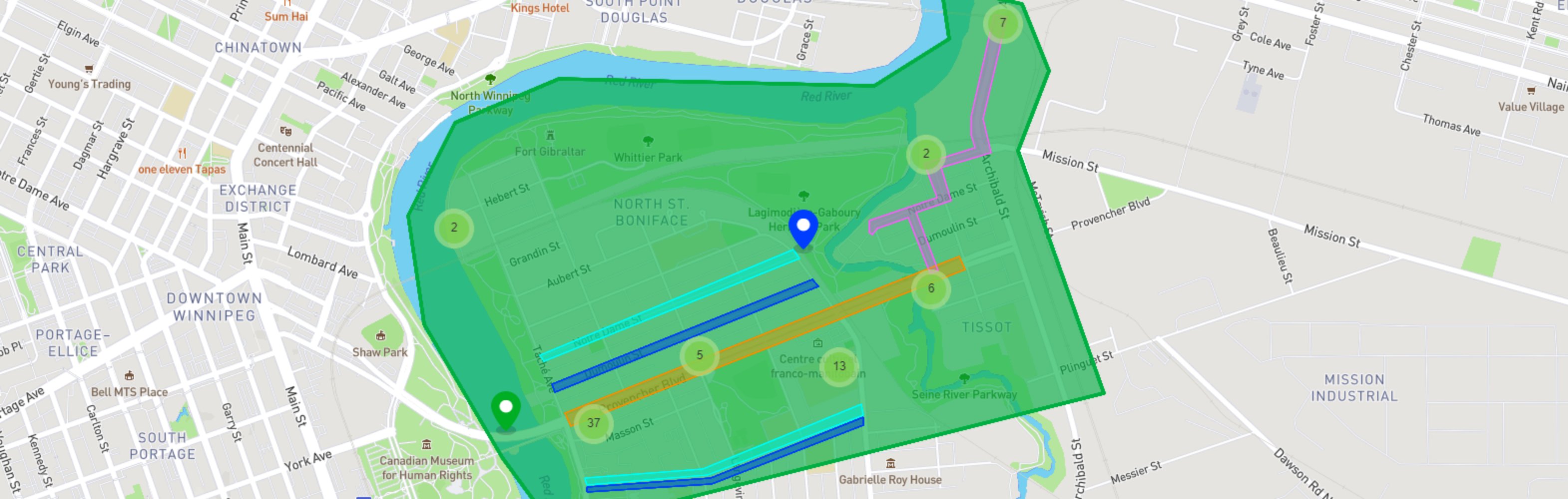


Appendix A – Online Mapping results



ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

Visitors 169	Contributors 23	CONTRIBUTIONS 74
---------------------	------------------------	-------------------------

2022-05-12 10:57:19 -0500	Access to my office via bike lanes. Address: 50 Provencher Boulevard, Winnipeg, Manitoba R3C 0L5, Canada
CATEGORY Key destination	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87635
2022-05-12 10:58:08 -0500	It would be great to be able to actually have the bike route where destinations are instead of having to ride a block or two away from the stores/library/restaurants on Provencher. Address: 233 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G4, Canada
CATEGORY Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87636
2022-05-12 10:58:24 -0500	Often use this ramp to cut through St.B to access bike lanes on Eugene. Typically use Masson, but would use either Provencher or De la Cathedrale instead. Address: 50 Provencher Boulevard, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87637
2022-05-12 11:00:01 -0500	Crosswalk is not prominent enough to slow cars down for pedestrians/cyclist to cross. A pedestrian/cyclist traffic light here, like on Osborne Street beside Legislative Bldg. would be good. Or a crosswalk with flashing lights. Address: 622 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0H7, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87638
2022-05-12 11:00:58 -0500	Usually use Masson Street. But would use De la Cathedrale if better safety measures were implemented at crosswalk. Address: 151 Avenue De La Cathedrale Avenue, Winnipeg, Manitoba R2H 0H7, Canada
CATEGORY Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87639
2022-05-12 11:01:47 -0500	Unsafe intersection for cyclists to cross. Address: 500 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0H7, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87640
2022-05-12 11:01:56 -0500	If there isn't protection for cyclists under this bridge (either carrying a protected lane through to Nairn or formally converting the sidewalk on Archibald to a 'multi-use pathway' WITH easy access points from any bike route further south on Archibald) then nothing you do on Archibald up to this point will be even remotely worthwhile. Who would want to take a 'bike route' that is going to spit them out unprotected right before a dangerous blind underpass? Address: 3 Rue Archibald Street, Winnipeg, Manitoba R2J 0J7, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87641

ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

2022-05-12 11:02:43 -0500	Where is the access for this bike path? Address: Dairy Queen Grill & Chill, 396 Provencher Blvd, Winnipeg, Manitoba R2H 0H1, Canada
CATEGORY Area of concern (other than safety)	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87642
2022-05-12 11:04:27 -0500	perferred option 2 Address: 183 Rue Dumoulin Street, Winnipeg, Manitoba R2H 0E4, Canada
CATEGORY Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87643
2022-05-12 11:05:29 -0500	Connections to multi-use path on Tache, connections to the Forks/downtown Address: 130 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87644
2022-05-12 12:29:46 -0500	A cycling route down Provencher Blvd is no-brainer. The cycling route should be located on the same street as shops and services. an inconvenient out of the way cycling route allows people to bypass the neighbourhood akin to a vehicular freeway. Truly great neighbourhoods have multi modalities of convenient transportation located together on the same route. Address: 307 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 2Y3, Canada
CATEGORY Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87662
2022-05-12 13:19:29 -0500	As a cyclist and pedestrian, I find this area to often be quite scary and I have had many scenarios where I have almost been hit by cars when either crossing the slip lane and then when walking across the street heading East on Provencher. Often cars are not looking when speeding through the slip lane and then folks that are turning left onto Tache when on Provencher try to speed through and are not watching people trying to cross. I also find this area to be very problematic when I am biking, when you get off the pedestrian bridge there is no clear connection to Provencher so I often end up just getting off my bike, crossing like a pedestrian and then start biking again once I have crossed Tache. A few suggestions I would make are to remove the slip lane on Provencher, allow pedestrians to cross on the West side of Tache and Provencher where there is currently no pedestrian crossing allowed. And create a left turn signal on Provencher. Address: 130 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87674
2022-05-12 13:21:50 -0500	I would love to be able to safely bike down Provencher. I am often heading to coffee shops, bookstores and restaurants. I think this could also help reduce some of the noise levels on Provencher, it is often so loud by all of the vehicles, if we encourage more folks to take the bus, walk or bike it will help create a more enjoyable space for businesses to thrive in this area. Address: 205 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G4, Canada
CATEGORY Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87675

ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

2022-05-12 13:25:03 -0500		This area definitely needs to be looked at closer. Often times I take the multiuse path along Tache and then I want to cross and head down De La Cathedrale because it is quieter but crossing Tache is a death sentence, folks don't slow down, no one knows if you are even allowed to cross and there is a lot of confusion. A clear crossing sign and speed reductions would be helpful. Address: 151 Avenue De La Cathedrale Avenue, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY		
Safety issue		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87677
2022-05-12 19:15:26 -0500		I would like to see the parking lane turned into a protected bike lane, as realistically most people will bike down Provencher. Address: 259 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 2W2, Canada
CATEGORY		
Preferred cycling route		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87725
2022-05-12 21:23:05 -0500		Provencher is crowded, busy and full of obstacles. If it is to be part of the bike path, will it be a protected and dedicated lane? If not, I would prefer either option B or C. Address: Rue Nadeau Street, Winnipeg, Manitoba R2J 0C4, Canada
CATEGORY		
Safety issue		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87730
2022-05-12 21:24:24 -0500		This is a scary underpass, with a scary sidewalk and no room for a bike lane. Is there a plan to rectify this?? Address: 14 Rue Archibald Street, Winnipeg, Manitoba R2J 0V8, Canada
CATEGORY		
Safety issue		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87731
2022-05-12 21:33:47 -0500		How does this connect to anything? Address: 345 Avenue De La Cathedrale Avenue, Winnipeg, Manitoba R2H 2R1, Canada
CATEGORY		
Key connections		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87732
2022-05-12 21:34:12 -0500		How does this connect to the rest of the path? Address: 581 Rue Des Meurons Street, Winnipeg, Manitoba R2H 2P6, Canada
CATEGORY		
Key connections		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87733
2022-05-13 15:40:49 -0500		Need a green box here to transition cyclists coming from bridge, going north on Tache Address: 665 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY		
Key connections		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87749

ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

2022-05-13 15:41:45 -0500	Need to ensure connectivity from Tache to bridge on the south side (connecting through the Forks) Address: 665 Avenue Taché Avenue, Winnipeg, Manitoba R2H 2B7, Canada
CATEGORY Area of concern (other than safety)	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87750
2022-05-13 15:43:48 -0500	If you want this to be the route the speed limit needs to be 30km/h. This road is currently used in the neighbourhood to avoid the 30km/h roads north. Address: 252 Rue Notre Dame Street, Winnipeg, Manitoba R2H 0C6, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87751
2022-05-13 15:45:32 -0500	This is the logical choice and would allow us in the neighbourhood to ride to these services in a safe way. Added bonus is slowing traffic Address: Le Garage Café, 166 Provencher Blvd., Winnipeg, Manitoba R2H 0G3, Canada
CATEGORY Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87752
2022-05-13 15:46:24 -0500	If focusing on neighbourhood greenways, how is this school being served? Address: 619 Rue Des Meurons Street, Winnipeg, Manitoba R2H 2R1, Canada
CATEGORY Key destination	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87753
2022-05-14 15:03:48 -0500	A few years ago, the east side sidewalk/path under the underpass was rebuilt (raised, widened), and a nice wide switchback "exit" was built near the north end to take bikes and peds up to grade east of the underpass (See Google Maps Satellite View)... where a concrete barrier was inserted to stop you from proceeding a further 500 metres to the south end of the Northeast Pioneers Greenway. When will this 500 metre missing section finally be built? Apparently, CN Rail is the problem ... again. (1. They are preventing the building of the Transcona Trail Extension; 2. Three years ago they erected a barricade at the east end of Rue Notre Dame that cuts off access to Lagimodiere-Gaboury Park). Address: 16 Watt Street, Winnipeg, Manitoba R2L 1R5, Canada
CATEGORY Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87782
2022-05-14 21:46:29 -0500	Hard to cross Address: 380 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0H1, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87784
2022-05-14 21:49:43 -0500	Crossing at despins is a death trap. You either go to the lights at dollar or cathedrals. And it's a detour for pedestrians too. Address: 500 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0H7, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87785

ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

2022-05-14 21:51:29 -0500	Cars try to cut you off here when driving it's close to tache and during rush hour it's dangerous . Same with left turns going onto Masson. Address: 126 Rue Masson Street, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87786
2022-05-14 21:55:11 -0500	Crossing from gabroy trail to get to notre dame east is so dangerous walking or cycling. Dq is nice to have there but getting there is difficult. Address: Dairy Queen Grill & Chill, 396 Provencher Blvd, Winnipeg, Manitoba R2H 0H1, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87787
2022-05-14 21:56:33 -0500	Lights at crosswalk could be main connector to park and ecole tache. I often use this crosswalk to avoid des mwurons and provencher Address: 306 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G7, Canada
CATEGORY Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87788
2022-05-15 10:33:47 -0500	This intersection heading N or W from Northbound Tache, S or E from South bound. And any direction while on Provencher is near impossible. Dangerous. No connectivity. Address: 665 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87789
2022-05-15 10:55:18 -0500	This doesn't really lead anywhere. What is supposed to happen at this intersection? Address: 588 Rue Des Meurons Street, Winnipeg, Manitoba R2H 2R1, Canada
CATEGORY Area of concern (other than safety)	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87790
2022-05-15 12:10:24 -0500	How do you get from the west side of Provencher to Nadeau? (and why can I not choose both bike, mobility device, and walking; it applies to all). Address: 450 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2J 0B9, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87791
2022-05-15 12:14:08 -0500	Connects directly to the bridge to downtown. Address: 665 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0G3, Canada
CATEGORY Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87792

ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

2022-05-15 12:17:26 -0500	There are constant negative interactions on this corner that affect all users and will impact all three potential route choices. If this corner isn't made safe for non-motorized users all three routes are pointless. Address: 665 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87793
2022-05-16 10:26:15 -0500	The Greenway ends under the overpass, so people cut through the field or take the absolutely scary intersection. This is one key missing piece to link up the Greenway with the Forks. It doesn't make sense to have the path just stop, it should continue to a new Provencher path. Address: 14 Rue Archibald Street, Winnipeg, Manitoba R2J 0J7, Canada
CATEGORY Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87864
2022-05-16 22:06:36 -0500	Eliminate slip lane, this is unsafe for all users outside of vehicles. Address: 130 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87888
2022-05-16 22:08:24 -0500	One vehicle lane, one dedicated bus lane, one bike lane, wide sidewalks = mode shift opportunities. Address: 146 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G3, Canada
CATEGORY Key destination	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87889
2022-05-17 08:52:22 -0500	I want Provencher to be more usable for all active transportation. Calm down traffic by reducing car lanes and parking and adding dedicated bus lanes. Widening sidewalks and creating separated bike lanes will make it an even more desirable destination for shopping and recreation. Address: 184 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G3, Canada
CATEGORY Key destination	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87894
2022-05-17 08:53:49 -0500	Provencher is the best route to connect east/west and to access all the businesses on the street itself. Address: 245 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G6, Canada
CATEGORY Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-87895
2022-05-19 16:14:07 -0500	Slip lane feels unsafe for pedestrians and cyclists. Address: 665 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88044

ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

2022-05-19 16:18:51 -0500	Great opportunity to prioritize Provencher as a great human-scale street for transit, cyclists and pedestrians, while allowing automobiles through in a safe and controlled manner. Address: 180 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G3, Canada
CATEGORY	
Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88045
2022-05-19 19:39:09 -0500	Need a traffic light as it is very hard to cross most times. A crosswalk is not good as the way it was one year ago, and someone got killed. The traffic goes too fast. It is a great spot for Poluxce to set up radar, as they do. Address: Rue Nadeau Street, Winnipeg, Manitoba R2J 0B8, Canada
CATEGORY	
Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88051
2022-05-19 20:01:14 -0500	What a great idea to have a curb-separated bike lane on Provencher. It should also be complemented with curb-separated transit lanes! Address: 279 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 2W2, Canada
CATEGORY	
Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88053
2022-05-20 09:09:22 -0500	Need a crosswalk here to connect Tache promenade with Parc Joseph Royal. The underpass route does not meet accessibility standards on the north side and is under way for half the year. Address: 130 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY	
Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88061
2022-05-20 09:11:43 -0500	The right turn lane funnels cars way too fast through the intersection impacting pedestrian movement. Address: 665 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY	
Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88062
2022-05-20 11:13:09 -0500	This would be a great bike route, along the shops, as long as a clear divide is made to protect the bike lane. Address: 222 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G5, Canada
CATEGORY	
Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88063
2022-05-20 11:17:26 -0500	I would love Provencher to be the main bike route. As other comments indicated it needs to be a fully protected bike lane. Traffic is dense, and gets really intense around the train tracks at rush hour. Lots of angry impatient drivers trying to get onto Archibald. If it cannot be a protected bike lane, I would prefer option B or C. Safety is #1 for me when cycling around busy areas. Address: 380 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0H1, Canada
CATEGORY	
Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88064

ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

2022-05-20 11:21:47 -0500		After the underpass, a key connection to find the next biggest bike route is the Nairn Overpass Park South. It is often horribly muddy, and doesn't have a clear path. A paved, or properly kept gravel path is needed. I ride under the Nairn Overpass coming from Archibald to join up with the Gateway Road "Pioneer's Greenway". The bike infrastructure project should go a little further north to take into account this important connection exiting St B.
CATEGORY	Key connections	Address: 16 Watt Street, Winnipeg, Manitoba R2L 1R5, Canada
		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88065
2022-05-20 11:45:39 -0500		There needs to be an easy way for a rue de la cathedrale bike lane connection with Rue Desautels. When cyclist come from south St B/St Vital area, they end up taking Youville to go north. The gravel path connects to Deschambault St. I then cycle through the residential area to get to Desmeurons and cross at the pedestrian crossing onto Rue de la Cathedrale. A bike lane crossing light would be ideal.
CATEGORY	Key connections	Address: 581 Rue Des Meurons Street, Winnipeg, Manitoba R2H 2P6, Canada
		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88068
2022-05-21 13:23:41 -0500		This would abruptly dump cyclists into a relatively busy street with no protection
CATEGORY	Safety issue	Address: 345 Avenue De La Cathedrale Avenue, Winnipeg, Manitoba R2H 2P6, Canada
		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88116
2022-05-21 13:29:01 -0500		Provencher is clearly the best route. Direct access to shops and destinations is critical, as well as a direct connection to Esplanade Riel
CATEGORY	Preferred cycling route	Address: 141 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G3, Canada
		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88117
2022-05-21 13:38:25 -0500		Riding through this slip lane always feels like playing Russian roulette
CATEGORY	Safety issue	Address: 665 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0H2, Canada
		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-88118
2022-06-07 17:23:03 -0500		Vehicular slip lane needs to be closed off.
CATEGORY	Safety issue	Address: 665 Avenue Taché Avenue, Winnipeg, Manitoba R2H 0H2, Canada
		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89184
2022-06-07 17:24:39 -0500		All sidewalks and bike lanes should maintain their height, creating speed bumps for vehicular traffic to cross them at intersections, lot entrances, etc.
CATEGORY	Safety issue	Address: St. Boniface, St. Boniface, Winnipeg, Manitoba R2H 0G3, Canada
		http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89185

ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

2022-06-07 17:26:33 -0500	Cars U-turn around the boulevard often; how will those travelling by bike be able to safely do the same? Address: 632 Rue Aulneau Street, Winnipeg, Manitoba R2H 0G4, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89186
2022-06-12 19:56:13 -0500	Currently a very unsafe crossing. Cars do not stop for pedestrians at the crosswalk. Making Provencher a more pedestrian/cyclist friendly route would increase the overall safety for pedestrians. This is a current safety issue that has the potential to be resolved if Provencher becomes the main active transportation route through St B. Address: 641 Rue Langevin Street, Winnipeg, Manitoba R2H 0G5, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89512
2022-06-12 20:00:16 -0500	Many shops, restaurants, coffee shops, community stops along Provencher making it a key destination for many folks, and a part of the daily routine for many residents of St. B. Would love to see Provencher become the main AT route through St. B to increase the viability of these local businesses. I am concerned that if the AT route is moved off of Provencher, then Provencher will become increasingly car-centred which in turn will negatively affect the local businesses. Address: 202 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G3, Canada
CATEGORY Key destination	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89513
2022-06-12 20:02:40 -0500	This corner is treacherous for pedestrians/cyclists. Right on red, u-turns, slip lane, no pedestrian priority light, no access across Provencher on the west side of Tache. Having Provencher the AT route would give the planners an opportunity to improve the safety of this intersection for cyclists and pedestrians. Address: 130 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0H2, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89514
2022-06-12 20:04:47 -0500	It seems like a no-brainer to make Provencher the main bike route. There are six lanes for cars (six!!). The median is beautiful, lots of grass and trees. I would like to see the median remain as is and potentially remove a lane of through traffic, or of parking on the south or north side of Provencher. Parking on Provencher, especially the north side, is rarely full. There is also ample residential street parking if needed. Address: 166 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G3, Canada
CATEGORY Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89515
2022-06-12 20:10:14 -0500	As other comments have indicated, it must be a protected bike lane along Provencher. This is the safest option. Address: 190 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G3, Canada
CATEGORY Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89516
2022-06-13 12:00:12 -0500	There needs to be a Half Light, Controlled Cross Walk or ideally, grade separated crossing. This is the official crossing point of the Trans-Canada Trail and there is no infrastructure in place. Address: Rue Nadeau Street, Winnipeg, Manitoba R2J 0B9, Canada
CATEGORY Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89560

ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

2022-06-13 12:00:29 -0500	There needs to be a Half Light, Controlled Cross Walk or ideally, grade separated crossing. This is the official crossing point of the Trans-Canada Trail and there is no infrastructure in place. Address: 450 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2J 0B3, Canada
CATEGORY	
Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89561
2022-06-13 12:01:47 -0500	This map even shows the informal path that continues where la Verendrye dead ends. This path should be upgrade to a multi use path to connect to the Park and the bridge crossing. Address: 481 Rue La Vérendrye Street, Winnipeg, Manitoba R2J 0E5, Canada
CATEGORY	
Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89562
2022-06-13 12:02:30 -0500	Add a trail under the tracks here instead of diverting cyclists to the busy mission/Archibald intersection Address: 475 Rue La Vérendrye Street, Winnipeg, Manitoba R2J 0E5, Canada
CATEGORY	
Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89563
2022-06-13 12:03:23 -0500	Build a path behind business here. Archibald is too narrow and too busy for cyclist traffic. Address: 23 Rue Archibald Street, Winnipeg, Manitoba R2J 0V7, Canada
CATEGORY	
Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89565
2022-06-13 12:04:27 -0500	Cross cycling traffic at this train bridge to the NE Pioneer Greenway. Could be a similar design to the bridge connecting Omand's Creek and Wellington Cres Address: 3 Rue Archibald Street, Winnipeg, Manitoba R2J 0J7, Canada
CATEGORY	
Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89567
2022-06-13 12:07:48 -0500	As others have stated, this has to be the preferred route. All the other streets, short of maybe changing some stop signs are already low traffic enough that spending and money on them is a waste. Provencher is the heart of the neighbourhood and needs to be walk-able and bike-able. Not a street to speed down. Address: 219 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0G4, Canada
CATEGORY	
Preferred cycling route	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89568
2022-06-13 12:08:43 -0500	This crossing is currently closed and I see no indication of work here. It is impossible to get to the park without going up to Des Meurons. Address: 337 Rue Thibault Street, Winnipeg, Manitoba R2J 0A7, Canada
CATEGORY	
Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89569

ENGAGEMENT TOOL: PLACE

St. B to Downtown Walk Bike Project Phase 2 Map

2022-06-13 12:09:42 -0500	Again, this map shows a trail but this is not a formal trail. It should be a trail that connects under the CN line to Goulet Park. Address: 105 Rue Hebert Street, Winnipeg, Manitoba R2H 2C7, Canada
CATEGORY Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89571
2022-06-13 12:13:33 -0500	This is one of the best spots in the City to view our skyline on the river yet there is no infrastructure here to access this. Please update the trails and add seating here. This is a City Easement so it requires no property acquisition. Address: 825 Avenue Taché Avenue, Winnipeg, Manitoba R2H 2C1, Canada
CATEGORY Key destination	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89572
2022-06-13 12:16:22 -0500	When the river is flooded (like right now) you cannot access the park from Esplanade Riel unless you cross three separate street crossings as crossing Provencher on the west side of Tache is prohibited. This needs to change. Address: 50 Provencher Boulevard, Winnipeg, Manitoba R2H 2B7, Canada
CATEGORY Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89573
2022-06-13 12:16:32 -0500	When the river is flooded (like right now) you cannot access the park from Esplanade Riel unless you cross three separate street crossings as crossing Provencher on the west side of Tache is prohibited. This needs to change. Address: 50 Provencher Boulevard, Winnipeg, Manitoba R2H 2B7, Canada
CATEGORY Key connections	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89574
2022-06-13 12:19:09 -0500	This pathway is too narrow for cyclists and pedestrians. It is overgrown and needs a serious facelift. Address: 390 Boulevard Provencher Boulevard, Winnipeg, Manitoba R2H 0H1, Canada
CATEGORY Safety issue	http://engage.winnipeg.ca/stboniface-walk-bike/maps/st-b-to-downtown-walk-bike-project-phase-2-map?reporting=true#marker-89575

Appendix B – Summary of stakeholder meetings

ST. BONIFACE TO DOWNTOWN WALK BIKE PROJECT

Phase 2 - Public Engagement Summary

August 2022

Summary of stakeholder meetings

To obtain further feedback from stakeholders, two in-person stakeholder meetings were scheduled - one meeting was scheduled on May 26, 2022 focused on key interest groups (AT groups and community groups) and the second meeting was scheduled on May 31, 2022 focused on local businesses. Both meetings were held at Notre Dame Recreational Centre at 271 de la Cathedrale Avenue and were scheduled from 1:00 pm – 2:30 pm as drop-in events. The meetings were set up in an open house format with boards displayed around the meeting room and the route options were displayed on table maps for attendees to review. City and Project Team staff were available to answer any questions.

The May 26, 2022 meeting focused on key interest groups was attended by 6 people. The participants represented the following organizations: Bike Winnipeg, Accessible Sport Connection Manitoba, Old St. Boniface Residents Association, Green Action Centre, Winnipeg Trails Association, and Manitoba Trucking Association.

The May 31, 2022 meeting focused on local businesses was attended by 3 people. The participants represented the following organizations: Manitoba Trucking Association, Bounce Design, and Moto49. Due to the low turnout at the meeting focused on local businesses, a separate virtual meeting was held with the Provencher BIZ (Appendix C).

Appendix C – Stakeholder discussion with the Provencher BIZ



MEETING NOTES

JOB TITLE	St. Boniface AT Study		
PROJECT NUMBER	20M-00537-00	DATE	13 July 2022
TIME	1:00-2:00 p.m.	VENUE	Zoom
SUBJECT	St. Boniface to Downtown Walk Bike Project Meeting with Provencher BIZ Representatives		
CLIENT	City of Winnipeg		

Name	Company
Meagan Boles (MB)	WSP
Kerra Mruss (KM)	WSP
Erika Blackie (EB)	WSP
Chris Baker (CB)	City of Winnipeg
Pam McKenzie (PM)	City of Winnipeg
Connie McKane-Brandson (CMB)	Chair of Provencher BIZ
Shawn Brandson (SB)	Past Chair of Provencher BIZ

MATTERS ARISING

ACTION

1.0	OPTION A: PROVENCHER BLVD. <ul style="list-style-type: none">– CMB and SB shared that the BIZ's biggest concern with Option A are the impacts to the boulevard and boulevard trees - the boulevard and street trees on Provencher are part of the area's identity. In 2018, the BIZ voted unanimously to keep street trees on the boulevard and the BIZ is currently fundraising to replant trees. However, replanting efforts are on hold as the results of this study will affect where they plant trees. There are currently no plans to include above or underground structures for the trees. The BIZ would like to add up-lighting to the trees.– KM shared that the proposed option is anticipated to result in the loss of eight median trees on Provencher Blvd. where there are left-turn lanes.– CB noted that the Forestry department is involved in the project and helped identify which trees would need to be removed. The City would plant new trees to ensure there is no net loss of trees resulting from the construction of Option A. In addition, the City could possibly look at adding a structure (above or underground) in strategic locations to help support the trees. The BIZ would be consulted on these locations.– SB expressed concerns that if the boulevard is narrowed, more stress may be added to the trees (i.e., suboptimal growing conditions, salt-spray).	
------------	---	--

1600 Buffalo Place
Winnipeg, MB
Canada R3T 6B8

T: +1 204 477-6650
F: +1 204 474-2864
wsp.com

MEETING NOTES

- CMB and SB also noted that reducing the boulevard width would impact features on the boulevard such as the Welcome sign at Provencher and Tache, the Fallen Soldier across from the Belgian Club, and Festival du Voyageur snow sculptures.
- CB shared that should Option A be the recommended route, the City would work with the BIZ to ensure that any existing streetscape elements would be replaced or enhanced if impacted by the design. In addition, the City would like to work with the BIZ to see if there are synergies between the Provencher BIZ Streetscape Enhancement Plan and the recommended route (i.e. crosswalks, street trees).
- KM added that there would be little to no impacts to the boulevard east of Des Meurons as the cross-section changes. If Option A is recommended, the minimum width for the bike lane would help preserve as much of the boulevard as possible.
- SB noted that the loss of parking is another concern from the BIZ.
- MB shared that only 8 parking spots would be lost and these spots are east of Des Meurons.
- CMB asked how business owners were surveyed on the proposed route options.
- EB shared that businesses fronting Provencher and Dumoulin with public access were hand delivered a postcard inviting businesses to participate in a stakeholder meeting. All businesses within the study area were also mailed a notification asking for feedback through an online survey.
- SB asked if “dooring” was considered in the design for Option A. KM noted that it was and the 0.6 m buffer between the bike lane and the parking lane addresses this.
- SB asked if conflicts between vehicles could increase because of the narrower traffic lanes proposed. KM shared that narrower lanes tend to encourage people to travel slower, which may result in less conflicts, and that the lane widths are within acceptable City standards.
- CB asked if the Provencher BIZ Visioning Guide is still applicable as page 13 shows a bike lane on Provencher. SB noted that it is.
- CB shared that a bike lane on Provencher would bring a new mode of transportation to the neighbourhood and could become a well travelled commuter route, bringing more people to the neighbourhood and shops on Provencher.
- CB asked if the BIZ had discussed what a bike lane on Provencher would bring to the neighbourhood. SB noted that the BIZ is supportive of bike lanes in the neighbourhood but their focus is to maintain the trees on the Provencher boulevard.
- The BIZ is installing additional bike racks and installing two bike repair stations to encourage cycling to Provencher.

OPTION B: NOTRE DAME ST.

- CMB shared that the BIZ supports a bike lane on a side street. In 2018, the BIZ suggested Notre Dame as it is a quieter street, provides a good connection to Lagimodiere-Gaboury Park, and is still close to Provencher for cyclists to stop and shop. From the BIZ’s perspective, Dumoulin and Notre Dame are equally good choices but Notre Dame is preferred because of its connectivity on either end.

OTHER

- The BIZ can send out future communications to their members regarding the project.

These minutes are considered to be accurate recording of all items discussed. Written notice of discrepancies, errors or omission must be given within seven (7) days, otherwise the minutes will be accepted as written.

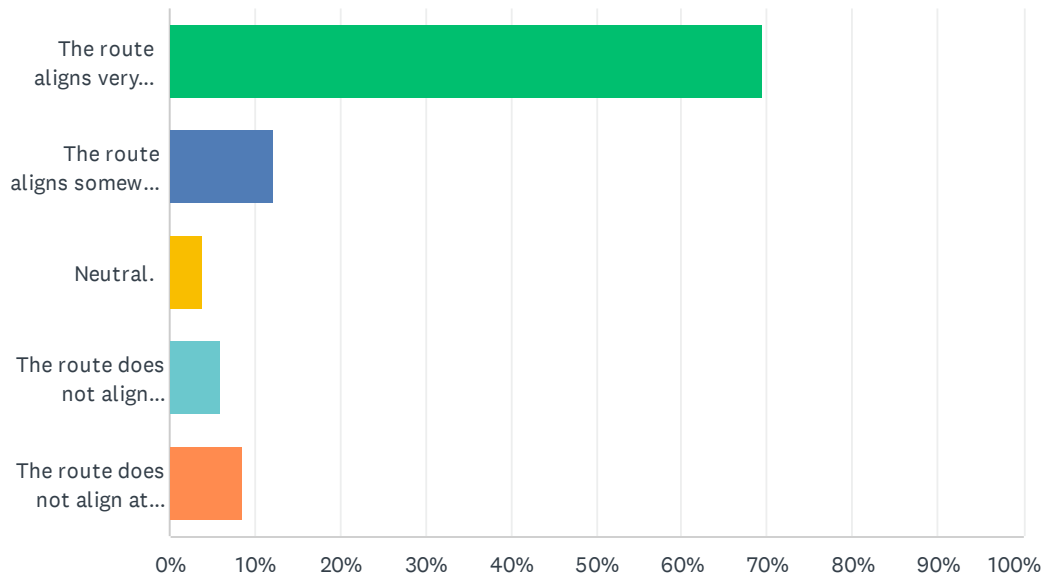
NEXT MEETING

An invitation will be issued if an additional meeting is required.

Appendix D – Online survey results (English)

Q1 Option A: Provencher Boulevard includes a one-way protected bike lane on each side of the street from Tache Avenue to the Seine River bridge. The existing sidewalk on the Seine River bridge would be expanded to a multi-use pathway and would connect to the recommended east design on Nadeau Street. How well do you think Option A: Provencher Boulevard aligns with your priorities and expectations, meets your needs for active transportation, and leaves you with few concerns?

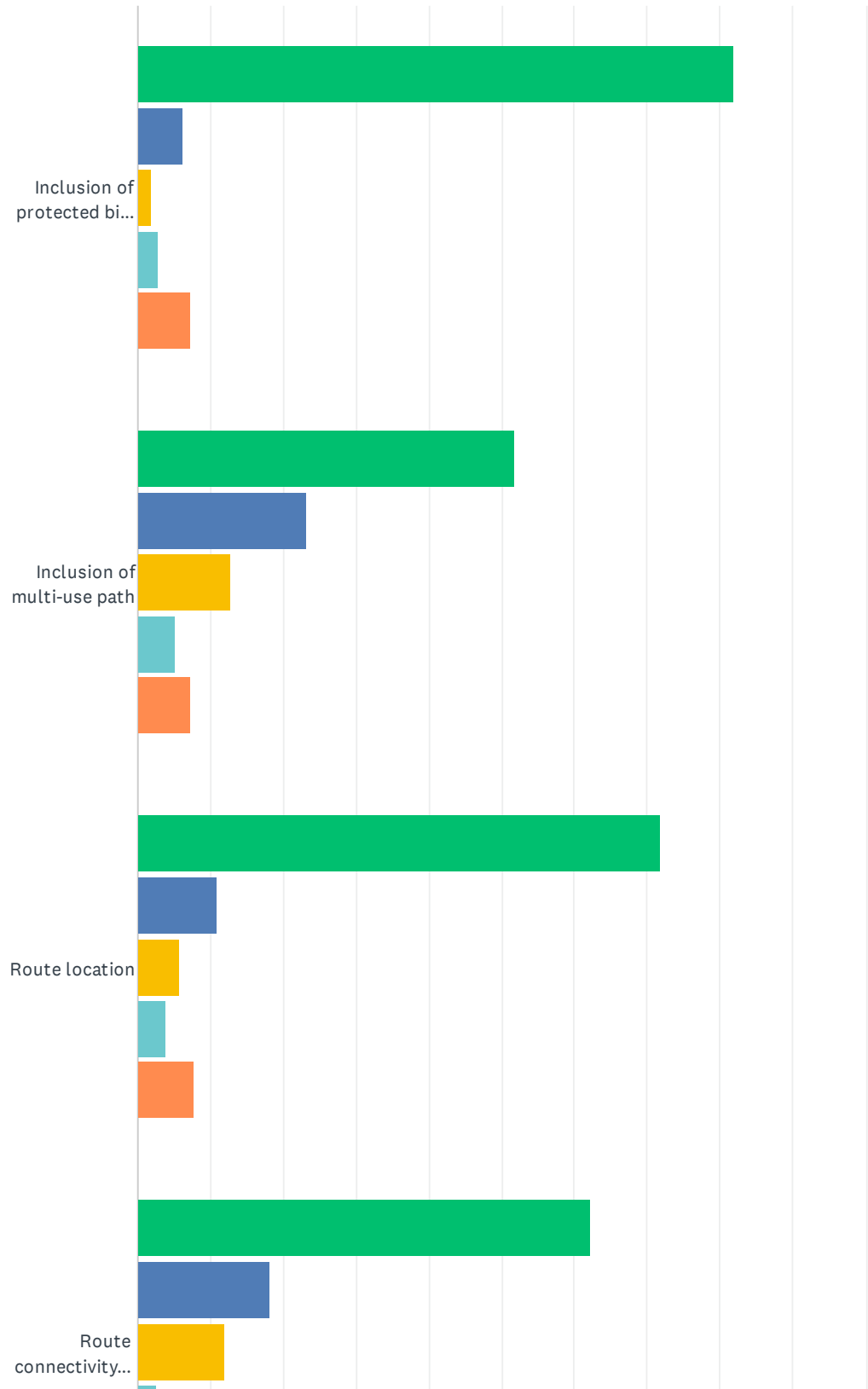
Answered: 460 Skipped: 7



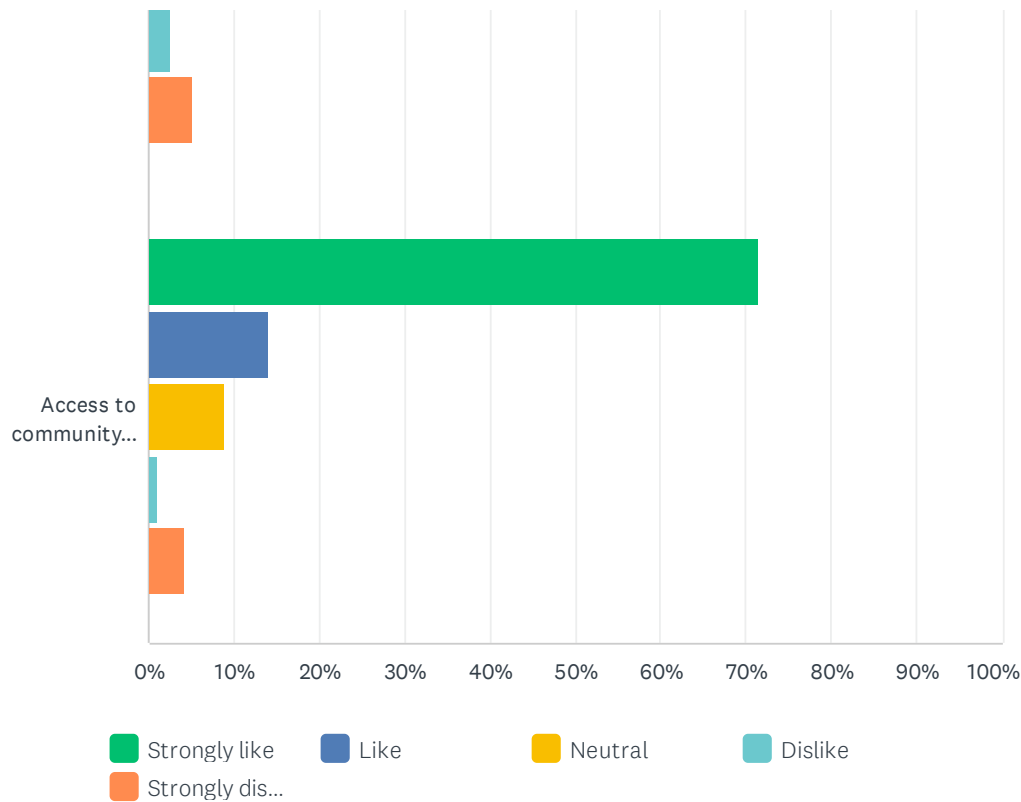
ANSWER CHOICES	RESPONSES	
The route aligns very well with my priorities and expectations, meets all of my needs, and leaves me with few concerns.	69.57%	320
The route aligns somewhat well with my priorities and expectations, meets some of my needs, and leaves me with few concerns.	12.17%	56
Neutral.	3.91%	18
The route does not align particularly well with my priorities and expectations, does not meet many of my needs, and leaves me with a few concerns.	5.87%	27
The route does not align at all with my priorities and expectations, does not meet my needs, and leaves me with many concerns.	8.48%	39
TOTAL		460

Q2 Overall, what elements do you like/dislike about Option A: Provencher Boulevard?

Answered: 461 Skipped: 6



St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey



	STRONGLY LIKE	LIKE	NEUTRAL	DISLIKE	STRONGLY DISLIKE	TOTAL	WEIGHTED AVERAGE
Inclusion of protected bike lanes	81.92% 376	6.10% 28	1.96% 9	2.83% 13	7.19% 33	459	1.47
Inclusion of multi-use path	51.75% 236	23.25% 106	12.72% 58	5.04% 23	7.24% 33	456	1.93
Route location	71.77% 328	10.94% 50	5.69% 26	3.94% 18	7.66% 35	457	1.65
Route connectivity to AT network	62.33% 283	18.06% 82	11.89% 54	2.64% 12	5.07% 23	454	1.70
Access to community destinations	71.52% 324	14.13% 64	9.05% 41	1.10% 5	4.19% 19	453	1.52

#	PLEASE TELL US WHY.	DATE
1	As a resident of St-Boniface, cyclist, and a person that wishes to have a *connected* and *protected* AT network, this is the only option that the city of Winnipeg should consider investing in. The other streets are already accessible and rideable for cyclists. Access to storefront businesses on Provencher via bicycle should be just as much a priority than those in cars. Studies have shown that having a protected bike lane on a commercial street, cyclists will be more prone to stop and spend money at these businesses. This option also transitions very well coming off of Esplanade Riel bridge and would allow cyclists to continue without much interruption. It is always a head-ache to manoeuvre to get to north of Provencher when the path underneath the bridge is flooded.	6/15/2022 3:39 AM
2	this route makes the most sense. Access to businesses and most direct route to and from other paths.	6/14/2022 10:50 PM
3	This option provides the most direct route connecting downtown and the east sides of St Boniface, which is crucial for allowing efficient bicycle transportation. Protected bike lanes provide separation between cyclists and vehicle traffic, which is important for providing a safe	6/14/2022 6:05 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

riding environment. Running the cycling route along Provencher allows cyclists easy access to the many commercial destinations on this main artery, which is convenient for shoppers who travel by bike and good for these businesses!

4	I used at least 4 time every day	6/14/2022 6:01 PM
5	Provencher is the main commercial thoroughfare in St. Boniface. Cyclists should be able to access that as much as car users. Detours make cycling (which already takes longer than cars) take even longer. Provencher is also highly visible and more people SEE cyclists and think of cycling themselves.	6/14/2022 5:16 PM
6	I would like to see vehicular traffic slowed, and more multi-use, pedestrian level enjoyment. It's also great for businesses , cafes, bookstores, along Provencher.	6/14/2022 3:47 PM
7	This absolutely needs to be the priority. Cycling infrastructure needs to be where people actually go. Not out of the way less direct alternatives. Provencher is a commercial and connecting hub. It needs to be a priority.	6/14/2022 2:51 PM
8	It's the most logical route	6/14/2022 12:37 PM
9	This is the only path that would actually impact our communities day to day commutes.	6/14/2022 9:07 AM
10	We are looking for protected bike lanes all the way to Transcona to commute to downtown. This is a step in that direction.	6/13/2022 9:28 PM
11	Destinations re on Provencher so it is most direct	6/13/2022 6:10 PM
12	I believe developing bike infrastructure along Provencher (which is busier compared to side streets in Plans B and C) will most credibly signal Winnipeg's willingness to coexist vehicular traffic with active transportation for commuting through the city. Option A provides for the most direct access to local businesses on Provencher, along with joining the downtown and Eastern transit corridors which I feel are shortcoming of options B and C (the Northeast Pioneers Greenway and pathways into Transcona). I also believe Provencher may feel a bit safer than the side streets at night (open-ness and lighting), in consideration of movement patterns extending beyond rush hour commutes in/out of downtown. While I would consider options B and C suitable until the Provencher route is developed, routing A will be most attractive for the long-term growth and development of Winnipeg. For vehicles, this option also results in the lowest reduction in neighbourhood parking spaces, which are already at a premium. Citizens in our city will be thankful well into the future for the investment today into re-developing Provencher to a more liveable and human-scaled space.	6/13/2022 1:38 PM
13	A successful cycling network needs to be placed where activity takes place. Relegating cyclists to residential streets does not help improve a neighborhood and community. Foot and cycling traffic are the best ways to have eyes on the street and promote a healthy vibrant neighborhood. Having cyclists on Provencher will also help slow traffic which historically has been difficult to do on Provencher. I cannot stress the importance of why the cycling infrastructure needs to be on provencher and not a side street.	6/13/2022 11:38 AM
14	Placing bike infrastructure on high traffic routes I am never a fan of. Winnipeg is one of the few cities where every major street likely has a parallel street with lower traffic volumes. As a cyclists these are always my preferred route, regardless of the protection provided. In other words, if I had a fully protected bike lane near a highway with heavy volumes of vehicles and a completely unprotected street with little traffic, I would most often prefer the low traffic street. This option does not allow for this, and forces me onto Provencher which I not a fan of personally.	6/10/2022 8:50 PM
15	Removing trees from Provencher Blvd. and endangering the survival of the remaining trees due to the narrowing of the Boulevard, is not an option in my view. Active Transportation is supposed to be a green option. We are not told where the trees will be replaced. Will the trees even be replaced, given that the city has been extremely derelict in its care and replacement of trees? The boulevard and the trees are essential to the character of the Boulevard which was originally planned as an extension of Broadway. The Boulevard has been under-utilized. It could be used better. In other cities such a green space would be set out with benches for public use, cafes would be encouraged to set out tables and chairs to serve a larger clientele. That is, if it isn't sacrificed to Option 1. Why was part of the sidewalk not considered for the bicycle path. At least from Langevin Street to the Esplanade the sidewalk is wide and not much utilized. This would save the trees and the expansiveness of the boulevard. Too expensive. The city should use more of its money for trees and other green spaces. As a	6/10/2022 2:27 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

resident of the area, and therefore, stakeholder I find the process of consultation for this project sorely lacking. I live on Dumoulin St. and I did not, nor did any of my neighbours whom I consulted, receive any mail or other direct information or notification of the process. At the popup event that I came across purely by chance, no one spoke french.

16	Because it is more direct to Regent. Provencher provides an opportunity to stop to Ike at New Bothwell Cheese and have a coffee at Cafe Postal, to name a few.	6/10/2022 8:04 AM
17	Do not like the impact on Parking and removal of over 6 meters of the boulevard. Even at it's widest point of 10.90 meters this will not allow for trees to grow and will create more harm from Salt spray. Removing of parking is a huge issue. The presenter said only 8 spots but that is incorrect. More spots will be lost in the designated crossing areas. Like the concept of bike lanes but the destroying the boulevard is not the way.	6/9/2022 12:46 PM
18	Traffic	6/8/2022 9:13 PM
19	Provencher is incredibly dangerous as a pedestrian or bike user. I would not feel safe biking down Provencher, even with dedicated bike lanes.	6/8/2022 3:32 PM
20	This path is what we need. It just makes sense and has vision. Other options are not at all what is needed and would be a waste of money. We shouldn't take the least expensive option just because it's less expensive, especially if it's a **redacted** option	6/8/2022 10:10 AM
21	Provencher is a major commuting route so the bike path should be along provencher. It connects well with other bike routes.	6/7/2022 10:15 PM
22	I am concerned about the existing levels if high-speed and large vehicle traffic using Provencher. This route would be acceptable for adults commuting to work downtown or adults visiting destinations on the weekend, but it is less likely to be used by families than some of the other proposed routes. I would personally use this route most, but I am aware that safety while cycling is a huge barrier and this route would need proper protection and a budget to match.	6/7/2022 9:59 AM
23	Main road to get to multiple offshoots along the way. And to have a proper protected lane on a high traffic road is necessary.	6/6/2022 10:00 PM
24	This is the most direct route and would allow easy access by bike, foot traffic to frequent local businesses.	6/6/2022 8:09 AM
25	Provencher is a very very busy street with a lot heavy vehicles. Cyclists are in danger. Those cyclists who use the sidewalk are generally self-serving and often put pedestrians in danger (I've witnessed this many times).	6/4/2022 12:41 PM
26	By far the most direct route and prioritized for bikers, this makes the most sense. While it might be more expensive, it follows the main road which is where most commuting bike routes would follow and if you want higher use for daily transportation getting to work and such, prioritize simple fast paths that don't lead out of the way	6/4/2022 7:55 AM
27	This would be the most direct route for me as a cyclist, and provide me with access to where most of the businesses and places of interest are.	6/3/2022 1:40 PM
28	C'est une route directe et sécuritaire qui me permettra d'accéder aux endroits que je fréquente.	6/2/2022 2:01 PM
29	This route has the best flow from downtown. I would enjoy and be more like to visit businesses along Provencher as there would be direct access. Addition of protected bike lane gives of more space between business and moving traffic making walking and visiting businesses more pleasant. Addition of bike lanes and improving sidewalks make Provencher a destination and give more of a community vibe.	6/2/2022 11:57 AM
30	Provencher is the main route through st Boniface with many commercial destinations. The route is direct and easy to integrate with esplanade riel and Provencher bridge.	6/1/2022 6:10 PM
31	Provencher boulevard should be set aside for a future rapid transit route. It is also a very busy street and side streets are much safer for walking and cycling.	5/31/2022 12:04 PM
32	Most direct access to downtown route and to local destinations, however, as I live south of this area, the de la Cathédrale route may be more convenient or just as convenient for me, as north/south biking through the neighbourhood is not necessarily easy.	5/30/2022 6:58 PM
33	Putting pedestrian and biking next to traffic exposes pedestrians and cyclists to poor air	5/30/2022 5:10 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

quality. Also people park and cross bike lanes often without checking for bike traffic. Good education needs to accompany this option for pedestrians (on multiuse areas and crossing bike lanes).

34	I think it would be better to stay away from heavy traffic if possible.	5/29/2022 12:39 PM
35	I think Provencher is a natural extension of AT into/out of downtown	5/29/2022 12:11 PM
36	These do not work. Stop re-inventing the wheel. Take a look at the bike passes that literally every city in Israel has, they work much better, and there are MUCH less injuries, they do not get in the way of motorists and motorists do not put bikers at risk. For the love of god, get your act together. Also, stop hiring less than mediocre companies to fix the roads, just so they could bill the city again in 6 months.	5/29/2022 9:49 AM
37	It would be awesome if the route could be on Provencher up to Langevin Street. Then it could go North/South to connect with the other potential routes. This way businesses and cyclists benefit from one another in the heart of commercial Provencher, while bikes move away from Provencher as it becomes less urban and more commuter thoroughfare.	5/29/2022 9:46 AM
38	Very Expensive & longer time frame to build	5/29/2022 7:58 AM
39	We don't need more bike paths	5/27/2022 4:55 PM
40	Protected bike lanes that go in the most direct commuting routes are bike lanes that will be used! I like Option A the best because of the directness of connecting to the Forks, going down a main street like Provencher, and because it has protected bike lanes on both sides. I can only hope the city can get better at snow plowing protected bike lanes too (instead of dumping snow into them). This looks great! Multi-use pathways don't work great for cyclists. To get more people cycling, I believe cycling routes need to be purpose built for cyclists.	5/27/2022 4:40 PM
41	It is more 'central' so it will increase foot and bike traffic on Provencher. Even more demand for services there.	5/27/2022 2:28 PM
42	We need to stop prioritizing cars and parking, and prioritize people.	5/27/2022 1:58 PM
43	It is the most direct while efficiently connecting to existing infrastructure. It would also be a tourist draw similar to other cities with rides across signature bridges (eg Vancouver)	5/26/2022 8:57 PM
44	More car lanes will be removed to provide this bike path. Doesn't make sense in such a densely traveled location especially since most of our weather during the year is not bike friendly.	5/26/2022 4:58 PM
45	It would be great to use to connect to all of the business on Provencer, and would we a nice connection coming down from the bridge.	5/26/2022 12:51 PM
46	I've been using Cathedral as a bike route after a few frightening situations on Provencher. My concern with any of these projects is their abrupt endings where cyclists are dumped into traffic.	5/26/2022 9:41 AM
47	\$\$\$\$	5/26/2022 7:49 AM
48	This city needs to invest tax payers money in more important thing than bicycle routes and lanes, stop wasting our money!	5/26/2022 12:34 AM
49	Provencher is a busy through way for cars. Do not clog it up with bike lanes.	5/25/2022 5:42 PM
50	I dislike the listed impacts and associated costs. I also prefer cycling on quieter streets. If this was the chosen approach, I'd likely still take the more residential streets	5/24/2022 10:16 PM
51	Simple and goes past businesses	5/24/2022 3:01 PM
52	Provencher is a very intuitive location for cyclists new to an area - no need to find hidden bike routes through residential areas. That said, it is very busy already and the plan doesn't seem to do anything to reduce traffic. Busy roads with lots of intersections with turning traffic across bike lanes are dangerous (or at least intimidating) for cyclists.	5/24/2022 1:22 PM
53	This street feels like a truck route. Adding AT infrastructure would make it feel more like a neighbourhood downtown. However, there will still be trucks.	5/24/2022 11:52 AM
54	If active transportation is to be the priority mode in the future of the city then main routes with destinations need to be safely and comfortably accessible by these modes.	5/24/2022 11:03 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

55	New cycling infrastructure should be designed to allow the use of cycling as a primary mode of transportation, and give cyclists equal footing with motorists. For this purpose, primary routes (such as Provencher) should be updated to support cyclists, rather than relegating cyclists to side roads.	5/23/2022 3:03 PM
56	Multiuse paths cause conflicts between bikes and pedestrians especially as the path becomes increasingly popular. Separation of bikes, vehicles and pedestrians is ideal. Separated bike path would be great for the neighborhood.	5/23/2022 1:40 PM
57	Its important that bike paths go where people go: ie - retail. Tucking bike paths onto side streets does a disservice to all the businesses that would otherwise benefit from having bike traffic support them.	5/23/2022 9:36 AM
58	Path is most direct and connecting to major attractions along provencher. Infrastructure such as this should be direct as possible, Which this path is.	5/23/2022 8:09 AM
59	Because it's a well used road, this would be good for businesses and restaurants on provencher. More people around in case of accidents, better for security reasons especially being close do downtown	5/22/2022 6:06 PM
60	Far too much accomodation is being made for bikes....overall in the entire city. Mostly I look at the complete ***DISASTER*** that was created on St. Matthews St west of ROUTE #90. Snow clearing a complete...JOKE because of bike lane design.	5/22/2022 6:52 AM
61	With its proximity to downtown, it is important to connect designated bike paths within the city.	5/21/2022 4:50 PM
62	Provencher is scary, lots of traffic	5/21/2022 4:37 PM
63	Option A serves the most destinations for cyclists, including retail and services. It also provides the most direct route for cyclists travelling through the community, without having to detour to cross the Red and Seine rivers.	5/21/2022 2:59 PM
64	This is by far the design that is most useful. It allows direct access to shops and is easily the safest option. It's also the only option that doesn't treat cyclists as a nuisance to be hidden away.	5/21/2022 12:45 PM
65	I think Provencher should focus on car and pedestrian traffic and move the biking paths to the other streets.	5/20/2022 12:47 PM
66	I am a cyclist that doesn't need to go "as the crow flies". With the projected cost and issues with this option, why not concentrate on connectivity and "filling in the gaps" with the existing network? There is already a path in existence from the bridge (Tache and Provencher) along the river going north towards the pathway in Whittier Park. There is a gap along that path that goes under the train bridge. While a "monkey trail" exists, why not upgrade that gap to the existing path standards south and north of that path gap. Then, the path ends near Nadeau. Is there room for a new path along the east bank of the Seine and along the train bridge green space leading to Archibald and Mission. From there, a short travel eastward along Mission leads to a relatively unknown and seldom used existing path connecting Mission to Nairn where the McDonald's is located. Then there needs to be a plan design to hook up to the Northeast pathway along Raleigh/Gateway. Otherwise, there needs to be a connect from Mission and Archibald to a makeshift path that exists further north along Archibald near the fire station. That makeshift (i.e. worn) path could then be upgraded and connected to the Northeast Parkway along Raleigh/Gateway. This connectivity idea leads to an almost fully dedicated pathway to points south (e.g. Cloutier Drive) and west (e.g. Fort Whyte Centre).	5/20/2022 12:40 PM
67	basically against this proposal because of the cost to taxpayers	5/20/2022 12:21 PM
68	Close proximity to traffic, high cost, impact on lanes available to vehicles.	5/20/2022 12:07 PM
69	I'm for any improvement in walking/bicycling in St. B.	5/20/2022 11:21 AM
70	Until the city starts inforcing the rules of road, these bike lanes are a waste of time and money.	5/20/2022 7:16 AM
71	St. Boniface is already accessible to downtown. How about making areas like St. Vital more accessible. There is no way to get around osborne street. The only path downtown is the one between the river and the high railway track which is very intimidating for a lone female.	5/19/2022 8:35 PM
72	No meandering detour or pile of stop signs for commute	5/19/2022 8:30 PM
73	Having the infrastructure on Provencher gives cyclists direct access to all the amenities, and	5/19/2022 8:08 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

really helps make this a safer, nicer street for pedestrians and residents.

