Portage alone.	May 11 2023 03:00 PM
529	Assiniboine Ave, very accessible for bikes	May 11 2023 02:48 PM
530	Portage, Broadway, Osborne. Sometimes the vibe is really good	May 11 2023 02:44 PM
531	I absolutely love James avenue and waterfront. The architecture, walkability, and vibe make it my favourite neighbourhood in the city.	May 11 2023 02:40 PM
532	Albert st. I like the exchange	May 11 2023 02:34 PM
533	Favourite is Bannatyne. Walk up shops, eclectic buildings.	May 11 2023 02:29 PM
534	James St, due to restaurants	May 11 2023 02:28 PM
535	our city unfortunately isn't great for exploring , you can walk blocks and blocks before finding a restaurant to sit down at.	May 11 2023 02:25 PM
536	Assiniboine is the nicest street with	May 11 2023 02:22 PM
537	Albert. Great buildings and shops, nice park	May 11 2023 02:21 PM
538	Any street in the exchange. This historical buildings and unique shops are always nice	May 11 2023 02:14 PM
539	The exchange district because of the architecture	May 11 2023 02:07 PM
540	Albert street. Architecture and shops. Waterfront is a close second.	May 11 2023 02:03 PM
541	Albert; pedestrian scale	May 11 2023 02:01 PM
542	Broadway	May 11 2023 02:00 PM
543	Graham Avenue - very few cars, lots of things to see and do.	May 11 2023 01:58 PM
544	King. Lots of heritage and shops for photography	May 11 2023 01:56 PM
545	Assiniboine, broadway, waterfront drive, exchange district because of their mature trees, patios, business and stores that are open, restaurants	May 11 2023 01:41 PM
546	Albert. Architecture and relatively few cars.	May 11 2023 01:35 PM
547	Streets in the exchange, because of the older architecture of buildings, cute shops, pretty streets, and it generally being less busy traffic-wise.	May 11 2023 01:35 PM
548	Albert St in the Exchange. I like how compact it is and the architecture. Assiniboine Avenue is also nice due to the trees and the river.	May 11 2023 01:22 PM
549	Exchange district - the buildings are beautiful and there are nice restaurants.	May 11 2023 01:20 PM
550	Portage - most public [REDACTED]	May 11 2023 01:03 PM
551	None currently.	May 11 2023 01:00 PM

Q5 What are the most important things the City should do to improve Downtown streets? Select your top three choices.

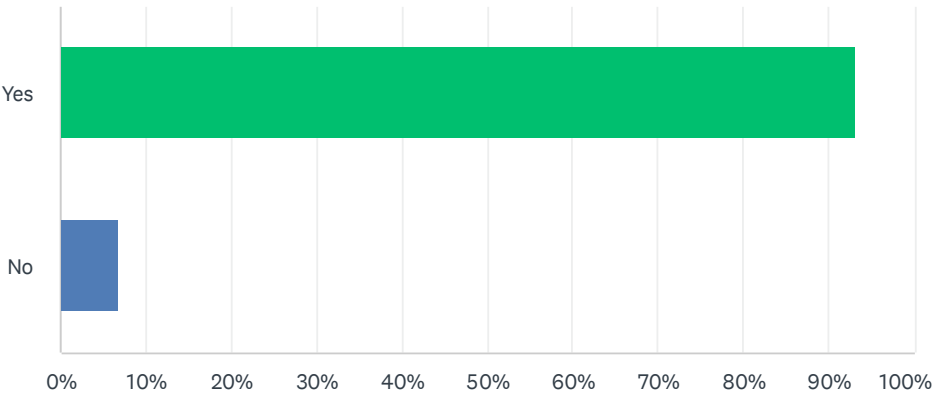
Answered: 697 Skipped: 0



ANSWER CHOICES	RESPONSES	
Make it easier, safer, and more comfortable to walk Downtown (e.g. maintenance/snow clearing, benches, pedestrian lighting)	75.18%	524
Plant more street trees/increase greenspace	37.59%	262
Complete the cycling network	45.19%	315
Complete the Rapid Transit network	36.01%	251
Convert some or all of our one-way streets to two-way streets	10.04%	70
Increase safety by reducing car speeds	15.06%	105
Design streets that will attract shops, restaurants, and patios	51.94%	362
Build streets that can accommodate events and festivals	12.34%	86
Total Respondents: 697		

Q6 Do you want to provide input about streets in our Downtown?

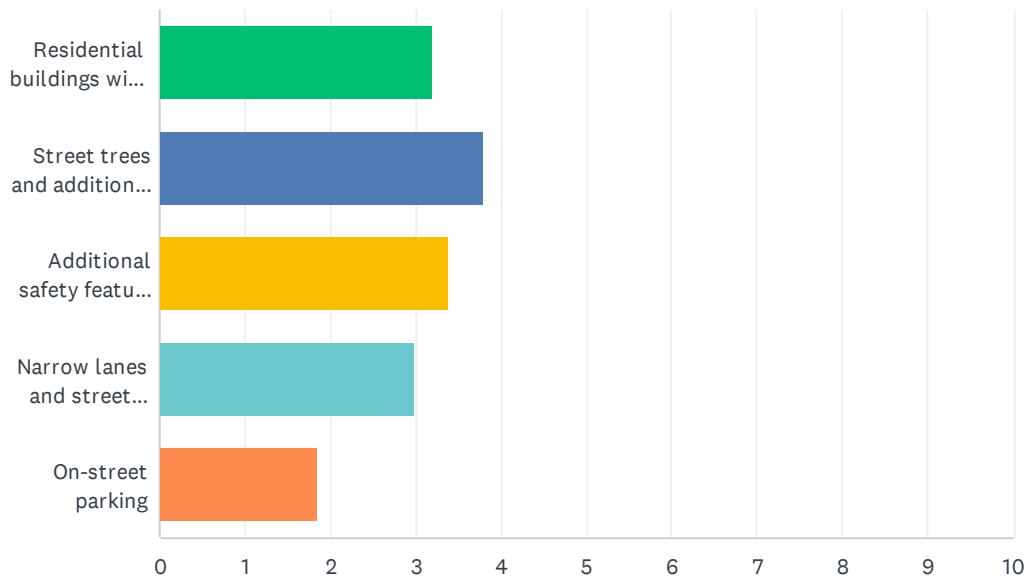
Answered: 694 Skipped: 3



ANSWER CHOICES	RESPONSES	
Yes	93.23%	647
No	6.77%	47
TOTAL		694

Q7 Ideally, neighbourhood streets have the following features. Rank the following features of neighbourhood streets in order of preference, 1 being most important to you, 5 being least important to you.

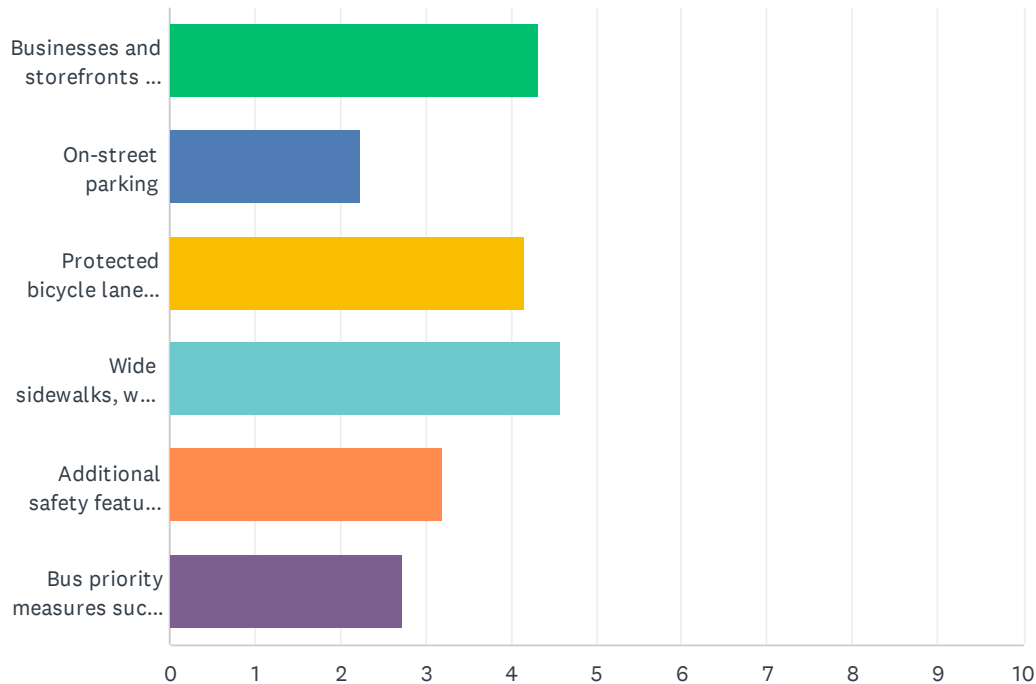
Answered: 590 Skipped: 107



	1	2	3	4	5	SKIP	TOTAL	SCORE
Residential buildings with frequent door entries and windows at street-level	23.22% 137	18.47% 109	18.98% 112	25.59% 151	10.17% 60	3.56% 21	590	3.20
Street trees and additional lighting to enhance safety	33.90% 200	26.44% 156	23.39% 138	14.24% 84	0.85% 5	1.19% 7	590	3.79
Additional safety features at intersections where pedestrians cross the street (e.g. shortening the distance that people have to cross)	17.12% 101	31.02% 183	26.10% 154	16.95% 100	5.59% 33	3.22% 19	590	3.38
Narrow lanes and street design that encourages safe travel speeds	18.14% 107	16.61% 98	19.83% 117	26.10% 154	14.58% 86	4.75% 28	590	2.98
On-street parking	7.12% 42	6.10% 36	9.83% 58	12.88% 76	57.63% 340	6.44% 38	590	1.85

Q8 Ideally, connector streets have the following features. Rank the following features of connector streets in order of preference, 1 being most important to you, 6 being least important to you.

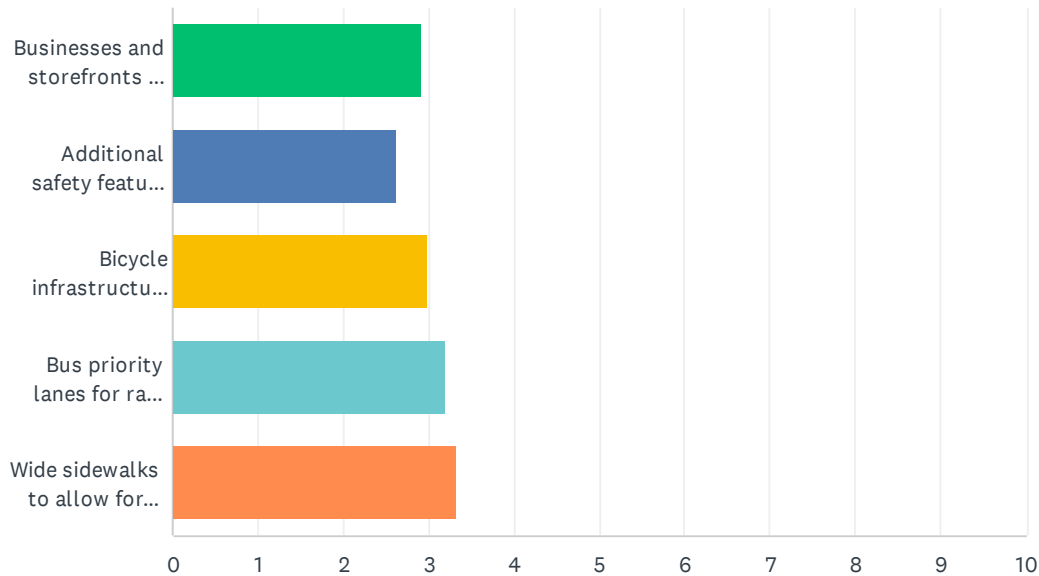
Answered: 590 Skipped: 107



	1	2	3	4	5	6	SKIP	TOTAL	SCORE
Businesses and storefronts at street-level, with commercial or residential activities on upper floors	32.37% 191	18.98% 112	16.95% 100	12.03% 71	13.90% 82	4.07% 24	1.69% 10	590	4.32
On-street parking	8.81% 52	5.76% 34	7.29% 43	7.63% 45	11.36% 67	52.88% 312	6.27% 37	590	2.23
Protected bicycle lanes for safe bicycle movement	27.12% 160	18.81% 111	18.81% 111	15.42% 91	10.00% 59	7.46% 44	2.37% 14	590	4.16
Wide sidewalks, when possible, to allow for greater pedestrian activity, outdoor dining, and streetscape furniture	22.03% 130	38.64% 228	21.02% 124	8.98% 53	6.78% 40	1.02% 6	1.53% 9	590	4.58
Additional safety features at intersections where pedestrians cross the street (e.g. shortening the distance that people have to cross)	5.93% 35	8.31% 49	22.37% 132	29.66% 175	24.07% 142	6.61% 39	3.05% 18	590	3.20
Bus priority measures such as advance signals or in-lane stops	3.39% 20	8.98% 53	12.20% 72	23.56% 139	30.00% 177	18.64% 110	3.22% 19	590	2.72

Q9 Ideally, corridor streets have the following features. Rank the following features of corridor streets in order of preference, 1 being most important to you, 5 being least important to you.

Answered: 590 Skipped: 107



	1	2	3	4	5	SKIP	TOTAL	SCORE
Businesses and storefronts at street-level, with commercial or residential activities on upper floors	25.25% 149	14.58% 86	12.71% 75	16.95% 100	27.29% 161	3.22% 19	590	2.93
Additional safety features at intersections where pedestrians cross the street (e.g. shortening the distance that people have to cross)	8.14% 48	15.93% 94	26.78% 158	24.92% 147	21.53% 127	2.71% 16	590	2.63
Bicycle infrastructure, either on-street or on adjacent parallel streets	20.00% 118	19.15% 113	20.17% 119	15.76% 93	22.03% 130	2.88% 17	590	2.99
Bus priority lanes for rapid bus movement	26.10% 154	19.32% 114	15.08% 89	21.86% 129	15.42% 91	2.20% 13	590	3.19
Wide sidewalks to allow for greater pedestrian activity, outdoor dining, and streetscape furniture	19.32% 114	29.15% 172	23.05% 136	17.46% 103	8.81% 52	2.20% 13	590	3.33

Q10 Is there anything else we should keep in mind when creating the proposed street types (neighbourhood, connector, corridor)?

Answered: 273 Skipped: 424

#	RESPONSES	DATE
1	the sketches show the neighbourhood street being one-way. this isn't great for neighbourhood connectivity and traffic speeds. consider two ways, especially with lower speed limits, instead.	Jun 15 2023 09:38 AM
2	The priority for most streets should be on the pedestrian and cycling street-level experience -- both for safety and aesthetics. Improved transit is also a must. Our current city design downtown prioritizes car parking and driving, the least efficient way of moving people around, and parked cars take up way too much space for the neighbourhood to thrive as a place people want to live in/spend time in. Improved bus and cycling infrastructure would give us so much space back.	Jun 15 2023 09:12 PM
3	Removing as many motor vehicle lanes as possible must be the goal to make downtown livable. There should be entirely car-free streets, speed reduction to 30kph, and street parking spots removed for use as dedicated transit lanes, bike lanes, and wider sidewalks with trees. Downtown should not be used as a through-route for motor vehicles.	Jun 15 2023 07:58 PM
4	Yes. Each of the street typologies is still car based. That should change. When making the city more walkable, the less room you need for cars. On street parking is a waste of space. The other thing that misses is the possibility to collect water and (temporarily) store it as surface water . These bassin when prpably designed will also function as valuable park like amenities. With the possibility to create more biodiversity and create a better micro climate. A percentage of the parking lot areal should be changed in to parks or micro forrests. to improve climate and biodiversity. First Nations might recognize themselves even more in a greener Winnipeg.	Jun 15 2023 04:56 PM
5	Yes, you should keep in mind that each type of street should have a speed limit that matches the intended purpose of the street. (i.e. a neighbourhood street should have a lower speed limit than a connector street, and a connector street should have a lower speed limit than a corridor street).	Jun 14 2023 12:30 PM
6	Keep an open mind to closing down certain streets permanently to motor vehicles. Open only to pedestrians and cyclist. Other cities have done so very successfully without much affect on traffic. Please consider a long term plan for Subway / Skytrain. No city can consider itself a Major city without Rail public transit.	Jun 14 2023 11:48 AM
7	Let's create a downtown where personal cars are the lowest priority.	Jun 14 2023 09:34 PM
8	while bike infrastructure is important, I think if it's on a corridor it needs to be fully protected lanes otherwise the bike network shouldn't include corridors at all for safety reasons.	Jun 14 2023 02:14 PM
9	All downtown streets should have businesses and storefronts at street-levels. It's not more or less important than any other facility. It's part of street definition, like paved surface. It may be discussed later - but in case, all parking should be structured below and or behind active store fronts.	Jun 14 2023 01:55 PM
10	Lower the speed limit downtown to 30kmh	Jun 13 2023 12:29 PM
11	Nope	Jun 13 2023 10:42 AM
12	Winnipeg roadways are designed that going through downtown is a must unless a fuel-inefficient route is taken. Streets should be designed to get vehicles to move in and out of downtown efficiently, then transit can move about with greater ease.	Jun 13 2023 09:50 AM
13	Whatever you do, don't stifle traffic in the name of whatever goals you have. Most people don't live downtown so if we can't get in and around there, we won't go.	Jun 13 2023 09:06 AM
14	Get rid of the drunks, panhandlers, and drugs. Then people might actually think about going downtown.	Jun 13 2023 02:09 PM

15	Neighbourhood streets should be designed for super slow moving speeds so that all people can feel safe riding their bicycles on the street. The 'Neighbourhood streets' picture is still too focused on cars for the uncoordinated, elderly, or children to feel safe riding bicycles down it. The problem with the picture is probably that there is parking on both sides of the street. Also, where are the corner stores? If people are going to live in a dense neighbourhood with very little parking, they'll want easy access to food and a pharmacy. If the closest store is over a kilometer away, people aren't going to want to live there, and many of the ones that do will want to own cars, which will increase congestion and be a design failure.	Jun 13 2023 01:50 PM
16	Trees.	Jun 13 2023 01:15 PM
17	I like the concept of wide sidewalks for people, but there are enormous, wide sidewalks on Portage outside of downtown and they are barren. I'd prefer to see packed, narrow bustling sidewalks to make things feel vibrant. There is no point in creating patios on a highway like Portage Avenue - who would want to sit next to the noise and smelly cars? Turn the Exchange into one big woonerf. Let the cars take Portage and stop cutting through the Exchange. If they want to cut through, they can slowly share the streets with pedestrians and cyclists.	Jun 12 2023 11:29 PM
18	Cycling, Pedestrian and bus infrastructure should take precedent. The corridor street looks like a nightmare to reach a bus; possibly need to cross 3 crosswalks. This is not great.	Jun 12 2023 10:35 AM
19	Maintenance! We are harsh city on our built environments - snow clearing, often a few times a day for accessibility to be maintained [strollers, devices with wheels, limited mobility] - be clear which mode of transportation is priority - bus, car, bike, wheels, feet. - and green spaces to absorb the smog and provide visual rest - Holly and hardy winter greens for the loooong snow months	Jun 12 2023 09:57 AM
20	Make a requirement for greenspace part of building code!	Jun 12 2023 09:33 AM
21	Create a place people actually want to walk, cycle, and meet. Not just a place people not living there drive through.	Jun 12 2023 09:01 AM
22	- Put bike infrastructure away from corridor streets (it already is, so keep going, but with *separated* lanes! Bike lanes on portage or main? Not needed. Run them parallel. Assiniboine is a great example.) - I love the narrow, tall residential units on busy, downtown streets (there are a few on Assiniboine right now). Please encourage this - they really work well in places like TO and Van.	Jun 12 2023 03:46 PM
23	Reduce car speeds, change zoning laws so there could be more density and more pedestrians on the streets making the streets feel safer for walking	Jun 11 2023 10:53 AM
24	Removing cars entirely from some blocks to create bigger pedestrianized spaces would be great	Jun 11 2023 10:28 PM
25	Centering pedestrians and then cyclists is so important. As a cyclist, I am often annoyed that my "safe" route is not efficient. If it will add 5 minutes to my ride or is not convenient to use a bike path, I will simply drive on the major route. Additionally, Winnipeg has often lumped cyclists and pedestrians on the same path (sidewalk on Donald near rapid transit). It is too narrow in most areas for everyone to be safe, and it doesn't start/end properly. Safe bike paths are also continuous and convenient!	Jun 11 2023 09:51 AM
26	Reduced speeds	Jun 11 2023 09:13 PM
27	It should be difficult for cars to use our streets. Big, heavy trucks that wreck our infrastructure should have to pay a toll on our roads and cycling & transit should be the easiest & fastest option	Jun 11 2023 08:44 PM
28	More mode shift, less parking	Jun 11 2023 08:39 PM
29	outdoor patio and gathering place should be in the back of buildings away from car and bus exhaust. Eating and drinking does not need to be spiced up with exhaust pollution. .	Jun 08 2023 06:10 PM
30	Please consider pedestrians and cyclists first along with future proofing for eventual train stations. you want a vibrant downtown? you need people who can easily get there, or who live there, and who can get home without driving.	Jun 07 2023 11:34 PM
31	We need a way to get heavy traffic off of portage and main streets.	Jun 06 2023 07:51 PM
32	Reduce car traffic and promote walking and cycling along with good public transit.	Jun 06 2023 07:47 PM

33	We need to discourage cyclists from riding on sidewalks. Very few have bells on their bikes nor bother to warn pedestrians when passing. Many speed on sidewalks.	Jun 06 2023 05:26 PM
34	Public art and streetscaping is important. I also value pocket parks with art installations and activities. We need to take a compassionate approach to visibly unhoused people but also not encourage encampments in bus shelters. Better services and supports that feel safer for unhoused people are crucial and need funding. This is key for a vibrant downtown.	Jun 05 2023 11:25 AM
35	Improve safety attending to the needs of the homeless	Jun 05 2023 10:35 AM
36	Main street and portage must remain closed to crosswalks for pedestrian safety and overall traffic flow. Designate high traffic flow streets like main.portage. Donald. Ellice. Notre dame. Fort. York. Provide more street parking and parking structures for hockey. Convention center. Trizac. Winnipeg square. Forks. Rrc. Concert hall areas.	Jun 04 2023 02:43 PM
37	Reopen Portage & Main to people	Jun 03 2023 08:21 PM
38	Reduce vehicle speeds to make streets safer for pedestrians and cyclists.	Jun 03 2023 04:09 PM
39	Snow removal and street cleaning. Design alone can't make it safe. Winter sidewalks can be dangerous. Bike lanes are also often dangerous in spring because of failure to clean debris and gravel.	Jun 02 2023 08:58 AM
40	This last area looks too congested, and would be concerned for pedestrian safety.	Jun 02 2023 02:54 PM
41	Make the downtown area, a NO PRIVATE vehicle zone. No privately owned, cars, trucks (except delivery, construction, and emergency services) allowed in the downtown area.	Jun 01 2023 11:40 AM
42	no	Jun 01 2023 11:19 AM
	If people can't drive to get downtown and park nobody is ever going downtown	
43	Stop with the useless bike lanes and your war against cars.	Jun 01 2023 10:34 AM
	Make it easier for a carload of people to come and park then people will start to come back downtown again.	
44	Protected bike lanes are extremely important to encourage more bike usage. Bike are good for the environment, good for personal health and reduce wear on streets by reducing car traffic.	Jun 01 2023 10:23 AM
45	If you build it, they will come. I.e., Increase accessibility for folks with physical disabilities, and suddenly a whole new demographic could live/visit/work downtown.	Jun 01 2023 10:11 AM
46	Public washrooms!	Jun 01 2023 10:02 AM
47	Increasing funding for bus service to the rest of Winnipeg is critical to this. You can make all the downtown corridor streets you want, but if there are no distributed routes feeding into downtown, then no one is coming in on those buses. I have to drive to downtown from where I live because there are no viable bus routes anywhere near my home.	Jun 01 2023 09:54 AM
48	As much as I love cycling, I think it is not worth spending money on bike infrastructure in Winnipeg, since very few people will use it for 10 months of the year. Unless the city is willing to commit to promptly clearing snow and ice from every bike route down to the pavement within a few hours of every snowfall, there's no point in wasting money and space building bike lanes. That space should instead be used to widen sidewalks, and the money should be used to enhance bus service.	Jun 01 2023 09:44 AM
49	To improve the downtown, traffic that is only passing through and not stopping in downtown should have an alternate route separate from downtown.	Jun 01 2023 08:13 PM
50	There is no need for bicycle paths. Under used in other areas of the city.	Jun 01 2023 06:38 PM
51	active transportation options should be prioritized	Jun 01 2023 01:46 PM
52	Anything that encourages fewer people to rely on cars to travel within the downtown.	May 31 2023 10:08 AM
53	bicycles should be able to go down any street regardless if it's a one-way	May 30 2023 09:06 PM
54	Always Always safety through environmental design. Lighting, open spaces with no hiding spots such as huge planters or other objects that block vision fields.	May 30 2023 05:18 PM
55	Natural infrastructure, permeable surfaces	May 30 2023 03:12 PM

56	Installing bioswales, where possible will hold back runoff and go a long way to greening downtown and creating habitat for much-needed pollinators.	May 29 2023 10:36 AM
57	GET RID OF SLIP LANES. THEY ARE MURDEROUS.	May 29 2023 08:32 PM
58	I really like in the last photo for corridor streets, that the bus lanes are in the middle and dedicated for buses. This would greatly improve our transit system and make it more attractive to use. On street parking is not something we should prioritize because it only encourages people to drive instead of walk, cycle or bus. Cars do not make our downtown more beautiful. Parking should ideally be under ground if possible.	May 28 2023 09:49 PM
59	There needs to be a higher priority of snow clearing on downtown sidewalks. It is important for accessibility.	May 28 2023 07:49 PM
60	Saint Mary Avenue renamed to a different name to avoid confusion between Saint Mary's Road.	May 27 2023 04:18 PM
61	Cyclists don't use the bike lanes or routes already provided so stop planning around people biking for only half the year	May 26 2023 12:28 AM
62	Secure bicycle lock-ups!	May 26 2023 10:42 AM
63	Consider things like snow clearing and waste/recycling mgmt	May 26 2023 08:55 AM
64	Personal safety is most important. Increase the cops on foot patrols.	May 26 2023 07:31 PM
65	Reduce parking. It is a MASSIVE WASTE OF SPACE. How much of it sits empty outside of office hours? If we are going to invest in surface parking, we need to consider what we do with these spaces in the off-hours. How can we create room for PEOPLE to move in the downtown outside of their personal vehicles? Free transit to the downtown? More rentals — how does Winnipeg still not have bixis or other public bike and scooter rentals? Look back to photos of downtown Winnipeg in the 40s, 50s and 60s — it was a DESTINATION and it was PEOPLE on the streets, not just individuals riding through in their vehicles. Mixed use buildings and streets are also crucial to this endeavour:	May 26 2023 06:27 PM
66	Free transit downtown. Encourage people to use transit downtown. Hop on and off as needed.	May 25 2023 10:16 PM
67	Keep travel in the downtown simple- ie don't make routes and bike lanes and transit lanes overly complicated so people and traffic get confused as to which lane they can go in or where they can turn or park or which roads they can travel on etc. (I see lots of people drive on the Transit only portion of Graham now which means signage needs to be improved) Something else to keep in mind is the upkeep of the streets. The City does a terrible job of keeping the roads in driveable condition and isn't great at snow clearing in the winter. Bike lanes are nice but are difficult to keep clear in the winter (there are people who ride their bikes year round so keeping the bike lanes clear is an issue).	May 25 2023 10:13 AM
68	I don't think Winnipeg will be able to maintain fancy infrastructure so I tend to think straightforward bus priority lanes and not interfering with traffic flow beyond traffic lights and cross walks are realistic and cost effective. I think wide sidewalks are easily maintained and that narrowed crosswalks are an invitation to chaos in this city. Ploughs will destroy oddly shaped curbs and bike lanes and the city really needs to focus more on simply paving a straight line properly and not ripping up the same street every summer.	May 24 2023 11:05 PM
69	All of this sounds great. Please dont let the suburbanites who travel through in their SUV's after going through the Tim Hortons Drive Through be the ones to decide what our downtown will look like.	May 24 2023 09:21 AM
70	Prioritize public transit over parking	May 23 2023 12:50 PM
71	better dedicated bike lanes from buses & cars, wider sidewalks for those catching a bus	May 23 2023 12:42 PM
72	Try to move away from accommodating mostly cars. Make transit the most convenient option to force people to transit.	May 23 2023 12:28 PM
73	Always design around people before cars.	May 23 2023 12:25 PM
74	Open Portage and main.. This can be done safely	May 23 2023 12:17 AM
75	Have enough security in ALL areas of downtown otherwise it doesn't matter what you do on Any street.	May 23 2023 11:06 PM

76	Cities are for people, especially people who live there. Design should be focused on people, not cars. People shouldn't be unsafe in any space, particularly where the city wants to have lots of people. Any space that prioritizes cars cannot be a space for people. Things like keeping Portage and Main closed to prioritize car traffic will mean that it can never truly be a space for people	May 23 2023 08:43 PM
77	Actually build more affordable mixed-use and can we get rid of the awful amounts of parking lots please thx.	May 23 2023 06:20 PM
78	Pedestrians should be able to cross at every intersection, including Portage & Main!	May 23 2023 03:51 PM
79	Winnipeggers desperately want walkable neighborhoods. Place essential businesses, restaurants and services on ground floors and residences above them.	May 23 2023 03:29 PM
80	Just open up Portage and Main first. This doesn't have to be so hard, as hundreds of experts have pointed out. Stop making the city's decisions all on the basis of car flow through downtown. Make a more pedestrian and bike-friendly city.	May 23 2023 02:55 PM
81	Be cautious in mixing modes of transportation on "corridor" streets. Cyclists (including myself) would be more comfortable and safer in protected bike lanes on "connector" streets, such as St Mary and York, than on "corridor" streets like Portage, but give ample access to cross between them.	May 22 2023 11:38 AM
82	Prioritize eco friendly transport. Walking and biking will help improve safety aspects of the area as well!	May 22 2023 09:49 AM
83	There should be an effort to reduce the number of intersections for cars, and an increase in modal filters. Drivers should be OK with not having the most direct route, but pedestrians and cyclists should always have the most direct routes available to them.	May 21 2023 11:05 AM
84	I wonder if the buses are necessary on all aspects of downtown. Should an area be closed to traffic?	May 21 2023 09:55 AM
85	Those curbs that were put in place as a pseudo-protected bike lane, and any other curbs that can get buried under snow are more of a hazard than they are a help. They should not be included in any plans, and should be removed.	May 21 2023 09:44 AM
86	Make the streets feel safer for pedestrians even at night	May 21 2023 08:33 PM
87	Should focus on mixes use with street level storefront like every other decent city's downtown.	May 21 2023 07:28 PM
88	Mixed use and walkable !!! This is always what we love when we visit other cities	May 21 2023 07:12 PM
89	Traffic speeds should be slow. Ideally 30kmh. More seating and bike parking should also become standard on all streets.	May 21 2023 05:17 AM
90	Prioritize pedestrian/bus/bike transportation/paths/designated roads over vehicle transportation.	May 21 2023 01:46 PM
91	Neighborhood the best	May 20 2023 12:52 PM
92	Broadway should be better utilized for pedestrians and bikes.	May 20 2023 12:04 PM
93	Please ignore what's good for cars when designing it so we can have a livable downtown with minimal cars.	May 20 2023 11:48 AM
94	Pedestrianised areas - Old Market Square for example.	May 20 2023 10:10 AM
95	I want more focus on transit and active transportation. Remember to plan for future ride sharing like Lime scooters and bicycles. The sidewalks should be wide so that the riders who arent using the bike lanes illegally (ive ridden them in DC, the bike lanes where a god send for riding these) still have a reduced chance of hurting anyone. Id also add just more greenery in the form of trees. NO MORE FLOWERS THEY ARE A WASTE OF MONEY THAT NEED TO BE REPLANTED. if your so obsessed with plants use bushes and shrubs that require less maintenance for god sakes.	May 20 2023 08:40 PM
96	Think that some of the one-way streets be closed to vehicle traffic completely, which would allow safe pedestrian and bike traffic. Some other one-way streets could then be made into two-way streets to accommodate vehicle traffic	May 20 2023 07:33 AM
97	Accessible curbs, ensure that they're large enough and level with the road for folks in wheelchairs	May 20 2023 06:31 PM
98	Green space is important	May 20 2023 02:18 PM
99	If no street parking, there has to be viable parking options close by	May 20 2023 02:11 PM

	If you plan for traffic and cars, traffic and cars is what you'll get. If you plan for people, people is what you'll get.	
100	Even for connector and corridor type downtown streets, the leading cities of the world are planning them for pedestrians, bikes and transit more than cars. In downtown Winnipeg, it feels like each E/W street is treated like a corridor, from Broadway to Ellice. If you want York + St Mary to be your corridors, do that, but having Portage & Broadway and Ellice feel like corridors has made them fairly hostile to pedestrians, cyclists and business.	May 19 2023 12:57 PM
101	Stop taking up all the extra lanes for bicycle lanes. Traffic does not flow well, cyclists don't abide by the rules of the road and there is also no parking due to these lanes.	May 19 2023 11:39 AM
102	Traffic flow is always an issue, congestion downtown has not changed really during rush hour periods	May 19 2023 11:09 AM
103	Garbage cans and public seating. Public washrooms.	May 19 2023 10:58 AM
104	Constructing more bridges in and out of downtown to prevent all vehicle traffic from bottlenecking at the few corridors in and out of downtown. Finding alternative routes for traffic to move through downtown	May 19 2023 08:51 AM
105	Accessibility, safety and less traffic	May 19 2023 01:52 PM
106	Quit wasting money on street pipedreams until the core issues that prevent more people from frequenting the downtown. i.e homelessness, drug addiction and mental health. Widening the sidewalks and putting in bicycle lanes are a total waste of my tax dollars. Never have so many, paid so much for so few!	May 19 2023 01:50 PM
107	Stop prioritizing cars!	May 19 2023 01:32 PM
108	Bike lanes need to be protected!!!!	May 18 2023 11:28 AM
109	Speed limits need to be lower everywhere downtown, either 30 km/h or 40 km/h depending on the street.	May 18 2023 10:43 PM
110	Prioritize active and public rapid transit over moving cars.	May 18 2023 09:07 AM
111	Build an LRT system like a normal progressive city! I would give up my car for this	May 18 2023 08:52 AM
112	Ensure to have plans on their maintenance. Put money less on construction but more on plans for maintaining them.	May 18 2023 07:55 PM
113	Lots of benches, water fountains, trash and recycling receptacles. Use of all-way pedestrian crossing lights (all cars stopped) to decrease risk of walkers being struck by turning cars. Lots of lighting especially doorways.	May 18 2023 05:20 AM

