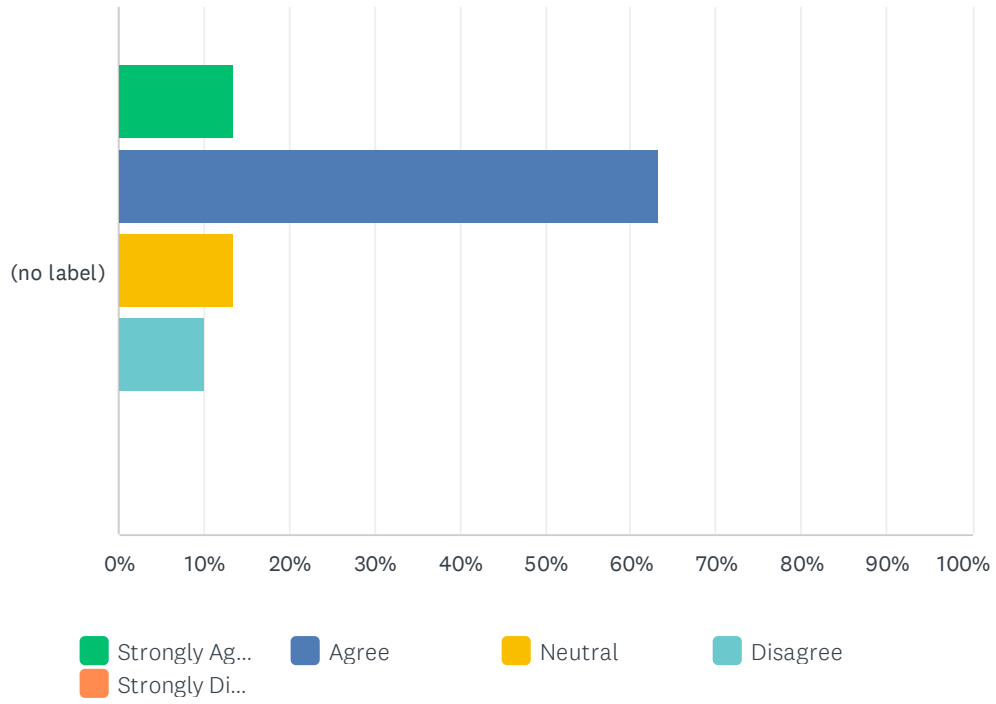
Appendix H

EXIT SURVEY REPORT – INTEREST-SPECIFIC GROUPS

Q1 Is the purpose of the TMP2050 project clear?

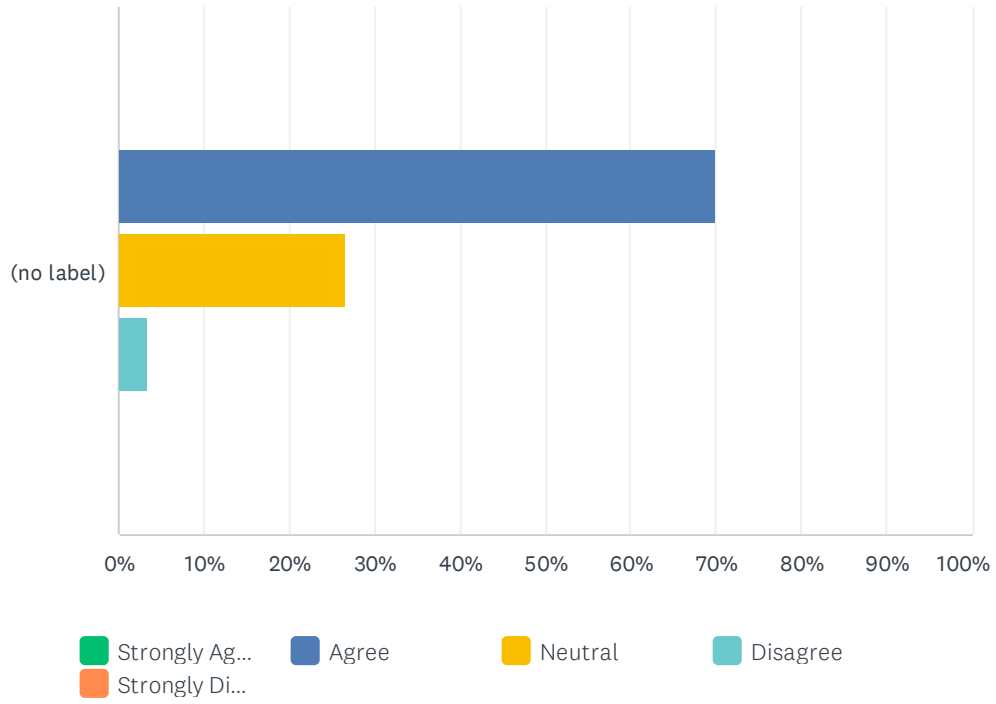
Answered: 30 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	13.33% 4	63.33% 19	13.33% 4	10.00% 3	0.00% 0	30	2.20

Q2 Was the project information provided during this meeting helpful?

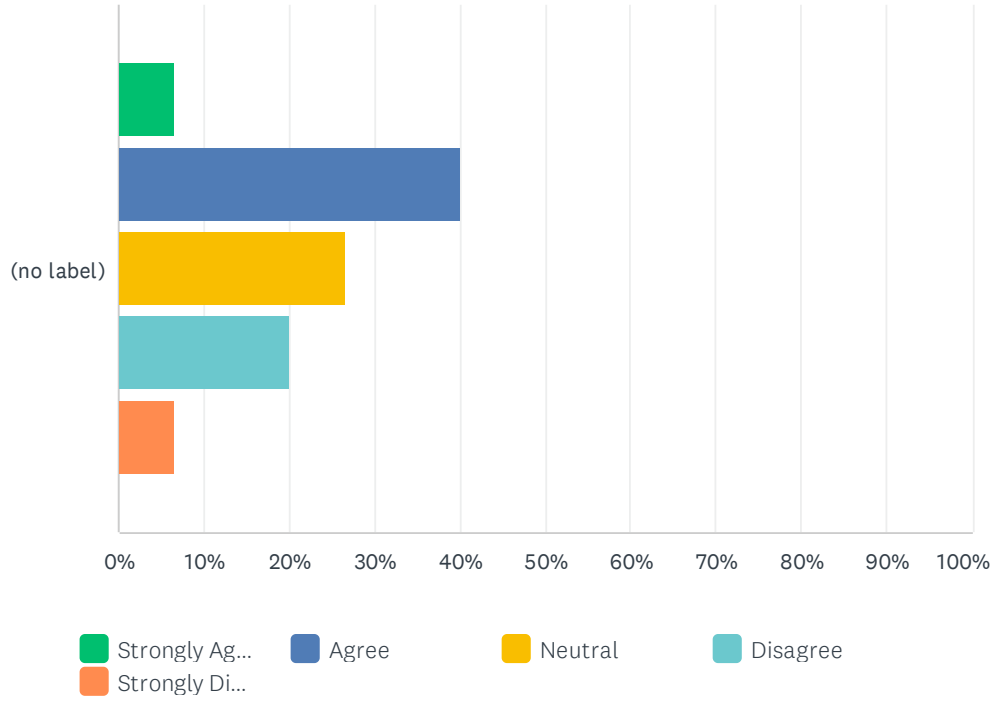
Answered: 30 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	0.00% 0	70.00% 21	26.67% 8	3.33% 1	0.00% 0	30	2.33

Q3 Did the format of the meeting allow you to contribute and share your views?

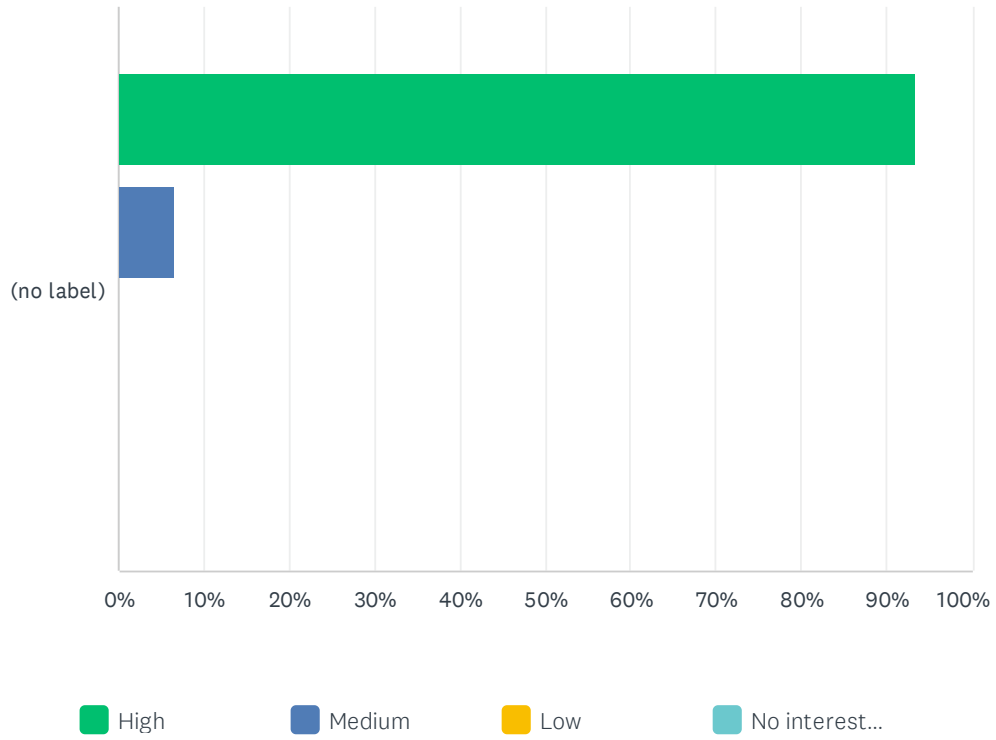
Answered: 30 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	6.67% 2	40.00% 12	26.67% 8	20.00% 6	6.67% 2	30	2.80

Q4 Please rate your level of interest regarding this project?

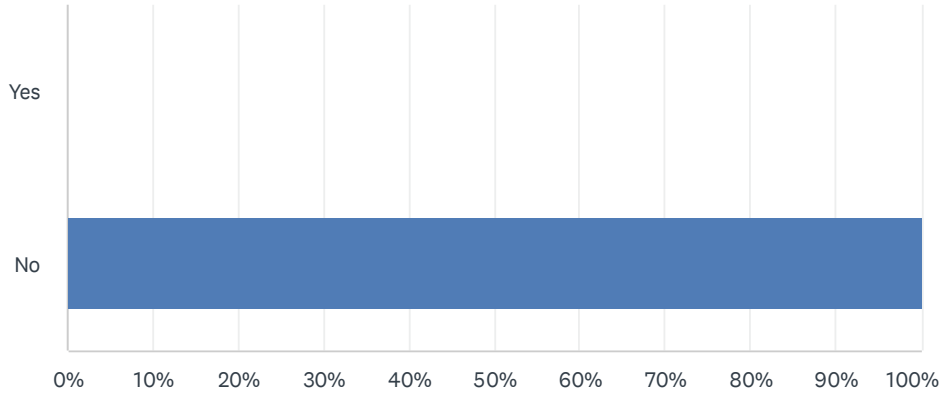
Answered: 30 Skipped: 0



	HIGH	MEDIUM	LOW	NO INTEREST / CONCERN	TOTAL	WEIGHTED AVERAGE
(no label)	93.33% 28	6.67% 2	0.00% 0	0.00% 0	30	1.07

Q5 Did you have any issues registering for or accessing the Zoom meeting?

Answered: 30 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	30
TOTAL		30

Q6 Please provide feedback on the Zoom meeting format:

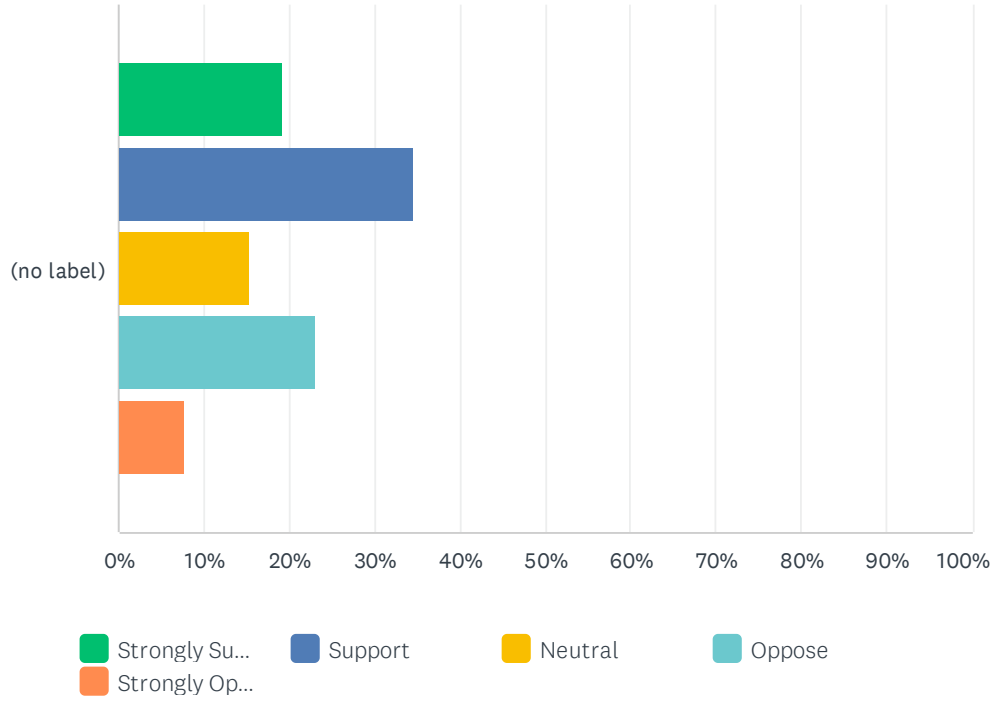
Answered: 23 Skipped: 7

#	RESPONSES	DATE
1	good	12/6/2021 4:34 PM
2	Round tables are difficult to share positions when considering a scale or planning materials, complex concepts, diverse participants and limited timeslots permitted. At times discussion taken by lobbyists pushing very specific items or niche wants that detracted from a broader and more wholistic discussion.	11/26/2021 1:15 AM
3	Zoom meeting format worked well - In-person sessions with interactive materials would have been beneficial, but the facilitators of the meeting were great	11/24/2021 2:50 PM
4	It was good that you had the breakout rooms. Fewer people would have been able to meaningfully contribute without that. I appreciated a bit of the humour as it relaxed people, made things less stale and (I assume) made people more likely to share.	11/24/2021 2:10 PM
5	In-person engagement is permitted at this time with fully vaccinated individuals and would have been a better format. Being able to see the jamboard but not contribute was frustrating. Many participants did not get the opportunity to speak due to time constraints as well as anxiety over speaking in a room full of experts, and the jamboard would have allowed for more input/commentary. You had a room full of experts, and missed an opportunity to meaningfully hear from them all. Appreciate the opportunity to contribute, but please give all (who freely gave their time) the time and format needed to have their thoughts heard.	11/24/2021 1:22 PM
6	Ok. The issues were limited, but the leaders facilitated broader discussions. Break outs worked well, except shared slides print too small to read, and notes not capturing content well.	11/24/2021 1:03 PM
7	I did like that you split the group into 3 for most discussions, however there were still participants who likes to speak much more often than others. Perhaps there's an opportunity for participants to write on and add their own sticky notes to the jam board? I think there would have been a lot more time for ideas if we could have all written ideas at once.	11/24/2021 12:54 PM
8	I find the Zoom platform very accessible.	11/23/2021 3:12 PM
9	no issues with Zoom. Though using Menti.com is suggested for future sessions in order to more equitably obtain comments from all participants. Some participants seems to dominate the comment periods.	11/22/2021 10:54 AM
10	Zoom format fine however did not encourage new participants. Is it possible to host individual Zoom workshops with outside hosts (eg. UM could co-host a workshop for students and staff)	11/22/2021 8:54 AM
11	Difficult to provide feedback when a few individuals highjack the narrative.	11/20/2021 7:35 AM
12	I attended two sessions, and the format worked better for the session with about a dozen attendees, less so for the one with 30+. Reason being is that, even though I felt I was able to contribute fully to both sessions, I was concerned at times that it may have come at the expense of someone else being able to contribute, especially in the group of 30+. I don't really have a solution to that, other than maybe trying to make the breakouts have fewer participants (more rooms with fewer people each?).	11/19/2021 4:32 PM
13	The break out group topics were rather constraining, but the moderator facilitated a broader discussion. The note-taker did not seem to be able to capture the essence of the ideas, but rather categorized the responses. The moderator could have facilitated greater use of the chat to let people add ideas which they didn't find time to present in person	11/18/2021 3:36 PM
14	While I did feel I was able to contribute everything I wanted to the meeting, I am concerned that my doing so may have prevented others from contributing as much as they would have liked, due to the time constraints. That said, I'm not sure I have a solution to suggest for that, other than making the session longer (though I understand that 2 hours is probably on the max side for keeping people's attention...).	11/18/2021 2:18 PM

15	Ok under the circumstances. Safer than meeting in person	11/18/2021 1:29 PM
16	The meeting being on zoom was ok. I think the issue is that there is so little time to talk about anything. It was really rushed in the discussion groups. There also has to be some way to counter misinformation, we had developers in our group providing input that was clearly not grounded in any research. It's fine if folks want to give their two cents to have the city carry on in its current direction, but we have to have time to counter the falsehoods. It's like these folks are stuck in 1995.	11/18/2021 1:18 PM
17	I think the breakout rooms may have benefitted from being smaller with a note taker and allow all participants to add their thoughts to sticky notes on the boards. The facilitation in the larger groups was rushed and limited idea collection.	11/18/2021 11:58 AM
18	I would suggest allowing time in the agenda for introductions to ensure it doesn't cut into breakout group discussion time.	11/18/2021 11:47 AM
19	Our breakout room spent a bit too much time introducing ourselves and we had to play catch-up for the rest of the sessions, which made it a bit difficult to follow the exact pacing of the formal presentation since we were a bit behind. Maybe do a chat introduction instead to save time when there are a lot of people in the group? You could have each person type out their name, occupation, and organization.	11/18/2021 11:41 AM
20	The large number of attendees created some difficulty in discussing issues in more detail that needed more time. Not sure why the city planners were not there to participate or listen to feedback. I would have liked more technical experts responses to question than the PE/Communications folks.	11/18/2021 11:23 AM
21	Unfortunatly I found the session frustrating. The time for discussion was limited and opportunity to talk was horded by a few.	11/18/2021 11:22 AM
22	I suppose it would have taken more facilitators and note takers, but more breakout rooms would have been good; the number of people in each didn't work with the amount of time.	11/18/2021 11:14 AM
23	There should have been more breakout rooms. Feedback was dominated by a few vocal participants, most of whom had very specific interests.	11/18/2021 10:57 AM

Q7 The draft TMP2050 recommends to only expand, extend, or add roads for the purposes of providing space for goods movement or sustainable mobility options, or for connecting new developments to the existing network. Do you support or oppose this statement?

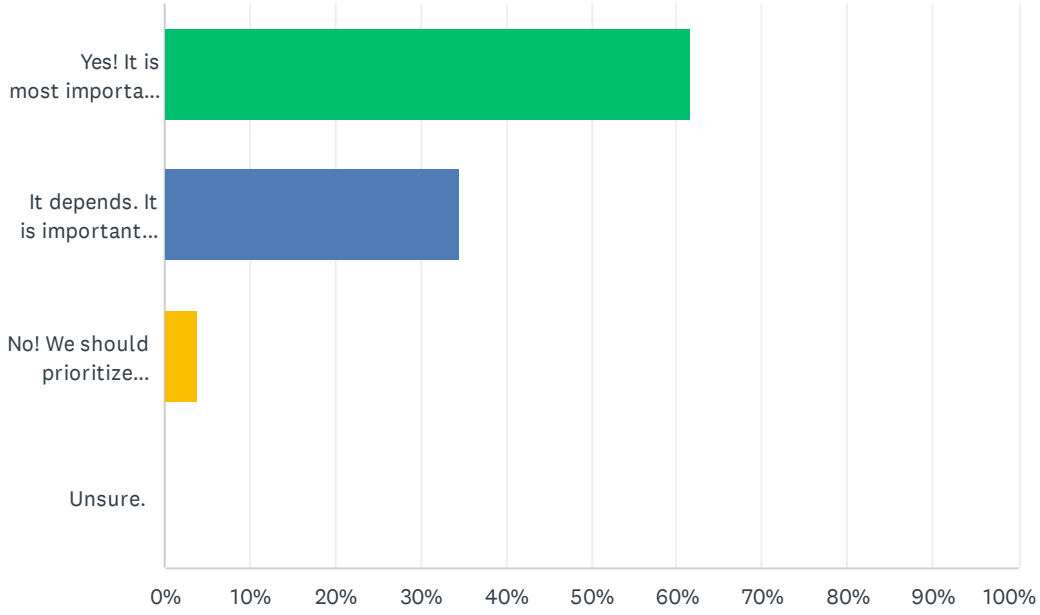
Answered: 26 Skipped: 4



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
(no label)	19.23% 5	34.62% 9	15.38% 4	23.08% 6	7.69% 2	26	2.65

Q8 A Complete Streets approach balances the needs of many users and functions of a street, but that balance requires trade-offs. The physical layout of the street will change, space will be shared among more modes of transportation, and inevitably mean that speed may decrease on many Winnipeg streets.Are the benefits of complete streets that accommodate all mode users safely and efficiently worth the loss of space for vehicles on certain streets?

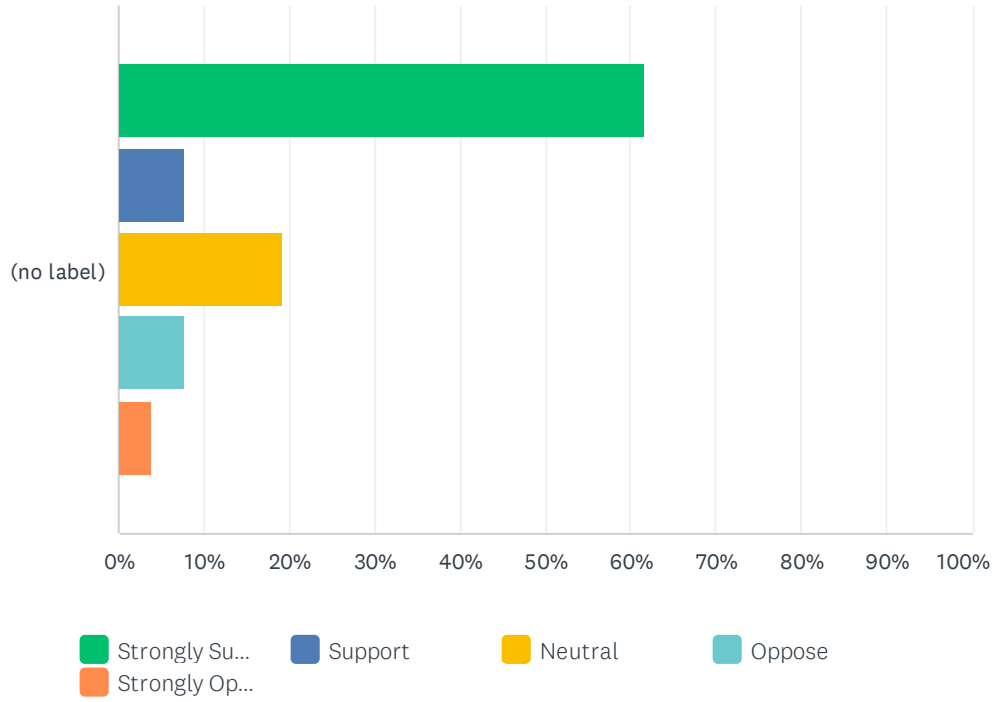
Answered: 26 Skipped: 4



ANSWER CHOICES	RESPONSES	
Yes! It is most important that all streets are designed for the safety and efficiency of all mode users.	61.54%	16
It depends. It is important on some streets, but not all. Some need to remain roadways that prioritize the automobile.	34.62%	9
No! We should prioritize automobiles on all roadways.	3.85%	1
Unsure.	0.00%	0
TOTAL		26

Q9 To encourage use of more sustainable modes of transportation, the City should develop corridors for all mode users (Complete Streets). This may mean that the City should reallocate some space for automobiles to make room for active transportation and transit. To what level do you support this statement?

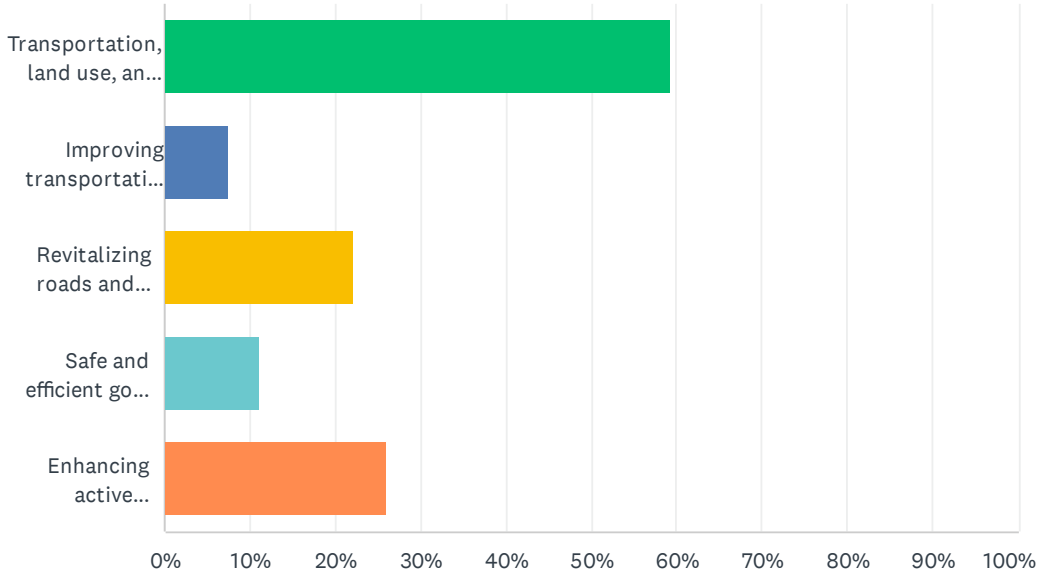
Answered: 26 Skipped: 4



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
(no label)	61.54% 16	7.69% 2	19.23% 5	7.69% 2	3.85% 1	26	1.85

Q10 Which stakeholder workshop did you attend? (select all that apply)

Answered: 27 Skipped: 3



ANSWER CHOICES	RESPONSES	
Transportation, land use, and supporting all modes - Wednesday, November 17, 2021	59.26%	16
Improving transportation access - Thursday, November 18, 2021	7.41%	2
Revitalizing roads and bridges - Friday, November 19, 2021	22.22%	6
Safe and efficient goods movement - Monday, November 22, 2021	11.11%	3
Enhancing active transportation - Tuesday, November 23, 2021	25.93%	7
Total Respondents: 27		

Q11 Please share any additional comments you may have about the specific Key Direction and topics presented at the meeting you attended.