74	The pedestrian bridge is very dangerous at night. As there often are a lot of, Undesirable people there. I've known people to get robbed. There.	5/19/2022 7:03 PM
75	This is the way cars and transit get around- it makes no sense to make pedestrians and cyclists use a different route they are unfamiliar with that doesn't have the destinations they wish to get to on it. Provencher makes the most sense by far, it lets everyone get where they want to go and increases bike and pedestrian traffic to Provencher businesses.	5/19/2022 6:54 PM
76	Bikers will take the quickest route, so best to protect them on these streets. Also, this could help revitalize Provencher businesses.	5/19/2022 6:18 PM
77	Multi-use paths are problematic as cyclists almost never respect pedestrians. Provencher is far too busy.	5/19/2022 5:39 PM
78	Connects best with the whole district, and allows for better expansion in the future. This route would make the most sense to me in a Cycle/Active Transit-first perspective.	5/19/2022 3:46 PM
79	Provencher is the only option that makes any sense for being proper cycling infrastructure. It will allow people to make the obvious choice when deciding to visit Provencher to eat/shop.	5/19/2022 3:18 PM
80	Seems the most direct.	5/19/2022 3:01 PM
81	Cycling routes need to occur along the major routes. Cyclists also would like to go to the stores and restaurants along the corridor and shouldn't have to go out of their way in order for vehicles to have more parking. Also, adding cycling infrastructure will help to calm the area and make the street much nicer overall.	5/19/2022 3:00 PM
82	It is already difficult to get to and from St. Boniface Hospitals and some of the services offered along Provencher Avenue. The parking on Provencher is already difficult. Let's just stop pacifying a very small minority of Winnipeggers who use bikes. More times than not where there is a bicycle you still cyclist riding on the sidewalks. The one good thing about bike paths they get plowed before the sidewalks do. DUH!!!!!!!!!!!!!!!!!!!!	5/19/2022 2:37 PM
83	Provencher is the main destination for cyclists coming to Saint Boniface, and routing cyclists even a block or two away makes access much more difficult.	5/19/2022 2:32 PM
84	I fear the cleaning, clearing, and maintenance of these routes will be exceedingly subpar after it's built. I also fear that Provencher is already very tight width-wise and the lanes would necessitate demolition of the boulevard more than the sidewalk area.	5/19/2022 2:29 PM
85	Waste of money - fix our roads before spending money on accommodating a few cyclists...	5/19/2022 2:27 PM
86	The Provencher route is by far my preferred route as it is where the majority of destinations are located as well as the most direct route through that part of St. Boniface.	5/19/2022 2:11 PM
87	Bike paths have to pass conveniently by locations cyclists are trying to access in order to be of any value.	5/19/2022 10:56 AM
88	This is the most direct route. It would show the cities commitment to alternative modes of transportation. Moving the bike lane anywhere else shows that the vehicle still rules this city. We need to make it easier to bike around the city instead of doing alternative options just so we don't upset the amount of lanes that vehicles get.	5/19/2022 8:35 AM
89	Not enough people use bike lane and lots of cyclists still ride on the sidewalks	5/18/2022 9:27 PM
90	Most major cities now have commuter bicycle/multi-use paths that traverse popular areas of the city. This route would connect several shopping/restaurant/commercial areas as well as providing a commuter route and could encourage tourism if/when tourists who are staying in the Exchange District explore across the bridge. Providing a protected path is also important for safety and to encourage cyclists of all abilities to use the route.	5/18/2022 2:18 PM
91	It's common sense to put the route in Provencher. I couldn't care less if it's slightly more expensive because it'll be the most effective in gaining ridership and would provide a direct connection to Esplanade Riel and the Bike lane on Tache. It's also where all the businesses are located.	5/18/2022 1:14 PM
92	It is the only route choice that goes to lost of the "stuff". The destinations map on page 8 shows this is the obvious choice of routes.	5/18/2022 12:44 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

93	Bike lanes on Provencher Blvd. would be detrimental to businesses on Provencher Blvd.	5/18/2022 10:56 AM
94	I believe it opens up business opportunities for provencher. Can make it a more people street, a place to stop, have a coffee, people watch, as opposed to the truck route it is now. Not a very "joie de vive" type of street and we need to make it an attraction for the neighbourhood. It's not just a bike/walk route, it's about making a more beautiful entry to St. B	5/18/2022 9:56 AM
95	Protected bike lanes on main routes with destinations allows cyclists to get to places safely and quickly and not have to constantly take detours away from the main streets like most of our bike routes do.	5/17/2022 8:08 PM
96	This is the most direct option which allows cyclists access to an important arterial route with options to connect with calmer residential streets.	5/17/2022 12:38 PM
97	Encourages visibility of cyclists, central route for both cycling commuters going through as well as cyclists going to destinations, minimal impact on parking in the area, separates bikes from vehicles	5/17/2022 10:10 AM
98	Most direct	5/17/2022 9:34 AM
99	Cyclists shouldn't have to go out of the way to access these other safe paths. It already takes more physical energy and time to cycle.	5/17/2022 9:33 AM
100	Most direct access to all destinations that make me cycle that way (all on Provencher), most direct route to pass through. Provencher could also become a nicer place for pedestrians with some traffic calming measures. Separated bike lanes are always better than a shared-use pathway, but where space doesn't allow it, the multi-use path segment is still a good option.	5/17/2022 7:44 AM
101	Dedicated bike lane close to key destinations and shops; encourages different modes of transportation to these destinations. Slows traffic to make the environment comfortable for users and residents.	5/16/2022 10:10 PM
102	It is very important to have commuter year round dedicated bike lanes along major arterial roads. They will get used more than side streets. Good examples of this already in place are sherbrook and Maryland.	5/16/2022 9:16 PM
103	Most of the trip generators (businesses, cultural institutions etc) are on or near Provencher. People passing through St B on their way to and from points further east are already likely to be using Provencher.	5/16/2022 9:00 PM
104	Expansion of Pedestrian pathways and protection of cyclists is good, but Provencher is too busy of a street to cut it down without causing congestion or safety issues.	5/16/2022 6:05 PM
105	Provencher is too busy a street to have bike lanes on it safely without a barricade between cars and bikes.	5/16/2022 6:04 PM
106	It makes this neighbourhood thoroughfare more accessible to everyone.	5/16/2022 4:50 PM
107	Any new bike route is a good route	5/16/2022 3:16 PM
108	Bike infrastructure needs to be included on all major routes across the city	5/16/2022 3:13 PM
109	This is pointless unless you connect this route to the bike path from Talbot northbound between Gateway and Raleigh. It also does nothing to assist cyclists going eastbound towards Transcona	5/16/2022 3:05 PM
110	The roads are falling apart and you are working on bike lanes. Give your head a shake.	5/16/2022 1:32 PM
111	Provencher is a busy route and reducing lanes would be a disaster. Protected bike lanes like bannatyne and McDermott are an eyesore and ruin the look of the area and take away needed on street parking.	5/16/2022 12:51 PM
112	I live in this area and would love to see this option come to fruition. Would be more convenient to access downtown and also bring more business to this beautiful area!	5/16/2022 12:47 PM
113	AT infrastructure should connect to services on major routes.	5/16/2022 12:43 PM
114	dangerous and not acceptable	5/16/2022 12:32 PM
115	The large boulevard between traffic coming from both directions is a natural fit for a new bike path/multi-user path. Curb appeal would be greatly increased, allowing for greenery, benches,	5/16/2022 12:27 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

etc. Additionally, if the centered boulevard can be widened, there is a great opportunity to make it considerably more 'multi-user'. Setup for art, setup for vendors, etc. Street parking may need to be sacrificed (or store-front side-walks on either side made smaller) to allow that to happen.

116	All of the above.	5/16/2022 12:16 PM
117	Provencher has so much potential for destination to bike to for dining, local shopping, etc. Plus higher walkability score	5/16/2022 11:58 AM
118	If you want AT to be a viable mode of transit in the city and actually shift mode share away from cars, then it's a no-brainer to put AT infrastructure at destinations instead of blocks away from where people are actually trying to go.	5/16/2022 11:52 AM
119	Provencher Blvd. is used by many commuters to take them from downtown to Transcona. For the safety of bikes and walkers, a less used road would be preferable.	5/16/2022 11:51 AM
120	Connectivity to Esplanade Riel and shops along Provencher. Being a more direct route.	5/16/2022 11:49 AM
121	Not needing to go down a myriad of back streets to get from A to B would be the best option for cycling/pedestrian routes. It also brings folks to the businesses along Provencher instead of routing them away from them.	5/16/2022 11:38 AM
122	We need to have access to the businesses in St. B. Last summer I was hit by a car on Provencher at the start of rehearsals for a show. Initially I was planning to stop in at many of the businesses going to and from rehearsal. After being hit, I took the route on Cathedral to avoid future conflict and never went to any of those businesses, I ended up just stopping off at the Forks to and from, b/c it was directly on my route. This is just my example of how important access is for folks walking and biking.	5/16/2022 11:34 AM
123	Direct route that will enhance public engagement with businesses and create a neighbourhood worth travelling to and travelling through by all modes of transport.	5/16/2022 11:31 AM
124	I really like the access that this option would allow to community destinations and business it make our city a little less vehicle focused. One of the down sides of this option is it was stated that this would just be added to a future to-do list, which doesn't mean it will be usable next year not addressing the issue. Provencher as a road is also in despite need of a revamp and active transportation needs to be included when it is redone.	5/16/2022 10:47 AM
125	looks great but my main use would be travel-through and if cost is prohibitive, better to have a working bike lane on adjacent streets than wait for funding to reconstruct Provencher	5/16/2022 10:11 AM
126	If we want to encourage people to bike rather than drive, not just for commuting long distances but also for their daily needs, then Provencher is the only logical option. It's where the vast majority of "the stuff" is. It's better for the businesses. It's more direct for folks on bike. As a woman and parent who often trip chains, the prospect of being able to stay on the same street while doing multiple stops is very important. I can't be biking on a side street, detouring over to the main street to access destinations, then returning to the side street to bike safely, and repeating the process over and over. We don't expect that of drivers so why would we think people would be encouraged to bike in a setup like that?	5/16/2022 10:07 AM
127	Most things that I want to access in a east/west direction are on Provencher. As it currently stands, I would avoid biking on provencher and even walking down the sidewalk on Provencher is not ideal. The noise and speed of traffic is bothersome. Replanting the dead trees and putting more of a buffer between people in vehicles and people outside vehicles will definitely increase enjoyment on that street.	5/16/2022 10:00 AM
128	Provencher is a major roadway and most efficient route through north St. B. It's wide enough to accommodate protected cycling lanes. Extending the safe bike areas past Tache will encourage more non-car traffic to explore further down Provencher in a safer manner.	5/16/2022 9:45 AM
129	This route provides the closest access all all businesses and places of interest in the study area.	5/16/2022 9:36 AM
130	Permanently compromise a critical roadway with bike lanes used sparingly 4 months of the year.	5/16/2022 9:19 AM
131	More wasting hard earned money... prioritize shoddy infrastructure of course..the sewer water drains into the river system when it rains. Crappiest roads anywhere , my poor tie rods, ball joints,tie rod ends, vehicles in Winterpeg requiring alignments every spring. This doesn't	5/16/2022 9:19 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

concern you? There's 6 months plus out of the year where these trails are not going to be used at all, except for that one guy....meaning let more immigrants in without housing or a wide enough road to get around the novice driver. 78 percent of Winnipeg drivers stop at a merge. It's a merge, Not a yield sign..

132	With protected bike lanes, this seems by far the best option for all the above reasons.	5/15/2022 11:30 PM
133	Provencher could be such a cool strip. Giving cyclists access all the way down will encourage growth in this area and be a convenient straight path that is easy to navigate	5/15/2022 9:28 PM
134	It provides direct access to the numerous businesses along Provencher Boulevard, and connects to existing/future N/S access points on Tache and proposed corridors further east. Funnelling N/S traffic onto the primary route on Provencher will provide effective cycling infrastructure. As someone who bikes through the area on a regular basis, the existing neighbourhood streets are easy cycling with very little traffic or car/bike conflicts.	5/15/2022 9:14 PM
135	While I generally support bike-commuter-centric alignments, this ends at an industrial zone...so there won't be any commuters coming from there - I doubt that significant numbers of new bicycle commuters to the industrial zone would be attracted by this route. (Given where workers in that zone likely live and where the route goes to.) It is more likely that commuters would be coming from the N-S streets in St-B itself, so either option B or C would be fine for that. The key thing would be to have a controlled crossing at Ave. de la Cathedrale and Tache - as it is very difficult to cross when there is any traffic at all. The connection from the south end of option B or C to the Provencher bridge needs to be frictionless.	5/15/2022 8:58 PM
136	A protected bike like is needed in this area to bring back a village atmosphere along provencher. It will make the area more walkable and less like an automotive only route. Will tie in nicely with eastern leg of BRT when it comes	5/15/2022 8:47 PM
137	Protected bike lanes allow for cycling without having to have as much fear for ones life from inattentive drivers.	5/15/2022 7:57 PM
138	Bike infrastructure needs to be on main streets, with direct connections and fronted by neighbourhood destinations. The Provencher option is the only option that would significantly improve the safety and accessibility of the street for cyclists. You can already cycle comfortably on the other routes.	5/15/2022 7:22 PM
139	Most convenient. High proximity to business and places of interest on provencher. Most easily visible and accessible.	5/15/2022 6:36 PM
140	Cyclist needs to learn what a stop sign and stop Lights are . Know not to have head phones or ear buds on. If they want to share the road they should pay a fee to use the road like everyone that has to drive a car . You can take away from parking st . Boniface is nice area don't need bike lanes . Bad enough cyclist on equine drive in the middle of the street that no cars can't get by	5/15/2022 6:12 PM
141	Would allow me to get to the businesses I want to access on Provencher, directly. Most direct route to downtown of the three options.	5/15/2022 6:11 PM
142	Main road for bikes not on Cathedral etc	5/15/2022 5:17 PM
143	This route makes the most sense. It is the most direct, has the most destinations along the route and will allow easier connections in the future.	5/15/2022 4:33 PM
144	It's the only route that makes any practical sense for cyclists, as it's the only option that gets us safely to our destinations on Provencher (where nearly ALL the neighborhood services are).	5/15/2022 4:13 PM
145	It works the best. All of the local stops (shops/businesses) , connections to different bike trails. It makes sense. Just hope it's protected.	5/15/2022 2:46 PM
146	Provencher needs a bicycle friendly environment to encourage foot traffic and noise-reduction.	5/15/2022 2:37 PM
147	Best option to incentivise cycling	5/15/2022 2:23 PM
148	This significantly improves interconnectivity between all the other trails I need to use to get around the city	5/15/2022 1:57 PM
149	I would use Provencher as a route to get from downtown to businesses along Provencher along with access to other AT routes.	5/15/2022 1:55 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

150	I already need to bike down Provencher to get to work and it would be great to have it not be scary	5/15/2022 1:48 PM
151	Meets the needs of both commuters and recreational cyclists	5/15/2022 1:42 PM
152	Connect people to where they're going	5/15/2022 1:31 PM
153	I cycle directly between my destinations. This plan has infrastructure to allow me to cycle safely where my destinations are, and on the most direct route between them.	5/15/2022 1:29 PM
154	This will greatly increase accessibility for bike and pedestrian traffic in this neighborhood and by connection, to the Forks aswell.	5/15/2022 1:11 PM
155	Route offer the most direct access for cyclists, which increases safety (less need to transition from other routes, cross traffic, etc.)	5/15/2022 1:09 PM
156	This clearly the only real option. It directly connects to east infrastructure and downtown via the esplanade, and the only places people would stop through St B are on Provencher. This shouldn't even be a discussion, if the other options are chosen people will continue biking in vehicular lanes on Provencher making all the other work pointless.	5/15/2022 12:55 PM
157	AT routes need to be as direct as motor vehicle routes AND protected!	5/15/2022 12:54 PM
158	Good for businesses to have foot/bike traffic.	5/15/2022 12:53 PM
159	Provencher is, as the engagement materials state, the obvious choice. There are businesses, a library, a museum, park, and other amenities that are available along the street. Keeping the pedestrians and cyclists on Provencher will ensure viability for the businesses and other services along the street. I like that including cyclists and pedestrians on Provencher makes it a true mixed use street, rather than a car street and having cyclists and pedestrians relegated to the side streets where there are no amenities (as the streets are primarily residential).	5/15/2022 12:52 PM
160	Better access to services by locating on Provence's will increase overall use.	5/15/2022 12:28 PM
161	This is the best option by far	5/15/2022 12:08 PM
162	Provencher should have a protected bike lane all the way along it's full length	5/15/2022 12:05 PM
163	Easiest access to Provencher destinations. Prioritizes bike commuting efficiency to downtown (i.e bikes do not have to take a longer route than cars)	5/15/2022 12:02 PM
164	Why would you take an already quiet side street when Provencher already links to everywhere else? If people do not want to use Provencher because of existing traffic they can use the previously mentioned side streets.	5/15/2022 11:54 AM
165	Most of my key biking destinations are all along Provencher or within a block. Having the shortest, straightest route as the biking infrastructure means not only will more visitors to St. B use it, but also people travelling through St. B. More visitors to St. B on bicycle should mean less need for parking spots on Provencher.	5/15/2022 11:51 AM
166	Provencher is congested during rush hour as it is. Imagine how many people could get through on bikes compared to cars (takes up less space). As long as the pedestrians remain separate from the bikes, because some people don't seem to realize that a bike can't stop instantly if you meander in front of it.	5/15/2022 11:40 AM
167	It must be on Provencher. Give cyclists a direct and protected route.	5/15/2022 11:26 AM
168	1. A bike path that is not protected giant cars and trucks is not a safe option. An unprotected bike lane should never be considered. 2. Winnipeg has many sidewalks that are already wide enough to accommodate walkers and cyclists. Widening them slightly to be even more useful is a no brainer. 3. Placing the bike route on a major connection like Provencher is a clear sign that The City has the right priorities.	5/15/2022 11:19 AM
169	Bike paths should be built on main routes where the destinations are.	5/15/2022 11:18 AM
170	It's a good start, but we need more	5/15/2022 11:17 AM
171	Drivers would be fairly displeased if we told them they had to take circuitous routes around the city to get to any location. Likewise, cyclists do not appreciate not being able to take direct routes to their locations -- and all the more so since every inch of ground we cover is achieved through our own sweat and effort rather than the earth-destroying burning of fossil fuels. When	5/15/2022 11:13 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

planning new cycling infrastructure, please don't make it out of the way, and don't only give us one option. Even with separated paths, certain cyclists will prefer a sidestreet option while others will only be interested in the mainstreets. We need ALL options. East of accessibility increases usage: when you make it easier to get around by bike, more people will opt to do so. This only creates benefits for the city through less wear and tear on roads, less congestion, less fossil fuel emissions and ultimately better health, physical and emotional, for individuals and the whole community.

172	Its important to have bikes be seen as a mode of transport, rather than leisure, which means people need to go where they need to without detours.	5/15/2022 11:12 AM
173	Provencher is a destination, not just a through route. Cycle & AT routes should go where people actually want to travel to.	5/15/2022 11:03 AM
174	Provencher should be a safe and usable street for all. Direct access to downtown, the forks, and many other destinations.	5/15/2022 10:58 AM
175	We are active seniors who drive, cycle and walk in this area. We live in the West End and, while we own a car, use bikes and walking for most of our trips, especially when there is no snow on the road. We use variations on these options regularly on our bikes. We use it to go to cultural events, restaurants and bars, shop for fromage et bagette, as a route to longer recreational bike rides like the Pioneer Greenway and Seine River trails, and simply for pleasure rides around St Boniface. In winter we occasionally walk to Provencher as an outing, or park near Whittier Park top walk. Any of the options would make our trips slightly safer and thus better and more encouraging for others. But only the Provencher option treats active transportation seriously and would likely increase active transport use. Despite the traffic and intersections, a protected bike lane that was the shortest 'through route' and took us closest to the vast majority of our usual destinations would be the safest by far. The Provencher route also has the potential to show and new and better way to treat commercial streets. We understand we are asking for the 'gold standard' option which cannot always be achieved everywhere. But there are few, if any, routes which are better suited for this kind of alternative use of commercial streets. It plays to the unique cultural character of St Boniface, where it is more likely to well received by locals, and the safe link to wider cycling opportunities to the east has the potential to significantly increase active transport - to the benefit of the community and its businesses.	5/15/2022 10:55 AM
176	It puts cyclists on a major connected path rather than a round about route through residential.	5/15/2022 10:54 AM
177	Too much construction and costs.	5/15/2022 10:54 AM
178	This is a great choice, it will improve business on Provencher, improve the overal safety on the street, and give cyclists a direct connection to downtown. Combined with the proposed lanes on Marion/Goulet, this such a welcome development for the St. Boniface area. Much better than out of the way side streets	5/15/2022 10:38 AM
179	Why would I take a meandering journey to my destination?	5/15/2022 10:36 AM
180	Bikes need the same access to convenient routes as cars. We are trying to get to places	5/15/2022 10:19 AM
181	Provencher has a lot of destinations so it needs bike lanes regardless of whether people use it to commute downtown or not. AT paths should be built to serve all destinations, not just downtown. Luckily Provencher is also the most direct route downtown so in this case it's also better for commuting through the area. Using side streets would be inconvenient. Multi-use paths are better than nothing but could create conflict between pedestrians and cyclists. It's better to keep bike lanes and sidewalks separate, like at St Anne's at Fermor. The neighbourhood greenway for the east connection to Archibald would be confusing. It would be easier to just continue the bike lane down Provencher to Archibald so commuters can take the direct route, not zig-zag down random residential streets.	5/15/2022 10:19 AM
182	It is direct and provides direct access to shops and services along Provencher.	5/15/2022 10:15 AM
183	Provencher is too busy. And drivers do not care.	5/15/2022 9:58 AM
184	People who ride bikes need to access the same places people who drive do. They also need protection on busy streets. Don't waste money adding infrastructure on out of the way residential streets that nobody will use and are already safe for cyclists.	5/15/2022 9:53 AM
185	Too busy cars will hate it and cyclists will get harasssed feels too squishy a d ot will be hard to get on and off the road I feel	5/14/2022 9:30 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

186	All major thoroughfares should have protected active transport infrastructure	5/14/2022 2:08 PM
187	Protected bike lanes are good as long as you do not have to ride on sidewalk at transit stops (like Pembina Hwy)	5/14/2022 2:04 PM
188	Cyclists should be forced to go out of the way of their destination just to feel safe	5/14/2022 1:53 PM
189	I've been cycling through this corridor to/from Downtown for 47 years. The work at Mission & Archibald 6 years ago was a big improvement. I want the rest of this completed now and as cheaply as possible, so a massive reconfig of Provencher is an absolute "no go".	5/14/2022 1:02 PM
190	The bike lanes down provencher would provide excellent and easy access from downtown. My primary concern is the reduction of boulevard space and bike lane space in order to preserve car parking. I feel this should be a limited facet of the Provencher complete street concept, as it is pointed out how easy it is to use the side-streets in the area for parking (which I opt for regularly). A secondary concern is how the crossing will be treated at Nadeau, since that section is often used at high-speed by automobiles and visibility isn't great due to the wide roadway and motorists focused on navigating turning lanes and yields. This has to be addressed very carefully, or a consideration must be made for crossing at Des Meurons.	5/14/2022 12:34 PM
191	This route prioritizes bringing people into and out of the area. Other routes focus on use only by people in the area staying in the area. This route would support local businesses too and aid in revenue development	5/14/2022 12:30 PM
192	Provencher street has major destinations	5/13/2022 6:52 PM
193	bike lane on Provencher will help local shops attract new clients	5/13/2022 6:07 PM
194	My main issue with this route is Provencher is too busy, I use protected bike lanes everyday on Bannatyne and McDermot and EVERYDAY am almost run over or have to brake hard because of vehicles that don't obey the laws. I try very hard to take less busy routes as the vehicular traffic can't be trusted.	5/13/2022 4:45 PM
195	The bike lane will have strong visibility which important if we want people to know it's there. Being a major corridor, Provencher will also tend to be the most direct route between destinations so will be the one cyclists will want to use.	5/13/2022 3:34 PM
196	These are very busy streets.	5/13/2022 3:22 PM
197	Your survey is flawed, as you should provide a link to the design. You have design elements where I'm not sure what exactly they are referencing. You need to address the connection of the route at Tache, where green boxes need to be added to transition from the bridge to north Tache.	5/13/2022 3:18 PM
198	As a pedestrian on bridges, I feel very unsafe when cyclists ride on the pedestrian sidewalk rather than dismounting and walking their bikes down the bridge. I suspect a multi-use pathway would make this safer.	5/13/2022 2:59 PM
199	Provencher is a busy commuter and is a vibrant street, with the potential to be more vibrant. Why build protected bike lanes north and south of Provencher, when the streets are less busy to begin with. Sure, build them throughout St B, but not at the expense of cutting the one on Provencher	5/13/2022 1:14 PM
200	Helps induce demand for biking/walking in neighbourhood filled with shops and restaurants. Reduces need for parking and should also have an impact on sustaining cleaner roads and walking areas. As someone who worked in this neighbourhood until recently, I know how fast cars go through the neighbourhood, how much dust and dirt they kick up during shoulder seasons directly onto sidewalks and how much parking takes priority on the streets. Creates a totally hostile environment for anyone who wants to use AT approach to getting to and from community. Introducing these elements can help encourage and create demand for people to enjoy being on the streets and exploring the neighbourhood. Would also create fantastic connectivity between St. Boniface, the Forks and Downtown.	5/13/2022 1:14 PM
201	This is the obvious choice because there are so many commercial destinations along Provencher Blvd.	5/13/2022 12:45 PM
202	Should include branch access to schools and community places within the adjoining neighborhoods	5/13/2022 12:39 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

203	Although it will be a protected pathway, drivers are very aggressive in Winnipeg and I'd rather ride somewhere where there's less traffic besides me.	5/13/2022 12:38 PM
204	I dont drive. I nearly take transit and my bike. Save the world stop driving start biking	5/13/2022 12:20 PM
205	NEEDs safe connection to east corridor - keep bikes and pedestrians apart- KEEP BIKES AND CARS APART	5/13/2022 11:35 AM
206	Provencher is too busy, too noisy, too much breathing in of fumes to be a nice option. For bike commuters it would be the "fastest" route, but a lot less desirable for anyone else who wants to go for a quiet bike ride or walk around the neighbourhood. The fact there is not money for this to proceed immediately also puts it at the bottom of the list for me.	5/13/2022 11:08 AM
207	This continues the network that runs through the forks connecting it many other major active transport networks in the city.	5/13/2022 10:56 AM
208	Most direct connections.	5/13/2022 10:46 AM
209	On-street parking and free flow of traffic is essential to the livelihood of the businesses along Provencher. There are many potential collision points in the area. Safer alternatives exist for cyclists down more scenic routes with minimal detour, while still maintaining access to Provencher shops. Value for money is poor, as is likelihood of a timely implementation.	5/13/2022 10:43 AM
210	Turns provencher from a throughway street into a destination. Increased pedestrian traffic is good for the local businesses.	5/13/2022 8:24 AM
211	do not like it as it unduly affects vehicle traffic and takes away from parking	5/13/2022 1:38 AM
212	Cyclists should be treated like any other transportation type. We shouldn't be relegated to side streets and indirect routes. Provencher is big enough to have protected bike lanes and cars still have plenty of lanes. It allows cyclists to travel in a direct straight line to their destinations.	5/13/2022 12:27 AM
213	I welcome the ability to travel into the forks without having to travel on a roadway with vehicles, but the use of Provencher makes me nervous, protected or not. Drivers do not always know how to treat these lanes. I lost two people in my life last year because of reckless and careless drivers (one on Provencher), so I question how safe it would be for bikes.	5/12/2022 9:31 PM
214	I like the idea of using Provencher as I use it to go to coffee shops in the area,. Not a real fan of separated bike lanes unless it is just paint.,	5/12/2022 8:28 PM
215	As a year round commuter cyclist who passes thru multiple neighbourhoods on a daily basis I have found the protected bike lanes slow me down, make it unsafe to pass other cyclists, are poorly maintained in winter or spring, and give motorists an excuse to tell me to get off the road, which I choose to use instead of the protected bike lane. I pass thru Provencher Blvd on my way to work so Provencher is not typically my destination. I would not like my on-road route squeezed due to a protected bike lane. I think option B or C are better suited for the "typical" AT route user.	5/12/2022 8:16 PM
216	The bike lane going through the business center makes sense to me. Close to the places we want to be. Most direct route encourages AT.	5/12/2022 6:34 PM
217	This is the only option that actually links Downtown to Archibald via St Boniface. It will increase ability for cyclists to frequent the businesses on Provencher that currently involve either walking a bike from parallel streets or riding illegally on the sidewalk - the traffic on Provencher is rarely at the 50km/hr limit, includes a lot of 53' trucks, and involves a lot of lane changes as faster drivers try to get around the slow moving trucks. This option actually fulfills the stated objective.	5/12/2022 5:51 PM
218	We can't even maintain roads... The cities priorities are misaligned with what the people actually want. Well I agree bike routes are nice I think the city needs to quit being so anti car and worry about improving the roads rather than a bike path that one counsellor is pushing down the throat of all the cities taxpayers	5/12/2022 5:19 PM
219	Treat cyclists like drivers and give them a safe direct route and access to businesses	5/12/2022 4:18 PM
220	The sidestreets already function pretty well as greenways, even during peak hours. What we need more of in Winnipeg are high-quality, all ages and abilities protected lanes that are direct and take people through lively areas to their destinations; as someone who primarily cycles I	5/12/2022 3:38 PM

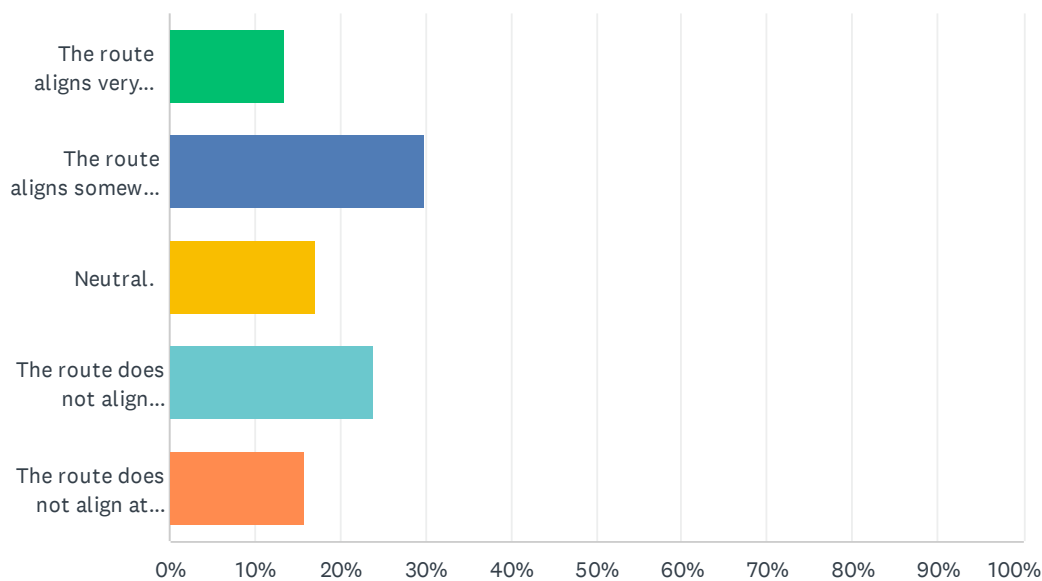
St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

avoid Provencher completely, so I don't interact organically with the street and its amenities. Currently, the street exists mostly to funnel traffic through; if we want to have a vibrant area, it needs to be pedestrianized and be bikeable. I have no issue with the north/south greenway ideas, to avoid traffic noise and also provide quieter streets for children/the elderly to bypass Provencher, but these should be accessories to having protected bike lanes on Provencher. AND the petition for all Provencher businesses years ago shows how much support there already is for this in the community.

221	Just look at the map: the destinations are on Provencher. We will ride there anyway. Put a proper cycleway on the Seine river bridge. No more half measures like the fake promise of cycling infrastructure on Osborne Bridge that is now frozen in concrete for two generations.	5/12/2022 3:13 PM
222	This is the ONLY option. I use services and shops on Provencher and have nearly been killed half a dozen times because of the lack of safe facilities. Build the route where people want to go, not in some suburb where we don't need a cycle path in the first place. It's not rocket science. Anything else is a waste of money and pure greenwashing	5/12/2022 3:11 PM
223	It's a street with shops and storefronts with relatively low vehicle speed (50 km/h). I'd be more likely to stop in at businesses on Provencher during my commute, especially food and gifts.	5/12/2022 3:07 PM
224	.	5/12/2022 2:58 PM
225	i do like this route, but i feel that the other options are cheaper and would be less disruptive. if i was looking for a better bike path for commuting, this would make sense, but i use the bike paths more for recreation.	5/12/2022 2:54 PM
226	Cycling infrastructure should be on main roads where people shop, work, play, go to school, etc.	5/12/2022 2:35 PM
227	Where possible, let's keep the protected bike facilities on or beside the thoroughfares, rather than off on side streets.	5/12/2022 2:33 PM
228	I would love to be able to safely bike with my child in this area to access local libraries, parks, and schools along the route.	5/12/2022 1:51 PM
229	most sensible street to use, need actual AT paths for connections though, not greenways.	5/12/2022 12:54 PM
230	A cycling route down Provencher Blvd is no-brainer. The cycling route should be located on the same street as shops and services. an inconvenient out of the way cycling route allows people to bypass the neighbourhood akin to a vehicular freeway. Truly great neighbourhoods have multi modalities of convenient transportation located together on the same route.	5/12/2022 12:31 PM
231	This is the only acceptable route as it connects several routes. This is also on a main road with many businesses that would increase the traffic into those businesses. It doesn't make sense to push cyclists onto side roads.	5/12/2022 12:12 PM
232	This is desperately needed to revitalize Provencher. Businesses are closing at an alarming rate, and the street is used mainly for free car storage for those working downtown who park for free and bus to work.	5/12/2022 11:15 AM
233	It is statistically shown that cyclists would spend more money in Provencher shops. Win win win.	5/12/2022 11:04 AM
234	Provencher needs to become a complete street that is welcoming to all users, and make it a proper urban main street to benefit businesses and neighbours. We want a quieter, more pleasant, more accessible Provencher in the heart of St B.	5/12/2022 10:40 AM

Q3 Option B: Notre Dame Street and de la Cathedrale Avenue includes a neighbourhood greenway on Notre Dame Street between Tache Avenue and Thibault Street. The route along de la Cathedrale Avenue would be a two-way protected bike lane between Tache Avenue and Aulneau Street and a multi-use path east of Aulneau Street to Des Meurons Street. How well do you think Option B: Notre Dame Street and de la Cathedrale Avenue aligns with your priorities and expectations, meets your needs for active transportation, and leaves you with few concerns?

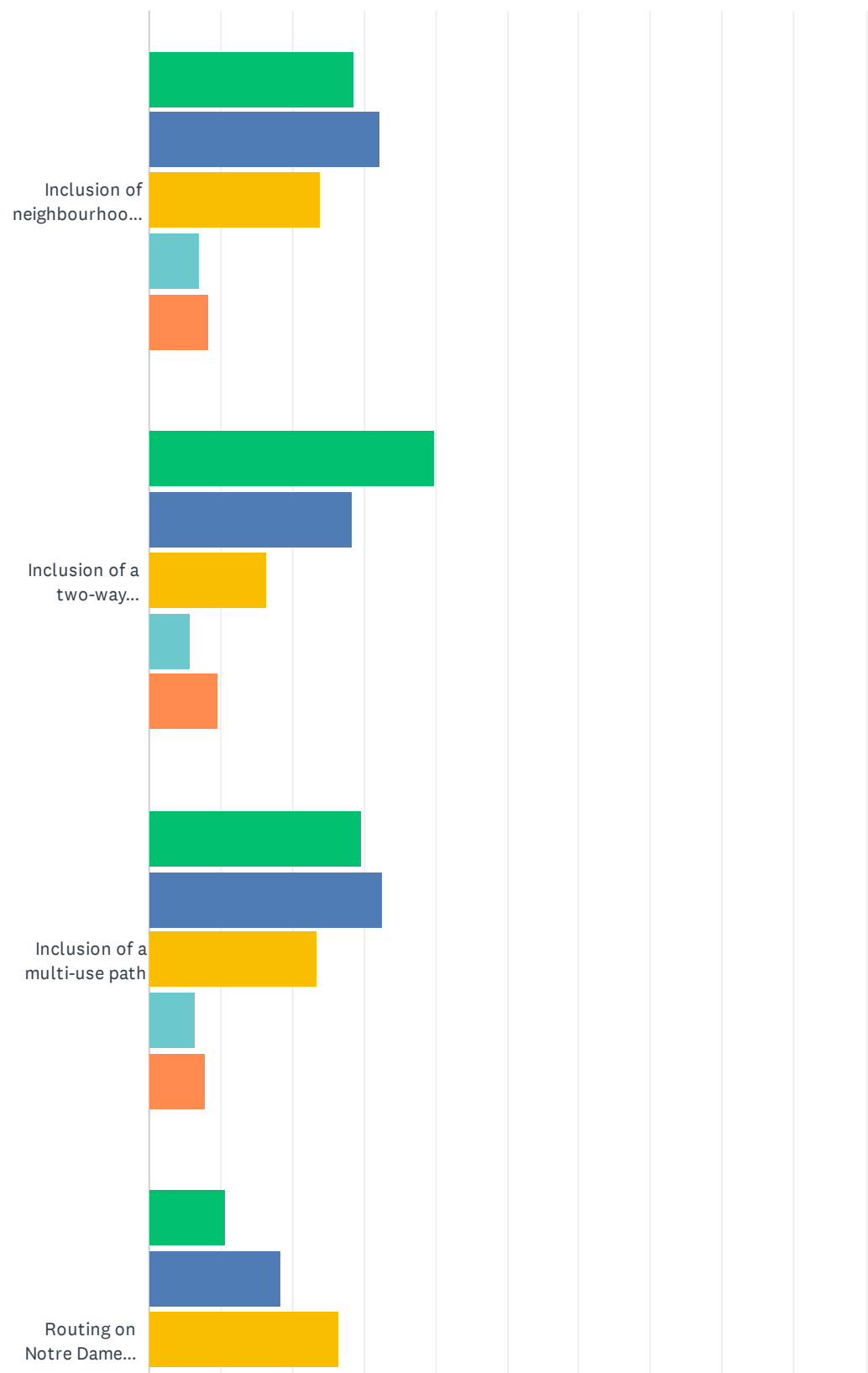
Answered: 435 Skipped: 32

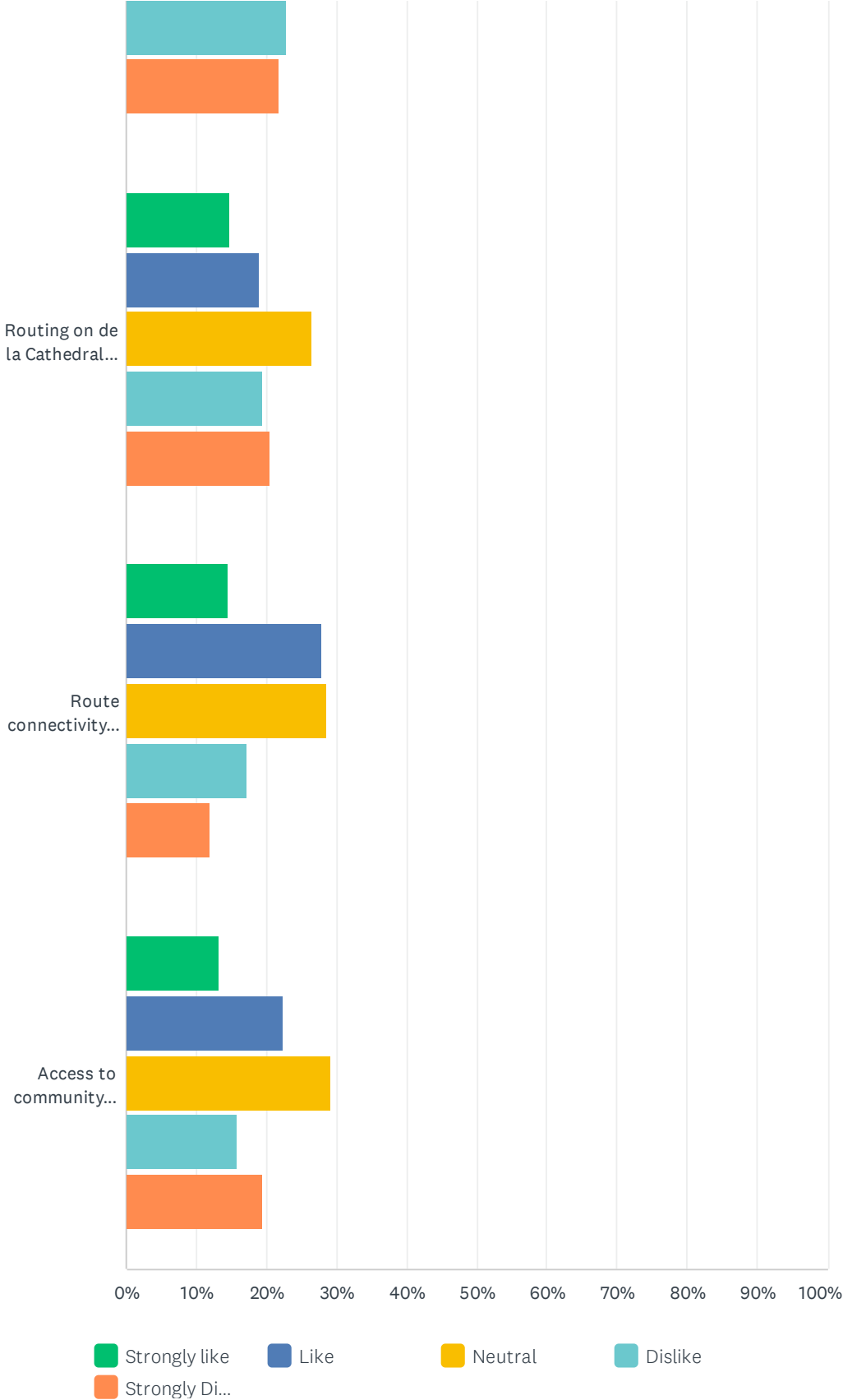


ANSWER CHOICES	RESPONSES	
The route aligns very well with my priorities and expectations, meets all of my needs, and leaves me with few concerns.	13.33%	58
The route aligns somewhat well with my priorities and expectations, meets some of my needs, and leaves me with few concerns.	29.89%	130
Neutral.	17.01%	74
The route does not align particularly well with my priorities and expectations, does not meet many of my needs, and leaves me with a few concerns.	23.91%	104
The route does not align at all with my priorities and expectations, does not meet my needs, and leaves me with many concerns.	15.86%	69
TOTAL		435

Q4 Overall, what elements do you like/dislike about Option B: Notre Dame Street and de la Cathedrale Avenue?

Answered: 434 Skipped: 33





St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

	STRONGLY LIKE	LIKE	NEUTRAL	DISLIKE	STRONGLY DISLIKE	TOTAL	WEIGHTED AVERAGE
Inclusion of neighbourhood greenway	28.54% 123	32.25% 139	23.90% 103	6.96% 30	8.35% 36	431	2.34
Inclusion of a two-way protected bike lane	39.91% 172	28.31% 122	16.47% 71	5.80% 25	9.51% 41	431	2.17
Inclusion of a multi-use path	29.58% 126	32.63% 139	23.47% 100	6.34% 27	7.98% 34	426	2.31
Routing on Notre Dame street	10.65% 46	18.29% 79	26.39% 114	22.92% 99	21.76% 94	432	3.27
Routing on de la Cathedrale Avenue	14.62% 63	19.03% 82	26.45% 114	19.49% 84	20.42% 88	431	3.12
Route connectivity to AT network	14.42% 62	27.91% 120	28.60% 123	17.21% 74	11.86% 51	430	2.84
Access to community destinations	13.26% 57	22.33% 96	29.30% 126	15.81% 68	19.30% 83	430	3.06

#	PLEASE TELL US WHY.	DATE
1	These are streets that are already accessible, rideable and relatively safe streets (with the exception of high traffic blocks, see below). Investing a bike lane on de la Cathédrale and Notre Dame should not be a priority. This is lipstick on a pig and would be a waste of funds. Furthermore, the format for de la Cathédrale to have half of the path be a protected bike lane and the other half (Aulneau to Des Meurons) be a multi-use path is far from optimal. At the end of de la Cathédrale @ Des Meurons, there is no connection to the AT network.	6/15/2022 3:48 AM
2	It is a quiet street with few amenities.	6/14/2022 10:51 PM
3	Notre Dame should be converted to a neighbourhood greenway IN ADDITION TO Option A being adopted. As stated in your study documents, converting Notre Dame to a neighbourhood greenway is low cost, has no impacts on street parking or trees, involves low vehicle volumes, few conflicts with intersections, no transit operations, and good connections with the Seine River pathway. This should absolutely be created as a quick and easy win while Option A is pursued and implemented Option B should not be chosen over Option A because it is less direct (inconvenient for cyclists), the crossing at Tache to get onto de la Cathedrale is awkward and dangerous for cyclists, it involves switching between multiple forms of infrastructure (protected bike lane to multi-use pathway), and requires the loss of 27 on-street parking spots, which will annoy local residents.	6/14/2022 6:23 PM
4	These other options are still good for St Boniface	6/14/2022 3:48 PM
5	Doesn't seem as good as provencher	6/14/2022 12:38 PM
6	Nice to have a quieter street to ride along and cheaper to implement, but takes away from the traffic calming potential on Provencher and not as accessible to those commercial shops, etc.	6/14/2022 11:08 AM
7	I don't usually bike here	6/14/2022 9:07 AM
8	I prefer raised offstreet bike lanes, except for the failure to build continuous raised crossings. However two-way routes on only one side of the street are inconvenient and can be risky at intersections. I don't consider "neighbourhood greenways" to be infrastructure at all. They're just streets. They do nothing to improve my experience.	6/13/2022 6:32 PM
9	Both Options B and C feel incomplete as the two-way bike path along de la Cathedrale fails to connect to the development east of the Seine River at Nadeau (which option A directly includes). Even though the neighbourhood greenway along Notre Dame St better provides this, there remains a feeling of cheapness and laziness as depicted along de la Cathedrale. I would feel less safe trying to reach Nadeau/Provencher from de la Cathedrale compared to a direct bike lane along Provencher. The side-street pathways not only take away from parking spaces in the neighbourhood, but also relegate cyclists and pedestrians to a lower priority on Provencher compared to vehicles, where all of the business are. I do support having multiple-	6/13/2022 1:40 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

use pathways but these should indeed be developed where traffic is more likely to visit (i.e. businesses on Provencher, not residential houses). The North side routing along Notre Dame St. is preferred by myself to that along Dumoulin (part of option C) as the connection to trails through Lagimodier-Gaboury park appear more aligned. I would recommend this routing as a temporary alignment until option A is complete.

10	As previously stated, by removing cyclists from provencher, you remove the potential for a vibrant neighbourhood commercial zone.	6/13/2022 11:39 AM
11	This is the preferred route. Routing on Notre Dame instead of Dumoulin is preferred as it directly connects to the existing bike routes in Gaboury Park and Whittier Park at the rail crossing point. De La Cathedrale makes sense a good east/west route for the Central St. Boniface area. Also strongly agree with the fully protected segment of De La Cathedrale adjacent to Tache due to the higher traffic volumes here.	6/10/2022 8:52 PM
12	Fewer trees would be removed for this option. Speed bumps on residential streets often used as shortcuts are a good idea. Notre Dame may be a tad to far removed from the main artery.	6/10/2022 2:27 PM
13	Great option for creting a transit cooridor that does not inpact the boulevard of Provencher. Enhancing the current tree lined route is a great option and it links to the Bike bride over the Seine. This was the recomended route by the Provencher Biz in the first phase of consultation. For thoses that choose to shop on Provencher it is a short distance to pur many bike racks and bike repair stations.	6/9/2022 12:51 PM
14	I live on Notre Dame Street and DO NOT WANT major bike path like Assiniboine Ave on this street. Current bike route ok. Dumoulin better, goes past neighbourhood businesses as well	6/8/2022 9:16 PM
15	It feels slightly more out of the way than Provencher, but much safer.	6/8/2022 3:33 PM
16	Both options are needed for different purposes. Build both. Make everywhere accessible for all different modes. Greenways are cheap and effective. Protected lanes on high volume corridors are required as well for equity and accessibility. Both are critical to the network. Both should be built.	6/8/2022 3:06 PM
17	This proposed route does not align with the actual transportation network that already exists. It would be creating new lanes that don't connect to anything and that's just stupid	6/8/2022 10:11 AM
18	I already bike down de La cathedral. I understand the necessity to make the path accessible to everyone including families. And making the path continuous will be an improvement however the ideal scenario is down provencher, as long as parking and the trees on the boulevard are not compromised.	6/7/2022 10:35 PM
19	This route makes the most sense for residents of St. Boniface getting from home to their destinations, especially children getting to school by bike. The Notre Dame route is also conducive to the existing AT infrastructure and would be a great option overall.	6/7/2022 10:01 AM
20	This route has too many intersections to cross for east/west travel which would in turn reduce the usefulness. Local businesses would also loose out on casual foot/bike traffic.	6/6/2022 8:17 AM
21	I like it! Gets the community out cycling more and so much less dangerous.	6/4/2022 1:03 PM
22	Kinda out of the way but connects to the Seine trail at the end which is nice	6/4/2022 7:55 AM
23	Ces options sont des détours qui ne sont pas pratiques ni efficaces. Loins des commerces et trop d'arrêts à chaque coin de rue.	6/2/2022 2:05 PM
24	Although a pleasant bike ride in residential area this isn't a good option for fast travel through the area.	6/2/2022 11:59 AM
25	The side streets are beautifully treed making for a very pleasant ride, as well much safer for cyclists	5/31/2022 12:05 PM
26	De la Cathédrale is convenient for me and not too far from local destinations, which can still be accessed easily by side streets	5/30/2022 6:59 PM
27	In concept it feels disjointed but it does offer safety and protection to its users	5/29/2022 12:12 PM
28	These routes feel less connected to what is interesting in St Boniface, which is a missed opportunity. On the other hand, from a strictly commuter cyclist point of view, or from a getting back and forth from St Boniface to The Forks/Downtown perspective they seem to do the job.	5/29/2022 9:59 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

Here's my question/concern. As a commuter cyclist who goes south along Harrow or Osborne's, I love that there is a pseudo-bike lane along Harrow, because it is literally the road I would bike down regardless of the pseudo-bike lane. It needs to be repainted and have better signage, but it's something. By contrast, Osborne has nothing for cyclists. I am aware that there is a bike-oriented corridor to the east of Osborne, but having to cross and re-cross Osborne to get to it, to say nothing of having to bike east and west to get to a two kilometre stretch of bikish road feels like a poor use of my commuting time. Thus, my big question about these routes relates to purpose (commuting and/or connecting) and volume. By volume I mean this: at present, are the majority of bike commuters who pass through/into St Boniface using Provencher because it's a dangerous straight shot? Or, are they using side streets because they're safer AND because they're letting them chart a time/distance efficient route through/into St Boniface? Also, is the plan seriously to connect cyclists to Archibald/Watt and have them bike under the underpass on the road? I've done that as a cyclist when I used to live in North Kildonan and it is terrifying. There needs to be a PLAN for places like that and the Osborne Underpass at the Rapid Transit Station.