114	we should keep some one ways like Donald where the bridges are and turn Fort Street into a bus rapid transit street to move some buses off of main street. Some of the other streets should be made two ways. Such as York and St. Mary's. Kennedy and Edmonton should both be opened up at Portage place with the redevelopment and should be come major pedestrian and business, retail restaurant areas from Central Park to True North Square, Broadway and the Riverwalk, and Assniboine. Vaughn and Graham need more vehicle traffic and parking access. Need to complete the skywalk, so it goes in a full circle around downtown and connects to the University and Exchange district. Rapid transit stations through out down town would be good. Slowing traffic downtown is probably a good thing, but there needs to be efficient routes still in and out of downtown. Ottawa has some good examples like the Parkway's and Nicholas entrance from the Queensway. Although Ottawa has some terrible traffic features as well, such as the Queens Way being the only freeway and only being as wide as Portage Avenue. Friends say they like how easy the traffic is in Winnipeg compared to southern Ontario (Toronto) So we shouldn't complain too much. And focus on making downtown Winnipeg more liveable and inviting like Vancouver, Calgary, Ottawa, Washington D.C., New York, all have more inviting areas in their urban cores. Calgary is probably the best one to model after and most similar to Winnipeg. But Vancouver has a great harbour front, and Gas town would be something to emulate, and Byward Market in Ottawa. Calgary has some great neighbourhoods on the edge of downtown that are very vibrant and their pedestrian shopping district is great in the summer. By making a North South Pedestrian friendly corridor and connecting neighbourhoods and parts of our large downtown, while adding more varied housing, we can increase the vibrancy of the area, the safety. We also need to be more business friendly and make it cheaper and more convenient to operate downtown to bring back business. If people have good jobs and income, they can spend it downtown, and young people will come for the jobs and stay in our downtown. So attracting businesses that will pay employees well to our downtown and attracting new housing and parking developments to our downtown will allow people to choose to live there. Right now landowners are unsure about investing in our downtown because of the lack of safety. So investing more in policing and safety officers, and visible on the ground enforcement will improve the sense of safety and encourage people to locate there.	May 18 2023 04:53 AM
115	Pedestrian-only areas!! Build downtown for people, not cars!	May 18 2023 04:04 PM
116	Enforce bike lanes. Ticket offenders who park in them/stop in them.	May 18 2023 03:43 PM
117	These choices so far have not been realistic. We have traffic by necessity, and lower demand for recreational usage downtown do to safety concerns, Wider sidewalks for greater pedestrian activity, outdoor dining and streetscape furniture is simply silly. Address the problems, don't create more to meet a pre-determined path.	May 18 2023 03:41 PM
118	It seems unlikely a corridor street with transportation being the priority activity would be attractive to pedestrians / diners or residents so why consider residential space or wider sidewalks as a feature?	May 18 2023 01:18 PM
119	Separated bicycle infrastructure is absolutely vital. People will not use infrastructure that is not safe, and having bicycle and vehicle traffic mixed is never safe. Wider sidewalks with business entrances at streetside also go a long way to increasing vibrancy	May 17 2023 11:30 AM
120	Priority for bicycles (lights for them!) how traffic would work with bikes and bus stops (not crossing over bike paths as much as possible), trees to provide air purification, and please build expressways on TOP of existing corridors. Minimize emissions and idling and accidents and congestion. People get serious road rage on the way to/from work. Tons of roads get crammed with cars. Pedestrians and cyclists get "in the way", and downtown feels impossible to enjoy.	May 17 2023 10:48 PM
121	Hard to prioritize the elements, when they are all necessary and work best in concert. However, think New York, with many businesses integrated into buildings with apartments. Prioritize low-rise and mid-rise development along these streets. Protect at all cost the architectural heritage of existing buildings.	May 17 2023 07:33 PM

122	Downtown absolutely needs more of these types of streets. It is very frustrating seeing the slow pace of development in bike, pedestrian and transit infrastructure especially compared to cities like Vancouver, Montreal and Toronto. I currently don't feel like this city cares about people like me, who want to live in a lively, safe and accessible downtown area. These are the types of things that push skilled young people away from a city like Winnipeg.	May 17 2023 07:31 PM
123	Ideally you want a city that uses as little cars as possible, so better infrastructure for rapid transit, bikes, and pedestrians is key	May 17 2023 06:33 PM
124	People are immensely more important than the cars. Clogging downtown with cars and parking is not how to bring life to it. Encourage people to use their legs instead of pulling their transport pod right up to the door.	May 17 2023 06:15 AM
125	PARKING is most important. You want people to come downtown.... we need parking.	May 17 2023 05:17 PM
	A decision is going to have to be made - are we prioritizing to people who live downtown or people who come from the suburbs to attend events? One favours things for walkability, the other favours parking and more widening roads. We've already seen catering to people coming here for events just doesn't work.	
126	As for residences having windows on street level, crime is going to be a factor if people want to live in those units. We can't ignore very real situations when planning to improve things.	May 17 2023 02:59 PM
	PS Survey is wonky and is erasing answered questions. Had to put skip on some of these just to move forward.	
127	Keep climate resiliency and sustainability at the core of the plan	May 17 2023 02:59 PM
128	Whatever you do, make it safe enough for bikes to be on the road/in their designated lanes that they are NEVER on the sidewalk! Also: motorized vehicles such as scooters should never be on the sidewalk.	May 17 2023 02:54 PM
129	Winnipeg lacks dedicated pedestrian malls in the downtown area. Graham would be ideal for an east/west pedestrian mall. After this many years there is no need for cars to move back onto the street once buses are removed. A dedicated north/south pedestrian mall would also be needed to ideally connect the old market square/museum district with the Graham corridor and then The Forks to the south	May 17 2023 01:46 PM
130	The fewer cars downtown the better.	May 17 2023 01:02 PM
131	The "Corridor street" example shows (7) lanes (+1 bike lane) of traffic a pedestrian has to cross...is there no better option?	May 16 2023 12:35 PM
132	Keep it green no matter which street! Trees trees trees please!	May 16 2023 12:33 PM
133	Complete the pedestrian bridge crossing at McFadyen Park - Fort Rouge Park.	May 16 2023 12:18 PM
134	Garbage bins that are emptied frequently.	May 16 2023 12:12 AM
135	Make it safer to cross the road, there have been times where I've almost been hit by cars who don't stop when the pedestrian signal is on to cross the road. That should not be happening, people in cars do not look for pedestrians and I shouldn't feel unsafe crossing the road!	May 16 2023 12:06 PM
136	It seems the one feature that all of the above are trying to ignore is that whether you like it or not, higher level roads must accommodate fairly high traffic levels as often there are no other choices. While good traffic flow will not make downtown success, poor traffic flow can help make it unsuccessful.	May 16 2023 12:06 PM
137	Encourage retail and open more condo areas. Mom and pop grocery and niche stores all over in addition to shops for snacks, delis, cheap eats	May 16 2023 11:50 AM
138	Lighting. Lots of good lighting.	May 16 2023 11:39 AM
139	Safety is huge	May 16 2023 11:09 AM
140	All five of these options for corridors are extremely important for a vibrant well-functioning street. They should be prioritized above car lanes and street parking.	May 16 2023 10:40 AM
141	All bike lanes should be protected.	May 16 2023 10:39 AM
142	Secure bike storage	May 16 2023 10:27 AM
143	Accessibility is an important consideration that should affect all decisions	May 16 2023 10:27 AM
144	no design of downtown will work unless we reduce the use of personal vehicles. Active transport and public transit need to take first priority for downtown.	May 16 2023 10:19 PM
145	Raised crosswalks to slow cars down and add accessibility for pedestrians	May 16 2023 10:16 AM

146	Limiting access, neighborhood...easy to access, lower speed limits, connector...less access points, medium speed, corridor - limited access points - high speed.	May 16 2023 10:10 AM
147	Ensure that the traffic noise generated by the volume and speed of car traffic on a street is low enough that the pedestrian experience is very comfortable. Moving people by bus generates much less noise than moving the same number of people by car. Don't be afraid of lowering speeds on connector and corridor streets. Average travel speeds on these streets are well below 30 km/h during rush hour(s) anyway.	May 16 2023 10:03 AM
148	It's not just about bikes. Pedestrians are important and cars will remain critical for the foreseeable future	May 16 2023 09:49 AM
149	Trees and shade. Separate pedestrians and cyclists from each other as well as motorized traffic. Make the experience pleasant (liveable) for people on the street. Deprioritize motorized non essential private traffic. Clearly delineate/communicate where e-bikes, scooters etc that travel at high speeds should travel to ensure the safety of pedestrians.	May 16 2023 09:23 AM
150	Make sure you properly clear the sidewalks and bike lanes in the winter. I've fallen often due to clearing crews leaving ice on the surface	May 16 2023 09:20 AM
151	the downtown needs to be kept clean. Last year on mothers day we were in the exchange district along with many groups and it was disgusting. Garbage over flowing containers, garbage all over the streets, parks and walk ways. I haven't been back since.	May 16 2023 09:14 AM
152	Replace several surface lots with parkades, limit on street parking, make pedestrians/bikes/buses the priority.	May 16 2023 09:07 AM
153	For bike lanes, paint isn't infrastructure, especially in winter.	May 16 2023 08:54 AM
154	Need traffic flow! Downtown traffic already has SO many bottlenecks. If you make it friendly for walkers and bikers, please make it better for cars too!	May 16 2023 08:54 AM
155	Portage and Main needs to be open to pedestrians using a scramble like feature if you ever want to make downtown a destination	May 16 2023 08:52 AM
156	Reduce the amount of vehicle lanes and lower speeds. Treat downtown as a destination, not a thoroughfare.	May 16 2023 08:45 AM
157	Forbid vehicles from making turn on pedestrian light or red traffic light to ensure pedestrians safety is prioritized.	May 16 2023 08:42 PM
158	Hopefully no more one-lane vehicle routes that turn onto 3-4 lane routes...	May 16 2023 08:15 PM
159	Increase speed on corridor streets to help traffic flow and make sure traffic lights are synced better for less traffic jams.	May 16 2023 08:05 AM
160	stop prioritizing car traffic. this is the antithesis of a vibrant downtown	May 16 2023 07:52 PM
161	It is important to design these streets while considering the bigger picture, not just each street on an individual basis. All the streets need to connect well to ensure efficient and safe travel for pedestrians, bikes, and buses. So many of the bike lanes in Winnipeg end abruptly and don't connect you safely to where you are going. Same with pedestrian friendly streets - often to get places downtown I have to walk down deserted streets which is unsafe as a woman. Ideally, all streets downtown should be safe and vibrant.	May 16 2023 06:16 PM
162	I really love this plan. Also add protected bus lanes so vehicles turning left or right do not drive in the bus lane.	May 16 2023 06:10 PM
163	benches, public washrooms and increased transit buses must be done in conjunction with other road improvements	May 16 2023 05:43 PM
164	Crossing Portage Avenue walking times should be extended at least 10 more seconds for seniors and people with mobility issues to cross safely	May 16 2023 04:58 PM
165	We should have at least one pedestrian street in the city...	May 16 2023 03:58 AM
166	Enforce the law against cyclists on sidewalks. Make bike lanes consistent - right now it's a "mishmash" of designs, width and appearance.	May 16 2023 03:32 PM
167	Accessibility for wheelchairs including wintertime	May 16 2023 01:59 PM
168	I know that they prefer to reduce traffic but not everyone finds the bus handy or is able to walk far. We still need parking downtown.	May 16 2023 01:42 PM
169	Clear signs of what streets serve what purpose	May 16 2023 01:14 PM
170	Reduce crime, panhandlers, and garbage. Sweep the streets weekly.	May 15 2023 11:41 AM

	this survey doesn't address the elephant in the room - SAFETY, downtown is not a safe place and has not been for years. I have been threatened, yelled and attacked downtown and none of the changes above will address the elephant here.	
171	Increase police presence, remove homeless people from the parks, clean downtown up - otherwise all this money will be invested for nothing...why do all of this when you have literally people peeing and popping downtown? Would it be better to....reimagine downtown and split it up? why not have a downtown in Brigwater? a downtown in St Vital?...	May 15 2023 11:30 AM
172	Some very busy streets should not allow parking anytime! It disrupts the flow of traffic. Better to have it on side streets	May 15 2023 10:57 AM
173	The models all look great in the summer. Having multiple points where snow needs to be removed such as centre boulevards means there are actually more obstacles for pedestrians when it is not done. Sidewalk movement needs to be supported by heating technology in the pavement that can melt snow as it falls, which is used in other winter cities.	May 15 2023 10:54 AM
174	Garbage and cigarette disposal which are attractive & maintained so not searched through & dumped constantly. More bicycle parking is needed also.	May 15 2023 10:50 AM
175	Bus shelters that are safe so those using the bus can actually use them. Elevated platforms for bus stops were possible for increased safety similar to Vancouver and the skytrain. Limit who can be hanging around the shelters to the people that are actually using the service	May 15 2023 09:59 PM
176	Not removing lanes & parking to accommodate Cyclists re they ride what, 5-6 months, HALF the yr only! NOT a priority in our climate! Slower speeds, less stops/idling IF have store-front cafes, high human population/activities there. Suitable greenery, shrubs, plant boxes, etc. for ambience, attract outdoor cafe & 'fastish food' patio attendees. Reduced parking meter costs to entice visitors. Neighbourhood watch, etc to discourage panhandling, homeless, etc. or 'squatters'.. ESPECIALLY IN BUS SHELTERS, where homeless have been ALLOWED to 'set up a home' in for the last 3 yrs... sad, but VERY UNAPPEALING to the eye, visitors, locals, TAX PAYING CITIZENS !!! They need HELP & that's NOT LIVING IN BUS SHELTERS, on the RIVER WALK, under Downtown Bridges or under 'overhangs' or exterior corners of Bldgs... & NOT using private or public property (e.g. Riverwalk steps) as personal washroom... it STINKS of PEE (at many stairwells down to the River Walk). Do NONE OF OUR ELECTED OFFICIALS & Public Servants EVER enjoy these areas to NOTICE & REPORT & FIX THE PROBLEM!??? WHY NOT !!!??? And ENSURE this is ALL AFFORDABLE to ALL working/middle + classes, NOT JUST THE HIGH END WEALTH CITIZENS (like the Forks has become, no more Dancing under the Canopy, Sunday Salsa Nights (free), & prices like for 'special test beers' & food has been raised or cancelled, to DETER all but the UPPER CLASS ! WHY? GLOBALIST AGENDA to decimate the lower middle class? Sure SMELLS like it!	May 15 2023 09:08 PM
177	Always put pedestrians and pedestrian activities first. Make the sidewalks pleasant places to walk instead of just blank slabs beside the road. Help cyclists by keeping motor vehicles clear of them. Give public transit priority over private vehicles.	May 15 2023 06:09 PM
178	Nothing comes to mind	May 15 2023 04:51 PM
179	street art! community spaces within streets, designated streets for pedestrians and bikes ONLY. no car zones.	May 15 2023 04:48 PM
180	Plant more trees and flowers. Repair the broken sidewalks. Take care of what we have.	May 15 2023 03:37 AM
181	More pedestrianised areas like cities in Europe. Priorise bus takers - warm and safe shelters	May 14 2023 12:31 AM
182	Pedestrian safety	May 14 2023 12:26 PM
183	Prioritize pedestrians in all cases. Make this city more walkable.	May 14 2023 09:55 PM
184	Public washrooms	May 14 2023 07:55 AM
185	have enough time for people to cross the street, specifically those with mobility challenges	May 14 2023 07:36 AM
186	Would it to be possible to adapt this into a light rail in the future?	May 14 2023 04:50 PM
187	I don't really see why there need to be parking on Corridor streets like Portage. If push comes to shove, bus and other modes need priority.	May 14 2023 02:01 PM

188	Avoid combining street types. This oftenly creates a STROAD. Follow popular street models from cities like Amsterdam, Netherlands.	May 14 2023 01:49 PM
189	Protected bike lanes. Separate from car traffic.	May 13 2023 12:43 PM
190	Safety, well lit, no blind spots.	May 13 2023 12:20 AM
191	Corridor streets should have coordinated traffic lights, to allow more efficient traffic flow and reduced consumption of fossil fuels, which is increased by frequent stops.	May 13 2023 10:30 PM
192	Convert more stroads to streets, lower speed limit.	May 13 2023 10:27 PM
193	That all of these options are important and should be included in our streets.	May 13 2023 09:20 AM
194	Replace buses with streetcars, there is so much infrastructure devoted to cars in all these scenarios. We need to be focusing on removing cars from sections of the city not contunally accomodating them. As the famous quote goes " build it and they will come".. Build a street car system, work with New-Flyer or CN or CP or anyone to attempt to try something new. Winnipeg is at a cross-roads we can contiune with the same flawed logic the city has used for the past 60+ years or we can push for better. Street cars are the better and more responsible option, please consider them and stop forcing buses everywhere.	May 13 2023 09:19 AM
195	traffic flow, traffic flow, traffic flow, parking, parking parking	May 13 2023 08:20 PM
196	Good safe bike lanes	May 13 2023 07:05 AM
197	Connected and safe bicycle network that is functional year round	May 13 2023 06:39 PM
198	Traffic flow on corridor streets, whether advocates like it or not. In the end, Winnipeg is a prairie city, and has a very distinct prairie climate, replicated almost nowhere else (important, to avoid idiotic comparisons to certain "other" cities). It's incredibly freezing most of the year, and incredibly hot for another couple of months. Cars aren't going away - not now, not ever. Don't try to make me walk and bike in a miserable climatological zone, thank you very much.	May 13 2023 06:07 PM
199	Making better streets downtown is easier with easier car free access to downtown	May 13 2023 04:25 PM
200	Outdoor dining does not work with frequent bus traffic. Maybe once the buses are all electric that will be an option.	May 13 2023 02:29 PM
201	Building safe, pedestrian friendly streets that can still efficiently accommodate active transportation, transit and personal vehicles has been done successfully in many cities. Winnipeg is not unique, the city needs to focus on implementing successful methods to achieve safe streets and not unproven ones.	May 13 2023 01:56 AM
202	Provide street-level commercial with smaller spaces to encourage local small business, with provisions for patios and wider sidewalks. Thoughtfully designed lighting (not necessarily brighter) can create interest at night, as well as safety.	May 13 2023 01:51 PM
203	In all instances, snow clearing downtown should always be top notch given the density and need to move about freely.	May 13 2023 01:07 AM
204	All of these options ignore that downtime visitors are primarily commuters who care most for efficient and expedient drive through downtown avoiding delays and unnecessary stops. None of the options offered give any benefit to the vast majority of commuters who want to see improvements in the vehicle routes, especially in the 6 months of winter conditions. Need to provide and protect efficiency of primary routes that allow for vehicle traffic to move quickly without delays. Separately issue for events and commercial business is if there is no parking no one is coming to visit downtown, will stay in suburbs park for free and avoid the unnecessary safety and security issues that come with a visit to downtown. Ad to list option to provide additional parking at reasonable rates. This becomes a greater problem as more residential takes away from any capacity.	May 12 2023 12:36 PM
205	Think about storm water management, drainage, and the inclusion of facilities such as parklets or prairie grass planters. Also consider the lighting and traffic to be more human oriented and roads to be human scaled as well for best pedestrian experience. Please look at European city centres like Amsterdam for reference.	May 12 2023 12:24 PM
206	People need realistic expectations on how long it takes to cross downtown. Keep cars from speeding down lanes and through parking lots as attempted shortcuts. Encourage people to park and enjoy downtown. Bike theft is a huge deterrent to cycling downtown as are bus schedules and safety to transit.	May 12 2023 12:07 PM

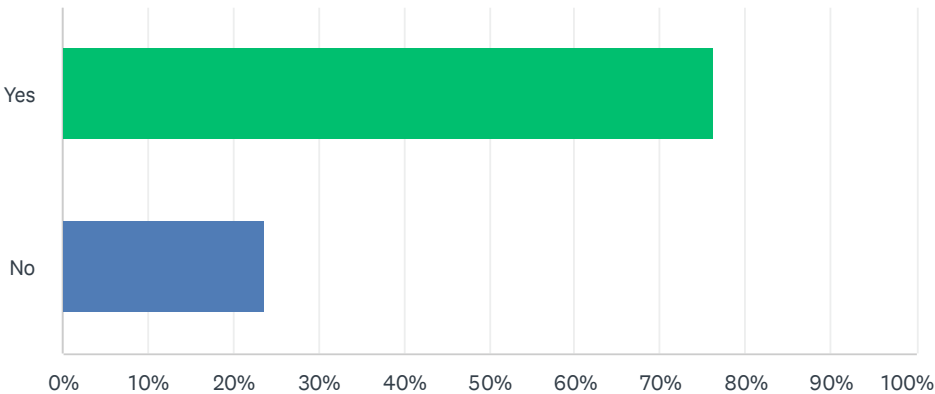
207	Please review Copenhagen infrastructure design. I have travelled to dozens of major metropolis cities in North America, Asia, and Europe, and Denmark/Finland should be Winnipeg's model based on climate and size similarities.	May 12 2023 12:06 PM
208	More garbage cans and recycling bins all over the city, especially down town	May 12 2023 11:46 PM
209	Limit patios next to apartments unless noise levels are controlled. To properly consider needs of pedestrians, city planners must walk around downtown.	May 12 2023 11:31 PM
210	You could use park aids (multilevel) to get more people into the area to support business and events. This would help with the on-street parking limitations.	May 12 2023 11:16 PM
211	The only way to reduce car congestion is to reduce the amount of cars on the road. Love that these proposals are looking at designs that encourage people to get around through other means of transportation!	May 12 2023 11:09 AM
212	Yes, more garbage and recycling bins	May 12 2023 10:59 AM
213	You should consider the elderly, the disabled and the poor. The only people interested in commuter bike lanes are fit, middle-class white men under 45 – the people who design these plans – and bicycle thieves.	May 12 2023 10:09 PM
214	Please don't cave to the business owners complaining about lack of street parking. They don't know what's good for them.	May 12 2023 10:09 AM
215	Develop standardized guidelines for different street types, with Neighbourhood have 3.0 m traffic lanes, whereas connector and corridor would have 3.3 m lanes. similar rules when it comes to building setbacks, pedestrian space, and cycling space. Corridor streets should attempt to accommodate bi-directional bike lanes on both sides of the street.	May 12 2023 09:36 PM
216	Priority should be given to active transportation and rapid transit corridors. If the designs proposed above actually happen, then the downtown core will be stronger for it	May 12 2023 09:29 AM
217	What about the economic perspective of our streets?	May 12 2023 09:26 AM
218	Maybe we don't need vehicle traffic on every street. It's hard to enjoy a meal on a patio with vehicle sounds/traffic adjacent. Also, secure bike parking options - maybe bike lockers? I need to not be worrying about my bike being stolen when I am parked for 15 min at a store.	May 12 2023 09:12 AM
219	People live here. It should NOT be a freeway...ever. Even connector streets need to have calmer traffic.	May 12 2023 09:07 PM
220	Residents shouldn't have to live on noisy busy streets with car/bus exhaust coming in the windows.	May 12 2023 08:50 PM
221	Whatever needed to increase residency. Why so much focus on business?	May 12 2023 08:50 AM
222	More trees and awnings to provide shelter from the elements (sun, cold, wind).	May 12 2023 08:40 AM
223	Corridor streets should provide efficient traffic flow through downtown because if I were to visit, I do not want the idea that I will be stuck in traffic on narrow streets forever. Especially in winter -- the thought of a slow narrow icy or snow-filled lane to travel to and from downtown will never entice me to go there and spend time or money, or especially to live there!!	May 12 2023 08:34 AM
224	I mean the purpose of complete streets is to have everything you mention in the ranked lists previously. It's hard to rank them in importance if really, they require all of it for downtown to become successful.	May 12 2023 08:33 AM
225	We need trees on these streets as well	May 12 2023 08:19 AM
226	Build a light rail transit system	May 12 2023 08:16 PM
227	Cars also need a way to pass through and go downtown. Please don't forget about them. Downtown streets are already difficult to navigate with the latest version of bike lanes and occasional bike traffic lights added.	May 12 2023 07:07 PM
228	None of these criteria are inherently more important than others, except that street parking has no place in any of these lists. The on street storage of large private vehicles is an absolute waste of space. Only handicapped spots should be considered seriously. Otherwise making downtown easily accessible by bus, bike, and walking by creating dedicated bus lanes on key roads (e.g. portage and main) to connect to all surrounding neighborhoods to make it easy to come downtown. parking that does exist should be made significantly more expensive to reflect the value of that land use. people can't keep thinking it's their right to park wherever they want.	May 12 2023 06:50 PM
229	Trees!!!!	May 12 2023 06:30 PM

230	Safety!	May 12 2023 05:33 PM
	We had a downtown that was destroyed in the 1950s.	
231	I don't really understand what the conundrum is. Jane Jacobs outline what needs to be done in The Death and Life of Great American Cities. Winnipeg has consistently done the opposite of what she espoused. So start following her.	May 12 2023 05:27 PM
232	Stop focusing on busses and focus on a city-wide light rail network instead. Any time you think "busses" or "bus lanes", think "rail lines" instead. Close lanes and even entire streets to make room for rail to go through our downtown.	May 12 2023 05:16 AM
233	While business and store fronts are important in all street type contexts , is there value in identifying a network of streets that has a higher potential of attracting limited number of businesses or shops. It seems better concentration of active properties would do a lot to support linked areas of vibrancy	May 12 2023 04:58 PM
234	ACCESSIBILITY. This city is woefully bad at considering people with wheels. Wheelchairs, walkers, strollers... These things are IMPOSSIBLE to push through snowy sidewalks or over giant snow piles at the end of the streets. How can you expect us to come downtown when the sidewalks are not even useable for anyone other than able bodied folks half the year??? Our grandparents shouldn't have to climb literal mountains of ice to cross a street downtown.	May 12 2023 04:57 AM
235	Traffic has to flow one way or another - this has to efficient and safe for everyone.	May 12 2023 03:50 PM
236	When creating a street design manual, it should actually be followed and applied in practice.	May 12 2023 03:26 AM
237	For safety of cyclists they should be separate from cars. Nobody talks about how our city is too cold to cycle (for most) for at minimum 5 months of the year - we build all the bike infrastructure and then it can't be used for half the year. The implementation in the exchange is poor and so very few people use it! Our bus system is so poor, I have tried taking the bus at different points and it literally adds an hour of commuting time, this just isn't feasible to me. I am trying to stay open minded about these proposals but prioritizing bikes before rapid transit seems like a waste of time to me.	May 12 2023 02:58 PM
238	It would be nice to have more streets downtown with no car access at all (or at least no car access seasonally)	May 12 2023 02:06 PM
239	neighbourhood and connector streets should never have no parking times during rush hour since that is intended only to allow commuters to get out of downtown faster and is detrimental to people who live, work, play and go to school in the area and to businesses, entertainment venues, restaurants, shops when their customers have to stop whatever they are doing and move their cars off the street to allow more cars to be able drive down them to get away from downtown.	May 12 2023 01:52 PM
240	Noise, pollution, danger, get rid of the cars	May 12 2023 01:11 AM
241	All streets need to be friendly to pedestrians and cyclists.	May 11 2023 12:02 PM
242	Keep some streets one way to accommodate for wider sidewalks etc. love the idea of a dedicated bus lane down the middle. Main Street turning left onto graham takes a long time and buses get backed up trying to turn when there's traffic	May 11 2023 11:32 PM
243	SLOW THE SPEED DOWN. There are more cars on the road and more drivers running red lights. Drivers are texting and not paying attention. Speeds in Downtown winnipeg should be reduced and more traffic cameras i stalled.	May 11 2023 11:26 PM
244	build more bus lanes	May 11 2023 11:25 PM
245	Close a few streets to cars completely and have solely pedestrian & solely bicycle malls.	May 11 2023 10:28 PM
246	Would love to see some streets closed completely to create pedestrian only areas. Would love to have light rail instead of buses.	May 11 2023 10:14 PM
247	Protected bike lanes, wide sidewalks and frequent transit will create a successful environment for future residential buildings. Nobody wants to step outside and see a 4 lane 1 way road on their door step. also, open p&m	May 11 2023 10:07 PM
248	Priority to cars	May 11 2023 09:48 PM
249	Stop through car traffic, allow bikes and buses to traffic through but force cars to go around	May 11 2023 09:41 PM

250	Remove bike lanes to allow better traffic flow and allow parking. They are not used.	May 11 2023 09:12 PM
251	Public bathrooms,	May 11 2023 08:44 PM
252	reduce the violence downtown.	May 11 2023 08:41 PM
253	emphasize pedestrian and vehicle travel	May 11 2023 08:00 PM
254	Why wait until 2050? Implement this stuff ASAP!!!	May 11 2023 07:57 PM
255	Making it more unpleasant for cars to be downtown will make it more pleasant for humans to be downtown. A pedestrian only street, like most other cities have, is long overdue	May 11 2023 07:07 PM
256	Let people cross at the major downtown intersection [REDACTED]	May 11 2023 05:15 PM
257	Downtown cannot thrive in the near future without people working in the office towers. Changes, if any, should facilitate access to and from downtown for workers.	May 11 2023 05:09 PM
258	Proper dedicated lanes for buses, make buses the priority	May 11 2023 04:48 PM
259	Don't prioritize cars in ANY decision with regards to revitalizing downtown. They are the anti-thesis to a vibrant downtown core.	May 11 2023 04:36 PM
260	How comfortable would you feel letting a 9 year old child use the proposed cycling infrastructure. I think that's the level of safety you should be designing to.	May 11 2023 04:28 PM
261	Car-free neighbourhood streets should be considered	May 11 2023 04:26 PM
262	Yes build pedestrian bridges across corridor streets	May 11 2023 04:25 PM
263	Open up Portage and Main to pedestrians and add bike lanes!	May 11 2023 04:18 PM
264	These designs look really good. Just copy what they do in Amsterdam. No need to reinvent the wheel, we know what a good downtown should look like!	May 11 2023 03:38 PM
265	Just read Strong Towns, please	May 11 2023 02:51 PM
266	Making streets safer and more enjoyable for pedestrians will help people spend time downtown	May 11 2023 02:25 PM
267	It is very important to make public transit, biking and walking safe, easy and more efficient than driving in order to reduce the amount of car traffic. Less car traffic benefits everyone and the environment.	May 11 2023 02:12 PM
268	Please stop allowing cars to park in the diamond lanes -ever. It really defeats the purpose of the bus lanes.	May 11 2023 02:06 PM
269	Under #9, all 5 options are very important.	May 11 2023 02:01 PM
270	Portage and main should have pedestrian bridges to get to the other side not open it up on ground level	May 11 2023 01:59 PM
271	Convert all existing one-way streets to two-way	May 11 2023 01:37 PM
272	Eliminate as many surface parking lots as possible Residential buildings should be required to build underground parking, or plans should include a parkade shared by multiple buildings.	May 11 2023 01:27 PM
273	Grade-separated busway on Portage Avenue and Main Street. Open Portage and Main to pedestrians.	May 11 2023 01:11 PM

Q11 Do you want to provide input about Downtown bike routes on St. Mary Avenue and York Avenue, Notre Dame Avenue and Cumberland Avenue, and William Stephenson Way?

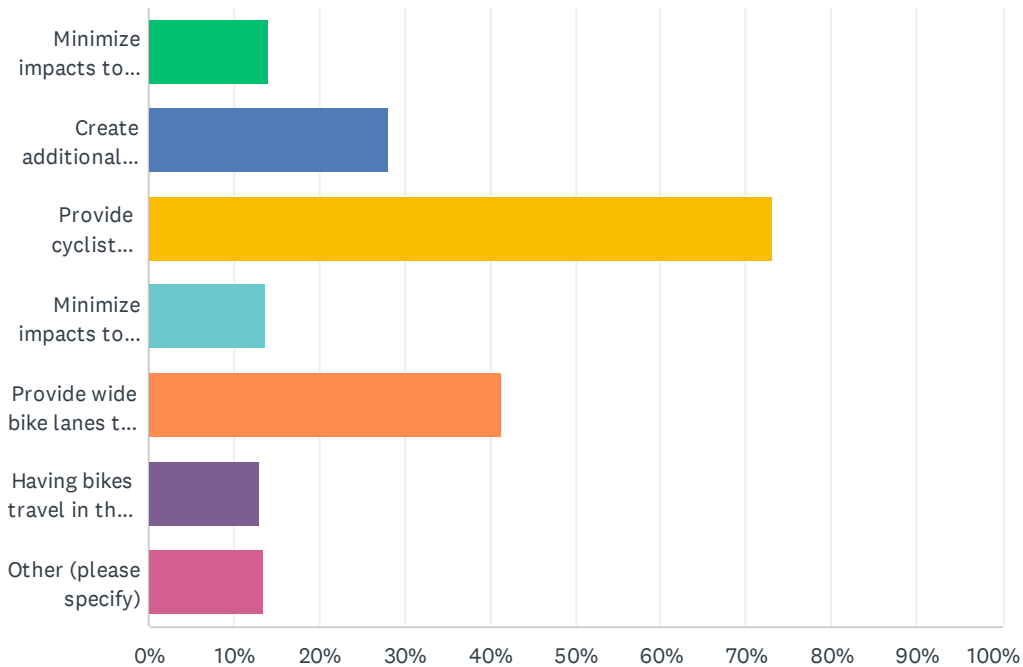
Answered: 634 Skipped: 63



ANSWER CHOICES		RESPONSES
Yes		76.34% 484
No		23.66% 150
TOTAL		634

Q12 As we consider design options for protected bike lanes on Downtown bike routes, what are the most important things to consider? Select your top two choices.

Answered: 482 Skipped: 215



ANSWER CHOICES	RESPONSES	
Minimize impacts to on-street parking and loading zones	14.11%	68
Create additional space for street beautification such as planters and public art	28.22%	136
Provide cyclist connections to as many destinations Downtown as possible	73.03%	352
Minimize impacts to traffic operations at intersections	13.69%	66
Provide wide bike lanes that can allow for cyclist passing	41.29%	199
Having bikes travel in the same direction as motor vehicle traffic only	13.07%	63
Other (please specify)	13.49%	65
Total Respondents: 482		

Q12 As we consider design options for protected bike lanes on Downtown bike routes, what are the most important things to consider?