Answered: 22 Skipped: 8

#	RESPONSES	DATE
1	I think there needs to be more focus on improving and maintaining our existing active transportation infrastructure - including addressing gaps. It would be helpful to have some data on current use and anticipated use to understand how decisions are being made.	12/6/2021 4:43 PM
2	City transportation plan needs to consider future population growth within the city and province and should develop plans to support that growth in population and road system users. Existing routes are underserved including Bishop Grandin, Kenaston, and should have been widened years ago. More efficient vehicle routes within existing areas are necessary with allocation or improvement to of expressway routes need to be advanced. Winnipeg is a northern city Cycling and walking are not considered as viable year round commuter options to vast majority of residents. the reallocation of lanes could be done seasonally only such as 2021 trials. Transit is considered unsafe and with limited routes and efficiency cannot offer suitable option to many neighborhoods. As well Winnipeg should look to grow routes for connectivity through city north-south and east-west to alleviate down town congestion. Many commuters don't ever intent to stop downtown but must transit though as there simply are no convenient or efficient alternate routes through the city. Bike lanes should be considered like parallels to truck routes, they should be efficient interconnected access but are unnecessary on most roads. Leisure access for bike routes into interconnected green spaces would give much more value to residents than adding bike lanes into heavy vehicle zones. The sustainability argument becomes weaker with time as country makes shift to electric vehicles the city cannot deny people access to adequate roads when they are driving fully sustainable electric vehicles and heavy trucks. The carbon argument will pass and this we go back to a comfort, convenience and availability discussion.	11/26/2021 1:40 AM
3	All of the key directions and topics were in line with what I'd like to see happen in Winnipeg and will contribute to a better environment for the people who live in and visit Winnipeg. I wish there had been a bit more detail to some of the key directions instead of just having so many concepts - it's hard to speak to a lot of these ideas without seeing any actual strategies in place.	11/24/2021 2:55 PM
4	With safety, an evaluation should be done on existing networks in regards to safety measures in place (not just number of reported accidents) and how safe the infrastructure feels to cyclists (like painted lanes versus physical separation. The prioritization of active transport and transit needs to be implemented across all departments. We talked about things like maintenance and snow clearing but it goes beyond that. For instance it is far too easy to shut down a sidewalk for building construction when measures could be put in place for pedestrians to safely walk by (this can affect the pedestrian and businesses in the area). Another example is that surface parking lot standards needs to change so that there are less dead zones especially in Downtown. At the very least there should standards that they all require landscaping or fencing measures that make it an attractive place to be. No "grandfathering" in for existing lots. We talked a lot about new cycling routes but it has been brought up previously how gaps and lack of connections in the existing network affect its use. Routes that end after one street and require difficulties to get to destinations that people go to. There needs to be more thought about complete routes to destinations first and foremost. Also, I feel that existing infrastructure needs to be improved before new routes are added. Sorry... one last thing. I hope that the Complete Streets guidelines look at ways of physically changing the roadway so that cars feel as though they HAVE to slow down. It can't just be lowering of speed limits to be effective.	11/24/2021 2:33 PM
5	2050 is getting close. Net zero is a huge challenge, transportation is a big source of ghg, so the city needs to change mode prioritization now	11/24/2021 1:19 PM
6	I think more emphasis on behaviour change is needed (after good infrastructure installed). Best practices from other cities would be helpful to rely on - individualized marketing at workplace or	11/24/2021 1:00 PM

	neighbourhood level, financial and other incentives for people to choose active, sustainable modes.	
7	My opposition to the first question about expanding the road network for goods movement etc refers to expansion to new developments. This city can no longer afford to build more roads and push outward. We cannot afford what we have now never mind expanding further.	11/24/2021 8:35 AM
8	For Midwinter proposed truck route, check plan for Eastern Corridor Study, as it may not align with the proposed design for Midwinter/Stadacona/Nairn intersection.	11/22/2021 6:01 PM
9	With respect to the three specific criteria for expanding or adding to the road network (to support goods movement, for sustainable modes or to connect a new development), this ignores existing problem areas and seems to neglect additions or improvements that may be needed to address safety issues. Also, will there still be a functional street classification system that will factor into what specific streets should look like and include and how they are intended to function? I'm not sure if this fits here but I wanted to mention that menti.com is a great tool for getting comments from participants at these types of sessions. One constructive critique I would offer is that the method used in the session enabled a few extra vocal people to almost dominate the comment periods during the session. (though the moderators did try to limit this as much as they could) Menti.com allows everyone in the session opportunity to get their comments heard/seen.	11/22/2021 10:54 AM
10	I fully support the mode share goals presented (50% travel by active/shared transportation), however the proposed new construction and reconstruction of roads and bridges plan does not appear to match with goals. Only 1 new bridge proposed is meant exclusively for Transit (to UM), all the rest support yet more vehicular traffic. Also, I support the stipulation that infrastructure to support cycling and pedestrians is provided in all new projects, yet what is the quality of infrastructure provided? Simply providing an option will not reach our mode share goals.	11/22/2021 9:08 AM
11	The plan is missing key parts of previous TMP that provide for a complete road network, such as a complete inner ring road. Focus needs to be on the efficient movement of goods and people, but the planning doesn't provide for that. Complete the inner ring road and other road extensions can elevate pressure on other roads reducing the need for some projects.	11/20/2021 7:45 AM
12	I did not answer questions 7 and 8 because the wording is such that my answer would be misleading/incomplete. Re #7: I strongly oppose the recommendation re: limits on expanding road network, not because I oppose limiting it, but because I oppose expanding the network at all. Meeting our 2030 climate target of 50% car mode share means having LESS traffic in the future than today, and that holds true EVEN at 1M residents, so there is no need for additional capacity. Also, induced demand tells us that additional capacity gives us more traffic; it does not matter whether that additional capacity came from new construction, mode shift or technological efficiencies. Any extra capacity will be filled. So whenever AT, transit or commercial traffic needs to be added to a corridor, it needs to come at the expense of car space, in addition to it. Re #8: I support Complete Streets loosely in principle, but really they are just a way to accommodate people in a car-oriented environment, where we should be looking to accommodate cars in a people-oriented environment. Those are two different places... and the wording around "balancing" the needs of modes (especially when some of those needs are in direct conflict with each other) usually means that cars will get what they need at the expense of all other modes. We need to use a hierarchy of mode priority: walk, bike, transit, commercial traffic, personal motor vehicles, in that order. When two modes' needs are in conflict, the needs of the higher priority take precedence.	11/19/2021 5:00 PM
13	There should be more focus on winter conditions. I just rode down sherbrooke; the car lanes were bare, the bike lane a bit messy (melted snow and water at this temperature), and the sidewalks very icy. Little wonder Winnipeggers want to park as close to their destination as possible. Farther along, construction blocked the bike lane and adjacent lane; one lane for all traffic to get by. Sidewalk too icy to navigate. Further along, an Amazon delivery van parked in the bike lane. Returning on Maryland, one of the bike paths around the bus stop was plowed in, another was too icy for safety, another the plowed snow caused a dangerous swerve on re-entering the street. Very tricky riding to get to HSC. It seems that the writers of MyWinnipeg2045 and the TMP don't think cycling in the winter is a realistic option. It's not the cold; it is the maintenance and the resulting bike route surface conditions. The existing plowing arrangements don't work. Tweaking them won't create sufficient change. Winnipeg should learn from winter cities that successfully maintain safe AT all year, and apply best practices here. The sooner the better; it will take time for people to transition from car dependency.	11/18/2021 4:06 PM

14	Strongly support a Vision Zero approach, with the safety of all road users prioritized. This focus and language should be duplicated within all relevant Key Directions.	11/18/2021 1:38 PM
15	Although the TMP2050 document makes mention of all modes, I still find the wording and how items presented in the workshop to be car-focused. For example, in one of the breakout discussions, we spoke to strategy 3.2 regarding the use of curb space...although the description discusses a wide variety of uses and modes...the discussion focused solely on automobile parking.	11/18/2021 12:14 PM
16	In the workshop, we discussed Complete Streets and there was some back and forth about accommodating other modes of transport on our current roads. While Complete Streets is a great initiative to improve other modes like transit and cycling, what if there isn't enough room on the streets? Or there is backlash for the loss of vehicle space? I was wondering if it would be possible to consider separating modes altogether or applying heavy restrictions to certain roads. For example, designating no-car zones on streets with heavy pedestrian activity or slowing down cars drastically (30 km/h) so that they are considered guests on the roads. Other roads could be designated as traffic only for the purpose of moving high volumes of car traffic. These roads would function to only move traffic and the number of businesses, houses, etc. should be limited on them. Roads could be reclassified to separate the modes so that everyone is not competing for the same space. In doing so, transit and bike routes could be made more direct to destinations while it is less convenient by car, encouraging more people to leave their cars at home and use a different mode of transport. I wanted to bring this idea forward to be considered, as there are other jurisdictions that have implemented this.	11/18/2021 11:55 AM
17	Felt cherry-picked and the specific questions chosen to discuss were not necessarily the ones I wanted to hear more about or provide input.	11/18/2021 11:54 AM
18	I asked a question in the zoom chat section, on what is essentially question 7 above and didn't get a response. How do we increase a road for unique purpose of goods movement? What does this look like and how will it be applied?	11/18/2021 11:34 AM
19	Direction Strategy 1.3 should mention carsharing as part of a solution to improve development downtown. Carsharing will help reduce on-street parking pressures. Direction strategy 3.2 doesn't mention carsharing. This is not in alignment with current initiatives in Winnipeg. Carsharing needs to be included in curbside management.	11/18/2021 11:30 AM
20	Economic growth and development is critically important, and in group that I was in was mor focused on social issues, climate change and "equity". Behaviour modifcation and market manipulation are not good things and I am concerned with where this is going.	11/18/2021 11:27 AM
21	For question 7: those who oppose could potentially oppose for two reasons -- 1, because they want more roads than just those reasons, and 2, because they want no new roads. I'm of the latter opinion. For question 9 I selected neutral, but if that is the direction the city wants to go I support it. I more support the idea of Woonerfs, shared streets, and the like. Design elements that say everyone has equal share of the street and that slow automobile traffic in places of high pedestrian and cycling. A great example would be what Councillor Vivian Santos has asked for on Albert/Arthur.	11/18/2021 11:23 AM
22	Many of the concepts presented at the meeting seem to be derived from more of a utopian theoretical planning/urban design perspective. Applicability of these ideas in Winnipeg is likely not practical. There is lack of focus in the draft plan on the bigger picture transportation network requirements for this city over the next number of decades as we continue to grow and as transportation technologies evolve. Seems to me that there is a lot missing from this Master Plan and it should perhaps be taken back a step or two in the process to ensure that the opinions of all Winnipeggers are properly reflected.	11/18/2021 11:11 AM

Q12 Please share any additional comments you have about the 7 Key Directions of the TMP2050.

Answered: 19 Skipped: 11

#	RESPONSES	DATE
1	There needs to be more focus on accessibility. The focus on bike infrastructure and active transportation is great but the plan does little to address populations such as the elderly or folks with accessibility issues who already face the greatest challenges with our existing transportation options.	12/6/2021 4:43 PM
2	The infrastructure plan and major projects appears to be missing a number of initiatives the city should consider including the extension and widening of Bishop Grandin and move to expressway type construction with 6 lanes. Widening of Kenaston Blvd to 6 lanes from Bishop Grandin to Ness and inclusion of interchange improvements at Portage Avenue to add turn lane from Portage eastbound to Kenaston Northbound that was lost when Empress was converted to bike lanes. And improve exit lanes underpass from portage to Kenaston and removeal of other at grade intersections an turn lane crossign where possible. Parking downtown should be maintained not divested, on street and public/private lots. Parking availability is essential to support area business downtown, removal of inventory will push more people to stay in suburbs. City planning does not really assess or consider ongoing and future mode changes in transportation- specific plans and policies should be developed for aerial drones within city for delivery services, Improved access should include considerations for lower cost light vehicle ride share services as alternate to heavy transit buses. Reconsider role, Licensing and possible removal of taxicab board as future consideration with industry move to ride share and on demand delivery services. Serve improvements on safety issue that is Transit and related downtown crime and drug use that forces many people to use personal vehicles to protect themselves, City operation of bus shelter allowing homeless to occupy for months on end is shameful, similar transit active enforcement of fare collection on all users would keep many undesirables off buses and avoid conflict for paying customers.	11/26/2021 1:40 AM
3	A key direction of the TMP to tackle the winter season in Winnipeg might be beneficial. I'm sure it will come up when the team is thinking about strategies, but having it as a Key Direction (ie., Enhance Winter Active Transportation Opportunities) might go a lot further in keeping people connected for one of our longest seasons.	11/24/2021 2:55 PM
4	Though I support most of what I have seen so far I feel that what TMP is hoping to accomplish requires a huge shift in thinking from Winnipeggers, ALL City Departments, councilors and other levels of gov't. I think that a lot of thought will have to be put in to how this is going to be effectively sold to all of those groups.	11/24/2021 2:33 PM
5	The plan is not sufficiently aggressive to meet 2050 net zero. EVs not a good solution. Got to learn from cities that have achieved big mode shift, and reallocate budget accordingly.	11/24/2021 1:19 PM
6	I like the 7 key directions and goals presented. I think the resulting Plan needs to be very strongly based on/tied to proven, research-based actions that will get us to our GHG and mode share goals. Winnipeg needs to really invest in active and sust. modes and behaviour change in order to reach these difficult goals.	11/24/2021 1:00 PM
7	The document has some inconsistencies. On page 40, it is noted that Winnipeg's automobile network needs improvement to increase auto mobility and create better connections across the city. This is a statement that seems consistent with the findings of phase 1 engagement. However, on page 41 the document goes on to specify that roads will only be expanded, extended or added to if it is for goods movement, sustainable modes or to connect a new development. This doesn't address existing problem areas or the city's unique network which must move traffic through arterials streets/traffic signals only (i.e. no freeways, unlike every other city of its size). It's not clear how streets will be organized. Will all streets be expected to maintain the same functionality in terms of accommodating all users to the same functional levels? i.e. is there still a functional street classification system?	11/22/2021 10:54 AM
8	I support all 7 key directions of the TMP2050, however I would like to see a clear plan (based	11/22/2021 9:08 AM

	on research and best practices elsewhere) for how the TMP will reach outlined GHG and mode share goals. UM is in midst of preparing a Climate Action Plan to reach our 2030 and 2050 goals, and the actions within are specific and timed to meet our GHG reduction goals. I would like to see same in TMP.	
9	There was no discussion on how projects/targets would be evaluated or measured. With no metric for either ROI or net benefits it is very hard to reach any target and leaves it open to ideological or political forces.	11/20/2021 7:45 AM
10	There isn't any money to maintain/replace the $15Billion of roads and bridges we already have, much less add to them. A 25-year replacement cycle (4%) means $600million/yr, where we currently have spent $152million this year (a record, never-before-seen amount). Not to mention, that we have overspent by ~$1Billion over the past decade, making us actually insolvent by accounting definitions, an average of $100million/year which needs to be found in order to return to "sustainability". That means, taking nothing else into consideration (trees, rec facilities, sewers, etc), we need an EXTRA ~$600 million PER YEAR to SUSTAINABLY maintain/replace the current road network. That's an impossible number, given that $600 million is literally EVERY single property tax dollar we collect in a year. We are looking at a doubling of property taxes -- not a political difficulty, not a budget challenge, a literal IMPOSSIBILITY. Several times I heard from participants "but how do we convince Winnipeggers to change?", or "how will we get Council on board?". The answer is simple: cost it. Winnipeggers need to be told what the cost of their choices is... not just in millions/billions of dollars, but in numbers they can relate to. What % tax increase is necessary to maintain/replace a road network where 78% of trips are taken by car? What if only 50% are? How about less than that? It's easy for Winnipeggers to "demand" we maintain a road network so they can drive everywhere, every time, when we've handed them a menu with no prices on it. It doesn't need to be a Class 1 estimate (or even a class 5)... just back of the envelope, very rough order of magnitude. Someone said we can't control how Winnipeggers decide to travel... that's false, we do it all the time by charging for parking, by temporarily closing streets, by outlawing drunk/distracted driving. Other places even go as far as to charge road tolls. In our case, simply spelling out what a transportation system with a 78% car mode share would cost to maintain/replace, and what type of tax increases are necessary to achieve that should be enough to "nudge" Winnipeggers in the right direction of accepting the "radical" changes we need to be implementing, not only for climate sustainability, but to avoid actual bankruptcy in the future. A menu with no prices won't do it... they'll always order the lobster.	11/19/2021 5:00 PM
11	In discussing congestion, speed and flow are confused. Presumably flow is the objective to reduce congestion; speed may or may not help. Speed certainly increases the danger for all users. Timing lights on arteries to the speed limit, which seems to be common in Winnipeg, encourages racing to make the lights, regardless of conditions, creating danger, encouraging running the yellow, and creating a very alienating feeling for other users on the road. Setting the lights for 30 kph on downtown arteries would create a much calmer environment, and it remains to be seen whether it would reduce peak hours flow at all. Likewise, implementing road diets on streets like stafford or Corydon to provide one lane that weaves around right turns, left turns, bus stops and parking, would reduce the need for drivers to navigate lane changes, cut each other off, etc. To save on capital costs while improving road safety, it would help to make many of the lanes narrower; it does require drivers to use more skill, but it also discourages speeding and bigger and bigger vehicles. In the UK, where many roads and lanes are still very narrow, SUVs and Pickup trucks have not dominated the vehicle market the way they have here and in countries such as Holland, which has widened most of its roads and lanes.	11/18/2021 4:06 PM
12	Prioritizing health and well being within the plan, as well as evidence that supports this, will be important for the public to recognize the value of these priorities/investments. WRHA Population and Public Health can assist with adding this evidence, upon request. See the HBE Linkages Toolkit for examples of evidence informed planning principles that support health: http://www.bccdc.ca/pop-public-health/documents/hbe_linkages_toolkit_2018.pdf	11/18/2021 1:38 PM
13	I think we need more focus on kids. I'm not sure if any of the topics will touch on the fact that most kids can't walk to school in their neighbourhoods, or how teenagers should be able to move freely to first jobs and community activities without relying on someone to drive them.	11/18/2021 1:21 PM
14	Although safety is sprinkled throughout the document, I was surprised that road safety is not an 8th key direction.	11/18/2021 12:14 PM
15	It was expressed multiple times in our breakout group that there's a disconnect between the goals of an affordable, environmentally sustainable and equitable transportation system and the concept of providing mobility options for all. It lacks the emphasis of clearly stating a	11/18/2021 11:54 AM