29	See previous comments.	5/29/2022 9:50 AM
30	We don't need more bike paths	5/27/2022 4:55 PM
31	As I said about option A, I think direct commuter routes are the way to go. While this is better than nothing, I think side street bike lanes won't be used by cyclists as much, won't be cleaned and snowplowed by the city as well, and will be neglected. Not as good of an option as Option A.	5/27/2022 4:41 PM
32	I really like the option of going south and using Aulneau to Archibald. I could use this route home. I live in Windsor Park so it would give me access to safer route to pedestrian / bike bridge east of Youville and south of Marion. The Provencher route serves more the movement of bike traffic to the north, but option 2 opens safe paths for northbound and southeastern bound traffic. Using Marion would be deadly.	5/27/2022 2:38 PM
33	Weighing the options between A and B, B seems most immediately feasible while efficiency connecting to both existing and planned infrastructure. It is not quite as direct as A however.	5/26/2022 8:59 PM
34	More car lanes will be removed to provide this bike path. Doesn't make sense in such a densely traveled location especially since most of our weather during the year is not bike friendly.	5/26/2022 4:58 PM
35	I feel that the protected bike lane is safer than the neighborhood greenway option, where you still need to ride with vehicle traffic.	5/26/2022 12:53 PM
36	Drivers on Tache are impatient at the crossing and don't always stop. Is a traffic light a good alternative?	5/26/2022 9:42 AM
37	I've been using Notre Dame pathway for over a decade and it is fine as is, except the connection across the Seine River because the fencing around the rail crossing. How many years has it been in place now?	5/26/2022 7:51 AM
38	This city need to invest tax payers money in more important things, stop wasting our money!	5/26/2022 12:35 AM
39	This seems to go out of the way for bikers	5/24/2022 3:02 PM
40	As long as traffic is very low on Notre Dame it could work well. I like that it connects with the Seine pedestrian bridge, but I never knew that bridge existed before now so this bike route might be somewhat hidden. If traffic isn't minimal, the greenway isn't great. Drivers on residential streets that aren't separated from cyclists always pass too close or park on the bike path. Updated stop signs arrangement and speed limits is better than nothing. The two-way protected bike lane seems like there will be cyclists forced to ride very close to oncoming traffic near the raised curb. I would feel uncomfortable with this as any sudden maneuver to avoid an accident might end up with a head on collision with a bus. I would also want to make sure the lane is wide enough for two bikes with trailers to pass each other. Multi-use paths are better than nothing, and I'd rather be separated from cars than from pedestrians, but mixing bikes with pedestrian traffic slows down cyclists and endangers pedestrians.	5/24/2022 1:34 PM
41	Prefer Dumoulin Street over Notre Dame Street because Dumoulin is a more direct route and feels wider and therefore feels safer. Dumoulin is closer to the shops and services on Provencher. I am concerned about eliminating so much parking and the loading zones on de la Cathedrale between Aulneau and Tache. Loading zones and handicapped parking are needed	5/24/2022 12:27 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

for the high number of seniors and students who come and go from the buildings on that street daily. I cycle on that street. I do not want the cycle route to severely impair the lifestyle of the local seniors at 187 de la Cathedrale Ave. Handi-transit vehicles and ambulances need access to that apartment building and to the buildings on the opposite side of the street.

42	This pushes active transportation to less direct routes and makes wayfinding harder. It does come with the advantage of being away from busier streets which is much more comfortable for many active transportation users. This is the best affordable option in my opinion.	5/24/2022 11:05 AM
43	Not as many destinations on this route.	5/23/2022 6:08 PM
44	As a cyclist, when traveling non-recreationally, the benefits of taking direct routes are the same as when driving. The benefits of creating a detour to circumvent Provencher has only moderate benefits to cyclists, and the use of two-way bike lanes is inferior to directional protected lanes on their respective sides of the street.	5/23/2022 3:08 PM
45	Less bike access to businesses on Provencher. Less direct route.	5/23/2022 1:46 PM
46	Works well as a neighbourhood greenway already	5/23/2022 11:16 AM
47	The route should tie directly to Provencher retail.	5/23/2022 9:37 AM
48	Less direct route. And does not allow direct access to major business	5/23/2022 8:10 AM
49	It is a nice quiet street and lots of kids running around and cars are constantly flying by, it's very dangerous.	5/21/2022 4:38 PM
50	I do like two-way protected bike lanes a bit better than two one-way bike lanes, but otherwise this option relegates cyclists away from useful places and treats them as a second class to motorists. Multiuse paths are better than nothing, but are at their best when totally removed from roads, and not simply a wider sidewalk. These multiuse paths are likely to cause conflicts with pedestrians and slow down cyclists. Also while neighbourhood greenways have the potential to be pleasant for cyclists, in practice and in my experience, they're an excuse to do little or nothing while claiming cyclists have been catered to. This option also just dumps cyclists on to Des Meurons and into motor traffic rather than connecting to anything on the east side.	5/21/2022 1:01 PM
51	I think the option c is best	5/20/2022 12:48 PM
52	see my previous comments	5/20/2022 12:47 PM
53	looks to be the best project for value and allows access to many different spots and allows for further greening in the future	5/20/2022 12:23 PM
54	Any improvement to walking/bicycling is good for me.	5/20/2022 11:22 AM
55	St. Boniface is already accessible to downtown	5/19/2022 8:36 PM
56	So many stop signs on notre dame! If you had to do this one, I'd love a "yield if you are on a bicycle" sign.	5/19/2022 8:36 PM
57	Pushing cyclists into community streets, away from destinations, defeats the purpose. Cyclists will continue to use Provencher, albeit in a much more unsafe manner.	5/19/2022 8:10 PM
58	Too far from everything. Not enough eyes on us. Too many parked cars.	5/19/2022 7:06 PM
59	Doesn't connect with most of the the community destinations and reroutes AT users to unfamiliar routes away from where they most likely want to go.	5/19/2022 6:55 PM
60	Off the main route.	5/19/2022 6:19 PM
61	This route does not offer the same convenience and direct connection. It pushes through already quieter, safer streets, and feels less optimal to direct connections.	5/19/2022 3:48 PM
62	This should be included in addition to Provencher, then great.	5/19/2022 3:21 PM
63	I do not travel on these street's very often so I am unsure if this would be a nice bike ride or not.	5/19/2022 3:10 PM
64	Cyclists would also like to bring their business to the main corridor along Provencher, and don't want to go out of their way on their journey's just to give more room to cars. I already use this as my alternate cycling and it's just because biking on Provencher is so dangerous.	5/19/2022 3:03 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

65	Seems like it would be slower (more stop signs) and less convenient for bike commuters.	5/19/2022 3:02 PM
66	Once again why do we need these bicycle paths. They take away parking. Make it difficult to access your home etc. Is this Bowman's legacy.	5/19/2022 2:39 PM
67	Provencher is the main destination for cyclists coming to Saint Boniface, and routing cyclists even a block or two away makes access much more difficult.	5/19/2022 2:33 PM
68	I'm concerned with what priority point of connection this route would make. I.e. are we trying to connect with East Wpg (Transcona/EK), or are we concerned with connecting South bound?	5/19/2022 2:32 PM
69	Do not proceed with this project - invest the money in fix our roads!	5/19/2022 2:27 PM
70	This route does not provide cyclists access to shops or anything. Bike Routes should not be build as leaisure routes.	5/19/2022 10:58 AM
71	This option just pushes our cycling infrastructure into the neighbourhoods instead of giving them the equal right to good thoroughfares. All this will do is hodge podge our cycling infrastructure off the main roads so we don't upset the vehicle traffic.	5/19/2022 8:36 AM
72	Not enough people use bike lanes	5/18/2022 9:28 PM
73	It looks like costing for this rout would be immediately available. Follows current signed bike route so locals are aware of bikes on street.	5/18/2022 5:09 PM
74	Using this route means having to travel further outside the destinations for commuter cyclists and those wanting to access shops and restaurants or other amenities. It is a quiet residential street and should remain that way.	5/18/2022 2:21 PM
75	Dislike the routing on Notre Dame Street - will cause increased traffic, noise, crime. Corner of Notre Dame Street & Langevin Street very close to Ecole Tache - will be dangerous for children.	5/18/2022 2:17 PM
76	It's simply not as good, efficient, or effective in reducing traffic as Provencher end of discussions.	5/18/2022 1:15 PM
77	Avoids most of the destinations in the neighbourhood... no good for transportation, only good for recreational cycling.	5/18/2022 12:45 PM
78	It's nice, just does nothing to improve Boul. Provencher	5/18/2022 9:58 AM
79	This option is a little more out of the way and circuitous than option A	5/17/2022 12:39 PM
80	Closer to school but not protected all the way through. Greenways add very little - they don't give much protection, visibility, or right of way. This doesn't add much that doesn't already exists and will not likely encourage cyclists that aren't already cycling there.	5/17/2022 10:12 AM
81	If I have time to go over to Notre Dame (instead of Provoncer) then I might as well take Whittier park which would be much nicer/scenic. I would love Rue de la Cathedral *if* we built a pedestrian bridge over the Seine river to connect to Plinguet St. I come from Transcona and I think you need to consider where this path will connect to the Transcona Trail. Current proposal has it ending at Panet then we will come up Mission to the North of Provencer. Having the bike path just end at Des Muerons doesn't help anyone.	5/17/2022 9:45 AM
82	Zig zag route	5/17/2022 9:41 AM
83	The de la Cathedrale routing is an ok option for passing through when coming from/going to the south but it doesn't help at all with accessing destinations on Provencher. Neither does the Notre Dame option and that one is also a huge detour for passing through east/west, so for me it has no use at all. The protected bike line part is favourable, and the multi-use path section looks fine. Looking at the drawings, I don't understand what the difference is anyway when the existing sidewalk is going to be kept. Neighbourhood Greenways are not real bike infrastructure, so I wouldn't even count the Notre Dame option as any real improvement.	5/17/2022 8:02 AM
84	Is a less busy route, but the Notre Dame option is far from key destinations.	5/16/2022 10:11 PM
85	Inconvenient as you have to travel to and from these streets,commuting on major road ie provincher is much better and more straightforward	5/16/2022 9:17 PM
86	The De la Cathedrale route will be useful for those coming up the SE corridor. However this	5/16/2022 9:04 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

option does not make any improvements for cyclists who want to access the businesses on Provencher, which is the main commercial area in the neighbourhood.

87	Bikes would be diverted to less busy areas making everything safer for everyone. I feel that this option should include much better signage than other bike lanes in the city as taking them off the major route will only work if people know they exist which is a problem I've noticed in other areas.	5/16/2022 6:08 PM
88	I Greenways are always a good feature to include in projects, and putting the bike path on a non-primary car route will both protect cyclists and make the neighborhood quieter by discouraging higher speed car traffic through the neighbourhood.	5/16/2022 6:08 PM
89	I don't feel like this route connects to the community destinations I use the most and has some gaps with the AT network, especially in the south.	5/16/2022 4:52 PM
90	Bikes routes need to be included on all major routes, not secondary residential streets.	5/16/2022 3:14 PM
91	To be honest this route is already very safe for cyclists and is well connected to the Provencher bridge fk get downtown. Needs to be more focus from Archibald going eastbound and north into elwood, EK and NK	5/16/2022 3:08 PM
92	Please note, this option should not be considered in isolation. This trail should cross Archibald via a bridge and connect to a *new* AT section that connects to the North East Greenway. (should run under Nairn overpass) The goal is to connect the greenway to an AT path that flows through Old St B. over the Provencher Bridge.	5/16/2022 2:19 PM
93	Fix the roads. Till that is done properly stop worrying about silly bike paths. Like one of the Ford brothers said, run cyclist off the road	5/16/2022 1:33 PM
94	Better option than Provencher. Picturesque route through the community.	5/16/2022 12:52 PM
95	Residential streets should be 30km/h negating the need for separate infrastructure. Major routes (w/ services) need separates infrastructure.	5/16/2022 12:45 PM
96	dangerous and not acceptable	5/16/2022 12:32 PM
97	We should have our bike routes that connect us to destinations (ie. provencher) and to other areas of the City. This option doesn't address those needs for me. Cathedrale is a good street to have bike infrastructure. Notre Dame is kind of useless to be honest. It doesn't serve the needs like Provencher option does.	5/16/2022 12:29 PM
98	This may be viewed as a short term solution, and would be acceptable as such.	5/16/2022 12:28 PM
99	All of the above.	5/16/2022 12:17 PM
100	This route will make zero progress towards helping me safely access destinations on Provencher.	5/16/2022 11:53 AM
101	Moving folks away from the main commercial strip on Provencier is not great. Adds distance to any AT trips.	5/16/2022 11:52 AM
102	Less connectivity to Esplanade Riel and shops along Provencher. Less direct route to other destinations like Transcona.	5/16/2022 11:50 AM
103	It's annoying to be taken away from the direct route down Provencher.	5/16/2022 11:36 AM
104	Makes active transport seem like an afterthought in the area development. Less cohesion with a blueprint for a city that is serious about active transport	5/16/2022 11:33 AM
105	The things i like is that it would have a greenway and a protected bike lane. It is also in the possibility of being completed soon. One thing i do not love is it is yet another section of bike/greenway that is chunked and does not really provide needed connections. It leaves gaps in the AT network that this project was suppose to help fill.	5/16/2022 10:50 AM
106	Protected bike lane is great, but not a two-way protected bike lane	5/16/2022 10:12 AM
107	Notre Dame is already a low-traffic street. Although if this means re-opening access to Lagimodière-Gaboury Park that would be good.	5/16/2022 9:54 AM
108	This isn't efficient. If I need to cycle through St. B, I'm not going to take a longer, out of the way route just because there is a bike lane. I'd still go down Provencher.	5/16/2022 9:48 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

109	Notre Dame is a few streets away from any interaction with sites in St. Boniface.	5/16/2022 9:38 AM
110	There's already a bike trail at Whittier park, if you mountain bike, with roads already to get there, so more asphalt is your answer? Fix the roads, which most people use for vehicles busses cars. Repair and replacement of sewers and roads not bike lanes , everyone uses the washroom, the vast majority get around in vehicles. Electric CARS in the near future so charging stations with parking and better infrastructure should be the primary focus.	5/16/2022 9:26 AM
111	Hard to navigate. Streets are already quiet	5/15/2022 9:29 PM
112	This option provides slightly improved access to community features for people in the community, but I'm not sure that access to those things are particularly difficult as it stands now. This option would also not offer the economic benefits to the businesses in the area that an AT solution on Provencher would.	5/15/2022 9:16 PM
113	Poor interconnectivity with bike routes to Transcona and EK	5/15/2022 9:06 PM
114	looks like a decent collector route. Good crossing at de la Cathedrale and Tache is NECESSARY for it to work well. The detailed plan document just says "refer to drawing notes for treatment" of the intersection, but I can't find any drawing notes.	5/15/2022 9:01 PM
115	Seems like a less direct route through the area.	5/15/2022 7:59 PM
116	The connection from Notre Dame to the trail is positive, but this connection already exists and any investment would not significantly improve the experience for cyclists.	5/15/2022 7:24 PM
117	Too hidden and out of the way.	5/15/2022 6:36 PM
118	Cyclist need to learn to stop and stop signs . In that area no one stops : Cyclist needs to be accountable to rules of road	5/15/2022 6:14 PM
119	I would still have to ride on Provencher to access those businesses. N-D and de la Cath are not so busy now that I feel vulnerable on them. Indirect routing through St B is undesirable.	5/15/2022 6:13 PM
120	It's very telling (& rather insulting) that this option is even being propped. If we were discussing routes for cars to get around town, suggesting so insanely useless would be ludicrous. Don't you think it's about time we stop treating cycling like a children's play game to keep off the 'big streets'. In St. B, we already have one of the best off-road cycling paths for recreation. This infrastructure is NOT primarily for recreation. It's for safe commuting between our destinations. So treat it as such.	5/15/2022 4:21 PM
121	Not a fan of this one, I would much rather use Provencher because it's where I usually commute the most from where I live.	5/15/2022 2:47 PM
122	It's dumb to put a bike lane on a street with no shops. Don't be lazy, put a bike lane on a major route where people can actually use it.	5/15/2022 2:39 PM
123	Why am I being detoured from the places I actually want to get to. I don't go to St. B in my car... it's a hassle. By bike is far easier but this route takes me away from places on Provencher I want to get to safely.	5/15/2022 2:30 PM
124	Notre dame route too far north. Both paths increase distance for bike commuters. Does not make access to locations on provencher any easier than current by bike. Routes not obvious/visible to riders who are not familiar with the area.	5/15/2022 2:01 PM
125	This option does not help me	5/15/2022 1:58 PM
126	I have no need for non-recreational use of this route.	5/15/2022 1:55 PM
127	Cathedrale is already better than the dangerous main roads cyclists must use to connect (des meurons, tache). it Does not need the protected bike lanes. Two way bike lanes on one side of the street will not get used on a quiet street, and are confusing and dangerous because they create unusual movement direction for drivers/pedestrians.	5/15/2022 1:37 PM
128	I would still ride on Provencher for the most direct route. This infrastructure would be ineffective at reducing cyclist-vehicle conflict.	5/15/2022 1:37 PM
129	This keeps the path confusing and out of site, which will not encourage more people to use it	5/15/2022 1:16 PM
130	Cathedrale is a less trafficked street, so a protected lane is less necessary here. Requires more transitions across traffic for cyclists, with increased safety issues. Inconvenient and does not	5/15/2022 1:12 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

prioritize cyclists, pedestrians or there safety. Shows the City's clear preference for vehicles and for preventing any inconvenience to drivers.

131	Option B is idiotic. No one will use this path. Look at how bikes don't go down Warsaw, but Corydon in the Earl Grey neighborhood. Bike paths need to be on major roads or they will not be used.	5/15/2022 1:08 PM
132	People riding through St. B are not going to go blocks out of their way just to keep going on the same path. This is ridiculous.	5/15/2022 12:58 PM
133	Not much difference with what is there now (they are quieter streets). Nowhere near as much benefit to businesses. selfishly I like the greenway idea because I live in the area	5/15/2022 12:57 PM
134	I am concerned about the way this question is framed, relative to the first question re: Provencher. This is not prioritizing pedestrians and cyclists, this is taking the path of least resistance which benefits the cars that go through the neighbourhood rather than focusing on providing cyclists and pedestrians with safe and accessible pathways. Provencher is the best option!	5/15/2022 12:55 PM
135	Less than ideal location will result in less usage.	5/15/2022 12:29 PM
136	This is a quiet residential street. Provencher needs a bike lane	5/15/2022 12:07 PM
137	These streets are already quiet but they are out of the way and require a detour to any destination.	5/15/2022 11:55 AM
138	The bike lane removes parking in the winter for students of Université de St. Boniface. Also, it means that cyclists will need to share roadways with cars when moving north/south to access destinations on Provencher.	5/15/2022 11:52 AM
139	I prefer the Provencher option	5/15/2022 11:40 AM
140	It's not on Provencher. It's incomplete.	5/15/2022 11:27 AM
141	Bike lanes should be on main routes, not side streets.	5/15/2022 11:19 AM
142	It's a good start, but we need more	5/15/2022 11:18 AM
143	option A is the best option. you know it is as well, it is a main route. please don't cheap out and try to set up detours when it isn't necessary.	5/15/2022 11:17 AM
144	This will have appeal for leisure cyclists and vulnerable cyclists such as children and others just learning to ride. We need BOTH options here in Winnipeg - the main route along Provencher to allow people on bikes to pass through the neighbourhood quickly and safely on their way from Point A to Point B (just as cars are given priority to do this), and to stop and visit (which people on bikes are far more likely to do than people in cars) AND side routes for those who are not comfortable with so many cars. Whatever decision is made, a snow clearing plan must be in place. And a leaf clearing plan.	5/15/2022 11:16 AM
145	It's a half-assed mix of everything that doesn't do anything particularly well.	5/15/2022 11:14 AM
146	Neighbourhood greenways are fine for short trips, but do not offer the safety of separated bike lanes. They are inappropriate for what should be a primary cycling link between the downtown and the eastern parts of the city. Rue Cathedral, is just inconvenient for using local venues, and out of the way for any destination east of Des Meurons and north of Provencher. Neither would help create a unique 'St Boniface' cultural experience the way option A would.	5/15/2022 11:00 AM
147	It's an alternative, but bikes shouldn't be relegated to side streets unless it makes most sense	5/15/2022 10:59 AM
148	It's not a good connection, imagine someone coming from downtown with a destination on Provencher who has to head south, get across Tache (at presumably a beg button) head parallel to their destination, and then come back up. No good! It's also going to overcrowd an existing functional bike route on the Tache Blvd with bike traffic not actually heading in that direction.	5/15/2022 10:40 AM
149	Bike paths off the main route won't allow cyclists to patronize businesses as well as if the route is on provencher. It's like putting a big dangerous car moat around small local businesses	5/15/2022 10:32 AM
150	There are a lot of destinations on Cathedrale so I'd argue both Provencher and Cathedrale need bike lanes. Separate bike lanes and sidewalks are better than multi-use paths. Notre Dame is	5/15/2022 10:25 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

too far from provencher, if you really want to use a greenway for commuting then Dumoulin makes more sense, although neither one is the most direct route, Provencher is more direct so most people will use that regardless. Greenways on residential side streets should only be built if the people that actually live on that street want it. Commuters should use major roads and shouldn't affect how residential streets are built.

151	It is out of the way and I would have to devote over to access services	5/15/2022 10:16 AM
152	Waste of money. Nobody uses greenways. Those streets are already safe. No destinations.	5/15/2022 9:55 AM
153	It would be ok.	5/14/2022 9:32 PM
154	Let's do it! Rue Notre Dame is already good. Swapping the STOP signs and curb bumpouts will make it great.	5/14/2022 1:02 PM
155	I have two primary concerns for this route; one with each street. The Notre Dame St option only makes sense if the connection across Thibault St and over the rail line to the Lagimodiere Gaboury Park entrance is restored. Without this fix, it causes a huge, awkward and risk laden detour for cyclists and AT users who will have to navigate their way to and through the Des Meurons/Provencher intersection, as is currently the case. The De la Cathedrale connection makes sense, as I used it primarily for connecting to downtown while living in St Boniface. The main issue is the width, visibility, and traffic law adherence of the Rue Aulneau intersection along the route. Because there is a kink in both roads as they approach the intersection, and it is very wide, I often had very close encounters with motor vehicles while navigating it by bike or by foot. It is simply too wide and the stop signs are flagrantly abused, causing danger to AT users.	5/14/2022 12:48 PM
156	This takes me out of the commercial area of the community which is why I go to St B	5/14/2022 12:31 PM
157	I feel the route on de la Cathedral will be too disruptive to the area by removing parking and loading zones.	5/14/2022 12:04 PM
158	Notre Dame And Cathedrale are not a logical connection to the pedestrian cycling bridge over the Red River. Exiting the bridge going left or right is not desirable for a cyclist, yet continuing in a straight line down Provencher is very desirable	5/13/2022 11:02 PM
159	I would probably never use the Notre dame street route as I'd have little, to no reason to cross Provencher, I'd use the loop under the Provencher bridge, however for those who live on the north side of Provencher it would be great.	5/13/2022 4:57 PM
160	Less visible/direct than the Provencher option but still a good route.	5/13/2022 3:36 PM
161	Area is not as busy.	5/13/2022 3:24 PM
162	I live in the area north of Provencher and Notre Dame is a street cars use to avoid the 30 km/h streets closer to the school. Removing the stop signs on the route will only increase traffic. If you are going to allow traffic to flow, the road needs to be 30 km/h. While these greenways are nice, it is incredibly rare to kid cyclists along the routes, which also includes a ton of buses (thanks DSFM). Bike traffic moves north/south to the schools, so these routes do little to aid that movement.	5/13/2022 3:24 PM
163	I don't generally like multi-use paths because as a pedestrian it makes me feel unsafe to share my path with cyclists. I'll make an exception if the sidewalks are already being heavily used by cyclists, but I would dramatically prefer for pedestrians to have dedicated safe pathways for the exclusive use of pedestrians.	5/13/2022 3:02 PM
164	Keeps connectivity in place from other nearby AT routes. Helps create a safe spot for folks who want to use AT transportation, which would be a great balance within neighbourhood. Could see this path being great for winter AT within the community, too.	5/13/2022 1:18 PM
165	This is not near any destinations along the route and is too far from Provencher.	5/13/2022 12:46 PM
166	Does connect to schools and NDCC on the south side of Provencher, does not lead to schools and community spaces on the north side of Provencher.	5/13/2022 12:42 PM
167	need safe connection to east corridor	5/13/2022 11:35 AM
168	This plan does not connect to the forks as well as provencher will, planning will need to happen for safe bike connection	5/13/2022 11:28 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

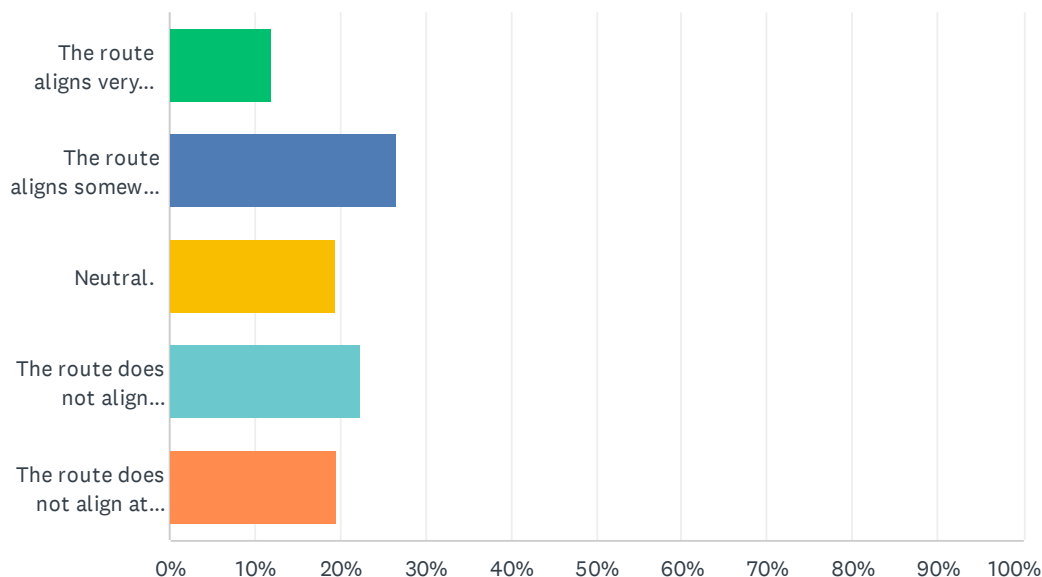
169	My first choice. A much quieter, lower traffic route. It is still convenient enough for those bike riders who would be using it to commute to work, yet much quieter and calmer than Provencher, with fairly easy connection to the existing paths, so it makes it much more pleasant for people just wanting to go for a ride or walk. It would be way more pleasant than riding/walking along Provencher. And the fact it can be done without a huge wait is ideal. Let's get more multi-use routes NOW rather than having to wait for enough money for a more direct but less pleasant route.	5/13/2022 11:10 AM
170	Not as good as provencher as provencher is a major road	5/13/2022 10:56 AM
171	2nd best option. A protected space on de la Cathedrale is necessary, especially from busses, so the plan makes sense. Directly connects the University to the Forks and downtown (shortest route). As a north St. B resident, I don't love the introduction of speed bumps on Notre Dame, as it will simply push vehicle traffic to la Verendrye and Dumoulin, but I understand why they are necessary. Connects very well to pathway from the East. Only issue is I would prefer the north corridor be closer to Provencher (Dumoulin). Also, drainage and road conditions are poor in this area – a commitment would need to be made to reduce standing water and potholes.	5/13/2022 10:49 AM
172	This seems pointless. I can already cycle down de la cath with minimal intrusion. As much as I like la Belle baguette the is no other reason for me to cycle down that street. I'm still more likely go down provencher as that's where the destinations are.	5/13/2022 8:30 AM
173	two-ways are dangerous and impacts traffic flow and takes parking away that negatively affects residents, visitors, and businesses	5/13/2022 1:40 AM
174	I dislike this for the opposite reasons I like Provencher. This is indirect and would force cyclists to take a detour, for really no reason except that you don't want to slightly inconvenience cars. Neighbourhood greenways aren't great as cars do whatever they want so it doesn't have the desired goal. Protected bike lanes are obviously superior but why not just put them on Provencher. Multi use paths aren't great, they're better than painted bicycle gutters but aren't great for pedestrians or cyclists.	5/13/2022 12:31 AM
175	I like a quiet neighbourhood pathway as opposed to a busy street. I don't understand how de la Cathedrale connects to anything?	5/12/2022 9:35 PM
176	Great connectivity to existing AT network, a little further from Provencher but a small price to pay.	5/12/2022 8:20 PM
177	This is not the most direct route through st Boniface nor is it a route to where most people will be getting to in St Boniface (Provencher)	5/12/2022 6:36 PM
178	NotreDame is a reasonable choice: although it doesn't result in cyclists easily frequenting the businesses on Provencher, it does provide access via relatively quiet cross streets. It also links very well across the Seine to Archibald and onwards (so long as the rail crossing finally gets replaced). It therefore does meet the objective of a safe through way from Downtown to Archibald and beyond via St Boniface. de la Cathedrale Avenue will be useful for students going to the university, and possibly to access the businesses on Provencher south side via cross streets... but then the cycle paths end at Des Meurons, one of the most dangerous streets in the area! So it's a destination route not a through way. That suggests it won't be used as much which will then lead to accusations that it isn't needed. If the south east corridor on St Jean Baptiste does ahead that would alleviate some of these concerns, by providing a connection across to Enfield/Eugenie/Youville/Egerton/Niakwa	5/12/2022 5:58 PM
179	We can't even maintain roads... The cities priorities are misaligned with what the people actually want. Well I agree bike routes are nice I think the city needs to quit being so anti car and worry about improving the roads rather than a bike path that one counsellor is pushing down the throat of all the cities taxpayers	5/12/2022 5:19 PM
180	One way protected bike lanes are the way to go! It's 2022-anything else is substandard	5/12/2022 4:19 PM
181	I find these streets are relatively pleasant enough to ride on already. However, why not get the best of both worlds and establish a functional greenway network bypassing major arterials (to make cycling more accessible) in addition to protected paths on pedestrianized commercial streets. My vote would be to do both of these; set up Notre Dame and de la Cathedrale as pilot project streets; use removable traffic calming curbs, etc. Get a quick win on those. Then plan for the long-term revitalization of Provencher, done properly!	5/12/2022 3:39 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

182	Why do I want to ride on Notre Dame?	5/12/2022 3:15 PM
183	Why force cyclists to be unsafe when actually using locations along Provencher? Why build a bike route on a dead quiet side street in a suburb? Please get real	5/12/2022 3:12 PM
184	No good connection across the Seine, and I don't trust the city to implement anything beyond the bare minimum. They don't really go anywhere and Des Meurons is not a safe street south of Provencher.	5/12/2022 3:08 PM
185	.	5/12/2022 2:58 PM
186	the route i already use is ave de la Cathedrale, so i a partial to that, i wouldn't mind the notre dame street path either. it is not too out of the way.	5/12/2022 2:55 PM
187	This cycling infrastructure avoids key destinations on Provencher Blvd and would leave people on bikes accessing these destinations unprotected.	5/12/2022 2:37 PM
188	Diverting bike traffic off the main thoroughfare dissuades some cyclists from using it because of convenience.	5/12/2022 2:35 PM
189	I would like the whole thing to be protected bike lanes so that kids can feel confident and safe biking in the neighbourhood	5/12/2022 1:53 PM
190	Inconvenient out of the way from shops and services on Provencher	5/12/2022 12:32 PM
191	This routing is disjointed and causes unnecessary detours	5/12/2022 11:16 AM
192	Less cyclists use the paths if they are indirect to their destination.	5/12/2022 11:05 AM
193	This option would be ok, perhaps in addition to the Provencher bike lane.	5/12/2022 10:40 AM

Q5 Option C: Dumoulin Street and de la Cathedrale Avenue includes a neighbourhood greenway on Dumoulin Street between Tache Avenue and Thibault Street with a multi-use path on the east side of Thibault Street. The route along Avenue de la Cathedrale would be a two-way protected bike lane between Tache Avenue and Aulneau Street and a multi-use path east of Aulneau Street to Des Meurons Street. How well do you think Option C: Dumoulin Street and de la Cathedrale Avenue aligns with your values and expectations, meets your needs for active transportation, and leaves you with few concerns?

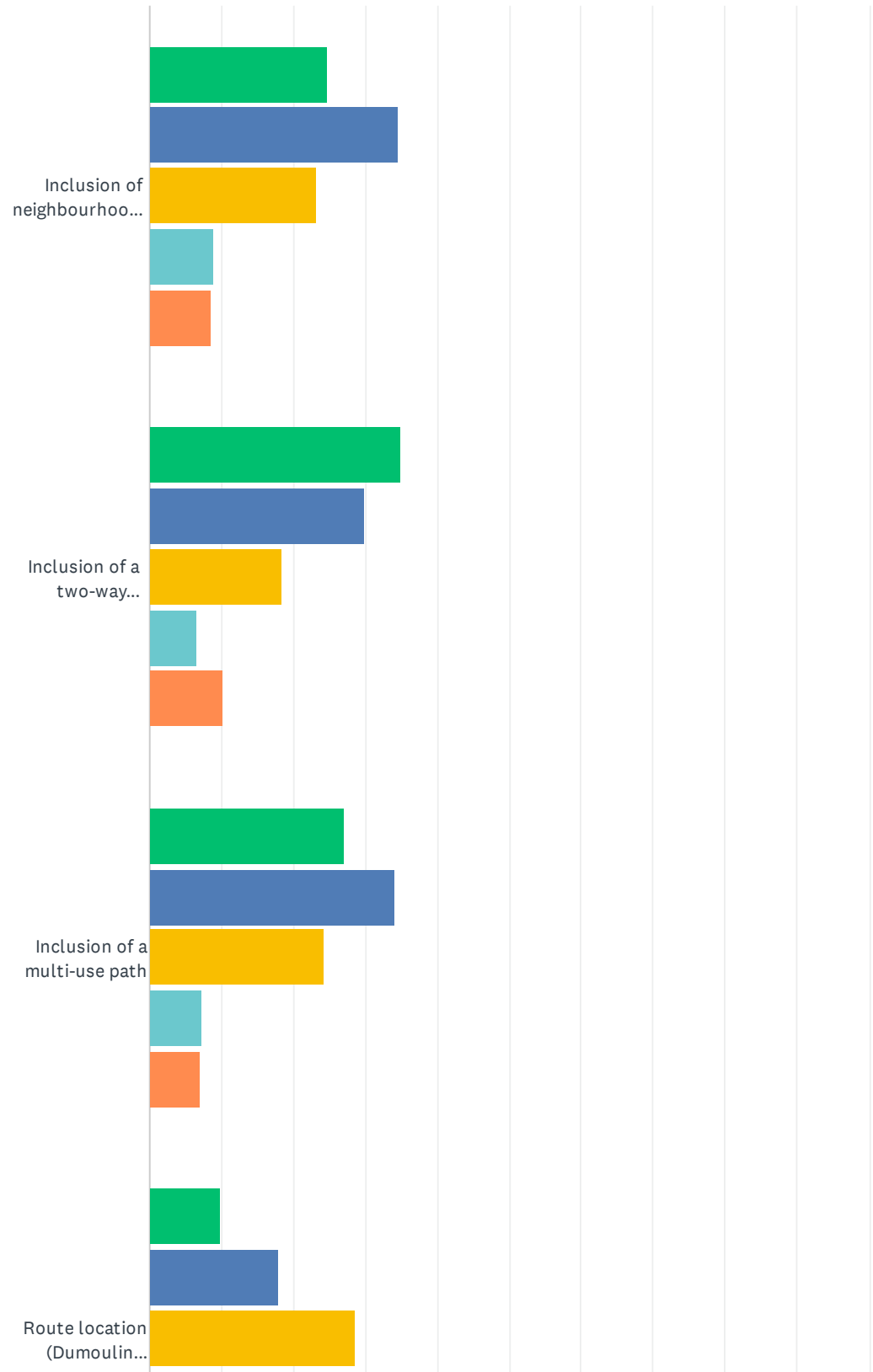
Answered: 421 Skipped: 46



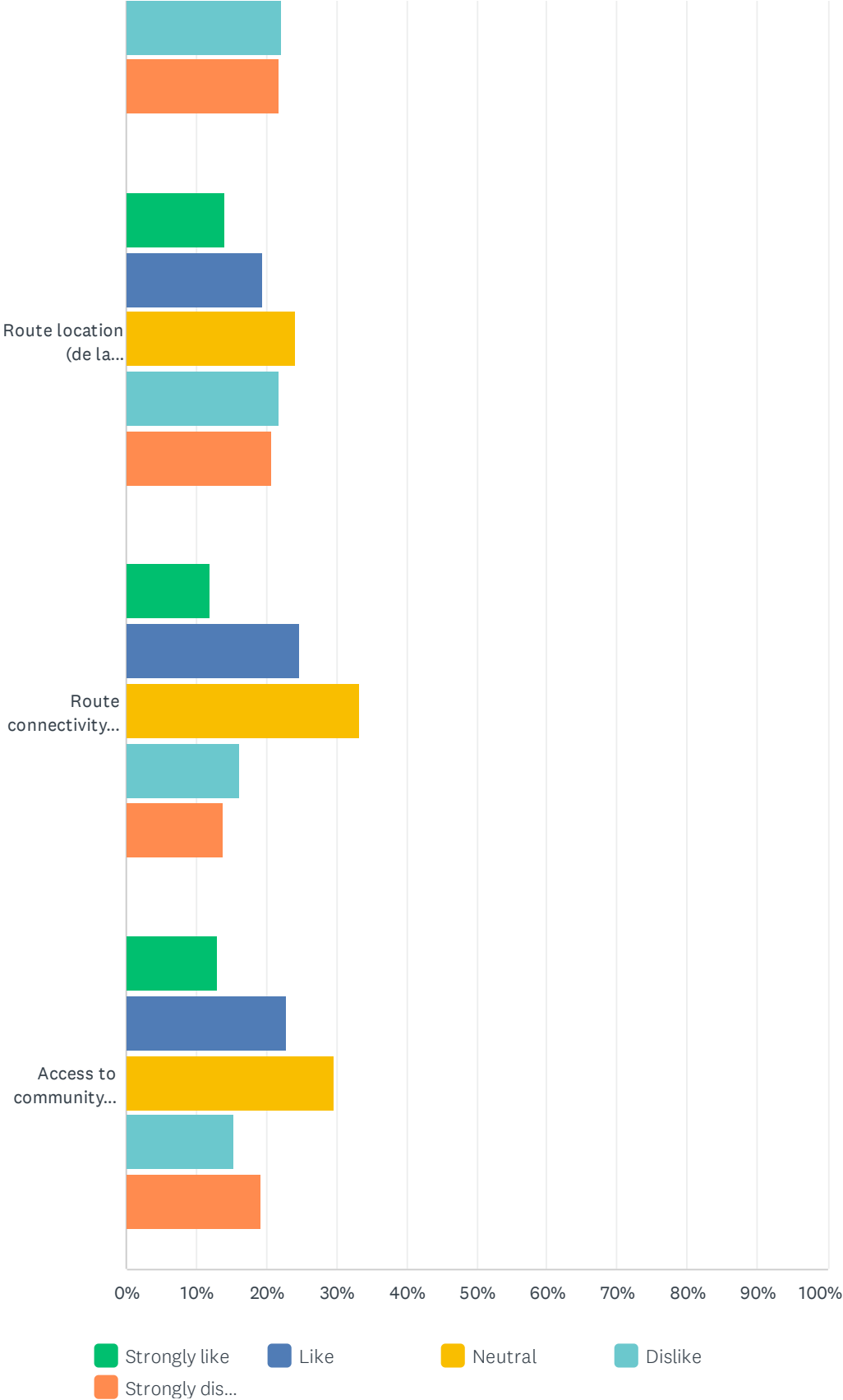
ANSWER CHOICES	RESPONSES	
The route aligns very well with my priorities and expectations, meets all of my needs and leaves me with few concerns.	11.88%	50
The route aligns somewhat well with my priorities and expectations, meets some of my needs, and leaves me with few concerns.	26.60%	112
Neutral.	19.48%	82
The route does not align particularly well with my priorities and expectations, does not meet many of my needs, and leaves me with a few concerns.	22.33%	94
The route does not align at all with my priorities and expectations, does not meet my needs, and leaves me with many concerns.	19.71%	83
TOTAL		421

Q6 Overall, what elements do you like/dislike about Option C: Dumoulin Street and de la Cathedrale Avenue?

Answered: 429 Skipped: 38



St. Boniface to Downtown Walk Bike Project - Phase 2 Public Engagement Online Survey



St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

	STRONGLY LIKE	LIKE	NEUTRAL	DISLIKE	STRONGLY DISLIKE	TOTAL	WEIGHTED AVERAGE
Inclusion of neighbourhood greenway	24.71% 105	34.59% 147	23.29% 99	8.94% 38	8.47% 36	425	2.42
Inclusion of a two-way protected bike lane	34.91% 148	29.95% 127	18.40% 78	6.60% 28	10.14% 43	424	2.27
Inclusion of a multi-use path	27.01% 114	34.12% 144	24.41% 103	7.35% 31	7.11% 30	422	2.33
Route location (Dumoulin Street)	9.88% 42	17.88% 76	28.47% 121	22.12% 94	21.65% 92	425	3.28
Route location (de la Cathedrale Avenue)	14.05% 60	19.44% 83	24.12% 103	21.78% 93	20.61% 88	427	3.15
Route connectivity to AT network	12.00% 51	24.71% 105	33.18% 141	16.24% 69	13.88% 59	425	2.95
Access to community destinations	12.94% 55	22.82% 97	29.65% 126	15.29% 65	19.29% 82	425	3.05

#	PLEASE TELL US WHY.	DATE
1	These are streets that are already accessible, rideable and relatively safe streets (with the exception of high traffic blocks, see below). Investing a bike lane on de la Cathédrale and Dumoulin should not be a priority. This is lipstick on a pig and would be a waste of funds. Furthermore, the format for de la Cathédrale to have half of the path be a protected bike lane and the other half (Aulneau to Des Meurons) be a multi-use path is far from optimal. At the end of de la Cathédrale @ Des Meurons, there is no connection to the AT network. The Dumoulin route is a slight detour when you get to Thibault.	6/15/2022 3:48 AM
2	same as option B	6/14/2022 10:52 PM
3	Option C should not be chosen over Option A because it is less direct (inconvenient for cyclists), the crossing at Tache to get onto de la Cathedrale is awkward and dangerous for cyclists, it involves switching between multiple forms of infrastructure (protected bike lane to multi-use pathway), and requires the loss of 27 on-street parking spots, which will annoy local residents.	6/14/2022 6:27 PM
4	These alternate routes would still be an improvement in St Boniface, However Provencher is still best.	6/14/2022 3:50 PM
5	Not as good as provencher	6/14/2022 12:39 PM
6	Prefer Doumoulin to Notre Dame somewhat, but have same feedback on both of these options related to access to commercial district and no traffic calming in Provencher.	6/14/2022 11:09 AM
7	People need options to get to community destinations that won't creat more traffic	6/14/2022 9:08 AM
8	Same reasons as Option B.	6/13/2022 6:34 PM
9	Both Options B and C feel incomplete as the two-way bike path along de la Cathedrale fails to connect to the development east of the Seine River at Nadeau (which option A directly includes). Even though the neighbourhood greenway along Notre Dame St better provides this, there remains a feeling of cheapness and laziness as depicted along de la Cathedrale. I would feel less safe trying to reach Nadeau/Provencher from de la Cathedrale compared to a direct bike lane along Provencher. The side-street pathways not only take away from parking spaces in the neighbourhood, but also relegate cyclists and pedestrians to a lower priority on Provencher compared to vehicles, where all of the business are. I do support having multiple-use pathways but these should indeed be developed where traffic is more likely to visit (i.e. businesses on Provencher, not residential houses). The North side routing along Dumoulin St. appears to have less ideal connection to trails through Lagimodier-Gaboury park (and thus Eastern corridor routes) than that of Notre Dame St. This is my least preferred alignment of the three options.	6/13/2022 1:44 PM
10	Not preferred, see reasoning on description for Option B.	6/10/2022 8:53 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

11	Less tree removal, none on Dumoulin, speed bumps would be very welcome on a residential street regularly used as a shortcut when traffic is backed up on Provencher. Very green. Less costly and disruptive in the its implementation.	6/10/2022 2:27 PM
12	I find Cathedral street has lots traffic where people drive fast There would be too many cars to watch-out for when they park on that street It is not all a direct route	6/10/2022 12:37 PM
13	Great option with minimal destruction of the tree lined boulevard on Provencher.	6/9/2022 12:53 PM
14	Goes past hidden businesses in the neighborhood and is away from majority vehicle traffic in area one block off Provencher. Connects easily to downtown routes and Archibald area	6/8/2022 9:19 PM
15	Same as previous, it feels safer than Provencher but it does not directly connect me anywhere that I need to go	6/8/2022 3:34 PM
16	Once again this is not a planned that aligns with the active transportation system that already exists. If it doesn't connect to other neighbourhoods what is even the point of spending that money. Let's spend a little more but get something actually useful	6/8/2022 10:12 AM
17	Provencher should be the ideal route to make biking an equally viable option for commuters by bike to be able to take the most direct route.	6/7/2022 10:37 PM
18	Like pathway off busy street, better than Provencher	6/7/2022 12:01 PM
19	This option would be good for residents, but it would not be very helpful for connecting existing AT infrastructure due to the complicated re-routing of the northern bike route on Dumoulin Street.	6/7/2022 10:03 AM
20	I really like this one too! Safer and much more pleasant!	6/4/2022 1:05 PM
21	Pretty strange plan for connecting to paths, probably most out of the way	6/4/2022 7:56 AM
22	A lovely treed route, safe for cyclists	5/31/2022 12:06 PM
23	De la cathédrale is convenient for me, I live south of the area and am neutral on the northern street chosen	5/30/2022 7:00 PM
24	Feels less direct/less likely to be used than some of the other options. If it's an in addition to, then yes, if it's standalone I prefer A and B	5/29/2022 12:13 PM
25	These routes feel less connected to what is interesting in St Boniface, which is a missed opportunity. On the other hand, from a strictly commuter cyclist point of view, or from a getting back and forth from St Boniface to The Forks/Downtown perspective they seem to do the job. Here's my question/concern. As a commuter cyclist who goes south along Harrow or Osborne's, I love that there is a pseudo-bike lane along Harrow, because it is literally the road I would bike down regardless of the pseudo-bike lane. It needs to be repainted and have better signage, but it's something. By contrast, Osborne has nothing for cyclists. I am aware that there is a bike-oriented corridor to the east of Osborne, but having to cross and re-cross Osborne to get to it, to say nothing of having to bike east and west to get to a two kilometre stretch of bikish road feels like a poor use of my commuting time. Thus, my big question about these routes relates to purpose (commuting and/or connecting) and volume. By volume I mean this: at present, are the majority of bike commuters who pass through/into St Boniface using Provencher because it's a dangerous straight shot? Or, are they using side streets because they're safer AND because they're letting them chart a time/distance efficient route through/into St Boniface? Also, is the plan seriously to connect cyclists to Archibald/Watt and have them bike under the underpass on the road? I've done that as a cyclist when I used to live in North Kildonan and it is terrifying. There needs to be a PLAN for places like that and the Osborne Underpass at the Rapid Transit Station.	5/29/2022 10:00 AM
26	See first comments.	5/29/2022 9:50 AM
27	We don't need more bike paths	5/27/2022 4:56 PM
28	As I said about option A, I think direct commuter routes are the way to go. While this is better than nothing, I think side street bike lanes won't be used by cyclists as much, won't be cleaned and snowplowed by the city as well, and will be neglected. Not as good of an option as Option A.	5/27/2022 4:42 PM
29	It gives safe options for those south of the path	5/27/2022 2:43 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

30	In weighing B to C, the advantage of Nortre Dame St. is the more direct connection to the East intended path. Otherwise plan C is most like B: more feasible than A but a little less direct.	5/26/2022 9:02 PM
31	More car lanes will be removed to provide this bike path. Doesn't make sense in such a densely traveled location especially since most of our weather during the year is not bike friendly.	5/26/2022 4:59 PM
32	Almost got hit riding my bike down de la Cathédrale with a car attempting to turn without seeing me. Protected bike lanes would be helpful	5/26/2022 2:11 PM
33	Same concern as B, I find the protected bike lanes safer than neighborhood greenways.	5/26/2022 12:54 PM
34	This route is out of the way, and feels less convenient than the other two options. I need to try it out as a cyclist and see if it could work before I could answer these more confidently.	5/26/2022 9:44 AM
35	Same comments as for option B; both are much lower cost \$ than the Provencher option \$\$\$\$	5/26/2022 7:52 AM
36	This city need to invest tax payers money in more important things, stop wasting our money!!!!	5/26/2022 12:36 AM
37	This seems out of the way and only passes one business with sucky hours	5/24/2022 3:02 PM
38	As long as traffic is very low on Demoulin it could work well. I like that it connects with the Seine pedestrian bridge, but I never knew that bridge existed before now so this bike route might be somewhat hidden. If traffic isn't minimal, the sharrows aren't great. Drivers on residential streets that aren't separated from cyclists always pass too close or park on the bike path. Updated stop signs arrangement and speed limits is better than nothing. The two-way protected bike lane seems like there will be cyclists forced to ride very close to oncoming traffic near the raised curb. I would feel uncomfortable with this as any sudden maneuver to avoid an accident might end up with a head on collision with a bus. I would also want to make sure the lane is wide enough for two bikes with trailers to pass each other. Multi-use paths are better than nothing, and I'd rather be separated from cars than from pedestrians, but mixing bikes with pedestrian traffic slows down cyclists and endangers pedestrians.	5/24/2022 1:36 PM
39	I much prefer Dumoulin Street to Notre Dame. Dumoulin may be an insignificantly longer route than Provencher or Notre Dame for me (depending on the east end connections) but a small increase in distance would be worth it. At this stage of my cycling career I prefer to be away from heavy traffic due to noise, pollution, and unpredictable behavior. It is not far to transition from Dumoulin to get to the businesses on Provencher. If Provencher eventually becomes a good cycle route with truly separated bike lanes/paths which will require a much higher budget than our city usually uses, and traffic becomes aware of cyclists in the area, I would cycle there. I have been injured cycling in the area in the past so I am apprehensive about the intersections on Provencher.	5/24/2022 1:11 PM
40	This option does not connect as well and doesn't pass directly in front of many destinations I care about	5/24/2022 11:06 AM
41	Not as many destinations on this route.	5/23/2022 6:08 PM
42	Mostly the same answer as before. On the matter of community destinations, reaching destinations that are on side streets are currently less impeded by (lack of) cycling infrastructure than reaching destinations on major roads (Provencher) due to the addition of competing with greater traffic volume and pace.	5/23/2022 3:11 PM
43	Less access to businesses/destinations. Multiuse paths cause conflicts between bikes and pedestrians.	5/23/2022 1:52 PM
44	Too far north of Provencher.	5/23/2022 11:17 AM
45	Again, tucking bikes onto quiet residential streets doesn't achieve the important-destination-connectivity that is essential to successful urban environments. Must be directly tied to retail.	5/23/2022 9:39 AM
46	Better than notre dame because right parallel to Provencher and already more developed.	5/21/2022 4:38 PM
47	As in Option B, the two-way protected bike lanes are good, but this otherwise treats cyclists poorly. Greenways as typically implemented don't offer any special protection to cyclists, and the route abruptly terminates on the east side by dumping cyclists into motor traffic. Cyclists are not afforded safe, direct paths to or through the main commercial area.	5/21/2022 1:01 PM
48	i like the bikes being routed around Provencher, so Provencher can focus on cars and pedestrian shopping and not being run over by bikes as you're going to the stores.	5/20/2022 12:49 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

49	Please see my original comments in the first comment box.	5/20/2022 12:48 PM
50	would be my second choice i am indifferent to this plan	5/20/2022 12:25 PM
51	Any improvement to walking/bicycling is good for me.	5/20/2022 11:23 AM
52	To network this route is difficult inefficient and incohesive.	5/20/2022 7:24 AM
53	I would not be using this one. But they doesn't mean it's bad.	5/19/2022 8:38 PM
54	St. Boniface is already accessible to downtown	5/19/2022 8:36 PM
55	This one is only slightly better, since it's a bit closer. But it's still not acceptable to not allow bikes on a major community street like Provencher. This would never be acceptable for all cars to be diverted, so it should not be for cyclists.	5/19/2022 8:11 PM
56	Same as Notre Dame. Only slightly better.	5/19/2022 7:08 PM
57	Doesn't connect with most of the the community destinations and reroutes AT users farther away to regular routes to unfamiliar routes away from where they most likely wanna go.	5/19/2022 6:56 PM
58	off main route.	5/19/2022 6:22 PM
59	Again multi-use paths tend to be overtaken by cyclists, best to keep them separate from pedestrians. Safer for everyone.	5/19/2022 5:40 PM
60	This route is less ideal as it is not as direct, breaks the flow of cycling, and dead ends at suboptimal end points.	5/19/2022 3:49 PM
61	This should be included and built along with Options A and B. The more safe infrastructure the better.	5/19/2022 3:21 PM
62	I do not travel on these street's very often so I am unsure if this would be a nice bike ride or not.	5/19/2022 3:10 PM
63	Same as previous. It makes no sense to turn this into a bike route as it's already moderately fine to bike here. The major route of Provencher makes much more sense to use as a cycling corridor as that's the way that people want to go to get downtown and to visit the stores and restaurants along Provencher.	5/19/2022 3:04 PM
64	Also seems like it would be slower and less direct than option A, given that there are more stop signs/intersections.	5/19/2022 3:03 PM
65	See previous comments. These are not needed because the majority of cyclists do not use them and do not follow the rules of the road. NOT NEEDED.	5/19/2022 2:40 PM
66	Provencher is the main destination for cyclists coming to Saint Boniface, and routing cyclists even a block or two away makes access much more difficult.	5/19/2022 2:33 PM
67	Same answers as the previous section.	5/19/2022 2:33 PM
68	Waste of money - FIX OUR ROADS FIRST!!!	5/19/2022 2:28 PM
69	This route ignores access to business or actual destinations	5/19/2022 10:58 AM
70	Same with option B, we are just pushing our cycling infrastructure and traffic off of main thoroughfares so we don't upset our vehicle traffic. We need to push hard if we are to be a greener city and by not giving cycling infrastructure priority on main thoroughfares means people are not going to use it. This would also make it so people would have to constantly look up a map to find out how to get anywhere on a bike instead of being able to easily take main thoroughfares through the city.	5/19/2022 8:38 AM
71	Not enough people use bike lanes	5/18/2022 9:28 PM
72	This route is not the best for connectivity and still takes commuters and other cyclists further away from shops, restaurants. Not ideal.	5/18/2022 2:24 PM
73	It's simply not as good, efficient, or effective in reducing traffic as Provencher end of discussions. Again I don't care how much it costs you better build the bike lane on Provencher	5/18/2022 1:16 PM
74	Does not go to the destinations in the neighbourhood. This entire exercise is futile... the destination map on page 8 tells you where the route should go. Why ask again?	5/18/2022 12:46 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

75	Does nothing for Provencher. No existing or potential of "people" business	5/18/2022 10:00 AM
76	This option is a bit more out of the way than option A.	5/17/2022 12:40 PM
77	Dumoulin is a better option than notre dame but that is all this option has going for it	5/17/2022 10:13 AM
78	Notre Dame, Demoulin, Rue de la Cathedral don't need bike paths because they are already low traffic and safe enough to ride on. Sure a bike path is even nicer but it isn't really worth the spending. This just feels like shuffling the cyclists to out of the way places so they don't disturb the traffic down Provencer. A lot of cyclists won't go out of their way to use these so it is wasted money.	5/17/2022 9:49 AM
79	zig zag (requires more turns and knowledge of the route or else a ton of signs)	5/17/2022 9:43 AM
80	The de la Cathedrale routing is an ok option for passing through when coming from/going to the south but it doesn't help at all with accessing destinations on Provencher. The protected bike line part is favourable, and the multi-use path section looks fine. Looking at the drawings, I don't understand what the difference is anyway when the existing sidewalk is going to be kept. Dumoulin offers better access to Provencher than Notre Dame and the detour for passing through east/west would be less bad but as in the previous one: Neighbourhood Greenways are not real bike infrastructure! If this is all that can be added, then I really don't care about this option because it will not change much about the street compared to how it is now.	5/17/2022 8:09 AM
81	Better than option B, but not as good as option A.	5/16/2022 10:12 PM
82	The De la Cathedrale route will be useful for those coming up the SE corridor. However this option does not make any improvements for cyclists who want to access the businesses on Provencher, which is the main commercial area in the neighbourhood. However, Dumoulin is better than Notre Dame because it is closer to Provencher	5/16/2022 9:05 PM
83	I like this option because it takes bikes away from traffic which would mean they would be a transportation option for my family. I feel that this option would require the city to put increased effort into their signage because diverting bikes will only work if people know the paths exist which is a problem in other areas of the city.	5/16/2022 6:11 PM
84	Good for the same reasons as option B; a Greenway on either Dumoulin or Notre Dame street is a wonderful idea.	5/16/2022 6:10 PM
85	I feel like these routes miss most of the important destinations.	5/16/2022 4:53 PM
86	Bikes routes need to be located in major streets	5/16/2022 3:14 PM
87	These areas are suburban neighbourhoods that are low volume vehicles spaces. The need is to allow cyclists to cross into the city without them crowding high volume feeder streets north south east and west from the city. Unless this is done and the existing bike paths are connected bypassing large thoroughfares then this is a pointless.exercise	5/16/2022 3:12 PM
88	Fix roads	5/16/2022 1:33 PM
89	See previous response	5/16/2022 12:53 PM
90	Same as option B	5/16/2022 12:46 PM
91	dangerous and not acceptable	5/16/2022 12:32 PM
92	Dumoulin and Notre Dame are just out of the way, they don't connect to destinations and won't serve much of a use to be honest.	5/16/2022 12:31 PM
93	Short term solution - acceptable.	5/16/2022 12:28 PM
94	All of the above.	5/16/2022 12:19 PM
95	This route makes no progress towards helping me safely access destinations on Provencher.	5/16/2022 11:54 AM
96	Same as Option 2, moving AT away from commercial areas and adding distance to any trip.	5/16/2022 11:53 AM
97	Less Connectivity to Esplanade Riel and shops along Provencher.	5/16/2022 11:52 AM
98	Annoying to be taken away from direct route down Provencher. Two-way bike lanes are also annoying. In Montreal, they're already replacing all their two-ways with a single direction. Here,	5/16/2022 11:38 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

the two-way route down Assiniboine is already at capacity with conflict and crash risk, especially biking with kids.