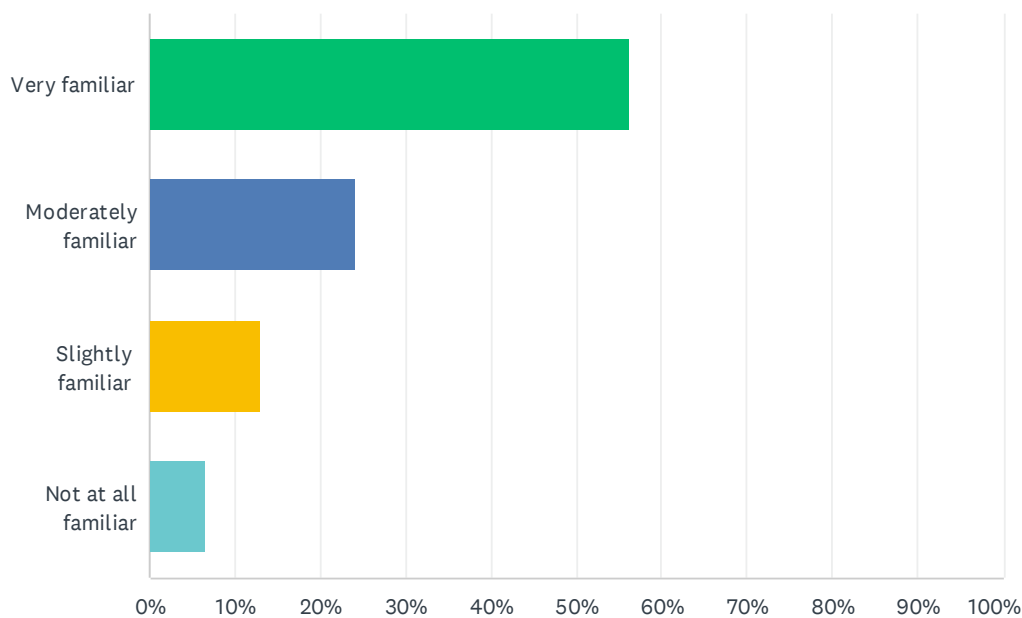
#	OTHER (PLEASE SPECIFY)	DATE
1	Laws on place where cyclists required sounding bells and to follow all laws of the road like cars.	Jun 15 2023 06:57 AM
2	Drastically reduce car speed this will make the creation of separate bike lanes unnecessary. Or even better make a pattern of car free streets.	Jun 15 2023 05:00 PM
3	Dedicated lanes protected from motor vehicles	Jun 14 2023 11:49 AM
4	Don't sacrifice vehicle traffic light times for cyclist that aren't there. Install sensors if you have to to achieve this.	Jun 13 2023 09:07 AM
5	Forget the stupid bicycle paths. Fix the roads first.	Jun 13 2023 02:10 PM
6	Bike lanes are used minimally in winter months. Vehicle traffic and parking still needs to be priority in a City like Winnipeg	Jun 12 2023 10:23 AM
7	Separated lanes for bikes!	Jun 12 2023 03:50 PM
8	Cleared all year round please. Yes. People will use them in winter.	Jun 11 2023 08:45 PM
9	Good pavement quality. Choppy roads affect cycling far more than driving.	Jun 03 2023 08:23 PM
10	Protected bike lanes for safety. Painted lanes are not respected.	Jun 01 2023 10:24 AM
11	Minimize the bicycle vs pedestrian syndrome.	Jun 01 2023 06:39 PM
12	Cyclist and pedestrian safety	Jun 01 2023 01:47 PM
13	build for cyclist safety. narrow turns and areas for grit/water build up are dangerous (see the crazy bike lane on westmister that zigzags and collects grit in the zags)	May 29 2023 08:33 PM
14	Having PROTECTED bike lanes for safety	May 28 2023 09:53 PM
15	Physical separation / barrier between cycle lane & motor vehicles.	May 27 2023 12:24 PM
16	Protected bike lanes!!! Painted bike lanes don't work as motor drivers tend to ignore them and disregard whether there are cyclists. Cyclists do not feel safe using painted lanes and many have gotten hit or almost gotten hit.	May 25 2023 08:44 PM
17	Physical separation (curb or raised) from vehicles	May 25 2023 01:29 PM
18	I think this investment doesn't get properly maintained or ploughed and it makes good sense in places like along the shoulder on Maryland and along Notre Dame between Smith and Portage. The route along Harrow is also useful. But invasive bike infrastructures like along Wolseley are a pain for nearly everyone. The project on Chevrier and along the rapid transit makes sense and gives families access to regions they couldn't get to other wise. In general, extra wide sidewalks with routes along them work the best and get ploughed the other ones are irritating. Most city cyclists get used to hopping curbs the main concern is the question of where families need to cycle to because that requires a completely different infrastructure.	May 24 2023 11:10 PM
19	Ensure vehicles cannot block cyclists by parking in bike lanes.	May 23 2023 08:35 AM
20	Protect the bike lanes. Painted lines are not good enough. Cyclists need physical separation from motor traffic via concrete or fenced barrier to be safe.	May 23 2023 03:30 PM
21	Cyclist safety: Bike lanes must be properly protected from vehicle traffic with bollards, curbing, planters, or other obstacles, as well as clear signage.	May 22 2023 11:41 AM
22	Include traffic calming measures at points where bikes have to interact with car traffic (i.e. at backlanes and parking entryways) AND use bollards to prevent motor vehicles from entering bike lanes.	May 21 2023 05:21 AM
23	Again big picture. We keep expanding our city and become more car centric due to limited transit service or ridership. So more cars will continue to grow and need more access. Our city isn't built for sharing the road with cyclists as it just causes more congestion and accidents. Unless transit is completely overhauled with shuttle service to deep suburbs and a rail station like Calgary, the problem will continue.	May 21 2023 03:40 PM

24	Teach cyclists the Rule of the Road instead and safe everyone a lot of money. Quit pandering to a the insignificant minority at Bike Winnipeg!. Ticket cyclists for traffic infractions	May 19 2023 01:59 PM
25	Buses on one side, bikes on the other, cars in between. It makes no sense to put the heaviest and lightest vehicles in the same lane. Public education in use of these lanes	May 18 2023 05:23 AM
26	everything above except for cyclists passing is unimportant because the number of cyclists is not high. Having lights to control cyclists and allow for right turns is very important in some areas. I prefer bike lances adjacent to sidewalks and not on the street with the traffic. Both as a cyclist and as a driver, it is much safer. I actually would prefer to ban cycling on some major streets and make cycling corridors on other streets and side streets, and back alleys. Portage Avenue should not have any cyclists on street level. Put them on the boulevard or other streets. It is too dangerous for the cyclists and slows traffic, creating hazards.	May 18 2023 04:59 AM
27	Cyclist safety at the forefront	May 18 2023 04:05 PM
28	Another unrealistic survey option that does not meet current needs.	May 18 2023 03:42 PM
29	Ensure that pedestrians, especially blind pedestrians like myself, can safely cross bike lanes.	May 17 2023 05:54 PM
30	too much accomodation for bikes	May 17 2023 05:18 PM
31	Keep as many cars out of downtown as possible.	May 17 2023 01:04 PM
32	Provide access to bicycles-sharing system along the bike lanes	May 16 2023 12:37 PM
33	Educate motor vehicle drivers about how to interact with bike lanes	May 16 2023 12:28 PM
34	Dedicated bike lanes are preferred, ideally, a few streets could be turned into active transit routes only, no vehicular traffic. Similar to the busway, bus usage on Graham.	May 16 2023 10:13 AM
35	seperate bikes and vehicle	May 16 2023 09:29 AM
36	Providing adequate bike lanes for future use. Already some bike lanes can have heavy use and lineups occur. Prioritizing active transport will be difficult if infrastructure is inadequate or continues to prioritize motorized traffic over active transport.	May 16 2023 09:27 AM
37	Barrier protection for cyclists from cars	May 16 2023 08:36 PM
38	keep non bikes out of the bike lanes	May 16 2023 04:14 PM
39	Prevent bike paths from criss-crossing pedestrian paths	May 15 2023 03:38 AM
40	More protected bike lanes!	May 14 2023 09:55 PM
41	Maximize cyclist safety	May 14 2023 01:50 PM
42	protected bike lanes	May 13 2023 09:54 AM
43	Creating linking points between cycle infrastructure and transit infrastructure.	May 13 2023 09:20 AM
44	bikes do not adhere to traffic laws	May 13 2023 08:21 PM
45	When considering planters, consider how they can be used in winter too	May 13 2023 01:13 AM
46	Keep designated cyclist corridors completely separate from auto traffic as much as possible, include designated traffic lights for cyclists.	May 12 2023 12:08 PM
47	Safety of cyclists by minimizing uncontrolled crossings with vehicles	May 12 2023 12:08 PM
48	This city, which has snow 5 months of the year, needs to concentrate on mass transit. Bicycles are private vehicles, like cars. Why are we privileging this form of transportation? Is it because it's the latest fad?	May 12 2023 10:12 PM
49	Signage for cyclists. I come downtown by bike often, and still get confused about which streets have bike lanes.	May 12 2023 09:14 AM
50	Calgary has bylaws requiring bikes to have bells, we should have the same to reduce bike/pedestrian collisions	May 12 2023 08:53 PM
51	Timing of traffic lights so that you don't have to stop every block.	May 12 2023 08:42 AM
52	Separate pedestrians, cars and cyclists with barriers like planters	May 12 2023 07:19 PM
53	many of these prompts inherently suggest a bias towards vehicles, this won't get you anywhere in designing a good bike network. a heirarchy of importance should be made explicit. pedestrian/cyclists first, mass transit second, and private vehicles somewhere far down the list. it's the only way to make downtown a nice and liveable place, and to reach our climate goals.	May 12 2023 06:52 PM
54	The bike lanes are ridiculous. No one uses the; stand and count riders in the winter. We need decent public transport.	May 12 2023 05:28 PM
55	Provide both cyclist connections AND wide bike lanes. Stop limiting my number of answers.	May 12 2023 05:17 AM

56	Ensuring no negative impact on pedestrians and passengers of transit and those dependent on loading zones	May 12 2023 05:00 PM
57	You need to be able to plow the space you make for bikes in the winter.	May 12 2023 05:00 AM
58	Safety of cycle infrastructure designs, particularly at intersections. That the responsibility lies on the drivers rather than the cyclist.	May 12 2023 03:28 AM
59	Only two chice's for this question [REDACTED]	May 12 2023 03:21 PM
60	Don't put bike lanes. They are not used.	May 11 2023 09:13 PM
61	Safety for cyclists.	May 11 2023 08:34 PM
62	Provide bike lanes that are safe enough for ages 8-80 to use	May 11 2023 07:09 PM
63	Ensure they are protected lanes	May 11 2023 06:05 PM
64	if possible, make the bike routes more direct than car routes to encourage biking over driving as a commuting option	May 11 2023 02:13 PM
65	Make streets one lane one way with no curbs or parking	May 11 2023 02:00 PM

Q13 Two-way protected bike lanes accommodate travel in both directions for cyclists. How familiar are you with the two-way protected bike lanes in the City of Winnipeg? Examples include: Garry Street, Notre Dame Avenue, and Assiniboine Avenue.

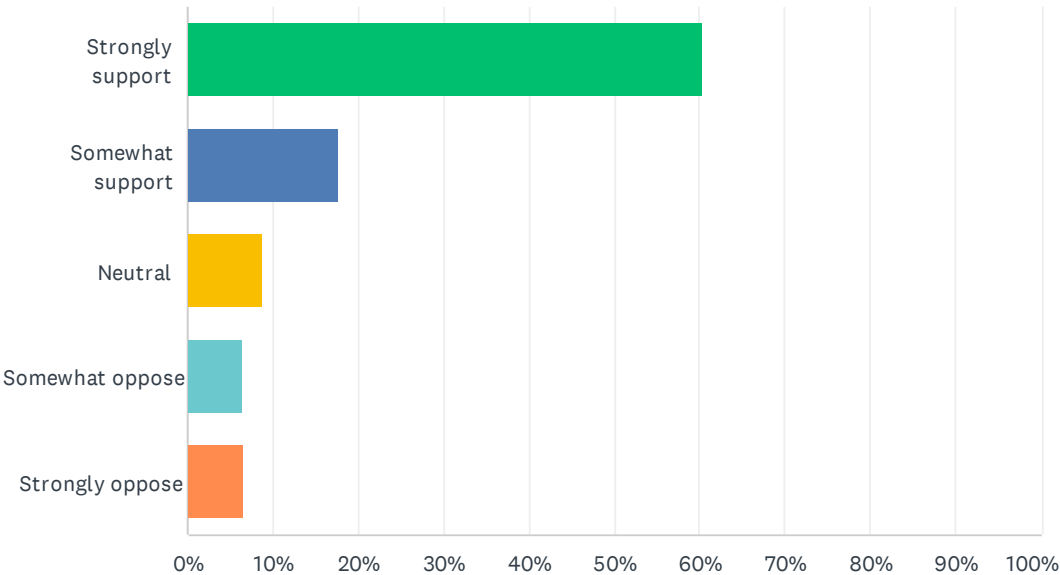
Answered: 480 Skipped: 217



ANSWER CHOICES	RESPONSES	
Very familiar	56.25%	270
Moderately familiar	24.17%	116
Slightly familiar	12.92%	62
Not at all familiar	6.67%	32
TOTAL		480

Q14 What is your level of support for two-way protected bike lanes in Winnipeg?

Answered: 447 Skipped: 250



ANSWER CHOICES	RESPONSES	
Strongly support	60.40%	270
Somewhat support	17.67%	79
Neutral	8.72%	39
Somewhat oppose	6.49%	29
Strongly oppose	6.71%	30
TOTAL		447

Q15 Following up to the previous question, why do you feel that way?

Answered: 353 Skipped: 344

#	RESPONSES	DATE
1	Provides ease of travel for cyclists	Jun 15 2023 12:06 AM
2	I feel like bike lanes are suppose to be protected from the other traffic on the streets.	Jun 15 2023 10:36 AM
3	It's absolutely critical for safety of cyclists that the cycling infrastructure be separate from vehicle traffic. painted lanes and sharrows simply do not provide this	Jun 15 2023 09:40 AM
4	Having commuted by bike for decades, I can say that protected bike lanes make it safer and easier for more people to take up cycling, and it reduces the number of motor vehicles on the road. I've biked the length of Henderson Highway to downtown on a daily basis; also Pembina from downtown to the U of M — both are awful for cycling. I currently have to use McPhillips, also terrible — but I can use the Sherbrook and HSC protected lanes for much of my commute. The new protected bike lanes along Assiniboine, Granite, Westminster, McDermot and elsewhere make it so much better, and you can see people embracing cycling as a commuting option year-round. And motorists will see less traffic congestion because of it.	Jun 15 2023 09:19 PM
5	The ideal would be raised bidirectional bike lanes adjoining the sidewalk like on Granite, wide enough to pass and ride two-abreast, with Dutch-style protected intersections to protect us from drivers and raised continuous crossings at cross-streets and vehicle access points. Currently biking counterflow to motor vehicles feels dangerous at intersections due to the lack of physical protections and no safe method to make turns and enter/exit the bike lanes. The lights are never activated/synced correctly on Garry. One-way bike lanes on one-way streets make travel times longer on a bike and make some streets that may be safer/more comfortable unavailable.	Jun 15 2023 08:28 PM
6	If you can stop restricting traffic and parking, then, I'm for it.	Jun 15 2023 07:00 AM
7	In the current situation where cars are the dominant road users (somewhere between 70 and 80%) it is pretty unsafe on your bike if there isn't a designated, protected bike lane.	Jun 15 2023 05:03 PM
8	The better protected cyclists feel from cars, the more people will cycle instead of drive. Dedicated bike lanes incentive people to bicycle as a lot of people are scared of traffic and getting hit	Jun 14 2023 11:51 AM
9	I don't cycle and don't know how cyclists feel, but protected bike lanes are a must, in my opinion. As a pedestrian, two-way lanes are somewhat dangerous until you get used to them.	Jun 14 2023 09:40 PM
10	It would be dependent on whether these streets are also two way. For example garry and fort are each one way so it works that their bike lanes are also one way.	Jun 14 2023 02:15 PM
11	Not an intuitive plan. Unless its universal, it begs confusion as cyclists go from one type of cycle lane to another.	Jun 14 2023 01:59 PM
12	We don't have enough bike lanes, so any would be an improvement	Jun 13 2023 10:45 AM
13	1. these lanes remove traffic lanes for vehicles when it's already incredibly difficult to get around by vehicle. more efficient vehicle traffic reduces emissions. 2. It gives people a false sense of security and doesn't prepare them for the inevitable time when they have to cycle on a road that isn't protected	Jun 13 2023 09:53 AM
14	People don't expect the traffic moving in the other direction on one-way streets and this causes a huge safety concern. Also the cycling green lights take up the vehicle green light times so a normal amount of vehicles can't proceed. Frustrating and causes red lights to be run.	Jun 13 2023 09:09 AM
15	Roads are made for motor vehicles first!	Jun 13 2023 02:11 PM

16	It seems safer to have one large two-way bicycle road beside the car road instead of two one-way roads on each side of the car road. It's easier for car drivers to only look at one highly visible spot for the cyclists than to pay attention to two. The right-turns across bicycle lanes aren't ideal. It's nice that Garry doesn't have any because of the two-way bike lane.	Jun 13 2023 02:02 PM
17	We need to make it as easy as possible for people to travel by bike and two-way lanes open up more streets to cyclists, making it easier to get around.	Jun 13 2023 01:18 PM
18	Often it's difficult to get on or off the 2 way bike lanes. Better connections are needed	Jun 12 2023 12:58 PM
19	I find that cars don't expect bikes to be riding in the opposite direction of cars. Garry feels precarious because of all the parking lots, and cars not looking for bikes.	Jun 12 2023 11:31 PM
20	Protected bike lanes are crucial for cycling safety. Paint/road share is not safe infrastructure and will not draw the same use as protected lanes.	Jun 12 2023 10:39 AM
21	Bike accessibility and safety are important, but make up a very small percentage of street users. Restricting vehicle traffic and parking in favor of a minority group of users is expensive and time consuming, especially given our climate. A couple of key ingress / egress routes are sufficient for our City.	Jun 12 2023 10:28 AM
22	if the paths are wide enough, two is great - however, if they are not wide enough, two way can be dangerous	Jun 12 2023 10:05 AM
23	Having protected lanes prioritizes the most vulnerable road users and encourages modes of transport besides a vehicle. It's space saving, environmentally friendly, and is an equitable way to get around.	Jun 12 2023 09:05 AM
24	I support bike lanes either way, and would like to see more safe bike lanes. Because I work downtown and parking is less of an option.	Jun 12 2023 08:12 PM
25	Biking is an environmentally friendly, inexpensive mode of transportation that is financially accessible.	Jun 12 2023 07:59 AM
26	They're fine, Assiniboine could be a bit wider, though. But, cyclists tend to not get mad at each other if there's a problem... Pedestrians will often just cross right in front of you, without looking, which is the biggest problem with these.	Jun 12 2023 03:52 PM
27	firstly, protected bike lanes are essential to separate cyclists from vehicles. secondly, I have often seen bikes being ridden in a bike lane on the wrong side of the street, so having the two way bike lane will help direct traffic to keep cyclists safe from each other.	Jun 12 2023 02:04 PM
28	a bike lane isn't a real bike lane without physical protection	Jun 12 2023 01:32 PM
29	It provides a safer and makes cycling less stressfull. It will also reduce bicycler accidents	Jun 11 2023 10:56 AM
30	I use them every day! They're efficient and safe ways to get around downtown	Jun 11 2023 10:49 PM
31	Bike lanes are best without cars!	Jun 11 2023 09:54 AM
32	Having dedicated bike lanes can also serve other alternative modes of personal transportation such as electric scooters	Jun 11 2023 09:24 PM
33	It is confusing at for everyone to see a cyclist going the opposite way of traffic. It is a cost saving measure & done to minimize the impact of bikelanes on cars. It is NOT prioritizing the needs and safety of cyclists.	Jun 11 2023 08:47 PM
34	We need way more protected bike lanes	Jun 11 2023 08:41 PM
35	It should follow the flow of traffic	Jun 11 2023 07:38 AM
36	It works great currently. I think increasing traffic on two-way bike lanes may be a bit congested compared to 1 way. The Netherlands probably has some good data.	Jun 10 2023 04:43 PM
37	on my way back, I can use the same trajectory and not have to cross a street and deal with cars. Ex. On Westminster, at the Balmoral Hall private school entrance, there is an intersection where the bicycle path divides and cyclist have to cross that intersection to reach the path going West. This is very awkward and worrisome in high traffic periods	Jun 08 2023 06:23 PM
38	The one-way lanes get used as two-ways anyway, and that's dangerous. Plus the two-way lanes provide space for passing without needing additional space. It simplifies the cycling grid.	Jun 07 2023 11:39 PM
39	They are less efficient at signalized intersections (i.e. the Garry street bike signals are less efficient than the Bannatyne bike signals since they don't automatically come up with the concurrent vehicle signal.)	Jun 07 2023 11:29 AM
40	My main mode of transportation in the warmer months is cycling and having that be as safe as possible with two way protected bike lanes would be amazing.	Jun 07 2023 04:32 PM

41	I use my bicycle frequently downtown and believe that more people would do so if they felt safer in a protected lane.	Jun 06 2023 11:22 PM
42	I feel safe and valued as a cyclist to have my own lane.	Jun 06 2023 07:53 PM
43	We should only build two way bicycle lanes in the city. People will use them both ways regardless if there is only one lane. It is bad planning and design building one way lanes.	Jun 06 2023 07:49 PM
44	Protected two-way bike-lanes make it feel safe to cross. One issue is that on one-way streets the direction your are traveling affects how easy it is for a driver to see you. However, downtown's one-way street grid makes dedicated bike-lanes going the same direction of traffic a bit trickier	Jun 05 2023 11:30 AM
45	because cycling can greatly contribute to the lessening greenhouse gasses emitted by vehicles	Jun 05 2023 10:38 AM
46	They are protected from motor vehicle traffic, and they are wide enough to accommodate (limited) passing and snow clearing.	Jun 05 2023 02:26 PM
47	We need to change the way people in Winnipeg think about mobility. Stop prioritizing vehicles and putting the onus for safety on cyclists alone by providing the proper infrastructure.	Jun 04 2023 11:26 AM
48	Makes roads too narrow for vehicles and sidewalks for pedestrians.	Jun 04 2023 09:15 AM
49	It encourages active transport due to increased cyclist safety and attracts more people downtown for leisure activities.	Jun 04 2023 09:07 AM
50	More efficient than two separate lanes, one on each side of the street	Jun 04 2023 08:38 PM
51	There are situations where they are the best option -- or the only option -- if we want a protected bike lane on a particular street	Jun 03 2023 08:28 PM
52	Two-way bike lanes should only be used when impractical to have separate one-way bike lanes on the same/adjacent streets. Assiniboine is an example of a good place for a two-way bike lane. Garry should be one-way south with a one-way north on an adjacent street. Drivers are not expecting cyclists traveling in the opposite direction and collisions are likely.	Jun 03 2023 04:13 PM
53	Physical barriers are the only separator proven to reduce cyclist fatalities	Jun 02 2023 12:22 AM
54	It works a lot better than the single lane one direction ones.	Jun 02 2023 09:00 AM
55	We need more active transit, and less cars. We have move the city away from the car culture.	Jun 01 2023 11:43 AM
56	My perception is that it is a more efficient use of space vs 2 separate lanes with 1 for each direction.	Jun 01 2023 10:26 AM
57	Climate change. There must be fewer cars and soon!	Jun 01 2023 10:04 AM
58	Bikes travelling against the expected flow of traffic are at significantly greater risk when crossing intersections, drives, backlanes, etc. As long as these considerations are addressed and counter flow traffic is safe, I support this.	Jun 01 2023 09:59 AM
59	As much as I love cycling, I think it is not worth spending money on bike infrastructure in Winnipeg, since very few people will use it for 10 months of the year. Unless the city is willing to commit to promptly clearing snow and ice from every bike route down to the pavement within a few hours of every snowfall, there's no point in wasting money and space building bike lanes. That space should instead be used to widen sidewalks, and the money should be used to enhance bus service.	Jun 01 2023 09:47 AM
60	If vehicle traffic is one-way, it is somewhat counter-intuitive (for drivers, cyclists and pedestrians) to have two-way cycling traffic. This only works if we have really good wayfinding signage showing bike network connectons (and we currently do NOT).	Jun 01 2023 09:44 AM
61	Safety & makes car traffic slower	Jun 01 2023 09:38 AM
62	Two way cycle traffic is not safe when use is heavy.	Jun 01 2023 08:16 PM
63	Let's be realistic. How many individuals actually use the bike paths and if they use them do they follow the rules of the road. Stop signs, signaling etc. The answer is no.	Jun 01 2023 06:40 PM
64	I have rode on two way and one way bike lanes and find the busy two lane bike lanes feel safer due to increased cyclist presence. Also cars ten to park in bike lanes A LOT so maybe the two lane provides us with a little more room to get around that car.	Jun 01 2023 04:02 PM
65	I drive to where I need to go	Jun 01 2023 03:11 PM
66	As a cyclist, I feel unsafe with cars pulling out onto the street not looking in the direction that traffic is not going	Jun 01 2023 01:48 PM
67	Assiniboine works great and has really expanded the number of cyclists!	Jun 01 2023 01:42 PM
68	I rarely bike so do not feel I have enough experience to comment	May 31 2023 10:11 AM

69	Cycling in Winnipeg is incredibly dangerous. Many drivers are not watching for cyclists and often don't respect painted bike lanes.	May 29 2023 11:13 AM
70	It creates thoroughfares for cyclists just like connector streets do for cars.	May 29 2023 10:37 AM
71	they make for safe family-friendly biking	May 29 2023 08:34 PM
72	They can work well if there are minimal conflict points with automobile traffic crossing them. But when they cross lots of driveways or streets I don't feel safe as a cyclist since drivers often don't look both ways.	May 29 2023 03:58 PM
73	Assiniboine is the one I use the most. It is easy for cyclists of various abilities. Cyclists are protected from vehicular traffic	May 29 2023 02:41 PM
74	I think it's a good idea. Protected bike lanes make a bike lane 100% more safe compared to non-protected. Cyclists can pass each other on two way bike lanes if there is low bicycle traffic. It also brings a community feel of cyclists, and it's easier to forget about vehicle traffic around you with two way bike lanes. Two way bike lanes work well on roads with minimal intersections (such as Assiniboine Ave)	May 28 2023 09:59 PM
75	Two-way protected lanes make it easier to get around. I don't have to think about what street to take to move through the downtown safely on my bike.	May 28 2023 09:03 AM
76	Two-way protected bike lanes are acceptable and appropriate in many settings. It depends on how they connect to overall network.	May 28 2023 07:50 PM
77	I will choose these two-way protected bike lanes over a faster route because of the level of safety I believe they provide; barrier between cyclists & motor vehicles, traffic lights for cyclists, well painted route.	May 27 2023 12:25 PM
78	Most cyclist don't use the bike lanes/routes already provided sonwe shouldn't add more. Would rather protected bike lanes because cyclist don't follow the traffic laws so separating them from traffic is good	May 26 2023 12:32 AM
79	I cycle as a mode of transportation during months where there is no snow.	May 26 2023 12:00 AM
80	Safety for riders	May 26 2023 11:50 AM
81	Cyclists just end up biking on the street anyways and don't follow the rules of the road	May 26 2023 11:30 AM
82	It will make Getting around the city by bike easier	May 26 2023 11:14 PM
83	depends the rationality and how it impacts cars	May 26 2023 09:47 PM
84	Far often with one way lanes, cyclists use them to travel in the wrong direction. A two lane system is wider and safer. Also a two way makes it harder for construction crews and unwanted vehicles to block them.	May 26 2023 08:58 AM
85	Keeping bikes out of the way of car traffic is important for everyone's safety.	May 26 2023 07:33 PM
86	Frankly, as long as they are actually protected, with non-plastic bollards or PHYSICAL BARRIERS between riders and vehicles, it matters little to me whether the bike lanes are one- or two-way. Just make more bike lanes and protect CITIZENS from increasingly large and heavy vehicle traffic.	May 26 2023 06:31 PM
87	Cycling is an important form of transportation that needs to be made more accessible in Winnipeg, for emission reduction and physical health	May 25 2023 09:23 AM
88	Painted bike lanes don't work	May 25 2023 08:45 PM
89	Not all streets need 2way lanes	May 25 2023 01:42 PM
90	Would prefer one-way protected lanes but understand right-of-way is limited.	May 25 2023 01:30 PM
91	Whether they are 2-way or one way on each side doesn't matter to me so much as long as they're there. Both options provide space for parking and sidewalk protection from traffic. '	May 24 2023 11:34 AM
92	On Notre Dame it is a great way of allowing cyclists to get to where they are going despite the confusing one-way street complex. Most other places it is more dangerous then just having a sidewalk or riding the street because if there is an emergency (this is Winnipeg, its crazy) you can't get off the path and end up in a tunnel. In general, I avoid these protected bike lanes because they are less safe then what my instincts provide on a normal road.	May 24 2023 11:13 PM
93	Safety.	May 24 2023 09:22 AM
94	I'm an active person, Active transport is the future, it also reduces induced demand of constantly improving vehicle infrastructure. I love exploring different parts of the city on bike routes and starting and ending in downtown wpg, always ending at a craft brewery/beer can. People need alternatives to vehicles and if they don't need one by living downtown, then you'll attract more people to live downtown cause you can save a lot of money on not having a vehicle (payments, repairs, maintenance, gas, insurance, etc).	May 24 2023 09:03 PM
95	They are protected from cars	May 24 2023 06:51 PM

96	Somewhat dangerous as bike speeds increase, especially ebikes.	May 24 2023 01:06 PM
97	in the warmer months i switch from using the bus to biking to work. there are not many options that feel very safe once you hit the main streets.	May 23 2023 12:29 PM
98	It's the only way to truly have safe bike lanes. Painting a line that cars aren't supposed to cross is not safe at all	May 23 2023 12:27 PM
99	I like the one on Assiniboine	May 23 2023 12:18 AM
100	Because I cycle and have family that does also and this is the safest way for cyclists to get around Winnipeg	May 23 2023 11:09 PM
101	They allow for bikes to freely move around efficiently	May 23 2023 08:47 PM
102	They prioritize vehicles over the safety of people who cycle because it's all about minimizing impact on vehicle traffic. Garry should be one bike lane on Garry and one on Fort. It's confusing, dangerous, and creates unnecessary tension.	May 23 2023 08:36 AM
103	Winnipeg needs to improve its biking infrastructure. Our city is way too car dependent. I would love to jump on a bike and come downtown, but I need to feel safe next to vehicles (which come to think of it, please invest in using bollards!!!! A raised pavement barrier is a good start but not enough to prevent serious injury for the cyclist), and I also need to feel like I can bring my bike downtown and it won't get stolen (maybe we should invest in bike storage downtown as well)	May 23 2023 06:44 PM
104	A well designed two-way protected bike lane is fantastic for making each person on a bike feel safe as the design makes it so the scale of transport is lowered to the human level and thus, people only really need to be concerned with other traffic on bikes and this makes manoeuvring and overtaking much simpler. I believe that this is crucial for it means that you can begin to see things like parents with children and people on mobility scooters for example starting to use these lanes as they are just so much more accommodating.	May 23 2023 06:33 PM
105	Protected bike lanes increase usage by providing safety to cyclists. They are the only way to build a more accessible, environmentally friendly city. Cars are also becoming horribly expensive and more people are choosing cycling. We need infrastructure to accomodate this.	May 23 2023 03:33 PM
106	I personally use them to commute to work	May 23 2023 03:26 PM
107	Because I bike to work and I moved here from Vancouver and it is embarrassing how bad and often dangerous our cycling routes are in Winnipeg.	May 23 2023 02:57 PM
108	General distain for bicycle traffic in Winnipeg	May 23 2023 02:45 PM
109	Encourages more people to bike, reducing overall traffic.	May 23 2023 02:41 PM
110	Cars and pedestrians don't know to look for me as a cyclist; the lights don't line up so I have to stop at every intersection; turning feels unsafe	May 23 2023 02:38 PM
111	Two-way bike lanes work fine on low traffic streets, such as Assiniboine or Granite, but on higher traffic streets, riding in the opposite direction of traffic is uncomfortable and disorienting for the cyclist, and can seem unpredictable to drivers.	May 22 2023 11:46 AM
112	It feels much safer as someone who bikes everywhere. It is also easier to use for people who are new to cycling on the road.	May 22 2023 09:51 AM
113	I find cycling in downtown Winnipeg quite inconvenient and uncomfortable unless I happen to be going in a direction that allows for the use of these protected bike lanes. Downtown is hard to get around, and bicycles make so much more efficient use of space compared to vehicles, so we should encourage cycling downtown as much as possible, for all levels of cyclists.	May 21 2023 11:07 AM
114	Less disruption to vehicles, safer for the rider	May 21 2023 09:57 AM
115	I support them, I do not support the execution. The curbs Wpg has used are not suitable for our winter climate and do more damage to vehicles and reduce the amount of roadway available. They signage being used is also quite confusing. Wpg planners need to go to other winter countries where bikes are also used and learn from them.	May 21 2023 09:47 AM
116	We need to reduce our reliance on fossil fuels. Some of the best cities in the world are similar in size and climate to Winnipeg, there's no reason we can't support a biking infrastructure	May 21 2023 08:35 PM
117	City is too focussed on cars. Need safe, efficient means of bicycle travel to encourage people to choose cycling	May 21 2023 07:30 PM
118	I've just started using them this year and im open but unsure. In other cities I've mostly used single direction lanes do I don't have alot of experience with this.	May 21 2023 07:15 PM

119	I appreciate being able to change direction on the same street without having to cross to the other side.	May 21 2023 05:23 AM
120	Just a bias against righteous and indignant cyclists who don't have to follow rules of the road nor pay consequences. And how many cyclists are there in the winter months?	May 21 2023 03:43 PM
121	It will incentivise slower/beginner bikers and more experienced bikers to use the lanes. Therefore creating more use overall.	May 21 2023 01:48 PM
122	It assists with movement and not needing to alter one's commute due to single direction lanes	May 20 2023 12:47 PM
123	It provides a safe corridor for cyclists to travel in both directions, meaning they can also be used on one-way streets.	May 20 2023 12:30 PM
124	Cycling is a vital part to an active and vibrant downtown	May 20 2023 12:05 PM
125	Recipe for accidents because we're too lazy to do it properly. Is it better than no bike lane yes. But we know it's not the best solution.	May 20 2023 11:49 AM
126	Climate emergency, need more folks to ride bikes!	May 20 2023 11:39 AM
127	Feeling safe while biking in protected lanes in critical	May 20 2023 11:13 AM
128	It's important to provide good transport links to the exchange and downtown.	May 20 2023 10:18 AM
129	because a two lane is pretty much overkill. On main roads like main street i can understand the argument for a two lane bike lane one going in the opposite direction, but for streets like bannatyne i think one lane is very much sufficient. Replicate that formula on most streets and you should be golden.	May 20 2023 08:42 PM
130	Two-way protected bike lanes provide safety for cyclists and also decrease the amount of streets that need to be converted. However, the two-way bike lanes must be wide enough to accommodate at least 3-4 lanes of bike traffic	May 20 2023 07:43 AM
131	Make it safer! Nobody needs more parking. Make it easier to get downtown without having to drive	May 20 2023 06:46 AM
132	Increasing accessible transportation leads to less car reliance and therefore better for the environment	May 20 2023 06:32 PM
133	Biking is better for the environment then cars. Bike lanes should encourage people to bike downtown to attend summer activities. Biking puts people on the streets instead of in their cars where they are separated from downtown.	May 20 2023 05:04 PM
134	Prefer to have bike traffic in same direction as car traffic. Feels safer, more natural and easier to change lanes/cross street	May 20 2023 04:31 PM
135	It allows for safer and quicker travel without having to cross traffic to go in another direction	May 20 2023 02:20 PM
136	There is no room on our streets for bike lanes due to traffic volumes.	May 19 2023 11:40 AM
137	They work well on one way streets and also for trip planning - a clear concise route for bikes.	May 19 2023 11:28 AM
138	Separate laneway is way safer	May 19 2023 11:11 AM
139	If we make it safer and more convenient people will use their bikes.	May 19 2023 11:00 AM
140	the car infrastructure we have is bankrupting our city and our budget, we need less car infrastructure	May 19 2023 09:13 AM
141	Cyclists generally do not adhere to the rules of the road, therefore having them on their own protected roadway is both safer for them, vehicles, and pedestrians	May 19 2023 08:55 AM
142	Environmentally friendly.	May 19 2023 03:48 PM
143	They are a total waste of taxpayers money! For the number of cyclists that utilise them does not justify the cost to construct and maintain them. This is Winnipeg, for five months of winter only a extremely small number of people use the cycling lanes that currently exist. Creating more of them will not entice more people to use them.	May 19 2023 02:06 PM
144	Some are effective and some aren't. So they need to be install and designed properly to connect networks. The short one of notre dame is great, but stops way too soon.	May 19 2023 01:39 PM

	Cycling fosters healthier citizens, and better connects people to their neighbourhoods.	
	Cyclist-on-cyclist accidents don't send people to the hospital or ruin lives.	
145	Cyclists have been shown to better support local business, rather than car commuters who just drive home after work.	May 19 2023 01:01 PM
	Reducing car emissions is absolutely crucial to achieving our climate goals, and cycling is a big part of that.	
146	As a regular cyclist, two-way protected bike lanes help me feel safe commuting through the city!	May 18 2023 12:56 PM
147	Given the prevalence of one-way streets downtown it's more convenient to have the two-way bike lanes. But they do sometimes introduce conflicts with cars due to travel in the opposite direction.	May 18 2023 10:49 PM
148	Bikes should flow in the same direction of traffic.	May 18 2023 08:35 PM
149	I don't have a problem with contra flow bike lanes if they make sense. In Winnipeg, it seems that you then get shot out on the wrong side of the street or at an intersection and it feels scary.	May 18 2023 08:34 AM
150	Reduce pollution and help cyclists.	May 18 2023 07:56 PM
151	Cycling infrastructure is a fantastic investment. The more infrastructure, the more cyclists it attracts. This then decreases vehicle traffic and of course has wonderful environmental impacts.	May 18 2023 06:45 AM
152	Drivers don't respect cyclists and vice versa. I feel everyone going in the same direction is safer. Definitely use curbs because lines mean nothing to many drivers.	May 18 2023 05:25 AM
153	takes up too much street space. It is ok on Assiniboine and parkway areas. But should not be on major thoroughfares and commuter routes. We should invest in more side street bike lanes, and bridges. Build a new bridge over omands creek to allow bikes to use that bike route year round and clear the snow. Right now the bridge is flooded out by the river in omands creek park. Build an all weather bridge connecting wolseley and west wolessely and Assiniboine Park. Bike lanes along the river streets are great. Add more bike lanes in the West End and North End, and Point Douglas and St. James areas. Connect the esisting networks. But keep cyclists off of Pembina, Portage Avenue, and Main Street, St. Mary's and St. Annes. And off the street on Route 90. Create separate bike routes that are connected. No bikes on McPhillips either.	May 18 2023 05:06 AM
154	Placing on one-way streets is dangerous to cyclist, as vehicle drivers tend to forget to look both ways	May 18 2023 04:06 PM
155	You cannot force cycle traffic into motorized vehicle traffic with no responsibility placed on cyclists, it is too dangerous. Two-way protected bike lanes are currently being ignored when inconvenient for some cylists and they ride with traffic.	May 18 2023 03:45 PM
156	Regulates bike traffic, allows designated spaces. Doesn't clog up traffic on every street, but allows bike traffic to be supported by its own infrastructure. Safer for all involved.	May 18 2023 03:44 PM
157	I actually really support the use of these but we need to do better at educating people on why/how to use these.	May 18 2023 01:43 PM
158	Excellent bicycle infrastructure will make cycling the preferred travel method for many people, reducing motor vehicle congestion and making our city greener and more equitable.	May 18 2023 01:42 AM
159	It is far more convenient as it doesn't require have to cross a street to change the direction of travel. It is also safe as it allows room for passing cyclists and reduces potential conflicts since many people often ride the wrong way on one way cycle paths anyway	May 17 2023 11:32 AM
160	It feels much safer than biking on a road with vehicles, even when there is a bike lane.	May 17 2023 11:27 AM
161	Winnipeg drivers can be aggressive toward bicyclists. This system feels safer, especially when bicycling with children.	May 17 2023 10:51 PM