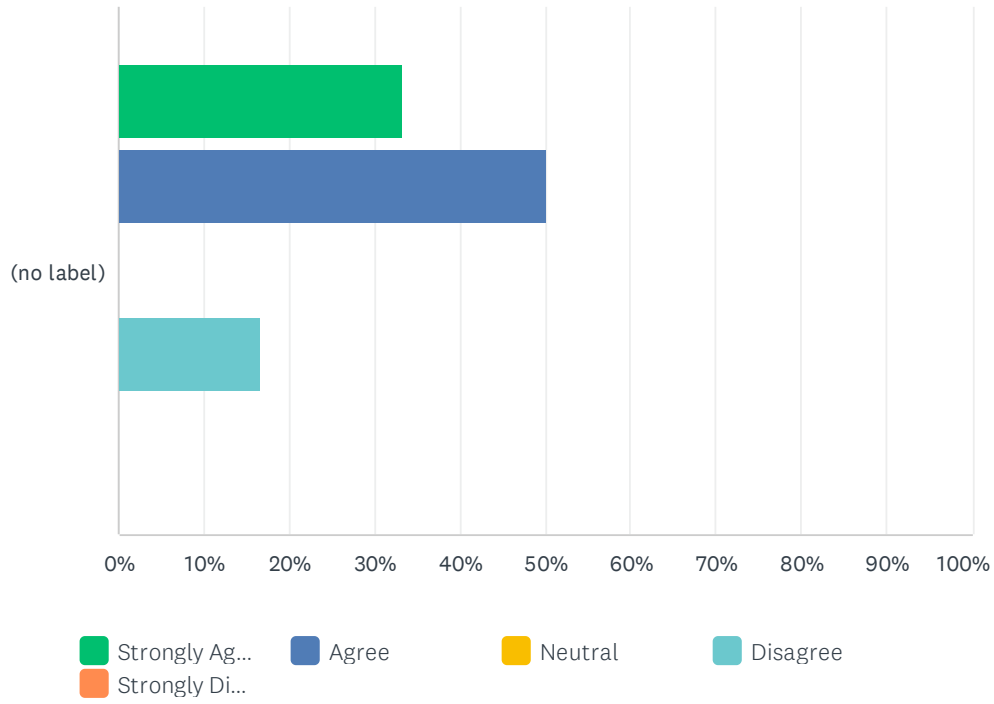
	desire to shift modes from single occupant vehicles into more sustainable modes or to prioritize projects based on the transportation hierarchy. On a side note, the graphic provided on page 4 for the intro in the Key Directions booklet shows a car with an arrow pointing up above it. This appears to contradict the key directions, which are to reduce demand for single occupant vehicles (not increase it). In this case, the arrow should be pointing down. However, if it's intended to indicate an anticipated increase in demand for transportation, then please choose another icon; showing a car icon reinforces the status quo.	
16	I have some questions and concerns with Map outlining potential raod and bridge improvements. Extension of Route 165 east should not take and left turn on the city boundary at the RM of Springfield? The ring road that crosses into other RMs should all be depicted here. Does the location of the Edward Schreyer Parkway need more discussion (deadends). I thought the Marion Street grail grade separation was not going to be pursued. William Clement parkway should connect to Route 165. etc...	11/18/2021 11:34 AM
17	TMP in it's current state doesn't go far enough to emphasize a move away from auto-centric development. It needs to be clear as day that building transit, pedestrian, cycling and share-mobility infrastructure will be prioritized over infrastructure for private automobiles. Complete streets is a dated concept. Need to move past this. Even if we stick to the concept, what kind of targets are we aiming for? What roads will be redesigned? Are we willing to remove raised yield islands, right turns on red, strip mall parking cutouts? The list of roadway improvements should be removed from TMP completely. Sends the wrong message. Considering that one under pass can cost $100m-$150m, we are basically signaling that Winnipeg is prepared to spend upwards of $1b on vehicle centric road projects. improvements. Stop building highway extensions. Time to make vehicle road users pay for all the negative externalities of their use. Congestion tax is an efficient way charge vehicle road users. Other options exist. Don't need to get into the specific charge/tax but TMP should state that vehicle road users need to pay for infrastructure. Property taxes and fuel tax payouts don't come close to covering the cost of road construction, repair, maintenance, not to mention all the health and environmental impacts.	11/18/2021 11:30 AM
18	I sent an email to the facilitator before the meeting even started -- I think that value capture needs to be discussed as land speculators are capturing all the value created by public investments. I am against public investment for private gain. The investments made by the city need to create real returns for the city.	11/18/2021 11:23 AM
19	see answer to question 11.	11/18/2021 11:11 AM

Appendix I

EXIT SURVEY REPORT – NEIGHBOURHOOD ADVISORY GROUPS

Q1 Is the purpose of the TMP2050 project clear?

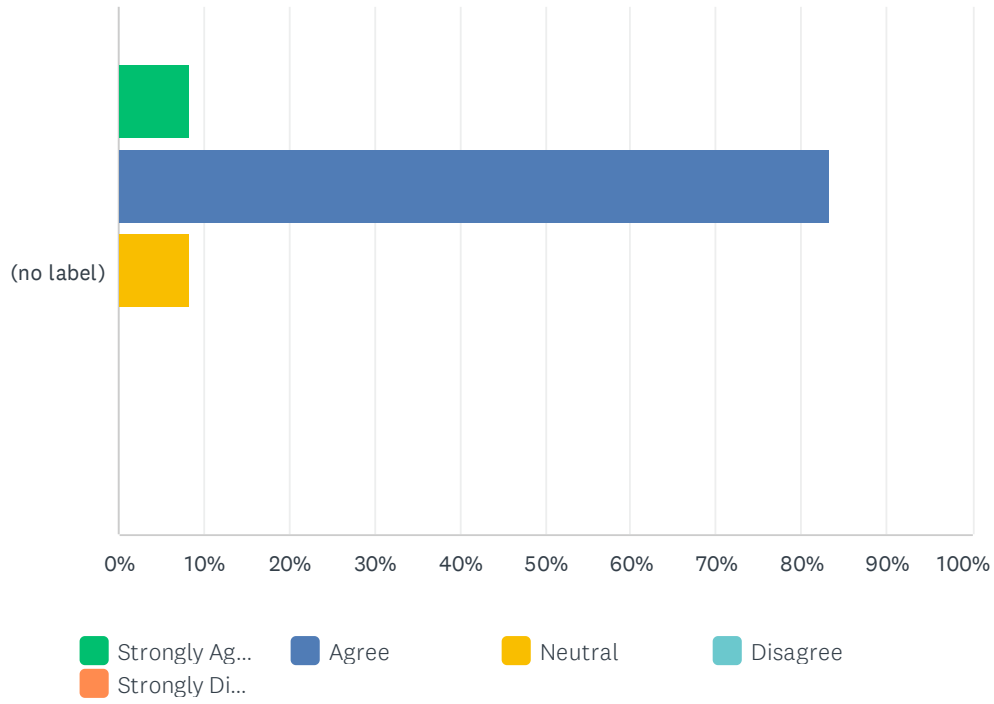
Answered: 12 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	33.33% 4	50.00% 6	0.00% 0	16.67% 2	0.00% 0	12	2.00

Q2 Was the project information provided during this meeting helpful?

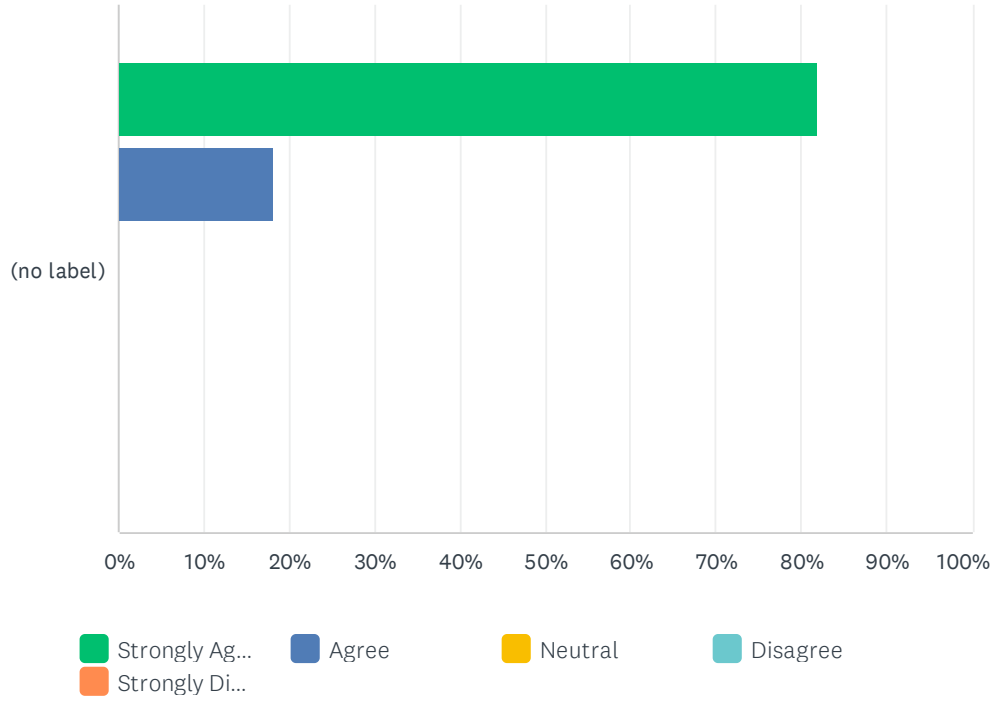
Answered: 12 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	8.33% 1	83.33% 10	8.33% 1	0.00% 0	0.00% 0	12	2.00

Q3 Did the format of the meeting allow you to contribute and share your views?

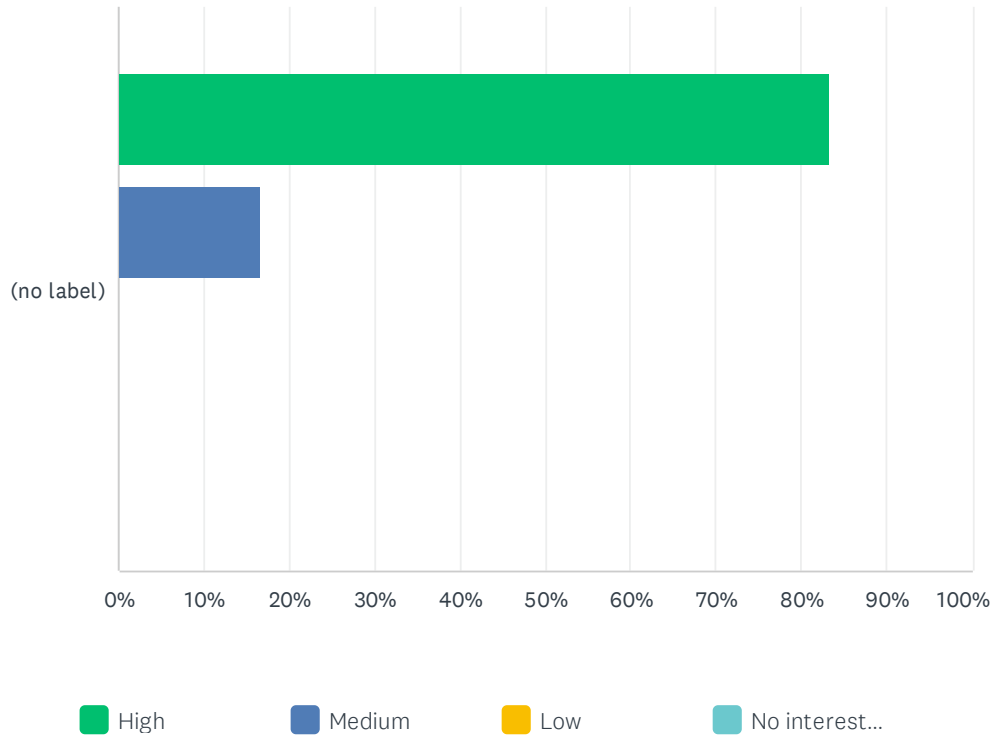
Answered: 11 Skipped: 1



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	81.82% 9	18.18% 2	0.00% 0	0.00% 0	0.00% 0	11	1.18

Q4 Please rate your level of interest regarding this project?