99	I like this option cause it is attainable with the dollars of the project and it has two-way protected bike lanes and multi use paths. Although it again does not provide valuable connections to currently existing greenways/multi use paths. It is another chunk of AT network but not connected.	5/16/2022 10:53 AM
100	Again, I like a protected bike path but not a two-way path.	5/16/2022 10:15 AM
101	Again, major thoroughfares (like Provencher) need to be designed to handle all traffic. This includes cyclists as well. Cyclists are not going to to way out of the way just because there's a protected route.	5/16/2022 9:50 AM
102	Closer to actual destinations, but still pushing active transportation away from businesses	5/16/2022 9:38 AM
103	Same as above, fix the roads that I use to go anywhere, fix the sewers that spill into your river system, all the time. Who thinks up this garbage? Pembina with its stupid bike lane is a hazard with those poles there. Some random bike lane on Notre Dame just makes traffic more congested. The trail in front of Noble locks goes nowhere. The minute I leave Manitoba and get into the USA the roads magically improve. If the university of Manitoba wants to study roads, ask the leaders of Thief River Falls why a Thick Road lasts way way longer, the patch work cobbled together in Winterpeg is 150 years behind them. Oh but WE supposedly have the best engineers in the world? What's wrong with this city, and the greed of construction companies should be seriously re examined .	5/16/2022 9:36 AM
104	Harder to navigate. Streets are already quiet no need for a bike path	5/15/2022 9:30 PM
105	Like Option B, I'm not sure this actually solves significant problems, and while achievable in the short-term, I think it would ultimately be less effective than an option directly on Provencher and that the area businesses would miss out on the economic benefits of a direct AT route on Provencher.	5/15/2022 9:17 PM
106	Also neglects the bigger picture with links to Transcona and EK. Protected bike lanes should be the only standard used by the city going forward. Neighbourhood Greenway should be lower priority.	5/15/2022 9:08 PM
107	It just seems a bit silly to put it further over from Provencher. But it's fine, really. The connection to the Provencher bike bridge needs to be clear - under the bridge is not idea.	5/15/2022 9:02 PM
108	Seems like a less direct route if going through area.	5/15/2022 8:00 PM
109	This has less connectivity than the Notre Dame route, which is much less connected and impactful than the Provencher route.	5/15/2022 7:25 PM
110	Too out of the way from main destinations and difficult to find.	5/15/2022 6:37 PM
111	In an area that's not so high traffic it may good to have a bike path . Since it's off the main streets	5/15/2022 6:15 PM
112	Same as option B	5/15/2022 6:13 PM
113	I want to bike on main road	5/15/2022 5:18 PM
114	It's very telling (& rather insulting) that this option is even being propped. If we were discussing routes for cars to get around town, suggesting so insanely useless would be ludicrous. Don't you think it's about time we stop treating cycling like a children's play game to keep off the 'big streets'. In St. B, we already have one of the best off-road cycling paths for recreation. This infrastructure is NOT primarily for recreation. It's for safe commuting between our destinations. So treat it as such.	5/15/2022 4:21 PM
115	The other two are better options. Still , I admire the Provencher option .	5/15/2022 2:48 PM
116	Stop putting bike lanes on streets that aren't major routes. If you want to keep people safe and grow cycling they should be on major routes with shops and transit.	5/15/2022 2:40 PM
117	See last answer.	5/15/2022 2:31 PM
118	Generally same comments as for option B	5/15/2022 2:02 PM
119	This option does not help me	5/15/2022 1:58 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

120	I have no non-recreational need to use this route.	5/15/2022 1:56 PM
121	All the issues of indirectness, lack of access to destinations, and conflict zones of option B, but worse.	5/15/2022 1:40 PM
122	Cathedrale is not a problem and does not need cycling improvement. Wider sidewalk (multi use) might be nice to keep children off the road	5/15/2022 1:38 PM
123	See previous response.	5/15/2022 1:13 PM
124	Same as option B, this option is absurd - people will continue to ride on Provencher. As evidenced all over the city, cyclists aren't going to (and shouldn't have to) go so far out of their way, on streets with no destinations, to be able to travel from point A to B.	5/15/2022 1:00 PM
125	Moving pedestrians and cyclists to side streets is not my preferred option. Cyclists and pedestrians want access to business and services just like cars do, and want to be a part of a lively, connected pathway - this is on Provencher.	5/15/2022 12:56 PM
126	Poor location means less use.	5/15/2022 12:31 PM
127	These are quiet streets. Provencher needs a bike lane	5/15/2022 12:09 PM
128	Why not just use Provencher?	5/15/2022 11:56 AM
129	Same reasons as option B: removes much-needed parking for students of Université de St. Boniface in the winter. Going off the corridor protected paths onto roadways when turning north/south to reach destinations on Provencher defeats the point of having protected corridors.	5/15/2022 11:54 AM
130	I prefer the Provencher option	5/15/2022 11:41 AM
131	There aren't any businesses like there are on Provencher. It's off the main route. How can't planners see this??	5/15/2022 11:28 AM
132	These circuitous, residential street options -- plagued by stop signs -- are not ideal for using cycling as transportation which is an imperative mode shift we need to do as quickly as possible which must be facilitated by infrastructure that eases usage. So, sure, great, yes, please create this route for the shy leisure cyclists BUT do so IN ADDITION to a proper, safe cycling lane on Provencher. And whatever you do, make sure you have the equipment and a strategy to CLEAR these paths of debris, gravel, fallen leaves AND SNOW.	5/15/2022 11:21 AM
133	Protected bike paths should be on main routes. These side streets are already safe for cyclists.	5/15/2022 11:20 AM
134	It's a good start, but we need more	5/15/2022 11:18 AM
135	The streets indicated were already usually safe to cycle on, and while they do awkwardly connect the AT network, there's a lack of useful destinations.	5/15/2022 11:14 AM
136	Tache to Aulneau is too short for the protected bike lane. Those need to be long to make sense.	5/15/2022 10:55 AM
137	Dumoulin might make more sense for commuters than Notre Dame but neither one is the most direct route downtown. Commuters always take the most direct route so most people will just take Provencher whether there's a parallel greenway or not, so I think Provencher needs bike lanes. Greenways on residential side streets should only be built if the people that actually live on that street want it. Commuters should use major roads and shouldn't affect how residential streets are built.	5/15/2022 10:46 AM
138	Bike lane on provencher please	5/15/2022 10:33 AM
139	No direct access to services	5/15/2022 10:17 AM
140	Need to on increase the ease of getting on and off main roads like provencher des meurons. Best option. Lots of seniors live around cathedrals. Would fit in well . No need for prptected lanes. Quiet streets. Cathedrals is very wide most of the way. Protected lanes seem like a bit of waste of money	5/14/2022 9:34 PM
141	I have two primary concerns for this route; one with each street. The Dumoulin St option only makes sense if the connection across Thibault St and over the rail line to the Lagimodiere Gaboury Park entrance is restored. Without this fix, it causes a huge, awkward and risk-laden	5/14/2022 12:50 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

detour for cyclists and AT users who will have to navigate their way to and through the Des Meurons/Provencher intersection, as is currently the case. The De la Cathedrale connection makes sense, as I used it primarily for connecting to downtown while living in St Boniface. The main issue is the width, visibility, and traffic law adherence of the Rue Aulneau intersection along the route. Because there is a kink in both roads as they approach the intersection, and it is very wide, I often had very close encounters with motor vehicles while navigating it by bike or by foot. It is simply too wide and the stop signs are flagrantly abused, causing danger to AT users.

142	I feel neutral between this option and option B. they are similar for me.	5/14/2022 12:32 PM
143	for the same reason I pointed out earlier, Provencher is most desirable route.	5/13/2022 11:04 PM
144	I see little difference between this and the other Notre Dame option. What is REALLY needed is a connection from Aulneau to Dollard to Traverse to Eugenie.	5/13/2022 5:03 PM
145	Less direct/visible than the Provencher option but still a good route.	5/13/2022 3:37 PM
146	I'm not too sure why Dumoulin was chosen, as it is a poor connection to the bridge, connecting to the NE trail. This road is also used by cars during morning rush hour to avoid traffic on Provencher.	5/13/2022 3:26 PM
147	This also are quieter streets.	5/13/2022 3:25 PM
148	I don't generally like multi-use paths because as a pedestrian it makes me feel unsafe to share my path with cyclists. I'll make an exception if the sidewalks are already being heavily used by cyclists, but I would dramatically prefer for pedestrians to have dedicated safe pathways for the exclusive use of pedestrians.	5/13/2022 3:03 PM
149	Ave de la cathedral in particular stands out as a huge missed opportunity in the city. Would be a great way to connect AT routes to city historic spots and local restaurants, while also being an opportunity to create a safer AT community for residents, university students and K-12 students in neighbourhood. There's tons of space with really wide streets that are car-centric, could easily rework. This is another area that could also keep up walk and bike options really well in the winter.	5/13/2022 1:23 PM
150	Closer to Provencher than Notre Dame St. but still not preferred.	5/13/2022 12:47 PM
151	See comments from the previous option. I see these two options as the same even though they have differences.	5/13/2022 12:45 PM
152	This would be my second choice, as it is still a quieter, less busy route than Provencher, thereby making it enjoyable for people who just want to go for a ride or a walk. But it is still a convenient option for bike commuters. However, the link up to the existing routes is slightly more finicky than Option B.	5/13/2022 11:12 AM
153	Again, we the major roads to have protected lanes for maximum benefit in getting people to use active transportation	5/13/2022 10:57 AM
154	Best option. A protected space on de la Cathedrale is necessary, especially from busses, so the plan makes sense. Directly connects the University to the Forks and downtown (shortest route). As a north St. B resident, I don't love the introduction of speed bumps on Dumoulin, as it will simply push vehicle traffic to la Verendrye and Notre Dame, but I understand why they are necessary. Connects very well to pathway from the East with the addition of a multi-use pass (this has always been a bit of an awkward area that would greatly benefit from such a path). Drainage and road conditions are poor in this area – a commitment would need to be made to reduce standing water and potholes.	5/13/2022 10:50 AM
155	Just like the previous suggestion this route doesn't connect me with the businesses that Provencher does.	5/13/2022 8:31 AM
156	share the road should be the only way to go or multi-use path	5/13/2022 1:41 AM
157	See my other comments	5/13/2022 12:32 AM
158	This is not the most direct route through St Boniface nor is it a route to where most people will be going to in St Boniface (Provencher)	5/12/2022 6:37 PM
159	While Dumoulin is a block closer to Provencher than Notre Dame to access businesses on Provencher via relatively quiet cross streets, that minor advantage doesn't make up for the	5/12/2022 6:01 PM

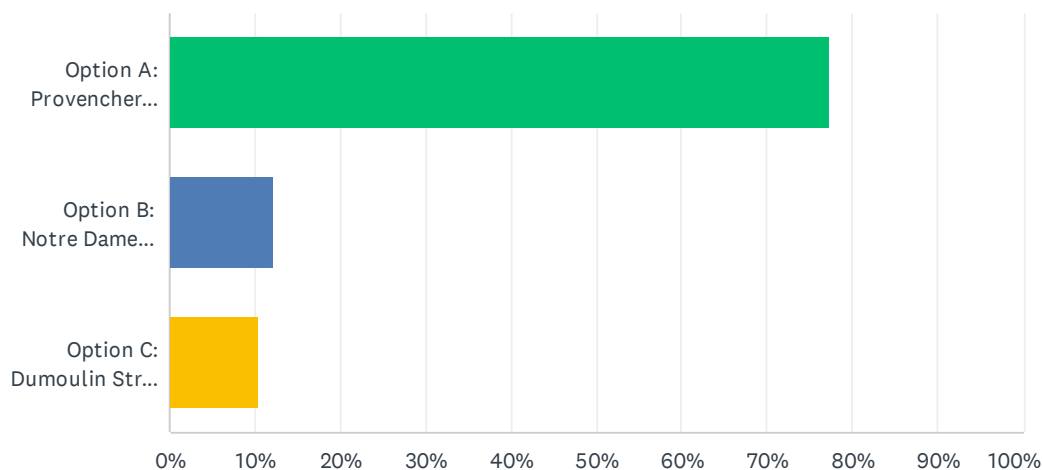
St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

significant disadvantage of an awkward link across the Seine to Archibald and onwards. It is therefore less advantageous to cyclists than Option 2. de la Cathedrale Avenue will be useful for students going to the university, and possibly to access the businesses on Provencher south side via cross streets... but then the cycle paths end at Des Meurons, one of the most dangerous streets in the area! So it's a destination route not a through way. That suggests it won't be used as much which will then lead to accusations that it isn't needed. If the south east corridor on St Jean Baptiste does ahead that would alleviate some of these concerns, by providing a connection across to Enfield/Eugenie/Youville/Egerton/Niakwa

160	We can't even maintain roads... The cities priorities are misaligned with what the people actually want. Well I agree bike routes are nice I think the city needs to quit being so anti car and worry about improving the roads rather than a bike path that one counsellor is pushing down the throat of all the cities taxpayers	5/12/2022 5:20 PM
161	Another bad option of multi use paths and 2 way bike lanes that cause cyclists to travel further. Not acceptable for a city that is willing to spend a billion dollars for roads for cars since 2014	5/12/2022 4:21 PM
162	With the caveat that Provencher is by far the ideal solution, assuming the greenways are an accessory to that, I just prefer the Notre Dame route because it goes directly to the Lagimodiere Park entrance. Aside from that, there's not much difference between that and Dumoulin. I do wonder why there isn't a pilot project for each of them to see which is better, because sometimes you can't predict every possible outcome.	5/12/2022 3:41 PM
163	I'm going to ride on Provencher until I see my destination, not guess which street to turn on and end up doing it anyway. Then I'm going to ride directly to the next destination. Why don't you put the frickin' truck route on Dumoulin?	5/12/2022 3:16 PM
164	Useless greenwashing. Will lead to deaths on Provencher as people actually use bikes to get to destinations.	5/12/2022 3:13 PM
165	These hide the bike lanes, making wayfinding very difficult, drawing traffic away from community businesses and connecting poorly to existing infrastructure.	5/12/2022 3:09 PM
166	.	5/12/2022 2:59 PM
167	I like this one better then option b, because i would have to travel less north to access the west to east patch to archibald.	5/12/2022 2:56 PM
168	This alignment avoids key destinations on Provencher Blvd and leaves people on bikes unprotected when accessing these destinations on Provencher Blvd	5/12/2022 2:38 PM
169	Would like the whole thing to be a protected bike lane so that children can bike safely.	5/12/2022 1:53 PM
170	This route takes riders too far from main routes and businesses	5/12/2022 11:17 AM
171	This option would be fine, but not as an alternative to a primary bike lane.	5/12/2022 10:41 AM

Q7 Each of the three proposed routes offer particular benefits to certain types of cyclists and/or certain reasons for riding. Option A: Provencher Boulevard would excel at getting commuters safely to / from Downtown and bringing cyclists to destinations along Provencher Boulevard. Option B: Notre Dame Street and de la Cathedrale Avenue and Option C: Dumoulin Street and de la Cathedrale Avenue are great options for those accessing schools, parks, and many community organizations. Given the above, which route do you prefer?

Answered: 420 Skipped: 47



ANSWER CHOICES	RESPONSES	
Option A: Provencher Boulevard	77.38%	325
Option B: Notre Dame Street and de la Cathedrale Avenue	12.14%	51
Option C: Dumoulin Street and de la Cathedrale Avenue	10.48%	44
TOTAL		420

#	PLEASE TELL US WHY.	DATE
1	As an investment in AT and to be a well connected, accessible city, Option A is the only option. Investing a bike lane on de la Cathédrale and Notre Dame or Dumoulin should not be a priority. This is lipstick on a pig and would be a waste of funds.	6/15/2022 3:52 AM
2	It is the best connectivity option to get where you have to go in St. Boniface.	6/14/2022 10:56 PM
3	It's the most direct connection	6/14/2022 9:29 PM
4	I prefer cycling routes that provide direct connections between city areas, which Option A best provides. I like that Option A provides protected bike lanes for almost its entire length. Option A provides the most convenient access for cyclists to patronize the many businesses along Provencher.	6/14/2022 6:41 PM
5	It connects to destinations, it's visible and it appears safer. Options B and C are unsafe considering how many injuries I've known from people on similar bike ways in the city. Also I	6/14/2022 5:54 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

	do not trust the City to integrate appropriate wayfinding signage to connect these to AT routes.	
6	It's the most logical route because of the proximity to destinations and access to commercial.	6/14/2022 5:34 PM
7	It most respects continuity for cyclists, and improves life quality along St Boniface's most important entry point. This slower European-style approach, of people first, has needed more support for decades.	6/14/2022 3:55 PM
8	The priority should be making unsafe high usage areas safer ahead of making safe routes marginally more safe for far less potential users.	6/14/2022 2:57 PM
9	It makes the most sense	6/14/2022 12:43 PM
10	I think that this gets most people the safest and nicest route overall. Good for families, and not too out of the way for commuters. Cheaper and can be implemented right away. Would still like to see SOME PLANS FOR PROVENCHER in the very long-term AT plan. Was just in Vancouver and they have neighbourhood cycling routes one street over from commercial cycling streets in their networks in many places. This is simply to accommodate the different needs and desires and abilities of different types of active commuters.	6/14/2022 11:12 AM
11	It's the bare minimum that this city needs to do for its cyclists considering how bad the car traffic is getting.	6/14/2022 9:11 AM
12	Frankly, Provencher is an unpleasant street to access precisely due to the high traffic volumes and excess car parking. This option would improve the walking experience and adding cyclists would benefit retail. Any reduction of car traffic volumes and car parking spots would only benefit the street.	6/13/2022 6:46 PM
13	Slower traffic is safer traffic	6/13/2022 5:52 PM
14	I prefer option A because it provides the greatest level of access to businesses, parks and schools within the neighbourhood. Commuters and those with destinations through the area alike will be better served with dedicated access along the primary route through the area. This routing will generate the best induced demand for bike riding of the three routes). I expect the residential streets will remain relatively quiet which I feel is sufficient for those exiting the Provencher path to reach neighbourhood destinations.	6/13/2022 1:54 PM
15	when i commute i want the shortest and most direct path possible. i am not looking for scenic vistas i gotta get to work for petes sake.	6/13/2022 1:24 PM
16	I would personal use the Provencher Boulevard route more frequently and it would lead me closer to the destination I want to go to. Both Option B and C would require me to move off of the protected bike infrastructure in to get to where I want to go	6/13/2022 12:38 PM
17	Cyclists cannot be relegated off of major routes. They are the most direct and practical way to get around a neighbourhood. Most side streets in St. B are low traffic enough to already support cyclists. Spending money on neighbourhood routes, is frankly a waste of money.	6/13/2022 11:51 AM
18	Provencher multi use is already quite good. So neighborhoods need some better service	6/13/2022 7:03 AM
19	The most positive impact and the most value will come from option A.	6/12/2022 2:43 PM
20	See rationale in the original question on Option B.	6/10/2022 9:01 PM
21	Save the trees on Provencher and the character of the Boulevard. Less costly and disruptive in its implementation. Relatively direct route. Would slow traffic on Dumoulin St. and de la Cathédrale Ave., often used as shortcuts for commuters. Safer and quieter for residents.	6/10/2022 2:27 PM
22	Personal location	6/10/2022 10:11 AM
23	Taking 7 meters out of the boulevard will result in the destruction of our tree lined boulevard. Provencher Biz voted unanimously in 2020 to protects the bouldvard and the ability for it to have trees, Anything other than Provencher and the removal of the trees of over 30% of the boulevard.	6/9/2022 1:04 PM
24	Please read previous response explanations	6/8/2022 9:23 PM
25	I live on Notre Dame Street and would love to see more cyclists in the neighbourhood. I do not feel safe walking or biking down Provencher, even if dedicated bike lanes were installed. However, I do think the businesses along Provencher could benefit greatly from bike lanes.	6/8/2022 3:51 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

26	If required to choose. But building on Provencher along with neighbourhood greenways is really what the network needs.	6/8/2022 3:09 PM
27	It is more needed. Routes B and C That are proposed are on less busy streets already and biking in those streets is already safer than what it is on Provencher. We need safe connected routes like what option A proposes For the safety of cyclists and for a greener more sustainable future for a city and its residents.	6/8/2022 10:17 AM
28	Husband commutes	6/8/2022 2:51 AM
29	I want to commute by bike quickly downtown.	6/7/2022 10:51 PM
30	Except the loss of très.	6/7/2022 7:41 PM
31	less busy traffic street then Option A, and less conflict points than Option C	6/7/2022 12:10 PM
32	I think it would benefit people coming in from other areas, and not just local resident more easily and visibly.	6/7/2022 10:18 AM
33	This route makes the most sense for both residents of the area and the needs of other communities in the city who commute through St. Boniface using active transportation to get to their destinations. Slower speed limits and protect lanes are an absolute necessity to ensure use of these routes by people of all ages, needs, and skill levels.	6/7/2022 10:11 AM
34	Less messing about on side roads. Properly protected bike lanes on busy roads are wonderful, I wish all bike lanes were like that	6/6/2022 10:17 PM
35	Safer-gets the cyclist to their destination-encourages more cycling participation.	6/4/2022 1:21 PM
36	Most central, best connectivity, would slow and calm vehicular traffic to create a better neighborhood experience for all who share the roadways.	6/4/2022 10:52 AM
37	More direct	6/4/2022 7:57 AM
38	Provencher provides the most direct route for cyclists and protecting them from traffic would be a high priority. The other options may provide access to local amenities, but the streets identified have lower volumes of traffic and are safer to ride on than Provencher. I would see the other streets as providing better access to community members who already live in the area, while Provencher would encourage mode shift to commuting by bike since it's the most direct route for those commuting downtown.	6/3/2022 1:50 PM
39	Cette route répond bien à mes besoins. Une ligne plus directe de transport et la proximité des commerces.	6/2/2022 2:13 PM
40	Safety, pleasant tree canopy, and cost effectiveness make this the best option.	5/31/2022 12:12 PM
41	De la cathédrale, while not as direct as Provencher, is convenient for me and close enough to destinations. I am fairly neutral on the northern street chosen but lean to du moulin as it is closer.	5/30/2022 7:05 PM
42	Need to support commuters but should do two of the options to meet all needs of the community that move the city toward environmentally responsible transport.	5/30/2022 5:23 PM
43	I think it offers the most direct connection to the Seine and to downtown	5/29/2022 12:17 PM
44	This is a false choice. Given what you have said there OUGHT to be a both/and option. Creating Neighbourhood Greenways should be a priority. Creating year-round bike/active commuting corridors should be a priority. Getting more people out of cars and onto bikes and busses (by making Transit free and frequent) should be a priority. Imagine how much less we would spend building and fixing roads and bridges if 90% of people's commutes were done by bike or bus. Making busses free and having them come every ten minutes, such that trying to navigate Navigo's poor routes would become a thing of the past, would transform how we get around Winnipeg.	5/29/2022 10:13 AM
45	None. See first comments.	5/29/2022 9:50 AM
46	Timely construction & economically viable	5/29/2022 8:02 AM
47	A is the most functional, useful, and direct design. Cyclists rerouted to side streets won't make the route more desirable for Winnipeggers or tourists. Nobody enjoys going down a side street	5/27/2022 9:04 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

then having to go up another street to get to your destination on the main drag where you'll have to dismount.

48	Don't prefer any	5/27/2022 5:00 PM
49	This is the option that cyclists WILL use to commute. It gets them directly where they are trying to go. It has protected bike lanes. It goes by commercial businesses that people want to get to. It will be highly visible. It (hopefully) will be well cleaned and snow plowed by the city. This is the option that will get more people out of vehicles and onto bikes.	5/27/2022 4:46 PM
50	Because it's the most convenient for the most people, and would likely to do more to reduce car traffic.	5/27/2022 2:04 PM
51	The likelihood that A would be done anytime soon is very low. Plan B has the most conveniences comparatively.	5/26/2022 9:09 PM
52	If there has to be a path put it there. Plus the construction will be a nightmare.	5/26/2022 5:10 PM
53	For option b and C, its cumbersome to cross tache onto de la cathedrale at the crossing corridor and stopping traffic. A continuation onto Provencher off the bridge at the existing traffic light makes more sense	5/26/2022 2:33 PM
54	The easiest one to do as it would connect into the exchange and forks safely	5/26/2022 1:04 PM
55	Connection to downtown, and access to businesses along Provencher.	5/26/2022 1:00 PM
56	As a cyclist I have so far found the newly created bike lanes have made my ride feel less safe and more stressful! The protected lanes hem cyclists in, and very slow cyclists (such as those towing chariots) create a lot of impatient cyclists who now don't use the lanes at all and cycle in the vehicle lane. Overall, the introduction of bike lanes make my commute LONGER because I get stuck behind slower cyclists. I've considered less safe routes that DON'T have bike lanes just to avoid the worst of the bike lanes.	5/26/2022 9:54 AM
57	Cost of B or C \$ versus A \$\$\$\$	5/26/2022 7:58 AM
58	None	5/26/2022 12:37 AM
59	I'm a resident of the neighborhood, not commuting to downtown, but accessing other stops in the area	5/24/2022 10:20 PM
60	Goes past a business strip, most simple design, connects St B to The Forks. There is also a serious need to get annoying bikers off the sidewalks specifically on Provencher -- I've required hospitalization from injuries sustained by cyclists on the Provencher sidewalk.	5/24/2022 3:05 PM
61	Usually going to The Forks and beyond, occasionally to shops and services in St. Boniface.	5/24/2022 2:06 PM
62	Seems the best to enable fast, safe (protected) commuting passage through neighbourhood at the cost of cyclists needing to be more wary at the busier intersections.	5/24/2022 1:50 PM
63	This route allows for more riders to get around safely and comfortably.	5/24/2022 11:56 AM
64	It is direct, protected, easy to find, decently well connected.	5/24/2022 11:10 AM
65	While I like the bike lanes on Provencher, it would not be as relaxing due to the frequent driveways to cross. The only reason why I used Provencher last year was due to the crossing closure at Rue Notre Dame and the CN Sprague railway line.	5/23/2022 11:20 AM
66	Displacing passive car storage for active cyclist pathways helps make more vibrant neighbourhoods. Bike lanes on major retail streets also better support retail than commuting cars.	5/23/2022 9:44 AM
67	The most direct path and access to all major buisnesses in the area. And most convenient. Cycle infrastructure should allow the people the most direct routes.	5/23/2022 8:14 AM
68	Less scary and loud than Provencher for cyclists and pedestrians, but not as far away as notre dame. Notre dame would remain a quiet street with less traffic flying by.	5/21/2022 4:44 PM
69	Option A allows cyclists to move efficiently and safely through St Boniface, with convenient access to retail and services located on Provencher Blvd. Dedicated bicycle infrastructure to access to schools and parks on Dumoulin and de la Cathedrale, while having benefits, should	5/21/2022 3:06 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

be less of a priority as residential streets have lower traffic volumes and do not pose the same safety concerns for cyclists.

70	If you want to increase the number of cyclists in the city, then you need to provide good commuting options and ways for people to perform utility trips by bike. Option A a chance to be just as successful as the Wolseley cycleway. Options B and C are less direct and will encourage fewer people to commute or run errands by bike.	5/21/2022 1:20 PM
71	None, really. Again, refer to my original comments.	5/20/2022 1:09 PM
72	think you need to start slowly and as a cyclist i have few concerns getting downtown but more concerns cycling and walking in the area	5/20/2022 12:34 PM
73	I use this route to connect to Mission as I commute from East Winnipeg on bike. Notre Dame and Dumoulin provide the best connectivity.	5/20/2022 12:12 PM
74	I live nearby.	5/20/2022 11:25 AM
75	Best blend of types of cyclist.	5/20/2022 7:31 AM
76	I would use this route to go to and from downtown and to get to the French library.	5/19/2022 10:37 PM
77	This will get the most use. Going with Options B or C means cyclists will still use Provencher, but will be put at constant risk. The city needs to encourage mode shift, and building cycling infrastructure off of Provencher, without including it on Provencher, is a disservice to that. However, I am not opposed to all three options being built. It shouldn't be one or the other. The more protected bike lanes, the better.	5/19/2022 8:14 PM
78	it's safer. Better accessibility. More direct. Easier to follow.	5/19/2022 7:21 PM
79	Because it makes the most sense to get everyone where they need to go. They want to go down provencher- why reroute them away from that road where all the destinations are?	5/19/2022 6:58 PM
80	Direct and good access.	5/19/2022 6:23 PM
81	This boulevard needs a rebirth. It should be a mayor east - west connector for commuting cyclists. Not to mention a great promenade. And please restrict truck size!	5/19/2022 6:07 PM
82	Less busy, more scenic.	5/19/2022 5:41 PM
83	Main road, easy to access and find, connecting with other routes seems like it would be easier, especially for cyclists who are less familiar with size streets but still travel thru the area. I also think people can use notre dame, dumoulin and de la cathedrale without needing bike lanes since they are lower traffic streets already.	5/19/2022 5:09 PM
84	AT infrastructure will merit it's "T" when it really is about transportation. We should be able to get from point A to point B without veering off path too much, especially because, contrary to cars, it is our legs doing the propelling.	5/19/2022 4:33 PM
85	This route makes the most sense. It provides the best visibility to cyclists, the least rerouting, and provides a direct expansion to current active transit routes. It also allows for many more connections for future active transportation plans. Keep it Simple. It also allows Provencher to become a high street, and a central community connection for active transportation.	5/19/2022 3:56 PM
86	Connectivity to existing infra. Actual destinations people want to go to. Take a lane away from vehicles, they have enough in this city.	5/19/2022 3:26 PM
87	I like having more use on Provencher Boulevard because of a few reasons. It is visually a nice street to ride on. It is very wide and traffic is already light enough do to the large street that the addition of a bike lane would not be hindered on by cars as much. The shops and culture there are already welcoming to walk by traffic. We have already had La Garage close down,I would like the bar/cafe culture to stay alive. Being so close to the forks the bike traffic would be complementary.	5/19/2022 3:19 PM
88	Option A allows commuters to get downtown and visit shops AS WELL as providing a safer route for accessing schools, parks and community organizations. Picking an option that serves all needs makes the most financial sense.	5/19/2022 3:12 PM
89	More direct, more visible, protected bike lane, more likely to get plowed in winter.	5/19/2022 3:08 PM
90	It makes sense, is straightforward and Provencher is already a wide street with existing	5/19/2022 3:06 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

options for making this both beautiful and highly useful while ensuring the commute is excellent for AT and while ensuring existing communities don't see excess cars reroute themselves through the neighbourhoods.

91	Makes the most sense and offers the best chance for a vibrant and safe neighborhood. Would actually slow the speeds down on Provencher and create a safer transportation option for pedestrians and cyclists.	5/19/2022 2:59 PM
92	I don't like any of them. These cause a total inconvenience for the people / business on the streets.	5/19/2022 2:46 PM
93	Closer to Provencher directly	5/19/2022 2:37 PM
94	Provencher is the main destination for cyclists coming to Saint Boniface, and routing cyclists even a block or two away makes access much more difficult.	5/19/2022 2:36 PM
95	As much as I like the idea of a) it's too costly and I would rather construction be done sooner	5/19/2022 2:34 PM
96	DO NOT GO THROUGH WITH THIS - INVEST THE \$ IN OUR STREETS	5/19/2022 2:29 PM
97	It meets the requirements of directness and access to amenities the best. If Provencher is chosen and the city eventually institutes a 30 Km/hr default speed limit on residential streets access to the schools, parks, and community organizations that are located off of Provencher won't be limited by the choice.	5/19/2022 2:22 PM
98	It is actually connecting cyclists to the services they would want to access.	5/19/2022 11:00 AM
99	The most direct route. This will put cycling infrastructure on the same footing and vehicle traffic and if we are wanting to become a greener city, we need to put these type of infrastructure projects forward. If all we do is push cycling traffic to neighbourhoods and off to the side, then people won't know about it and will not want to use it. We need to do serious investments in cycling infrastructure if we actually want people to use it.	5/19/2022 8:43 AM
100	None	5/18/2022 9:35 PM
101	Cost availability. Piggy backs on existing bike route.	5/18/2022 5:15 PM
102	It would be really nice to have a community-first approach instead of a car and traffic-first approach.	5/18/2022 3:51 PM
103	Mostly indifferent between B and C.	5/18/2022 3:10 PM
104	Option A provides the most benefits for more people since it would provide a route for cyclists as well as pedestrians and people with mobility issues. This is a huge benefit since it provides a commuter cyclist route that is safe and convenient while also providing access to shops, restaurants, and other amenities. It also connects the two sides of the bridge which may also encourage tourists to venture from downtown to St. Boniface businesses and areas. While it requires more construction/funding, it is important for this type of infrastructure to be built as cities modernize to accommodate traffic other than vehicles alone. Both Option A and B direct cyclist/pedestrian traffic primarily through residential areas which is not ideal for the residents or the people using the routes. While these routes may be safer in terms of reduced vehicle traffic, they pose an increased risk in terms of safety, especially for women or children using the route since there is less visibility and would be darker/less safe at night especially.	5/18/2022 2:46 PM
105	Best option with minimal disruption to residents of adjoining streets. Provencher Boulevard is mostly a commercial street.	5/18/2022 2:21 PM
106	It's common sense and the best route for people living in St. Boniface to access the local businesses.	5/18/2022 1:20 PM
107	Most destinations are on Provencher, and it is currently the least safe/accessible/friendly to bicycle use for any age or ability.	5/18/2022 12:56 PM
108	A is going to be way to expensive and disruptive to vehicular traffic which is something that never seems to be considered.	5/18/2022 11:59 AM
109	It's about improving the overall design of Provencher. It's not just the bike route, we need to make this a more people street	5/18/2022 10:05 AM
110	Options B and C make sense, however, these routes have little vehicle traffic and I don't believe they require dedicated bike paths/lanes. I ride down St. Jean Baptiste to de la	5/17/2022 5:20 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

Cathedrale every weekday and have no problem with traffic. Therefore I prefer Option A, as Provencher is not a safe route for cycling and adding dedicated bike lanes will solve that issue. This way multiple routes will be safe in the neighbourhood.

111	Uses infrastructure designed for bicycles, as opposed to relying on sharrows. With Option A being the ideal one for Downtown commuters, it may have the most impact in reducing use of cars.	5/17/2022 4:39 PM
112	as a cyclist, it's direct and will create a buffer from the roadway to the widened sidewalk, which could benefit the businesses that run along Provencher. Provencher needs to be more pedestrian-friendly/bike-friendly. It makes the most sense eventhough it is more costly.	5/17/2022 4:30 PM
113	Options B&C take cyclists and AT users off Provencher away from businesses. I do currently and will continue to cycle on Provencher to get to the library, coffee shops, stores and businesses frequently.	5/17/2022 3:01 PM
114	Safer when travelling alone at night	5/17/2022 12:59 PM
115	Option A is the most direct and provides cyclists with safe access to a major thoroughfare in the city. We should prioritize projects like this, including options like bike lanes on Portage Ave. and Main St.	5/17/2022 12:42 PM
116	Greater chance the route will be maintained if on a busy thoroughfare rather than being an afterthought if on a secondary street.	5/17/2022 10:30 AM
117	I have to go through St Boniface to get from Transcona to Downtown. I personally don't need any of these options as I enjoy the trail down Whittier Park, however if I were in a hurry I would prefer to go down Provencher. It is the direct route. I am much more concerned about connecting the Transcona Trail to this option. Also, there is no need to do anything East of the Seine. Those streets have no traffic and are perfectly fine as is. Concern yourself more with with making more seamless connections to all these bike paths and a path for every major route. And please finish the path on Peguis in front of Sumka Brothers!	5/17/2022 10:23 AM
118	If cycling is going to be a safer activity there needs to be more people doing it, in a more visible way. Only option A does this. The community organizations can be accessed already on lower traffic residential streets. Route A eliminates major barriers to cycling to specific destinations, and commuting through, while options B and C marginally improve cycling to places that already aren't hard to get to on bike.	5/17/2022 10:21 AM
119	It is the most direct regardless which direction you are heading and requires the fewest turns.	5/17/2022 9:50 AM
120	The Cathedral Ave infrastructure would be nice but since the two neighbourhood greenways in the north wouldn't really improve much, this option would only fulfill one (north/south connection) of the three goals (the other two are east/west connection and access to destinations on Provencher). Provencher fulfills them all.	5/17/2022 8:44 AM
121	Close to key destinations. Bike route can be used for commuting.	5/16/2022 10:15 PM
122	Best for commuting and connecting to other bike paths or bike friendly roads. Convenient . I love the dedicated separated bike path - safer and will be used year round	5/16/2022 9:22 PM
123	Best access to local businesses and is already the main transportation route. If the other routes are chosen, many cyclists will probably continue to use Provencher anyway.	5/16/2022 9:10 PM
124	I feel this is the best compromise for cyclist safety and also getting people downtown most quickly. I also feel that this would benefit the people that live in the neighbourhood most.	5/16/2022 6:23 PM
125	Option C serves the most needs the best; the greenway could provide a safe alternative path for cyclists to do their commute to work without putting them on the busy street that is Provencher.	5/16/2022 6:18 PM
126	It better connects the neighbourhood and other adjacent neighbourhoods. It encourages visitation of shops and improves the character of the high street.	5/16/2022 4:55 PM
127	Best and fastest connection	5/16/2022 3:35 PM
128	For the reasons stated before. Provencher is a high vehicle traffic feeder route for trucks and vehicles. If tr goal.os to allow for active transportation options to encourage less traffic on the roads then these routes will require active transportation options which allows for biking into thorough the city. It must connect bike paths that are already in place from east Kildonan.	5/16/2022 3:20 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

There also has to be access made from Elmwood/Trancona east of Archibald which there is currently none. There also has to be better access through the St Boniface industrial Park

129	Major roads need to include bike infrastructure	5/16/2022 3:18 PM
130	Provencher Blvd is the main commercial st in the area. Therefore, bike infrastructure should be located along it. Bike generate traffic which help local businesses.	5/16/2022 3:14 PM
131	Safer route and avoids many of the business and traffic concerns of the Provencher option.	5/16/2022 2:09 PM
132	None Fix the roads. Roads before bike lanes	5/16/2022 1:36 PM
133	Make room on the fastest most convenient route (Provencher) . The other streets are already safe.	5/16/2022 1:19 PM
134	Calmer area for cyclists and picturesque ride, avoids busy Provencher	5/16/2022 12:56 PM
135	Vulnerable road user need separation from vehicular traffic on Provencher. Neighborhood residential streets can be reduced to 30km/h to provide great accessible options for all our green spaces, not just a select few.	5/16/2022 12:53 PM
136	Safe Connection to Downtown is a priority.	5/16/2022 12:44 PM
137	dangerous and not acceptable	5/16/2022 12:33 PM
138	There is such great potential with that large boulevard. Make it wider, add greenery, benches, protective barriers, bike path, pedestrian sidewalk, several cross walks, etc. Could have areas for vendors, smaller store-front sidewalks, etc	5/16/2022 12:33 PM
139	Great for families biking can access parks and other things in the community	5/16/2022 12:08 PM
140	I disagree with your implied statement that Option A won't be as easy to access schools/parks. It's an easy turn down a slower residential street to access those spaces whereas pushing everyone into residential routes will cause intersections of confusion and danger when trying to access Provencher and other major routes.	5/16/2022 12:02 PM
141	The streets the non-Provencher routes are proposed to follow are already reasonably safe places to ride. These could be easily turned into safe routes by changing the speed limit to 30 km/hr without needing to add any new cycling infrastructure. Provencher is where the real destinations are. The visibility of infrastructure on Provencher would also signal that the city is taking AT seriously, even when it means inconveniencing drivers a bit.	5/16/2022 11:57 AM
142	Probably a safer route for a walk bike project.	5/16/2022 11:54 AM
143	I'm not sure why this is the choice. Is it not possible to have a direct route down Provencher, and greenways in the neighbourhood to connect community destinations? We have roads for vehicles everywhere, why do we make those walking and biking choose one or the other?	5/16/2022 11:43 AM
144	Will make for a very attractive neighbourhood and demonstrate that the city is serious about active transportation.	5/16/2022 11:40 AM
145	I think this is the most forward thinking for sure. I would love to have this path and definitely would use if done properly. Although, my next favourite is B Notre Dame because it is in the budget for the project and has some nice features.	5/16/2022 11:02 AM
146	Provencher is more direct. It grants better access to the businesses on Provencher. The protected bike paths are unidirectional. Adding a buffered zone pushes traffic further from the sidewalks making the pedestrian experience more enjoyable and safer as well. It also provides an opportunity to replant the trees that have died on Provencher.	5/16/2022 10:28 AM
147	None, We need more bike paths and street closers on Sunday's in the center and south end of the city	5/16/2022 10:24 AM
148	whichever can be done quickest, most economically, to achieve good bike flow and safety	5/16/2022 10:20 AM
149	A route down Provencher provides access to local businesses. The other routes are already low traffic and won't see as much benefit from cycling infrastructure	5/16/2022 9:58 AM
150	Provencher is a major thoroughfare through the heart of St. B. It's wasted as a car-only route. Add protected bike lanes to A: encourage more people to venture past the forks and explore the local businesses and B: protect the cyclists who are already commuting down the busy	5/16/2022 9:57 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

road. Accommodating active transport may be costly, but it's an important part of growing a city.

151	No bike routes needed, if we had roads maybe we could drive there.	5/16/2022 9:56 AM
152	We need a direct route, not one that meanders through residential streets and unless properly signed will be confusing.	5/16/2022 9:52 AM
153	Straight forward for travelling purposes, and lines up well with the existing businesses in the community.	5/16/2022 9:41 AM
154	Option C but only on Dumoulin and not the portion on Cathedrale. Least impact on roads and business.	5/16/2022 9:24 AM
155	Provencher is a direct route to downtown and the Forks and would connect nicely with existing paths. The other two options are not routes I normally take and would be out of the way.	5/16/2022 8:14 AM
156	Best access to other active transportation routes and good access to commercial properties.	5/16/2022 1:59 AM
157	I have a personal preference for the Provencher route but I think plans should really include at least two out of these three options, A plus B or C.	5/15/2022 11:36 PM
158	More useful for commuting	5/15/2022 10:09 PM
159	Direct line. Easy to navigate	5/15/2022 9:33 PM
160	Many of Winnipeg's economic destinations lack easy access by active transport. An active transportation route directly on Provencher would increase foot/cycling traffic to the area, and result in not only more efficient movement of commuters through a major downtown access route, but also bring increased business to the businesses along the route. This would have the potential to dramatically change (improve) the character of the street, turning it into a more intimate, walkable area of shops. The west-east route would provide quick access to any of the N/S streets, and the existing roads in the neighbourhood aren't particularly busy. Option B&C, while achievable in the short term, would not likely provide as much benefit to the neighbourhood as a whole.	5/15/2022 9:26 PM
161	decent commuter collectors - closer to more commuters - and the East end is likely to see little use in the Provencher alignment (A)	5/15/2022 9:04 PM
162	Protected bike lanes are more important on more major roads to allow for safe cycling through the area, as well to reduce traffic congestion by allowing more people the option of not exclusively driving a car. Also helps lower income people who cant afford a car, or gas by giving healthier and cheaper alternatives for transportation.	5/15/2022 8:12 PM
163	Option A would unlock Provencher for cyclists and make it a great street. Options B and C would not attract many new riders or significantly change the experience of cycling on what are already calm, bikeable streets.	5/15/2022 7:30 PM
164	Stay off main commerce routes	5/15/2022 6:41 PM
165	It's off the main routes , less head aches for cyclist that never follow stop sign or red light	5/15/2022 6:19 PM
166	Best route for commuting. Best route for access to Provencher businesses. Would completely transform Provencher and make it a much more attractive street, which will draw people, which will draw businesses, which will increase property values, which will increase tax revenue. Take the long view.	5/15/2022 6:19 PM
167	This is the only one that really makes sense when looking big picture.	5/15/2022 4:37 PM
168	I believe my previous comments are sufficient.	5/15/2022 4:28 PM
169	It's pretty apparent why A is the best option. Don't be cheap, do A.	5/15/2022 3:38 PM
170	It's the best route. You have so many more options to stop, connect to other places and the road is open wide enough for such a development . It just makes the most sense. It's a high volume area.	5/15/2022 2:51 PM
171	Provencher businesses need an environment where people can mingle and bring people together instead of vehicle traffic.	5/15/2022 2:40 PM
172	More direct route to other AT connections.	5/15/2022 2:40 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

173	Easily best option to incentivise cycling	5/15/2022 2:25 PM
174	Best direct connectivity for AT similar time what motors vehicles have. Could also possibly calm traffic on Tache which would enhance the pedestrian experience.	5/15/2022 2:14 PM
175	Outlined previously. Benefits listed for option B/c are not very important as the access by bike to these locations is already quite good given the relatively quiet streets. The advantages for option A would be important for increasing ridership to make the investment truly worthwhile.	5/15/2022 2:08 PM
176	Option A is the most useful of the three options for me. The other choices add unnecessary detours and most notably only the Provencher option actually connects the existing AT paths.	5/15/2022 2:07 PM
177	Most direct route for my purposes as a non-St. Boniface resident.	5/15/2022 1:58 PM
178	The other streets are out of my way and I wouldn't be as worried about biking on them currently anyways	5/15/2022 1:52 PM
179	direct route for commuters and also safe and close to shops and parks for recreation	5/15/2022 1:47 PM
180	Option A is the only one that considers cycling as a practical form of transportation rather than a lifestyle or hobby.	5/15/2022 1:46 PM
181	Improves functionality. Could the bike lanes be built within the median?	5/15/2022 1:42 PM
182	Option A is the only useful route that provides cyclists with safety and access.	5/15/2022 1:21 PM
183	It is most direct, but at the same time near many local businesses	5/15/2022 1:20 PM
184	Option A is the only route that will keep cyclists safe. The other options have limited traffic and are on wide streets already.	5/15/2022 1:11 PM
185	There is only one real option here, on Provencher. The other options are ridiculous and will not get used, nor attract new riders to take up cycling. The only thing going for B and C are cost, but that cannot be the deciding factor in deciding proper infrastructure requirements – it's not like we're talking about tens of millions of dollars here. The most absurd thing about this study/project is that it's being considered and discussed in isolation. The city is currently figuring out how Rapid Transit will serve St. Boniface, and it too should clearly be on Provencher if it's not getting a designated transit way. Build RT on the street and you will need to redo it all anyway, so the AT would pretty much come free. It's foolish to be discussing St. Boniface RT and AT independent of each other. Do better.	5/15/2022 1:08 PM
186	if you can create more foot/bike traffic and make provencher more inhospitable to cars, businesses will thrive and the neighborhood will flourish. Moving bike traffic off provencher will tend to make provencher more a "freeway" for cars and even less desire-able for foot traffic and businesses will suffer. Also priority must be given to the neighborhood to be optimal, not for it to be treated as a freeway for people living in other communities who have to go through it. If you want to drive through st boniface to get to your neighborhood sorry you might have to put up with a couple less lanes.	5/15/2022 1:07 PM
187	Provencher has all of the above - it has businesses, parks, services, etc. There are minimal of these along the other streets mentioned, which are primarily residential streets. Provencher is already a lively, vibrant high street in St B, by increasing pedestrian and cyclist access this will only improve the vibrancy of the street and neighbourhood. Moving pedestrians and cyclists to side streets will decrease the liveliness of Provencher and result in Provencher becoming more car-centred and unsafe for other types of moving - ie pedestrians and cyclists.	5/15/2022 1:03 PM
188	Provencher should be the preferred option and then add in the other routes to tie everything together. Helping commuters provides a better initial benefit to improve cycling and increase cycling and take less vehicles off the streets.	5/15/2022 12:40 PM
189	Provencher is the street you would take if you were in a car. Why should it not also be the street for bikes to take? People on bikes should have the same access as people in cars	5/15/2022 12:37 PM
190	I want to be able to bike where the actual businesses are! If Provencher had a protected bike lane, similar to Sherbrook, with bike parking thought-out it would be perfect. Other routes where cyclists have to take back routes and then find their way to the businesses after are not appealing to me. I want to be able to bike right up AND feel protected from traffic.	5/15/2022 12:15 PM
191	This is a busy road with many businesses that needs a bike lane	5/15/2022 12:12 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

192	Provencher is already direct and if people who are less comfortable on their bikes prefer quieter streets they can already use them without a need for special lanes.	5/15/2022 12:05 PM
193	I feel that most cyclists will be wanting to access destinations on Provencher anyways.	5/15/2022 11:56 AM
194	More direct, hopefully less congested when it is less convenient to drive a car through there, rather than bike. Excellent for making the morning commute a healthier option, as well as reducing emissions from the morning commuters.	5/15/2022 11:46 AM
195	It's direct. It goes the furthest. It's better for businesses. It's better for the neighbourhood as a whole. It calms traffic. It provide fast and alternative options to cars. It's better for the environment. It's better for the over all health of individuals. Should I continue?	5/15/2022 11:34 AM
196	Most convenient and functional	5/15/2022 11:31 AM
197	Its the only option!	5/15/2022 11:31 AM
198	We need ALL these options but please, FIRST, build the one that makes cycling safer in a fairly unsafe but direct and practical route, i.e. Provencher.	5/15/2022 11:30 AM
199	D: all of the above Then, do the rest of the city.	5/15/2022 11:25 AM
200	The logic of options B and C don't really make any sense. Those streets are already narrow and slow, children and families can already use them safely. Option A is the best option for putting cycling on equal footing with driving and having a real impact of the future of the city.	5/15/2022 11:24 AM
201	Main routes should have bike paths that are safe and protected. Side streets are farther from destinations and are already quieter.	5/15/2022 11:22 AM
202	Cycling networks should connect destinations people want to be. Parks and schools are also important to be able to cycle to, so we should ALSO see neighbourhood greenways, and AT paths used to connect those as well.	5/15/2022 11:22 AM
203	Driving a couple of blocks out of my way because of one block limits on designated cycling routes is an extremely easy adaptation. It adds seconds to a trip and after the initial irritation is easy to adapt to. Cycling a couple of blocks out of the way requires more time and significantly more effort. Routes, like B & C, which require more turns, jogs and intersections, also raise the complexity and danger of a trip. In addition to a tiny increase in risk, is a large increase in insecurity - particularly for people who are new to active transport. When we first started cycling in our late 50's, it was terrifying to cycle in this city. We regularly took sidewalks on bridges and main streets we could not avoid. Any attempt to significantly increase cycling MUST address the dangers and the insecurity of new cyclists who have not yet honed their risk assessment skills. My ideal City would have a network of direct, separated cycling or mixed use paths that allowed quick and safe long distance (more the an kilometer) journeys. It would then have a variety of shared use streets with low speeds and traffic calming measures that allowed safer local trips and connections to the separated bike lane network.	5/15/2022 11:20 AM
204	Clear obvious route, no turns and easily connects to destinations further east	5/15/2022 11:03 AM
205	Safety for bike commuters, but also activate living paths for all	5/15/2022 11:03 AM
206	Putting it on Provencher signals that this is a true priority. I also think it'd help revitalize Provencher as a street.	5/15/2022 11:01 AM
207	For the reasons stated above	5/15/2022 10:56 AM
208	Better access to destinations on Provencher. More direct route to commute downtown. People will bike on Provencher to access those destinations and commute downtown whether there's bike lanes or not, so for safety reasons we need bike lanes there.	5/15/2022 10:49 AM
209	connectivity, but I'm always happy for you do all three!	5/15/2022 10:44 AM
210	Connects directly to the Esplanade and all the main shops, library, CCFN, etc.	5/15/2022 10:43 AM
211	Those side streets are safer already. We need commuting support, not "Sunday bike ride" access	5/15/2022 10:23 AM
212	These wasteful expenditures should be scrapped.	5/15/2022 10:20 AM
213	I work down town and live in Transcona. I don't want to cycle on major traffic routes. Drivers	5/15/2022 10:04 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

don't care.