162	I bike whenever I can. Owning a vehicle is expensive and biking is affordable, good exercise, good for the environment. If I had more access to better bike lanes downtown it would make the city much more livable for me. right now I feel very unsafe biking on 85% of roads in winnipeg and it is pretty much impossible to plan a route somewhere without joining the traffic at some point. More bike lanes like these would really help make Winnipeg a place where young people like myself want to stay and contribute.	May 17 2023 07:38 PM
163	The fewer cars the better! It is safer and better for the environment overall, and fosters better urban design. Improved bike infrastructure is important t for this. The safer people feel biking, the more people will do it	May 17 2023 06:35 PM
164	Protected bike lanes are just that, protected. They are safer and encourage people to bike more as they can feel and be safer.	May 17 2023 06:16 AM
165	two way protected bike lanes help cyclists stay safe and not have to use the sidewalk or road to find the next one way protected bike lane. 2 way just increases accessibility for cyclists	May 17 2023 05:40 PM
166	too much accomodation for bikes	May 17 2023 05:19 PM
167	Reducing our city's reliance on vehicles is ideal. However, with the infrastructure the way that it is, people are ill inclined to take up biking. If biking became safe and accessible, we may see more people willing to bike.	May 17 2023 04:25 PM
168	They keep the cyclists safe and are well used.	May 17 2023 03:16 PM
169	Could allow for better protection from vehicles and adequate snow clearing	May 17 2023 03:02 PM
170	helps with safety, creates less traffic if more people can bike, makes downtown more pedestrian friendly	May 17 2023 03:01 PM
171	Bike lanes completely separated from cars are the most likely to make cyclists feel safe. They must be wide enough to allow for easy snow plowing and should be prioritized for snow clearing (as should sidewalks in downtown and other high density neighborhoods)	May 17 2023 01:50 PM
172	More safety for bikers.	May 17 2023 01:09 PM
173	It makes things more dangerous when turning. The existing lanes do a poor job of making it safe for cyclists to navigate downtown.	May 17 2023 01:06 PM
174	Ideal and enhanced safety for cyclists. Unfortunately, the existing roadways aren't necessarily well-suited for these adjustments.	May 16 2023 12:46 PM
175	It depends on how much adding a bike lane would disrupt vehicular travel	May 16 2023 12:42 PM
176	I support it when it makes everyone safer - like on Westminster into downtown. But downtown I have been almost hit by cars numerous times on 2-way bike lanes because drivers don't look both ways before driving across the bike lane	May 16 2023 12:29 PM
177	I bike to work April-November, or whenever we have snow free conditions. Every year there are pedestrians and cyclists killed on Winnipeg streets. Some are children. Vehicles and pedestrians are incompatible together on the same roadway.	May 16 2023 12:27 PM
178	It is safer	May 16 2023 12:13 AM
179	Cars are not the future, and are dangerous to cyclists. Separating these keeps everyone safer	May 16 2023 12:10 PM
180	are a needed feature but not needed on all downtown streets, provide a network on select streets.	May 16 2023 12:07 PM
181	If it takes away space for smooth traffic flow or street beautification, then i dont want it	May 16 2023 11:52 AM
182	They make it so much easier and more pleasant to bike	May 16 2023 11:44 AM
183	I am a daily cyclist and these protected two-way bike lanes are the best design (of the current designs in use).	May 16 2023 11:40 AM
184	I don't know enough	May 16 2023 11:11 AM
185	Biking is a fun, effective and sustainable way to get around Winnipeg. I bike year round to work and would love it if there was more infrastructure. Putting more bike lanes would encourage more people to bike and also reduce traffic jams.	May 16 2023 11:06 PM
186	Separately bike lanes from motor vehicles is safe, encourages more usage, and higher speeds for cyclists	May 16 2023 11:04 AM
187	They often require cyclists going one direction to awkwardly cross the street at the start or end. For busier streets this is not great. On the other hand, two way lanes give more space for passing or riding two abreast when there are no oncoming cyclists.	May 16 2023 10:45 AM

188	It's the only way to truly create a safe biking system in the city, unprotected lanes may as well just be for cars they way they're treated by motorists in Winnipeg.	May 16 2023 10:41 AM
189	I feel safer using one way protected bike lanes	May 16 2023 10:35 AM
190	It's not something I have experience with. I don't see the existing ones being used often so I question their value in a city like Winnipeg where the cycling season is so short.	May 16 2023 10:29 AM
191	I would like to feel safe when cycling downtown by being seperated from vehicle traffic	May 16 2023 10:29 AM
192	GOOD & SAFE biking infrastructure cost less to maintain than freeways. It will also encourage more people of all ages to travel by their bicycles which will in result reduce car traffic. Good financially for the city and for the health of Winnipeggers.	May 16 2023 10:22 AM
193	I use them and love them. Streets are turned into one-ways to support a higher volume of CAR traffic. Don't subject bikes and pedestrian to the same constraints as cars. It's not our fault that the city is designed for a horribly inefficient form of transportation that requires engineers to convert streets to one-ways. No cars = no one ways.	May 16 2023 10:08 AM
194	Bikes travelling in direction opposing traffic create hazards to pedestrians and also cars entering streets. Our society looks left before entering intersections or streets. While for one way streets we do look the opposite direction we can't look two directions at once. Fast moving vehicle (bike) moving in two directions a in close proximity creates a dangerous environment.	May 16 2023 09:53 AM
195	Bike lanes are disconnected in this city. Poorly thought out. As well there is no sense developing this if there is no safe place to store your bike. How about a public secure bike lock up	May 16 2023 09:36 AM
196	two way lanes provide more bike routes	May 16 2023 09:31 AM
197	Allows for passing on narrower lanes. Decreases crossing motorized traffic. Key is protected lanes. Many people are not comfortable cycling when lanes are just marked.	May 16 2023 09:29 AM
198	Encouragement of alternatives to cars important	May 16 2023 09:27 AM
199	Biking is the future of clean transportation	May 16 2023 09:21 AM
200	some cyclist, motorized wheelchairs, scooter riders will go down a one way lane anyways so make them two way for safety.	May 16 2023 09:18 AM
201	Bike lanes are great, but our climate means we need to protect bikers from traffic and the weather if we are going to change peoples habits in a major way.	May 16 2023 09:12 PM
202	I use them regularly and love them.	May 16 2023 09:09 AM
203	If we want to be a real city in the 21st century, we should actually be converting whole streets to bikes and pedestrians, like Paris and others. This is a distant second but I suppose it's what we can hope for here....	May 16 2023 08:55 AM
204	They are the only thing that keeps cyclists safe. Painted bike lanes are useless for most of the year and provide no protection against cars going 60+ kms. Making cyclists feel safer will encourage more people to ride their bikes which leads to a more vibrant downtown. Prioritizing cars is what has made our downtown such a depressing place to be.	May 16 2023 08:54 AM
205	As a cyclist in the city. I found cars don't respect cyclists having their own lanes when it's painted. It creates a dangerous condition to cyclists and people in the traffic.	May 16 2023 08:46 PM
206	Painted lines are useless. Protected lanes provide a larger feeling of comfort when trying to navigate downtown.	May 16 2023 08:46 AM
207	Often not built wide enough, not cleaned well in the spring or cleared in winter.	May 16 2023 08:38 PM
208	One-way bike lanes are tricky since people will often use them the "wrong" way or pedestrians walk in them, or wheelchairs, etc, and then the one way lane is difficult to pass in these situations.	May 16 2023 08:19 PM
209	As long as they don't interfere with traffic I am ok with it. Far too often I see cyclists not obeying the rules of the road and it makes it unsafe.	May 16 2023 08:09 AM
210	I support these however they are poorly maintained in the city. If they are to be built, investment in ongoing maintenance is vital	May 16 2023 07:55 PM
211	The two way lanes on Assiniboine are fairly narrow with some sharp turns, it would be very easy to get into a collision even at slow speeds and lots of riding experience. The loose gravel left over from winter also increases the danger level, tires can easily skid out on the loose gravel.	May 16 2023 06:38 PM

212	So that cyclist can get to their destination faster.	May 16 2023 06:20 PM
213	It is so much safer. I bike all over the city and the other types of bike lanes (e.g. the one on Pembina) are way more dangerous. The better the bike lanes, the more people will get out and bike, which should be a high priority for the city to improve the health of our population and to reduce environmental impacts.	May 16 2023 06:19 PM
214	we need to keep people active and safe to reduce healthcare costs and reduce infrastructure costs by discouraging car travel and encouraging cycling and walking	May 16 2023 05:46 PM
215	It is by far the safest design for cyclists (and probably for vehicle drivers as well)	May 16 2023 04:34 PM
216	Allows for rapid commute. Easier to deal with car cross traffic	May 16 2023 04:32 PM
217	These help protect cyclists	May 16 2023 04:07 PM
218	Because a vibrant city needs to support many modes of transportation. There are plenty of roads in this city.	May 16 2023 03:59 AM
219	Design needs to account for vehicle traffic. If protected lanes are placed at expense of vehicles then traffic pressure may move to another street that wasn't designed for higher volumes	May 16 2023 03:51 PM
220	They are too wide and not consistent in design.	May 16 2023 03:35 PM
221	I'm generally supportive but can see how it might be confusing (and dangerous?) for drivers to see cyclists approaching from opposite directions.	May 16 2023 03:13 PM
222	It's safest and easiest for cyclists to have a known route, it is separate from traffic, there is enough space to pass when there are no oncoming cyclists	May 16 2023 02:01 PM
223	As long as it doesn't take away from pedestrian walkway	May 16 2023 01:23 PM
224	Does not address root cause	May 15 2023 11:43 AM
225	I just took a look yesterday - there were 100s of cars piled up in traffic and 3 bikes in these 'bike lanes'....what is the actual ROI for this kind of investment?...so far I've seen the city investing heavily in biking infrastructure with very little usage uptake.... this is Winnipeg, we live 6 months out of the year under snow, ice, -30C...do you really think you can convince people to become avid bikers in those conditions?	May 15 2023 11:33 AM
226	Support but there might be a better option. I'm not the expert	May 15 2023 11:24 AM
227	Biking in traffic is very scary, and, having been hit by cars more than once, can confirm that there is reason for that fear - it is painful. Cyclists and pedestrians are also commuters, but they are at a very high risk of fatality when they are hit by a car.	May 15 2023 11:02 AM
228	This provides more flexibility for cyclists. Current lanes are too narrow.	May 15 2023 10:52 AM
229	Potentially takes up less safe but can sometimes make it harder for a driver to spot a cyclist	May 15 2023 10:00 PM
230	They shud NOT grossly restrict Vehicle Parking.. as many Bike lanes in the Exchange District has stolen street parking... and... riders ONLY 5-6 months of the year!...if Cyclists come downtown, they can lock their bikes say 1-4 blocks away from prime 'event areas/venues' downtown.. exercise.. IF caged bikes & VIDEO SURVEILLED with WARNING STICKERS or 'cadet/neighborhood watch security persons' to deter thieves, is provided! Plse, let's keep that in mind.	May 15 2023 09:15 PM
231	More bike traffic makes it safer for cyclists. One way traffic means it follows vehicle traffic which is often unsafe.	May 15 2023 06:40 PM
232	It makes cycling safer for everyone. The only improvement would be to draw a stop line for bicycles so that pedestrians don't walk into their paths.	May 15 2023 06:13 PM
233	It is muuuuuch much much more inviting to cyclists. When I ride on a two-way protected bike lane, I feel like I'm in Europe. Induced demand, 'If you build it, they will come.'	May 15 2023 04:53 PM
234	I dont feel safe or like there's enough room.	May 15 2023 04:50 PM
235	Two-way biking really creates a feeling of community biking and safety. I also prefer not to have to go a block out of my way to follow the direction cars are going. Protected lanes feel safer and more substantial, and having both directions together saves space and resources.	May 15 2023 03:59 PM
236	I would prefer that the city improve the pedestrian experience.	May 15 2023 03:40 AM

237	While it's good that there are a couple of major street that are 1-way protected lanes for cyclists that are simply going THROUGH downtown, all other streets should be two-way protected lanes. Travelling by bike is so very different from travelling by car. The speed of bike is slow enough that you can stop at any second to hop out & say hi to a friend you just ran into, or a shop that you see a for sale sign on (can't do this by car), so having 2-way access creates an environment that allows for much more opportunity to stop & visit people & places that your are going to. 1-way only lanes is just a silly concept for bikes - we're not cars.	May 15 2023 01:47 AM
238	Two way connected bike lanes create a vibe and become a cornerstone of a neighbourhood street because they are a gathering place for active people. More people are comfortable cycling in protected bike lanes. Not everyone is comfortable riding amongst the cars. The protected bike lanes are also a shared space where runners, skateboarders, roller blades, and other can safely recreate and get around town. The health of so many Winnipeggers is improved when we prioritize protected these protected lanes.	May 14 2023 09:57 PM
239	On quiet streets like Assiniboine, two-way bike routes make sense but on busier stretches, vehicles are not expecting bikes coming at them from the opposite direction, which creates friction and stress to all involved.	May 14 2023 08:02 AM
240	Because I don't want to die having been crushed to death by an inattentive motorist on my commute to work. Few and far between as they are, two-way protected bike lanes have also allowed me to start winter cycling for the first time.	May 14 2023 02:04 PM
241	Far cheaper on taxpayers in their costs of maintenance (when compared to vehicle infrastructure), promotes health through physical activity, promotes use of other transportation means (bus, walk, etc). Car ownership is VERY expensive (roughly 10k annually for Manitobans). Reduces congestion and reduces emissions pollution. Provides safety from vehicle traffic, more people would be willing to bike if it was safer. More families and children using their bikes. Reduces vehicle noise by reducing the number of drivers, improving the quality of life in a neighbourhood.	May 14 2023 01:57 PM
242	I don't have a bike, but we should encourage biking more. If I felt safer, I might get a bike. I don't like dealing with bikes on the sidewalks on Portage Avenue when I'm walking to/from work and home.	May 13 2023 12:23 AM
243	Ideally one way for bike safety, but beggars can't be choosers. Protected is the most important.	May 13 2023 11:11 AM
244	The clumsy way that cycling lanes have been constructed often totally disrupt all other uses, including parking, pedestrian use and car travel.	May 13 2023 10:33 PM
245	Winnipeg need less driving, and more walking, cycling and public transit	May 13 2023 10:30 PM
246	I prefer cycling as my mode of transportation, as it saves me tonnes of money and is frequently more convenient. However, I fear cycling certain routes, especially downtown, and would be more likely to ride more in the area if I felt safe from motor vehicles	May 13 2023 09:57 AM
247	In my experience, drivers on one way street are not checking both ways for traffic when they are entering a one way street. In the past year living in Winnipeg, I've witnessed and experienced way too many incidents and near misses between drivers and cyclists on Garry.	May 13 2023 09:24 AM
248	While I would rather the city focus on street rail/trams. Biking is an even less carbon intensive option and can help increase activity levels in the city.	May 13 2023 09:22 AM
249	bikes do not follow traffic laws or flow. bikes go into blind spots and can;t be tracked by turning cars due to 40+kph speeds. theyre dangerous and should be banned from being on or crossing streets	May 13 2023 08:23 PM
250	provides safety for cyclists and traffic seems to move smoothly	May 13 2023 08:07 PM
251	I use my bicycle to commute year-round and I feel much safer when I am using infrastructure dedicated for the safety of my chosen mode of transport	May 13 2023 06:41 PM
252	Anything that makes poor driving, law-breaking cyclists stay away from vehicular traffic is critical. They do take up a lot of space, though, which is a potential issue.	May 13 2023 06:11 PM
253	The only way to have more people able to bike is by making better biking infrastructure, and biking is better for Winnipeg's economy, mental and physical health, and our environment than driving.	May 13 2023 04:29 PM

254	Protected is good but two-way traffic for bikes makes it hard for drivers to anticipate what cyclists will do, so less safe.	May 13 2023 02:34 PM
255	A safely built bike lane is better than no bike lane. With that being said I do not have sufficient knowledge to argue for, or against two-way bike lanes.	May 13 2023 01:58 AM
256	I support but at the same time it feels weird when biking on a one way street, which makes me enjoy it less. I sadly don't have a solution either.	May 13 2023 01:16 AM
257	I'm terrified of riding my bike next to cars and I can't imagine anyone who's just learning or is young feeling different. Drivers get so made at bikers and blame them for whatever they are thinking. I also have seen bikers tearing down sidewalks just yelling at people to get out of the way. I want protected lanes everywhere!	May 12 2023 12:47 AM
258	This lanes take away too much for seasonal activity of few users, with added maintenance and snow removal costs absorbed by everyone else. put in with bike license fee or toll road for bike users to support costs.	May 12 2023 12:38 PM
259	cyclists often ride the wrong way on single-lane bike paths, so merging them seems safer since they're being used that way anyway	May 12 2023 12:35 PM
260	It makes me feel safer when having a barrier between myself and faster moving traffic	May 12 2023 12:35 PM
261	They're alright but a lot of the times they aren't wide enough. They're usually 3.5m but realistically should be 4-4.2 metres. When trying to overtake a slower cyclist you might risk a collision with someone cycling the opposite direction, especially when there's a good amount of cycling traffic. Please also consider having a buffer from the sidewalk and protected bike lanes because on streets like Bison Dr pedestrians enroach on a bike lane especially if they are walking as a pair or group.	May 12 2023 12:31 PM
262	Two-way protected bike lanes is better than no protected bike lanes, but not better than one-way protected bike lanes. Bike lanes should ideally follow the flow of traffic to minimize potential for collision.	May 12 2023 12:10 PM
263	Safe and convenient	May 12 2023 12:08 PM
264	They are effective. I always know which road to go to.	May 12 2023 11:40 PM
265	Because the bike lanes are on the street (not the sidewalk) the two-way bike traffic causes multi wide cyclists that spill on to the roadway. Too dangerous.	May 12 2023 11:20 PM
266	The space provided for two-way protected bike lanes often feels like more substantial infrastructure, and it can put more cyclists into one area together, which can encourage other folks to ride their bike, too.	May 12 2023 11:12 AM
267	Separation of bikes and cars reduces collisions	May 12 2023 11:02 AM
268	They work well when wide and straight. But when curves or narrow spots are involved there is a higher chance of collisions with other bikes.	May 12 2023 10:38 AM
269	Only a sliver of the Winnipeg population uses bikes to get to and from downtown, move around downtown They are not a viable transportation solution for a winter city. They're a distraction from the real transportation needs of this far-flung city.	May 12 2023 10:15 PM
270	They are required for biker safety. If biking doesn't feel safe, fewer people will bike	May 12 2023 10:12 AM
271	I've heard that two way bike lanes may create hazards at intersections with cars	May 12 2023 09:43 AM
272	cycling and pedestrian traffic should not operate in such a rigid fashion as the direction of vehicle traffic.	May 12 2023 09:38 PM
273	It is important to create paths that cyclists feel safe on. Otherwise, people will not use them.	May 12 2023 09:30 AM
274	It's not a priority. Will impede other traffic.	May 12 2023 09:29 AM
275	As soon as I get onto a protected bike way, I breathe easier because I'm not constantly worried about getting in an accident with a vehicle/truck. Separated bike lanes are the only way to get more people biking downtown. However, if investing in 2-way, please invest in signage for cyclists to reduce confusion	May 12 2023 09:17 AM
276	Two lane bike traffic is extremely confusing on one-way streets. If designing two-way bike traffic, ensure the lanes are wide enough. For example, if someone needs to pass or swerve around an obstacle, there should be space to do this safely without threatening oncoming traffic. It is especially important to design curves with enough space for cyclists to safely round the bend. Consider making curved sections slightly wider than the rest of the lane.	May 12 2023 09:06 AM
277	Safety for all involved. Need to ensure that vehicles cannot enter the bike lanes, this happens daily on Assiniboine Ave at Navy Way	May 12 2023 08:54 PM

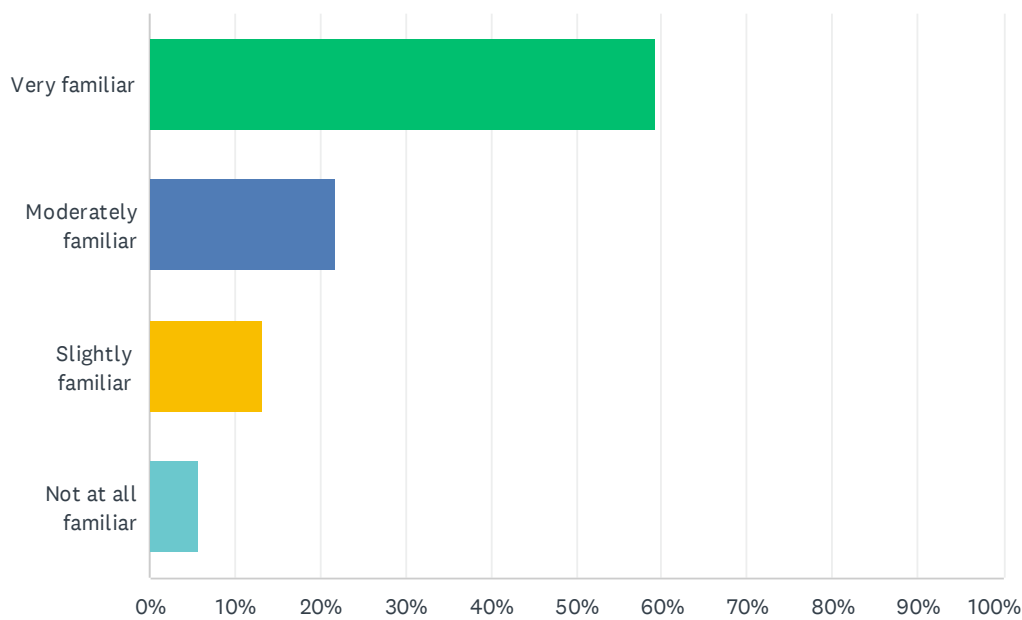
278	More space to cycle. Safer. Makes less room for cars.	May 12 2023 08:52 AM
279	Drivers seem to feel they can get close to cyclists in a safe way but from the perspective of the bike, it's way too close and unnerving. When there is a physical separation, it is clear for both road users. I particularly like parking protected bike lanes (though they require keeping the last parking spot open at intersections for visibility).	May 12 2023 08:44 AM
280	For a car driver, especially a new driver, it is distracting to see people heading toward you on all sides. If children or inexperienced cyclists, it could cause more accidents because they could be unnerved by someone coming toward them. And is there an enforceable speed limit on the bikes? It is just unsafe.	May 12 2023 08:40 AM
281	The perceived safety when riding in protected bike lanes are great. Don't have to worry about being sideswiped. When the number of cyclists increase, widening them would be preferred but right now I think we need to focus on the number of protected bike lanes and connecting them	May 12 2023 08:35 AM
282	Winnipeggers deserve options for transportation	May 12 2023 08:25 PM
283	It provides density for cycling infrastructure, allows room for passing when possible. But they must be separated from pedestrian and vehicular traffic	May 12 2023 07:20 PM
284	it's the only way to make cycling not a hazard until cars are not permitted on a street, or they are slowed significantly due to road narrowing/ "chicanes", and at grade with pedestrians (E.g. made to feel like they are intruding where they shouldn't be). as it stands cyclists literally risk their lives when forced onto streets with cars. the rules that allow cars to turn right on reds for example threaten pedestrians and cyclists at every turn. you can't expect two modes that are so different in terms of speed, size, visibility, and personal risk of injury.	May 12 2023 06:54 PM
285	I prefer protected bike lanes going with traffic direction	May 12 2023 06:32 PM
286	It's a safe way to travel by bike.	May 12 2023 05:45 AM
287	Safety concerns, often cyclists do not use protected bike lanes, instead they the sidewalk demanding pedestrians get out of the way.	May 12 2023 05:37 PM
288	The bike lanes make no sense in this city. Cancel widening Route 90 and get decent bus service.	May 12 2023 05:29 PM
289	I think it's great to keep cyclists separate from cars whenever possible!!	May 12 2023 05:28 PM
290	Motorists cannot be trusted with the safety of cyclists. The more they can be separated, the better.	May 12 2023 05:18 AM
291	I use these lanes and they dont connect to anywhere I come from. They are not safe to get to, and drivers do not watch for cyclists when turning onto the road with the bike lane. They only watch the direction the traffic is coming from. Also, a larger issue is that if I take my kids bike trailer out onto that path, it takes up the whole space, theres no room for anyone to pass. As a cyclist with no license, how can I safely get my children around when the road designed for us isnt even big enough?	May 12 2023 05:06 AM
292	They provide enough space for bikes to pass each other safely without taking up a lot of street room.	May 12 2023 05:03 PM
293	Hey can be useful in minimizing negative impact on multiple streets	May 12 2023 05:01 PM
294	Difficult turning movements at intersections, contra-flow direction.	May 12 2023 04:36 PM
295	Bike lanes in the downtown area have to be connected to other bike lanes that bring people downtown. i.e. from Portage Avenue, St. Mary's Road etc. For example, if someone lives in St. Vital, it would be great to be able to cycle all way to the downtown area.	May 12 2023 04:01 PM
296	Two-way protected bike lanes are proven to be far more dangerous at intersections. Unidirectional lanes on either side are far safer and easier to accommodate at intersections (where risk of collisions is highest).	May 12 2023 03:32 AM
297	They are definitely useful on our one way streets, as well as streets with few side street connections.	May 12 2023 03:22 PM
298	Less cars more options is best	May 12 2023 03:22 PM
299	we need more bikes and less cars in the city, and drivers here can't be trusted to give way to bikes	May 12 2023 02:28 PM
300	The idea of bike lanes are ok. However they take up alot of space for mostly seasonal use.	May 12 2023 02:27 AM
301	It is nicer to have two bike lanes on each side of the street	May 12 2023 02:09 PM
302	it makes the most sense to be of the greatest benefit	May 12 2023 01:54 PM
303	It is important mainly for the safety of bikers	May 12 2023 01:41 AM

304	More and more people biking all the time and very good to have protected bike lanes both ways to minimize mishaps or accidents .	May 12 2023 01:16 PM
305	Promotes the use of bikes, protected lanes feel safer and gets cyclists off the sidewalks	May 11 2023 12:57 PM
306	It makes cycling much safer and more comfortable, which will make more people inclined to cycle.	May 11 2023 12:03 PM
307	It's great as a cyclist, just makes sense	May 11 2023 11:43 PM
308	when protected bike lanes don't block business access	May 11 2023 11:42 AM
309	Winnipeg should do everything it can to support active and green transportation	May 11 2023 11:35 AM
310	There's not that many cyclists. It's not like Amsterdam	May 11 2023 11:34 PM
311	Cyclists need to be protected from cars	May 11 2023 10:54 PM
312	Two way paths should only be used off street. On street bikes should follow the intended flow of traffic to minimize confusion with motorists and improve safety	May 11 2023 10:09 PM
313	Please don't put them on one ways, and if you do please make the bike signals automatic. The sensors on Garry don't work much of the time, and when they do you have to be present in the bike lane to trigger or else wait a full signals season. Poor design.	May 11 2023 09:59 AM
314	Two way cycle lanes do not seem to receive the same maintenance (eg road surface repair or snow clearing) as single since obstacles to not frequently block the entire path.	May 11 2023 09:56 PM
315	Car take priority	May 11 2023 09:49 PM
316	They're better than nothing but aren't the best. If I have to ride through 10 conflict points, where cars are exiting or entering, it increases my chances of getting hit and isn't safe. So the question isn't one way or two way, it's that the bike lane be fully separated from car traffic, so I don't get hit and die	May 11 2023 09:44 PM
317	Bike lanes are a waste of space. They hinder traffic flow and parking. They are not used at all for 6 - 7 months of the year.	May 11 2023 09:15 PM
318	In the setting of our one way streets, cyclists riding against traffic frequently encounter dangerous conditions when motorists seek to turn right on a red light. They do not see right of way cyclists going the opposite direction as the one way street traffic.	May 11 2023 08:49 PM
319	I don't know that I understand what it is	May 11 2023 08:46 PM
320	Context sensitive. Two-way bike lanes only work well with minimal driveways and cross-streets. Two- way bike lanes are nice because they are wider which allow for passing and riding side by side with another cyclist.	May 11 2023 08:42 PM
321	losing vehicle travel lanes, negative impact to traffic with bike lanes only have seasonal use	May 11 2023 08:01 PM
322	The Garry street bike lanes are not timed well. You hit every light especially because you have to trigger the light and often can't get to the next intersection in time. It can take upwards of 5 minutes from graham south to broadway with the light timing.	May 11 2023 07:59 PM
323	i won't have to cross a busy street to use a one-way bike lane	May 11 2023 07:18 PM
324	Despite what city guidelines say, the mentioned routes are often blocked with no detours. This makes it incredibly hard because it forces half of the cyclists into oncoming traffic. Two way lanes can also be confusing and force cyclists to make weird maneuvers to get where they need to go	May 11 2023 07:11 PM
325	More space efficient, safer, easier and accessible.	May 11 2023 06:47 PM
326	Obvious choice	May 11 2023 06:44 PM
327	City cores are for humans and not cars. People will never feel safe to walk around downtown if the area is designed for people who are driving through and not the actual residents.	May 11 2023 05:29 PM
328	I feel going against car traffic can be dangerous at times. But the protection from cars is good. It is very good but one way protected may be better	May 11 2023 05:16 PM
329	The safer it is for cyclists the more encouraged people will be to do it. The more people cycling the less traffic downtown, less wear and tear on roads, more people at street level.	May 11 2023 05:16 PM

	Cycling infrastructure must be separated from regular traffic in order to feel, and be, safe. And the best way to get people biking is to make them feel safe doing so.	
330	While multi-one way protected bike path are probably safer than a two way (in the cases of intersections with cars not used to cyclists coming from both directions; it's better than neither.	May 11 2023 04:42 PM
331	Because i don't want to get hit by a car	May 11 2023 04:37 PM
332	They reduce car traffic which reduces accidents/incidents and quiets neighbourhoods and in the long term results in more real estate devoted to community spaces	May 11 2023 04:36 PM
333	These bike lanes have formed the main arteries in Winnipeg's cycling network. They encourage more people to cycle which reduces the maintenance costs on our roads. As someone who bikes frequently these bike lanes feel very safe.	May 11 2023 04:30 PM
334	Bicycle and motor vehicle traffic should be kept separate whenever possible to keep cyclists safe. Separated lanes are necessary, as painted bike lanes are too easy for motorists to cross	May 11 2023 04:28 PM
335	because two way allows bike lanes without impacting traffic as much as one way	May 11 2023 04:28 PM
336	The safer and easier it is to bike, the more cyclists there will be, which will lead to less car traffic. Protected bike lanes make riding safer.	May 11 2023 04:21 PM
337	Very safe for cyclists! I am also a driver and these paths make me feel better about driving around cyclists. These lanes are also safe for electric scooters	May 11 2023 03:40 PM
338	I have been to Copenhagen, seen how easy it is to get around on a bike when the infrastructure is in place. Victoria British Columbia is also quite good	May 11 2023 03:09 PM
339	makes it easier to navigate. our one-way streets in general are dumb	May 11 2023 03:02 PM
340	Protected lanes are important, but the real solution is street design that forces cars to slow down and allow sharing of the road	May 11 2023 02:53 PM
341	Poor driver education. The signage on Assiniboine is a mess and it is common to see cars driving in the bike lane.	May 11 2023 02:41 PM
342	Unfortunately a lot of cyclists treat all bike lanes like 2-way (see Sherbrook) so we might as well plan for it from a safety/harm reduction approach	May 11 2023 02:38 PM
343	Protected bike lanes should be one way.	May 11 2023 02:35 PM
344	Encourages increased usage and improves safety. Discouraged personal vehicle use.	May 11 2023 02:34 PM
345	These bike paths are pretty good for connecting a lot of the big features of downtown, and having them go both ways is very convenient for cyclists	May 11 2023 02:31 PM
346	Separate bike lanes make passing a bit easier and safer, but hard to complain about any protected bike lane!	May 11 2023 02:26 PM
347	Biking and walking should be safe and efficient in an ideal city scape. The more separation between vehicle traffic and bikes/pedestrians its better for everyone involved.	May 11 2023 02:15 PM
348	Any physically separated bike infrastructure has my full support.	May 11 2023 02:08 PM
349	If they are on both sides of the street, they reduce interaction with vehicles because you don't have to cross the street.	May 11 2023 02:05 PM
350	It is convenient in some ways, but many drivers do not know how to drive around them so it can decrease safety. Hopefully more drivers are becoming more used to them.	May 11 2023 02:05 PM
351	They allow for passing, are efficient with space and create a density of people using them	May 11 2023 01:47 PM
352	I am a cyclist and enjoy biking instead of using cars when the weather is nice. A dedicated biking lane with protection will promote more community members to be active and this will also have an impact on the environment as less people will be ok the road in their cars	May 11 2023 01:44 PM
353	One way streets should also have one way bike lanes in the same direction. Or make the one ways two ways except the major routes.	May 11 2023 01:13 PM

Q16 One-way protected bike lanes accommodate travel in one direction for cyclists. How familiar are you with existing one-way protected bike lanes in the City of Winnipeg? Examples include: Princess Street, Bannatyne Avenue, and McDermot Avenue.

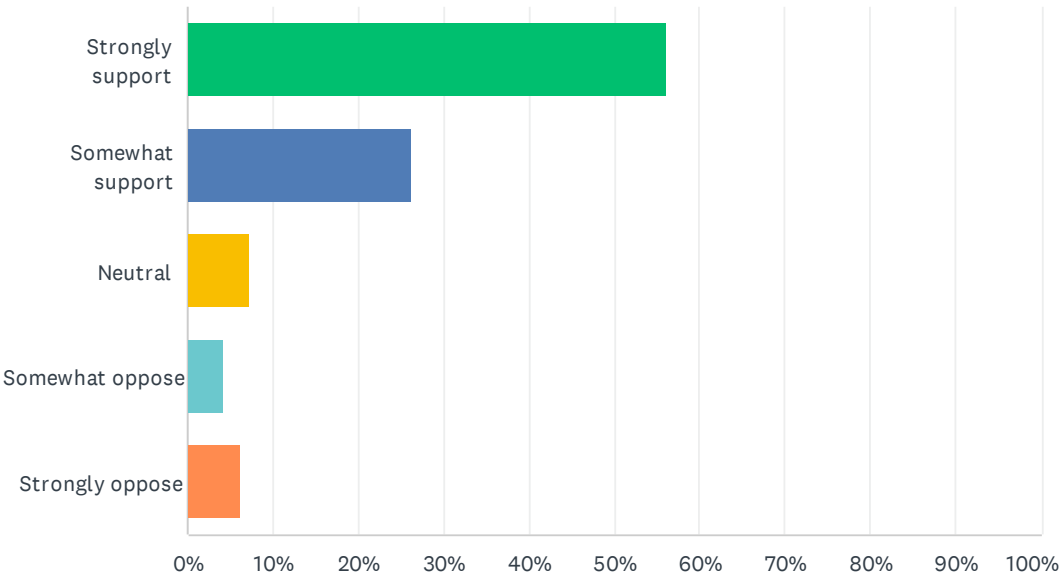
Answered: 477 Skipped: 220



ANSWER CHOICES	RESPONSES	
Very familiar	59.33%	283
Moderately familiar	21.80%	104
Slightly familiar	13.21%	63
Not at all familiar	5.66%	27
TOTAL		477

Q17 Thinking of the existing one-way protected bike lanes in Winnipeg, what is your level of support for this type of bike lane?