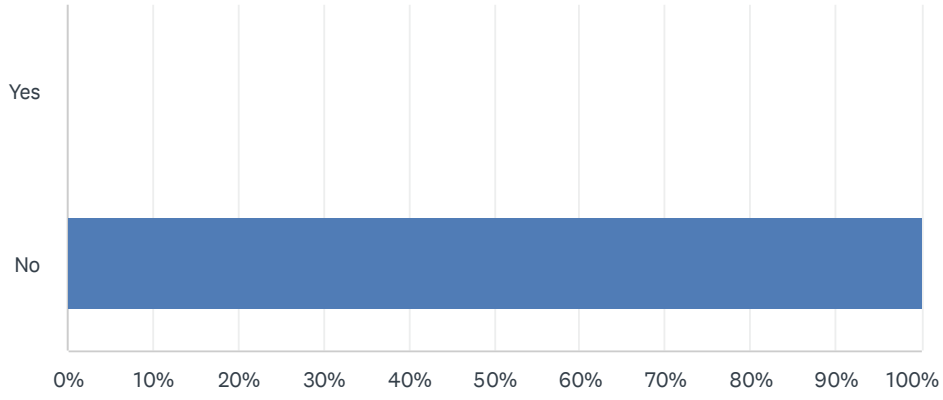
Answered: 12 Skipped: 0



	HIGH	MEDIUM	LOW	NO INTEREST / CONCERN	TOTAL	WEIGHTED AVERAGE
(no label)	83.33% 10	16.67% 2	0.00% 0	0.00% 0	12	1.17

Q5 Did you have any issues registering for or accessing the Zoom meeting?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	12
TOTAL		12

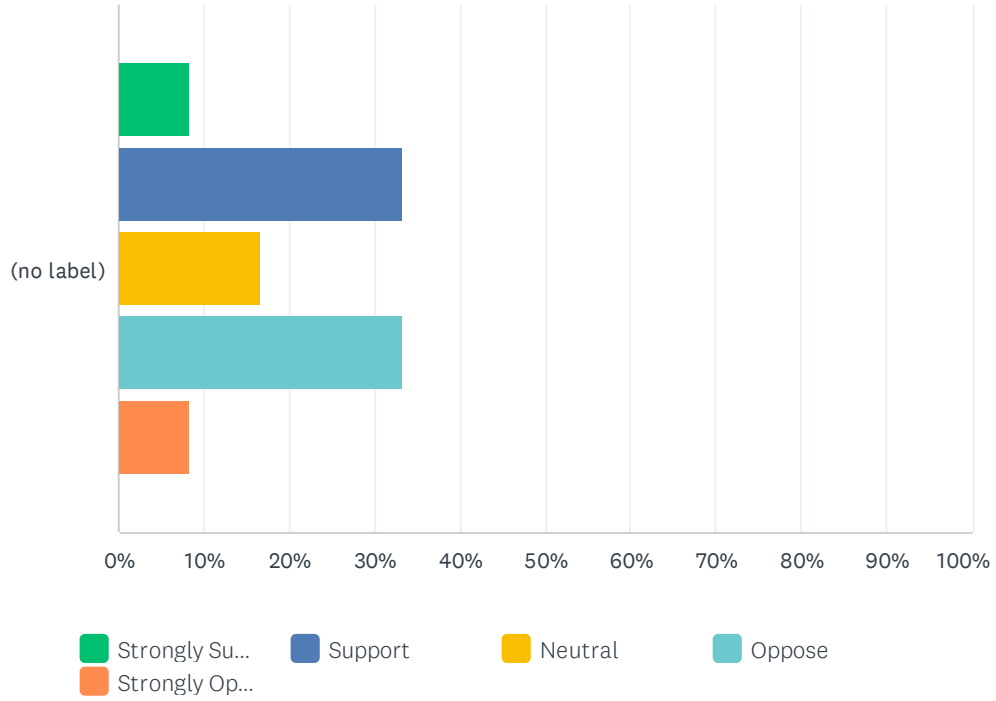
Q6 Please provide feedback on the Zoom meeting format:

Answered: 11 Skipped: 1

#	RESPONSES	DATE
1	its not ideal, but it works given the circumstance	11/28/2021 7:51 PM
2	The format was highly suitable for the type of discussion.	11/26/2021 9:03 AM
3	productive, easy	11/25/2021 6:50 PM
4	Great use of tools (jam board, polls, streetmix, etc.) and it worked out well that we had a very small group (4 neighbourhood participants) so it felt easy to have my say whenever I wanted - overall I found it to be a satisfying meeting to participate in.	11/24/2021 6:48 PM
5	The format was fine. The team made the best of what can be done with technology during covid when we can't really get together.	11/24/2021 12:52 PM
6	format was fine	11/23/2021 8:15 PM
7	Much better with the smaller group in phase 2	11/23/2021 12:34 PM
8	Time is a concern. Otherwise format is fine. Opportunities for feedback are lost. Discussion on a document that will provide direction for next number of years is curtailed because of lack of time.	11/23/2021 11:15 AM
9	The meeting format was fine. But the execution was not. Cody Gazankas was very disruptive, interrupting me about three times. The moderator should have muted him when I was speaking. He showed no respect for other people's views. Also, I take great exception to him calling me a liar in the chat. I almost did not see that comment. I need to address that in the next meeting.	11/22/2021 5:50 PM
10	An excellent opportunity to share and also to understand some of the challenges we share as a city. I believe we are doing better, and that we can do better. Thank you for asking for my input. Your arrangement for this input opportunity and the format for communication was well done. Thanks also for the offer of technical support.	11/18/2021 3:45 PM
11	was good	11/18/2021 2:44 PM

Q7 The draft TMP2050 recommends to only expand, extend, or add roads for the purposes of providing space for goods movement or sustainable mobility options, or for connecting new developments to the existing network. Do you support or oppose this statement?

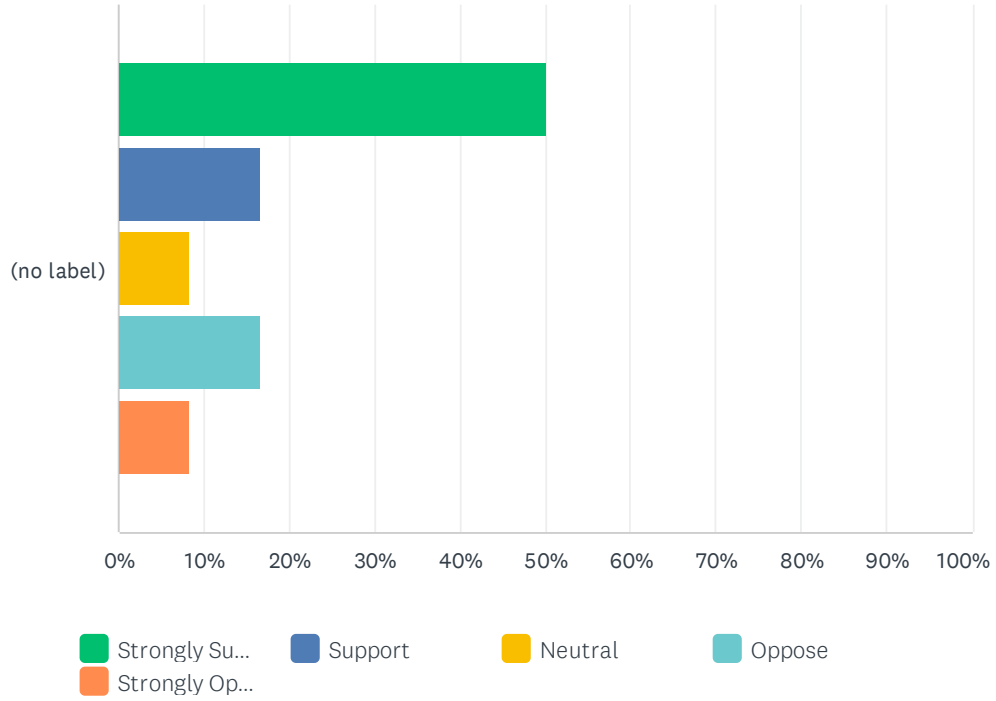
Answered: 12 Skipped: 0



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
(no label)	8.33% 1	33.33% 4	16.67% 2	33.33% 4	8.33% 1	12	3.00

Q8 To manage off-street parking to support Complete Communities and multimodal transportation, TMP2050 includes an option to add a tax to surface parking lots to better reflect the true cost of surface parking lots to the City. What is your level of support for this option?

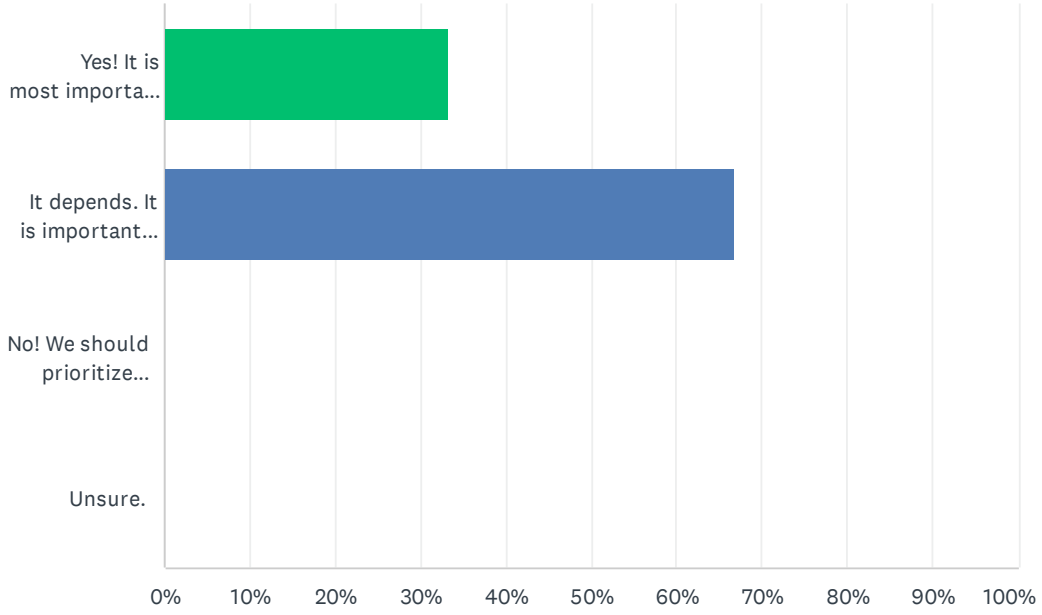
Answered: 12 Skipped: 0



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
(no label)	50.00% 6	16.67% 2	8.33% 1	16.67% 2	8.33% 1	12	2.17

Q9 A Complete Streets approach balances the needs of many users and functions of a street, but that balance requires trade-offs. The physical layout of the street will change, space will be shared among more modes of transportation, and inevitably mean that speed may decrease on many Winnipeg streets.Are the benefits of complete streets that accommodate all mode users safely and efficiently worth the loss of space for vehicles on certain streets?

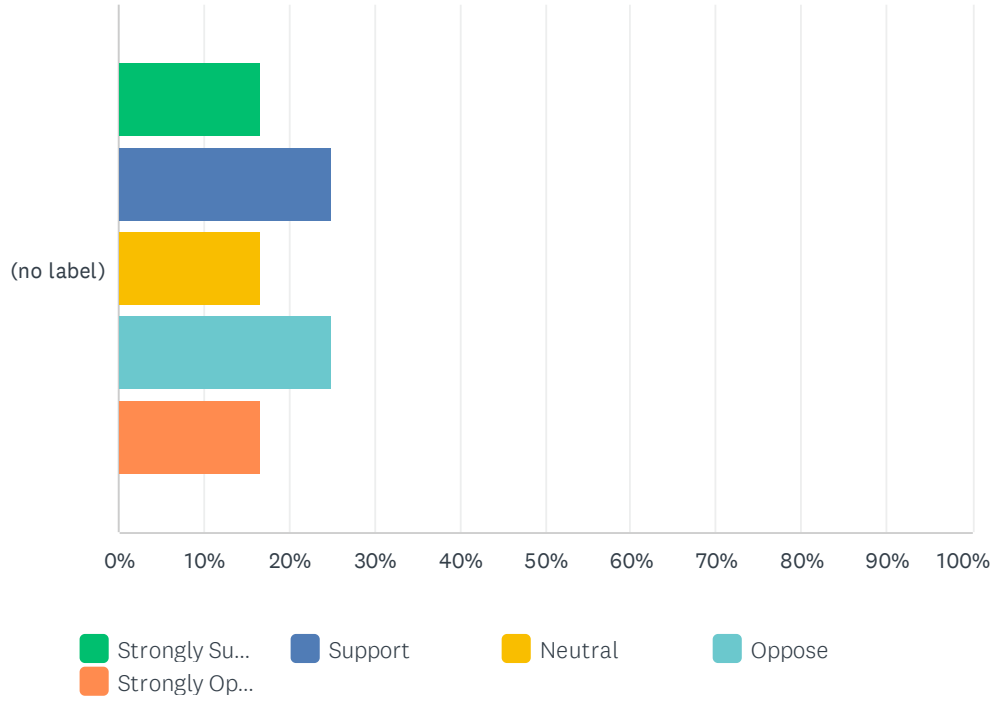
Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes! It is most important that all streets are designed for the safety and efficiency of all mode users.	33.33%	4
It depends. It is important on some streets, but not all. Some need to remain roadways that prioritize the automobile.	66.67%	8
No! We should prioritize automobiles on all roadways.	0.00%	0
Unsure.	0.00%	0
TOTAL		12

Q10 To help achieve the goals of Complete Streets, would you support a pilot project that tests a Vehicle Parking Reservation System within downtown and other high loading demand areas?