214	Protect cyclists on the streets they need to be protected on. Build cycling infrastructure on the streets with the places people need to go. This is a chance to redefine Provencher into a proper street that serves the community instead of highway for commuters. There is only one answer here. If you choose the back routes, don't bother.	5/15/2022 10:00 AM
215	Quiet streets. I already use this way to waterfront to work on my bike.	5/14/2022 9:40 PM
216	Closest to the route I tend to take when traveling in this area	5/14/2022 8:16 PM
217	Create a connected and safe network on all main routes, this will create demand for branches to the AT network over time. If the city continues to make bits and pieces in neighbourhoods often less visible the demand and use will be less substantial.	5/14/2022 2:14 PM
218	Best for using cycling as a daily commuting option instead of just recreation	5/14/2022 1:56 PM
219	Provencher would act better as an artery for cyclists as it has more direct connections to businesses and organizations. The side streets are already pretty calm, with the exceptions of De la Cathedrale and Dumoulin, but do not provide very direct connections when traveling through St Boniface.	5/14/2022 1:12 PM
220	See my previous comments. Rue Notre Dame is better than Rue Dumoulin because it aligns better with the AT bridge over the Seine. I am totally perturbed with CN Rail. They block so many good AT options in this City (e.g. Transcona Trail Extension, Archibald connection to NE Pioneers Greenway). It's now been 3 years since they blocked the entrance to Parc Lag-Gab Park. Kick their butts to get that open so we can ride from the AT bridge to Rue Notre Dame! Neighborhood Greenways are cheap to construct -- 5+ of them versus 1 reconstruction of a major street for protected bike lanes. Vancouver went big on Neighborhood Greenways in the 1990s and has always been 20 years ahead of us.	5/14/2022 1:03 PM
221	We must prioritize accessibility for cyclists if we want to successfully promote AT. Forcing people to take detours (off Provencher) is not at all appropriate.	5/14/2022 12:51 PM
222	It is a shift to treating bikes equally, not shuffling us off to the side. We are using it for transportation into and out of the area and so this should prioritize this need. Plus it brings people into the commercial area while still support students of the university.	5/14/2022 12:34 PM
223	Provencher is too busy to enjoy a leisurely bike ride. We always use quieter side streets or multi-use paths when possible.	5/14/2022 12:16 PM
224	Provencher is the logical connection to Esplanade Bridge	5/13/2022 11:23 PM
225	As stated previously< Provencher is too busy and Dangerous.	5/13/2022 5:23 PM
226	As noted before, Provencher will make for a more direct and a more visible route, both of which will draw users.	5/13/2022 3:42 PM
227	The priority should be to connect cyclists through primary routes. The north and south neighbourhood streets are generally manageable, but Provencher is a real challenge. It is a perfect place for protected bike lanes that would really enhance the neighbourhood and its businesses.	5/13/2022 3:37 PM
228	I like the better option for schools, parks and community organizations.	5/13/2022 3:29 PM
229	If you start with Provencher it will help induce demand in the community. Starting with the side streets will only make drivers more aggressive/resistant to changing provencher. Will be a lot easier to push community change within residential streets after culture change with Provencher.	5/13/2022 1:30 PM
230	Direct. Leads to the greatest number of places. Is on a major route that is fully lit to increase visibility and safety. Needs improved access to other parts of the neighborhood in a way that includes lighting and safe escape for users.	5/13/2022 1:13 PM
231	This is the most direct route to downtown and there are destinations along the route.	5/13/2022 12:49 PM
232	Less traffic than provencher. Already connects to some existing paths. Cheaper to build.	5/13/2022 12:41 PM
233	I assume it'll provide safest means to east and south corridor	5/13/2022 11:44 AM
234	Direct access to destinations	5/13/2022 11:43 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

235	More direct, closer to amenities, fewer crossing abd interaction with vehicles	5/13/2022 11:25 AM
236	Option B is the best option as it most aligns with both concerns. It is still convenient enough (and safe) for commuters but also provides a nicer experience for anyone riding/walking. Those who ride and walk, either to get to work or just for fun, do not want the noise and fumes of cars around them. That is what we want to escape. Although Option B is off Provencher and thus not directly in front of the various businesses there, bike riders and walkers can easily walk up the side streets to access Provencher from Notre Dame.	5/13/2022 11:23 AM
237	Active transport routes should include all major roadways in the city!	5/13/2022 11:01 AM
238	Closest to Provencher without unnecessarily upsetting an already congested area. Best value for money. More peaceful, green ride (there are beautiful trees in this area). Great connections to AT network. Directly connects to University.	5/13/2022 10:57 AM
239	Easier access to Provencher businesses.	5/13/2022 10:18 AM
240	Connects people with businesses. Makes provencher less of a throughway to downtown and more of a destination in itself.	5/13/2022 8:40 AM
241	least intrusive to vehicles and simpler to maintain	5/13/2022 1:45 AM
242	Having direct routes is preferred for cyclists, we shouldn't be relegated to side streets. Protected bike lanes are great.	5/13/2022 12:37 AM
243	I think I would be more inclined to use it to get to and from the forks safely and quietly for leisure activities. I am not a commuter. If I were a commuter, I might still prefer the safer and quieter route! Provencher seems too busy.	5/12/2022 9:46 PM
244	My perspective as a commuter prefers the route on Notre Dame Street for accessing downtown, although I probably would not use it much, but I feel that it would most benefit other cyclists who are using the existing pathway over the Seine rive or coming from the paths in the park.	5/12/2022 8:36 PM
245	The provencher route does a better job of providing access to the schools, community centers etc. than the other routes do to destinations along Provencher. The most direct route to/from downtown encourages AT.	5/12/2022 6:46 PM
246	Option A fulfills the objective in a way that doesn't relegate cyclists to longer routing but treats them as equals to drivers. This is as it should be. It also greatly benefits the businesses on Provencher who will now be easily accessed by cyclists - I would anticipate a significant increase in revenue for them, particularly in the summer. The other options treat cyclists as second class citizens to be bundled out of view away from the 'prime' routes.	5/12/2022 6:12 PM
247	It is the most direct rout and I would use it every day.	5/12/2022 5:32 PM
248	None because it's one city counsellor pushing his views on every taxpayer in the city.... Matt Allard is a **redacted** and will only push his views instead of listening to what the taxpayer truly wants	5/12/2022 5:21 PM
249	Major routes should be the top priority to be safely accessible by bike.	5/12/2022 4:16 PM
250	Cyclists deserve as good access to community business, amenities, and as direct a travel route, as cars. Period. I am a cyclist and the other options are simply not desire lines. You'd have to have a map to even know they were there.	5/12/2022 3:57 PM
251	I'm tired as a cyclist of being routed away from the places with all the destinations. I avoid Provencher currently, even knowing how important these streets are as the lifeblood as a city and community. I want Winnipeg to be a great city, and therefore we need to make these streets complete for all users.	5/12/2022 3:50 PM
252	doable now. fewer coflicts between AT users and vehicles.	5/12/2022 3:34 PM
253	Provencher is where sources, destinations, and connections are. I don't want to go on a back street, guess where to turn, make extra intersection traversals, or go the long way around. I'll end up riding on Provencher anyway, or on the sidewalk if you don't make it safe. Cripes, if you can maintain a truck route you can accommodate cycleways for the cost of a rounding error on that. There's global warming, so just build the bikeways already.	5/12/2022 3:29 PM
254	The infra needs to be go to where the destinations are. B and C are obvious admissions of	5/12/2022 3:27 PM

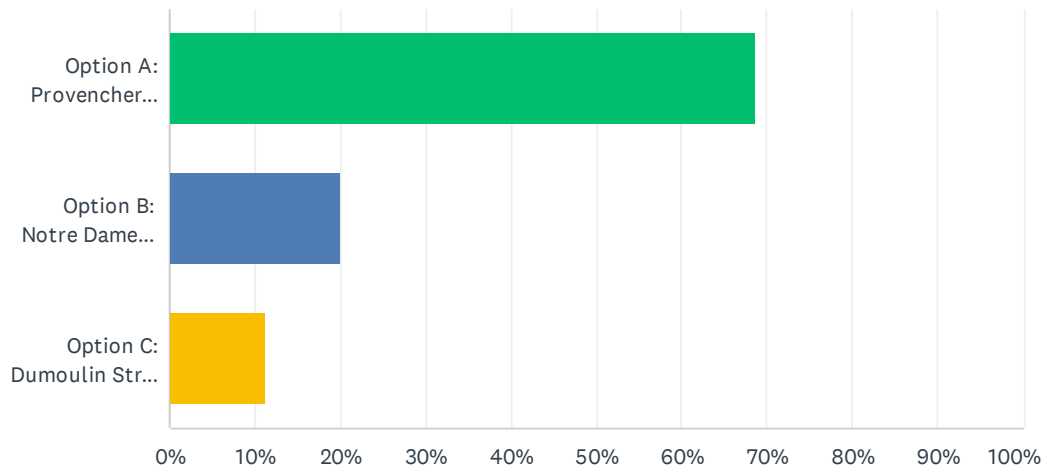
St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

greenwashing and pandering to car-devoted representatives. Also, a waste of money. You can't build a useful network with higher standards than what Winnipeg is used to. Case in point is the piecemeal and complex bike route through Wolseley. If that route actually connected the ledge, polo park and Corydon in lanes with FEW complications like turns to avoid parking, escapes to suburbs instead of just using straight lines, people would take this initiative seriously

255	It makes sense from urban design and traffic systems perspectives, and will be better for the local economy.	5/12/2022 3:14 PM
256	i already use cathedrale, and dumoulin is less north to travel then notre dame street to get from the bridge to archibald.	5/12/2022 3:02 PM
257	Most direct route	5/12/2022 3:01 PM
258	Cycling infrastructure should be on major routes in order to allow the most amount of people on bikes to safely access their destinations.	5/12/2022 2:42 PM
259	I would primarily use it as a hub to get to and from downtown. Keep me on the most direct route.	5/12/2022 2:38 PM
260	While it may be primarily for commuters, we would use this route as a family to get between schools, parks, the library, etc. The neighbourhood schools are not very far off of this route. I would like a fully protected bike lane, regardless of where it is built.	5/12/2022 1:58 PM
261	Would serve the largest amount of ppl	5/12/2022 1:43 PM
262	most direct route	5/12/2022 12:57 PM
263	In reality the statement above makes a strong case for protected bike lanes on all three routes. Why should there even be a choice between destinations shops or parks and schools.	5/12/2022 12:43 PM
264	The priority should be safety on the main routes to promote access to workers downtown and reduce car traffic. These will be the main users of the route and recreational access to parks etc. is relatively safely accessed from Provencher on low traffic roads.	5/12/2022 11:21 AM
265	Direct route encourages everyone to use it.	5/12/2022 11:11 AM
266	St Boniface wants bike lanes on Provencher.	5/12/2022 10:43 AM

Q8 The timeline for construction will depend on the recommended route option. Option A: Provencher Boulevard would require major reconstruction of Provencher Boulevard due its current traffic volumes, limited right-of-way space, and high on-street parking utilization. If Option A: Provencher Boulevard is chosen as the recommended alignment and approved by Council, the project would be added to and prioritized against a list of other unfunded active transportation projects. If Option B: Notre Dame Street and de la Cathedrale Avenue or Option C: Dumoulin Street and de la Cathedrale Avenue is chosen as the recommended route option, construction could begin after this study as the route aligns with available funding. Given the above, which route do you prefer?

Answered: 416 Skipped: 51



ANSWER CHOICES	RESPONSES	
Option A: Provencher Boulevard	68.75%	286
Option B: Notre Dame Street and de la Cathedrale Avenue	19.95%	83
Option C: Dumoulin Street and de la Cathedrale Avenue	11.30%	47
TOTAL		416

#	PLEASE TELL US WHY.	DATE
1	Option A should have been done YEARS ago, especially when it was repaved. The time is now to finally have a protected bike lane in on a major street in our community.	6/15/2022 3:52 AM
2	Because it sounds like the other design is not an option. This option offers the best trail connections and key community destinations.	6/14/2022 9:29 PM
3	We need to build the infrastructure that will best serve our cycling community and which will encourage and allow for greater adoption of cycling as a primary means of transportation. Option A is the best choice here, even if it is more expensive and takes longer. Notre Dame	6/14/2022 6:41 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

should be turned into a neighbourhood greenway regardless; it is an easy, cheap, and immediate solution and would continue to provide useful connections to AT paths even after Option A is completed.

4	This is not a great question and it's unclear how this fits with council decision making. Find more funding?	6/14/2022 5:54 PM
5	I feel trucks need to be rerouted away from this beautiful neighborhood. We need a slower, cleaner pace.	6/14/2022 3:55 PM
6	Do what's needed first not what is easier. Make the investments required to increase the desirability of cycling then as more users join the network the political will will increase for more marginal expansions like B and C.	6/14/2022 2:57 PM
7	We need better infrastructure, not cheaper outcomes that we will later regret	6/14/2022 12:51 PM
8	Same as above	6/14/2022 11:12 AM
9	I think options A is the only one that is worth the time and money it would take.	6/14/2022 9:11 AM
10	I can appreciate the desire to complete this project sooner, however it would more economical to complete the bike lane project through this area once, and to complete it serving the greatest number of cyclists rather than re-visiting this project in the future if we decided the Provencher realignment would've been better.	6/13/2022 1:54 PM
11	Let's do this once and let's do it right. Provencher is the option that provides the most value.	6/12/2022 2:43 PM
12	This further emphasizes how much I hate Option A down Provencher, I do not want a solution that costs more, removes street parking and does nothing to personally increase my likelihood to cycle in the area. Option B can be readily done with moderate upgrades, and it will still encourage cycling traffic towards Provencher.	6/10/2022 9:01 PM
13	For the reasons already outlined above: removal of fewer trees, preservation of the Boulevard, less costly, traffic mitigation on residential streets.	6/10/2022 2:27 PM
14	B and C are the best options with minimal impact to the trees and parking on Provencher	6/9/2022 1:04 PM
15	Best fit for the area	6/8/2022 9:23 PM
16	Build the Greenway in the short term and plan for building Provencher later on. Greenways that had no infrastructure were changed in 2021 for a pilot and it was very inexpensive (speed humps and 30km/h signs). Do the same here (in fact, do that everywhere) and then build Provencher once funding is available.	6/8/2022 3:09 PM
17	Options B and C are useless and do not connect to active transportation routes.	6/8/2022 10:17 AM
18	The best value: it may be more money and longer construction however it will result in the biggest improvement to the active transportation route.	6/7/2022 10:51 PM
19	More cost effective and earlier access to safer cycling.	6/7/2022 12:10 PM
20	It would be nice to have more lanes right away. I live by the south route so both B & C are the same to me.	6/7/2022 10:18 AM
21	Immediate construction would be fantastic. The longer we wait, the more damage is done and the most car dependency spreads.	6/7/2022 10:11 AM
22	indirect bike routes are fine for leisure riding but not commuting.	6/7/2022 9:19 AM
23	It's the right choice for a proper bike lane, shouldn't matter if it's little more work or inconvenient for drivers for a hot minute.	6/6/2022 10:17 PM
24	I'm of the opinion we should build it right to address the needs rather than build something that will not be used. I would be happy if my tax dollars went into a proper greenway on Provencher	6/6/2022 8:36 AM
25	I own property on Provencher near the bridge and have seen too many issues with cyclists and the huge amount of traffic. I see DANGER when I think of that option. Option B is SAFER and considers the COMMUNITY.	6/4/2022 1:21 PM
26	Short term gain, long term pain.	6/4/2022 10:52 AM
27	As much as I want it right now, in the next 10 years I'd be a lot happier driving along the main	6/4/2022 7:57 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

road with protection from cars and just as important

28	Although the construction may be delayed, I would rather Provencher be selected as the option to be prioritized because it would encourage more mode shift than the other options. I heard that if Option B or C were to be selected, a bike route on Provencher would be built eventually, but it may be 20 or 30 years later. I would rather choose the bike route on Provencher to be built even if it means waiting a few years for funding, vs. waiting several decades.	6/3/2022 1:50 PM
29	C'est une route beaucoup plus avantageuse.	6/2/2022 2:13 PM
30	Despite the cost and long construction timelines I believe in the long run this is the best route.	6/2/2022 12:08 PM
31	See answer above.	5/31/2022 12:12 PM
32	Same as above, I would definitely go with de la cathédrale as the downsides do not outweigh the benefits for me, and it is great that it could be done sooner.	5/30/2022 7:05 PM
33	I think Option B offers the next 'most direct' connection to existing AT and to downtown. This side of Provencher is calmer (traffic wise) and offers great protection to cyclists and multi-use path users. I think this route would be well-used. I also think given timing, the need for this is pressing, so I'd rather see this implemented than wait for a path on Provencher.	5/29/2022 12:17 PM
34	This feels like you're trying to force a choice instead of WORKING to make the best options a reality. This is disappointing. Keeping the Greenways as close to Provencher as possible PROBABLY hits the commuter/moving around the neighborhood sweet spot. Probably.	5/29/2022 10:13 AM
35	See above.	5/29/2022 9:50 AM
36	A is the most functional, useful, and direct design. Cyclists rerouted to side streets won't make the route more desirable for Winnipeggers or tourists. Nobody enjoys going down a side street then having to go up another street to get to your destination on the main drag where you'll have to dismount.	5/27/2022 9:04 PM
37	Never build it	5/27/2022 5:00 PM
38	It's the best route. We need city representatives who will MAKE this happen, even if it is costlier. Invest in our future, please!!!	5/27/2022 4:46 PM
39	This is an excuse. "It disrupts cars so it isn't as good" is basically what I'm reading. We NEED to disrupt cars for all kinds of reasons.	5/27/2022 2:04 PM
40	B to C aligns better with East path. Having some infrastructure is better than none.	5/26/2022 9:09 PM
41	Transportation wise I prefer A, however if the construction won't happen for a long time, I think it would be better to go with either B or C to have something in place. I chose B as I like the way the Notre dame path would connect in to the adjacent paths.	5/26/2022 1:00 PM
42	Get it done ASAP. Why does it take years to get things done?	5/26/2022 7:58 AM
43	None	5/26/2022 12:37 AM
44	If the railway crossing can reopen, this is where we can best cross the pedestrian bridge	5/24/2022 10:20 PM
45	Don't do a crap job because it's cheaper. Come on.	5/24/2022 3:05 PM
46	Already use these routes. Our City is infamous for changing its mind about what major AT routes it will fund so it may not get around to doing the Provencher AT Route in my lifetime. We need a safe functional route in the meanwhile.	5/24/2022 2:06 PM
47	Sub-optimal bike routes are better than bike routes stuck in funding limbo. I like that it lines up with the pedestrian bridge over the seine and is farther from Provenche, thus likely reduced traffic to compete with. I don't like that it keeps cyclists and cars mixed, but with low traffic that isn't a large problem.	5/24/2022 1:50 PM
48	It would be great to have some routes in place quickly.	5/24/2022 11:56 AM
49	We need this type of infrastructure NOW and we don't have a lot of extra money to be wasting. Given the high cost of redeveloping Provencher, option B seems like a good choice. When Provencher needs to be resurfaced or reconstructed I would like to see active transportation prioritized in a future design.	5/24/2022 11:10 AM
50	Option A has separated bike lines and will likely see higher overall use.	5/23/2022 6:13 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

51	Could do option B first and then when Provencher needs to be resurfaced, protected bike lanes can be put in out of the roadway repair budget rather than from active transport.	5/23/2022 2:06 PM
52	Asking us to chose a lesser option because the city can't prioritize, manage or fund its necessary AT projects properly is a straw argument and insults your populace. Seek excellence and maximum impact, and do what is needed to deliver.	5/23/2022 9:44 AM
53	Far too much time and money is being spent on bikes accomodation with elaborate bike lanes.	5/22/2022 6:57 AM
54	See above	5/21/2022 4:44 PM
55	Even if it takes a bit longer to implement, the greater long-term benefits of a proper protected bike lane are worth it.	5/21/2022 1:20 PM
56	None, really. Again, refer to my original comments.	5/20/2022 1:09 PM
57	hard call a cost benifit anyalsis would be needed and total cost needs to be concidered	5/20/2022 12:34 PM
58	Cost, Timelines, connectivity	5/20/2022 12:12 PM
59	I live nearby.	5/20/2022 11:25 AM
60	Best alround route.	5/20/2022 7:31 AM
61	If it could be implemented sooner. And if active transport was prioritized on notre dame and it was easy, safe and fast to get there from esplandiel I would probably take this instead of status quo Provencher	5/19/2022 8:56 PM
62	If we are spending money, we should spend it the right way, and build projects right the first time. Options B and C are bandaid solutions that just kick Option A further down the line. Option A needs to be constructed regardless.	5/19/2022 8:14 PM
63	May cost a little more, but by doing it right the first time will have more safety and make people more happy.	5/19/2022 7:21 PM
64	I don't think inconvenience for cars should be considered when we think what is actually best for our city.	5/19/2022 6:58 PM
65	See above	5/19/2022 5:41 PM
66	As noted previously, I don't think bike infrastructure is needed on the lower traffic streets. I believe there should be bike infrastructure on major routes, where reasonable.	5/19/2022 5:09 PM
67	There is no reason for Provencher to serve as a throughway between neighbourhoods at the level it currently does. Redesigning it might help redirect some of the traffic that uses it now for convenience to other options. As a consequence, even if it takes more time to develop this option, I think it would be beneficial not only for AT but for the neighbourhood as well..	5/19/2022 4:33 PM
68	It's worth the wait for proper infrastructure. It is already safe enough to cycle on the other routes until Provencher is ready.	5/19/2022 3:56 PM
69	See above. Build the other routes during this time. The more, the merrier.	5/19/2022 3:26 PM
70	I have worked at a small business with massive street construction going on.Working through construction on portage ave it only made our back entrance nicer! business was barely harmed.	5/19/2022 3:19 PM
71	It's still the best option.	5/19/2022 3:12 PM
72	Because your explainer basically says we can have the less desirable option now, or possibly nothing, ever.	5/19/2022 3:08 PM
73	Long term, it's the best plan.	5/19/2022 3:06 PM
74	In addition to what I wrote above. Putting separated bike lanes on low traffic routes is not really helpful. Those streets are already somewhat safe to cycle on. Redeveloping Provencher would drastically improve the area and increase the neighborhoods walkability.	5/19/2022 2:59 PM
75	As stated previously. Totally unnecessary and a total waste of money and resources.	5/19/2022 2:46 PM
76	WASTE OF MONEY	5/19/2022 2:29 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

77	This is still the best route and the city needs to put its money where its mouth is if it is serious in getting more people to cycle around the city. The other options feel more temporary and more disruptive to the people who live there, rather than the people who use Provencher as a thoroughfare. If Winnipeg hooks up all major thoroughfares with cycling infrastructure then it will make it way easier to cycle around the city and Option A is the only way forward.	5/19/2022 8:43 AM
78	None	5/18/2022 9:35 PM
79	Shops retail on Provencher would thrive with more bicycle and foot traffic and less car traffic. The cost is higher, but the long term positive outcome for the community would be greater!	5/18/2022 3:51 PM
80	Mostly indifferent between B and C.	5/18/2022 3:10 PM
81	There are always periods of inconvenience while construction is underway. With many projects that update infrastructure to accommodate changes in usage (more cyclists/pedestrians and not vehicles alone) there are always "growing pains" but it is necessary. Our cities were built around the car/truck and were not designed to accommodate cyclist/pedestrian traffic and so these changes are necessary to adapt to our modern times. With climate change and with people seeking healthier, more active lifestyles, all cities are having to adapt.	5/18/2022 2:46 PM
82	We want the most efficient and useful route to downtown end of story.	5/18/2022 1:20 PM
83	Project can be done in phases using relatively inexpensive/temporary materials. Removal of a travel lane to make space should be considered rather than removing parking or median space. If phased as a temporary pilot, actual effects can be measured directly in real life rather than through unreliable voodoo traffic models.	5/18/2022 12:56 PM
84	I'd rather have usable infrastructure now than something that will take years to happen	5/18/2022 11:23 AM
85	It's an investment for the street, a must	5/18/2022 10:05 AM
86	Too much traffic on Provencher, already too dangerous for cyclists. More visibility on streets with less traffic for cyclists and motorists.	5/17/2022 8:21 PM
87	only one bock of Provencher, for Dumoulin.	5/17/2022 6:34 PM
88	Options B & C, while not as ideal as A, are still good improvements over the existing infrastructure. The fact that they can be implemented without delay is extremely valuable.	5/17/2022 4:39 PM
89	Best option to connect to businesses, and be able to slow down traffic and make Provencher more of an open neighbourhood.	5/17/2022 3:01 PM
90	Option A is the best route, even if it takes a bit more time to complete	5/17/2022 12:42 PM
91	The other options are so low traffic to not really need a bike/ multiuse path. A path down Provencher would be lovely if done similar to Sherbrook.	5/17/2022 10:23 AM
92	The whole cycling 'network' is a mess of unconnected routes and compromises on routes. We have to start doing this properly if we are to actually increase the viability of cycling in our city. If the proper infrastructure is there, more people will use it. If we set up half measures, the people already using it will have a marginally better experience. We need to commit to this and move it forward.	5/17/2022 10:21 AM
93	Putting protected bike lanes on major streets shows that people on bikes are equally important and deserve the same benefits of people driving cars. Otherwise, we're just shoehorning in bike infrastructure wherever it has the least impact on drivers. At the same time, I appreciate the concerns about parking for business owners; need to provide alternatives and evaluate impact on their sales. Based on research elsewhere, they may be overestimating the impact of parking availability and proximity on their bottom line.	5/17/2022 9:50 AM
94	I fear that choosing the less desirable option now would mean it will be even less probable to ever get anything on Provencher in the future. I would prefer to have a better chance at getting a full solution at some point than getting 1/3 of one now and then never getting the rest.	5/17/2022 8:44 AM
95	We need to think what is best in the long term, which is Option A.	5/16/2022 10:15 PM
96	Better to do it properly and it will be used more, so in the long run it's a better choice to do provencher	5/16/2022 9:22 PM
97	It is worth waiting for the funding to implement the better option. Side streets are already OK for cycling, upgrades there are nice to have but less critical	5/16/2022 9:10 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

98	Having more options for transportation in the city needs to happen more quickly. I also think that cycling routes should be prioritized for snow removal more highly so that people can actually ride bikes in the city in the winter. If it's possible in Finland, Winnipeg can absolutely also be a biking city.	5/16/2022 6:23 PM
99	Starting sooner, being less disruptive to traffic flow into the city, and being less expensive are all benefits. There are no downsides to Option C here.	5/16/2022 6:18 PM
100	To be honest, all of the options would be great, but I would wait for it to be done properly with Provencher.	5/16/2022 4:55 PM
101	Best option, when done right	5/16/2022 3:35 PM
102	For the reasons stated before. Provencher is a high vehicle traffic feeder route for trucks and vehicles. If the goal is to allow for active transportation options to encourage less traffic on the roads then these routes will require active transportation options which allows for biking into thorough the city. It must connect bike paths that are already in place from east Kildonan. There also has to be access made from Elmwood/Trancona east of Archibald which there is currently none. There also has to be better access through the St Boniface industrial Park	5/16/2022 3:20 PM
103	Bike routes on major routes	5/16/2022 3:18 PM
104	It is critically important to implement bike infrastructure on main streets. Especially routes like Provencher which have become fast moving roads. Bike will improve the feel of the road.	5/16/2022 3:14 PM
105	Fix roads	5/16/2022 1:36 PM
106	Do it correctly the first time. Take the time needed and the result will see more use than the other options.	5/16/2022 1:19 PM
107	Do it right, for once.	5/16/2022 12:53 PM
108	This option would enhance the Provencher & Downtown area and provide much needed connectivity.	5/16/2022 12:44 PM
109	dangerous and not acceptable	5/16/2022 12:33 PM
110	More direct, multi-user potential.	5/16/2022 12:33 PM
111	It's better to wait for the proper infrastructure to be implemented than have a less effective option. It also signals that the funding priorities of the city/province should be readjusted if Option A doesn't have access to the same funding for AT route implementation as the other two options.	5/16/2022 12:02 PM
112	This question is a cop out.	5/16/2022 11:57 AM
113	Provencher already needs major reconstruction. The sidewalks are in terrible shape, I've nearly tripped often and I'm able-bodied. Time to just get this done, and to do it right.	5/16/2022 11:43 AM
114	I would strongly prefer Provencher but think that all of these are needed. I would like to see Provencher AT added to the list, and when Provencher is redone in the future AT route be added as a mandatory.	5/16/2022 11:02 AM
115	Provencher is more direct. It grants better access to the businesses on Provencher. The protected bike paths are unidirectional. Adding a buffered zone pushes traffic further from the sidewalks making the pedestrian experience more enjoyable and safer as well. It also provides an opportunity to replant the trees that have died on Provencher.	5/16/2022 10:28 AM
116	There is no point doing the wrong thing just so we can do it sooner. Let's do the right thing in the first place.	5/16/2022 10:11 AM
117	Again, Option B and C seem unnecessary	5/16/2022 9:58 AM
118	Once the sewers are replaced, the roads new and sidewalks, in 143 years from now, the hydro and phone system will probably be new. by then I won't care so much	5/16/2022 9:56 AM
119	Do it once and do it right.	5/16/2022 9:52 AM
120	Start with Option B, then secure funding for A. Active transportation needs multiple routes, and the city needs to move away from a car-centric funding model.	5/16/2022 9:41 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

121	Option C but only on Dumoulin and not the portion on Cathedrale. Least impact on roads and business.	5/16/2022 9:24 AM
122	it's the best option even though it's harder	5/16/2022 6:46 AM
123	It ought to happen at some point, so better sooner than later.	5/15/2022 11:36 PM
124	Do the job right the first time, not the cheap job that doesn't work well.	5/15/2022 9:33 PM
125	Wait and do it right; don't just get something done for the sake of it.	5/15/2022 9:26 PM
126	Given how much gets spent to make such an unnecessarily large and dangerous roads, with unsafe and inefficient street parking like the existing road, one would think a bike lane wouldn't be that difficult.	5/15/2022 8:12 PM
127	Let's build good infrastructure that lasts forever, not ineffective infrastructure just because it can happen quickly.	5/15/2022 7:30 PM
128	Stay off main commerce routes. Home owners that have freeways on their streets should get tax breaks	5/15/2022 6:41 PM
129	It's away from the main roads ,	5/15/2022 6:19 PM
130	Option A would represent a serious investment in the neighbourhood that will lead to the maximum return in every way, including financial return for the city. The other options will just be expenses that will not garner a return on the investment.	5/15/2022 6:19 PM
131	Notre Dame Street and de la Cathedrale Avenue are already quiet streets for bike riders. Provencher Boulevard is not a safe bike route without additional changes to the infrastructure.	5/15/2022 5:21 PM
132	We need to start doing things right. Better to eat the cost/time now than spend money on a project that isn't ideal	5/15/2022 4:37 PM
133	It's a matter of invested priorities. We should be investing for the city we want in 50years.	5/15/2022 4:28 PM
134	Do to right the first time	5/15/2022 4:02 PM
135	It's pretty apparent why A is the best option.	5/15/2022 3:38 PM
136	Why are the needs of relatively few owners of parked cars being prioritized over other transportation needs?	5/15/2022 2:40 PM
137	Better to fund the option with the greatest benefits even if it takes longer than waste the funding available on a suboptimal option that would end up underutilized.	5/15/2022 2:08 PM
138	Same as above. Good long-term solutions are more important than hasty poor choices.	5/15/2022 2:07 PM
139	It. Is. The. Best. Route.	5/15/2022 1:58 PM
140	If resources for AT are as limited as described, spending them on unpopular and indirect routes would, itself, be a wasteful detour.	5/15/2022 1:46 PM
141	Cathedrale doesn't need changing.	5/15/2022 1:42 PM
142	This question shows the bias of this survey and the City's intent. Safety and access should be the paramount concerns. Build the system that works best, don't use construction time as an excuse.	5/15/2022 1:21 PM
143	Who cares if it takes longer or costs more, option A makes more sense	5/15/2022 1:20 PM
144	Do it right. The first time.	5/15/2022 1:08 PM
145	Provencher will suffer and become similar to Portage Ave (awful to walk/bike down) if the City moves pedestrians and cyclists to other side streets. It may take longer to get funding but that is OK. Taking the easy way out by moving pedestrians to side streets is not the way to go.	5/15/2022 1:03 PM
146	We need to build priority bike routes first and then add in feeder routes. Waiting for a better solution is acceptable.	5/15/2022 12:40 PM
147	Provencher could be the catalyst this city needs for better protected lanes thought-out the city. Please do the protected lanes! The city is so far behind other major cities with its infrastructure.	5/15/2022 12:15 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

148	Provencher is the right choice for a bike lane	5/15/2022 12:12 PM
149	The City's bias is showing; obviously it prefers Provencher and it is actively trying to have me agree with it. The city should have built in an AT path when Provencher was under construction a couple of years ago. The city's poor decision then should not preclude the best route being built now.	5/15/2022 12:05 PM
150	Take the time to do it right, or don't do it at all.	5/15/2022 11:56 AM
151	I can wait for the best option to be finalized, rather than settle for a lesser-than option.	5/15/2022 11:46 AM
152	See above answer. What you're essentially saying is: this project takes a lot of time and money and it will cause unrest in the car community. Do I still want this to move forward? Yes. Ten times over. Yes.	5/15/2022 11:34 AM
153	Making Provencher a friendlier place for human-powered transportation (the traffic calming achieved by adding cycling lanes will also make it a nicer place for pedestrians) will have benefit to local businesses. IT is worth the time and expenditure.	5/15/2022 11:30 AM
154	Why not justcut the police budget, and then do all of them? They're not earning their keep, we may as well put the money to good use.	5/15/2022 11:25 AM
155	If it came to easy, it wouldn't be worth all the time that you spent. The fact that Option A is harder, is a strong indication that it is the best option.	5/15/2022 11:24 AM
156	Same reason as above. Stop trying to frame Option A as a "bad" one.	5/15/2022 11:22 AM
157	Doing things wrong only means you have to redo it later, spending even more money in the process. Cycling isn't a fad that's going away, but a key part of making more affordable and livable cities. Cycling infrastructure is also some of the cheapest transportation networks to build and maintain. If we can't afford this, then we shouldn't be able to afford all the road work.	5/15/2022 11:22 AM
158	Shoddy options are always cheaper and faster. Poor tool for prioritizing.	5/15/2022 11:20 AM
159	Let's build it correct the first time.	5/15/2022 11:03 AM
160	I won't let Perfect be the enemy of Good.	5/15/2022 11:01 AM
161	Better route regardless of timeline	5/15/2022 10:56 AM
162	If bike lanes are needed on Provencher then bike lanes should be built on Provencher. If bike lanes are needed on Cathedrale then bike lanes should be built on Cathedrale. I'd argue both are needed. Building one shouldn't preclude building the other. But if we have to pick one then Provencher is probably more important. Finding funding for this shouldn't be hard, if we stop wasting money building long, winding new roads in huge sprawling suburbs then we should be able to afford to fix our existing roads. The neighbourhood greenways should be built only if residents of those residential streets want it.	5/15/2022 10:49 AM
163	Again, I'd say do all three! But don't back away from Provencher simply because of complexity, timeline	5/15/2022 10:44 AM
164	I actually prefer Option A but it's sad that progress in this city is held hostage by an obvious admission to a lack of funding and ambition.	5/15/2022 10:26 AM
165	These wasteful expenditures should be scrapped.	5/15/2022 10:20 AM
166	Get it open! We need more bike paths to get people moving in this city.	5/15/2022 10:04 AM
167	Do it right or don't do it.	5/15/2022 10:00 AM
168	Quiet path. Already used by many. Dumoilin needs a bit of attention by st Joseph. Lots of holes.	5/14/2022 9:40 PM
169	See q 7	5/14/2022 8:16 PM
170	We need to think long-term if we want to make a more livable community, meet AT goals, and reduce carbon emissions.	5/14/2022 1:12 PM
171	Provencher is no-go! Cost is too high and I don't want to wait another 5/10 years for this connectivity to be completed.	5/14/2022 1:03 PM
172	The city needs to show leadership is developing connected AT infrastructure. The money we	5/14/2022 12:51 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

spend as citizens continuing to beef up a car-centric city is far greater than what is required to encourage people to switch to AT.

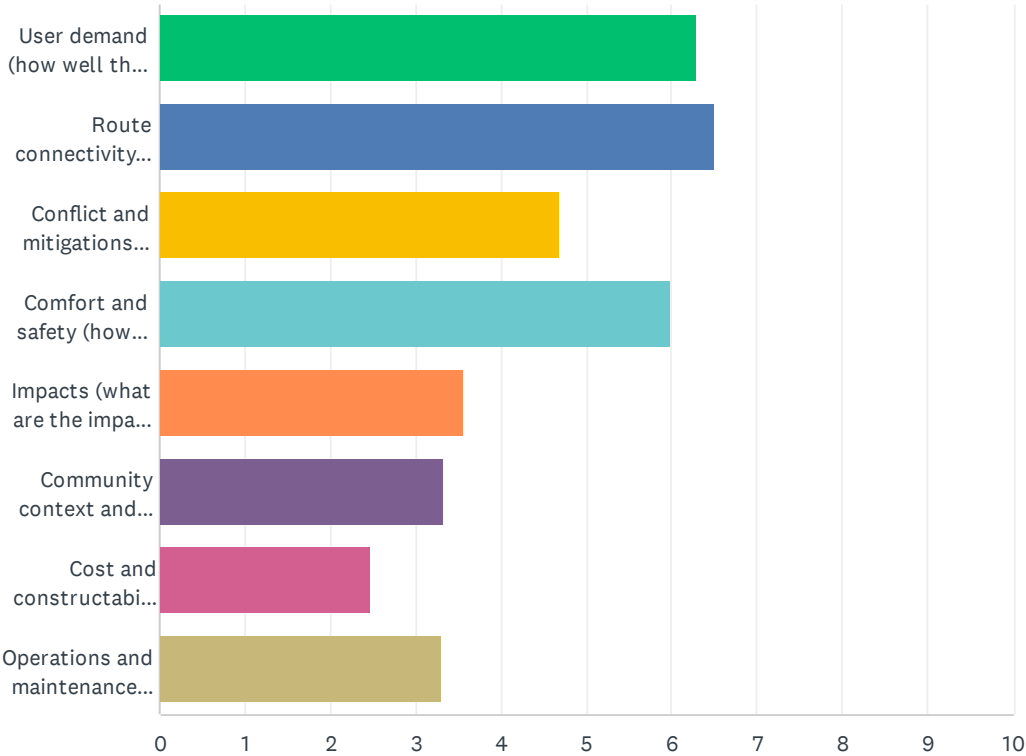
173	Sooner is better!!	5/14/2022 12:16 PM
174	Provencher is long overdue for a complete rebuild. this is a good reason to complete both véhicule cycling and pedestrian and business needs. it is time also to complete Provencher beyond Demeurons including a new bridge over the Seine river and modernising the intersection at Archibald	5/13/2022 11:23 PM
175	The benefits of having the route on Provencher outweighs the inconvenience and delay associated with construction	5/13/2022 3:42 PM
176	Don't go half-assed and fund active transportation plans properly. Put the scarce budget towards projects that would actually make a difference. Options B and C would likely not change cyclist behaviour much.	5/13/2022 3:37 PM
177	Getting is done sooner and with available funding.	5/13/2022 3:29 PM
178	Option B or C would be fine. I'd prefer more spending on Winnipeg Transit and sidewalk clearing rather than an extremely expensive bike path. It's more important that we have enough money earmarked for maintenance, to ensure that all pathways truly can be safely used year-round, than that we build the most impressive path possible.	5/13/2022 3:15 PM
179	As per previous response, starting with provencher will set a positive precedence for community. Also best aligns with current AT route, would benefit businesses.	5/13/2022 1:30 PM
180	Provencher still needs redevelopment!!!	5/13/2022 11:44 AM
181	Let's get more active transportation routes done NOW. The major reconstruction that would have to be done on Provencher would also not be a good thing for the businesses on that street.	5/13/2022 11:23 AM
182	Because it's a major road.	5/13/2022 11:01 AM
183	I believe options B & C to be superior to option A, regardless of price and timelines. That they are both cheaper and quicker is a bonus.	5/13/2022 10:57 AM
184	I'd rather wait longer and have the best option. Provencher is in need of some reconstruction anyway.	5/13/2022 10:52 AM
185	Perfect is the enemy of good. In the interest of getting SOME protected infrastructure sooner rather than later, I'll take a slightly longer route.	5/13/2022 9:36 AM
186	While the other options are easier and cheaper they don't have any major impact on connecting me with my destination.	5/13/2022 8:40 AM
187	route on Provencher will screw up traffic too much and be very hurtful to businesses and make snow clearing difficult	5/13/2022 1:45 AM
188	Why are you doing this survey if you're saying there's no funding for Provencher but funding for this other inferior route. Like with everything in Winnipeg involving cycling just hold our noses and accept whatever scraps you give us.	5/13/2022 12:37 AM
189	It seems to be the most direct and safest connection between other parts of the route. And I think that I might be dead before Provencher funding/constructions gets finished!	5/12/2022 9:46 PM
190	The best use of funds at this time, with a better delivery time.	5/12/2022 8:36 PM
191	I am okay waiting for the project to have it done right. Winnipeg needs to increase its budget on AT to get these proper projects completed.	5/12/2022 6:46 PM
192	This makes it obvious that selecting Option A will result in NOTHING getting built, which defeats the entire purpose. Of the two lesser options that are in fact financed, Option B is superior due to the better connection across the Seine to Archibald from using Notre Dame	5/12/2022 6:12 PM
193	It's worth the wait. We've waited this long already.	5/12/2022 5:32 PM
194	Why is council so hesitant to do things right the first time? And what's with the leading questions?	5/12/2022 4:26 PM
195	Good infrastructure that best serves the community is not the easiest/cheapest. It is worth	5/12/2022 3:57 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

	waiting for.	
196	Options B or C are already pretty bikeable. I don't believe it was transform the community much. Provencher, however, would be a game changer.	5/12/2022 3:50 PM
197	doable now.	5/12/2022 3:34 PM
198	Your priorities are backwards. Realize what's important and just do it now, instead of building another car neighbourhood to fill the potholes. Anyway, do it right.	5/12/2022 3:29 PM
199	Just take money out of the road expansion budget. Eventually federal money will become available as Winnipeg is taken seriously as a sustainable city, financially and ecologically.	5/12/2022 3:27 PM
200	All proposed options are why Winnipeg has poor infrastructure and declining community trust in institutions. The premise is that the best answer is not the cheapest. The way this question is phrased also makes me suspicious - since both outcomes appear to be the same (construction will begin when there is available funding). If there is a distinction I request you make it more clear.	5/12/2022 3:14 PM
201	provencher would be great for commuting via bicycle, but i use that path for recreational biking so i don't see the need to be on the main road along with heavy vehicle traffic for recreation. when i am biking i am not looking to make the best time across the route, i am looking to enjoy myself on a leisurely ride. It would be nice to have provencher support more bicycle parking so you could enjoy the shops along the way and i think the current size of a lot of the sidewalks can accomodate that without much disruption in traffic flows.	5/12/2022 3:02 PM
202	Less of a delay	5/12/2022 3:01 PM
203	Cycling infrastructure should be on major routes in order to allow the most amount of people on bikes to safely access their destinations.	5/12/2022 2:42 PM
204	Get it done as fast as possible. Winnipeg is all about the cheap - if it costs more money, it will take longer or money gets poached for something else.	5/12/2022 2:38 PM
205	I feel like this question is very slanted; Regardless of which location is chosen, it needs to be a fully protected bike lane in order for it to be useful for a wider number of community users (i.e: children and family with children)	5/12/2022 1:58 PM
206	Long term I think this option would be best even if construction timelines are longer.	5/12/2022 1:43 PM
207	street needs to be narrowed and have more trees planted anyways. minimum widths for vehicular lanes should be used.	5/12/2022 12:57 PM
208	Just because the timeline is long doesn't mean it should deter us from the best option of routing. High parking use on Provencher gains the city no revenue and most are not patronizing local businesses anyway, simply avoiding parking fees downtown.	5/12/2022 11:21 AM
209	Invest in the best route.	5/12/2022 11:11 AM

Q9 To help determine the recommended route west of the Seine River, the project team will evaluate each option using the following criteria. To help us understand what factors are most important to you, please rate the criteria in order of importance, with 1 being the most important and 8 being the least important.

Answered: 414 Skipped: 53



St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

	1	2	3	4	5	6	7	8	TOTAL	SCORE
User demand (how well the route connects to key destinations)	28.04% 113	27.79% 112	17.12% 69	13.15% 53	5.71% 23	2.73% 11	3.72% 15	1.74% 7	403	6.28
Route connectivity (how direct and continuous the route will be)	34.41% 139	31.44% 127	14.60% 59	5.94% 24	5.20% 21	3.47% 14	2.72% 11	2.23% 9	404	6.51
Conflict and mitigations (how many conflict points are there with intersections, accesses, and driveways)	4.71% 19	10.17% 41	20.10% 81	22.83% 92	18.86% 76	10.67% 43	6.45% 26	6.20% 25	403	4.70
Comfort and safety (how attractive and safe the route is)	24.69% 100	17.28% 70	24.94% 101	17.04% 69	6.42% 26	4.44% 18	2.72% 11	2.47% 10	405	6.00
Impacts (what are the impacts to pedestrians, vehicles, parking, loading, and transit)	3.71% 15	2.97% 12	5.69% 23	13.61% 55	22.03% 89	23.76% 96	15.84% 64	12.38% 50	404	3.56
Community context and support (how well the route is supported by public input)	1.23% 5	2.96% 12	6.91% 28	10.12% 41	18.02% 73	28.64% 116	19.01% 77	13.09% 53	405	3.32
Cost and constructability (capital costs and difficulty of construction)	2.45% 10	3.68% 15	3.19% 13	4.90% 20	6.86% 28	11.03% 45	29.17% 119	38.73% 158	408	2.47
Operations and maintenance (how well the route can be maintained, suitability for all seasons use)	2.70% 11	4.17% 17	7.84% 32	12.75% 52	16.18% 66	14.46% 59	18.87% 77	23.04% 94	408	3.30

Q10 Do you have any comments on the route recommended for east of the Seine River (Nadeau Street / Notre Dame Street / La Fleche Street / La Verendrye Street)?