Answered: 450 Skipped: 247



ANSWER CHOICES	RESPONSES	
Strongly support	56.00%	252
Somewhat support	26.22%	118
Neutral	7.33%	33
Somewhat oppose	4.22%	19
Strongly oppose	6.22%	28
TOTAL		450

Q18 Following up to the previous question, why do you feel that way?

Answered: 303 Skipped: 394

#	RESPONSES	DATE
1	Provides ease of travel for cyclists	Jun 15 2023 12:07 AM
2	One-way protected bike lanes are only one way, I feel that people should get around perfectly fine as they do with cars, so two-way lanes would be better.	Jun 15 2023 10:38 AM
3	similar safety advantages to two-way lanes, however often what you see in practice is people using the one way lanes to travel in both directions, meaning there is bi-directional traffic crammed into a smaller lane.	Jun 15 2023 09:41 AM
4	I like the one-way protected lanes because they are better than nothing, but honestly we need to think bigger. Road bikes go faster than cruising bikes; e-bikes go even faster than road bikes. We need multiple bike lanes in a given direction to allow for safe passing. If we're going to induce demand with our infrastructure, why not do so for cycling? "Build it and they will come" -- let's build a city that encourages a variety of cycling options that is protected from motor traffic.	Jun 15 2023 09:23 PM
5	One-way only bike lanes one-way streets have less conflict with unaware drivers at intersections, but they limit options for cyclists and lead to cycling the "wrong" way in the bike lane out of expediency or preference for safer/more comfortable streets.	Jun 15 2023 08:31 PM
6	This city was never designed to have separate bike lanes. Your forcing the population to make room and slow down traffic and congestion. Other cities I visit don't do this.	Jun 15 2023 07:03 AM
7	I even support this stronger because apart from safety in relation to the car traffic system it's also safer in relation to my fellow cyclists. And it prevents me from having to go from one side of the street to the other when I want to enter or exit the bike lanes. The lanes could and should be wider.	Jun 15 2023 05:06 PM
8	As long as it is protected from Traffic, I support. If lane is not protected I am not riding my bike to work. Too dangerous	Jun 14 2023 11:52 AM
9	One-way bike lanes are easier for pedestrians.	Jun 14 2023 09:41 PM
10	As implemented remains confusing due to inconsistent application. Continue if long term plan exists to tie it all together.	Jun 14 2023 02:01 PM
11	see answer to previous question	Jun 13 2023 09:53 AM
12	They make sense and are safer. Always protect them with parked cars.	Jun 13 2023 09:09 AM
13	Roads are made for motor vehicles first!!	Jun 13 2023 02:11 PM
14	They're better than not having a protected bike lane, but crossing intersections seems dangerous. A fast-moving right-turning vehicle could easily hit a cyclist going straight through if they both have a green light. I'm not aware if cyclists have their own lights. The Netherlands has sensors that can tell when cyclists are near an intersection to help regulate the bike traffic and reduce waiting times. Winnipeg should look into getting something like that.	Jun 13 2023 02:10 PM
15	It's safer and more intuitive for all people (drivers, pedestrians and cyclists).	Jun 12 2023 11:32 PM
16	Protected bike lanes are crucial. Paint/road share is not safe for cyclists.	Jun 12 2023 10:40 AM
17	Refer to previous answer re: two-way protected bike lanes... Must be balanced with the needs of motorists.	Jun 12 2023 10:29 AM
18	seeing those in urban areas that are more narrow, they are safer	Jun 12 2023 10:05 AM
19	Once again, the biggest thing protected lanes do for people is give them the ability to feel safe while biking, walking, or rolling. It gives more people confidence to do so which then leads to an increase of more people trying out other modes of transport.	Jun 12 2023 09:08 AM
20	Plus it factually saves lives, I don't know how people could be against saving lives and reducing deadly collisions. I support one-way or two-way bike lanes the same.	Jun 12 2023 08:13 PM
21	Any protected bike lanes are helpful to supporting cycling as a means of transportation.	Jun 12 2023 08:00 AM

22	I'd strongly support them if the snow was cleared off of them, as a priority. And if the sand was cleared off of them at the same time as the roads, not after...	Jun 12 2023 03:54 PM
23	Many people travel both directions on 1 way paths. They are too narrow to accommodate this. They are also too narrow to pass slower moving bikes.	Jun 12 2023 01:00 PM
24	These do not feel as safe as the 2 way protected bike lanes but are still a good option	Jun 11 2023 10:57 AM
25	I use them frequently and enjoy doing so. They feel safe	Jun 11 2023 10:51 PM
26	Either two way or one way protected cycling lanes are acceptable as long as the network is sufficiently built out to travel to and from downtown from many parts of the city.	Jun 11 2023 10:02 PM
27	I prefer one-way bike lanes than two ways, BUT so many people use them improperly	Jun 11 2023 09:56 AM
28	I like what we have but the concrete barrier still seems insufficient. Bollards would actually offer greater protection. Also these oaths are never cleared in the winter & cyclists and motorists are frustrated when cyclists avoid them due to bad snow clearing.	Jun 11 2023 08:48 PM
29	We need more of every type of protected bike lane; however, people will often go the wrong way in a one way protected bike lane b/c there is a lack of one way lanes going in the other direction they want to go; two way lanes would be better	Jun 11 2023 08:43 PM
30	Safety and it follows the flow of traffic	Jun 11 2023 07:39 AM
31	Same answer as prior. Increased traffic is probably best to flow in 1 direction	Jun 10 2023 04:43 PM
32	it is understandable on a one-way street like Bannatyne and McDermott. But not on two-way streets.	Jun 08 2023 06:25 PM
33	The positive is that it's easier for drivers, so some lanes with many vehicle crossings might be safer if cars are looking out for one direction only. I think as a driver it's more intuitive to assume all traffic is flowing the same direction as you if on a one way, but through education it can also free up adjacent streets to have two-way infrastructure on one road.	Jun 07 2023 11:43 PM
34	Protected bike lanes feel safe. One way lanes in the same direction as vehicle traffic are less confusing (you can plan your route on a bike similar to how you might have planned it using a car).	Jun 07 2023 11:30 AM
35	Any protected bike lane in this city is a good thing in my opinion!	Jun 07 2023 04:33 PM
36	Same as previous response - more people would cycle downtown if they felt better protected from traffic.	Jun 06 2023 11:23 PM
37	I feel safe and valued as a cyclist with my own dedicated lane	Jun 06 2023 07:53 PM
38	Build two way bike lanes. People will use a single lane one both ways because it is inconvenient to not have a two way lane on the same street.	Jun 06 2023 07:50 PM
39	These feel the safest, and I also think they are less confusing for drivers because it doesn't look like cyclists are going the wrong way down a one-way	Jun 05 2023 11:31 AM
40	bikes should be treated as pedestrians therefore should be two way	Jun 05 2023 10:39 AM
41	They are protected from motor vehicle traffic.	Jun 05 2023 02:27 PM
42	Same as previous.	Jun 04 2023 11:27 AM
43	Takes away from vehicle and pedestrian traffic.	Jun 04 2023 09:17 AM
44	While I feel that all protected bike lanes are positive, I am more supportive of two-way bike lanes because they act as more of a corridor and provide more route options for cyclists.	Jun 04 2023 09:11 AM
45	"strongly support" compared to what? No bike lanes?	Jun 04 2023 08:40 PM
46	There are situations where they are the best option -- or the only option -- if we want a protected bike lane on a particular street	Jun 03 2023 08:29 PM
47	Safer than two-way bike lanes.	Jun 03 2023 04:13 PM
48	It can be a pain to cross the street to go in the opposite direction, but if it's what's needed to connect Winnipeg's disparate active paths, we should use them	Jun 02 2023 12:23 AM
49	Again, move the city away from the car culture.	Jun 01 2023 11:46 AM
50	One way protected are better than painted because they provide much more safety.	Jun 01 2023 10:28 AM
51	Biking in Winnipeg is dangerous. Anything to make it safer is fabulous.	Jun 01 2023 10:13 AM
52	Fewer cars please!	Jun 01 2023 10:05 AM
53	This is CRITICAL to the future of Winnipeg. Increasing safety and capacity for active transport is the key to reducing car traffic downtown.	Jun 01 2023 09:59 AM

54	As much as I love cycling, I think it is not worth spending money on bike infrastructure in Winnipeg, since very few people will use it for 10 months of the year. Unless the city is willing to commit to promptly clearing snow and ice from every bike route down to the pavement within a few hours of every snowfall, there's no point in wasting money and space building bike lanes. That space should instead be used to widen sidewalks, and the money should be used to enhance bus service.	Jun 01 2023 09:47 AM
55	Feels safer and more comfortable for cyclists, drivers and pedestrians.	Jun 01 2023 09:45 AM
56	Feel much safer than on two-way lanes	Jun 01 2023 08:17 PM
57	Can count on one hand how many people actually use this.	Jun 01 2023 06:41 PM
58	Sometimes one way bike-lanes don't connect to other bike lanes very seamlessly and sometimes we have to travel several blocks to go in the right direction	Jun 01 2023 04:03 PM
59	I think the way the bike lanes look on these streets is hideous and takes away from the ambiance of the neighbourhood. Better design option is needed	May 31 2023 10:13 AM
60	I haven't used two way lanes to know how well they function. As long as the bike lanes are useful to cyclists and connect well and don't dramatically end and kick the cyclist into traffic then we are good.	May 30 2023 05:23 PM
61	It's annoying to go out of your way to the street whose lane is going the right direction you need when trying to reach businesses.	May 29 2023 10:38 AM
62	it depends. the Princess one is wacky. The one on sherbrook is fine when protected, but then it dumps you into a paint line with traffic on both sides - can't take my kids on that	May 29 2023 08:35 PM
63	They are predictable for all road users. It's usually not too much of a hassle to cross the street or go over one block if the closest bike lane is in the wrong direction for where I want to go.	May 29 2023 03:59 PM
64	It depends on how well one-way lanes connect with other paths to make travel efficient & practical. I prefer 2-way, but 1-way is much better than an unprotected bike lane.	May 29 2023 02:43 PM
65	Protection is the biggest part when it comes to bicycle lanes, and I think it is what most cyclists care about. I think two way vs one way is a secondary topic. Using two way vs one way depends on the street and existing road structure	May 28 2023 10:01 PM
66	I want to be able to move in either direction on a street, not just one way.	May 28 2023 09:05 AM
67	Again, one-way protected bike lanes are appropriate and acceptable in many applications. It depends on how they connect to overall network. For cyclists, understanding one-way protected bike lanes is easier and may assist with use of them.	May 28 2023 07:52 PM
68	They aren't really enforced as one way for cyclists, and they are used in both directions in my experience.	May 27 2023 12:26 PM
69	Safety for riders	May 26 2023 11:50 AM
70	Cyclists just bike on the road anyways and don't follow the rules. Need more enforcement.	May 26 2023 11:30 AM
71	Not that familiar with it	May 26 2023 11:14 PM
72	so bikes don't go the wrong way down the road or have to take more space for a double lane impinging on traffic	May 26 2023 09:49 PM
73	A protected bike lane is better than nothing	May 26 2023 08:59 AM
74	One-way is better than 2 way but any bike lane is better than no bike lane.	May 26 2023 08:47 AM
75	People end up using them as 2 way or don't use them at all and travel in the street in the wrong direction	May 26 2023 07:34 PM
76	See previous response re: two-way lanes. I just want to see more lanes, more connections, and they all bike lanes are PROTECTED with PHYSICAL BARRIERS, not just painted lines.	May 26 2023 06:32 PM
77	It is better to have a one way bike lanes as there is less conflict and more capacity	May 25 2023 09:26 AM
78	Properly built 1way lanes are functional enough	May 25 2023 01:43 PM
79	Safer at intersections.	May 25 2023 01:31 PM
80	No real preference between 1-way and 2-way.	May 24 2023 11:35 AM
81	Same as before. My instincts provide better safety then the bike path. It is better to have options to escape danger. Protected bike paths prevent you from escaping a dangerous unexpected situation in an emergency and take power away from the seasoned cyclist's instinct forcing them into the path of danger.	May 24 2023 11:15 PM

82	Safety. I'm all for protected bike lanes. I prefer going in the same direction as traffic.	May 24 2023 09:24 AM
83	I would say same answer for two way protected bike lanes: I'm active, reduces induced vehicle traffic demand, and facilitates not needing a vehicle to live and work downtown. If you're asking me about one way bike lanes vs two way bike lanes, I'm not overly supportive of one over the other, it depends on good planning and how you can build an interconnected bike transport plan the best. I use all the one way or two way bike lanes downtown and enjoy them all.	May 24 2023 09:07 PM
84	Protection from cars	May 24 2023 06:52 PM
85	safer than two-way	May 24 2023 01:06 PM
86	One way or 2 way, as long as it is a dedicated route that makes the cyclist feel more safe i am for it.	May 23 2023 12:30 PM
87	They are safe and efficient	May 23 2023 12:27 PM
88	It would make more sense of they were better connected. For example the lane on Princess ends and cyclists are stuck in the lane turning left. Then you have to get across all the traffic to travel on the right side safely. These could be planned a lot better	May 23 2023 12:20 AM
89	They keep cyclists safe	May 23 2023 11:10 PM
90	They allow for bikes to move efficiently. As long as there are other bike lanes close by (on the same street, or equivalent), I don't have a preference between one or two way.	May 23 2023 08:51 PM
91	There's less for cyclists to navigate in their already vulnerable position when the bike lane is going the same direction as vehicle travel. Cyclists are always looking out for everything all the time because their life depends on it so the priority should be reducing the amount of things they have to watch out for.	May 23 2023 08:37 AM
92	I want to say that I'm always ready to support more bike infrastructure however, I think that one-way lanes are just harder to make safer and accessible for everyone whilst also making it an efficient way of getting around. I've also seen a strange amount of cars riding in these ones so take that for what you will (doesn't even make sense cause these are smaller)	May 23 2023 06:42 PM
93	They really should be two-way, but any protected bike lane is good.	May 23 2023 03:33 PM
94	I personally use them and feel they are the safest way to travel by bike	May 23 2023 03:27 PM
95	They feel safe to travel in; they connect in the places I would expect;	May 23 2023 02:39 PM
96	Following the flow of traffic is more natural and safer for cyclists, less distracting for drivers, and can be more easily built.	May 22 2023 11:49 AM
97	Any protected bike lane is better than unprotected, but I worry about intersections and turning lanes. Cars often forget about the bike lane and don't check before they turn.	May 22 2023 09:53 AM
98	I don't bike so as long as there still street parking I'm full support	May 22 2023 07:50 PM
99	They are a good start, and are likely easier to accommodate than two-way cycling infrastructure.	May 21 2023 11:08 AM
100	One bike lane where both directions are accomodated, more fiscally responsible as well	May 21 2023 09:58 AM
101	Again, I support the protected bike lane but the execution is terrible. Those curbs cause damage to vehicles (and probably snow clearing equipment).	May 21 2023 09:50 AM
102	More bikes means less cars	May 21 2023 08:36 PM
103	I support any kind of bike lane	May 21 2023 07:30 PM
104	I'm used to it and I opt towards those lanes when they work into my routes	May 21 2023 07:16 PM
105	Without good wayfinding, it can be difficult for people to know which street to go to next if they need to head back in the direction they came. This is especially crucial when we only have a few twinned one-way routes on one-way streets as the lane options are more limited. It is also necessary to cross the street to change direction.	May 21 2023 05:25 AM
106	Less room for the increase of cars and traffic due to urban expansion. Not safe. Cyclist need licenses and a plate on their bike and be held responsible for their actions and a revenue source to cater to their needs. I personally have had two cyclists run into my car due to speeding through a stop sign. MPI claim? Again our city isn't built to accommodate cyclists as they demand.	May 21 2023 03:51 PM
107	While this can help move bikes, they're not connected well enough to allow for appropriate movement in multiple directions	May 20 2023 12:48 PM
108	I prefer two-way, but one-way protected bike lanes are far better than no protected bike lanes at all.	May 20 2023 12:31 PM

109	Cycling is crucial to vital and accessible downtown life!	May 20 2023 12:23 PM
110	Safety and ease of use. This is the best type of bike lane in a city. Two way lanes are for parks when the lanes are wider.	May 20 2023 11:50 AM
111	Climate emergency, need more bikes	May 20 2023 11:39 AM
112	It's safer to have a physical barrier between cyclists and cars	May 20 2023 11:25 AM
113	These Bike lanes don't get used in the winter. I find it hard to support an initiative that will only be utilised for 50% of the year. I am a cyclist.	May 20 2023 10:19 AM
114	These are amazing, it politically appeases both active transportation advocates (me) and the pro-car regressionists. Less space is taken up from cars, and the bikers and future lime scooter riders etc. still have their own protected lane to use, which lets be honest there wont be much traffic on those things in the near future anyways cuz winnipeg is still a car-centered city and it will be a while for that transition. Until then i believe that a protected one lane is MORE than sufficient.	May 20 2023 08:45 PM
115	While I'm not opposed to the one-way bike lanes, as they are sometimes required depending on the street directions and access to other streets, the existing one-way bike lanes in many cases are not protected properly, mere paint on the road does not make for safe cycling. Also, many one-way bike lanes just end at some point, forcing bikes to either take over a vehicle lane or jump onto a narrow sidewalk, or end up on a unmaintained dirt path. If bikes are sharing the roadways then they need a physical barricade (curb, wide sidewalk) between the vehicle traffic.	May 20 2023 07:49 AM
116	Same as other answer	May 20 2023 06:33 PM
117	Bike lanes shouldn't change like streets do for cars.	May 20 2023 05:05 PM
118	Feels more natural and safer to travel in same direction as vehicle traffic	May 20 2023 04:32 PM
119	They get you to where you need to go as well	May 20 2023 02:21 PM
120	Quite often people travel the wrong way.	May 19 2023 11:28 AM
121	I see it on other streets and it seems to work - need more signs for cars to watch out for bicycles crossing and pedestrians	May 19 2023 11:14 AM
122	I think one way and two way lanes work well depending on the space availability.	May 19 2023 11:02 AM
123	Car infrastructure is getting to expensive and will bankrupt our city, more alternative ways of transportation must occur	May 19 2023 09:13 AM
124	I'm not confident cyclists will use them as they are indented	May 19 2023 08:56 AM
125	Same as the previous question.	May 19 2023 02:07 PM
126	These are great, you're not having to worry about oncoming bike traffic. They just need to be a better connected network and should have one running both ways. For example the one down Princess is great, but there should be one down King going the other way. Because there isn't, people ride the Princess the wrong way. The ones on McDermot and Bannatyne are great, run long in both directions, connectin multiple neighbourhoods and bike networks.	May 19 2023 01:41 PM
127	I find the two-way bike lanes to be a bit precarious, especially for the cyclists riding against the grain of traffic. Two-way bike lanes on one-way streets creating confusing moments for both drivers and cyclists.	May 19 2023 01:02 PM
128	As a regular cyclist, one-way protected bike lanes help me feel safe commuting through the city!	May 18 2023 12:57 PM
129	They create fewer conflicts with cars but are less convenient due to the number of one-way streets downtown. Some cyclists ride the wrong direction for convenience and they are not wide enough in general.	May 18 2023 10:51 PM
130	In my opinion, two way bike lanes make more sense and are more practical! But this is much better than no protected bike lanes.	May 18 2023 06:46 AM
131	Safer for cyclists, less confusing to drivers especially visitors	May 18 2023 05:26 AM
132	I like to have traffic and cyclists separate for safety reasons. Street parking has actually improved in some places where bike lanes were added. and Traffic has not really gotten any worse and may actually be better now on those routes. But need to do a better job in leaving room in some areas for large trucks. The St. Mathews area between route 90 and Silver avenue was poorly done. curbs do not leave enough room for large trucks that need to travel in that area, due to the commercial/industrial nature of the area. And the one lane just disappears suddenly. Makes no sense. traffic volumes are low there, but you could have left both lanes. You don't really need the parking spaces there.	May 18 2023 05:10 AM

133	Cyclist safety	May 18 2023 04:07 PM
134	This method is more likely to be followed, except cyclists do not follow the one way model. It is a safer mix for traffic though.	May 18 2023 03:46 PM
135	Support this as well. Any protected bike lanes are safer than simple paint on the roads - as long as they are maintained the same as roadways for cars.	May 18 2023 03:46 PM
136	I like them in theory however they are not utilized properly and have had a negative impact on street infrastructure in the area so they feel like a waste of space. Vehicles cannot travel quickly on a number of these streets so to have protected bike lanes feels a bit superfluous because the level of danger is minimal in comparison to a major thoroughfare.	May 18 2023 01:45 PM
137	These are still very good for situations where the 2-way version aren't feasible.	May 18 2023 01:44 AM
138	two-way is more convenient	May 17 2023 11:42 AM
139	Although better than nothing one way cycle tracks are far from ideal. This is especially in the examples provided as in order to change my direction of travel I have to cycle an extra block and cross at least two intersections. One way cycle tracks also create conflicts as cyclists will often ride the wrong way on a one way path rather than travelling the extra distance to use the right path	May 17 2023 11:36 AM
140	It depends on the street- but having one-way only bike lanes can encourage people to just bike on the road if they are going in the opposite direction.	May 17 2023 11:28 AM
141	It's better than nothing.	May 17 2023 10:52 PM
142	I think any protected bike infrastructure would make me feel much safer biking around my area. I bike whenever I can. Owning a vehicle is expensive and biking is affordable, good exercise, good for the environment. If I had more access to better bike lanes downtown it would make the city much more livable for me. right now I feel very unsafe biking on 85% of roads in winnipeg and it is pretty much impossible to plan a route somewhere without joining the traffic at some point. More bike lanes like these would really help make Winnipeg a place where young people like myself want to stay and contribute.	May 17 2023 07:39 PM
143	Any bike lane is better than no bike lane	May 17 2023 06:36 PM
144	These are great for one way streets. It can feel strange going against traffic when on a bike	May 17 2023 06:17 AM
145	Blind pedestrians encounter difficulties when crossing bike lanes to reach floating bus stops for example. We have no way of knowing if a cyclist is coming.	May 17 2023 05:56 PM
146	i support any type of bike infrastructure but two way bike lanes increase accessibility for cyclists	May 17 2023 05:40 PM
147	too much accomodation for bikes	May 17 2023 05:20 PM
148	Although I'm glad that that there is a specified bike line, the two way protection seems preferable.	May 17 2023 04:26 PM
149	Again - the cyclists are protected in this model which is important!	May 17 2023 03:17 PM
150	More intuitive to follow the flow of traffic on one-way roads	May 17 2023 03:03 PM
151	same as other answer	May 17 2023 03:01 PM
152	Protected bike lanes are best for cyclist safety. I feel that one-way bike lanes in the same direction as other traffic is preferable to two-lane bikeways.	May 17 2023 01:51 PM
153	Bikers might prefer 2 way lanes, for ease of movement.	May 17 2023 01:10 PM
154	it depends on how much it would disrupt vehicular traffic, taking out lanes and then causing traffic jams is not great either.	May 16 2023 12:43 PM
155	Motor vehicle drivers do not share the road by keeping a safe distance fro cyclists unless there is a physical barrier. The little flags on the bike lane on St. Matthews are destroyed every year because so many vehicles drive into them, every painted bike lane is worn out by fall because drivers drive on the lines. Anything short of a protected bike lane is unsafe.	May 16 2023 12:31 PM
156	two way bike lanes on less streets is more efficient	May 16 2023 12:29 PM
157	It can be hard to locate the opposite direction bike path without being familiar with the area.	May 16 2023 12:28 PM
158	Same as Q 16. to make the case, it would be interesting to see actual usage data, collected scientifically as most times the lanes are empty, especially in winter months.	May 16 2023 12:08 PM
159	Keeps cyclists protected and out of vehicles paths	May 16 2023 11:53 AM

160	While these type of lanes are acceptable, as a daily cyclist, the way Winnipeg implements these lane styles are poorly designed and often unsafe. For example, westbound between Sherbrooke and Maryland on Westminster. I have been struck twice by car doors along this "protected" bike path.	May 16 2023 11:43 AM
161	Same as last question.	May 16 2023 11:07 PM
162	Not a huge fan, poorly thought out. One way bike lanes require additional space, impact more roadways, parking, businesses, and require additional maintenance. Maintenance is already poor.	May 16 2023 11:07 AM
163	They are often built too narrow for passing. This is the only downside.	May 16 2023 10:47 AM
164	It's the only way to truly create a safe biking system in the city, unprotected lanes may as well just be for cars they way they're treated by motorists in Winnipeg.	May 16 2023 10:41 AM
165	I feel that this is the lowest level of traffic stress for cyclists, and encourages the use of these lanes for cyclists of all ages and abilities.	May 16 2023 10:36 AM
166	Same reasons	May 16 2023 10:31 AM
167	Cyclists need to feel safe	May 16 2023 10:30 AM
168	As long as there is separation from car traffic, people will be encouraged to use them if they feel safe.	May 16 2023 10:24 AM
169	I would strongly prefer two-way protected bike lanes, even on streets that are one way for vehicles, but I still use and enjoy these bike lanes.	May 16 2023 10:10 AM
170	Need to protect street level parking and loading zones to create a vibrant downtown. Contrary to what the media continually espouses: there are more ways to travel abc commute than bikes.	May 16 2023 09:55 AM
171	I think two way might achieve the goals in less space	May 16 2023 09:41 AM
172	It depends on the area, amount of cycling traffic and the width of the lane (can cyclists pass?) Also is there a protected lane the next street over going in the other direction?	May 16 2023 09:31 AM
173	Alternatives to car travel encouraged	May 16 2023 09:27 AM
174	Biking is the future of clean transportation	May 16 2023 09:21 AM
175	It makes cyclist travel safer from other cyclists.	May 16 2023 09:18 AM
176	Again, the cost of maintaining and clearing bike lanes in the winter seems costly. If we are going to make biking an option for more than recreation, give them space on the roads and b prepared to take the flak from suburbanites. You cannot make everyone happy!	May 16 2023 09:15 PM
177	If a two way lane is not feasible, then one way is the best next choice.	May 16 2023 09:10 AM
178	Again, it should be so much more than this, but compared to a city full of cars, it'll do.	May 16 2023 08:56 AM
179	Protected lanes are preferred to painted lanes. They provide safe and fast networks to get around the city.	May 16 2023 08:55 AM
180	Though I much prefer 2 way bike lanes for its efficiency, having extra separated bike lanes is greatly desire	May 16 2023 08:48 PM
181	If most streets downtown are going to stay one way, this makes sense to have cycling lanes follow the same path.	May 16 2023 08:47 AM
182	Need proper cleaning and snow clearing.	May 16 2023 08:38 PM
183	They're better than no lanes. My previous comment is relevant here, when people come down the wrong way or other modes "take over" the route, such as joggers, wheelchairs, skateboards... all of which go slower than a bicycle, or are even more dangerous when going the "wrong" way.	May 16 2023 08:21 PM
184	As long as cyclists stay in the lane it is fine.	May 16 2023 08:10 AM
185	I support dedicated bike lanes but they desperately need investment in maintenance, which has been sorely lacking to date. there is no point building more, if they will not be maintained	May 16 2023 07:56 PM
186	Having the bike lane unprotected from the flow of traffic makes me feel very vulnerable when riding, many drivers will take up the bike lane without consideration of the cyclists approaching. Have the cars park in the road and have the bike lane protected by the parked cars along the sidewalk.	May 16 2023 06:40 PM
187	Cyclist are more vulnerable then cars, they take longer then cars,and because cyclist deserve freedom, i feel they do not have freedom.	May 16 2023 06:20 PM
188	Again, so much safer!	May 16 2023 06:19 PM
189	anything that encourages cycling and safety is great	May 16 2023 05:47 PM
190	Goes with traffic flow	May 16 2023 05:29 PM

191	The one-way is safer for cyclists than a two-way. But anything separated from vehicle traffic is good.	May 16 2023 04:35 PM
192	Seems more appropriate on one way streets.	May 16 2023 04:33 PM
193	Bikes should be able to travel both ways on any bike lane.	May 16 2023 04:07 PM
194	Same as before.	May 16 2023 04:00 AM
195	They take up too much room on the road. Unless they take away part of the sidewalk.	May 16 2023 01:45 PM
196	More hazardous if bike path is on both sides of road	May 16 2023 01:26 PM
197	Does not address root cause	May 15 2023 11:43 AM
198	There should be a good mixture of one-way and two-way bike lanes as most suited to the specific street; it is not a one-size fits all.	May 15 2023 10:53 AM
199	Shud be 2-way.. cyclists are ALWAYS look ahead, around for own safety, so shudn't be an issue... and... o/wise inefficient... 2 one ways on any downtown street wud be VERY problematic, cause loss of too many parking stalls & vehicle access.	May 15 2023 09:17 PM
200	Again, it makes streets safer for everyone. Just make sure bicycles stop for pedestrians because pedestrians don't hear bicycles approaching.	May 15 2023 06:14 PM
201	They are great, but two-way protected bike lanes are better. Still, one-ways are MUCH better than 'sharrows', let alone nothing at all.	May 15 2023 04:54 PM
202	safe!! not confusing	May 15 2023 04:50 PM
203	I prefer two-way lanes, but any protected lane is good!	May 15 2023 04:00 PM
204	I would prefer for the city to improve the pedestrian experience.	May 15 2023 03:41 AM
205	Related to my comments in question 16, 1-way protected lanes only belong on streets designated to by high-volume streets that are meant to funnel people THROUGH downtown, not WITHIN downtown. Personally, I'd suggest: North-South 1-way protected lanes: - Memorial, Donald, Smith, Main East-West 1-way proteted lanes: - Portage, Broadway, Notre Dame, Pioneer/William Stevenson And ALL other streets should have protected 2-way bike lanes. (This is, of course, in conjunction with converting all these roads to 2-way car traffic too)	May 15 2023 01:58 AM
206	One-way protected bike lanes are better suited to corridor streets because they flow with traffic. Unlike two-way protected bike lanes, not all the riders are together and there is much less of a neighbourhood vibe.	May 14 2023 09:59 PM
207	It's the safest option for cyclists. It also takes the pressure off vehicles to make space for cyclists. Less stress = safer streets.	May 14 2023 08:03 AM
208	sometimes i use them. bannatyne for instance - i've never driven there but use the bike lane for recreation	May 14 2023 07:57 AM
209	Though I prefer two-way protected bike lanes, I will happily take any protected bike lanes the city is able to build.	May 14 2023 02:04 PM
210	The way the bike lane was designed is pretty ugly (McDermot specifically). Caution signs at EVERY street look terrible, and drivers could become numb to them and forget they are even there. A far better design would be to have a elevated bike lane made of smooth asphalt, while road users would have brick or another rougher surface to drive on. This would reduce vehicle speeds, and keep cyclists safer by having the car drive "up" onto the cyclists path to cross it. Designs like this are seen in places like Amsterdam.	May 14 2023 02:03 PM
	Otherwise, the bike lane serves its function, as it offers protection from cars and enables active transportation into downtown Winnipeg.	
211	There needs to be better partitions to protect cyclists	May 13 2023 12:45 PM
212	For bike safety, one way is ideal when possible provided it doesn't reduce the total number of bike lanes that can be built.	May 13 2023 11:12 AM
213	The clumsy design and construction of many existing bike lanes have wreaked havoc with other uses, such as pedestrian traffic, parking and efficient traffic flow.	May 13 2023 10:35 PM
214	Protected lanes for bikes will encourage more people to use them as they feel safer	May 13 2023 09:58 AM
215	These bike lane feel safe and effective when I'm using them!	May 13 2023 09:25 AM
216	Any kind of protected biking lane is good, though 2 lane is better.	May 13 2023 09:22 AM

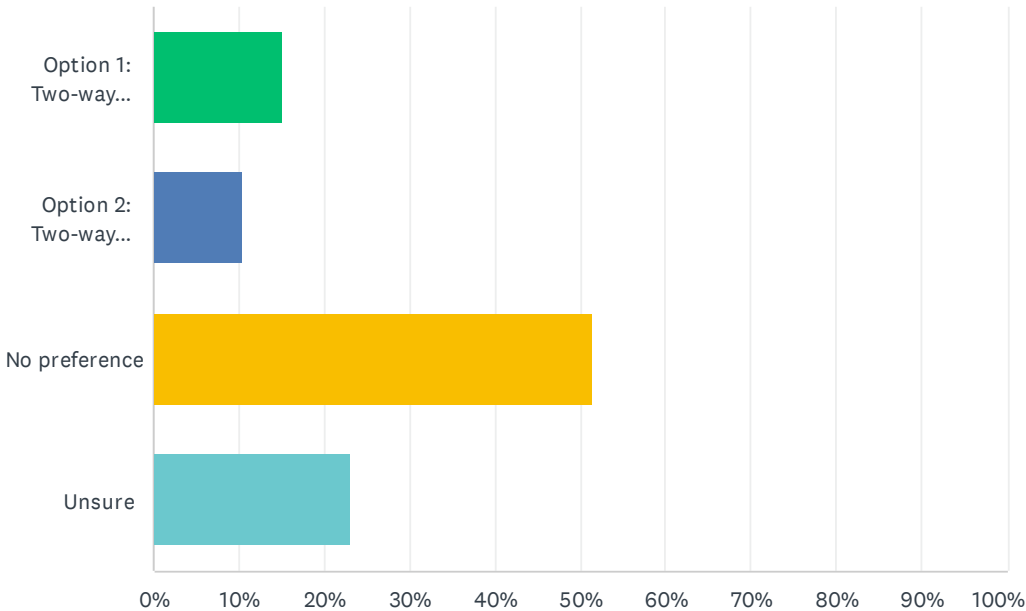
217	bikes don;t follow traffic design, they go the wrong way, on sidewalks and cross streets randomly. they come into bland spots and move to fast to be tracked by cars. they should be banned from roads, sidewalks and from crossing streets	May 13 2023 08:24 PM
218	Any protected bike lanes are better than none.	May 13 2023 08:07 PM
219	I am an avid biker to get everywhere as my only mode of transport. Protected bike lanes make me feel so much safer getting around in this city.	May 13 2023 07:08 AM
220	I feel much safer biking on protected bike lanes than mixed with cars or with painted-on "bike lanes"	May 13 2023 06:42 PM
221	Anything that makes poor driving, law-breaking cyclists stay away from vehicular traffic is critical. Maybe slightly better in narrower areas because they take up less space?	May 13 2023 06:12 PM
222	Cyclists are safe from traffic and it is easy for drivers to anticipate what cyclists will do and drive accordingly.	May 13 2023 02:36 PM
223	These bike lanes work well as long as they are maintained in the winter months.	May 13 2023 01:59 AM
224	Feels more natural to move with the direction of traffic.	May 13 2023 01:17 AM
225	No different than my support for the two-way one. I don't really mind two-way or one-way; it's the protected part. Two-way is more accessible but one-way may fit better on certain streets where a two-way lane could not be protected	May 12 2023 12:49 AM
226	Put in where space to accommodate without taking away parking or loading zones. delivery access is huge issue. Bike users regularly violate traffic laws and can be a hazard to ped and vehicle users.	May 12 2023 12:40 PM
227	They're not wide enough to allow overtaking or to talk in pairs. They're usually 1.5m wide but when I visited Amsterdam they were at least 2m and let me tell you the .5m difference makes the ride 10x more pleasurable and comfortable. Also, consider adding street trees between cars and cycling lanes to maximize shading on the street and to act as a physical buffer.	May 12 2023 12:39 PM
228	i think these should be secondary to two-ways, but separating cyclists and cars should be a huge safety priority. neither cyclists nor drivers know how to co-exist with each other on the road	May 12 2023 12:36 PM
229	See previous response. One-way is the ideal scenario to minimize potential for collision and to keep cyclists safe.	May 12 2023 12:11 PM
230	I support both one-way and two-way lanes, as long as they are big enough to accommodate passing.	May 12 2023 12:09 PM
231	Not as good as 2 way... But still good	May 12 2023 11:40 PM
232	I prefer them to be off of the side walk, rather that take a full lane from traffic.	May 12 2023 11:21 PM
233	Easy to follow the same routes as traffic, the only downside is that this design can treat bikes the same as cars...when they're entirely different modes of transportation. For example, if you need to make a quick turnaround on a bike because you rode past your destination, you shouldn't need to follow the flow of car traffic and do a full loop around.	May 12 2023 11:14 AM
234	Separation of bikes and cars reduces collisions and we need to encourage more people to ride bikes	May 12 2023 11:03 AM
235	Those lanes in the Exchange are pure ugliness, and, in the winter, barely used. This isn't Amsterdam, folks. It snows here. Spend the money on rapid transit. Why don't we have light rail?	May 12 2023 10:17 PM
236	They are required for biker safety. If biking doesn't feel safe, fewer people will bike	May 12 2023 10:12 AM
237	bi-directional cycling lanes would increase engagement with businesses and residences on this street.	May 12 2023 09:38 PM
238	If you dont provide protected cycling paths, no one will use them.	May 12 2023 09:31 AM
239	It makes the roads harder to navigate. compromises safety.	May 12 2023 09:29 AM
240	Protected bike lanes feel so much safer for cyclists and drivers. Really the only infrastructure I want to be riding on with my kids. No preference for 1-way or 2-way, just protected please.	May 12 2023 09:18 AM
241	cyclists and motorists should generally follow the same rules of direction so that everyone is on the same page about where to expect traffic to go. it can be hard, even for for cyclists that are also motorists, to keep track of when the rules are different for cyclists.	May 12 2023 09:08 AM
242	This makes sense where traffic is one way otherwise it is dangerous	May 12 2023 08:55 PM