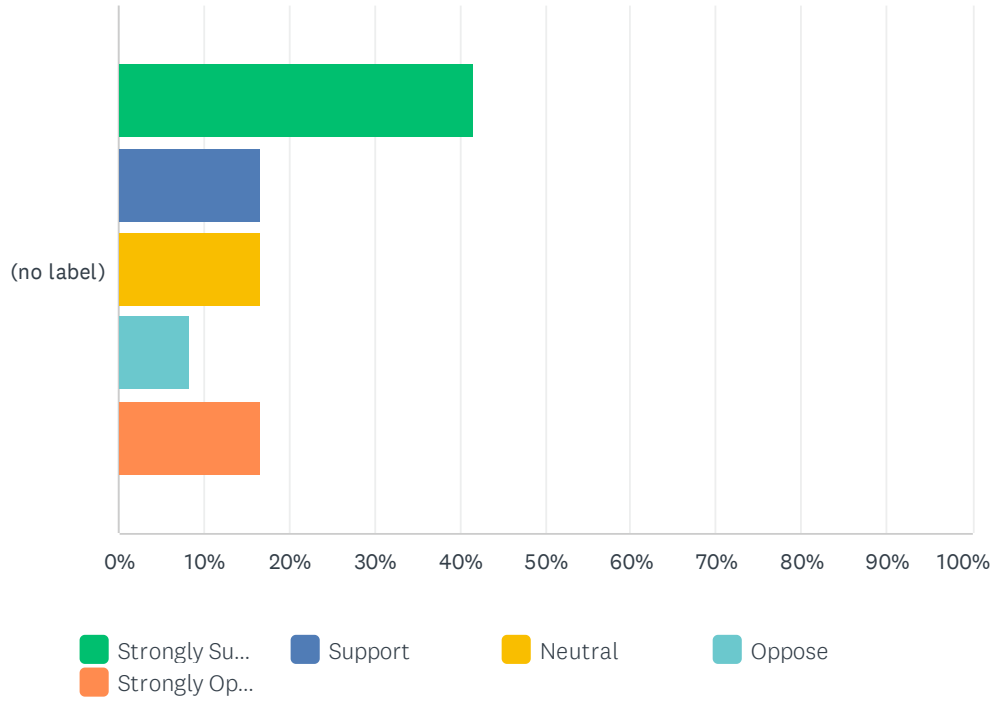
Answered: 12 Skipped: 0



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
(no label)	16.67% 2	25.00% 3	16.67% 2	25.00% 3	16.67% 2	12	3.00

Q11 To encourage use of more sustainable modes of transportation, the City should develop corridors for all mode users (Complete Streets). This may mean that the City should reallocate some space for automobiles to make room for active transportation and transit. To what level do you support this statement?

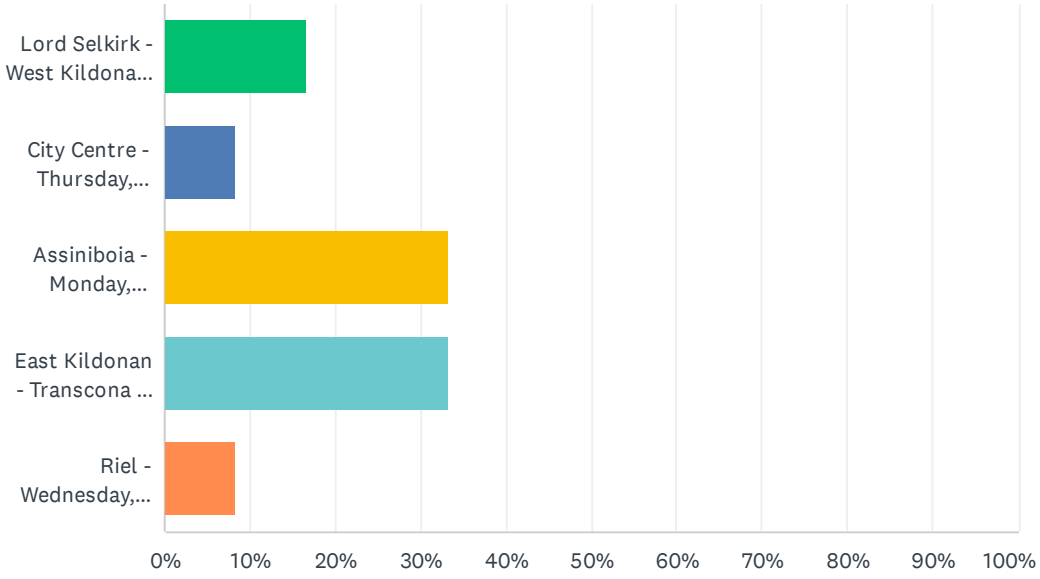
Answered: 12 Skipped: 0



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
(no label)	41.67% 5	16.67% 2	16.67% 2	8.33% 1	16.67% 2	12	2.42

Q12 Which neighbourhood advisory group workshop did you attend?

Answered: 12 Skipped: 0



ANSWER CHOICES	RESPONSES	
Lord Selkirk - West Kildonan - Wednesday, November 17, 2021	16.67%	2
City Centre - Thursday, November 18, 2021	8.33%	1
Assiniboia - Monday, November 22, 2021	33.33%	4
East Kildonan - Transcona - Tuesday, November 23, 2021	33.33%	4
Riel - Wednesday, November 24, 2021	8.33%	1
Total Respondents: 12		

Q13 Please share any additional comments you have about the 7 Key Directions of the TMP2050.

Answered: 9 Skipped: 3

#	RESPONSES	DATE
1	30 k residential pls	11/28/2021 7:51 PM
2	N/a	11/26/2021 9:03 AM
3	The 7 directons are fine, but the solutions won't achieve what the public asked for, including a completion of the inner ring road and better expressways. In fact, it looks like the solutions are to slow car traffic down as much as possible, in order to make it less convenient to drive a car. It doesn't make sense in this climate 7 months of the year.	11/24/2021 12:52 PM
4	I want to emphasize a comment I made in the meeting - probably the biggest obstacle to people walking, cycling or taking the bus is horrific sidewalk conditions during the winter months - so that's at least 6 months of the year. Sidewalks blocked so you can't walk or them or access bus stops. I am very active, and make huge efforts to take the bus for all my transit needs, and even I am deterred. Also a comment re the urban sprawl in Wpg, and totally isolated communities like Bridgewater, Sage Creek, etc, continuing to be allowed to be built.Huge swaths of unused land, or acres and acres of parking lots and big box sprawl, then acres of unused land, to get from South Tuxedo (ie. Taylor and Kenaston area), to Bridgewater. We should build this city like every inch counts. You don't have miles and miles of unused land in Toronto, Vancouver, etc. Each square foot gets filled up with housing, shops, offices. Driving south down Kenaston, it's just a tragedy of missed opportunity. Aside from the horrific aesthetics, this is the OPPOSITE of a person-oriented city. This is a car oriented city. And, that means that it adds enormously to the transit infrastructure, to have to haul buses to those far flung neighborhoods. Why do all those big box stores have parking lots the size of 10 football fields? Why is there no sidewalk all the way down Kenaston? Why are there dozens of feet of "wasted" land between the road and the start of the parking lots? Why can't parking lots be built BEHIND the stores, so that pedestrians could as least walk down a sidewalk and enter the big box store, without having to cross an acre of a parking lot? The lack of any urban planning in this city is painful to watch, but if this transportation plan is to have any meaning and impact at all, it is critical to connect with whatever urban planning does happen, and to try to use transport rationale to force some better overall rationale.	11/23/2021 8:15 PM
5	As I shared in the meeting. Before we forge ahead with creating biking and walking lanes we first need a system that actually keep it clear of snow and ice for 5 month of the year. Currently the side streets are icing walking is prohibited for many. That’s the first barrier.	11/23/2021 12:34 PM
6	Parking requirements will change as more electric vehicles are on the roads. Question what that will mean for street parking in both residential and commercial areas. Winnipeg has better infrastructure than many cities as a lot of parking lots are already equipped with electricity. Caution taking that away since it can't be replaced in street parking capacity. Land use and transportation integration needs a lot of work. Parker lands prime example of land development not aligning with transportation planning. Which areas of the city most likely to utilize public transit and active transport for daily routines and not just recreation? Prioritize those areas for improved service & networks. Some areas of the city are far less likely or feasible to expect a significant shift away from private vehicles. Competition between revitalizing core and complete communities in the suburbs is an issue. Are we building something to get people in and out of downtown or building for people to stay closer to home?	11/23/2021 12:27 PM
7	I am not opposed to people riding bikes. I ride one myself. But I am strongly opposed to a small minority dictating how the majority should get around Winnipeg. The City is spending too much money appeasing a vocal minority. The tail is wagging the dog. This is partly a human rights issue. The rights of motorists and some residents are being diminished to create special rights and status for cyclists.	11/22/2021 5:50 PM
8	As a wpg car owner, I believe that I have been spoiled for far too long. Even though there will be growing pains, I am willing to share my streets and also share the cost.	11/18/2021 3:45 PM

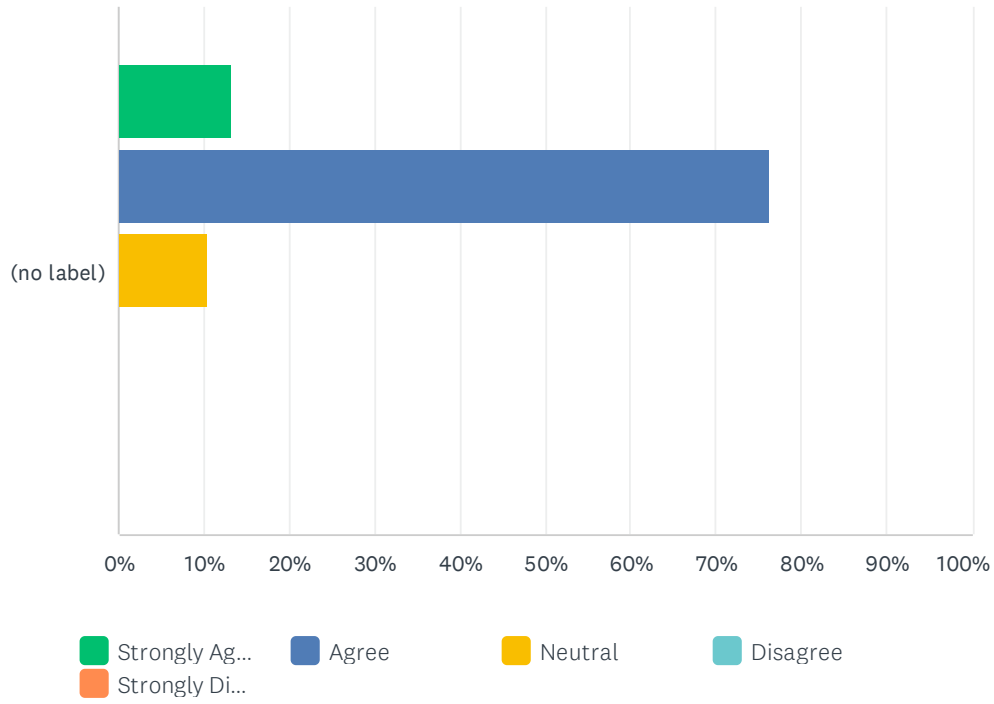
9	to have directions with no short term goals and costed out proposals seems to have a moving target. there does not seem to be a mandate to have a major plan and movement towards hitting the goal. i bring up Scotia St where there was people on both sides of the debate which is purely for recreation where active transportation would be lets look at North South route and a East West route	11/18/2021 2:44 PM

Appendix J

EXIT SURVEY REPORT - PUBLIC

Q1 Is the purpose of the TMP2050 project clear?

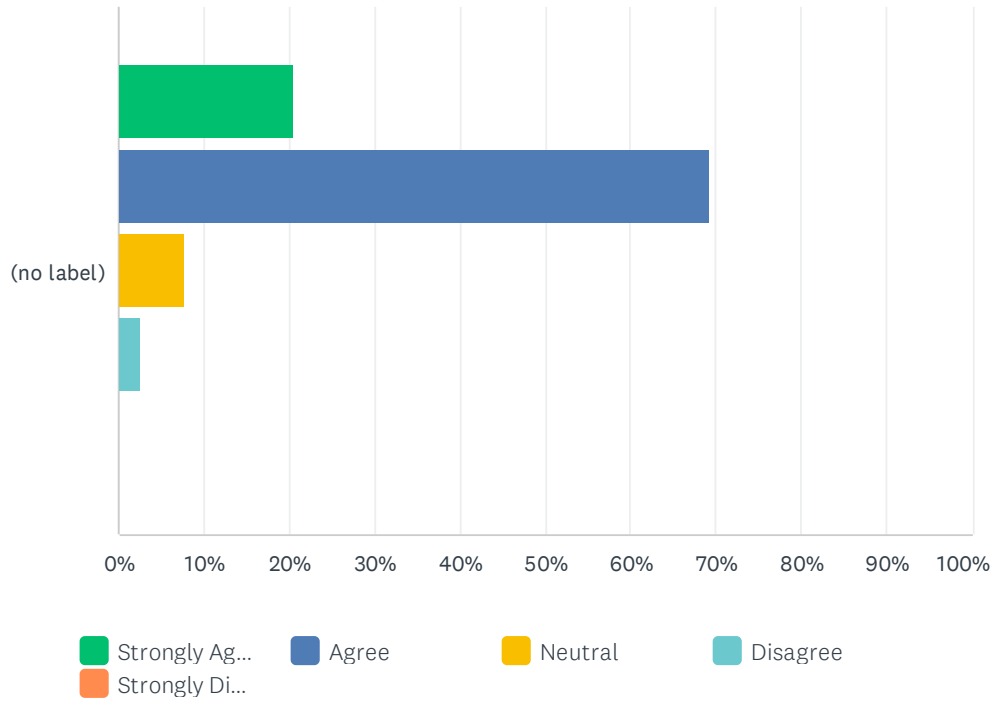
Answered: 38 Skipped: 1



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	13.16% 5	76.32% 29	10.53% 4	0.00% 0	0.00% 0	38	1.97

Q2 Was the project information provided during this meeting helpful?

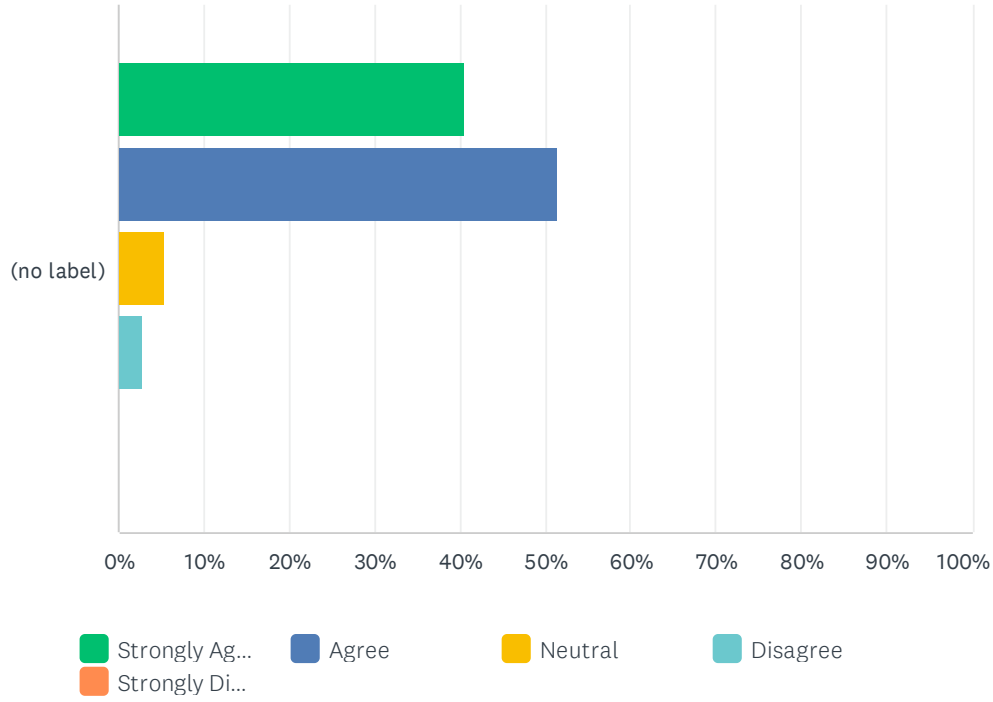
Answered: 39 Skipped: 0



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	20.51% 8	69.23% 27	7.69% 3	2.56% 1	0.00% 0	39	1.92

Q3 Did the format of the meeting allow you to contribute and share your views?