Answered: 127 Skipped: 340

#	RESPONSES	DATE
1	Option A connects relatively well to this option, as well as the Notre Dame route of Option B.	6/15/2022 3:52 AM
2	As with all AT projects, special consideration should be made for how cyclists are expected to make a safe and convenient left turn across a busy street (e.g. from Provencher onto Nadeau).	6/14/2022 6:41 PM
3	Very poor connectivity and it would be on a slow street. This is an extremely low priority for my AT needs. Focus on safe connections between this area and Transcona that aren't on 70km/h streets.	6/14/2022 5:54 PM
4	Please do Provencher first.	6/14/2022 2:57 PM
5	No	6/14/2022 12:43 PM
6	Not at this time	6/14/2022 11:12 AM
7	It has to connect to another route heading further east to connect with AT in Transcona and preferably all the AT along the old rail line heading north parallel to Gateway.	6/13/2022 9:32 PM
8	I support this and am looking forward to future developments in trail connectivity to Northeast Pioneers Greenway Trail, future Eastern Rapid Transit development and Transcona	6/13/2022 1:54 PM
9	There needs to be a pedestrian/cyclist crossing at Rue Nadeau. Currently, people have to back track to Des Meurons to cross Provencher which is cumbersome and not practical. Also it would be nice if a formal path was made from mission beside La Verendrye St to where it dead ends to Notre Dame East park.	6/13/2022 11:51 AM
10	I really like the approach suggested with the intersection at Archibald and a dedicated sidewalk on the east side of the street. I will say the east side of Archibald does have more vehicle conflict points due to the many cars accessing the parking spaces for the adjacent businesses. The next priority for the east area should be dedicated bike path/trail marked north to the rail line, south of the Auto Repair shops to provide a direct, quick connection into the Montcalm Playground Park area and the connection under the Naim Underpass. At this point a safe, complete route from St. Boniface to the North East Pioneer Greenway will be created, which should be the secondary goal of this project. Having a direct connection to the NE Greeway as a cyclists opens so many more possibilities for getting across the northeast part of the city by bike from St. Boniface. This will then allow any cyclists in the Northeast part of Winnipeg to have a safe, complete cycle route from their homes to the downtown.	6/10/2022 9:01 PM
11	There will be a issue with the busy section of Archibald.	6/9/2022 1:04 PM
12	Good route	6/8/2022 9:23 PM
13	I think it would be important for a portion of Archibald (the train underpass) to be part of this plan. Once a cyclist gets to Archibald where are they supposed to be going that is safe for them to continue.	6/8/2022 10:17 AM
14	should continue to connect to chief peguis trail.	6/7/2022 12:10 PM
15	Secure bike path that connects the St.B area to the gateway bike path.	6/7/2022 10:25 AM
16	I support it!	6/7/2022 10:11 AM
17	I think the route East of the Seine is good and the addition of lights on Mission really helps	6/6/2022 8:36 AM
18	No	6/4/2022 1:21 PM
19	No comments looks good	5/31/2022 12:12 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

20	Speed reduction to 30k to increase safety.	5/30/2022 5:23 PM
21	That isn't a high traffic area anyway, so the streets already feel safe.	5/29/2022 12:42 PM
22	No particular comments other than support.	5/29/2022 12:17 PM
23	What is the plan for cyclists once they hit Archibald? The underpass going towards Nairn is genuinely terrifying to pass through as a cyclist. Fixing that issue in a way that protects active commuters and doesn't slow down their commute is an issue that needs some thought, otherwise this whole plan will be effectively irrelevant to anyone living north of the underpass.	5/29/2022 10:13 AM
24	It looks good. No additional comments.	5/27/2022 9:04 PM
25	I think that looks pretty good! Extend it farther if you like :)	5/27/2022 4:46 PM
26	No	5/27/2022 2:47 PM
27	This will be a benefit in connecting ridership from South and West to paths leading out to Birds Hill. It also provide access to a hidden, attractive part of Seine. Perhaps it will encourage more environmental stewardship there.	5/26/2022 9:09 PM
28	Connectivity is so important. Sometimes gaps come out of nowhere esp trying to get to provencher from archibald safely!	5/26/2022 1:04 PM
29	it looks great!	5/26/2022 1:00 PM
30	No.	5/26/2022 9:54 AM
31	East side is fine as is as long as adequate signage to show how to connect to other routes	5/26/2022 7:58 AM
32	Stop wasting tax payers money!!!	5/26/2022 12:37 AM
33	No	5/24/2022 3:05 PM
34	The pink route and current pedestrian bridge on the map work for me for 3 seasons. Need a better winter cycle route from Nadeau St. to Dumoulin St.	5/24/2022 2:06 PM
35	Protection, protection, protection. All the bike routes in the world don't matter if everyone is too scared to ride them. The average commuter won't even think about taking a bike unless they feel very safe doing so and without separating cyclists from cars this is a non-starter for most people. Just look at how many people ride on the sidewalk. Most drivers also don't know how to safely pass cyclists, and the odd rude driver likes to yell at cyclists that ride on the road. Separating cars and cyclists wherever possible is crucial.	5/24/2022 1:50 PM
36	I have concerns about connectivity as the AT bridge over the Seine is often under water.	5/24/2022 11:56 AM
37	Speed bumps and stop signs!! Cars choosing to speed on notre dame at rush hour to get around Provencher traffic. It is so unsafe!! Stop sign at notre dame and la flèche and speed bumps on notre dame from Archibald to la flèche	5/21/2022 4:44 PM
38	Because there is effectively no motor vehicle through-traffic on the proposed route east of the Seine, my previous complaints about greenways don't apply here. This plan looks good and I hope the connection to the Pioneer trail can be established quickly.	5/21/2022 1:20 PM
39	I'm most interested in what that intersection is going to look like. It currently isn't a good experience to get through the intersection and turn left onto that sketchy sidewalk.	5/21/2022 7:05 AM
40	No.	5/20/2022 11:25 AM
41	Put it somewhere else as a multi use path not affecting parking and traffic	5/19/2022 10:42 PM
42	None	5/19/2022 10:37 PM
43	A streetlight. at Nadeau With a no Right turn on Red or La Fless. Would be great. It is impossible to cross.Between. Three o'clock. And 7:00 o'clock.PM	5/19/2022 7:21 PM
44	I think this is already the route cyclists use, low traffic streets, I don't know if there's much need for additional infrastructure here.	5/19/2022 5:09 PM
45	I hope it incorporates the most straightforward flow, allowing for the ease of use to become an easy connection.	5/19/2022 3:56 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

46	Quiet neighbourhood already with minimal through traffic. Mission St is a gong show though.	5/19/2022 3:26 PM
47	Need to ensure safe crossing from Marion to the North side of the river when travelling eastbound.	5/19/2022 3:12 PM
48	Ensure cyclists have priority on greenways.	5/19/2022 2:59 PM
49	I have expressed my comments through out this survey. Hopefully, you will read them.	5/19/2022 2:46 PM
50	It would be very useful to connect the path along the west side of the Seine (that currently ends near Des Meurons & Bourgeault) to a path on Provencher, as well as across Provencher so that the Seine River Parkway is continuous	5/19/2022 2:36 PM
51	Don't build it	5/18/2022 9:35 PM
52	Looks ok. I've used this route before. It's quiet.	5/18/2022 3:51 PM
53	Anything not Provencher is a terrible idea.	5/18/2022 1:20 PM
54	None.	5/18/2022 12:56 PM
55	No	5/18/2022 10:59 AM
56	Need to work on plans to head north/south on Archibald. These plans have a gaping hole when trying to connect users to the North East Pioneers path.	5/17/2022 3:01 PM
57	Archibald underpass is sketchy to ride on the road there	5/17/2022 12:59 PM
58	I think it is unnecessary. Those are very low traffic streets that I already use. There is already a bike crossing light and closed to vehicles on La Verendrye. I do like that it will extend onto Archibald? Looks like it will connect or almost connect to the Gateway Greenway which is great! I would like it to connect to the Transcona trail eventually. down the tracks along Mission?	5/17/2022 10:23 AM
59	I would welcome a more bike-friendly design of speed humps. They can in fact be very annoying to go over as a cyclist. If they are used here to improve the bike-friendliness of the area they should be constructed in a way that doesn't make it harder to bike through, for example by leaving space on the sides for bikes to pass through.	5/17/2022 8:44 AM
60	Seems ok.	5/16/2022 9:10 PM
61	Either route would work. For people to see biking as an option they have to feel safe biking. Putting lanes at the side of the road that cars regularly drive through and on means that there are areas of the city that I would never feel safe on which means that they are just a waste.	5/16/2022 6:23 PM
62	Provencher > La Fleche > La Verendrye would be the best flow to keep cyclists off high volume routes while maintaining accessibility.	5/16/2022 6:18 PM
63	A shortcut would be through the park over the Seine.	5/16/2022 3:35 PM
64	For the reasons stated before. Provencher is a high vehicle traffic feeder route for trucks and vehicles. If tr goal.os to allow for active transportation options to encourage less traffic on the roads then these routes will require active transportation options which allows for biking into thorough the city. It must connect bike paths that are already in place from east Kildonan. There also has to be access made from Elmwood/Trancona east of Archibald which there is currently none. There also has to be better access through the St Boniface industrial Park	5/16/2022 3:20 PM
65	It should continue on Provencher to connect to the North East pioneer greenway	5/16/2022 3:18 PM
66	None	5/16/2022 12:44 PM
67	dangerous and not acceptable	5/16/2022 12:33 PM
68	Its a beautiful river and more people should be able to enjoy it.	5/16/2022 12:08 PM
69	Prioritize a stand alone cycling route to connect to Transcona or at least improve safety for cyclists on Mission.	5/16/2022 11:55 AM
70	A bike activated light to get from eastbound provencher to access existing infrastructure north of provencher would suffice.	5/16/2022 11:40 AM
71	It would be ideal for the Nortre Dame to connect to the existing pioneer greenway.	5/16/2022 11:02 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

72	It would be awesome to get access back to Lagimodiere-Gaboury Park from Thibault. The detour around the barricades is annoying!	5/16/2022 10:28 AM
73	This is extremely important to me, and would love to see it connected firmly to Gateway path, and secure and isolated from archibald traffic--would love to feel comfortable getting into St B from Gateway area with kids on bikes, so we can ride to whittier or the forks.	5/16/2022 10:20 AM
74	A quarter of one percent will use it meaningfully. The majority will pay these crooked contractors for pions sitting needlessly for months on end. Why not just steal the taxpayers money and go somewhere else?	5/16/2022 9:56 AM
75	The east Seine routes seem pretty obvious and easy to implement.	5/16/2022 9:41 AM
76	The path from Archibald needs to be extended to the pioneer trail on gateway	5/16/2022 8:22 AM
77	Connect to seine river greenway	5/15/2022 9:33 PM
78	I think a greenway northwards is a great solution. There's easy connections to the existing infrastructure as well.	5/15/2022 9:26 PM
79	East of seine looks good, but should be a protected bike lane on Archibald	5/15/2022 9:10 PM
80	seems fine, but I've only biked in that area a few times, so I don't have a lot of thoughts	5/15/2022 9:04 PM
81	With the streets falling apart in st b it's wiser to fix the roads that are 50 years old	5/15/2022 6:19 PM
82	no	5/15/2022 5:21 PM
83	no other comments	5/15/2022 4:28 PM
84	Provencher . C'mon guys put it on a major street not a side street. It's 2022.	5/15/2022 2:42 PM
85	Alignment seems fine. Signage will be important. Agree with dedicated bike signals for connection to archival connection.	5/15/2022 2:08 PM
86	No	5/15/2022 1:52 PM
87	I support it.	5/15/2022 1:15 PM
88	Please keep it as simple as possible and not force people to make five turns just to get to the **redacted** that is Mission	5/15/2022 1:08 PM
89	n/a	5/15/2022 1:03 PM
90	Overall increasing cycling usage is imperative for climate change and will also benefit community health, so establishing primary foundational bike routes is most important and then as it grow we can add tertiary routes.	5/15/2022 12:40 PM
91	The least optimal choice but the one obviously supported by the city.	5/15/2022 12:05 PM
92	Choose the route that will ultimately serve usage the best by making it EASY for people to choose biking or walking instead of car use. Complaints about parking will eventually go away. Expense of construction is worth it in the long run if a reduction in vehicle traffic is achieved (thus reducing wear and tear on roads AND reducing fossil fuel burning in our city, improving air quality and helping to address the climate change crisis.	5/15/2022 11:30 AM
93	I'm not too familiar with that area.	5/15/2022 11:22 AM
94	It is one of my least favourite parts of my trips to the eastern part of the city. These would be significant improvements.	5/15/2022 11:20 AM
95	This route is badly needed. The roadway here on Archibald is not safe for cyclists. Too many close calls personally.	5/15/2022 10:58 AM
96	Again, neighbourhood greenways on residential streets should be built only if the residents on those streets want it. Commuters should use main roads. I'd rather just continue the bike path all the way down Provencher to Archibald. Even if you build greenways on parallel side streets, most people will still use Povencher anyway since it's the most direct route.	5/15/2022 10:49 AM
97	I'd like to see some improvements on Archibald where that route would lead in to	5/15/2022 10:44 AM
98	These wasteful expenditures should be scrapped.	5/15/2022 10:20 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

99	The Archibald section is sketchy and loud. Feels unsafe. It could connect to Elmwood so easily then gateway. But it feels so heavy traffic big trucks. Scary .	5/14/2022 9:40 PM
100	I use this route currently. The biggest trouble spot has been the transition to/from Archibald at (or north of) Mission.	5/14/2022 8:16 PM
101	no	5/14/2022 7:36 PM
102	Those routes are already pretty calm and cycling friendly as none of those roads can be used as cut-throughs. My only thought would be to take another look at the intersections for improved safety.	5/14/2022 1:12 PM
103	VG. I've been riding it for 47 years. You'll now make it even better.	5/14/2022 1:03 PM
104	This is already well used as a bike route from Archibald. It is good because there is very low traffic since being blocked to vehicles at Archibald.	5/14/2022 12:16 PM
105	I use Nadeau Notre Dame and Lafleche LaVerendrye regularly cycling to reach the east part of the city	5/13/2022 11:23 PM
106	notre dame all the way from tache to archibald	5/13/2022 7:15 PM
107	Why not make a paved path along the Seine that would connect to La Fleche, that would hopefully connect to the Gateway Greenway??	5/13/2022 5:23 PM
108	No	5/13/2022 3:42 PM
109	Don't really need any change, as it is very low traffic and I go wherever I want on the roads (ie. I don't even know where the route is because it is so bike-friendly)	5/13/2022 3:37 PM
110	Get on with it.	5/13/2022 12:49 PM
111	Please make sure there is appropriate "bike route" signage and connectivity to the AT network.	5/13/2022 12:49 PM
112	La Verendrye Street is not east of the Seine - Archibald if a death trap for cyclists. Ensure safe crossing and access to proper cycling infrastructure	5/13/2022 11:44 AM
113	Any addition to multi-use pathways is welcome.	5/13/2022 11:23 AM
114	No.	5/13/2022 11:01 AM
115	I do not use this area beyond the pedestrian bridge over the Seine, as anything East of Archibald is extremely dangerous to bike due to traffic.	5/13/2022 10:57 AM
116	Yes! Why does the route not continue down Notre Dame to the Seine and across the river on the existing footbridge? Then it could continue down Dumoulin as proposed.	5/12/2022 9:46 PM
117	Looks good.	5/12/2022 6:46 PM
118	Those streets are already used by cyclists and are quiet enough that little additional work is required. I believe all of North St Boniface should be 30 km/hr since all streets north of Provencher are destination rather than transit routes. Driving to the furthest point at 30 km/hr vs 50 km/hr would cost a driver less than 30 seconds but will make the area more attractive for pedestrians and cyclists, particularly given how badly the sidewalks are maintained in the winter	5/12/2022 6:12 PM
119	Multi use paths are not great for either cyclists or pedestrians. Two direction bike lanes confuse drivers and risk safety.	5/12/2022 4:26 PM
120	No	5/12/2022 3:57 PM
121	Love it. I am a huge fan of simple, traffic-calmed and speed-reduced greenways. They are so simple and make not only for efficient cycling / non-motorized transport, but just much nicer communities. Please make sure the connection to the northbound Archibald route is obvious. Sometimes these "multi-use paths" are not well signed and look just like really wide sidewalks. It should be obvious where someone would go if they were coming from the greenway area and looking to go north on Archibald.	5/12/2022 3:50 PM
122	You don't need bike lanes on local streets with infrastructure enforced 20-30k traffic speeds. Nothing is worse than a narrow sandy windy bike lane with a road furniture, including the curb that is supposed to protect you always acting as hazards. Just use common sense.	5/12/2022 3:27 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

123	This is currently an extremely unsafe area with poor connectivity. Any improvement would be better to protect users from unsafe/aggressive motor vehicle traffic.	5/12/2022 3:14 PM
124	I used that route sometimes already, it would be nice to see it improved as it isn't very well kept currently.	5/12/2022 3:02 PM
125	Route along Archibald to the NE Pioneers Greenway should be invested ASAP.	5/12/2022 2:42 PM
126	needs to have separated infrastructure, no greenways.	5/12/2022 12:57 PM
127	This plan looks fine. Connecting all the way up to the Pioneers Greenway on Archibald/Watt would be better however.	5/12/2022 10:43 AM

Q11 Do you have any other comments for the project team?

Answered: 161 Skipped: 306

#	RESPONSES	DATE
1	Please support the protected bikes lanes on Provencher. For our community, this generation and the next.	6/15/2022 3:52 AM
2	Please improve survey design, this setup is quite poor.	6/14/2022 5:54 PM
3	Provencher is infinitely more important than the other 2 routes. Do what is important rather than what is convenient This kind of infrastructure for a main thoroughfare is decades overdue. No more delays.	6/14/2022 2:57 PM
4	Good luck!	6/14/2022 11:12 AM
5	Building raised/continuous crossings at motor vehicle egress points should be a requirement on every project. The current standard of prioritizing motorist speed over the safety and accessibility of people walking/using assistive aids/cycling puts Winnipeg decades behind best practices.	6/13/2022 6:46 PM
6	There should also be a path under the CN Rail line that leads to Archibald. You could run the path along the river behind the properties on Archibald and connect to the NE pioneer greenway along the Archibald underpass. Archibald and mission are too busy and too narrow for a safe cycling environment. The money spent on cycling infrastructure is going to be wasted if it is not used for the optimal route. Cycling needs to be safe and easy to navigate if you want to see an increase in ridership. By using side streets it becomes twisty and cumbersome and shows that priority for design in this City is for vehicles. We must shift away from this as the city grows and congestion becomes worse.	6/13/2022 11:51 AM
7	I would like to reiterate the comments I made for Option A, that resident stakeholders received no non social media notification of what is proposed for the neighbourhood. No one spoke french at the one popup event I happened to attend.	6/10/2022 2:27 PM
8	Please take into consideration the impact and desires of the businesses of Provencher. Have a meeting and consult with the Biz. Please honour the Provnehcher Biz desire to have a tree lined Boulevard. (voted unaamously to have trees). Taking 7 meters out of the boulevard would eliminate the ability to have trees on 30% of the boulevard (yes we measured) and will impact parking. Do not destroy the boulevard.	6/9/2022 1:04 PM
9	The 1-8 questions and answers were glitchy impossible to answer :(all have a #1 important rating	6/8/2022 9:23 PM
10	Please implement ASAP	6/8/2022 3:03 PM
11	Separate protected bike lanes save lives	6/8/2022 10:17 AM
12	Although I ranked maintenance low, it is important that bike paths are maintained year round. I already find that as I bike protected bike lanes either they are not cleared for snow in the winter or gravel in the summer. If you want people to use them, these paths need ongoing maintenance budget/support. With increasing gas prices, there will be more and less experienced riders who will need well maintained and safe routes.	6/7/2022 10:51 PM
13	If Provencher is the route signs such those used on Taylor and Logan reminding drivers the speed is 50 KLM . This would provide greater safety to all.	6/7/2022 7:41 PM
14	Please think of the long-term goals and don't be afraid of what currently car-dependent folks think of this project. AT is our future and this WILL and MUST come at the expense of cars.	6/7/2022 10:11 AM
15	This bike lane could be huge for commuters, putting a protected path on a main road is the right choice. Diverting through side roads is annoying and unnecessary.	6/6/2022 10:17 PM
16	Think SAFETY.	6/4/2022 1:21 PM
17	All options would be an upgrade over the current setting but Option A is best because it could	6/4/2022 10:52 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

help turn Provencher into a destination that people will want to visit and spend time in as opposed to just a roadway meant to funnel vehicles through as quickly as possible. This would have immeasurable benefits to businesses, homes, and the overall quality of neighborhood in the area.

18	Outside of this project, the connection between East Seine and NE Pioneers Greenway needs to be completed.	6/2/2022 12:08 PM
19	The side streets are safer and more comfortable to cycle down.	5/31/2022 12:12 PM
20	I recently did a survey about a route along Marion. How does this route relate to that plan? It would have been great to have that information here.	5/30/2022 7:05 PM
21	There are some blind corners on route option B throughout north St. Boniface - keep safety in mind when advancing this option/consider ways to really bring attention to the bike path and multi-use path	5/29/2022 12:17 PM
22	Be bold. Demand better from the city. Twenty million dollars, per year, should be the minimum investment in active transportation. Consider the possibility of running this route along Provencher where Provencher is interesting/engaging and along Du Moulin and De La Cathedrale east of Langevin where Provencher becomes less interesting and higher speed (even if the official speed limit doesn't change).	5/29/2022 10:13 AM
23	Enough with trying to pretend bike paths are a cost effective use of our money when every independent source tells you the demand and ridership does not warrant this kind of capital investment.	5/27/2022 5:00 PM
24	Thanks for making this survey! Please go with Option A, secure the funding for it, and invest in this city's future!	5/27/2022 4:46 PM
25	Make sure it's accessible to everyone, not just able bodied folks (universal design guidelines or whatever it's called). Prioritize active transport over cars.	5/27/2022 2:04 PM
26	Please make vehicle congestion and traffic a main thought. Its all nice to have these bike paths but we have plenty of unused sidewalks that could be used without using the financial resources that should be used for the roads. And since every vehicle user is responsible for the potholes yet we've already paid for its maintenance, it would be nice to get our moneys worth.Plus we're already paying tax on gas which was supposed to be for the roads as well. Please consider that the roads are how many of us commute, connect with clients and receive goods by the truck who haul using the road. We also use the roads in winter when the weather is incimate.	5/26/2022 5:10 PM
27	Painted lanes on major traffic streets are not safe. I prefer multi use paths that are safest for both cyclists and pedestrians such as the south rapid transit way for example.	5/26/2022 1:04 PM
28	The current bike lanes that are on my route (from Westminster, along Assiniboine throught the Forks into St. Boniface) have made me ride longer and perhaps MORE dangerous. People now ride in traffic instead of in the bike lanes because the lanes make biking slower. I don't know what the answer is. Some times I choose an alternate route for my bike commute that does not include bike lanes just to get away from other cyclists. On a daily basis I have to contend with cyclists who don't use hand signals, who don't stop at stop signs or lights, and cyclists who are way too slow in the bike lanes. None of these comments address angry vehicle drivers who resent the presense of these lanes! Good luck!	5/26/2022 9:54 AM
29	Options B & C are already fine with minimal traffic. No need for physical separation, just paint lanes and put up signage	5/26/2022 7:58 AM
30	Stop this nonsense	5/26/2022 12:37 AM
31	do it fast	5/25/2022 1:01 PM
32	No	5/24/2022 3:05 PM
33	Please consider cyclists coming from Mission Street needing access to the cycle route at the intersection of Archibald and Mission: put a signal control button for bikes. It is important for the cyclists of northeast Winnipeg to have a connection from the Northeast Pioneers Greenway to Provencher Blvd.	5/24/2022 2:06 PM
34	I am a 4 season bike commuter and lack of snow clearing on my bike routes is possibly the worst part of winter cycling. New routes means more need for bike path clearing. Winnipeg	5/24/2022 1:50 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

needs to learn from other cities that excel at all-season cycling where a large portion of the bike commuters ride all year, even in winters similar to ours. Bikes and pedestrians struggle the most with the snow, so their pathways need to be given priority for clearing over that of cars. Clearing the road needs to also never block off AT pathways with their snowbanks (I see this way too often, particularly this past winter).

35	Happy to see this is something being actively worked on.	5/23/2022 6:13 PM
36	Fast snow removal and spring cleanup should be considered in the design of segregated bike lanes. Or they end up being extra snow bank storage or debris/sand gutters.	5/23/2022 2:06 PM
37	If you plan for bikes, you will get bikes. If you plan the bikes around cars, cars are what you will continue to get. Don't worry about making the popular decision, make the right decision.	5/23/2022 9:44 AM
38	Far too much time and money is being spent on accomodation for BIKES. Yes safety is a good idea....BUT BUT BUT.....the ***COMPLETE DISASTER*** on St. Matthews St. west of route #90 is an example of what should NOT be done !!!	5/22/2022 6:57 AM
39	Thank you	5/21/2022 4:44 PM
40	Option A is clearly the best choice to encourage cycling in Winnipeg. I hope the project team passes this on as a recommendation to Council, and that it can be swiftly funded.	5/21/2022 1:20 PM
41	the archibald intersection under the tracks is the sketchiest part. How would it be improved?	5/21/2022 7:05 AM
42	The city is slowly getting there with so many dedicated pathways that hook up with points south, east and west (except in northwest Winnipeg where I live). As a recreational cyclist, my feeling is that the priority should be the connectivity between all of these pathway options realizing that 100% connectivity is not attainable. Imagination needs to be a staple with respect to connectivity (e.g. the use of boulevards, tot parks, back lanes. This imagination is excellently displayed with what the city's AT team did in the Fort Rouge area near the transit garage hooking up The Forks with Jubilee and now beyond with phase 2 of the rapid transit). With that said, we northern Winnipeggers need to be a part of the plan. Help us to "get out of the north end" along dedicated pathways that connect us to the rest of you (e.g. the Northwest Hydro Corridor project, North Winnipeg Parkway improvements in and near St. John's Park and in Point Douglas along the Red River and the Peguis Extension West project with the design aspects of the AT portion).	5/20/2022 1:09 PM
43	question 9 answer will be the key this project could be flawed if this is the area councillors pet project and the area is not on board my view is start with a small project and gradually expand as \$ flow and use is deemed necessary	5/20/2022 12:34 PM
44	Perhaps an article in media would reach more St. B. residents for their input.	5/20/2022 11:25 AM
45	access, convenience and connections to destinations should be the top priorities	5/20/2022 9:42 AM
46	There should be a notice to every household that lies on potential routes and those citizens' and business' concerns should be prioritized over the handful of bike manitoba members wanting a "comfortable lane" and property owners should vote whether or not there will even be a bike path there.	5/19/2022 10:42 PM
47	None	5/19/2022 10:37 PM
48	Keep up the good work.	5/19/2022 6:07 PM
49	Thank you for improving our city and prioritizing cycling, the environment, livability, and citizens like myself!	5/19/2022 5:09 PM
50	I am very excited to see these projects move forward, but I really hope the push for main road routes is prioritized. Visibility of active transportation pays dividends to its benefits.	5/19/2022 3:56 PM
51	Build it all instead of options. Options B and C since they can implemented fast, and then put the pressure on getting Option A completed. Ensure that protected lanes utilized sold construction and not those crappy curbs that get ripped out and are strewn about. Make the lanes wide enough so that proper snow clearing and street cleaning equipment can do the job properly. Take an entire lane from Provencher if need be.	5/19/2022 3:26 PM
52	Please please stop prioritizing cars when planning cycling routes. Cyclists will and already do use Provencher and there is an existing lane on both sides allocated to parking that could be easily turned into a bike lane. The price of gas is going up and we need to provide people with	5/19/2022 3:12 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

safe, easy, and convenient choices as an alternate to driving. Up the budget and get the Provencher route done asap.

53	Encouraging cycling will help the health of Winnipeggers in multiple ways. Discouraging automobiles will similarly have health benefits. Make biking safer and more convenient.	5/19/2022 3:08 PM
54	This is a great step to connecting the bike network. Having a dedicated bike lane on Provencher would greatly improve the area. The project team should go even further and transition one lane (in each direction) to a bus/service vehicle only lane.	5/19/2022 2:59 PM
55	Did you or have you actually spoken to the businesses and homeowners on the said routes and told them how this will impact how they a) do business b) how they live. I bet you haven't. The City doesn't do things that way.	5/19/2022 2:46 PM
56	It would be most appropriate to think long term in terms of what's the next imminent connection to these routes, as opposed to just thinking modularly (for right now). This would help inform the decisions to make.	5/19/2022 2:37 PM
57	Excited to see what comes of this!	5/19/2022 2:34 PM
58	Research how many bikes are using the current bike routes daily and publish the results. Include all months	5/18/2022 9:35 PM
59	Upgrades to railway crossing at Thibault and Notre Dame should be addressed by this project	5/18/2022 3:51 PM
60	Regardless of the route, it's important to consider people with mobility issues or cyclists of varying abilities that may be using the route, so it is important that any ramps/connectors not be extremely steep.	5/18/2022 2:46 PM
61	Build the bike infrastructure on Provencher or else you'll see backlash far worse then NIMBYism. Please don't be cheap because a bike lane anywhere other then Provencher is pure incompetence by the city.	5/18/2022 1:20 PM
62	Clock is ticking on mode shift required in climate action plan... already 4 years into a 12 year target, and nothing has been accomplished. If anything, mode shift has gone in the wrong direction. To shift towards more cycling requires the routes to go to the destinations, because that is why people are travelling in the first place. And since this is a shift in modes, we can't be afraid to take the needed space away from cars... that's just demand management.	5/18/2022 12:56 PM
63	Option A is a non-starter due to budget and business opposition, avoid at all costs.	5/18/2022 10:59 AM
64	I know the cost for the provencher route is significant, but I'm tired of this city cheaping down projects. Yes, I know money is an important factor. Just would like to see this done right, that we're not regretting 10 years down the road that we should have gone all in.	5/18/2022 10:05 AM
65	Safety of cyclists should be prioritized. Taking routes through residential/lower traffic streets would be safer for both cyclists and drivers but would also keep costs down to further expand green pathways.	5/17/2022 8:21 PM
66	Looks like it will connect or almost connect to the Gateway Greenway which is great! I would like it to connect to the Transcona trail eventually. Down the tracks along Mission? To get back to Transcona I currently use either the Mission Industrial park (Plinguet/Dawson) which is not fun or Mission St but people speed like crazy down Mission St. and during the day there gets to be such a back up at the lights on Mission and Panet making that corner rather unsafe. Also you need to finish the multi use path on Peguis St.!! It just ends in front of Sumka Bros greenhouse. Finish the path please!	5/17/2022 10:23 AM
67	Thank you for considering a year round commuter cyclists' opinion! Love to have input on these	5/16/2022 9:22 PM
68	Good luck! We live in the area and would love more AT options.	5/16/2022 9:10 PM
69	I was glad to see this project and hope that the city works to create a better city for cyclists, and pedestrians of all abilities. In St. Boniface right now often in the winter there are people in wheelchairs who have to use the roads to get around on and a family member actually had to help someone by the St. Boniface hospital get unstuck last winter. People without access to vehicles should be able to move around in this city with the same ease as those that do and I hope this is a signal of more projects like this to come.	5/16/2022 6:23 PM
70	Try to work as many greenways / pedestrian options into plans as possible. In addition to	5/16/2022 6:18 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

making cycling better, let's make the city more attractive to pedestrians to further discourage the usage of cars.

71	Thanks for all of your work on this.	5/16/2022 4:55 PM
72	A standalone bike path is the only safe alternative for Winnipeg! We have too many stupid drivers here!	5/16/2022 3:35 PM
73	For the reasons stated before. Provencher is a high vehicle traffic feeder route for trucks and vehicles. If tr goal.os to allow for active transportation options to encourage less traffic on the roads then these routes will require active transportation options which allows for biking into thorough the city. It must connect bike paths that are already in place from east Kildonan. There also has to be access made from Elmwood/Trancona east of Archibald which there is currently none. There also has to be better access through the St Boniface industrial Park. Again if the routes do not effectively connect from one side of the city to the next this arguement is pointless and doomed to failure. If the routes don't connect no one will use the system. This will continue to perpetrate the falsehood that this is a huge waste of money	5/16/2022 3:20 PM
74	Please include bike lanes / infrastructure on all major routes. A complete network is key	5/16/2022 3:18 PM
75	Project team needs to work on roads. Bike lanes cause traffic issues. Rapid transit waste of tax payers money	5/16/2022 1:36 PM
76	Don't ruin Provencher in the same way you ruined bannatyne and McDermott.	5/16/2022 12:56 PM
77	Stop building traffic sewers, thanks.	5/16/2022 12:53 PM
78	This project is positive step towards bringing the community safe connectivity to the numerous unique attractions Winnipeg has to offer.	5/16/2022 12:44 PM
79	dangerous and not acceptable	5/16/2022 12:33 PM
80	Thank you for the work you have put into this.	5/16/2022 12:08 PM
81	We are in a financial, health and climate crisis, and it's time for this city to support mode shift.	5/16/2022 11:43 AM
82	Thank you	5/16/2022 11:40 AM
83	Adding the option that connects AT paths and trails already developed is most important.	5/16/2022 11:02 AM
84	The light to cross Provencher at Thibault/Des Meurons is not great. If you are on bike (Des Meurons is a bike route) and you want to cross Provencher, if the light goes red, you can be stuck there and forced to cross on the red because there is no sensor for cyclists - the light stays red. I'm not sure if this is still the case, I have been avoiding the intersection because of this problem.	5/16/2022 10:28 AM
85	More Bike paths in center/south end of the city	5/16/2022 10:24 AM
86	I drive down Provencher too, so maintaining motor vehicle traffic flow there is important too-- it's good as is, don't touch it! Adding bike paths on adjacent streets that are more pleasant to ride down (residential, treed, less traffic), and cheaper to accomplish strikes me as a win. Cyclists and pedestrians as well as shop owners on Provencher can figure out for themselves how to connect with each other without having to disrupt Provencher.	5/16/2022 10:20 AM
87	I'm going to buy all the traffic cones and charge \$5 a day per cone.....expensive mistakes with a bandage approach to avoiding the inevitable decay all around this city. Oh ya, and send me another speeding tax in the mail so I can contribute to your retirement. When every town around you is flooded you daft people in charge will tar over the grass to show your worth, instead of actually replacing and flood proofing this floodplain. Have a Great Day!	5/16/2022 9:56 AM
88	Ensure that the vocal minority NIMBY's don't ground this project to a halt	5/16/2022 9:41 AM
89	Pick a path that has the least impact on primary vehicle routes, truck route impacts and business need to be protected.	5/16/2022 9:24 AM
90	Spend the money to do the right job, don't make it more complicated for cyclists by sending them on wild goose chases all over the city	5/15/2022 9:33 PM
91	I think the opportunity to build an AT corridor on Provencher is a huge opportunity for the neighbourhood and the city. Personally, I'd rather dream big and work towards the funding	5/15/2022 9:26 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

rather than spend less just to “get something done.” While the cost is higher, the potential for economic benefits and growth will likely, long-term, make that investment worthwhile.

92	Healthier, cheaper, and safer transportation alternatives are better for everyone. There are already 6 lanes dedicated exclusively to car traffic, the most expensive, unhealthy, and space inefficient form of transport, the addition of safe bike lanes are more than worth the relatively small costs.	5/15/2022 8:12 PM
93	Great work, good luck, let's make something impactful and exciting happen on Provencher.	5/15/2022 7:30 PM
94	Stay off of commerce routes traffic is bad enough	5/15/2022 6:41 PM
95	Fix the streets in st .b areas Start charging cyclist like car drivers to use the road .	5/15/2022 6:19 PM
96	Provencher.	5/15/2022 6:19 PM
97	Proud of what you do, keep making more cycling/pedestrian focused areas for our future!	5/15/2022 6:14 PM
98	Provencher is the route that makes the most sense long term. The other routes take riders off into residential areas and away from actual useful transportation routes and destinations like shops. Fine for recreation, a pain for transportation. It would be a stop-gap half-assed project to use the neighbourhood routes.	5/15/2022 5:47 PM
99	nope.	5/15/2022 4:28 PM
100	Compromise is not leadership. There is lots of evidence of AT best practice out there. I am really sick of 'consultation' that results in compromised systems that end up satisfying no-one. If you are going to build a bike lane, make it the best bike lane. If you are building a road, make it the best, safest road. If you are building a street, make it the best street. Professionals in the field know what all these terms mean.	5/15/2022 2:40 PM
101	Thanks for all the hard work !	5/15/2022 2:08 PM
102	Please consider the Netherlands model where pedestrians, cyclists, and cars are all segregated from one another.	5/15/2022 2:07 PM
103	No	5/15/2022 1:52 PM
104	Provencher is the only viable option.	5/15/2022 1:21 PM
105	Stop half assed measures and just pick the provencher route	5/15/2022 1:20 PM
106	More protected bike lanes in St.B! Do them all please.	5/15/2022 1:15 PM
107	Build this properly, on Provencher, and get rid of the slip Lane from Provencher to Tache – it's already so dangerous. The added cost of this option a in the context of the city budget is almost nonexistent, so just do it properly from day one.	5/15/2022 1:08 PM
108	Please cut down the number of lanes on provencher for car traffic and dedicate to something else-bikes pedestrians etc	5/15/2022 1:07 PM
109	As a resident of St Boniface (Thibault Street), I am pleading with you to make Provencher the route for this plan. Thank you for your work on this project.	5/15/2022 1:03 PM
110	Build primary infrastructure. Make route a size that can be more easily cleaned during winter months. Cycling routes should be given the same priority as car routes for clearing.	5/15/2022 12:40 PM
111	The city is in dire need for protected micro movement. Scooters, bikes, skateboards! Please make this a priority. The world needs to move away from fossil fuels and fast. Active transportation is key! Winnipeg just needs the gumption to actually do it.	5/15/2022 12:15 PM
112	This should be less of a question of which one and more a question which order should they be built. Winnipeg needs to move into the 20th century and work on being an attractive city with active transportation options	5/15/2022 12:12 PM
113	Stop treating cyclists and pedestrians as commuters that are inferior to those using motorized vehicles.	5/15/2022 12:05 PM
114	Personally, I think the city should close some streets off from cars and only allow bikes and utility vehicles through. It would create a healthier environment, community, and more money in the wallets of commuters who aren't spending it on gas and car insurance.	5/15/2022 11:46 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

115	Get out of your office and bike these proposed routes -- at several different times of day, coming from several different directions. I am astounded at how many utterly idiotic infrastructure features are implemented in this city which every user can instantly see could be done better. Get to know these routes on the ground in real life, not just on paper.	5/15/2022 11:30 AM
116	Good work. Keep going! Too much of our city looks like it was designed by people who had never heard of bikes, and actively hate pedestrians.	5/15/2022 11:25 AM
117	There shouldn't be a division between useful destination/safe corridor to downtown, and safe connections to schools and parks. People should ALWAYS have a safe route for kids to cycle to schools and parks. All streets around schools and parks should be 30k traffic calmed neighbourhood greenways.	5/15/2022 11:22 AM
118	I understand how big an 'ask' the Provencher option is. But I believe that there are few, if any, places in the city more suitable for such a showpiece. A supportive community, supportive local businesses, and enthusiastic City Councillor and supportive MLA, a unique neighbourhood culture which could attract tourists and visitors from across the city - this is as good an environment as you will ever get to show how an active transportation friendly commercial street can benefit us all. Do it right. PS Option A is also the only option that ensures your work will be discussed by local planning students for the rest of your life ;-)	5/15/2022 11:20 AM
119	Make it happen. I believe in you.	5/15/2022 11:01 AM
120	Cathedrale and Notre Dame are quiet enough streets that people can easily cycle along them for leisure purposes, without any changes. But they are currently useless for transit to downtown, due to the number of transitions and crossings. The only option that makes sense to allow transit to downtown is a proper transit bike lane down Provencher.	5/15/2022 10:51 AM
121	Glad these plans are being considered	5/15/2022 10:44 AM
122	A key thing will be how the bike route is maintained. The new one in the West End/Wolseley is filled with sand far after the rest of the streets have been cleaned. It was also filled with snow even after the roads were cleared. Those two things make the entire new infrastructure project useless. Upkeep is as or even more important than planning.	5/15/2022 10:43 AM
123	Yes people want viable alternative solutions to Active Transportation not after thoughts	5/15/2022 10:39 AM
124	Thanks.	5/15/2022 10:26 AM
125	The West connection is currently a nightmare. It would be good to have some extra thought and care put into it so we don't end up with another Assiniboine ave - Forks situation	5/15/2022 10:26 AM
126	These wasteful expenditures should be scrapped.	5/15/2022 10:20 AM
127	You know the right thing to do.	5/15/2022 10:00 AM
128	On the route options maps can you show the existing AT routes as well as the periphery existing AT routes in & out of the study area show some continuity and context?	5/15/2022 9:48 AM
129	I'm a woman. I'm short and small. I find provencher super busy and drivers impatient. I say off provencher. Dumoulin or notre dame. I ride that area to waterfront and find it super easy coming from marion and traverse. Except crossing provencher. Coming home I use dumpulin and cross at Thibault to cathedrals or I use the Gabrielle Roy trail.	5/14/2022 9:40 PM
130	no	5/14/2022 7:36 PM
131	This is a great initiative, but there are a few concerning issues that weren't addressed such as improving intersection safety and restoring a connection across the rail line in the north section, connecting east to west. I would really appreciate better explanations of how the east and west portions will connect.	5/14/2022 1:12 PM
132	Let's do it! Then let's kick CN's butt so we can complete the connection from Archibald to the Northeast Pioneers Greenway!	5/14/2022 1:03 PM
133	The crossing over the rail lines at Gaboury park has been fenced off for a very long time! This needs to be addressed before trying to connect a route to it.	5/14/2022 12:16 PM
134	i have lived in North St Boniface for most of my life and I am 70 years old and have cycled most of life and i will not cycle today on Provencher because the roadway is too narrow. it can	5/13/2022 11:23 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

only be improved if it is widened by removing part of the centre boulevard which serves no purpose

135	Not really related to THIS project but related to cycling routes, does anyone on city council or anyone on this project RIDE to work everyday?? Somehow I doubt it, as some of the issues with cycling in Winnipeg would be self evident. Does ANYONE think reducing the speed to 30 on selected bike routes will slow down traffic or make the motoring public use FASTER routes?? If so I want what your smoking, they went around the barricades and drove the length of the streets IGNORING the one block limit totally, DRIVERS DON'T CARE, well most don't. NO, NONE, NON, NADA,drivers care because they KNOW there will be NO!!! repercussions to their actions.	5/13/2022 5:23 PM
136	No	5/13/2022 3:42 PM
137	Let's hope that this route gets funding (along with so many other plans that sit on the shelves)	5/13/2022 3:37 PM
138	Please don't build anything that won't be maintained properly. It would be lovely to have a bike path, but so much of our active transportation infrastructure in Winnipeg isn't maintained. For anyone with a disability who doesn't drive, our sidewalks are truly awful and severely limit our options. Forget about COVID - it's kind of like being on lockdown for months at a time, when you can't step outside for fear of slipping and falling and breaking something. It really limits where you can go and what you can do. I'd also like to say, thank you for all you do (especially the civil servants, more so than the private contractors). It is easy to get jaded while working for government, but I truly think it is very important and I appreciate the work you do! From one Winnipegger to another, I hope you have a very nice summer and get to take lots of walks and bike rides and enjoy some of the trails you design and work on. :)	5/13/2022 3:15 PM
139	Just as an FYI, it seems a bit flawed to ask for ranking of importance to the factors above as the majority of them really on other factors to be successful. Safety of route is directly connected to operations and maintenance, for example. As a reader, this sparks concern that council members and officials who are actively opposed to AT (which there are a few) will hone in on certain factors as ways to create wedge issues in public perceptions of active transportation. That's all! :)	5/13/2022 1:30 PM
140	Please consider what equipment will be used for year round maintenance and how this will be integrated into the existing operations. From observing other recent projects this seems to be missing from the process.	5/13/2022 1:13 PM
141	Please, please, please just build it right the first time along Provencher. It is worth the investment to do it RIGHT.	5/13/2022 12:49 PM
142	None. Already expressed.	5/13/2022 11:23 AM
143	Bikes are best for the community. There is overwhelming evidence for this, so please build it and the people will come! Also it's the most financially prudent transportation option for the city by far.	5/13/2022 11:01 AM
144	As a cyclist who biked to work downtown for five years from North St. Boniface and is very familiar with the area, I strongly strongly favour a route that makes use of the nearby green space north of Provencher, while still providing very close access to the shops of the main strip – just like what has been done in Corydon area.	5/13/2022 10:57 AM
145	Provencher is the only option that will have an impact on the community by bringing pedestrian traffic to an area rife with business and tourism. I would sooner save the money than bother building bike infrastructure in the other proposed locations.	5/13/2022 8:40 AM
146	you will need to increase capital funding for more snow clearing/ice management equipment for active transportation paths and more operating funds for snow clearing/ice management	5/13/2022 1:45 AM
147	This is a very pointless survey, if council isn't willing to fund projects why are you suggesting them?	5/13/2022 12:37 AM
148	Hurry up! I want to be able to bike to the Forks!!	5/12/2022 9:46 PM
149	Apologies for my initial rant, I'm truly grateful for the opportunity to participate in the process and I support the general idea of improving Winnipeg's AT infrastructure with the hope that it will encourage more people to get out on their bikes to get places. This old dawg is just used to sharing the streets with motor vehicles and I feel that more bikes on the streets will help	5/12/2022 8:36 PM

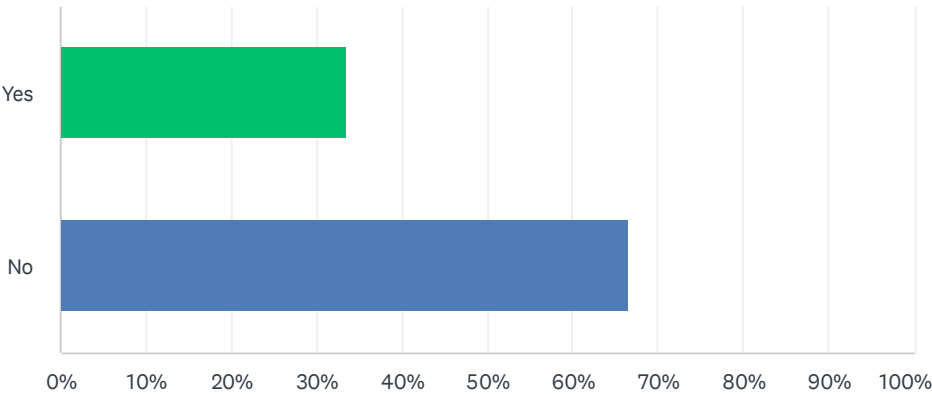
St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

foster a cooperative relationship between both road users. In my 30 years of commuting I have found Winnipeg motorists quite accommodating to my presence on the road. Go team

150	My hope for Winnipeg is that projects such as the proposed provencher route become commonplace around the city. Protected bike lanes are important for our future and climate. I want bikes to feel they belong on busy streets as much or more than cars.	5/12/2022 6:46 PM
151	Even if Option A is not selected now (which it almost certainly won't be since even if it's most popular it's already stated it'll go on the list of other unfunded projects), it should be retained as a plan for when Provencher needs a complete overhaul due to age. This is the way to create equality in route directness between cars & bicycles: instead of retrofitting, legislate that ANY road being relaid needs to include protected bike lanes or multiuse paths, exceptions only for >70 km/hr highways	5/12/2022 6:12 PM
152	We can't even maintain roads... The cities priorities are misaligned with what the people actually want. Well I agree bike routes are nice I think the city needs to quit being so anti car and worry about improving the roads rather than a bike path that one counsellor is pushing down the throat of all the cities taxpayers	5/12/2022 5:21 PM
153	When do I get to do surveys about road construction for cars? These endless surveys and presentations are a waste of time. We know what the best option is and instead, in the best case scenario we will have so many compromises and tweaks that no one will be happy.	5/12/2022 4:26 PM
154	Yes. If Provencher is chosen, I notice there is a built in assumption in the maps that the centre boulevard will have to be narrowed. This should not be presented as a forgone conclusion in my mind. Why is narrowing vehicular travel lanes not possible? We don't want cars travelling very fast down Provencher anyway as it makes it less safe and only saves drivers maybe one minute. Narrowing vehicular lanes slightly will force traffic calming, making cycling and walking safer, maintain mature trees, and bring Pronvencher back as a great 'high street' that it once was. Please consider lane diets rather than narrowing the centre boulevard.	5/12/2022 3:57 PM
155	THANK YOU for including Provencher in this; I remember it wasn't offered in the original, and this just tells me that the engagement is actually considering what people have to say. Winnipeg has been very slow to develop a quality AT network compared even to other prairie cities and though we still have lots of catching up to do, this would be AMAZING to see.	5/12/2022 3:50 PM
156	The ranking question is silly. It's meaningless to rank "safety", for example, because you need to meet safety standards. I can only imagine the ways it will be used to justify priorities of the actual decision-makers.	5/12/2022 3:29 PM
157	St Mary is a local high street. Full of cars that break rules with abandon. Incredibly dangerous to share the road with. How about a separated bike lane?	5/12/2022 3:27 PM
158	Question 9 is poorly designed since many categories are redundant (e.g. Conflicts and Safety). Please improve rank-choice question design.	5/12/2022 3:14 PM
159	Start investing more in active transportation infrastructure. Winnipeg continues to fall behind.	5/12/2022 2:42 PM
160	Please make protected bike lanes so that children can ride safely in the neighbourhood.	5/12/2022 1:58 PM
161	narrow provencher, plant more trees along sidewalks, boulevard, and between cyclists and parking lane.	5/12/2022 12:57 PM

Q12 Did you participate in the first phase of public engagement?

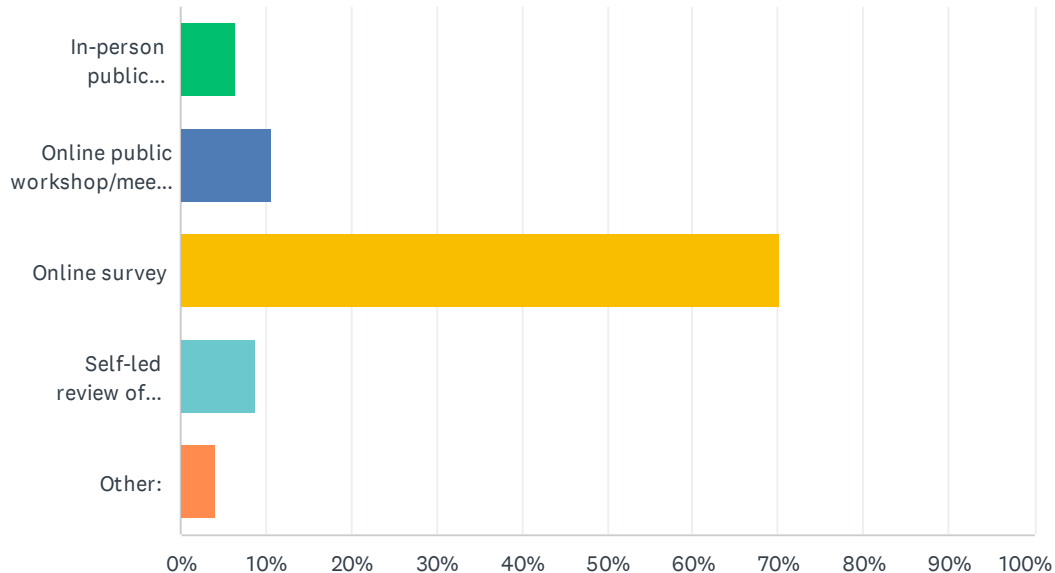
Answered: 423 Skipped: 44



ANSWER CHOICES		RESPONSES	
Yes		33.57%	142
No		66.43%	281
TOTAL			423

Q13 For future engagement events related to the project, what events are you most likely to participate in?

Answered: 413 Skipped: 54



ANSWER CHOICES	RESPONSES	
In-person public workshop/meeting	6.30%	26
Online public workshop/meeting	10.65%	44
Online survey	70.22%	290
Self-led review of online content (presentation boards, mapping tool)	8.72%	36
Other:	4.12%	17
TOTAL		413

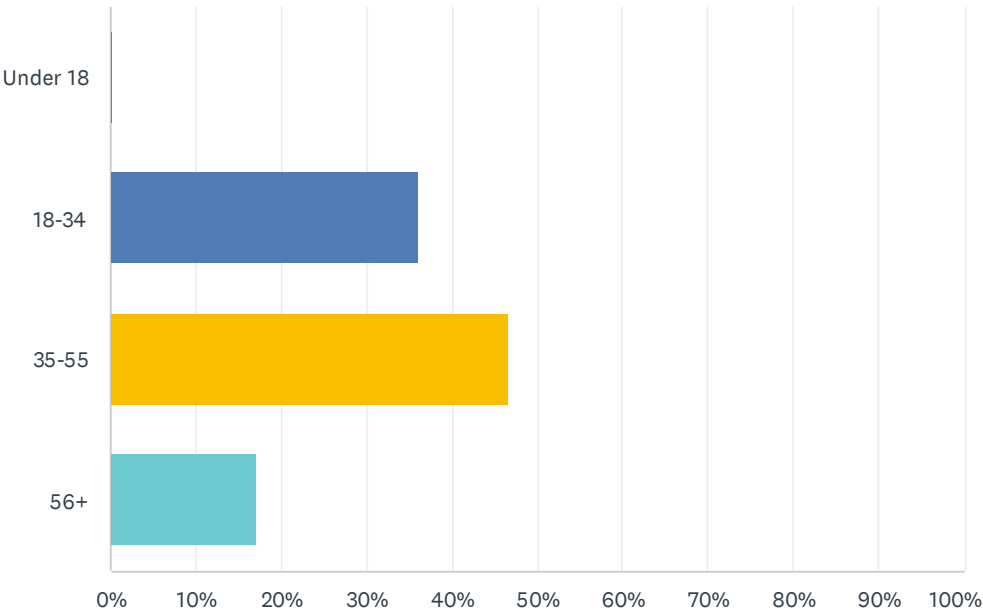
#	OTHER:	DATE
1	Any combination of the above if convenience. Prefer always the online survey option with review of boards, but would go to public consultation in person if time and location aligned.	6/14/2022 11:13 AM
2	All of them	6/9/2022 1:04 PM
3	All online options listed above	6/7/2022 10:11 AM
4	I'd like to know, but you hide it so well.	5/29/2022 9:51 AM
5	None	5/26/2022 12:37 AM
6	Any of the above!	5/19/2022 2:34 PM
7	All of the above! (preferring online workshop to in-person)	5/16/2022 10:12 AM
8	I work for a living, this is my only way to react to this nonsense.	5/16/2022 9:57 AM
9	Any of the above would be good	5/15/2022 5:47 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

10	I	5/15/2022 4:02 PM
11	We will use any online options. Meetings, not so much.	5/15/2022 11:21 AM
12	These wasteful expenditures should be scrapped.	5/15/2022 10:20 AM
13	You say "events" but only allow us to select one	5/13/2022 3:37 PM
14	Online survey and review of the information	5/13/2022 1:14 PM
15	I	5/13/2022 11:43 AM
16	Nothing	5/13/2022 12:37 AM
17	These surveys are a starting point, but considering the options chosen and “recommended”, they are just overwhelmed by suburbanites complaining about traffic. Add some sort of engagement, else I feel like I’m farting into the wind.	5/12/2022 3:29 PM

Q14 What is your age?

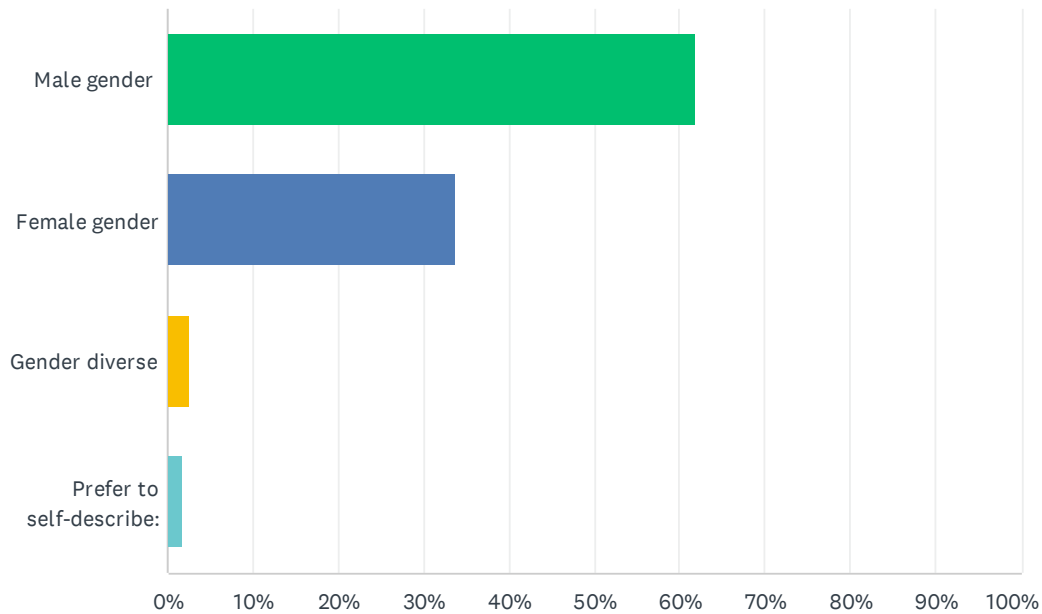
Answered: 418 Skipped: 49



ANSWER CHOICES	RESPONSES	
Under 18	0.24%	1
18-34	36.12%	151
35-55	46.65%	195
56+	16.99%	71
TOTAL		418

Q15 What is your gender identity? Please select one.