243	The city made a confusing mess of granite/balmoral/yonge/westminster, to the point of it being dangerous. I still support single lanes where appropriate. Mixing the two, like at balmoral? I use the street!	May 12 2023 08:54 AM
244	Same as the previous question - drivers tend to ignore painted lines and often those lines don't get painted until well into the summer cycling season. The other benefit of PBLs is in winter (assuming they are cleared of snow quickly and predictably).	May 12 2023 08:45 AM
245	I feel it is safer for cyclists. Especially if children are on the paths.	May 12 2023 08:40 AM
246	Like previous, protected bike lanes are great. I don't have a preference for one-way or two-way, we just need more of them and they should be protected.	May 12 2023 08:36 AM
247	Winnipeggers deserve transit options	May 12 2023 08:25 PM
248	They work but too many people ride the wrong way on them. As well as pedestrians using them as walking paths.	May 12 2023 07:21 PM
249	similarly with the two way lanes, these are crucial for cyclist safety until we live in a city that doesn't prioritize cars. bike lanes need to be made into a connected network, they need improved intersection design, they should have better labelling and design so cars respect them.	May 12 2023 06:56 PM
250	Better safety for cyclists	May 12 2023 06:32 PM
251	I heard the exchange district bike lanes disrupt parking for customers of businesses there.	May 12 2023 05:46 AM
252	Promotes safety	May 12 2023 05:37 PM
253	No one uses them in the winter.	May 12 2023 05:30 PM
254	Again, whatever we can do to get motorists away from cyclists, the better. The less cars downtown, the better.	May 12 2023 05:19 AM
255	Again, there is not enough space for safe passing. You expect everyone to cycle at the same speed which is absurd. And again, you need to be able to plow that designated space	May 12 2023 05:07 AM
256	I like them for the most part, but some can be too narrow and make it unsafe for bikes to pass each other.	May 12 2023 05:03 PM
257	I support protected bike lanes, whether one or bi-directional should be a factor of best design for context not preference	May 12 2023 05:03 PM
258	They are only partially protected, ending suddenly and throwing the cyclist into the middle of traffic, causing serious safety concerns.	May 12 2023 03:36 AM
259	Safety	May 12 2023 03:25 PM
260	Preferred two-way traffic solution.	May 12 2023 03:23 PM
261	there will always bicyclists who will not observe the one-way sign, so it would be better to just simply make the lanes wide enough for two-way traffic. also would give bicyclists advantage over drivers and possibly entice more drivers to switch	May 12 2023 02:30 PM
262	The idea of bike lanes are ok. However they take up alot of space for somewhat seasonal use	May 12 2023 02:28 AM
263	forces cyclists into linear boxes	May 12 2023 01:55 PM
264	They work well on one way streets with protected bike lane good for safety .	May 12 2023 01:17 PM
265	Protected bike lanes are the safest option for cyclists	May 11 2023 12:57 PM
266	Bike lanes are great; although 2-way bike lines are better, one-way lanes are still a net good	May 11 2023 12:04 PM
267	Some areas may need one way lanes, but let's make sure they are wide enough	May 11 2023 11:44 PM
268	when they don't block business access	May 11 2023 11:42 AM
269	Familiar with the one on McDermott. It's nice	May 11 2023 11:34 PM
270	Our protected 1 way lanes need more protection. There are too many gaps in the "protected" parts with many near-misses daily, personal experience.	May 11 2023 10:10 PM
271	Easier for traffic to expect you as they enter the street.	May 11 2023 10:00 AM
272	If one way lanes are in place there needs to be enforcement of the one way direction. I have seen far too many near collisions because a cyclist decides it is fine to go the wrong way	May 11 2023 09:57 PM
273	Too congested	May 11 2023 09:49 PM
274	Like my previous answer, doesn't matter as long as it's fully separated	May 11 2023 09:44 PM
275	All bike lanes should be removed. There is no need for them.	May 11 2023 09:16 PM
276	I largely like these bike lanes.	May 11 2023 08:51 PM
277	I don't know	May 11 2023 08:47 PM

278	One-way are generally more ideal for safety. However, they are less ideal because they are narrower and provide more limited access in a one-way street network grid.	May 11 2023 08:44 PM
279	negative impact on parking and vehicle travel for seasonal bike lane use	May 11 2023 08:02 PM
280	They need to be wider.	May 11 2023 07:59 PM
281	i would have to cross a busy street to use a one-way bike lane	May 11 2023 07:20 PM
282	Efficient for smaller streets.	May 11 2023 06:47 PM
283	Most of these streets should be two way. So should the bike lanes	May 11 2023 06:45 PM
284	Safety and good visibility	May 11 2023 05:16 PM
285	A proper one way bike lane, wide enough to allow passing; is the ideal setup for a protected bike lane.	May 11 2023 04:43 PM
286	Any bike lane is a good bike lane. 2 way is just better	May 11 2023 04:37 PM
287	These protected bike lanes feel much safer than unprotected bike lanes.	May 11 2023 04:31 PM
288	One way protected bike lanes allow cyclists to move with traffic without being endangered by traffic	May 11 2023 04:29 PM
289	better than no bike lanes at all	May 11 2023 04:28 PM
290	They are better than nothing, but narrow and they make intersections awkward. Plus people often go the wrong way up them.	May 11 2023 04:22 PM
291	Same as what I said before. Very safe and confidence inspiring. I have no preference of 2way vs 1way lanes. I'll take whatever I can get	May 11 2023 03:40 PM
292	Same answer as previous	May 11 2023 02:53 PM
293	Need to educate drivers and pedestrians about parking/standing in talking in bike lane.	May 11 2023 02:42 PM
294	Reality is no one bikes McDermott as a one way. I think two ways create issues with turning cars but I'd rather plan for how people act not how I wish they acted	May 11 2023 02:39 PM
295	Cyclists, pedestrians and cars need to be separated as much as possible.	May 11 2023 02:37 PM
296	I think that the one way paths make more sense where there is less space available such as on these streets. They are more local destinations so the less convenient route is not a problem	May 11 2023 02:34 PM
297	Improves safety of cyclists.	May 11 2023 02:34 PM
298	Perfect way to help bikes safely and effectively travel	May 11 2023 02:27 PM
299	Protected bike lanes are a must, however I am not sure if they need to be one way only. I am not opposed to it, just unsure if they couldn't just be 2 way.	May 11 2023 02:17 PM
300	Any physically separated bike infrastructure has my full support. I don't care if it's two lane or one lane, just make it happen.	May 11 2023 02:09 PM
301	On one-way streets, these work very well.	May 11 2023 02:06 PM
302	I prefer two-way, but both are great	May 11 2023 01:48 PM
303	Safer to flow the same direction as cars.	May 11 2023 01:14 PM

Q19 When considering the location of the proposed a two-way protected bike lane on Cumberland Avenue, which option do you prefer?

Answered: 472 Skipped: 225



ANSWER CHOICES	RESPONSES	
Option 1: Two-way protected bike lane on the south side of the road	15.04%	71
Option 2: Two-way protected bike lane on the north side of the road	10.38%	49
No preference	51.48%	243
Unsure	23.09%	109
TOTAL		472

Q20 Following up to the previous question, why do you feel that way?

Answered: 237 Skipped: 460

#	RESPONSES	DATE
1	Having a two-way protected bike lane there in general would be great to see	Jun 15 2023 12:11 AM
2	a two-way is a two-way	Jun 15 2023 10:39 AM
3	because there will be less traffic to cross for people who are connecting from the bike lanes on notre dame	Jun 15 2023 09:43 AM
4	If I'm reading the map right, a two-way bike lane on the south side will make it much easier and safer for cyclists to visit and depart from Central Park.	Jun 15 2023 09:26 PM
5	I would have to experience the bike lane to make a choice.	Jun 15 2023 08:36 PM
6	I don't know about traffic / car intensity on this street. But I think that serious reduction of the car speed that is allowed, the street itself would fit for cyclists. And otherwise a bike lane on each side of the road would have my preference if car speed reduction is not an option.	Jun 15 2023 05:19 PM
7	Good with either or.	Jun 14 2023 11:56 AM
8	I'm not a cyclist.	Jun 14 2023 09:42 PM
9	Just get the protected bike lanes built first, and then we can bicker about the design later. Safety first	Jun 14 2023 03:54 PM
10	Based on drawing scale, difficult to visualise relative benefits.	Jun 14 2023 02:05 PM
11	There shouldn't be two-way cycling on a one-way street.	Jun 13 2023 09:55 AM
12	Try way lanes are unsafe.	Jun 13 2023 09:11 AM
13	South looks better for not having to cross Cumberland from Wellington to use the path, but North doesn't have the danger of cars turning right across the bike lane. I don't know what's best for both bicycle speed and safety.	Jun 13 2023 03:53 PM
14	Roads are made for motor vehicles!!	Jun 13 2023 02:12 PM
15	I'm not familiar with Cumberland.	Jun 12 2023 11:34 PM
16	The south side is adjacent to existing parks and has a wider sidewalk already. The north side buildings appear tighter to the road.	Jun 12 2023 10:45 AM
17	Right-hand side travel more naturally follows the flow of traffic, and per the above drawing carries the rider further into downtown.	Jun 12 2023 10:33 AM
18	larger streets - more space	Jun 12 2023 10:06 AM
19	Both would be fine but the north side would allow for easier connections from existing bike infrastructure. Plus it would be closer to the park. But as long as it's protected it's fine.	Jun 12 2023 09:11 AM
20	I personally would not bike in that area of town.	Jun 12 2023 08:14 PM
21	I'd still used McDermott & Bannatyne, because there's less automobile traffic, a tree canopy & they're nicer streets.	Jun 12 2023 04:09 PM
22	Not familiar with the area	Jun 12 2023 01:02 PM
23	More businesses on the north side	Jun 11 2023 10:59 AM
24	Seems less awkward merging with donald and is on the park side which is nice	Jun 11 2023 10:02 AM
25	Two-way bike lanes are lazy and should not be built.	Jun 11 2023 08:50 PM
26	There should be no exemptions to traffic / road rules	Jun 11 2023 07:40 AM
27	Would rarely use. Those in the area probably know better.	Jun 10 2023 04:44 PM
28	this is a treacherous area where it is already very confusing for car drivers. For safety reasons, I probably would choose another route in a less confusing area	Jun 08 2023 06:29 PM
29	It will be safer to access from the south	Jun 07 2023 11:47 PM
30	Bike lanes would be on the same side as the park.	Jun 07 2023 11:37 AM
31	Feels safer to have the opposing lane separated the cars	Jun 06 2023 07:56 PM
32	I feel like it makes the most sense with the current structure of the street.	Jun 06 2023 07:53 PM
33	It will invite more people to use bicycles because of the easier route	Jun 05 2023 10:41 AM

34	I'm unsure of how each option would affect traffic flow.	Jun 04 2023 09:14 AM
35	My expertise pales in comparison to city planners and experts like Bike Winnipeg.	Jun 03 2023 08:33 PM
36	In my experience there will always be some cyclists going the opposite way on a one way	Jun 02 2023 12:24 AM
37	I would have to drive in the area, and see what it would be like for a cyclist.	Jun 02 2023 02:58 PM
38	Which ever makes logistical sense, and least cost.	Jun 01 2023 11:47 AM
39	A protected bike lane is important and I am just happy to have!	Jun 01 2023 10:29 AM
40	I don't cycle along there and can't judge what's best.	Jun 01 2023 10:15 AM
41	I'm not sold on two-way protected lanes where cross and turning car traffic may not be paying attention.	Jun 01 2023 10:01 AM
42	As much as I love cycling, I think it is not worth spending money on bike infrastructure in Winnipeg, since very few people will use it for 10 months of the year. Unless the city is willing to commit to promptly clearing snow and ice from every bike route down to the pavement within a few hours of every snowfall, there's no point in wasting money and space building bike lanes. That space should instead be used to widen sidewalks, and the money should be used to enhance bus service.	Jun 01 2023 09:47 AM
43	Not a route I would likely use	Jun 01 2023 08:18 PM
44	Cumberland is a major bus route. What are you guys actually thinking.	Jun 01 2023 06:42 PM
45	I think it connects better to the existing infrastructure, though I do worry about being hit by turning cars	Jun 01 2023 04:04 PM
46	It's not an area that I'm familiar with	Jun 01 2023 01:49 PM
47	Again I rarely bike so do not feel I have enough experience to choose one option over the other	May 31 2023 10:17 AM
48	I haven't traveled on Cumberland on my bike	May 30 2023 05:24 PM
49	I'm not familiar enough to know which side would be better	May 29 2023 11:16 AM
50	I don't know enough about the impacts to have a preference.	May 29 2023 10:39 AM
51	It has more residential connections with the areas south.	May 29 2023 08:36 PM
52	I don't know traffic patterns on this street very well.	May 29 2023 04:01 PM
53	It connects further, to Hargrave.	May 29 2023 02:50 PM
54	The options are unclear to me.	May 27 2023 12:29 PM
55	Don't add a bike lane	May 26 2023 12:35 AM
56	Only because it appears to have a little farther reach by passing Carlton and reaching Hargrave.	May 26 2023 12:03 AM
57	Not an area I visit	May 26 2023 11:51 AM
58	Based on image, the south option provides better connectivity to the existing bike lane network.	May 26 2023 09:02 AM
59	Again, just make the lane protected with physical barriers.	May 26 2023 06:36 PM
60	It doesn't make a difference whether it is north or south for me.	May 25 2023 09:30 AM
61	Its safer	May 25 2023 01:44 PM
62	Most traffic would be coming from the south. Traffic from north would take McDermot/Bannatyne.	May 25 2023 01:33 PM
63	The Notre Dame protected route is the only protected route that feels right when you are riding. Also, after Smith it provides security even though in my opinion these routes feel dangerous in most circumstances.	May 24 2023 11:17 PM
64	If I cycle down hargrave in the curb lane, I can cross portage, the elice, and naturally move to the north side bike lane on cumberland. If it's on the south side, I will need to cross several lanes of traffic to access it.	May 24 2023 09:28 AM
65	I don't travel down Cumberland that often so it's difficult to provide informed feedback, do what works best factoring in a number of issues, good design, safety, interconnectedness with other bike routes/lanes, etc.	May 24 2023 09:12 PM
66	South side looks like it goes further	May 24 2023 06:55 PM
67	These are not areas that i frequent and I am not that familiar with what exists in the area.	May 23 2023 12:33 PM
68	Not sure I understand the impacts of each	May 23 2023 12:29 PM
69	There are already lanes on Bannatyne and McDermott that span the same distance. Not sure what this new one will accomplish	May 23 2023 12:22 AM
70	Either works	May 23 2023 11:11 PM

71	As long as it gets built I'm happy, doesn't matter which side its on to me.	May 23 2023 06:45 PM
72	The lane will work fine on either side of the road.	May 23 2023 03:35 PM
73	Just look at that map. It's sad how little biking infrastructure there is in this city. Do all the bike projects. All of them. It will be a fraction of the cost of all the crazy road projects you are proposing.	May 23 2023 02:59 PM
74	I am not familiar enough with this street to say either way, but have reservations about two-way bike lanes as previously commented, as opposed to one-way lanes on either side of the street.	May 22 2023 11:52 AM
75	I would have to see detailed plans to say what I would prefer.	May 21 2023 11:09 AM
76	Better connection to Hargrave	May 21 2023 10:00 AM
77	Since there's one way streets off Cumberland, it doesn't seem too important which side the bike lane us on. The south side seems like a better fit to merge onto Donald	May 21 2023 07:21 PM
78	The south side is more residential so there are likely to be fewer points of contention between bikes and cars. As the north side has more businesses, the bike lane will more likely end up as illegal on street parking without enforcement.	May 21 2023 05:29 AM
79	Don't care	May 21 2023 03:51 PM
80	I think either option would be fine.	May 21 2023 01:50 PM
81	As long as it connects well, the location doesn't matter to me	May 20 2023 12:49 PM
82	It puts cyclists on the driver-side of traffic, providing better protection for cyclists as cars turn left across the bike lane.	May 20 2023 12:34 PM
83	Either way works	May 20 2023 12:24 PM
84	Not enough info here to judge.	May 20 2023 11:51 AM
85	Either works.	May 20 2023 10:23 AM
86	cuz it covers more street, that is a logical choice. we want to maximize bike lanes as best we can with the space we have. Come on use some common sense.	May 20 2023 08:47 PM
87	Northside would provide a little more distance.	May 20 2023 07:54 AM
88	Don't have to cross street to get most places I go to	May 20 2023 04:33 PM
89	It's not a route I take	May 20 2023 02:21 PM
90	I am not in support of more bike lanes.	May 19 2023 11:41 AM
91	I don't think ther is a difference between the two - whatever works for tie-ins to exisitng routes.	May 19 2023 11:31 AM
92	Better flow, safer	May 19 2023 11:15 AM
93	I'm not really familiar with the geography.	May 19 2023 11:04 AM
94	Easier to get around	May 19 2023 09:14 AM
95	Wouldn't it be better to continue the bike lane on Notre Dame opposed to ending the bike lane on Notre Dame and moving it to Cumberland and probably eventually continuing the bike lanes back on Notre Dame past HSC?	May 19 2023 09:00 AM
96	Both options.	May 19 2023 03:51 PM
97	Both options are terrible. The only safe way to travel through that area of downtown is by car, with the windows rolled up, as fast as legally possible.	May 19 2023 02:12 PM
98	Just happy to have it happening.	May 19 2023 01:42 PM
99	Because car traffic is heading east, both drivers and cyclists will feel most natural having bikes on the right side of the road.	May 19 2023 01:03 PM
100	I'm not sure of how the connection to Wellington Ave will work but I can imagine the south side connecting better (to the sidewalk from Sherbrook?)	May 18 2023 10:58 PM
101	Closer to the park	May 18 2023 05:27 AM
102	I don't like two way protect bike lanes. I would rather have a seperate bike lane on either side of the road, but maybe it makes sense on cumberland and Wellington. Will you connect it to Wellington with a bridge or something. Also some of these neighbourhoods are not that great, so something has to be done to improve safety in this area.	May 18 2023 05:16 AM
103	See answer to Q17 - not the safest option for cyclist.	May 18 2023 04:08 PM
104	There is a bike path on McDermot that already exists and the roads are in horrible condition. The city is going to push an agenda regardless of the input.	May 18 2023 03:52 PM
105	I don't use this area ever so cannot provide an accurate preference.	May 18 2023 03:47 PM

106	Can't recall if Cumberland is a one-way or not. I'm less of a fan of two-way protected lanes on busier streets - works well on Assiniboine, less so on Garry.	May 18 2023 01:46 PM
107	more connections from downtown to hospital/U of M	May 17 2023 11:44 AM
108	A path on the south side of Cumberland gives cyclists better access to central park as you would not be required to cross the road to get into the park.	May 17 2023 11:38 AM
109	It provides a longer stretch of bike lane on a less busy street.	May 17 2023 11:29 AM
110	Better connections.	May 17 2023 10:44 AM
111	Whichever option provides the most meters of protected two-way lanes is best.	May 17 2023 07:46 PM
112	It's longer	May 17 2023 06:18 AM
113	I am on familiar with Cumberland. I do not know how difficult it would be for a blind pedestrian to cross a two way protected by claim.	May 17 2023 06:00 PM
114	the south side may help more with connecting bike lanes	May 17 2023 05:43 PM
115	I do not frequently bike on Cumberland.	May 17 2023 04:27 PM
116	Would allow for cars to turn right onto Edmonton St.	May 17 2023 01:12 PM
117	There is research on this that I haven't read. That's your job. Read the research and do what's safest for cyclists, because motorists are never really in danger from cyclists.	May 17 2023 01:08 PM
118	Not very familiar with the area.	May 16 2023 12:48 PM
119	this seems to be taking people away from direct routes that most people travel.	May 16 2023 12:44 PM
120	Like I said earlier, vehicles and cyclists are incompatible using the same roadway. The front bumper on a pick up truck is the height of a child's head on a bike. Protect people from vehicles, please.	May 16 2023 12:30 PM
121	I am not a frequent traveller on this route.	May 16 2023 11:45 AM
122	hard to visualize	May 16 2023 11:37 AM
123	Less impact on businesses, apartments, etc.	May 16 2023 11:12 AM
124	N/a	May 16 2023 11:11 AM
125	Better access to central park. Either way will be awkward for one direction at the start and end.	May 16 2023 10:51 AM
126	There should be a 2 way protected bike lane I'm just not sure which side of the street is better.	May 16 2023 10:42 AM
127	I dislike two way protected bike lanes, these add to my level of traffic stress. I prefer wide one way protected bike lanes.	May 16 2023 10:41 AM
128	Cumberland is already terrible during rush hour. Adding bikes will make it worse.	May 16 2023 10:32 AM
129	The south side of the road is heavily used for turning onto Carlton and Donald; having it on the north side will help prevent accidents.	May 16 2023 10:31 AM
130	Just build it!	May 16 2023 10:31 AM
131	It will cover a longer distance.	May 16 2023 10:27 AM
132	I'm not familiar with the street.	May 16 2023 10:12 AM
133	2 way protected bike lanes are hazardous and should not be implemented.	May 16 2023 09:55 AM
134	no opinion	May 16 2023 09:44 AM
135	I believe there would be more sun protection however in the winter snow remain on the south side loader so it depends on the commitment to snow clearing for winter cycling to be appropriately supported.	May 16 2023 09:35 AM
136	Just want the protection. As long the final connects with the network.	May 16 2023 09:28 PM
137	looks like it extends longer than north	May 16 2023 09:28 AM
138	This is not a street I would ever ride down	May 16 2023 09:21 AM
139	Bike lanes are great in the summer - but a pat time solution is expensive and won't change the habits of most people addicted to their car. Fewer lanes, expensive parking, and high gas prices might.	May 16 2023 09:18 PM
140	It provides longer bike lane for cyclists, meaning safer.	May 16 2023 08:57 PM
141	You have to connect the two streets. The north side seems like the better way to do that?	May 16 2023 08:57 AM
142	As long as there is a two way protected lane i don't care which side it is on	May 16 2023 08:56 AM
143	The south side provides easier access to get further downtown without having to cross Cumberland itself.	May 16 2023 08:48 AM

144	The main consideration, I think, is minimizing the amount of "crossover" between bike and pedestrian lanes. The north of Osborne Bridge at Assiniboine is a perfect example of what to NOT do. Pedestrians and cyclists are constantly in each others' lanes, creating frustration for both modes of transportation. Perhaps if there were better markings/signs/paint to demarcate...	May 16 2023 08:24 PM
145	I think it should go on the side that is most easy to construct.	May 16 2023 08:13 AM
146	With two way bike lanes it can sometimes be challenging when you need to turn at an intersection if you aren't travelling the same way as vehicle traffic. Maybe one way bike lanes on both north and south sides should be considered.	May 16 2023 06:22 PM
147	As long there is a two way protected bike lane that is efficient for cyclist.	May 16 2023 06:21 PM
148	Better and safer connections to cross streets	May 16 2023 04:35 PM
149	Not sure which is better if any	May 16 2023 04:08 PM
150	It seems most traffic would be turning south...this would facilitate that.	May 16 2023 04:01 AM
151	I don't know that area.	May 16 2023 03:36 PM
152	It's more north than I'm used to travelling on my bike. If I'm getting to downtown on my bike, I would be more inclined to just go down portage	May 16 2023 03:15 PM
153	Don't travel in that area.	May 16 2023 01:46 PM
154	Don't bike this path	May 16 2023 01:29 PM
155	Less intersections	May 15 2023 12:45 PM
156	Both are bad options	May 15 2023 11:44 AM
157	Provision of the protected lane seems important; which side of the street seems like splitting hairs.	May 15 2023 10:56 AM
158	What-ever is furthest from the Entrance/heavier food & 'taxi/ride-share' traffic entering/leaving high rises or churches in the area.	May 15 2023 09:20 PM
159	Either side is fine because it's only one side.	May 15 2023 06:16 PM
160	This two-way bike lane, I am unfamiliar with.	May 15 2023 04:54 PM
161	I rarely travel on Cumberland.	May 15 2023 03:45 AM
162	Direct access to Central Park is the most critical key to this segment. So to me, south side lanes is the only option.	May 15 2023 01:59 AM
163	The nearest residential neighbourhood (West End) is largely on the south side of Cumberland, so the people living there would have better access to the route. Central Park is also south of Cumberland, so recreational cyclists would be in closer proximity to this bike route.	May 14 2023 10:04 PM
164	A south side bike lane could conceivably be connected to a notre dame bike route one day.	May 14 2023 08:07 AM
165	doesnt matter	May 14 2023 07:59 AM
166	Unsure of why a one way bike lane couldn't be on the north and south side of Cumberland. Either way, I am in approval of the creation of any bike lane on Cumberland.	May 14 2023 02:38 PM
167	Because Cumberland is a one-way, I think having the bike lane on the north side means cyclists will be more visible to motorists making a left turn than those making a right turn.	May 14 2023 02:09 PM
168	North or south doesn't matter, but instead you should focus on streetcars or trams.	May 13 2023 09:30 AM
169	no bikes. dangerous, don't follow traffic laws or road design. dangerously move into blind spots. ban them	May 13 2023 08:26 PM
170	As long as we can get around safely it does not matter	May 13 2023 06:43 PM
171	Not familiar enough with that street to know the pros and cons. How much space will be taken up by either option? What will either one potentially interfere with?	May 13 2023 06:15 PM
172	Just build the [REDACTED] bike lane already.	May 13 2023 02:00 AM
173	I feel like we should have a bike lane on either side moving with the direction of traffic. Perhaps it's a cost/space issue but moving against the direction of traffic feels uncomfortable	May 13 2023 01:20 AM
174	I just want the lane.	May 12 2023 12:51 AM
175	Why not just have 1-way protected bike lanes on both sides of the road?	May 12 2023 12:43 PM
176	Both options are not good and take up too much space for seasonal activity.	May 12 2023 12:41 PM
177	Don't frequently cycle on Cumberland.	May 12 2023 12:10 PM

178	It will have implications either way. What are the implications to doing it on either side and I'll get back to you!	May 12 2023 11:53 PM
179	I would suggest that the inbound to the city center be the open side (south side), less restrictions maybe 2 lanes. The out of city (north side) should have the bike lanes, and take away the traffic lane.	May 12 2023 11:26 PM
180	Don't use this route enough to speak to this confidently.	May 12 2023 11:15 AM
181	As long as the route is the safest route for cyclists with the least risk of being hit by a car.	May 12 2023 11:11 AM
182	Great route for our downtown bicycle thieves; it's not too public.	May 12 2023 10:21 PM
183	Better connection to other protected bike lanes	May 12 2023 10:14 AM
184	not as familiar with this Cumberland stretch. I'm just glad to see more bike infrastructure. This decision feels like it should be made by city planners and AT experts, not by public opinion though.	May 12 2023 09:49 AM
185	to avoid conflicts with left turn traffic, as implementing no right on turns is more intuitive unless the driver has a green signal	May 12 2023 09:41 PM
186	Closer to Central Park	May 12 2023 09:32 AM
187	Traffic is more apt to turn south off of Cumberland	May 12 2023 08:59 PM
188	Never taken cumberland, on bike or car.	May 12 2023 08:59 AM
189	I rarely ride on Cumberland.	May 12 2023 08:48 AM
190	I prefer no 2-way bike lanes.	May 12 2023 08:42 AM
191	Grew up near Wellington & Beverley. South side Wellington would be idea so that cycling traffic travelling west can see oncoming vehicles, perceived safety would be higher. I can see more conflicts with a lane on the north side due to the grocery store .	May 12 2023 08:41 AM
192	Just build it	May 12 2023 08:26 PM
193	since sherbrooke presently has a highly trafficked northbound bike lane having a direct crossing east and only one intersection to cross going west to connect to the cumberland path would be great.	May 12 2023 06:58 PM
194	Prefer one way protected bike lane	May 12 2023 06:33 PM
195	I would never travel in that area in any form due to safety issues.	May 12 2023 05:47 AM
196	Bike lanes make no sense in a winter city.	May 12 2023 05:30 PM
197	It's not a strong preference, but my first thought is that if cyclists are on the North side, they will have fewer reasons to interact with traffic, which is often "turning right" from Cumberland.	May 12 2023 05:22 AM
198	If there is a designated space for cycling it doesnt matter what side it is on, as long as there are SAFE connection spots along the way.	May 12 2023 05:12 AM
199	Maybe south side as it seems more trips would be linking to southern origins and destinations	May 12 2023 05:06 PM
200	Either could work and would be an improvement.	May 12 2023 05:05 PM
201	Easy access to Central Park, Easier connection to Wellington Ave crossing Maryland St	May 12 2023 04:40 PM
202	I've never biked downtown	May 12 2023 04:13 PM
203	Both are dangerous as they put movement of cyclists in a position that is unusual and unpredictable to drivers. Unidirectional on either side is objectively safer.	May 12 2023 03:40 AM
204	Cumberland being a one way, it's less likely cars make quick left turns than quick right turns. I'd also expect less traffic coming southbound turning onto Cumberland so it generally seems safer?	May 12 2023 03:31 PM
205	I prefer one way bike lanes.	May 12 2023 03:26 PM
206	traditionally the slower drivers should stay on the right lane, this would be in keeping with this thought	May 12 2023 02:33 PM
207	It is far more important to have a protected bike lane at all than which side of the road it is on	May 11 2023 11:45 PM
208	A painted line is not a bike lane. There must be physical barriers keeping cars out completely.	May 11 2023 10:32 PM
209	I would not recommend 2 way paths	May 11 2023 10:13 PM
210	The North side would allow riders going against the flow of vehicle traffic more time to react to a vehicle cutting in front of them.	May 11 2023 10:00 PM
211	Do not use much	May 11 2023 09:50 PM
212	I don't cycle very often.	May 11 2023 09:49 PM
213	Either way is fine	May 11 2023 09:46 PM

214	Bike lanes are a bad idea	May 11 2023 09:18 PM
215	Connection points to the west (path to wellington ave) and the east (downtown) are easier from the south side. Why make cyclist cross cumberland more than they have to?	May 11 2023 08:48 PM
216	Depends on how many lights will be installed, the timing of the lights, giving vehicles left turn priorities..	May 11 2023 08:00 PM
217	you're aware of incoming vehicles on the opposite direction.	May 11 2023 07:23 PM
218	I'd prefer bike lanes on both sides!! I'm not familiar enough with this street to know which would be best	May 11 2023 07:14 PM
219	Not super familiar with the area. And both are two-way which I think is the beneficial point.	May 11 2023 06:49 PM
220	I don't live close enough or travel on Cumberland for me to really have a preference	May 11 2023 05:17 PM
221	Not familiar enough with the area.	May 11 2023 04:54 PM
222	The south side of the street seems like the more likely side cyclists would be trying to reach, be it for the park, or to get furthur south into downtown.	May 11 2023 04:48 PM
223	I don't travel enough along cumberland avenue to have an opinion.	May 11 2023 04:32 PM
224	it doesn't matter if its on the north or south side as long as there are bike lanes	May 11 2023 04:31 PM
225	South side will allow greater access to streets running to and from downtown	May 11 2023 04:31 PM
226	If we're connecting downtown, then cyclists on the south side of Cumberland will have easier access/easier to turn onto downtown resdential and connector streets without having to cross Cumberland.	May 11 2023 04:19 PM
227	One way streets should be the same for bikes and cars. Bike lane there should be one way.	May 11 2023 04:13 PM
228	I haven't cycled on Cumberland enough to know the area and provide useful feedback	May 11 2023 03:41 PM
229	Little bias. I'd have to turn south to get home	May 11 2023 02:39 PM
230	Closer connection to downtown	May 11 2023 02:36 PM
231	I don't travel here enough to have an opinion on the alignment	May 11 2023 02:35 PM
232	Seems like it would work better	May 11 2023 02:28 PM
233	As long as the bike lanes are physically separated (by a barrier of some kind, preferably more than just lines on the road) then it doesn't matter to me which side of the road they are on.	May 11 2023 02:20 PM
234	If it's physically separated from traffic by a barrier (not just paint), I'm cool with either option.	May 11 2023 02:10 PM
235	More familiar/in line with the flow of traffic	May 11 2023 02:08 PM
236	It feels odd that these lanes aren't on Notre Dame. Really, you should be able to travel both directions on a street like this.	May 11 2023 02:07 PM
237	I don't cycle in this area	May 11 2023 01:28 PM

Q21 Is there anything else we should keep in mind when designing options for bike routes Downtown (St. Mary Avenue and York Avenue, Notre Dame Avenue and Cumberland Avenue, and William Stephenson Way)?