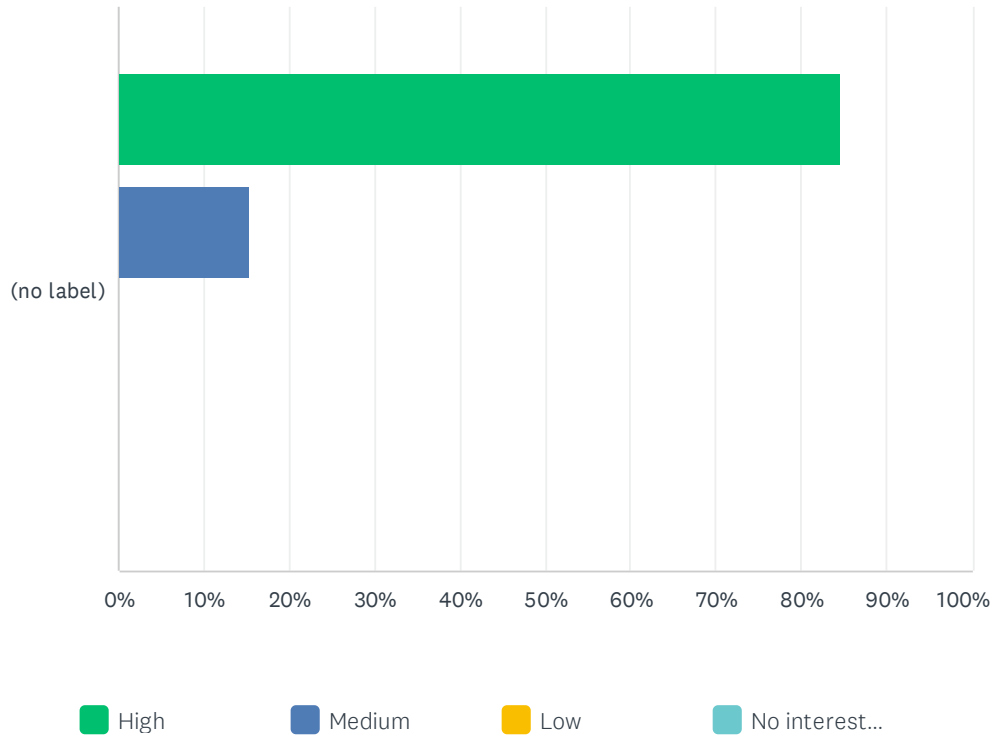
Answered: 37 Skipped: 2



	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
(no label)	40.54% 15	51.35% 19	5.41% 2	2.70% 1	0.00% 0	37	1.70

Q4 Please rate your level of interest regarding this project?

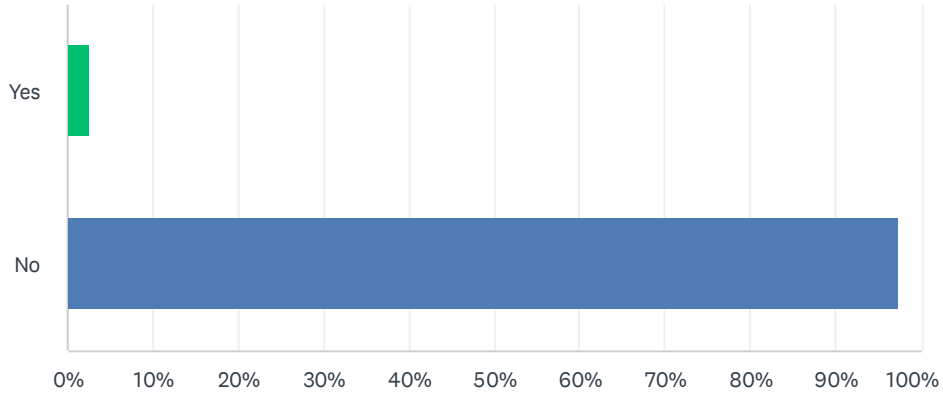
Answered: 39 Skipped: 0



	HIGH	MEDIUM	LOW	NO INTEREST / CONCERN	TOTAL	WEIGHTED AVERAGE
(no label)	84.62% 33	15.38% 6	0.00% 0	0.00% 0	39	1.15

Q5 Did you have any issues registering for or accessing the Zoom meeting?

Answered: 39 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	2.56%	1
No	97.44%	38
TOTAL		39

Q6 Please provide feedback on the Zoom meeting format:

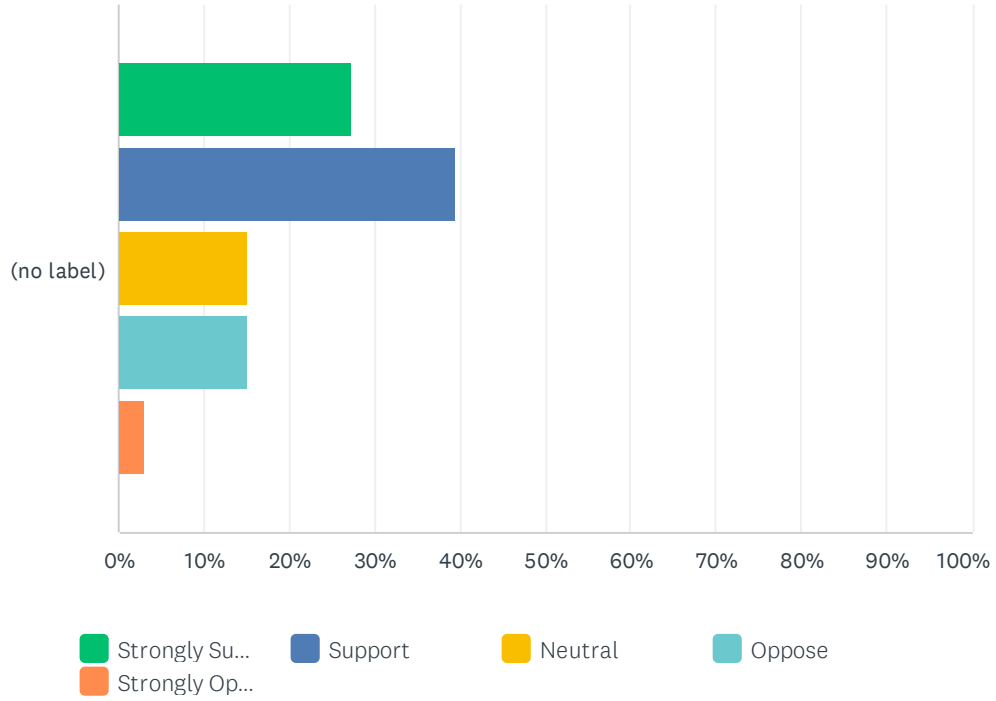
Answered: 24 Skipped: 15

#	RESPONSES	DATE
1	I'm burned out on Zoom meetings, as everyone is these days, but I found this one really interesting (possibly because I cared more about the subject than I do for most such meetings). At first I thought the small number of participants wouldn't be helpful, but it was actually almost perfect for the time allotted -- and it seemed that my group was pretty representative of most areas of the city with little to no overlap (but the same issues everywhere). I almost wish we'd had an interactive map to play with because I don't think everyone was familiar with all the problem spots being discussed (is there such a thing somewhere where we can pin comments to a map in a more direct citizen science kind of activity: like this stretch of bike path is creepy, this sidewalk has too much competition between bikes and pedestrians, this bike lane has too many required stops, this bus shelter is too trashed by homeless people to ever use and people deal drugs outside it? Even if we were limited to addressing a small area around where we live in order to keep it manageable, it would be really helpful). I really appreciated all the moderators for taking the time to do this kind of event, because it's not easy if dealing with open forums isn't really your day job. I think they did great job, and for once the tech worked the way it was supposed to.	12/6/2021 10:09 PM
2	I thought it was presented very well, fairly, and easy to understand	12/6/2021 10:05 PM
3	was good	12/5/2021 7:43 PM
4	Breakout groups were good, allowing participants to share ideas and concerns	12/5/2021 4:02 PM
5	Good	12/4/2021 3:58 PM
6	Well structured, easy to follow therefore very informative. The discussion format was ideal for encouraging participation. Overall, well done	12/3/2021 3:21 PM
7	It was very well run and the surveys and break-outs worked well. Thanks for holding it and allowing us feed-back.	12/3/2021 12:04 PM
8	It was very well run and the surveys and break-outs worked well. Thanks for holding it and allowing us feed-back.	12/3/2021 11:48 AM
9	Zoom was good. I could use the chat function.	12/3/2021 11:03 AM
10	I like Zoom meetings and I think that they allow for greater participation. Now if only our input is reflected in future planning decisions.	12/3/2021 10:42 AM
11	I thought it worked very well . Everyone had the opportunity to ask questions and voice opinions . Using the chat room to put up a hand kept it very orderly . Thanks	12/3/2021 10:13 AM
12	very good easy to use and follow along with	12/2/2021 10:52 PM
13	It was great!	12/2/2021 9:03 AM
14	Outside of the meeting being Zoom bombed, the meeting worked well. These formats allow others who could not attend personally to be apart of the TMP50 process.	12/2/2021 8:20 AM
15	It is rather structured around the"issues", whichis limiting, but the moderators allowed a broad range of input.	12/1/2021 10:33 AM
16	I liked how it was organized	11/30/2021 10:57 PM
17	The slides presented were hard to read. I could not increase their size. Are we able to get a copy of the slides with all the ideas?	11/30/2021 10:34 PM
18	It’s fine, have used it lots during the pandemic. Cuts some people out, though.	11/30/2021 10:09 PM
19	Thankful for Zoom format as it allows me to attend given my injuries from Motor vehicle incident.	11/30/2021 9:09 PM

20	none to provide	11/30/2021 9:16 AM
21	Nothing could beat an in person meeting, but all things considered this meeting on zoom went well.	11/30/2021 6:51 AM
22	No issues to report	11/29/2021 9:09 PM
23	enjoying the meetings think they could run a little longer or slower on the topics as i think more discussion is needed	11/29/2021 9:04 PM
24	I think the Zoom format is a good format as it allowed me to attend this seminar as otherwise I would not as I am injured due to a motor vehicle incident which I was hurt	11/29/2021 8:47 PM

Q7 The draft TMP2050 recommends to only expand, extend, or add roads for the purposes of providing space for goods movement or sustainable mobility options, or for connecting new developments to the existing network. Do you support or oppose this statement?

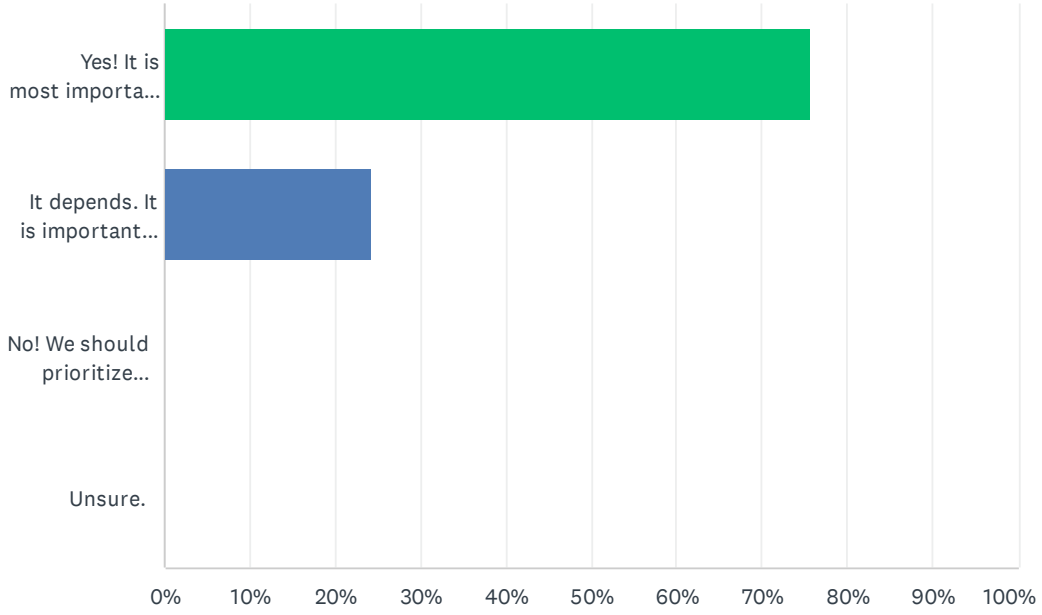
Answered: 33 Skipped: 6



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
(no label)	27.27% 9	39.39% 13	15.15% 5	15.15% 5	3.03% 1	33	2.27

Q8 A Complete Streets approach balances the needs of many users and functions of a street, but that balance requires trade-offs. The physical layout of the street will change, space will be shared among more modes of transportation, and inevitably mean that speed may decrease on many Winnipeg streets.Are the benefits of complete streets that accommodate all mode users safely and efficiently worth the loss of space for vehicles on certain streets?