Answered: 415 Skipped: 52



ANSWER CHOICES	RESPONSES	
Male gender	61.93%	257
Female gender	33.73%	140
Gender diverse	2.65%	11
Prefer to self-describe:	1.69%	7
TOTAL		415

#	PREFER TO SELF-DESCRIBE:	DATE
1	Not your business	5/26/2022 12:38 AM
2	no comment	5/21/2022 11:48 AM
3	X	5/19/2022 11:01 AM
4	We are literally two people (M&F)	5/16/2022 9:12 PM
5	2-Spirit	5/15/2022 11:47 AM
6	People might be more willing to answer this question if you first explain how it's relevant to whether we want bike lanes or not.	5/15/2022 10:53 AM
7	None of your business	5/15/2022 10:21 AM

Q16 Please provide the first three characters of your postal code.

Answered: 403 Skipped: 64

#	RESPONSES	DATE
1	R2H	6/15/2022 3:53 AM
2	R2W	6/14/2022 11:47 PM
3	R3E	6/14/2022 10:57 PM
4	R3N	6/14/2022 10:24 PM
5	R3L	6/14/2022 9:30 PM
6	R3N	6/14/2022 6:42 PM
7	R3G	6/14/2022 6:18 PM
8	r2h	6/14/2022 6:02 PM
9	R2M	6/14/2022 5:55 PM
10	R3C	6/14/2022 5:35 PM
11	R2H	6/14/2022 5:19 PM
12	R3g	6/14/2022 5:08 PM
13	R3J	6/14/2022 5:04 PM
14	R2H	6/14/2022 3:56 PM
15	R2h	6/14/2022 3:19 PM
16	R3g	6/14/2022 2:58 PM
17	R3L	6/14/2022 2:40 PM
18	R2e	6/14/2022 12:44 PM
19	R3T	6/14/2022 11:46 AM
20	R3G	6/14/2022 11:14 AM
21	R2H	6/14/2022 9:12 AM
22	R3B	6/13/2022 9:33 PM
23	R3C	6/13/2022 6:48 PM
24	R3G	6/13/2022 6:15 PM
25	R3L	6/13/2022 5:53 PM
26	R2H	6/13/2022 3:00 PM
27	R3B	6/13/2022 2:08 PM
28	R2J	6/13/2022 2:04 PM
29	R3L	6/13/2022 1:55 PM
30	R2H	6/13/2022 1:24 PM
31	R2j	6/13/2022 12:49 PM
32	R2H	6/13/2022 12:39 PM
33	R2G	6/13/2022 11:54 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

34	R2m	6/13/2022 10:39 AM
35	R2M	6/13/2022 8:53 AM
36	R3B	6/13/2022 7:04 AM
37	R3c	6/12/2022 5:30 PM
38	R3M	6/12/2022 2:45 PM
39	R3N	6/12/2022 1:55 PM
40	R2H	6/10/2022 9:01 PM
41	R2H	6/10/2022 2:28 PM
42	R2J	6/10/2022 10:11 AM
43	R2H	6/9/2022 1:06 PM
44	R2H	6/8/2022 9:25 PM
45	r2h	6/8/2022 5:43 PM
46	R2H	6/8/2022 3:52 PM
47	R3M	6/8/2022 3:10 PM
48	R3M	6/8/2022 3:03 PM
49	R2H	6/8/2022 10:18 AM
50	R2H	6/8/2022 2:52 AM
51	R2h	6/7/2022 10:52 PM
52	R2H	6/7/2022 7:44 PM
53	R2G	6/7/2022 12:11 PM
54	R2H	6/7/2022 10:26 AM
55	R2H	6/7/2022 10:20 AM
56	R3C	6/7/2022 10:13 AM
57	R3C	6/7/2022 9:20 AM
58	R3N	6/6/2022 10:18 PM
59	R2H	6/6/2022 11:59 AM
60	R2H	6/6/2022 8:37 AM
61	R2H	6/4/2022 1:24 PM
62	R2C	6/4/2022 12:52 PM
63	R2J	6/4/2022 10:52 AM
64	R3C	6/4/2022 10:08 AM
65	R3L	6/4/2022 7:58 AM
66	R3C	6/3/2022 2:29 PM
67	R3m	6/2/2022 2:15 PM
68	R3M	6/2/2022 12:09 PM
69	R2H	6/1/2022 7:09 PM
70	R2H	5/31/2022 12:14 PM
71	R2m	5/30/2022 7:06 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

72	R3N	5/30/2022 5:26 PM
73	R2M	5/30/2022 9:03 AM
74	R3C	5/29/2022 12:43 PM
75	R2H	5/29/2022 12:17 PM
76	R3G	5/29/2022 10:14 AM
77	r3l	5/27/2022 9:05 PM
78	R3t	5/27/2022 5:02 PM
79	R3M	5/27/2022 4:47 PM
80	R2J	5/27/2022 2:49 PM
81	R3G	5/27/2022 2:05 PM
82	R3M	5/26/2022 9:10 PM
83	R3n	5/26/2022 5:11 PM
84	R2h	5/26/2022 2:34 PM
85	R3L	5/26/2022 1:06 PM
86	R3L	5/26/2022 1:01 PM
87	R3G	5/26/2022 9:55 AM
88	R2c	5/26/2022 7:59 AM
89	N/A	5/26/2022 12:38 AM
90	r2h	5/25/2022 1:03 PM
91	R2H	5/25/2022 7:43 AM
92	R2J	5/24/2022 10:21 PM
93	R2H	5/24/2022 3:06 PM
94	R3W	5/24/2022 2:18 PM
95	R2K	5/24/2022 1:51 PM
96	R3C	5/24/2022 11:57 AM
97	R3B	5/24/2022 11:11 AM
98	R2L	5/23/2022 10:09 PM
99	R2H	5/23/2022 6:14 PM
100	r3g	5/23/2022 4:07 PM
101	R3c	5/23/2022 2:07 PM
102	R2K	5/23/2022 11:21 AM
103	R3G	5/23/2022 9:45 AM
104	R2M	5/23/2022 8:15 AM
105	R3P	5/22/2022 6:19 PM
106	R2j	5/22/2022 6:09 PM
107	R2K	5/22/2022 12:17 PM
108	R2v	5/22/2022 6:58 AM
109	R2j	5/21/2022 4:45 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

110	r2j	5/21/2022 3:44 PM
111	R3G	5/21/2022 3:07 PM
112	R3L	5/21/2022 1:21 PM
113	R3N	5/21/2022 11:48 AM
114	r2g	5/21/2022 7:06 AM
115	R2X	5/20/2022 3:22 PM
116	R2H	5/20/2022 2:33 PM
117	R2X	5/20/2022 1:11 PM
118	r3x	5/20/2022 12:50 PM
119	R2H	5/20/2022 12:38 PM
120	R2H	5/20/2022 12:38 PM
121	R2C	5/20/2022 12:13 PM
122	R3M	5/20/2022 11:44 AM
123	R2H	5/20/2022 11:26 AM
124	r3g	5/20/2022 9:42 AM
125	R2M	5/20/2022 7:42 AM
126	R2K	5/20/2022 7:35 AM
127	r2h	5/19/2022 10:44 PM
128	R2N	5/19/2022 10:41 PM
129	R3g	5/19/2022 8:57 PM
130	R2M	5/19/2022 8:37 PM
131	R3P	5/19/2022 8:14 PM
132	r2j	5/19/2022 7:24 PM
133	R3g	5/19/2022 6:59 PM
134	R2M	5/19/2022 6:24 PM
135	R3B	5/19/2022 6:08 PM
136	R3C	5/19/2022 5:42 PM
137	R2h	5/19/2022 5:38 PM
138	R3j	5/19/2022 5:10 PM
139	R3n	5/19/2022 4:40 PM
140	R3B	5/19/2022 4:34 PM
141	R3L	5/19/2022 3:57 PM
142	R3v	5/19/2022 3:31 PM
143	R2J	5/19/2022 3:28 PM
144	R3L	5/19/2022 3:27 PM
145	R3N	5/19/2022 3:20 PM
146	r3l	5/19/2022 3:15 PM
147	R2J	5/19/2022 3:13 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

148	R2J	5/19/2022 3:07 PM
149	R2H	5/19/2022 3:07 PM
150	r2g	5/19/2022 3:03 PM
151	R3T	5/19/2022 2:59 PM
152	R3A	5/19/2022 2:47 PM
153	R2J	5/19/2022 2:38 PM
154	R3B	5/19/2022 2:37 PM
155	R2H	5/19/2022 2:34 PM
156	R2G	5/19/2022 2:33 PM
157	r2n	5/19/2022 2:33 PM
158	R3G	5/19/2022 2:29 PM
159	R3B	5/19/2022 2:23 PM
160	R3T	5/19/2022 11:01 AM
161	R3W	5/19/2022 10:50 AM
162	R2J	5/19/2022 8:44 AM
163	R3n	5/18/2022 9:37 PM
164	R2V	5/18/2022 5:19 PM
165	R2H	5/18/2022 3:53 PM
166	R2C	5/18/2022 3:13 PM
167	R2H	5/18/2022 2:50 PM
168	R2H	5/18/2022 2:21 PM
169	R3Y	5/18/2022 1:20 PM
170	R2N	5/18/2022 1:03 PM
171	R2L	5/18/2022 12:57 PM
172	R2y	5/18/2022 11:25 AM
173	R2H	5/18/2022 10:59 AM
174	R2H	5/18/2022 10:06 AM
175	R2L	5/17/2022 10:11 PM
176	R2K	5/17/2022 8:23 PM
177	r2g	5/17/2022 6:35 PM
178	R2H	5/17/2022 5:21 PM
179	R3K	5/17/2022 4:41 PM
180	r2h	5/17/2022 4:34 PM
181	R2H	5/17/2022 3:02 PM
182	r2h	5/17/2022 1:00 PM
183	R3G	5/17/2022 12:43 PM
184	R2C	5/17/2022 10:33 AM
185	R2H	5/17/2022 10:30 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

186	R2H	5/17/2022 10:22 AM
187	R3M	5/17/2022 9:51 AM
188	R3L	5/17/2022 8:45 AM
189	R2G	5/16/2022 10:15 PM
190	r3p	5/16/2022 9:23 PM
191	R2H	5/16/2022 9:12 PM
192	R3c	5/16/2022 6:46 PM
193	R2H	5/16/2022 6:24 PM
194	R2H	5/16/2022 6:19 PM
195	R2H	5/16/2022 4:56 PM
196	R2C	5/16/2022 3:37 PM
197	R2g	5/16/2022 3:19 PM
198	R3C	5/16/2022 3:15 PM
199	R2M	5/16/2022 2:09 PM
200	r3c	5/16/2022 1:20 PM
201	R2n	5/16/2022 1:15 PM
202	R2H	5/16/2022 1:12 PM
203	R2H	5/16/2022 12:56 PM
204	R2M	5/16/2022 12:50 PM
205	r2j	5/16/2022 12:35 PM
206	R2J	5/16/2022 12:34 PM
207	R2J	5/16/2022 12:09 PM
208	R3G	5/16/2022 12:03 PM
209	R2H	5/16/2022 12:01 PM
210	R2H	5/16/2022 11:58 AM
211	R3T	5/16/2022 11:56 AM
212	R2H	5/16/2022 11:55 AM
213	R2M	5/16/2022 11:48 AM
214	R2H	5/16/2022 11:47 AM
215	R3L	5/16/2022 11:44 AM
216	R2K	5/16/2022 11:03 AM
217	r2h	5/16/2022 10:30 AM
218	R3M	5/16/2022 10:24 AM
219	R2K	5/16/2022 10:21 AM
220	r2l	5/16/2022 10:13 AM
221	R2H	5/16/2022 9:59 AM
222	R2M	5/16/2022 9:59 AM
223	r2h	5/16/2022 9:58 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

224	R3R	5/16/2022 9:53 AM
225	R2H	5/16/2022 9:42 AM
226	R3C	5/16/2022 9:05 AM
227	R2H	5/16/2022 8:23 AM
228	R3L	5/16/2022 8:16 AM
229	R2M	5/16/2022 7:27 AM
230	R2M	5/16/2022 6:46 AM
231	R2h	5/16/2022 5:50 AM
232	R3L	5/16/2022 2:51 AM
233	R2M	5/16/2022 2:02 AM
234	R3L	5/15/2022 11:37 PM
235	R3X	5/15/2022 10:10 PM
236	R2J	5/15/2022 9:54 PM
237	R2M	5/15/2022 9:34 PM
238	R2M	5/15/2022 9:27 PM
239	R2r	5/15/2022 9:11 PM
240	R3C	5/15/2022 9:05 PM
241	R3P	5/15/2022 8:14 PM
242	R3g	5/15/2022 7:58 PM
243	R2M	5/15/2022 7:32 PM
244	R3C	5/15/2022 7:24 PM
245	R2h	5/15/2022 6:43 PM
246	R3L	5/15/2022 6:41 PM
247	R3J	5/15/2022 6:20 PM
248	R2h	5/15/2022 6:19 PM
249	R3C	5/15/2022 6:16 PM
250	R2H	5/15/2022 5:48 PM
251	R2j	5/15/2022 5:39 PM
252	R3A	5/15/2022 5:37 PM
253	R2H	5/15/2022 5:23 PM
254	R3A	5/15/2022 5:20 PM
255	R3G	5/15/2022 4:45 PM
256	R3P	5/15/2022 4:38 PM
257	r3l	5/15/2022 4:29 PM
258	R2M	5/15/2022 4:02 PM
259	R3X	5/15/2022 3:38 PM
260	R2M	5/15/2022 3:26 PM
261	R3C	5/15/2022 2:52 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

262	R3m	5/15/2022 2:43 PM
263	R3G	5/15/2022 2:42 PM
264	R2H	5/15/2022 2:41 PM
265	R3L	5/15/2022 2:26 PM
266	R2h	5/15/2022 2:22 PM
267	R3B	5/15/2022 2:15 PM
268	R2H	5/15/2022 2:10 PM
269	R2Y	5/15/2022 2:08 PM
270	R3T	5/15/2022 1:58 PM
271	R2Y	5/15/2022 1:52 PM
272	R3B	5/15/2022 1:49 PM
273	R3B	5/15/2022 1:47 PM
274	R3m	5/15/2022 1:44 PM
275	R2j	5/15/2022 1:43 PM
276	R2h	5/15/2022 1:38 PM
277	r2v	5/15/2022 1:35 PM
278	R3N	5/15/2022 1:25 PM
279	R2H	5/15/2022 1:22 PM
280	R2N	5/15/2022 1:21 PM
281	R2H	5/15/2022 1:16 PM
282	R2H	5/15/2022 1:13 PM
283	R2H	5/15/2022 1:09 PM
284	r2h	5/15/2022 1:07 PM
285	R2H	5/15/2022 1:07 PM
286	r2h	5/15/2022 1:04 PM
287	R3X	5/15/2022 12:53 PM
288	R3W	5/15/2022 12:41 PM
289	R3C	5/15/2022 12:39 PM
290	R2V	5/15/2022 12:39 PM
291	R3T	5/15/2022 12:16 PM
292	R3G	5/15/2022 12:15 PM
293	R3L	5/15/2022 12:14 PM
294	R2j	5/15/2022 12:05 PM
295	R3J	5/15/2022 11:57 AM
296	R2C	5/15/2022 11:47 AM
297	R3M	5/15/2022 11:45 AM
298	R3C	5/15/2022 11:35 AM
299	R3C	5/15/2022 11:32 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

300	R2H	5/15/2022 11:32 AM
301	r3c	5/15/2022 11:30 AM
302	R3B	5/15/2022 11:26 AM
303	R3J	5/15/2022 11:25 AM
304	R2H	5/15/2022 11:23 AM
305	R3E	5/15/2022 11:22 AM
306	R3B	5/15/2022 11:22 AM
307	R2J	5/15/2022 11:04 AM
308	r3b	5/15/2022 11:03 AM
309	R2H	5/15/2022 11:02 AM
310	R2J	5/15/2022 11:00 AM
311	R3m	5/15/2022 10:57 AM
312	R3G	5/15/2022 10:54 AM
313	R2N	5/15/2022 10:53 AM
314	R2H	5/15/2022 10:52 AM
315	R2H	5/15/2022 10:45 AM
316	R3g	5/15/2022 10:43 AM
317	R2G	5/15/2022 10:40 AM
318	R3g	5/15/2022 10:35 AM
319	R3M	5/15/2022 10:34 AM
320	R2H	5/15/2022 10:33 AM
321	R3G	5/15/2022 10:29 AM
322	R3L	5/15/2022 10:28 AM
323	r3c	5/15/2022 10:27 AM
324	R2H	5/15/2022 10:26 AM
325	N0N	5/15/2022 10:21 AM
326	R2H	5/15/2022 10:20 AM
327	R2c	5/15/2022 10:05 AM
328	R3B	5/15/2022 10:01 AM
329	R3Y	5/15/2022 9:49 AM
330	R2h	5/14/2022 9:40 PM
331	R2Y	5/14/2022 8:17 PM
332	R2C	5/14/2022 7:38 PM
333	R3B	5/14/2022 2:15 PM
334	r2n	5/14/2022 2:10 PM
335	R3m	5/14/2022 1:57 PM
336	R2M	5/14/2022 1:18 PM
337	R2C	5/14/2022 1:04 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

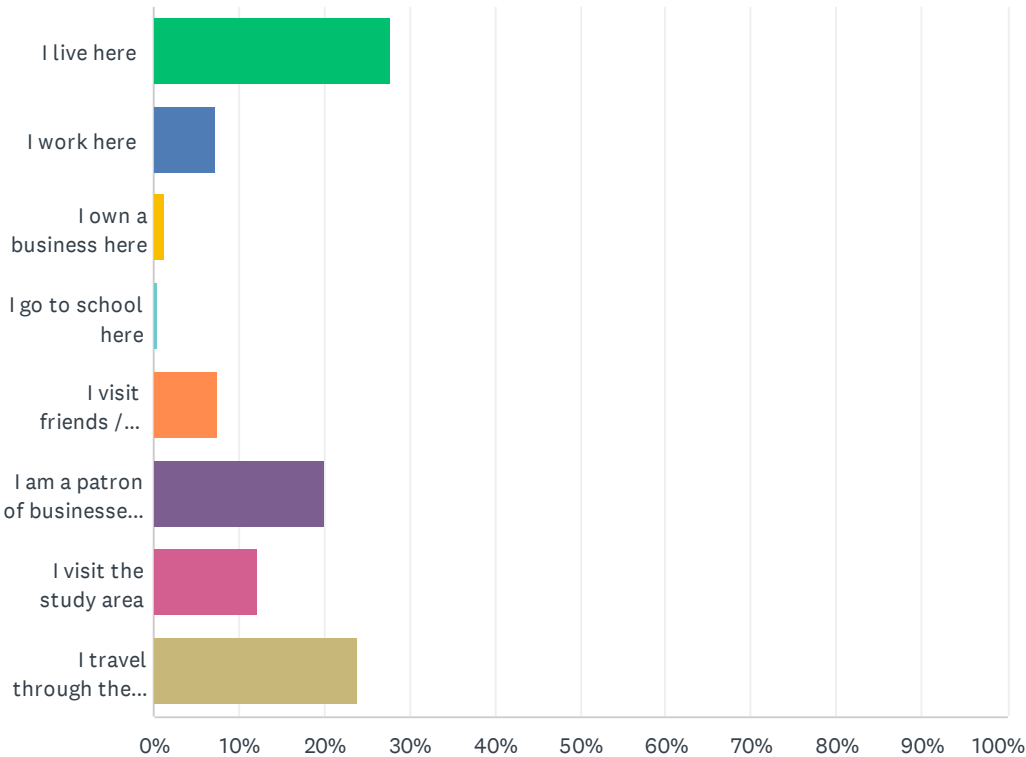
338	R2W	5/14/2022 12:52 PM
339	r3g	5/14/2022 12:35 PM
340	R2G	5/14/2022 12:17 PM
341	R2H	5/13/2022 11:25 PM
342	r2h	5/13/2022 7:16 PM
343	r2m	5/13/2022 5:26 PM
344	r3g	5/13/2022 5:17 PM
345	R3L	5/13/2022 3:43 PM
346	R2H	5/13/2022 3:38 PM
347	R2N	5/13/2022 3:30 PM
348	R3C	5/13/2022 3:17 PM
349	R3M	5/13/2022 1:31 PM
350	R3L	5/13/2022 1:18 PM
351	R2H	5/13/2022 1:15 PM
352	R3G	5/13/2022 1:06 PM
353	R2h	5/13/2022 12:50 PM
354	R2H	5/13/2022 12:50 PM
355	R2k	5/13/2022 12:42 PM
356	R2W	5/13/2022 12:36 PM
357	R3C	5/13/2022 12:19 PM
358	r2h	5/13/2022 11:44 AM
359	R3g	5/13/2022 11:43 AM
360	r3c	5/13/2022 11:31 AM
361	R2n	5/13/2022 11:26 AM
362	R2N	5/13/2022 11:25 AM
363	R3C	5/13/2022 11:02 AM
364	R2H	5/13/2022 10:58 AM
365	R2g	5/13/2022 10:53 AM
366	R2M	5/13/2022 10:19 AM
367	R2V	5/13/2022 9:37 AM
368	R2m	5/13/2022 8:41 AM
369	R2h	5/13/2022 8:01 AM
370	r3c	5/13/2022 1:46 AM
371	R3J	5/13/2022 12:38 AM
372	r2g	5/12/2022 9:48 PM
373	R2E	5/12/2022 8:37 PM
374	R3G	5/12/2022 8:37 PM
375	R3G	5/12/2022 8:27 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

376	R2H	5/12/2022 6:47 PM
377	R2H	5/12/2022 6:36 PM
378	R2H	5/12/2022 6:13 PM
379	r3g	5/12/2022 5:53 PM
380	R2H	5/12/2022 5:33 PM
381	r2h	5/12/2022 4:28 PM
382	R3m	5/12/2022 4:27 PM
383	r3g	5/12/2022 4:17 PM
384	r2j	5/12/2022 4:01 PM
385	R3M	5/12/2022 3:58 PM
386	R3G	5/12/2022 3:50 PM
387	r2g	5/12/2022 3:34 PM
388	R3C	5/12/2022 3:32 PM
389	R3T	5/12/2022 3:31 PM
390	R3B	5/12/2022 3:29 PM
391	R2M	5/12/2022 3:15 PM
392	r2m	5/12/2022 3:03 PM
393	R3B	5/12/2022 3:01 PM
394	R3T	5/12/2022 2:42 PM
395	r2j	5/12/2022 2:39 PM
396	R2H	5/12/2022 1:58 PM
397	R2H	5/12/2022 1:46 PM
398	R2H	5/12/2022 1:08 PM
399	R3C	5/12/2022 12:57 PM
400	R2N	5/12/2022 12:44 PM
401	R2H	5/12/2022 11:22 AM
402	R2H	5/12/2022 11:13 AM
403	R2M	5/12/2022 10:44 AM

Q17 What is your main connection to the study area?

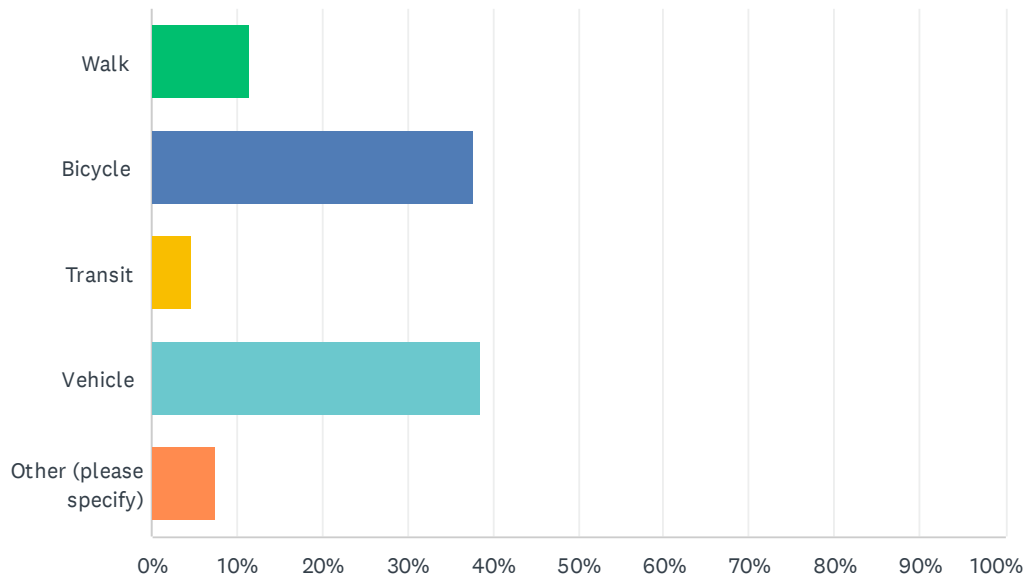
Answered: 419 Skipped: 48



ANSWER CHOICES	RESPONSES	
I live here	27.68%	116
I work here	7.16%	30
I own a business here	1.19%	5
I go to school here	0.48%	2
I visit friends / family here	7.40%	31
I am a patron of businesses here	20.05%	84
I visit the study area	12.17%	51
I travel through the study area	23.87%	100
TOTAL		419

Q18 What is currently your primary form of transportation?

Answered: 419 Skipped: 48



ANSWER CHOICES	RESPONSES	
Walk	11.46%	48
Bicycle	37.71%	158
Transit	4.77%	20
Vehicle	38.66%	162
Other (please specify)	7.40%	31
TOTAL		419

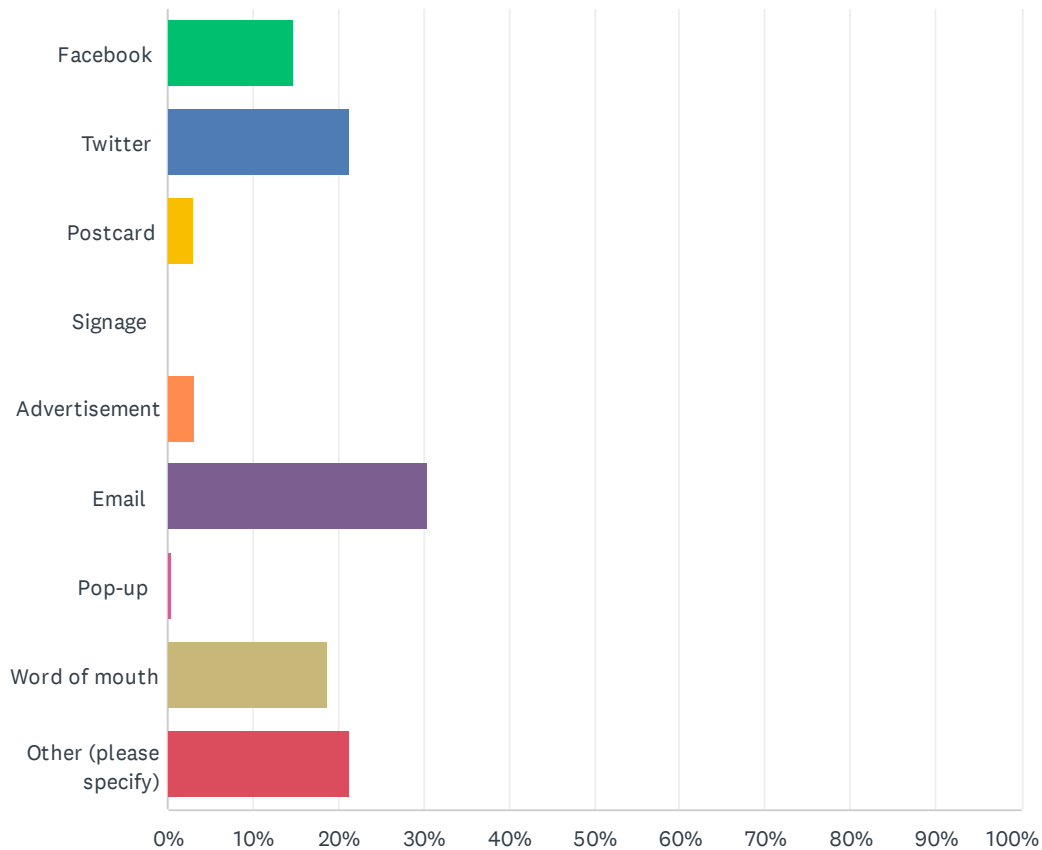
#	OTHER (PLEASE SPECIFY)	DATE
1	All of the above.	6/14/2022 5:55 PM
2	Private vehicle + bike as much as possible	6/14/2022 11:14 AM
3	depending on weather-bike/walk/bus and then drive	6/13/2022 9:33 PM
4	ALL of the above	6/8/2022 9:25 PM
5	Through that area	6/7/2022 12:11 PM
6	Mixed: car, bus and now with nice weather bike	6/7/2022 10:20 AM
7	Bike or bus, sometimes car.	5/29/2022 9:51 AM
8	Vehicle due to les than ideal bike routes	5/29/2022 8:04 AM
9	In the summer I bike and walk as much as possible	5/20/2022 2:33 PM
10	MIXTURE OF WALK,BIKE AND TRANSIT	5/20/2022 12:38 PM
11	Mobility Scooter	5/19/2022 7:24 PM

St. Boniface to Downtown Walk Bike Project - Phase 2 Public Engagement Online Survey

12	50% bike 50% car	5/19/2022 3:20 PM
13	Walking and occasional vehicle use	5/18/2022 2:50 PM
14	split between walk, ride, drive	5/18/2022 10:06 AM
15	Primarily bike in summer, bus in winter and occasionally drive	5/17/2022 9:51 AM
16	Walk & Vehicle	5/16/2022 12:50 PM
17	Multi-modal if AT exists that is my first choice	5/16/2022 11:03 AM
18	Depends where I'm going, within 2km - walk, within 12km bike, more than that drive.	5/16/2022 10:30 AM
19	equal parts walk, bike & transit	5/16/2022 10:13 AM
20	Jet packs aren't a thing yet	5/16/2022 9:59 AM
21	Mixed vehicle/bicycle	5/15/2022 11:37 PM
22	Mix of the above	5/15/2022 5:48 PM
23	all of the above	5/15/2022 3:26 PM
24	All of the above	5/15/2022 2:42 PM
25	Car share	5/15/2022 2:15 PM
26	Equally between vehicle and bicycle	5/15/2022 2:10 PM
27	But want to change to bicycle!	5/15/2022 12:39 PM
28	Yes	5/15/2022 10:21 AM
29	Personal transportation is walk or bike, work is vehicle	5/13/2022 1:15 PM
30	I walk if <30 mins, cycle if safe, drive if both unsafe to cycle and >30 mins to walk. I would LIKE my primary form of transportation to be bicycle	5/12/2022 6:13 PM
31	Use Transit, car, bike, or walking depending on circumstances and destination	5/12/2022 10:44 AM

Q19 Where did you hear about this project? (choose all that apply)

Answered: 412 Skipped: 55



ANSWER CHOICES	RESPONSES	
Facebook	14.81%	61
Twitter	21.36%	88
Postcard	2.91%	12
Signage	0.00%	0
Advertisement	3.16%	13
Email	30.58%	126
Pop-up	0.49%	2
Word of mouth	18.69%	77
Other (please specify)	21.36%	88
Total Respondents: 412		

#	OTHER (PLEASE SPECIFY)	DATE
1	Reddit	6/13/2022 1:55 PM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

2	City website	6/13/2022 11:54 AM
3	Friend	6/12/2022 5:30 PM
4	I was doing a Google search on my area and the article came up	6/8/2022 9:25 PM
5	Newspaper	6/7/2022 10:13 AM
6	Provencher BIZ	6/4/2022 1:24 PM
7	Radio-Canada	6/2/2022 2:15 PM
8	Newspaper	5/31/2022 12:14 PM
9	Info distributed on street corner.	5/30/2022 5:26 PM
10	Signed up for Public Engagements Notifications	5/27/2022 2:49 PM
11	Mail	5/26/2022 2:34 PM
12	Free Press Community News	5/26/2022 7:59 AM
13	City website	5/24/2022 11:11 AM
14	message board	5/23/2022 4:07 PM
15	Online forum	5/23/2022 11:21 AM
16	Forums	5/23/2022 8:15 AM
17	News article	5/22/2022 6:09 PM
18	newspaper	5/21/2022 3:44 PM
19	CITYS WEB PAGE	5/20/2022 12:38 PM
20	Reddit	5/19/2022 3:57 PM
21	Reddit	5/19/2022 8:44 AM
22	Online	5/18/2022 9:37 PM
23	winnipeg.ca	5/18/2022 3:53 PM
24	I looked for it myself	5/18/2022 1:20 PM
25	News article	5/18/2022 12:00 PM
26	Winnipeg Free Press	5/17/2022 8:23 PM
27	Reddit r/Winnipeg	5/17/2022 10:33 AM
28	News	5/17/2022 8:45 AM
29	reddit	5/16/2022 9:23 PM
30	Reddit	5/16/2022 6:46 PM
31	Free Press	5/16/2022 2:09 PM
32	reddit winnipeg sub	5/16/2022 1:20 PM
33	Local CTV News website	5/16/2022 12:50 PM
34	Friends	5/16/2022 12:34 PM
35	News	5/16/2022 12:09 PM
36	Reddit	5/16/2022 11:58 AM
37	News article	5/16/2022 11:56 AM
38	Newspaper	5/16/2022 11:55 AM
39	Reddit r/winnipeg	5/16/2022 11:48 AM

St. Boniface to Downtown Walk Bike Project – Phase 2 Public Engagement Online Survey

40	google news	5/16/2022 10:24 AM
41	came up when I was looking for news about Provencher bridge	5/16/2022 10:21 AM
42	The news on the internet Ctv,Cbc,	5/16/2022 9:59 AM
43	Reddit	5/16/2022 8:16 AM
44	Local news	5/16/2022 2:02 AM
45	Reddit	5/15/2022 11:37 PM
46	reddit	5/15/2022 10:10 PM
47	Reddit	5/15/2022 9:34 PM
48	Reddit	5/15/2022 9:11 PM
49	Reddit	5/15/2022 7:58 PM
50	Ctv news	5/15/2022 6:19 PM
51	Reddit	5/15/2022 6:16 PM
52	Reddit	5/15/2022 5:48 PM
53	News article	5/15/2022 5:37 PM
54	newspaper	5/15/2022 5:23 PM
55	Reddit	5/15/2022 4:38 PM
56	Redditt	5/15/2022 3:26 PM
57	Reddit	5/15/2022 2:52 PM
58	Reddit	5/15/2022 2:26 PM
59	Reddit	5/15/2022 2:22 PM
60	Reddit	5/15/2022 2:10 PM
61	Reddit	5/15/2022 1:52 PM
62	Reddit	5/15/2022 1:43 PM
63	Reddit	5/15/2022 1:38 PM
64	Reddit	5/15/2022 1:25 PM
65	Reddit	5/15/2022 1:22 PM
66	reddit	5/15/2022 1:07 PM
67	Reddit	5/15/2022 12:53 PM
68	Reddit	5/15/2022 12:16 PM
69	Reddit	5/15/2022 12:15 PM
70	Reddit.com/r/Winnipeg	5/15/2022 11:47 AM
71	reddit	5/15/2022 11:45 AM
72	Reddit	5/15/2022 11:26 AM
73	Reddit	5/15/2022 11:25 AM
74	Reddit	5/15/2022 11:03 AM
75	Winnipeg Free Press	5/15/2022 11:00 AM
76	Newspaper	5/15/2022 10:53 AM
77	reddit	5/15/2022 10:27 AM

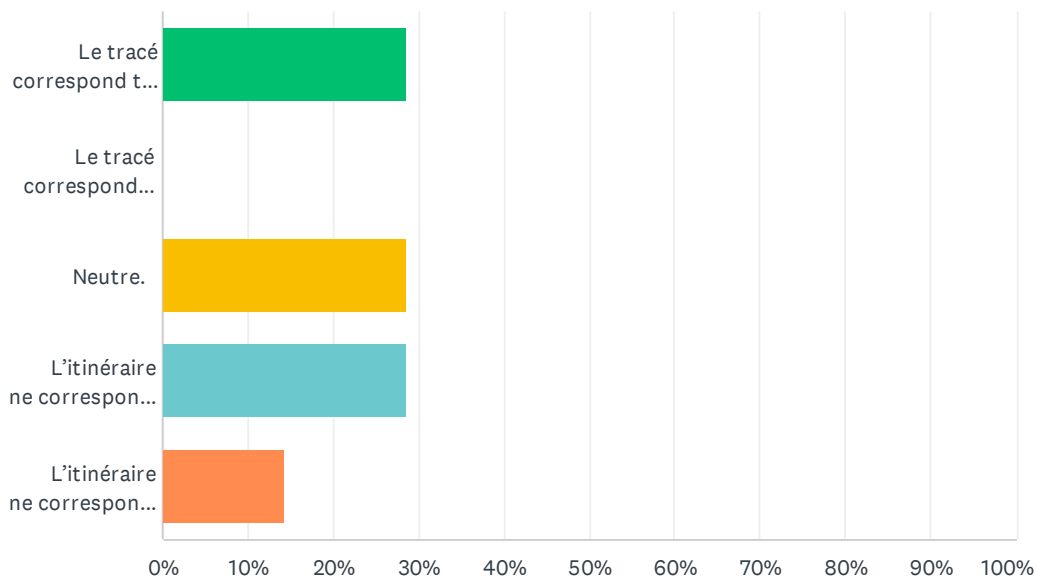
St. Boniface to Downtown Walk Bike Project - Phase 2 Public Engagement Online Survey

78	Reddit	5/15/2022 10:26 AM
79	Yes	5/15/2022 10:21 AM
80	Winnipeg Free Press	5/15/2022 9:49 AM
81	Free Press	5/14/2022 8:17 PM
82	Wpg. Free Press	5/14/2022 2:10 PM
83	free press	5/14/2022 12:35 PM
84	from the city	5/13/2022 5:26 PM
85	Winnipeg Free Press	5/13/2022 3:43 PM
86	Our City newsletter	5/13/2022 3:17 PM
87	chrisd.ca	5/13/2022 10:58 AM
88	Winnipeg.ca	5/13/2022 1:46 AM

Appendix E – Online survey results (French)

Q1 Option A : Boulevard Provencher – comprend une bande cyclable protégée à sens unique de chaque côté de la rue, de l’avenue Taché au pont de la rivière Seine. Le trottoir existant sur le pont de la rivière Seine serait élargi pour devenir un sentier à usages multiples et serait relié au tracé recommandé à l’est, sur la rue Nadeau. Dans quelle mesure l’option A : boulevard Provencher correspond-elle à vos priorités et à vos attentes, répond-elle à vos besoins en matière de transport actif et vous laisse-t-elle peu d’inquiétudes?

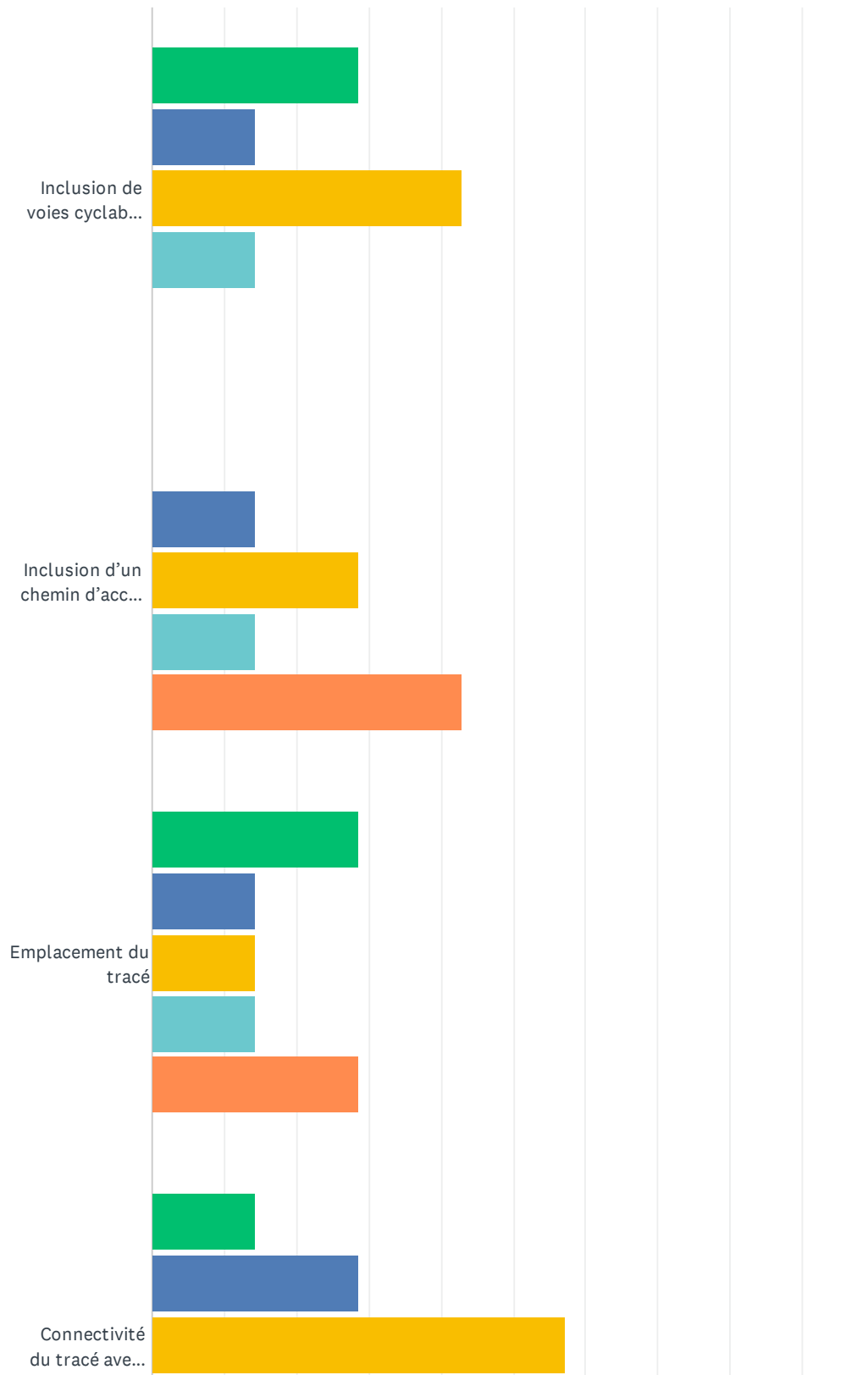
Answered: 7 Skipped: 0



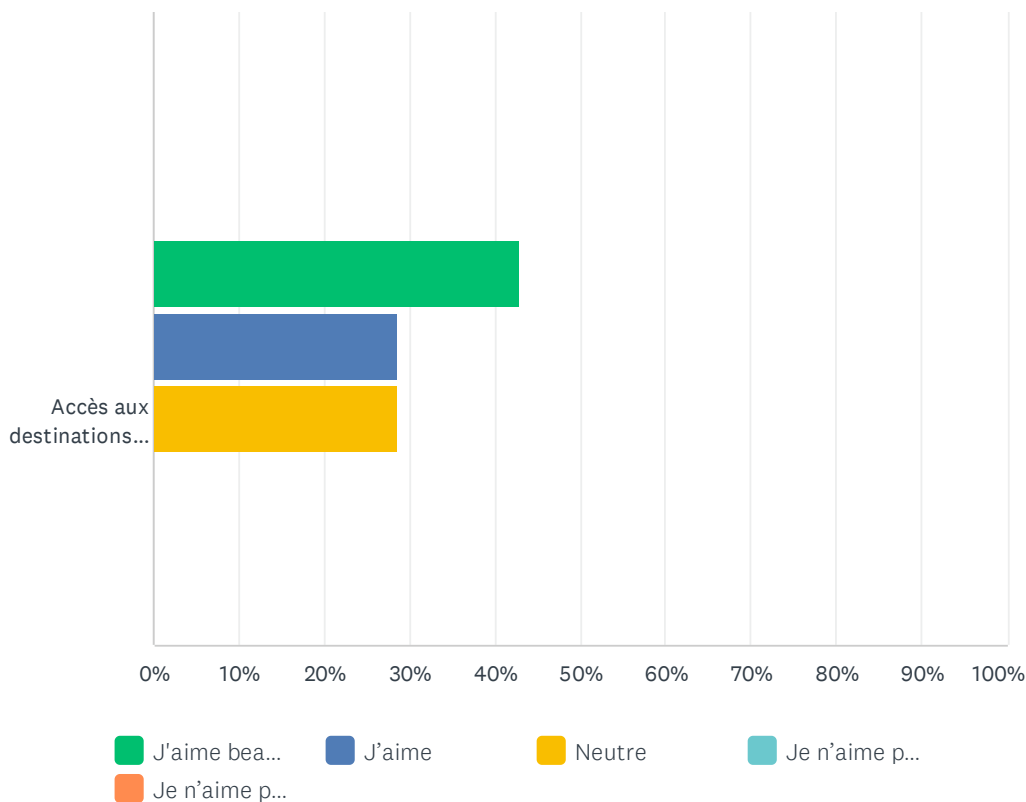
ANSWER CHOICES	RESPONSES	
Le tracé correspond très bien à mes priorités et à mes attentes, répond à tous mes besoins et suscite peu de préoccupations.	28.57%	2
Le tracé correspond assez bien à mes priorités et à mes attentes, répond à certains de mes besoins et suscite peu de préoccupations.	0.00%	0
Neutre.	28.57%	2
L'itinéraire ne correspond pas particulièrement à mes priorités et à mes attentes, ne répond pas à beaucoup de mes besoins et me laisse quelques inquiétudes.	28.57%	2
L'itinéraire ne correspond pas du tout à mes priorités et à mes attentes, ne répond pas à mes besoins et suscite en moi de nombreuses préoccupations.	14.29%	1
TOTAL		7

Q2 Dans l'ensemble, quels sont les éléments que vous aimez ou n'aimez pas dans l'option A : boulevard Provencher?

Answered: 7 Skipped: 0



Projet « À pied, à vélo » de Saint-Boniface au centre-ville – Phase 2 de la participation publique –
Sondage en ligne

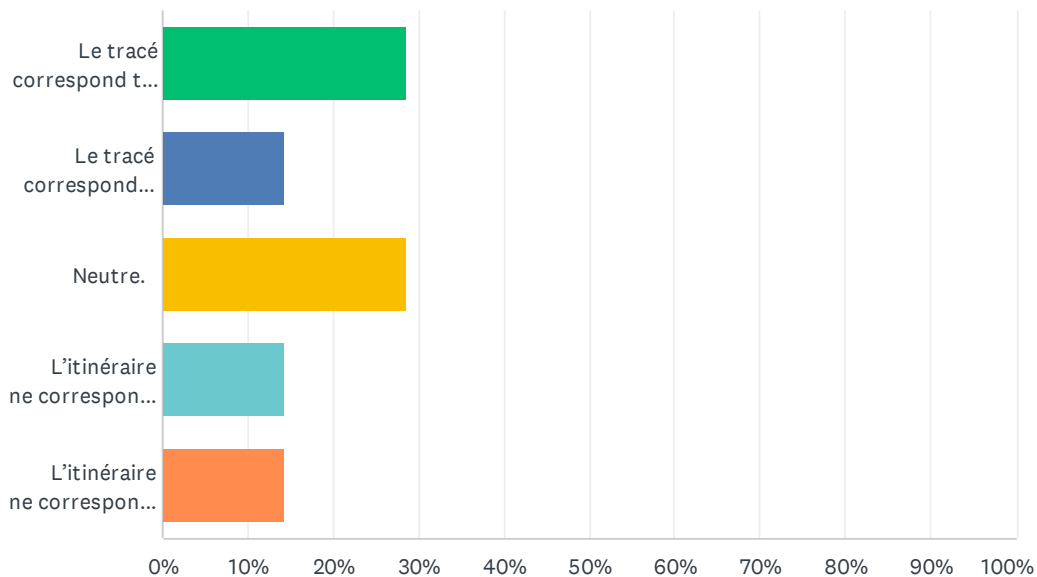


	J'AIME BEAUCOUP	J'AIME	NEUTRE	JE N'AIME PAS	JE N'AIME PAS DU TOUT	TOTAL
Inclusion de voies cyclables protégées	28.57% 2	14.29% 1	42.86% 3	14.29% 1	0.00% 0	7
Inclusion d'un chemin d'accès multi-usage	0.00% 0	14.29% 1	28.57% 2	14.29% 1	42.86% 3	7
Emplacement du tracé	28.57% 2	14.29% 1	14.29% 1	14.29% 1	28.57% 2	7
Connectivité du tracé avec le réseau de transport actif (TA)	14.29% 1	28.57% 2	57.14% 4	0.00% 0	0.00% 0	7
Accès aux destinations communautaires	42.86% 3	28.57% 2	28.57% 2	0.00% 0	0.00% 0	7

#	DITES-NOUS POURQUOI.	DATE
1	J'ai mis "je n'aime pas du tout" pour un chemin d'accès multi-usage car comme cycliste, je n'aime pas être sur une route avec les piétons comme le pont esplanade, c'est mieux quand les cyclistes et les piétons sont séparés comme est le cas sur la piste du l'Assiniboine.	6/12/2022 12:57 PM
2	Seule option qui ne force pas les utilisateurs à prendre une route plus longue que les motoristes, donc plus grand impact sur le taux de participation au transport actif. Augmenterait la circulation de navetteurs à basse vitesse sur le boulevard Provencher, au profit de la visibilité des entreprises et organismes là-dessus.	6/3/2022 2:17 PM
3	Axe très utile mais commerçants peu supporteurs et centre du boulevard accueille des activités, événements. Cela disparaîtrait donc	6/1/2022 3:42 PM
4	Trop de circulation automobiles, camions et autobus. Je préfère un accès moins achalandé.	5/27/2022 11:23 AM
5	Je crois que la route est trop achalandée et que les autres options sont plus sécuritaires.	5/16/2022 1:06 PM

Q3 Option B : Rue Notre-Dame et avenue de la Cathédrale – comprend un couloir vert de quartier sur la rue Notre-Dame entre l'avenue Taché et la rue Thibault. Le tracé le long de l'avenue de la Cathédrale consisterait en une bande cyclable protégée à double sens entre l'avenue Taché et la rue Aulneau, et en un sentier polyvalent à l'est de la rue Aulneau jusqu'à la rue Des Meurons. Dans quelle mesure l'option B : rue Notre-Dame et avenue de la Cathédrale correspond-elle à vos priorités et à vos attentes, répond-elle à vos besoins en matière de transport actif et vous laisse-t-elle peu d'inquiétudes?