Answered: 212 Skipped: 485

#	RESPONSES	DATE
1	no	Jun 15 2023 10:39 AM
2	minimise the number of times bike lanes switch from one side of a street to another, as these cause travel delays and increase the likelihood that people will simply cycle on the sidewalk instead.	Jun 15 2023 09:43 AM
3	The advance green light for cyclists such as at the Westminster & Maryland intersection is a good idea, as it allows cyclists to clear the intersection before cars need to attempt turns. The same kind of signals should be used for intersections along new protected bike routes.	Jun 15 2023 09:26 PM
4	Raised to sidewalk level feels safer, but since the city refuses to build continuous sidewalks, making the bike lanes street-level with concrete curbs is preferred. Please, please, please implement bike boxes at a minimum and better yet, build Dutch-style curb-island protected intersections for the safety of pedestrians and cyclists.	Jun 15 2023 08:36 PM
5	I am still reluctant to ride my bike in winter. One because it's cold. But two because the way the streets are cleaned, fit for cars but not for pedestrians or cyclists. That makes it a very slippery uneven road.	Jun 15 2023 05:19 PM
6	A dedicated bicycle route on William Stephenson Way would connect cyclist to St. Boniface and people visiting the Forks to downtown.	Jun 14 2023 11:56 AM
7	Minimize changes of roadway.	Jun 14 2023 02:05 PM
8	keep one-way streets one way for all traffic, either cycling or car. Vehicles are expecting traffic to flow in a particular direction and two-way cycling is an accident waiting to happen	Jun 13 2023 09:55 AM
9	Protect then with parked cars. Realize that the lack of use in winter should not prioritize then over sidewalk clearing.	Jun 13 2023 09:11 AM
10	Roundabouts can be used to make cycling through intersections safer (If designed well). The William Stephenson and Israel Asper intersection is large and contains slip lanes to prevent cars from having to slow down when turning right. A dutch-style roundabout would make the intersection a lot safer for cyclists and pedestrians.	Jun 13 2023 03:53 PM
11	Don't do it.	Jun 13 2023 02:12 PM
12	Regulations for electric bicycles, scooters, and other vehicles. Possibly speed limits?	Jun 13 2023 01:21 PM
13	Please raise the bike lanes so that the water doesn't pool and ice in the lanes. It would be great if they could have a colour, like they do in the Netherlands.	Jun 12 2023 11:34 PM
14	Intersections where the "protected" features vanish are the dangerous spots. There needs to be traffic measures, signage, and infrastructure to prevent bikes being sideswiped by turning vehicles when they cross into intersections from the protected lanes.	Jun 12 2023 10:45 AM
15	See previous replies.	Jun 12 2023 10:33 AM
16	safety; visibility and Maintenance	Jun 12 2023 10:06 AM
17	As many protected lanes as possible. Paint is not protection, only barriers and bollards are. Paint has been proven to actually be more dangerous.	Jun 12 2023 09:11 AM

	Reg'd St. Mary / York: either street is fine, IMO. I cycle down both of them when I have to, so obviously a cycle path would be great.	
18	Why not try making one of them (St. Mary or York) a pedestrian & cycle street? Or a traffic calmed street would also work very well here, and would encourage pedestrian traffic and downtown visits. It's a nice part of downtown with great potential, but it needs some human friendly design.	Jun 12 2023 04:09 PM
19	Safety & vehicle driver education	Jun 12 2023 01:02 PM
20	Make sure that the cars that turn right check for bikes. They usually don't even slow down when the cyclist have the right of way	Jun 11 2023 10:59 AM
21	Adjust the light times! lots of lights are timed so poorly for bikes and they're short so that you have to basically already be stopped and waiting to make it across which sucks. Also so many cars will run red turning lights. There needs to be better lights for cars (i see cars run the red turning light on Garry crossing portage weekly and almost daily). this is so unsafe.	Jun 11 2023 10:02 AM
22	Build it big & wide because cycling is only growing in popularity.	Jun 11 2023 08:50 PM
23	Build as many lanes as possible as soon as possible	Jun 11 2023 08:44 PM
24	See above	Jun 11 2023 07:40 AM
25	-	Jun 10 2023 04:44 PM
26	make sure those added bicycle lanes are fully separated from the main road.	Jun 08 2023 06:29 PM
27	They cannot just end randomly and dump cyclists onto streets w cars as they do now. they must be protected if on busy streets, and they must be well marked.	Jun 07 2023 11:47 PM
28	Multi-use paths are not an effective bike facility. The multi-use path in Stephen Juba park does not provide space for a speeding cyclist and pedestrians with a dog or a stroller/small children. It's not fair for cyclists to think they have the right of way on this path and threaten to run over your dog as you walk through the park. There were no questions about William Stephenson way but I hope it will also receive a protected bike facility rather than a multi-use path which is common in that area.	Jun 07 2023 11:37 AM
29	York ave is a dead street. It might be better than st. Mary for a bike lane since there will be no impacts to businesses	Jun 06 2023 07:56 PM
30	Please build two way bike lanes. And build as many as possible.	Jun 06 2023 07:53 PM
31	They need to connect intuitively with other bike lanes. If there are gaps or strange turns, it makes it hard to be safe. Ideally these intersections would have buttons for the lights that cyclists can push.	Jun 05 2023 11:32 AM
32	Routes should be free of obstructions	Jun 05 2023 10:41 AM
33	Cyclists will balance safety (e.g., protected lanes) with travel time (e.g., more direct routes). They may choose not to use cycling infrastructure on routes that don't go where they want to go as quickly.	Jun 05 2023 02:33 PM
34	Please fix the way Princess spits you off the bike lane into traffic at Notre Dame	Jun 04 2023 11:33 AM
35	Please keep cyclist safety as paramount. Car culture in Winnipeg is too prominent and everyone should feel safe when making the choice to participate in active transport.	Jun 04 2023 09:14 AM
36	All of these east-west routes are very important. They are currently lacking a good/safe/convenient/enjoyable cycling experience.	Jun 03 2023 08:33 PM
37	One-way bike lanes are safer. Should be one-way east on Cumberland and one-way west on Notre Dame.	Jun 03 2023 04:16 PM
38	The transition at the corner of Balmoral is terrible and confusing. Please don't do anything like that.	Jun 02 2023 09:01 AM
39	Keep the vehicles and bikes separate in al large way.	Jun 02 2023 02:58 PM
40	Protected bike lanes please!	Jun 01 2023 10:29 AM
41	Make them highly visible/clearly designated for cycles only	Jun 01 2023 10:15 AM
42	Find a way to protect counter-flow bikes from inattentive drivers crossing/turning across the bike lanes.	Jun 01 2023 10:01 AM
43	As much as I love cycling, I think it is not worth spending money on bike infrastructure in Winnipeg, since very few people will use it for 10 months of the year. Unless the city is willing to commit to promptly clearing snow and ice from every bike route down to the pavement within a few hours of every snowfall, there's no point in wasting money and space building bike lanes. That space should instead be used to widen sidewalks, and the money should be used to enhance bus service.	Jun 01 2023 09:47 AM

44	Bus routes. Traffic flow. You are not willing to open Portage and Main but you are willing to hinder traffic on main arteries.	Jun 01 2023 06:42 PM
45	active transportation and transit should take priority over cars	Jun 01 2023 01:49 PM
46	The most important think for me is connectivity	Jun 01 2023 01:42 PM
47	I think anything that can be done to discourage bicyclists from biking on sidewalks must be the priority. Clear separation between bicyclists and pedestrians is needed. Waterfront Drive is an example of a too narrow sidewalk often used by bicyclists. This needs to be addressed.	May 31 2023 10:17 AM
48	community safety	May 30 2023 04:52 PM
49	Have shade from trees	May 30 2023 03:15 PM
50	We need a way to encourage motorists to watch for bikes. Even on protected lanes, there are still a terrifying number of collisions, particularly on Garry where vehicles cross bike lanes at intersections and hit cyclists	May 29 2023 11:16 AM
51	eliminate slip lanes. make sure the bike paths connect to each other.	May 29 2023 08:36 PM
52	I feel most unsafe on St Mary's as it is. Same for York, Norte Dame. I don't know WSW.	May 29 2023 02:50 PM
53	Please make the bicycle lanes protected, and separated from cars and pedestrians. Thank you	May 28 2023 10:02 PM
54	The painted lanes really do help. Developing some emergency stops along the way for cycling after dusk (telephone line with important numbers posted: DSCP, etc.)	May 27 2023 12:29 PM
55	York/St Mary would be a good downtown transit connector route like the Downtown Spirit.	May 27 2023 09:51 AM
56	Most cyclist don't use the bike lanes/routes already provided so don't add more. City should focus more on the bike thieves so people actually have a bike to ride	May 26 2023 12:35 AM
57	Definitely enjoy when there is art on the pavement of the bike lanes.	May 26 2023 12:03 AM
58	I would like the bike lanes to be seperat from the road	May 26 2023 11:16 PM
59	stop with too much signage, it is too distracting for drivers and feels I am having a seizure with the amount signage while driving.	May 26 2023 09:51 PM
60	Snow clearing, prevailing winds, amount of intersecting with traffic/motor vehicle.	May 26 2023 09:02 AM
61	Personal security. People get mugged for their bikes on Cumberland a lot.	May 26 2023 07:35 PM
62	Physical barriers. I can't stress this enough. Connected paths to throughout downtown — and by extension, other areas of the city. We also need to get real about where people are going and the fact that cyclists want to get to their destination via the most direct route possible. Portage Avenue needs to be on the list of proposed lanes.	May 26 2023 06:36 PM
63	In my mind it is imperative that the bike lane is next to curb with the parking lane protecting it, rather than cyclists having to be right beside vehicular traffic (safety reasons).	May 24 2023 11:38 AM
64	Try to keep it above the car-level on the sidewalk.	May 24 2023 11:17 PM
65	Every single exit from a back lane or parking lot onto the street is an opportunity for me, as a cyclist making my way down the street, to get hit by a vehicle driven by a careless driver who is only looking for a space in traffic, and not the cyclists moving in the bikelane or curb lane that they have to cross to get to the street... It would be great if we could close some of exits onto streets, to improve safety for all road users.	May 24 2023 09:28 AM
66	Improve greenspace on protected bike lanes, does this provide the opportunity to plant trees that are protected from vehicles and salt ? protected bike lanes with some shade options would really improve the esthetic of them as well and possibly provide more opportunities to increase tree canopy downtown.	May 24 2023 09:12 PM
67	Please keep them protected and cleared. The painted lanes are scary and inadequate and I have to use them everyday (Maryland/Sherbrook)	May 24 2023 06:55 PM
68	make the connections between the bike lanes more identifiable and safer. a lot of the bike lanes are great that exist now, but its the transition from one area that has them across an intersection that doesn't have them can be scary.	May 23 2023 12:33 PM
69	Always ensure they are protected. Make as many as possible.	May 23 2023 12:29 PM
70	Keep them away from cars amd pedestrians unlike what has happened on Pembina Hwy	May 23 2023 11:11 PM

71	Connection and separation are most important. As long as the bike lanes are separated from car traffic, the main thing that matters is more connections	May 23 2023 08:54 PM
72	Cyclist safety and access to destinations is first; space for vehicles is second. Vehicles are giant comfort boxes so taking a little more time in a vehicle to get to a destination or park should be secondary to vulnerable road users getting where they are going, exposed to weather and careless/oblivious/dangerous drivers along the way.	May 23 2023 08:40 AM
73	If the bike lanes are not maintained, not well marked, have poor drainage, and are under construction 60% of the year (such as the painted lane on St Mary Ave), it's better not to have it at all	May 23 2023 02:42 PM
74	Advanced green lights at all controlled intersections for bikes and pedestrians.	May 22 2023 12:05 AM
75	The city's bike network must be connected. Currently, many lanes simply end and do not connect to other bike lanes or destinations. Build out a network, not just isolated bike lanes. Also, the standard and form of bike lanes across the city (one vs two lane, painted vs protected, different kinds of protected lanes) are a total mishmash, the result of different planners and priorities over the last decade, and are confusing to cyclists and drivers as a result. Establish and maintain citywide standards.	May 22 2023 11:52 AM
76	More signage for bike lanes and turning lanes to reduce the chances for cars turning into a bike lane and hitting a cyclist. More separation from the cars the better!	May 22 2023 09:54 AM
77	It needs to be protected and cleaned in the winter	May 21 2023 08:37 PM
78	Design them so that you can clean them efficiently in the winter	May 21 2023 07:32 PM
79	There should be as much similarity as possible or not different things in different streets. And the city should host fun events for cyclists to get to know routes and changes, offer incentives to attend and incentives to cycle. Tell us stories about cyclists and newcomers to bike commuting.	May 21 2023 07:21 PM
80	Protected must mean bollards or concrete barriers. Flexposts do not constitute protection.	May 21 2023 05:29 AM
81	Don't care	May 21 2023 03:51 PM
82	Ease of connectivity between bike routes, planning for further bike routes. Some bike routes aren't clearly connected and fairly dispersed.	May 21 2023 01:50 PM
83	Visibility is high where vehicle traffic will cross through the bike lane.	May 20 2023 12:34 PM
84	Not two way bike lanes.	May 20 2023 11:51 AM
85	Hargrave, Carlton, Sherbrook and Maryland should be transitioned to protected bike lanes.	May 20 2023 08:47 PM
86	Bike lanes cannot just end abruptly, there must be proper connecting routes. Where do the bike lanes end up? Looking at the map above where do the bikes go when they get to Maryland or Hargrave?	May 20 2023 07:54 AM
87	Ensure that cars don't end up parking in it. Also create them in a way that they can be cleaned at the end of winter	May 20 2023 02:21 PM
88	Don't	May 19 2023 11:41 AM
89	In winter the bike routes get damaged by snow clearing - especially when the barriers are pinned to the road they get pushed into bike lanes and remain there throughout the summer. Cast in place curbs are better.	May 19 2023 11:31 AM
90	More isn't always better. Best bang for the buck. Rider focused. An option every few blocks.	May 19 2023 11:04 AM
91	we need more as car infrastructure is bankrupting our city and budget	May 19 2023 09:14 AM
92	Close those streets once a week. There shouldn't be any vehicles on the streets.	May 19 2023 03:51 PM
93	Why don't you try teaching cyclist that they have to follow traffic rules, like motor vehicles. CYCLISTS TO NOT OWN THE STREETS!!! The businesses downtown need unimpeded vehicular traffic to provide them with services as and supplies.	May 19 2023 02:12 PM
94	Better design connection points and more connected networks.	May 19 2023 01:42 PM
95	Connections, connections, connections!	May 19 2023 01:03 PM
96	Ideally protected, next to the curb, and wide enough for me to ride side by side with my kid and still allow room to be passed.	May 18 2023 10:58 PM
97	Keep them protected!	May 18 2023 06:46 AM
98	Keep bikes out of the middle of the road	May 18 2023 05:27 AM

99	Make St. Mary's and York avenue two way street through portions of downtown probably. From Vauhn to Main street on St. Mary's and from Memorial to Main street on York could work. Improve Broadway, limit parking on Broadway at 3pm and added bike lanes on Broadway	May 18 2023 05:16 AM
100	One way streets = one way protected bike lanes!	May 18 2023 04:08 PM
101	Separation from motor vehicle traffic and connectivity with other bike routes are very important	May 18 2023 01:46 AM
102	At minimum, all paths should be separated using concrete curbs, and should be two directions.	May 17 2023 11:38 AM
103	Think about how these routes connect up and provide options for people to follow protected and painted bike lanes all the way to key destinations. The bicycle network should provide people with routes that they can take wherever they need to go. Winnipeg need to be much more aggressive with building this sort of infrastructure though, if they want to keep young people like me here and contributing.	May 17 2023 07:46 PM
104	Just make them, more active transport is better	May 17 2023 06:18 AM
105	I am opposed to pedestrians crossing bike lanes to reach floating bus stop. These are not accessible to blind persons. They present a great safety hazard. We find it difficult to locate the bus stop. We also do not know if a cyclist is coming, and we cannot make eye contact.	May 17 2023 06:00 PM
106	connect the routes better! more direct on major streets like portage	May 17 2023 05:43 PM
107	need to be the easiest for snow removal	May 17 2023 05:20 PM
108	Snow clearing is important for all year use	May 17 2023 03:04 PM
109	No.	May 17 2023 01:12 PM
110	Yes. Existing research.	May 17 2023 01:08 PM
111	visibility and how do people connect to other routes, bikes will still travel the shortest distance,	May 16 2023 12:44 PM
112	The more the better!	May 16 2023 12:30 PM
113	Make it look nice. Fewer signs. Winnipeg has too many street signs and they look junky.	May 16 2023 12:15 AM
114	Carefully design all corners and bends. As a daily cyclist the corners/bends of the bike paths in this city are sharp and often slope to the outside of the turn.	May 16 2023 11:45 AM
115	na	May 16 2023 11:37 AM
116	I'd prefer to see dedicated active transit routes as opposed to adding bike lanes on existing streets where possible. Similar to what was done on Graham with buses. One major problem we see all the time in the exchange is people parking in the bike lanes....they should be separated to prevent cars from accessing bike lanes.	May 16 2023 11:12 AM
117	N/a	May 16 2023 11:11 AM
118	Make it as convenient and safe as possible to get on/off these bike lanes.	May 16 2023 10:51 AM
119	The more there are the better. The fact that there aren't protected bike lanes on Portage Avenue or Main Street is absurd.	May 16 2023 10:42 AM
120	Please implement utility cycling corridors that go in a straight line on priority 1 routes, such as Portage Avenue. There is more than enough room to remove some of the sidewalk width on Portage Avenue for utility cycling corridors. I want routes that go in a straight line to my destination, not meandering & disconnected recreational or multi-use paths on priority 2 or priority 3 streets. Thank you.	May 16 2023 10:41 AM
121	Cyclists should be required to have training and possibly a license as most don't follow the rules for crossing streets, merging, turning, etc.	May 16 2023 10:32 AM
122	Keep it well-protected and separated from car traffic all year to encourage more use	May 16 2023 10:27 AM
123	they need to connect to the whole network. inconsistent and unconnected pathways are unhelpful	May 16 2023 10:22 PM
124	I am in love with the automatic bike detection lights on Banatyne Avenue. I would love to see more of those.	May 16 2023 10:12 AM
125	protect bike lanes from vehicle traffic through the use of barriers for the protection of bikes	May 16 2023 09:44 AM
126	Protected lanes, shade, clearing/cleaning of lanes.	May 16 2023 09:35 AM
127	Separation is best. Paint doesn't cut it.	May 16 2023 09:28 PM

128	General road maintenance so riders don't have to splash thru undetected water filled potholes or just general cracked and pothole filled sides of the road.	May 16 2023 09:21 AM
129	It would be nice to also have a bike lane on Ellice or Portage, something in the SW direction rather than NW	May 16 2023 09:13 AM
130	The city needs to make a protected lane on Sherbrook and Maryland! Right now much of the route is just painted lines (especially on Sherbrook)	May 16 2023 08:56 AM
131	Ensure connectivity for a continuous path and also ensure when cycling/vehicle paths cross that proper safety measures are added for cyclists to prevent vehicles from crashing into them.	May 16 2023 08:48 AM
132	Just my previous comment.	May 16 2023 08:24 PM
133	select route that go through streets / neighbourhoods that are themselves destination not merely pass throughs. cyclists should be able to arrive at common destinations with ease	May 16 2023 07:57 PM
134	Please keep cyclists safety first, don't just put a painted lane on the road and think the job is done. There are some very inconsiderate and mean drivers around.	May 16 2023 06:42 PM
135	Make sure they are separate from traffic and well connected to other bike routes. They also need to be well maintained, including in the winter!	May 16 2023 06:22 PM
136	Make sure they are like Garry Street.	May 16 2023 06:21 PM
137	Can we have woonerfs?	May 16 2023 04:01 AM
138	Enforce the law against cyclists on sidewalks. Make bike lanes consistent - right now it's a "mishmash" of designs, width and appearance.	May 16 2023 03:36 PM
139	no	May 16 2023 01:46 PM
140	Already narrow roads, and a bus route	May 16 2023 01:29 PM
141	Stop bicycle theft	May 15 2023 11:44 AM
142	Maintaining them is just as important	May 15 2023 11:25 AM
143	Don't lose a lane on st Mary as that gets very busy	May 15 2023 10:02 PM
144	Overall, I have ridden on the downtown NDame bike routes... & where it's delineated with 'curb' & VERY clearly marked/lined path, all good... but at some paths, East of Central Park I believe, the bikers & vehicle drivers start to 'collide' re confusing markings/separation... last time I rode there, last summer or 2021 at latest.	May 15 2023 09:20 PM
145	Maybe ask cyclists to ring their bells or use honking horns before they arrive at intersections, to alert pedestrians who only look for motor vehicles.	May 15 2023 06:16 PM
146	Avoid cross-crossing bike paths with pedestrian paths like you've done at Main and Forks Market Road, at Osborne and Assiniboine, and at Osborne and Granite Way. It's incredibly poor planning and dangerous.	May 15 2023 03:45 AM
147	See my previous comments.	May 15 2023 01:59 AM
148	Please put more money is to winter maintenance of bike lanes. More people will use them year-round if they're plowed properly.	May 14 2023 10:04 PM
149	Protected or separated bike lanes are the only option that truly make novice cyclists feel safe.	May 14 2023 08:07 AM
150	Painted bike lanes are proven to be more unsafe than no painted lanes at all. If the city wants to be serious about installing bike lanes, then vehicle speeds should be lowered on those streets immediately to make them safe.	May 14 2023 02:38 PM
151	Downtown direly needs an east-west bike path between Portage and Broadway. St Mary should be prioritized, and the path should make sure that University of Winnipeg is well-connected, as this would be a major trip source and destination.	May 14 2023 02:09 PM
152	Minimize the distribution to connector routes. There should NOT be bike lanes taking away traffic lanes on St Mary or York, which are the only efficient ways east/west thru' downtown, aside from Portage Ave. Please...	May 13 2023 10:37 PM
153	no bikes. dangerous, don't follow traffic laws or road design. dangerously move into blind spots. ban them	May 13 2023 08:26 PM
154	Also add bike stands to lock bikes to	May 13 2023 07:09 AM
155	Don't have bike lanes that pass right through bus stops as people are always standing on the bike lane (example: Main Street at Assiniboine Avenue)	May 13 2023 06:43 PM
156	Don't steal vehicle lanes (especially on York, St. Mary, and William Stephenson. ESPECIALLY William Stephenson, which has one of the few bridge connections to the area, and thus is critically important to keep traffic flowing on).	May 13 2023 06:15 PM
157	Start building them.	May 13 2023 02:00 AM

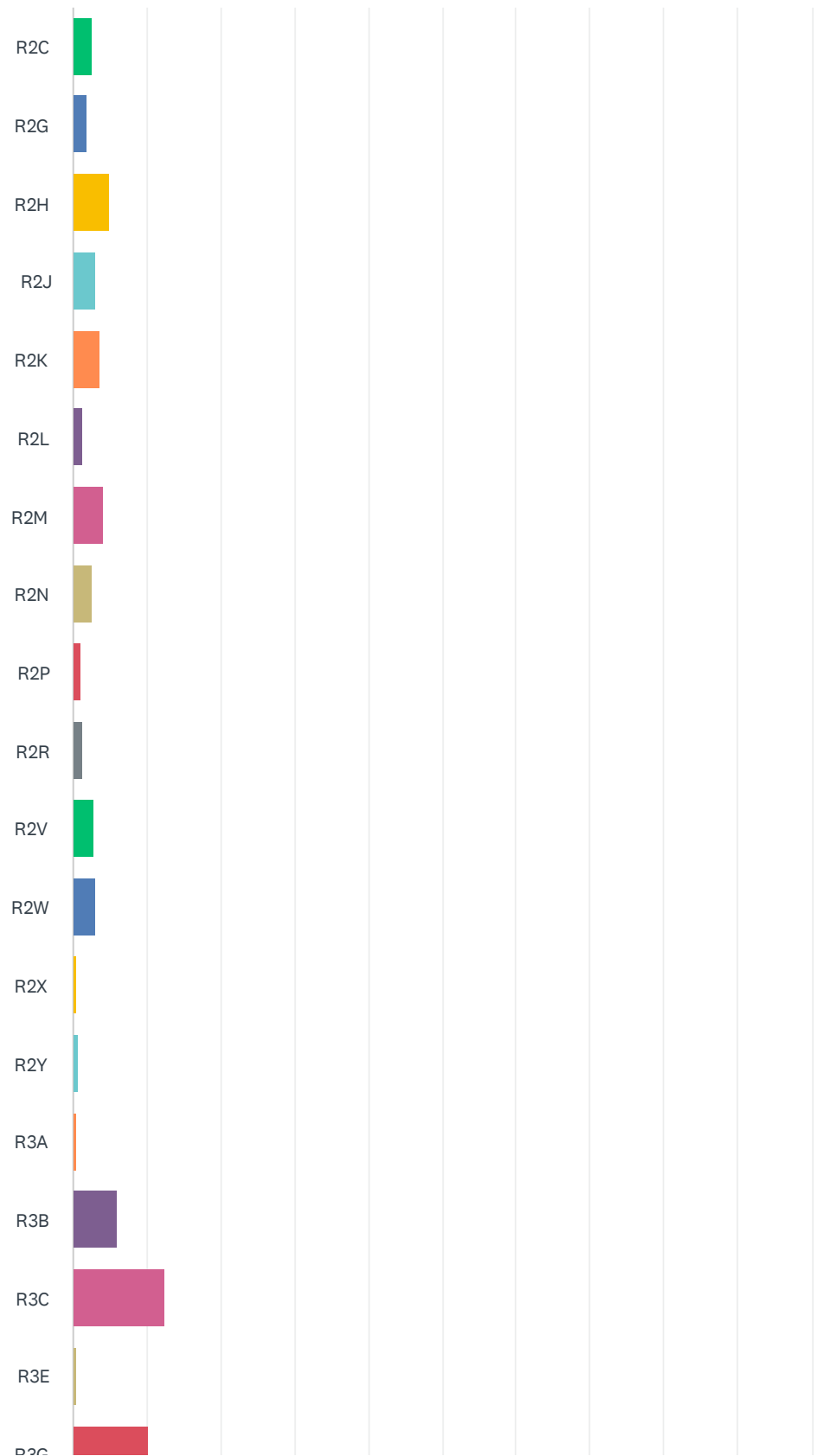
158	Plant evergreens in planters if possible? Something green/foliage all year round.	May 13 2023 01:20 AM
159	It's great you're asking people who use the lanes. Listen to them	May 12 2023 12:51 AM
160	Be very careful when designing the intersection because that's when a cyclist is most vulnerable. My suggestion is to utilize the "Dutch junction" approach where cyclists stop at lights a bit further than cars so they aren't in their blind spots and significantly reduces the chance of getting hit. Also, in Downtown please ban right turns on red. Finally, please reduce speed limits on all streets in downtown to 30km/h, especially ones with protected bike lanes to ensure safe streets.	May 12 2023 12:43 PM
161	Avoid all truck routes put bikes on secondary roads only.	May 12 2023 12:41 PM
162	biking down King street is incredibly dangerous right now and i think should be prioritized	May 12 2023 12:37 PM
163	Avoid awkward turns for cyclists and vehicles into each other. Where possible, use traffic lights and stop signs to indicate right of way.	May 12 2023 12:10 PM
164	Cyclist should always travel in the same direction as traffic. Seeing a cyclist coming toward you can be disconcerting and distracting.	May 12 2023 11:53 PM
165	Plant trees to shade the path and to provide a barrier between the road and the bike bath	May 12 2023 11:37 AM
166	Need to police the bikers. They often cut you off, ride outside the lanes, don't stop at lights, or for pedestrian crossings.	May 12 2023 11:26 PM
167	Making it as connected as possible. Bike lanes with their own lights and preventing cars from turning right when bikes are crossing the street.	May 12 2023 11:11 AM
168	You should stop following fads. Remember Portage Place? A mall was going to save downtown!! Now, bicycle paths are going to save downtown!! Lots of luck.	May 12 2023 10:21 PM
169	Notre Dame is terrifying to bike down. I work on Notre Dame and bike there every day and always always take the mcdermot route. it would need to be one hell of a lane to make me feel safe. the existing mcdermot route is great up until it just ends. I would love to see it continue west. Also continuing west and crossing McPhillips on that street is extremely stressful. I love the initiative to pursue a bike lane on Notre Dame, I just have a hard time seeing myself use it over the McDermot stretch. Also can we please talk about the mcdermot termination at Rorie and waterfront, both of those intersections are awful for cyclists. Rorie needs to be a 3 way stop at minimum, crossing that intersection is a nightmare. also the dog leg turn through stephen juba park to go south to the forks is tough to make during the winter, there's a clear desire path, please pave/support this line	May 12 2023 09:49 AM
170	Ensure they are all protected and connected to other major cycling routes.	May 12 2023 09:32 AM
171	Signage, connectivity and destinations in the area. Gaps mean the route just won't be used as much.	May 12 2023 09:21 AM
172	Bike lanes should also be designed to keep pedestrians safe from cyclists. There are many near misses on downtown sidewalks	May 12 2023 08:59 PM
173	If you use single bike lanes that follow car traffic they are easy to navigate if you know how to drive a car. I shouldn't have to figure out a maze to use the infrastructure. As long as there are no ideosyncratic links or turns, have at it! If it works, i'll use it.	May 12 2023 08:59 AM
174	Timing of lights is critical. If road design speeds were slower to keep vehicles at a safer speed and timed with the lights, road users (drivers and cyclists) would be able to travel greater distances at a slower speed.	May 12 2023 08:48 AM
175	Maintenance, drainage, vehicle separation, bike traffic lights, leading ped intervals, intersection design with cyclists and the no-frills grocery store, lighting, snow clearing, WAYFINDING.	May 12 2023 08:41 AM
176	Connecting to other bike lanes around the city	May 12 2023 08:26 PM
177	Make sure there is connectivity to other cycling infrastructure	May 12 2023 07:22 PM
178	make sure they don't end suddenly. far too many of wpg's bike lanes are protected until the cyclist is thrown into many lanes of traffic. sherbrook is a particularly embarrassing and dangerous example.	May 12 2023 06:58 PM
179	Trees!!!! And bike stations	May 12 2023 06:33 PM
180	How it effects pedestrians and transit routes	May 12 2023 05:38 PM

181	Close lanes, widen sidewalks. If you add bike lanes, the secondary goal should be to reduce speed limits and to calm traffic as much as possible.	May 12 2023 05:22 AM
	Remember, cyclists need to be able to turn and if traffic is constantly pounding behind them, that creates an unsafe situation.	
182	I would like some kind of safety feature for when vehicles are turning onto the road with a designated bike lane on it. There needs to be a way to force drivers to look both ways before pulling out if the bike lane is a two way lane. Also, safe connections would be ideal. I bike to work from West Kildonan and there are very few safe roads to take to get to the bike paths down McDermott.	May 12 2023 05:12 AM
183	Please minimize conflict between cyclists and those needing to access loading zones, bus stops and parking ((although I would support a reduction of overall street parking amount	May 12 2023 05:06 PM
184	If they are wide enough, have bike lanes on each side, that is, remove parallel parking for vehicles.	May 12 2023 04:13 PM
185	Safety at intersections. How does one bike path link to another, is it safe, would you let your child cycle there? Does it provide cyclists enough protection from vehicles?	May 12 2023 03:40 AM
186	do not let drivers turn right on the red light if the bike lane is on the right side of the road, this will cause many accidents. instead possibly change like traffic lights first, before cars	May 12 2023 02:33 PM
187	connections from one to the other. don't go overboard with priority signals for cyclists	May 12 2023 01:56 PM
188	Painted bike lanes are not bicycle infrastructure.	May 11 2023 11:45 PM
189	Create pedestrian only malls, bicycle only streets and close some streets to all vehicles.	May 11 2023 10:32 PM
190	Protected lanes. Winnipeg doesn't need to reinvent the wheel. We can copy many other cities that have safe high use networks. "Build it and they will come" winnipeg IS like any other city, or at least it can be with the right leaders.	May 11 2023 10:13 PM
191	Cancel them	May 11 2023 09:50 PM
192	Separate it fully from car traffic, no conflict points	May 11 2023 09:46 PM
193	Bike lanes are used by a tiny portion of the population. Why are we even considering them. We need to remove them all.	May 11 2023 09:18 PM
194	do not impact parking and vehicle travel, no lane loss that limits traffic	May 11 2023 08:02 PM
195	Wide enough, with a proper curb separation. Ensure they are wide enough to be able to be swept with a machine for winter and for spring cleaning. Allow for beautification in the process. Connections to other important routes is key.	May 11 2023 08:00 PM
196	not at this moment	May 11 2023 07:23 PM
197	Stop asking random people via Survey Monkey. Just ask the Dutch how to do it. No need to reinvent the wheel. Best practices have already been tried and tested. Winnipeg is not special. Just do it right the first time	May 11 2023 07:14 PM
198	Have the entire infrastructure connected, you it seems it is almost impossible to get to any destination solely on protected lanes.	May 11 2023 05:17 PM
199	Protected bike lanes only, stop letting anyone (including cops and city vehicles) park or travel on bike lanes	May 11 2023 05:17 PM
200	Raised bike paths and curbs to keep cars out.	May 11 2023 04:48 PM
201	Using parked cars as additional protection is a good move.	May 11 2023 04:32 PM
202	yes why not make bike bridges away from the street level for cyclists and pedestrians	May 11 2023 04:31 PM
203	Have them connect instead of randomly ending.	May 11 2023 04:24 PM
204	St Mary Ave and York Ave should be utilized more to take traffic off of Portage Avenue. Graham Ave should have bike lanes and all buses moved to Portage Ave.	May 11 2023 04:13 PM
205	I don't have specific feedback, just do it.	May 11 2023 03:41 PM
206	Please make Sherbrooke and Maryland street bike lanes fully protected with barriers - I use them both daily and have nearly been struck by a car countless times as they speed within inches of me.	May 11 2023 03:38 PM
207	Need better signals so drivers cannot turn into cyclists when cyclists have the priority signal. This is a problem two way paths create.	May 11 2023 02:38 PM
208	Marion corridor should also be considered	May 11 2023 02:36 PM
209	The routes with fewer cut outs for car traffic elsewhere in the city feel much safer and practical for biking	May 11 2023 02:35 PM

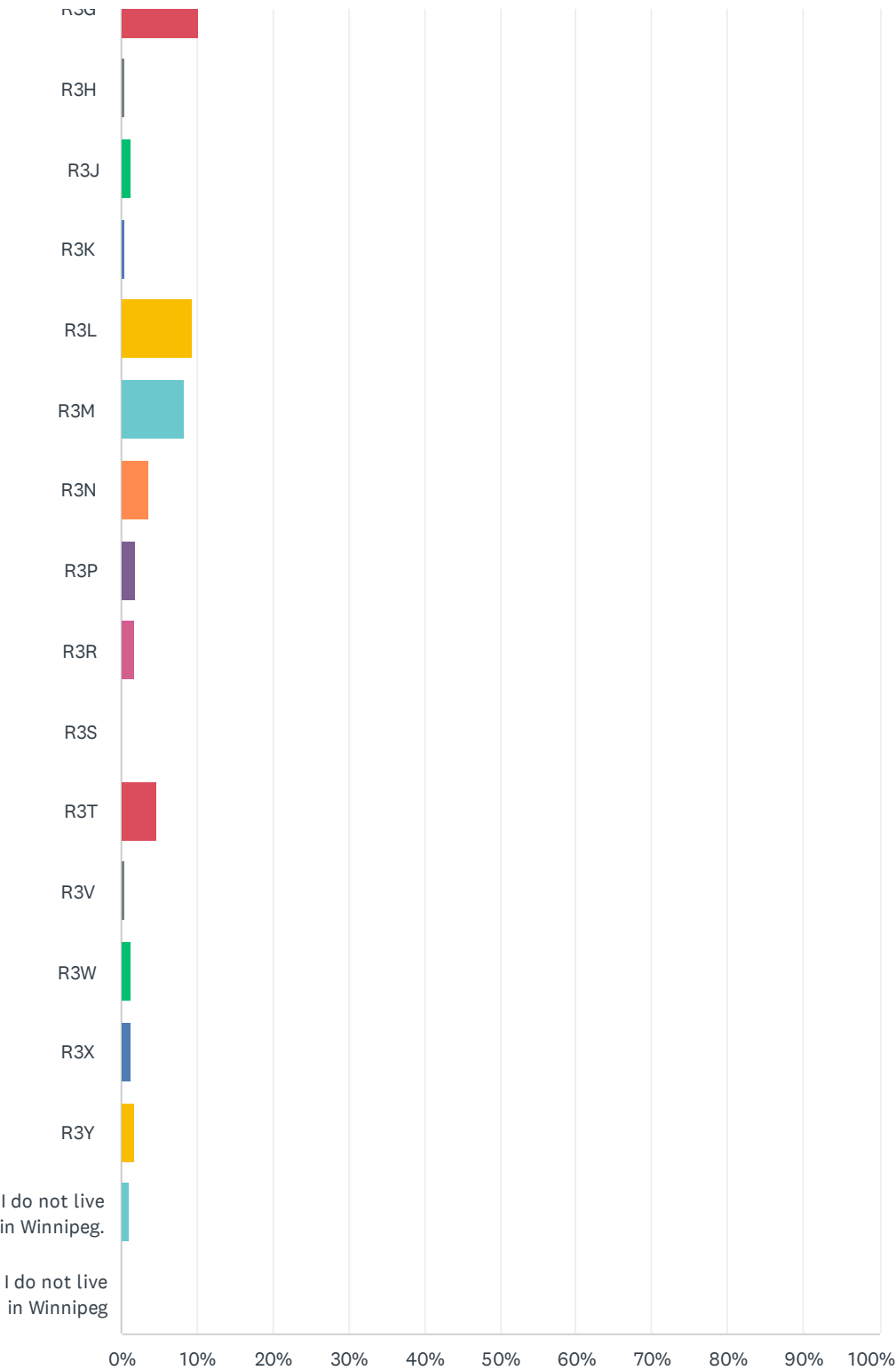
210	When redesigning the roads I think it is important to make them more narrow to help naturally reduce speeds. This can be accomplished using raised crosswalks, making the roads physically and visually more narrow (with trees and other landscaping). Reducing speed limits is ineffective since so many people speed anyways if they feel the road speed should be higher.	May 11 2023 02:20 PM
211	Bollards would be great too for some added safety	May 11 2023 02:10 PM
212	Enforcement of stopping and following laws for bikers	May 11 2023 02:03 PM

Q22 Please provide the first three characters of your postal code.

Answered: 584 Skipped: 113



CentrePlan 2050: Getting Around Downtown Survey



CentrePlan 2050: Getting Around Downtown Survey

ANSWER CHOICES	RESPONSES	
R2C	2.57%	15
R2G	1.88%	11
R2H	4.97%	29
R2J	3.08%	18
R2K	3.60%	21
R2L	1.37%	8
R2M	4.11%	24
R2N	2.57%	15
R2P	1.03%	6
R2R	1.20%	7
R2V	2.74%	16
R2W	3.08%	18
R2X	0.34%	2
R2Y	0.68%	4
R3A	0.34%	2
R3B	5.99%	35
R3C	12.33%	72
R3E	0.51%	3
R3G	10.27%	60
R3H	0.34%	2
R3J	1.37%	8
R3K	0.34%	2
R3L	9.42%	55
R3M	8.22%	48
R3N	3.60%	21
R3P	1.88%	11
R3R	1.71%	10
R3S	0.00%	0
R3T	4.79%	28
R3V	0.34%	2
R3W	1.20%	7
R3X	1.37%	8

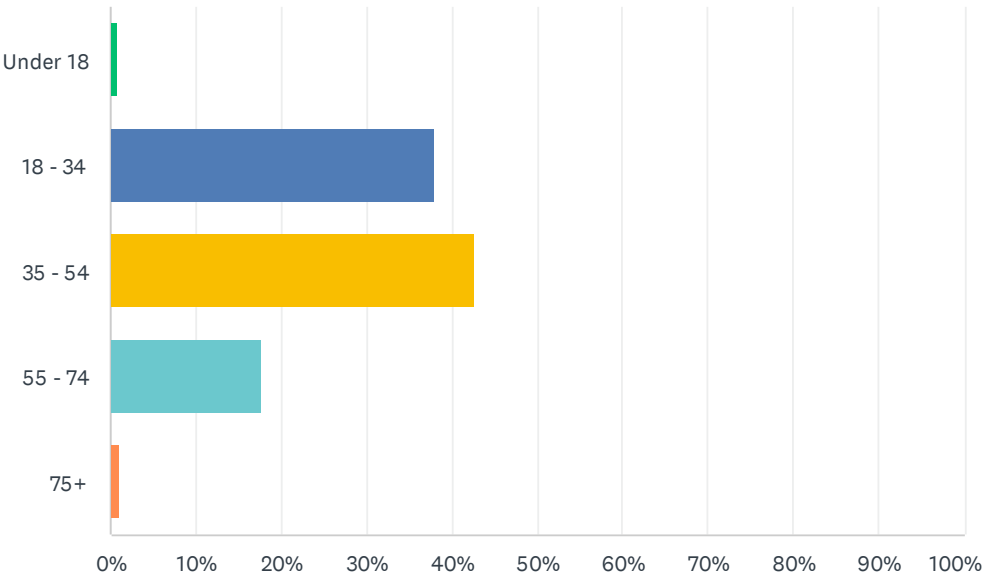
CentrePlan 2050: Getting Around Downtown Survey

R3Y	1.71%	10
I do not live in Winnipeg.	1.03%	6
I do not live in Winnipeg	0.00%	0
TOTAL		584

#	I DO NOT LIVE IN WINNIPEG	DATE
	There are no responses.	

Q23 What is your age?

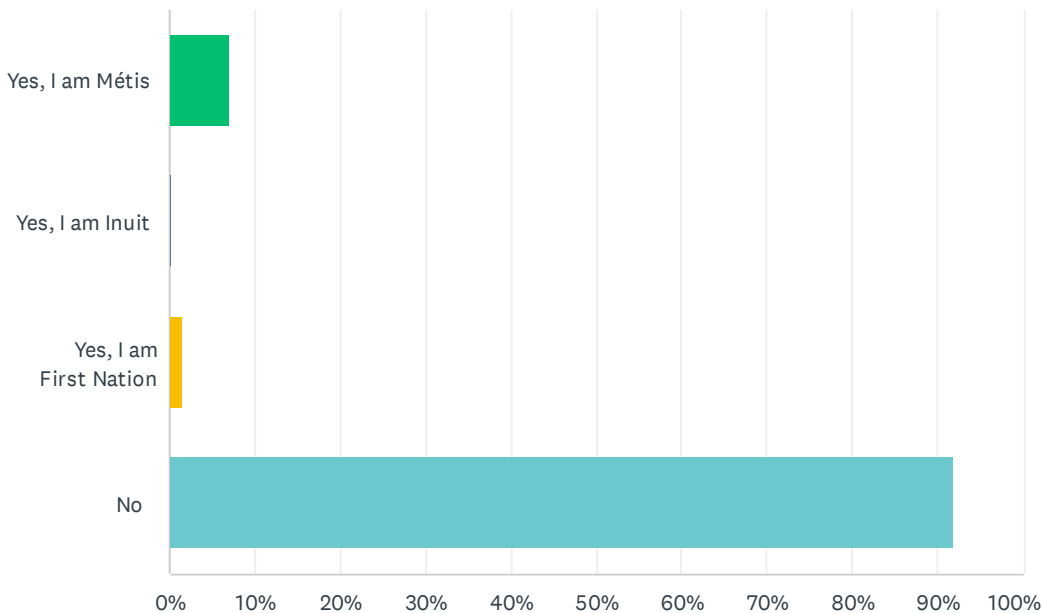
Answered: 601 Skipped: 96



ANSWER CHOICES	RESPONSES	
Under 18	0.83%	5
18 - 34	37.94%	228
35 - 54	42.60%	256
55 - 74	17.64%	106
75+	1.00%	6
TOTAL		601

Q24 Indigenous Peoples: An Indigenous person is a member or citizen of a First Nation, the Métis Nation, or Inuit Homeland. Are you an Indigenous person?

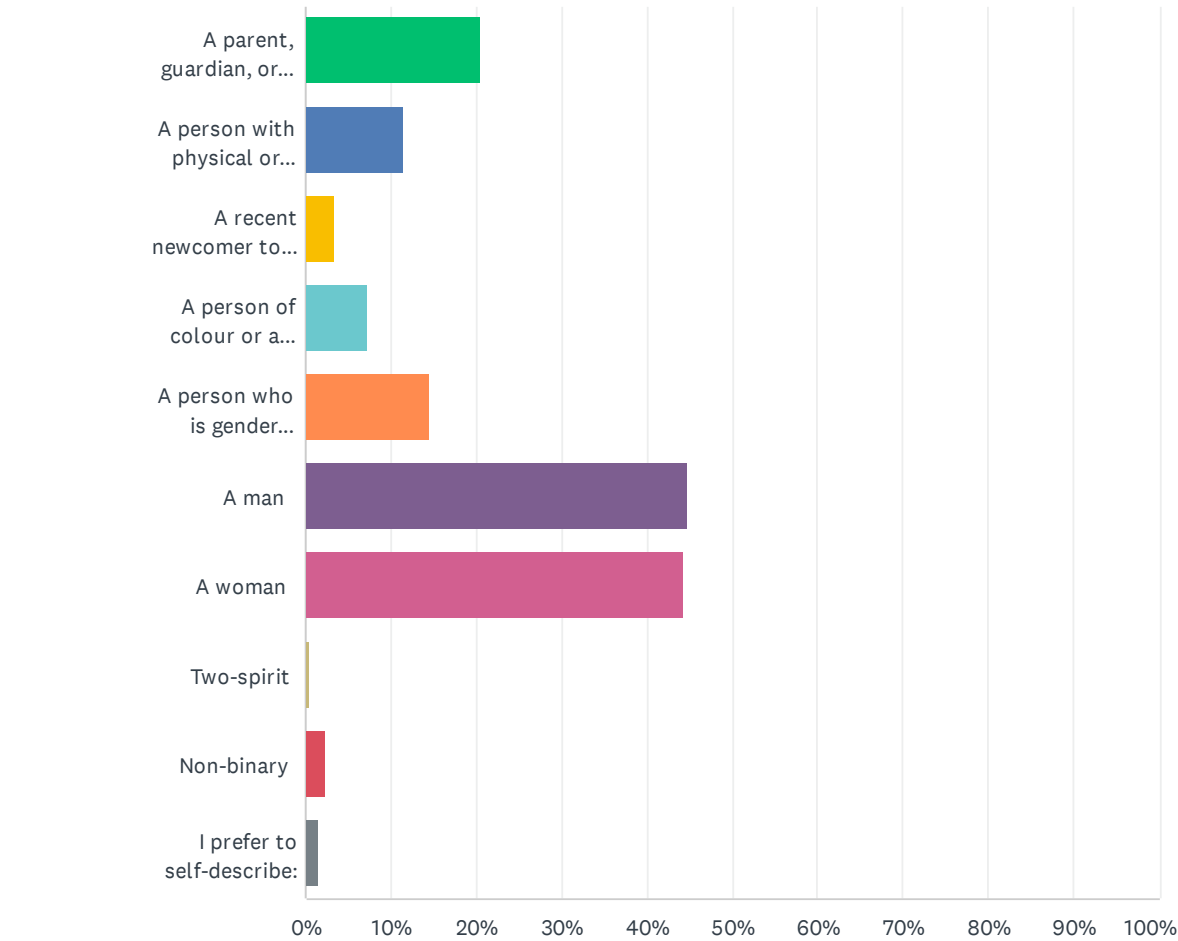
Answered: 583 Skipped: 114



ANSWER CHOICES	RESPONSES	
Yes, I am Métis	7.03%	41
Yes, I am Inuit	0.17%	1
Yes, I am First Nation	1.54%	9
No	91.94%	536
Total Respondents: 583		

Q25 Please self-identify as you feel comfortable.

Answered: 579 Skipped: 118



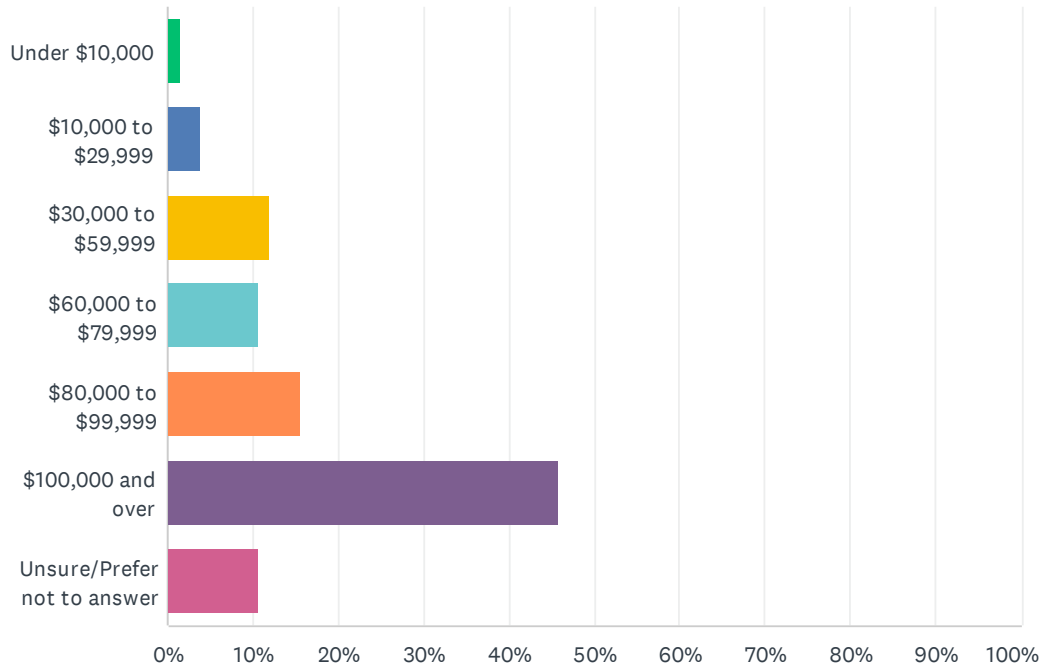
CentrePlan 2050: Getting Around Downtown Survey

ANSWER CHOICES	RESPONSES	
A parent, guardian, or caregiver of a dependent	20.55%	119
A person with physical or non-visible disabilities	11.57%	67
A recent newcomer to Winnipeg	3.45%	20
A person of colour or a person who is racialized	7.25%	42
A person who is gender and/or sexually diverse (2SLGBTQIA+)	14.51%	84
A man	44.73%	259
A woman	44.39%	257
Two-spirit	0.52%	3
Non-binary	2.42%	14
I prefer to self-describe:	1.55%	9
Total Respondents: 579		

#	I PREFER TO SELF-DESCRIBE:	DATE
1	I	5/25/2023 1:44 PM
2	a person	5/23/2023 12:43 PM
3	concerned about our environment.	5/19/2023 3:52 PM
4	chose to live in Winnipeg because it is affordable and convenient	5/18/2023 5:17 AM
5	A cyclist that wants sustainable active transportation and transit oriented development	5/16/2023 10:43 AM
6	Someone who walks around downtown every day and looks around carefully, just as the planners of this survey, all municipal politicians and employees should do every day to help make sure this plan is based on looking at daily realities downtown and altering the plan before and after it goes into effect.	5/15/2023 6:19 PM
7	human	5/14/2023 8:00 AM
8	Citizen of Winnipeg	5/13/2023 10:39 PM
9	A man with spouse and kid	5/11/2023 7:36 PM

Q26 Which of the following categories best describes your family income? That is, the total income before taxes of all persons in your household?

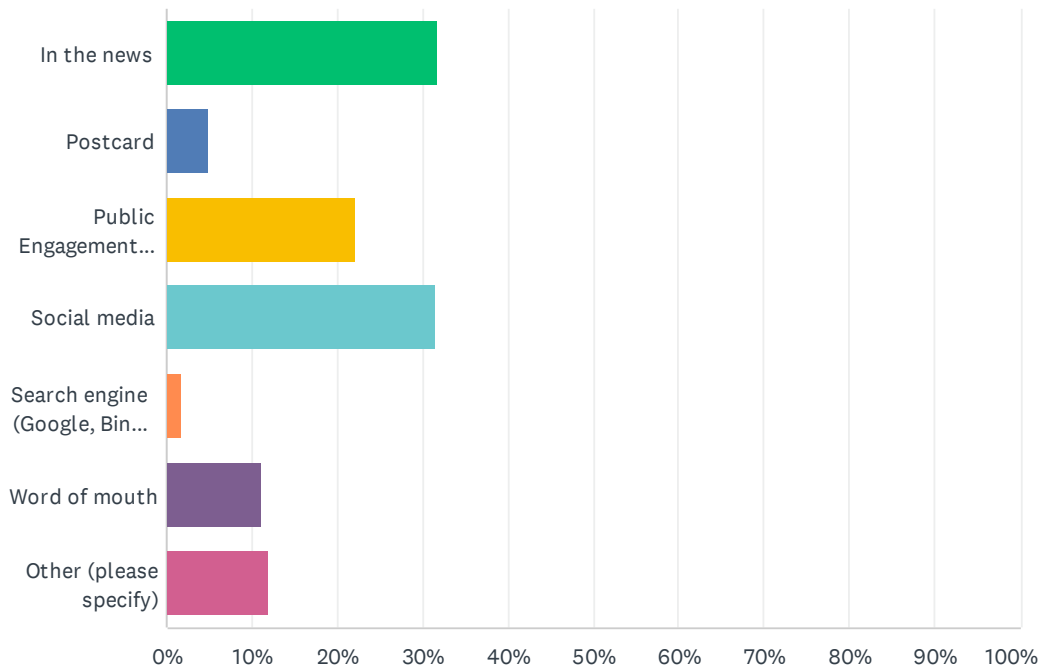
Answered: 598 Skipped: 99



ANSWER CHOICES	RESPONSES	
Under \$10,000	1.51%	9
\$10,000 to \$29,999	3.85%	23
\$30,000 to \$59,999	11.87%	71
\$60,000 to \$79,999	10.70%	64
\$80,000 to \$99,999	15.55%	93
\$100,000 and over	45.82%	274
Unsure/Prefer not to answer	10.70%	64
TOTAL		598

Q27 How did you hear about this project? Select all that apply.

Answered: 602 Skipped: 95



ANSWER CHOICES	RESPONSES	
In the news	31.73%	191
Postcard	4.98%	30
Public Engagement Newsletter	22.09%	133
Social media	31.56%	190
Search engine (Google, Bing, etc.)	1.66%	10
Word of mouth	11.13%	67
Other (please specify)	11.96%	72
Total Respondents: 602		

Q27 How did you hear about this project? Select all that apply.

#	OTHER (PLEASE SPECIFY)	DATE
1	Free Press coverage	Jun 14 2023 02:06 PM
2	Work	Jun 14 2023 09:40 AM
3	My teacher	Jun 13 2023 10:46 AM
4	newspaper	Jun 13 2023 09:56 AM
5	Forced to by school	Jun 13 2023 09:30 AM
6	School	Jun 13 2023 09:26 AM
7	biking by	Jun 12 2023 08:14 PM
8	email	Jun 12 2023 06:43 PM
9	City emails	Jun 12 2023 10:13 AM
10	through work	Jun 12 2023 09:34 AM
11	a member of the planning project rode along with me while I was commuting to ask me questions about the needs for improvement of my commuting route.	Jun 08 2023 06:31 PM
12	From my lecture at U of W	Jun 05 2023 10:37 AM
13	E-mail	Jun 04 2023 09:21 AM
14	Email	Jun 02 2023 09:02 AM
15	E-mail from Engage Winnipeg	Jun 01 2023 08:20 PM
16	Email	Jun 01 2023 06:43 PM
17	Work	Jun 01 2023 05:26 PM
18	City website	Jun 01 2023 12:06 PM
19	engage.winnipeg email	Jun 01 2023 11:21 AM
20	Email	Jun 01 2023 09:54 AM
21	Downtown Winnipeg BIZ	May 27 2023 12:30 PM
22	twitter	May 26 2023 11:32 AM
23	Through my profession	May 26 2023 09:49 AM
24	Radio	May 25 2023 10:17 PM
25	email	May 25 2023 08:40 PM
26	Email	May 25 2023 01:44 PM
27	My Workplace	May 25 2023 09:36 AM
28	City of Wpg email	May 24 2023 09:13 PM
29	through work	May 24 2023 04:33 PM
30	work announcement	May 24 2023 01:07 PM
31	Through Work	May 23 2023 01:33 PM
32	work (hydro)	May 23 2023 01:13 PM
33	Work	May 23 2023 01:11 PM
34	Work email	May 23 2023 12:53 PM
35	work email	May 23 2023 12:43 PM
36	work posting	May 23 2023 12:33 PM
37	Email	May 23 2023 11:36 AM
38	Portage and Main revitalization meeting	May 22 2023 11:53 AM
39	email	May 20 2023 07:54 AM
40	LinkedIn	May 18 2023 09:15 PM
41	skyscraperpage.com	May 18 2023 11:29 AM
42	email	May 18 2023 05:17 AM
43	Email from Manitoba Association of Architects	May 17 2023 10:54 PM
44	Minecraft level up challenge	May 17 2023 10:49 PM
45	Email	May 17 2023 06:37 PM

46	too much accomodation for bikes. Repair the streets first.	May 17 2023 05:22 PM
47	work	May 17 2023 11:29 AM
48	email	May 16 2023 10:54 PM
49	Reddit	May 16 2023 08:59 PM
50	email	May 16 2023 07:58 PM
51	got an email	May 16 2023 06:22 PM
52	City of Winnipeg emailed it to me	May 16 2023 06:22 PM
53	email	May 16 2023 05:49 PM
54	Email	May 16 2023 04:08 PM
55	Email	May 16 2023 02:25 PM
56	Email	May 16 2023 01:30 PM
57	professional association	May 16 2023 12:45 PM
58	MAA	May 16 2023 12:39 PM
59	Subscribed to surveys, otherwise I never hear about them	May 16 2023 12:35 PM
60	email	May 16 2023 12:33 PM
61	You emailed me?	May 16 2023 08:58 AM
62	email	May 16 2023 08:54 AM
63	██████████ person yelling at me	May 15 2023 11:45 AM
64	Skyscraper Forum	May 14 2023 02:10 PM
65	Poster	May 13 2023 04:31 PM
66	city of winnipeg web site	May 12 2023 11:26 PM
67	Have heard about rapid transit which would be best served with a c train system which would help revamp downtown and develop it much like what happened in Calgary. Let's start thinking outside the box and de elop a real rapid transit system.	May 12 2023 07:16 PM
68	Reddit	May 12 2023 12:44 PM
69	Bike Winnipeg	May 12 2023 09:50 AM
70	reddit winnipeg	May 12 2023 09:00 AM
71	Reddit	May 12 2023 02:28 AM
72	email	May 11 2023 02:09 PM

D.5 Open-ended survey analysis

To better understand the views of survey participants, six open-ended questions were included in the survey. Open-ended responses allow for a better sense of insight and meaning when a set of pre-determined response options will not satisfy the nature of the question.

Open-ended responses were analyzed to identify themes which then allowed us to identify patterns. Each response was read and tagged with a theme or multiple themes. From there, the responses within each theme were analyzed to provide a summary of the most prominent feedback.

Open-ended questions:

All respondents:

- [What is your favourite street to explore Downtown? What about the street makes it your favourite?](#) (question asked of all survey respondents)

Survey respondents that indicated they want to provide input on Downtown streets:

- [Is there anything else we should keep in mind when creating the proposed street types \(neighbourhood, connector, corridor\)?](#)

Survey respondents that indicated they want to provide input on Downtown bike routes:

- [Following up to the previous question \(What is your level of support for two-way protected bike lanes in Winnipeg?\), why do you feel that way?](#)
- [Following up to the previous question \(Thinking of the existing one-way protected bike lanes in Winnipeg, what is your level of support for this type of bike lane?\), why do you feel that way?](#)
- [Following up to the previous question \(When considering the location of the proposed a two-way protected bike lane on Cumberland Avenue, which option do you prefer?\), why do you feel that way?](#)
- [Is there anything else we should keep in mind when designing options for bike routes Downtown \(St. Mary Avenue and York Avenue, Notre Dame Avenue and Cumberland Avenue, and William Stephenson Way\)?](#)

What is your favourite street to explore Downtown? What about the street makes it your favourite?

Base: All survey respondents (n=697)

Answered: 551

Skipped: 146

Themes coded*: 41

*many comments made a number of different points and were categorized into more than one theme. Respondents to this question highlighted several themes, which have been organized into four key themes below:

- Favourite Street/Neighbourhood (595 Responses)

- Street Design and Architecture (110 Responses)
- Street Level Amenities (162 Responses)
- Transportation (55 Responses)

A summary of responses by key theme is below:

Favourite Street/Neighbourhood

- The most frequently noted favourite streets were: Broadway, Albert, Assiniboine, Bannatyne, Portage, McDermot, Waterfront, Graham, King, and Arthur.
- The Exchange District and The Forks were noted as favourite Downtown neighbourhoods.
- Many also noted that streets that have river access, or any paths along the river were favourable.

Street Design and Architecture

- Historic buildings were noted as a positive feature that should remain.
- Importance of human-scaled design and street-level features.
- Increasing trees to provide greenery and shade.
- More murals and public art especially with Indigenous collaboration.
- Creating wider sidewalks.
- Using unique paving stones.

Street Level Amenities

- Building more mixed-use buildings and street level retail and restaurants
- Creating opportunities for more unique small businesses and shops
- Patios, seating areas, and public hang out spaces
- Access to green spaces
- Walkability and access to amenities within short walking distance
- Frequent festivals and cultural events

Transportation

- Quieter streets, slower/less traffic
- Pedestrian prioritization
- Bike lane access, in particular protected lanes

Is there anything else we should keep in mind when creating the proposed street types (neighbourhood, connector, corridor)?

Base: Survey respondents that indicated they want to provide input on Downtown streets (n=647)

Answered: 273

Skipped: 374

Themes coded*: 48

*many comments made a number of different points and were categorized into more than one theme.

Respondents to this question highlighted several themes, which have been organized into four key themes below:

- Pedestrian Prioritization and Human-scaled Design (184 Responses)
- Personal Vehicles and Public Transportation (172 Responses)
- Cycling and Active Transportation (87 Responses)
- Green Infrastructure (45 Responses)
- Design (36 Responses)

A summary of responses by key theme is below:

Pedestrian Prioritization and Human-Scaled Design

- Separating pedestrians from vehicles and bikes
- Increasing public amenities such as art, washrooms, fountains, and seating areas.
- Increasing and ensuring universal accessibility of spaces
- Street level storefronts and access to commercial spaces (corner stores, etc.)
- Decreasing prioritization of cars, suggestion of woonerf-style streets

Personal Vehicles and Public Transportation

- Improving public transit access, frequency, and affordability.
- Reducing parking lots, on-street parking (especially near AT and pedestrian infrastructure) and car-centric designs.
- Reducing vehicle speeds, particularly on neighbourhood streets
- Find ways to decrease congestion. Creating vehicle-specific arteries out of Downtown, so that Downtown streets can be more pedestrian/cyclist/transit friendly
- Spaces that are vehicle free.
- Invest in faster/more efficient transit such as light rail.
- Reduction of street widening and “stroads”

Cycling and Active Transportation

- If cyclists are sharing streets with pedestrians or vehicles, need to be in separated/protected lanes.
- Have pedestrian/cyclist-only streets.
- Increase cycling connectivity to create more efficient and safe routes.
- Ensure cyclists follow rules of the road, stay on roads/bike lanes, and off sidewalks.
- Some do not wish to see more cycling infrastructure due to being a winter city, and instead promote pedestrian and transit movement.
- Ensure maintenance of bike lanes (pavement and snow clearing).
- Increase amount of bike racks/lock ups, and more secure options.
- Separate e-bikes/scooters from bike lanes and pedestrian spaces.

Green Infrastructure

- Increase amount of street trees, biodiversity, and greenery.

- Better stormwater management, permeable surfaces.
- Build more greenspaces Downtown.

Design

- Increase lighting in pedestrian-centric spaces and building entrances.
- Reducing low-visibility spaces through more human-scaled design, smaller street furniture features.
- Create more active street frontage and entrances with mixed-use building designs.
- Protect heritage buildings and elements.
- Increase wayfinding and signage.

Following up to the previous question (What is your level of support for two-way protected bike lanes in Winnipeg?), why do you feel that way?

Base: Survey respondents that indicated they want to provide input on Downtown bike routes (n=484)

Answered: 353

Skipped: 131

Themes coded*: 39

*many comments made a number of different points and were categorized into more than one theme.

Respondents to this question highlighted several themes, which have been organized into four key themes below:

- Road safety (253 Responses)
- Positive effects of cycling infrastructure (145 Responses)
- Bike lane design and maintenance (85 Responses)
- Favour personal vehicles (47 Responses)

A summary of responses by key theme is below:

Road Safety

- Protected bike lanes are the safest option, and two-ways feel safer due to the wider nature of the lane.
- Raised bi-directional lanes feel safer, as long as delineated from pedestrian spaces.
- Less confusion for vehicles to know where cyclists are if there is one larger lane.
- Two-way bike lanes on one-way streets can create a lot of confusion and collisions due to vehicles not expecting to look for cyclists coming the other direction.
- Bike lanes need protected spaces at intersections and connectivity to other bike lanes.
- Assiniboine was frequently given as an example of a successful and safe feeling two-way bike lane (in opposition to Garry, which feels unsafe due to the one-way nature of the street).
- Perhaps separate motorized bikes and scooters from bike lanes due to their speeds.
- Cyclists who are not in bike lanes need to follow the rules of the road, and need better education on cycling/road safety and bike lane use.
- Need clearer signage and wayfinding.

Positive effects of cycling infrastructure

- Safer and wider lanes provide more opportunities for active travel by people of all ages and abilities.
- Cycling contributes to a greener, more sustainable community.
- Decreases amount of vehicles, traffic, and noise on the road.
- Creates a community of active transportation users.
- Promotes healthy living.
- Entices more people to live Downtown due to connectivity.
- More eyes on the street, increases interaction with street level commercial and retail services.

Bike lane design and maintenance

- All bike lanes should be protected.
- Two ways are favourable, but must be on two way streets (feel unsafe on one ways at intersections)
- Increase the width of bike lanes to allow more types of users, and safer passing.
- Increase connectivity of cycling infrastructure
- Create priority cycling signals at intersections that have protected bike lanes to increase turning safety.
- Keep bike lanes on off of major thoroughfares.
- Challenges with bike lanes removing parking and sidewalk widths.
- Ensure bike lanes are well maintained, cleared of snow and debris.
- Inconsistencies in design make cycling travel confusing.

Favour personal vehicles

- Dislike decreasing lanes of traffic and on-street parking.
- Challenge with increasing cycling infrastructure when many do not use it in winter months.
- Suggestion to instead increase transit options and service times.
- Cost to maintain/clear snow does not outweigh the summer usage.

Following up to the previous question (Thinking of the existing one-way protected bike lanes in Winnipeg, what is your level of support for this type of bike lane?), why do you feel that way?

Base: Survey respondents that indicated they want to provide input on Downtown bike routes (n=484)

Answered: 303

Skipped: 181

Themes coded*: 52

*many comments made a number of different points and were categorized into more than one theme.

Respondents to this question highlighted several themes, which have been organized into four key themes below:

- Bike lane design and maintenance (192 Responses)
- Road safety (172 Responses)

- Positive effects of cycling infrastructure (54 Responses)
- Favour personal vehicles (34 Responses)

A summary of responses by key theme is below:

Bike Lane Design and Maintenance

- One-way lanes work best on one-way streets, or on the same side/direction of traffic.
- Two-way lanes are favoured but only on two-way streets with protected infrastructure at intersections for turning.
- Separated spaces between manual and powered bikes/scooters.
- Inconsistent designs and connectivity issues are a challenge
- All bike lanes should be protected.
- Ensure bike lanes are well maintained and kept clear of snow and debris
- Should not effect the width of sidewalks.

Road Safety

- Protected lanes are the safest form of cycling infrastructure if car-free streets are not an option.
- One way bike lanes that are narrow prevent people from going the wrong way on them (a major safety challenge with one-ways)
- Feels safer to be in the direction of traffic
- Increase intersection safety for pedestrians with disabilities crossing bike lanes.

Positive effects of cycling infrastructure

- Provides easier and safer methods of AT travel for all ages and abilities
- Decreases emissions and amount of vehicles on the road/traffic.

Favour personal vehicles

- Roads were not designed for bike lanes, and retrofits are creating congested spaces.
- Do not see enough use to merit more investment in cycling infrastructure.
- Lack of enforcement of cyclists following the rules of the road.
- Do not take away street parking options.
- Streets should be designed for vehicles as this is a winter city.

Following up to the previous question (When considering the location of the proposed a two-way protected bike lane on Cumberland Avenue, which option do you prefer?), why do you feel that way?

Base: Survey respondents that indicated they want to provide input on Downtown bike routes (n=484)

Answered: 237

Skipped: 247

Themes coded*: 29

*many comments made a number of different points and were categorized into more than one theme.

Respondents to this question highlighted several themes, which have been organized into four key themes below:

- Safety and Protection (65 Responses)
- South Side Bike Lanes (45 Responses)
- Build Lanes Faster (30 Responses)
- North Side Bike Lanes (17 Responses)
- Existing Infrastructure is Enough (15 Responses)

A summary of responses by key theme is below:

Safety and Protection

- Already a challenging street for vehicles, adding bike lanes could be detrimental/unsafe.
- Ensure any bike lane put in is fully protected.
- Reduce amount of cross over/intersections with pedestrians, and ensure accessibility measures are in place for people with disabilities.
- Increase signage and wayfinding.
- Some would prefer one ways instead of one two-way.

South Side Bike Lanes

- Easier to come from the parks and more residential connections.
- Adjacent to a wider sidewalk.
- A safer and longer route with less intersections.
- Merges better onto Donald.

Build Lanes Faster

- Happy to have a protected lane, and do not care too much about which side of the street it is on.
- Planners should make the best decision.

North Side Bike Lanes

- Allows easier connection to other bike lanes.
- More businesses to access on the north.
- Can access more major routes without crossing.
- Could be less accidents due to not crossing with turning onto Donald or Carlton.

Existing Infrastructure is Enough

- Prefer other existing routes that are less busy.
- Should continue the Notre Dame lane.

Is there anything else we should keep in mind when designing options for bike routes Downtown (St. Mary Avenue and York Avenue, Notre Dame Avenue and Cumberland Avenue, and William Stephenson Way)?

Base: Survey respondents that indicated they want to provide input on Downtown bike routes (n=484)

Answered: 212

Skipped: 272

Themes coded*: 84

*many comments made a number of different points and were categorized into more than one theme.

Respondents to this question highlighted several themes, which have been organized into four key themes below:

- Safety and Protection (118 Responses)
- Design and Maintenance (79 Responses)
- Connectivity (56 Responses)
- Intersections and Traffic Lights (36 Responses)

A summary of responses by key theme is below:

Safety and Protection

- Raised bike lanes feel safer.
- Increase traffic calming measures throughout Downtown.
- Always design/build protected bike lanes moving forward.
- Education and enforcement of cycling rules
- Multi-use paths can be dangerous for pedestrians.
- Prevent cyclists from going the wrong way on bike lanes.
- Restrict bike lanes overlapping floating bus stops as this is inaccessible for those with vision loss.

Design and Maintenance

- Ensure bike lanes are well maintained and cleared of snow and debris.
- Design wider bike lanes
- Increase trees and greenery to add shade
- Ensure clear signage and wayfinding.
- One way lanes on one way streets.
- Increase access to bike locking and storage facilities.
- Increase visibility and lighting along bike lanes.

Connectivity

- Continue to create new lanes that are connected to others to create continuous safe paths of travel
- Reduce when bike lanes switch from one side of a road to another.
- Create simple paths of travel to encourage use of lanes.

- Also add more North/South lanes.

Intersections and Traffic Lights

- Streets with bike lanes should always have advance green lights for cyclists.
- Roundabouts are good options for cyclists
- Protected features should remain throughout intersections (no slip lanes).
- Adjust light times on streets with bike lanes to also accommodate efficiency of cyclists, not just vehicles. More automatic detection lights for cyclists.
- Find ways to encourage drivers to check for cyclists in bike lanes before making turns.

Location: Susan A. Thompson Building **Date:** May 31, 2023
Attendees: 30 **Time:** 7 p.m. – 8:30 p.m.

Neighbourhood Streets

[illegible]

Theme	Sticky notes
Biking	• Dedicated bicycle lanes • Bike path signage is ugly and detracts from Exchange • Separate bike paths from walkers • Combined bike/peds doesn't mix well • Separation of bikes and cars and peds • Want to see more people biking safely
Walking	• Open Portage & Main • Open Portage & Main • Open Portage & Main to pedestrians