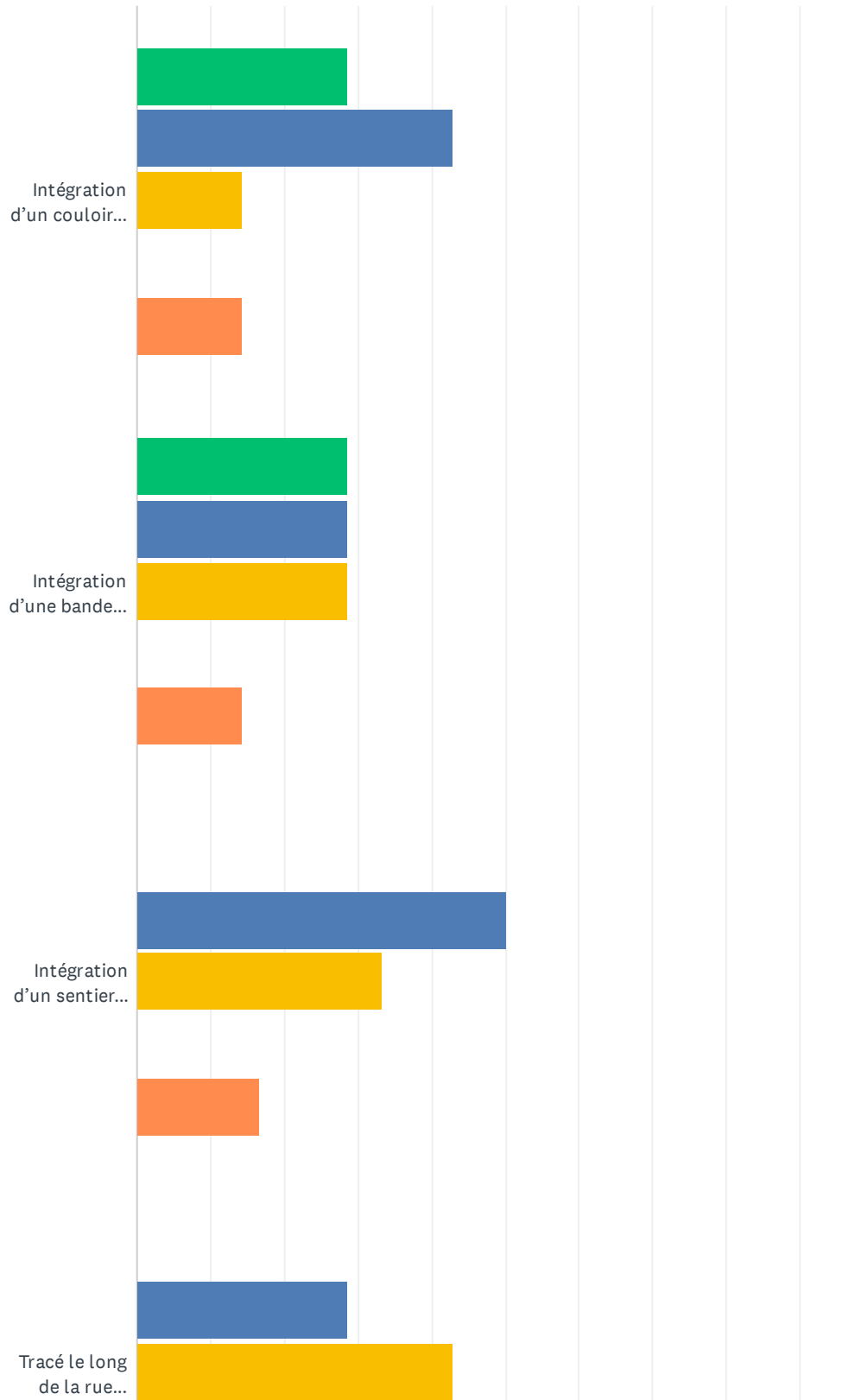
Answered: 7 Skipped: 0



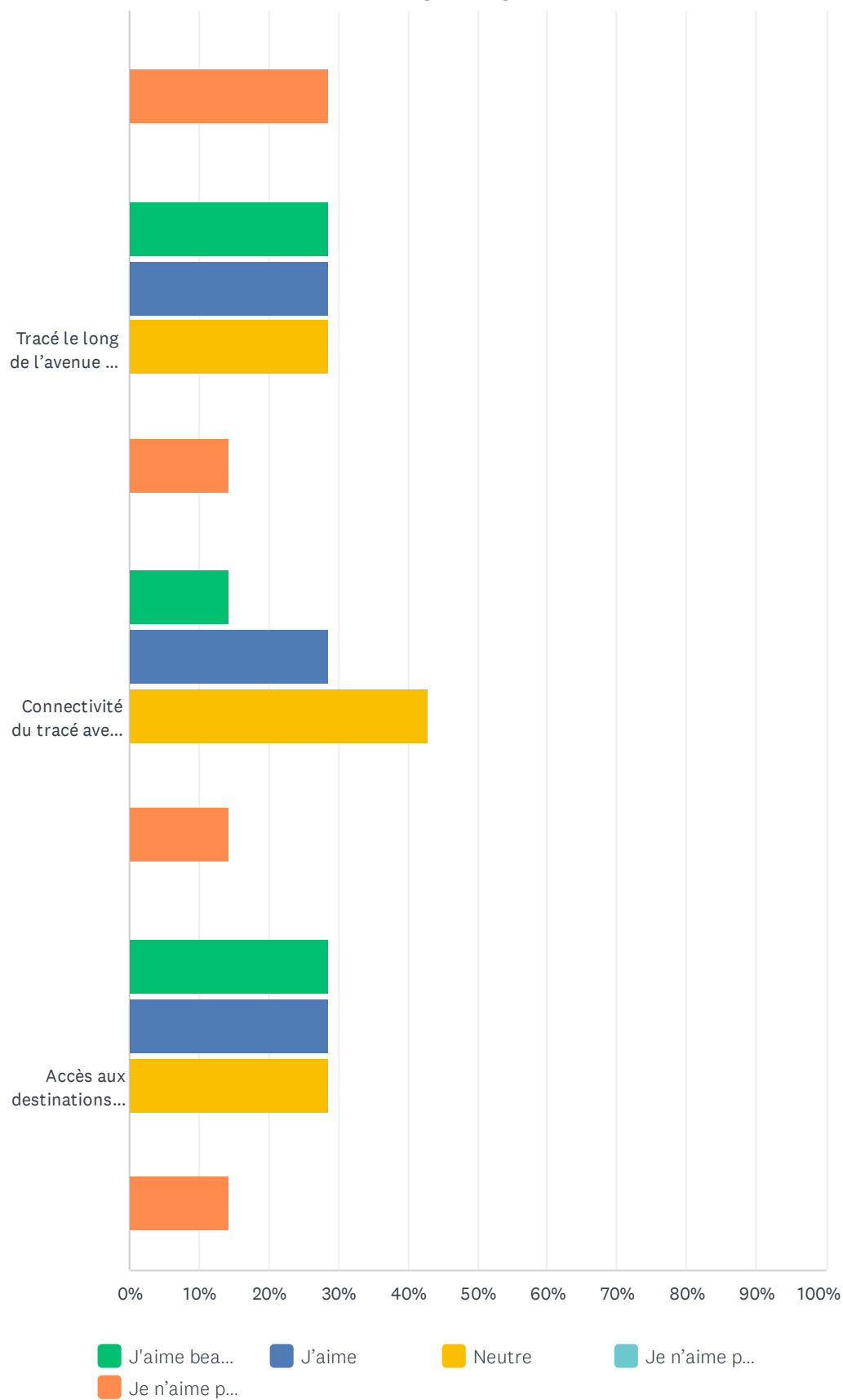
ANSWER CHOICES	RESPONSES	
Le tracé correspond très bien à mes priorités et à mes attentes, répond à tous mes besoins et suscite peu de préoccupations.	28.57%	2
Le tracé correspond assez bien à mes priorités et à mes attentes, répond à certains de mes besoins et suscite peu de préoccupations.	14.29%	1
Neutre.	28.57%	2
L'itinéraire ne correspond pas particulièrement à mes priorités et à mes attentes, ne répond pas à beaucoup de mes besoins et me laisse quelques inquiétudes.	14.29%	1
L'itinéraire ne correspond pas du tout à mes priorités et à mes attentes, ne répond pas à mes besoins et suscite en moi de nombreuses préoccupations.	14.29%	1
TOTAL		7

Q4 Dans l'ensemble, quels sont les éléments que vous aimez ou n'aimez pas dans l'option B : rue Notre-Dame et avenue de la Cathédrale?

Answered: 7 Skipped: 0



Projet « À pied, à vélo » de Saint-Boniface au centre-ville – Phase 2 de la participation publique –
Sondage en ligne



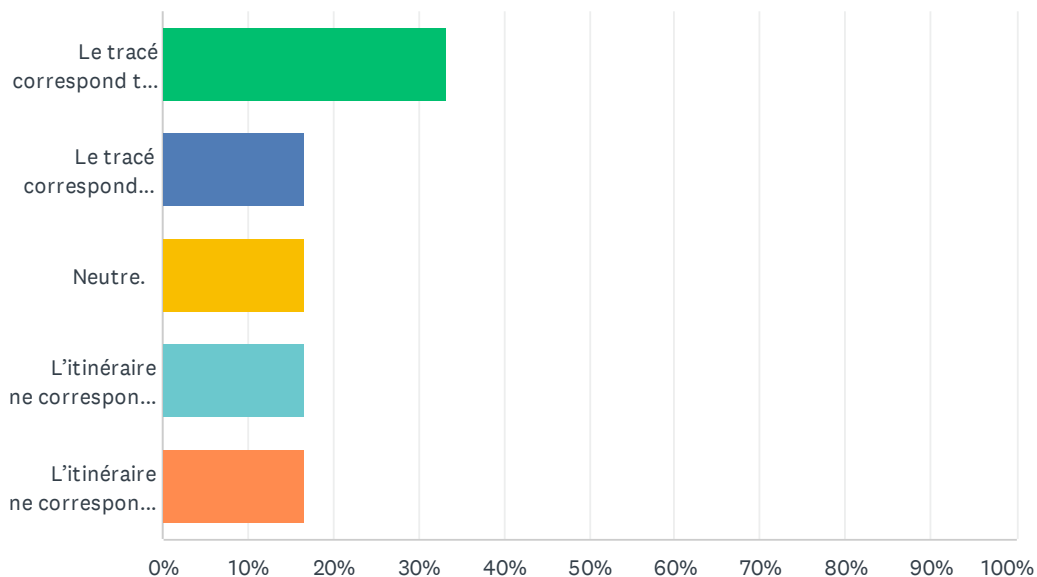
**Projet « À pied, à vélo » de Saint-Boniface au centre-ville – Phase 2 de la participation publique –
Sondage en ligne**

	J'AIME BEAUCOUP	J'AIME	NEUTRE	JE N'AIME PAS	JE N'AIME PAS DU TOUT	TOTAL	WEIGHTED AVERAGE
Intégration d'un couloir vert de quartier	28.57% 2	42.86% 3	14.29% 1	0.00% 0	14.29% 1	7	2.29
Intégration d'une bande cyclable protégée à double sens	28.57% 2	28.57% 2	28.57% 2	0.00% 0	14.29% 1	7	2.43
Intégration d'un sentier polyvalent	0.00% 0	50.00% 3	33.33% 2	0.00% 0	16.67% 1	6	2.83
Tracé le long de la rue Notre-Dame	0.00% 0	28.57% 2	42.86% 3	0.00% 0	28.57% 2	7	3.29
Tracé le long de l'avenue de la Cathédrale	28.57% 2	28.57% 2	28.57% 2	0.00% 0	14.29% 1	7	2.43
Connectivité du tracé avec le réseau de TA	14.29% 1	28.57% 2	42.86% 3	0.00% 0	14.29% 1	7	2.71
Accès aux destinations communautaires	28.57% 2	28.57% 2	28.57% 2	0.00% 0	14.29% 1	7	2.43

#	DITES-NOUS POURQUOI.	DATE
1	J'aime seulement l'option de Provencher car à ce moment les rues Notre Dame et la Cathédrale sont sécuritaires comme cycliste...même avec des enfants. C'est une perte d'argent pour dépenser pour faire des "couloirs vert" sur ces rues? Je n'aime pas n'ont plus les voie à double sens. (Surtout au centre-ville!..mais ce commentaire est pour un autre sondage). De plus, ces routes ne me rend pas au destinations sur la rue Provencher et aussi c'est un détour pour moi.	6/12/2022 1:06 PM
2	Représente un chemin plus long et moins visible pour les gens voulant traverser le quartier à vélo au lieu d'en voiture, donc peu d'influence sur la participation au transport actif. N'augmente pas la circulation de navetteurs à basse vitesse devant les entreprises sur le boulevard Provencher.	6/3/2022 2:17 PM
3	Axe important pour l'USB, loin des voitures, facile d'accès. Personnellement, superbe option. À connecter absolument avec Gateway.	6/1/2022 3:44 PM
4	Le tracé le long de la rue Notre-Dame va dans le sens inverse de mon parcours quotidien.	5/27/2022 11:25 AM
5	Je ne vois pas la nécessité de traverser la Provencher si l'intention est de relier l'Archibald à l'Esplanade. Restons du côté nord.	5/16/2022 1:07 PM

Q5 Option C : Rue Dumoulin et avenue de la Cathédrale – comprend un couloir vert de quartier sur la rue Dumoulin entre l'avenue Taché et la rue Thibault, avec un sentier polyvalent sur le côté est de la rue Thibault. Le tracé le long de l'avenue de la Cathédrale serait une bande cyclable protégée à double sens entre l'avenue Taché et la rue Aulneau, et un sentier polyvalent à l'est de la rue Aulneau jusqu'à la rue Des Meurons. Dans quelle mesure l'option C : rue Dumoulin et avenue de la Cathédrale correspond-elle à vos priorités et à vos attentes, répond-elle à vos besoins en matière de transport actif et vous laisse-t-elle peu d'inquiétudes?

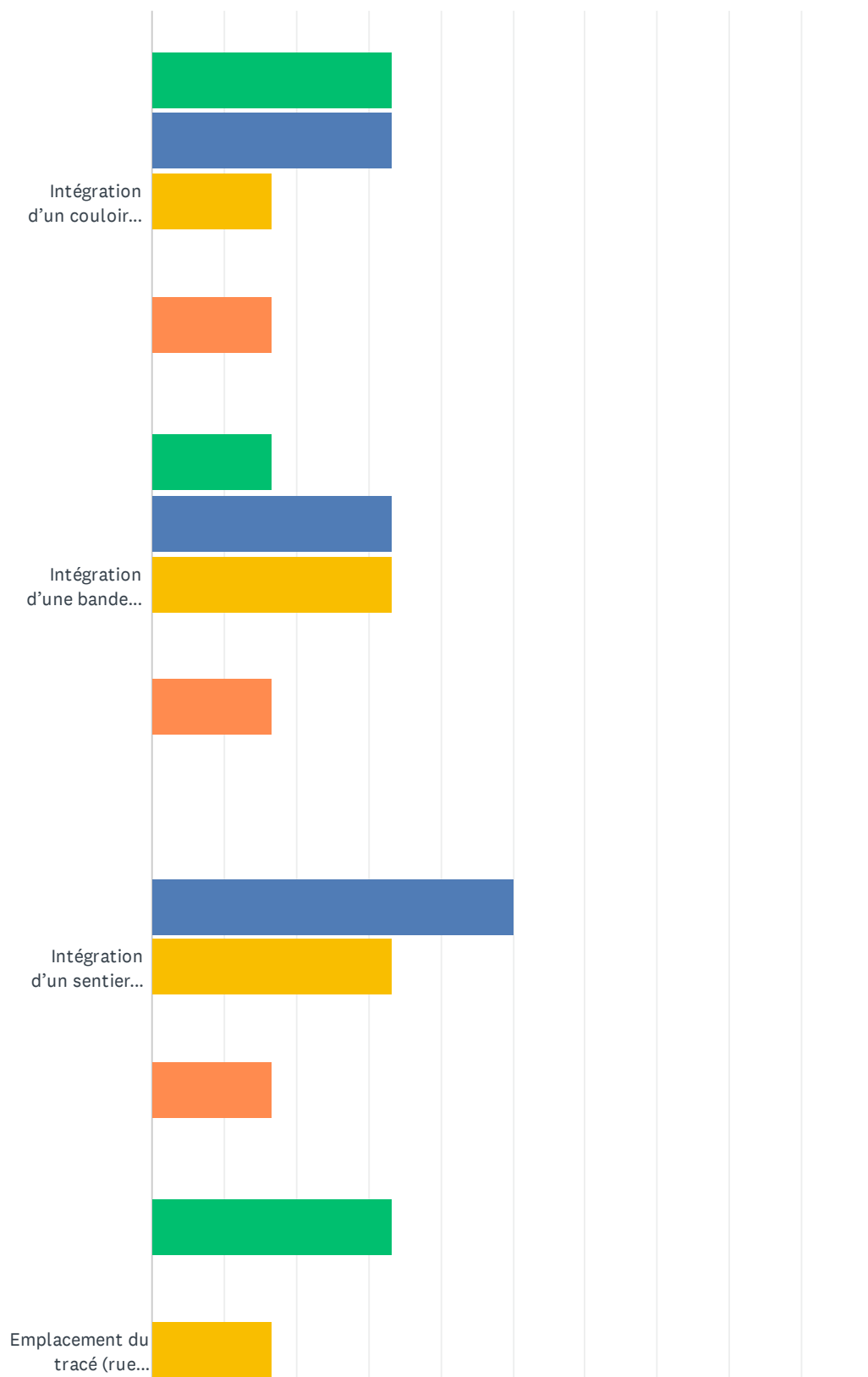
Answered: 6 Skipped: 1



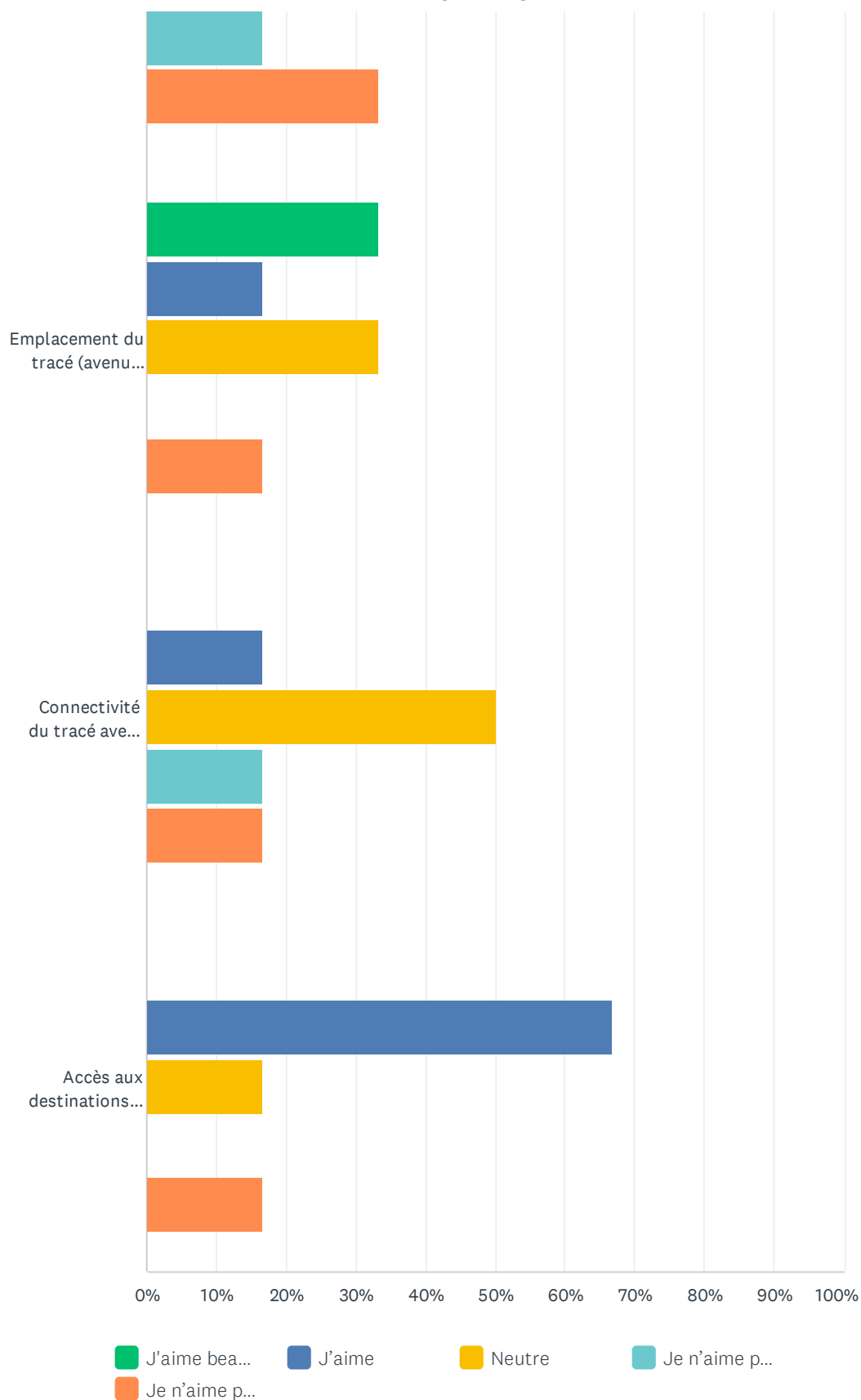
ANSWER CHOICES	RESPONSES	
Le tracé correspond très bien à mes priorités et à mes attentes, répond à tous mes besoins et suscite peu de préoccupations.	33.33%	2
Le tracé correspond assez bien à mes priorités et à mes attentes, répond à certains de mes besoins et suscite peu de préoccupations.	16.67%	1
Neutre.	16.67%	1
L'itinéraire ne correspond pas particulièrement à mes priorités et à mes attentes, ne répond pas à beaucoup de mes besoins et me laisse quelques inquiétudes.	16.67%	1
L'itinéraire ne correspond pas du tout à mes priorités et à mes attentes, ne répond pas à mes besoins et suscite en moi de nombreuses préoccupations.	16.67%	1
TOTAL		6

Q6 Dans l'ensemble, quels sont les éléments que vous aimez ou n'aimez pas dans l'option C : rue Dumoulin et avenue de la Cathédrale?

Answered: 6 Skipped: 1



Projet « À pied, à vélo » de Saint-Boniface au centre-ville – Phase 2 de la participation publique –
Sondage en ligne



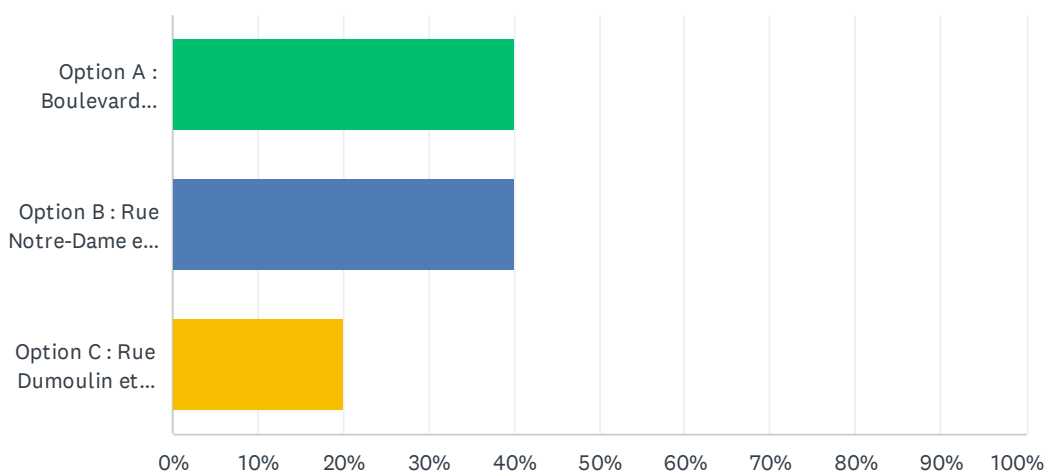
**Projet « À pied, à vélo » de Saint-Boniface au centre-ville – Phase 2 de la participation publique –
Sondage en ligne**

	J'AIME BEAUCOUP	J'AIME	NEUTRE	JE N'AIME PAS	JE N'AIME PAS DU TOUT	TOTAL
Intégration d'un couloir vert de quartier	33.33% 2	33.33% 2	16.67% 1	0.00% 0	16.67% 1	6
Intégration d'une bande cyclable protégée à double sens	16.67% 1	33.33% 2	33.33% 2	0.00% 0	16.67% 1	6
Intégration d'un sentier polyvalent	0.00% 0	50.00% 3	33.33% 2	0.00% 0	16.67% 1	6
Emplacement du tracé (rue Dumoulin)	33.33% 2	0.00% 0	16.67% 1	16.67% 1	33.33% 2	6
Emplacement du tracé (avenue de la Cathédrale)	33.33% 2	16.67% 1	33.33% 2	0.00% 0	16.67% 1	6
Connectivité du tracé avec le réseau de TA	0.00% 0	16.67% 1	50.00% 3	16.67% 1	16.67% 1	6
Accès aux destinations communautaires	0.00% 0	66.67% 4	16.67% 1	0.00% 0	16.67% 1	6

#	DITES-NOUS POURQUOI.	DATE
1	Mes commentaires sont les même que pour B. Je les répète à nouveau...J'aime seulement l'option de Provencher car à ce moment les rues Notre Dame et la Cathédrale sont sécuritaire comme cycliste...même avec des enfants. C'est une perte d'argent pour dépenser pour faire des "couloirs vert" sur ces rues? Je n'aime pas n'ont plus les voie à double sense. (Surtout au centre-ville!..mais ce commentaire est pour un autre sondage). De plus, ces routes ne me rend pas au destinations sur la rue Provencher et aussi c'est un détour pour moi.	6/12/2022 1:07 PM
2	Représente un chemin plus long et moins visible pour les gens voulant traverser le quartier à vélo au lieu d'en voiture, donc peu d'influence sur la participation au transport actif. N'augmente pas la circulation de navetteurs à basse vitesse devant les entreprises sur le boulevard Provencher. Ne connecte pas aussi bien que la rue Notre-Dame au Parc Lagimodière-Gaboury.	6/3/2022 2:17 PM
3	Même explication qu'à la question précédente : restons du côté nord.	5/16/2022 1:07 PM

Q7 Chacun des trois itinéraires proposés offre des avantages particuliers à certains types de cyclistes ou servent des raisons précises de se déplacer à vélo. L'option A : boulevard Provencher excellerait à transporter en toute sécurité les navetteurs à destination ou en provenance du centre-ville, et à amener les cyclistes vers des destinations le long du boulevard Provencher. L'option B : rue Notre-Dame et avenue de la Cathédrale, et l'option C : rue Dumoulin et avenue de la Cathédrale, sont d'excellentes solutions pour les cyclistes qui se rendent aux écoles, dans les parcs et vers de nombreux organismes communautaires. Compte tenu de ce qui précède, quel itinéraire préférez-vous?

Answered: 5 Skipped: 2

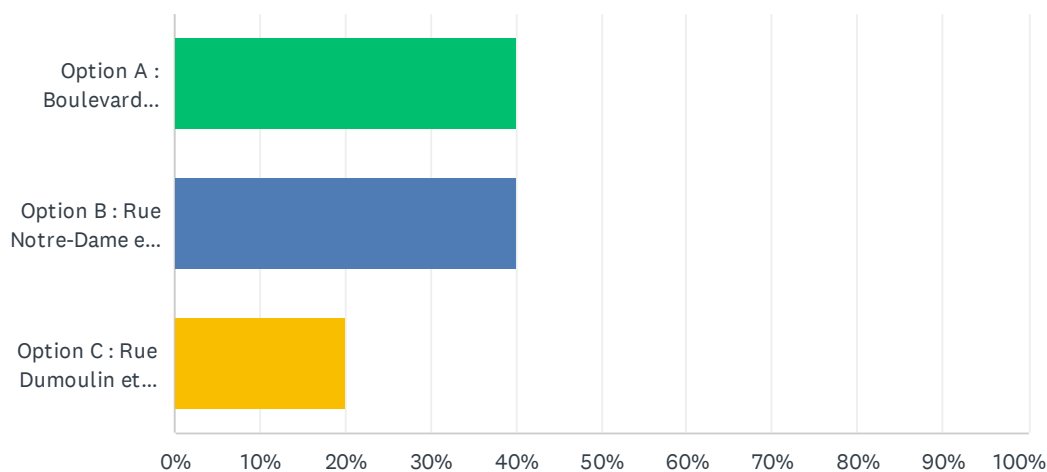


ANSWER CHOICES	RESPONSES	
Option A : Boulevard Provencher	40.00%	2
Option B : Rue Notre-Dame et avenue de la Cathédrale	40.00%	2
Option C : Rue Dumoulin et avenue de la Cathédrale	20.00%	1
TOTAL		5

#	DITES-NOUS POURQUOI.	DATE
1	Les rues pour se rendre aux écoles et aux organismes communautaires sont déjà sécuritaires... le mieux serait de faire des routes sécuritaires sur ces rues ET sur Provencher. En plus, la ville pourrait mettre un maximum de 30 km/heure dans toutes les rues résidentielles pour améliorer la sécurité.	6/12/2022 1:33 PM
2	Seule option qui ne force pas les utilisateurs à prendre une route plus longue que les motoristes, donc plus grand impact sur le taux de participation au transport actif. Augmenterait la circulation de navetteurs à basse vitesse sur le boulevard Provencher, au profit de la visibilité des entreprises et organismes là-dessus.	6/3/2022 2:24 PM
3	Je suis de l'avis qu'il vaut mieux rester du côté nord de la Provencher.	5/16/2022 1:12 PM

Q8 Le calendrier des travaux de construction dépendra de l'option de tracé recommandée. L'option A : boulevard Provencher nécessiterait une reconstruction majeure du boulevard Provencher en raison du volume actuel de la circulation, de l'espace limité de l'emprise et de la forte utilisation du stationnement sur rue. Si l'option A : boulevard Provencher est choisie comme tracé recommandé et approuvée par le conseil municipal, le projet serait ajouté à une liste d'autres projets de transport actif non financés, classés par ordre de priorité. Si l'option B : rue Notre-Dame et avenue de la Cathédrale ou l'option C : rue Dumoulin et avenue de la Cathédrale est choisie comme tracé recommandé, la construction pourrait commencer après cette étude, car le tracé s'aligne sur le financement disponible. Compte tenu de ce qui précède, quel itinéraire préférez-vous?

Answered: 5 Skipped: 2



ANSWER CHOICES	RESPONSES	
Option A : Boulevard Provencher	40.00%	2
Option B : Rue Notre-Dame et avenue de la Cathédrale	40.00%	2
Option C : Rue Dumoulin et avenue de la Cathédrale	20.00%	1
TOTAL		5

#	DITES-NOUS POURQUOI.	DATE
1	Comme mentionné au paravant, les tracés d'options B et C sont une perte d'argent. Au lieu réduire le vitesse à 30km/heure sur toutes rues résidentielles. Je suis heureuse de contacté mon député pour l'inciter d'investir dans le transport actif dans mon quartier. J'ajoute un commentaire pour question #9. Un des critères qui manque est la considération du climat. Un	6/12/2022 1:33 PM

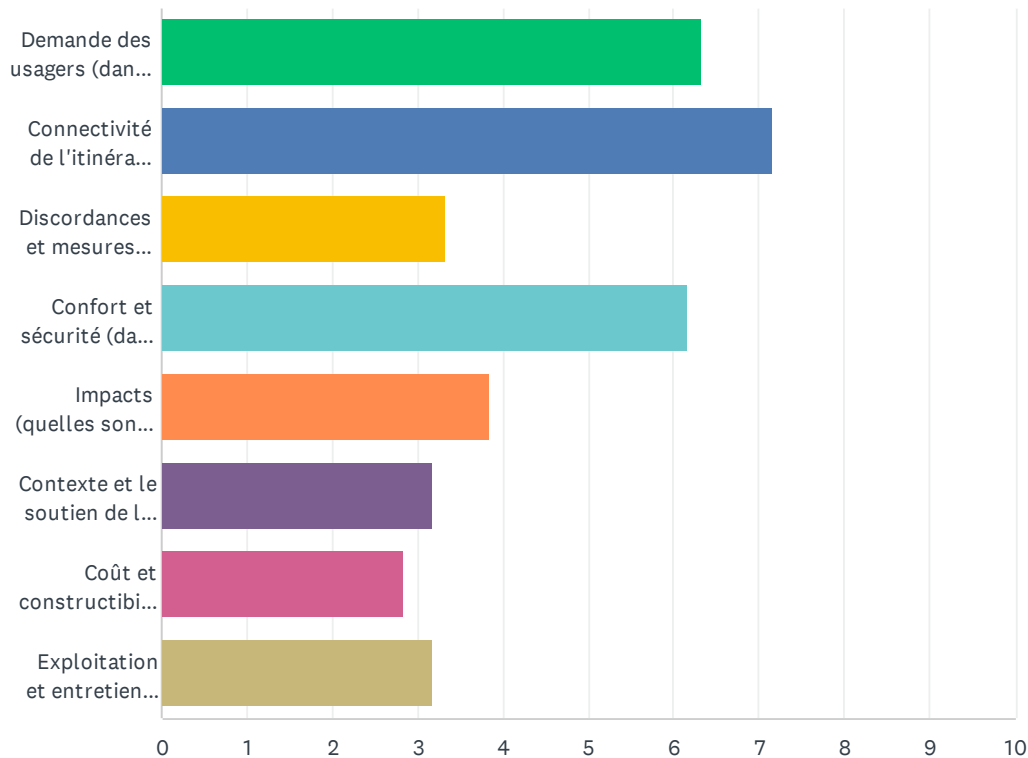
Projet « À pied, à vélo » de Saint-Boniface au centre-ville – Phase 2 de la participation publique –
Sondage en ligne

tracé sur Provencher est le mieux pour le climat...plus de gens serait encouragés de se rendre sur la Provencher en vélo au lieu de leur voiture si le tracé était sur la Provencher.

2	C'est la meilleure option et, si poursuivre une autre option ferait en sorte que l'option A ne serait pas mis en oeuvre aussi vite, vaut mieux attendre.	6/3/2022 2:24 PM
---	--	------------------

Q9 Pour contribuer à déterminer le tracé recommandé à l'ouest de la rivière Seine, l'équipe de projet évaluera chaque option à l'aide des critères suivants. Afin de nous aider à comprendre quels facteurs sont les plus importants pour vous, veuillez classer ces critères par ordre d'importance, 1 étant le plus important et 8 le moins important.

Answered: 6 Skipped: 1



**Projet « À pied, à vélo » de Saint-Boniface au centre-ville – Phase 2 de la participation publique –
Sondage en ligne**

	1	2	3	4	5	6	7	8	TOTAL	SCORE
Demande des usagers (dans quelle mesure l'itinéraire est relié aux principales destinations)	16.67% 1	66.67% 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	16.67% 1	0.00% 0	6	6.33
Connectivité de l'itinéraire (dans quelle mesure l'itinéraire sera direct et continu)	50.00% 3	33.33% 2	0.00% 0	16.67% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	6	7.17
Discordances et mesures d'atténuation (combien de points de conflit y a-t-il avec les intersections, les accès et les voies d'accès pour autos?)	0.00% 0	0.00% 0	16.67% 1	0.00% 0	33.33% 2	16.67% 1	16.67% 1	16.67% 1	6	3.33
Confort et sécurité (dans quelle mesure l'itinéraire est-il attrayant et sûr?)	33.33% 2	0.00% 0	16.67% 1	50.00% 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	6	6.17
Impacts (quelles sont les incidences sur les piétons, les véhicules, le stationnement, le chargement et le transport en commun?)	0.00% 0	0.00% 0	16.67% 1	16.67% 1	33.33% 2	16.67% 1	0.00% 0	16.67% 1	6	3.83
Contexte et le soutien de la communauté (dans quelle mesure le tracé bénéficie-t-il de l'approbation du public?)	0.00% 0	0.00% 0	0.00% 0	16.67% 1	16.67% 1	33.33% 2	33.33% 2	0.00% 0	6	3.17
Coût et constructibilité (dépenses en immobilisations et difficulté de construction)	0.00% 0	0.00% 0	16.67% 1	0.00% 0	16.67% 1	16.67% 1	16.67% 1	33.33% 2	6	2.83
Exploitation et entretien (dans quelle mesure le tracé peut-il être entretenu, et sera-t-il utilisable en toutes saisons?)	0.00% 0	0.00% 0	33.33% 2	0.00% 0	0.00% 0	16.67% 1	16.67% 1	33.33% 2	6	3.17

Q10 Avez-vous des commentaires sur le tracé recommandé pour l'est de la rivière Seine (rue Nadeau / rue Notre-Dame / rue de la Flèche / rue de la Vérendrye)?

Answered: 3 Skipped: 4

#	RESPONSES	DATE
1	Idéalement, la route à l'est de la Seine serait sur Provencher et que il aurait une piste cyclable sur Archibald pour la connectivité au Nord, exemples, les destinations sur la rue Watt. Avant même toute construction, il faudrait mettre l'intersection de Mission et Archibald (et La Vérendrye) plus sécuritaire pour les cyclistes. À présent, c'est très dangereux car les automobilistes qui tourne au sud de Mission sur l'Archibald ne sont pas au courant que les cyclistes on "the right of way" quand ils vont de La Vérendrye à la Mission. Il pourrait avoir des accidents entre des cyclistes et des automobiles.	6/12/2022 1:33 PM
2	Tenez compte aussi de l'accès à la rue Mission - il s'agit d'un corridor important pour l'accès à Transcona sans devoir prendre la rue Nairn.	6/3/2022 2:24 PM
3	J'aime beaucoup cette option.	5/16/2022 1:12 PM

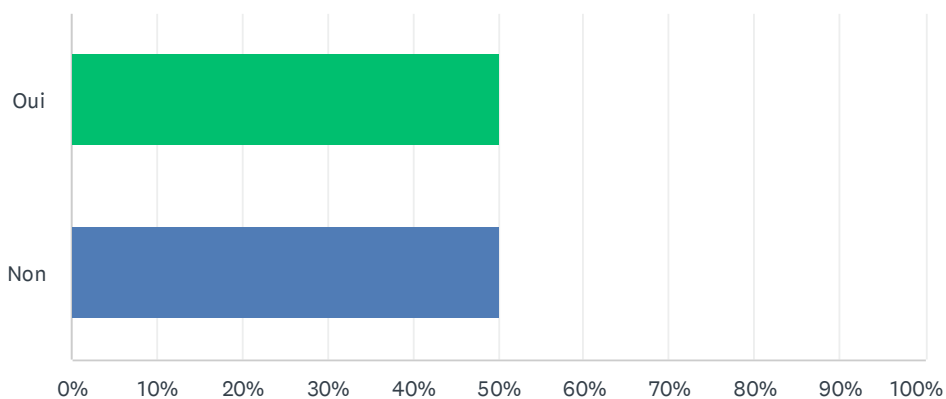
Q11 Avez-vous d'autres commentaires à formuler pour l'équipe de projet?

Answered: 3 Skipped: 4

#	RESPONSES	DATE
1	Le changement climatique n'est même pas mentionné dans ce sondage. Je suis déçue de cela. Encore une fois, j'aime seulement l'option de Provencher.	6/12/2022 1:33 PM
2	J'aimerais voir un tracé le long de la rue DesMeurons le plus rapidement possible.	5/27/2022 11:30 AM
3	Merci de prendre le temps de nous sonder et informer et bon succès avec le projet.	5/16/2022 1:12 PM

Q12 Avez-vous pris part à la première phase de la participation publique?

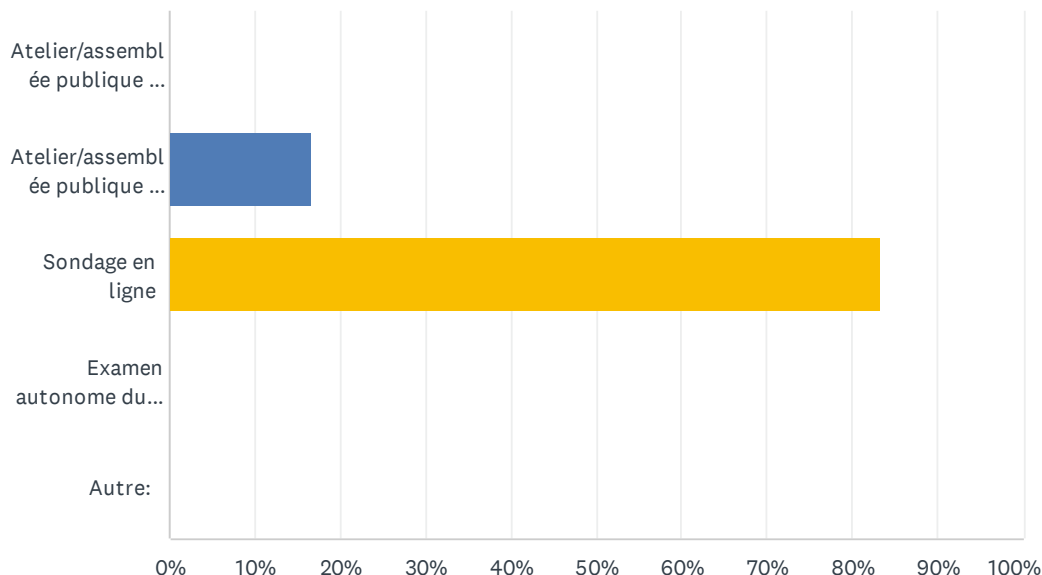
Answered: 6 Skipped: 1



ANSWER CHOICES		RESPONSES	
Oui		50.00%	3
Non		50.00%	3
TOTAL			6

Q13 Pour les prochaines activités de participation publique liées au projet, quelles sont celles auxquelles vous êtes le plus susceptible de participer?

Answered: 6 Skipped: 1

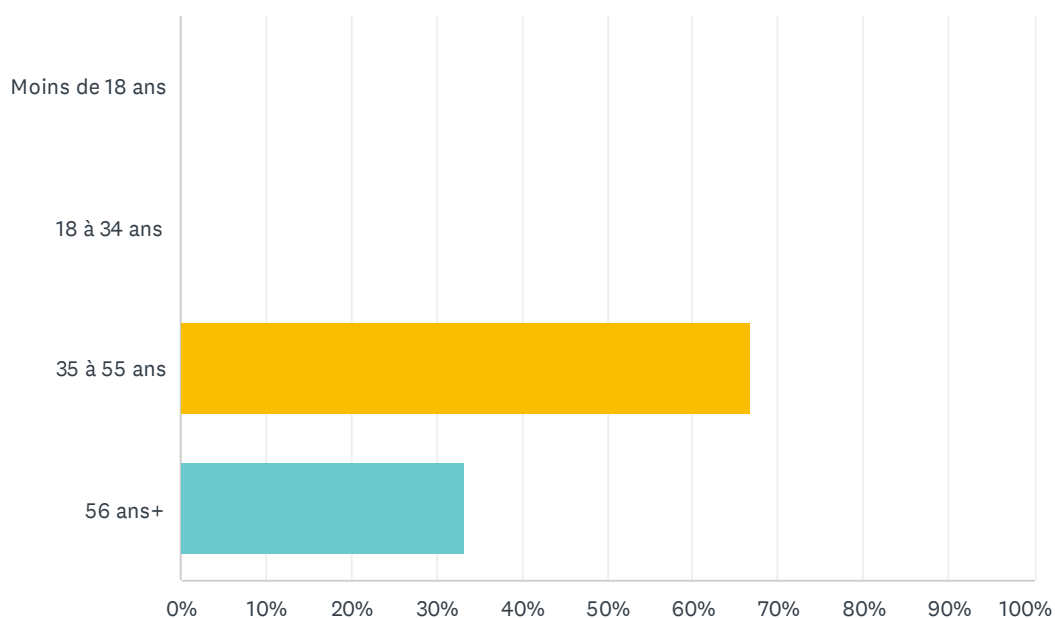


ANSWER CHOICES		RESPONSES	
Atelier/assemblée publique en personne		0.00%	0
Atelier/assemblée publique en ligne		16.67%	1
Sondage en ligne		83.33%	5
Examen autonome du contenu en ligne (tableaux de présentation, outil de cartographie en ligne)		0.00%	0
Autre:		0.00%	0
TOTAL			6

#	AUTRE:	DATE
	There are no responses.	

Q14 Quel âge avez-vous?

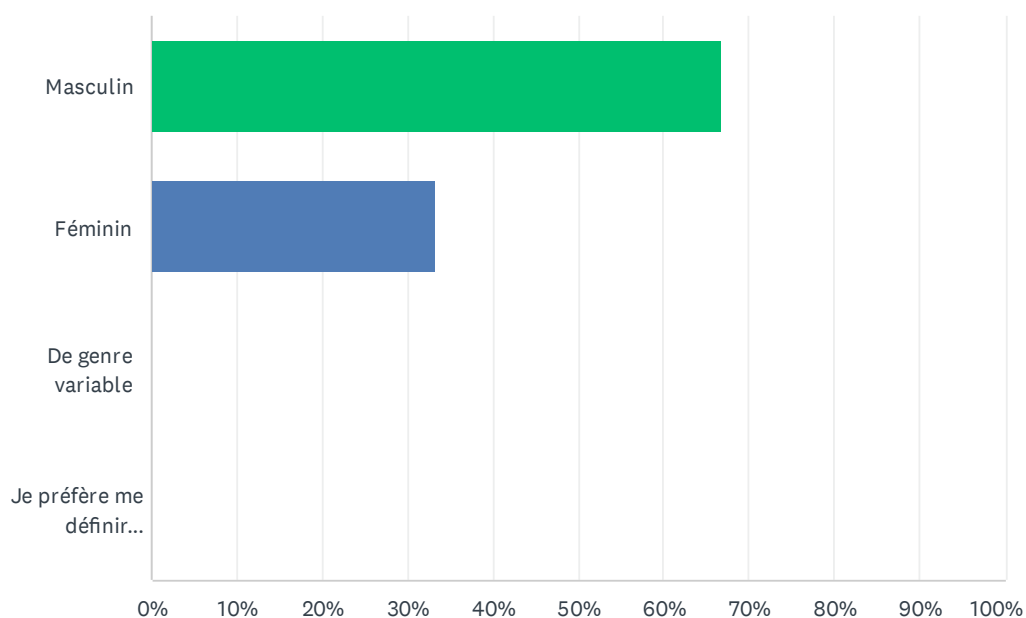
Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
Moins de 18 ans	0.00%	0
18 à 34 ans	0.00%	0
35 à 55 ans	66.67%	4
56 ans+	33.33%	2
TOTAL		6

Q15 Quelle est votre identité de genre? Veuillez en choisir une seule.

Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
Masculin	66.67%	4
Féminin	33.33%	2
De genre variable	0.00%	0
Je préfère me définir moi-même:	0.00%	0
TOTAL		6

#	JE PRÉFÈRE ME DÉFINIR MOI-MÊME:	DATE
	There are no responses.	

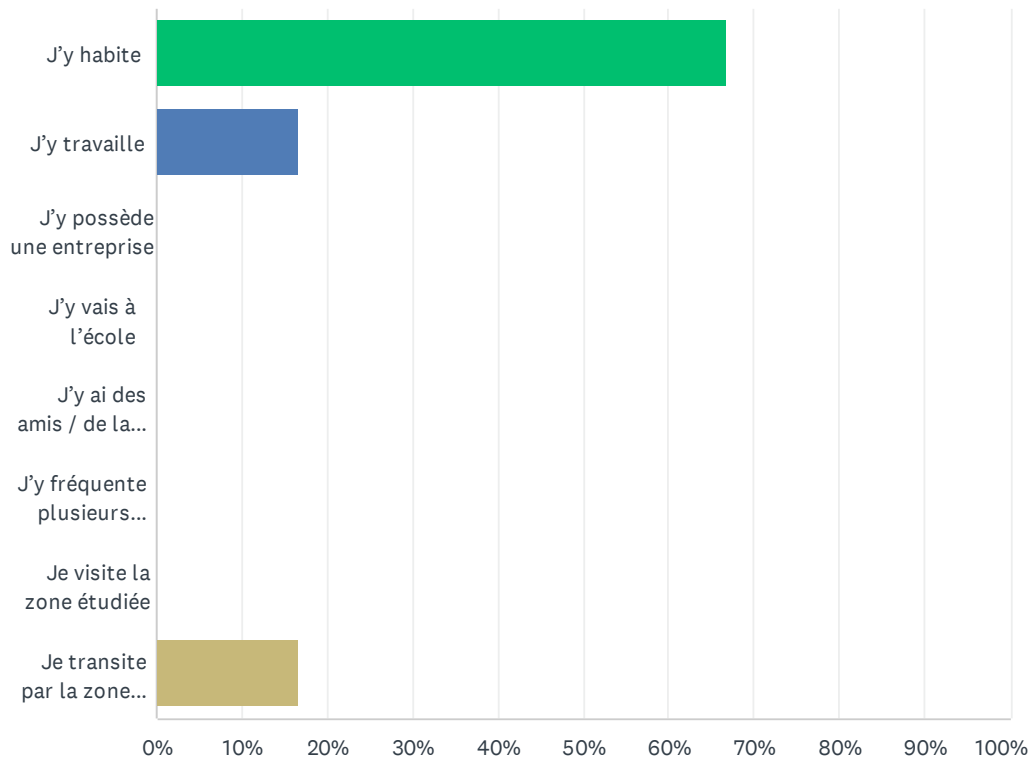
Q16 Veuillez fournir les trois premiers caractères de votre code postal.

Answered: 6 Skipped: 1

#	RESPONSES	DATE
1	R2H	6/12/2022 1:37 PM
2	r2h	6/3/2022 2:24 PM
3	R2h	6/1/2022 3:47 PM
4	R2N	5/27/2022 11:32 AM
5	R2H	5/16/2022 1:13 PM
6	R2H	5/12/2022 6:57 PM

Q17 Quel est votre lien principal avec la zone étudiée?

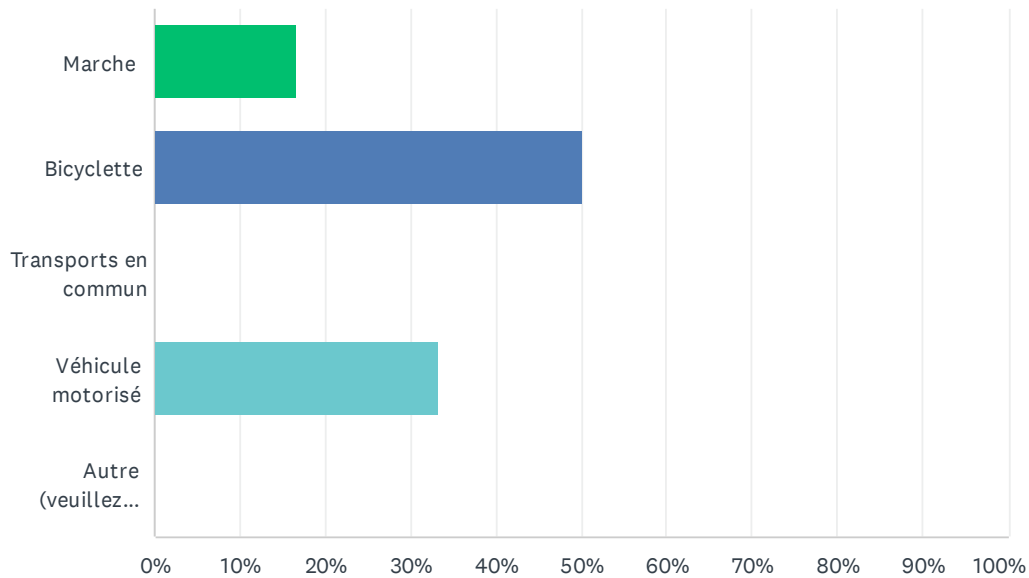
Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
J'y habite	66.67%	4
J'y travaille	16.67%	1
J'y possède une entreprise	0.00%	0
J'y vais à l'école	0.00%	0
J'y ai des amis / de la famille à qui je rends visite	0.00%	0
J'y fréquente plusieurs entreprises	0.00%	0
Je visite la zone étudiée	0.00%	0
Je transite par la zone étudiée	16.67%	1
TOTAL		6

Q18 Quel est actuellement votre principal moyen de transport?

Answered: 6 Skipped: 1

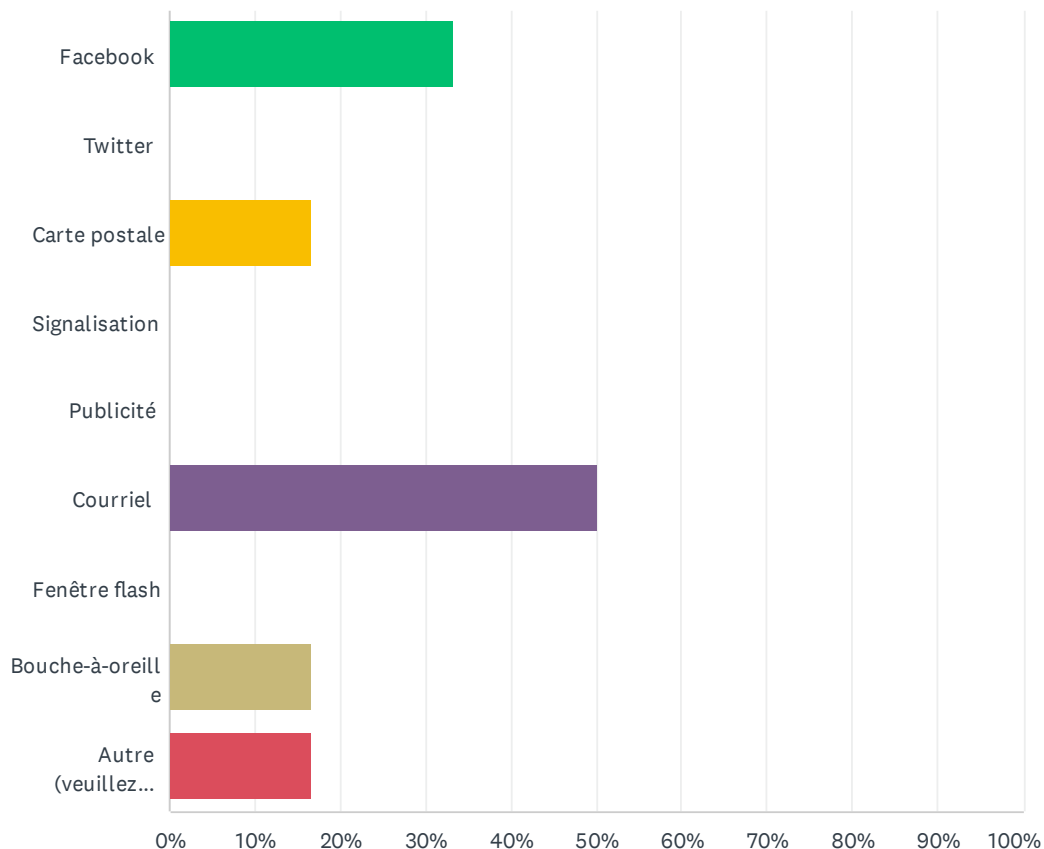


ANSWER CHOICES		RESPONSES	
Marche		16.67%	1
Bicyclette		50.00%	3
Transports en commun		0.00%	0
Véhicule motorisé		33.33%	2
Autre (veuillez préciser)		0.00%	0
TOTAL			6

#	AUTRE (VEUILLEZ PRÉCISER)	DATE
	There are no responses.	

Q19 Où avez-vous entendu parler de ce projet (choisissez toutes les réponses qui s'appliquent)?

Answered: 6 Skipped: 1



ANSWER CHOICES	RESPONSES	
Facebook	33.33%	2
Twitter	0.00%	0
Carte postale	16.67%	1
Signalisation	0.00%	0
Publicité	0.00%	0
Courriel	50.00%	3
Fenêtre flash	0.00%	0
Bouche-à-oreille	16.67%	1
Autre (veillez préciser)	16.67%	1
Total Respondents: 6		

#	AUTRE (VEUILLEZ PRÉCISER)	DATE
---	---------------------------	------