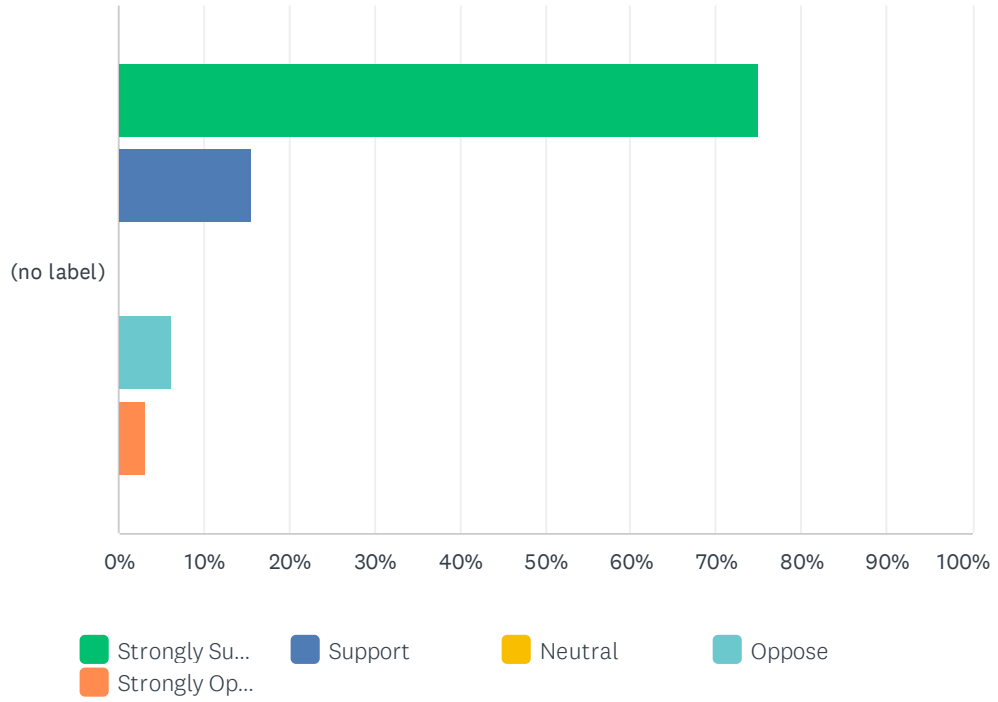
Answered: 33 Skipped: 6



ANSWER CHOICES	RESPONSES	
Yes! It is most important that all streets are designed for the safety and efficiency of all mode users.	75.76%	25
It depends. It is important on some streets, but not all. Some need to remain roadways that prioritize the automobile.	24.24%	8
No! We should prioritize automobiles on all roadways.	0.00%	0
Unsure.	0.00%	0
TOTAL		33

Q9 To encourage use of more sustainable modes of transportation, the City should develop corridors for all mode users (Complete Streets). This may mean that the City should reallocate some space for automobiles to make room for active transportation and transit. To what level do you support this statement?

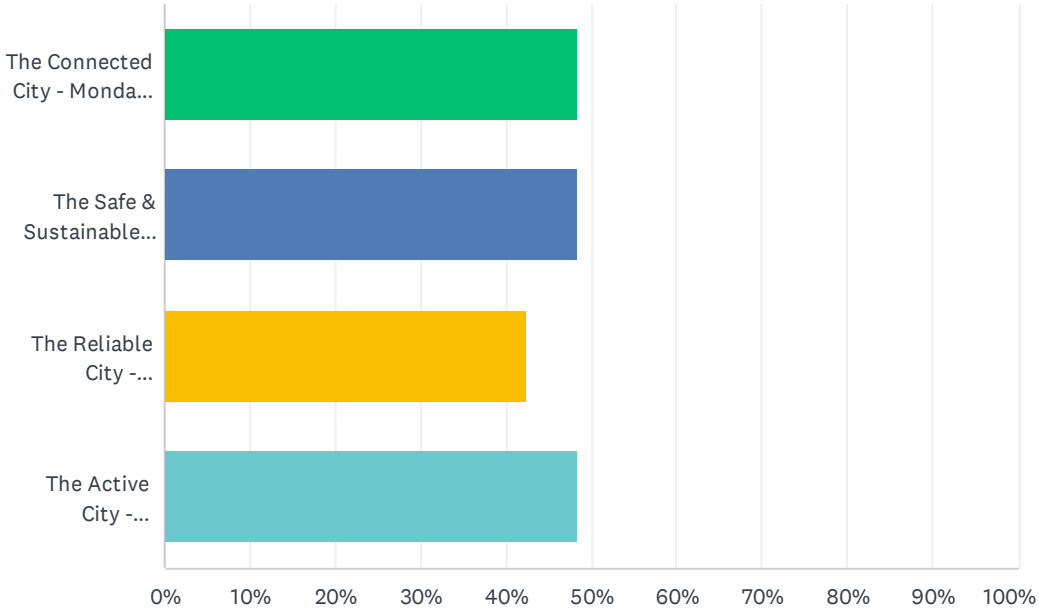
Answered: 32 Skipped: 7



	STRONGLY SUPPORT	SUPPORT	NEUTRAL	OPPOSE	STRONGLY OPPOSE	TOTAL	WEIGHTED AVERAGE
(no label)	75.00% 24	15.63% 5	0.00% 0	6.25% 2	3.13% 1	32	1.47

Q10 Which public workshop did you attend? (select all that apply)

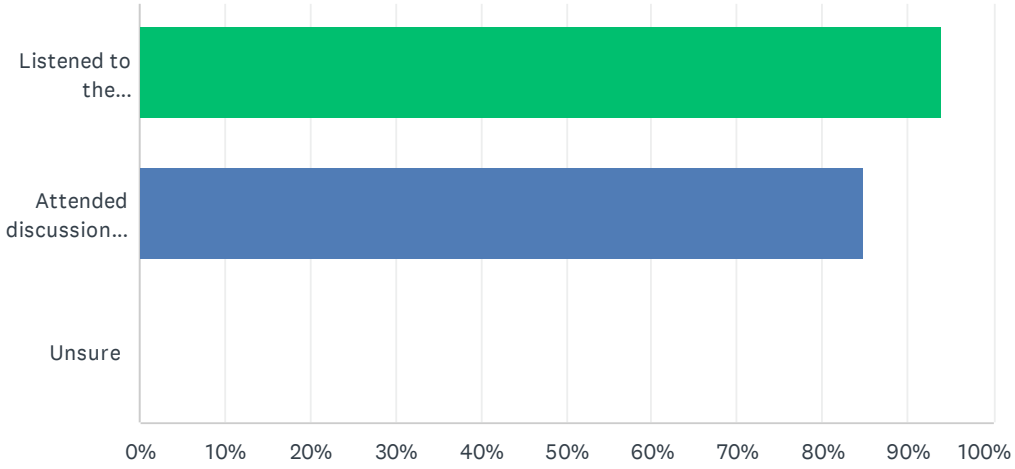
Answered: 33 Skipped: 6



ANSWER CHOICES	RESPONSES	
The Connected City - Monday, November 29, 2021	48.48%	16
The Safe & Sustainable City - Tuesday, November 30, 2021	48.48%	16
The Reliable City - Wednesday, December 1, 2021	42.42%	14
The Active City - Thursday, December 2, 2021	48.48%	16
Total Respondents: 33		

Q11 How did you participate at the public workshop? (check all that apply)

Answered: 33 Skipped: 6



ANSWER CHOICES	RESPONSES	
Listened to the presentation	93.94%	31
Attended discussion groups	84.85%	28
Unsure	0.00%	0
Total Respondents: 33		

Q12 Please share any additional comments you may have about the specific Key Direction and topics presented at the meeting you attended.

Answered: 21 Skipped: 18

#	RESPONSES	DATE
1	Winnipeg needs to adopt a default 30kmh speed limit. Streets with higher limits need separation for people actively commuting.	12/9/2021 10:57 AM
2	I haven't had a lot of time to drill down into the plan or website -- but I think it's probably too text/narrative heavy. I've mentioned YouTube channels like Not Just Bikes in my survey and during the workshop, and there's a reason why: people may not even know what the options are or understand them until they can experience them in some way. Video of how European and some Asian cities manage all levels of traffic and urban development give you a completely different impression than just reading a description or viewing a schematic. In some cases, such video would have to be computer generated, and hence expensive, but in most cases, I'm guessing there is a sufficiently similar example out there that the city could probably get the rights to share. And on that note, allowing citizens to upload some video of some of the more hellish points in the city, or of the challenges in their commute, might also be useful. I'm sure the planners are aware of many of them, but they can't possibly take every bus line and mimic everyone's commute or trip to the store. I really wish we could hammer out solutions together for however long it takes, but clearly, that's going to be massively chaotic. What I fear is that despite these efforts, we're going to get a very top-down plan (because, you know, multiple requests over many years to even get something as simple as recycling bins and more garbage cans in Churchill Dr Park have fallen on deaf ears -- apparently there are exactly enough garbage receptacles, never mind how much trash park users pick up, and we don't need recycling, even though the itty-bitty parks in the Kingston Row area have them...but I digress). What I do like about the bike lanes/trails is that there is some effort to do beta testing before spending zillions of dollars on a huge system, but it's not easy to evaluate those trails as user-- is there a way to have reviews/ratings be left on a scorecard on the trails/lanes/bus routes themselves or through an app? I just see lots of problems that clearly have potential solutions, and it's great you're asking for them, but I don't know how many people you're really reaching, and if you're getting the most meaningful responses (or just responses from the most annoyed). Anyway, please keep trying.	12/6/2021 10:33 PM
3	The majority were cyclists and therefore most responses were in favour of the bike paths (results slanted) One comment was 14% of households were is favour of bike paths. It was interesting to learn the summer bike paths were done due to covid which could explain that some of the summer paths made no common sense, in fact some were actually dangerous to cyclists.	12/6/2021 10:32 PM
4	we need to make driving harder to do and transit and cycling for convinent and we better get started on this last year	12/5/2021 7:51 PM
5	The belief that "congestion at intersections" must be mitigated or eliminated is outdated and misguided. Naturally traffic engineers believe this based on outmoded ideology, but in reality it is more important to limit and reduce private motor vehicle traffic to achieve Vision Zero (not the half-measure "Road to Zero"). I was very discouraged by pointless suggestions like "Michigan Left" and the disinterest in eliminating traffic injuries and fatalities caused by dangerous road design and a focus on moving higher volumes of automobiles faster through intersections from Public Works in the Roads and Bridges presentation.	12/5/2021 5:24 PM
6	Not sure where this fits, but I used to ride my bike down Wellington Crescent everyday when there was no snow on the ground. I stopped because I feared for my life. Joggers would jog into traffic in the cyclist's lane and force you into traffic. I tried just stopping in the lane so the joggers could go around me and I verbally abused. Safety is important and jogger running at cyclists is not safe.	12/3/2021 11:18 AM
7	The city absolutely needs to invest in light rail options. Not for every street but on major roadways like portage or on main the city needs to be competitive with cars and offer fast and efficient transport.	12/3/2021 11:12 AM

8	I was glad to hear that connecting existing routes is on the priority list & adding more active transport routes .	12/3/2021 10:22 AM
9	some good suggestions were made but the city needs to cost out and adopt some recommendations	12/2/2021 10:56 PM
10	I am concerned that the city will invest many millions of dollars building a brt system that is still more inefficient than a light rail system. If the city still intends to go all in on such an idea, I do hope the corridors are appropriately leveled and straight, so they can easily be converted into rail lines in the future. The fact of the matter is, that diesel busses are extremely inefficient, and if the city wants to go green, it wouldn't invest in electric battery busses as they are just as bad for the environment when they're made. My perfect dream for Winnipeg is a walkable or cyclable city, with a comprehensive transit system containing rail and bus (electric trolley style) wherever appropriate. Hydro is cheap in Winnipeg relatively. We should take advantage of this and electrify most systems in the least harmful way for the environment.	12/2/2021 6:28 AM
11	A little bit too far car centric but the hosts really understood our feedback.	12/1/2021 10:13 PM
12	I am concerned that the city has funds to replace existing infrastructure every 100 years, so adding any significant new infrastructure will increase future unsustainability if city finances. Complete streets that prioritize transit and other mode shift so that the strain on current infrastructure is reduced. Replace only critical existing roads/bridges at the end of their lifespan.	12/1/2021 9:26 PM
13	I am very concerned that Winnipeg is not taking sufficient action to meet GHG reduction objectives. Gradual incremental changes wouldn't be sufficient. We are on the wrong track, and have to change course.	12/1/2021 10:41 AM
14	It was very easy to provide feedback and I'm glad I participated.	11/30/2021 11:04 PM
15	I have appreciated the various opportunities to participate in this process. The citizen and stakeholder engagement is making a difference.	11/30/2021 10:22 PM
16	Still think the city should look further into rail options.	11/30/2021 9:42 PM
17	The idea of transit oriented (urban) development is a double edged sword. This will go to reducing greenhouse gas emissions, but must not be done at the expense of displacing poor neighbourhoods away from transit. Such development must be done in conjunction with rent control, Co-operative housing, or similar measures.	11/30/2021 10:03 AM
18	Well I appreciated the opinions of others present... I do note that there was low attendance and many in attendance declared they were there representing an organization with a vested interest... I have to wonder if this wasn't shared well enough? Again, luckily for me they were pushing points that I agree with, however, I would hate to see that backfire later on if the process is criticized for not having included a wider sample.	11/30/2021 9:19 AM
19	As optimistic as this plan is, I sincerely hope the city maintains course with their plan. There will be some large push back from suburbanites and out of towners. If this is the direction Winnipeg wants to go we should do our best to stay strong in the plan, and not pull back on the ideas presented. I feel like Winnipeg often only goes halfway on most ideas. Otherwise the presenters of the zoom meeting were great to listen to, very well organized and I look forward to the next meeting!	11/30/2021 6:59 AM
20	It is clear that not all citizen needs have been equally represented in the Key Directions and the topics were his-asked towards cyclists and those able to walk long distances. The presentations were as I expected, though hoped not, and it shows that this department is not cognizant of the needs of all tax payers and how people get around in Winterpeg. #% of the population ought not to have the say over how the CIty allocates resources to transportation and I really doubt that shop keepers will be impressed with the direction being taken. I hope the City consults with them.	11/29/2021 9:53 PM
21	there seems to be lots of talk and discussion but not seeing much progress to putting so action into place	11/29/2021 9:17 PM

Q13 Please share any additional comments you have about the 7 Key Directions of the TMP2050.

Answered: 20 Skipped: 19

#	RESPONSES	DATE
1	In order for our city to become sustainable, driving must become harder to do and using transit, walking and biking must become easier to do. Electric cars alone will not help us lower our ghg emissions on their own.	12/9/2021 10:57 AM
2	Due the $$ cost I don't think the plan is feasible. Working with the present infrastructure (ie one way streets would be more cost effective, widening sidewalk to incorporate cyclists would be more feasible). Residents living on the affected street should be asked for their input. I cannot envision the majority of Winnipeg residents becoming cyclists. There was a comparison to the Netherlands but in reality Europeans can cross a country in the same time it take Canadian to get to the next province. There were good ideas and intentions but feasibility is another matter.	12/6/2021 10:32 PM
3	I appreciate the inclusion of active transportation and believe it should strongly be prioritized. If we really want to be an attractive and modern city, we need to decrease single occupancy vehicle traffic IMMENSLY. Not only by prioritizing sustainable modes of transportation but also by disincentivizing motor vehicle traffic.	12/5/2021 8:41 PM
4	the city needs to look at cycling as a mode of transportation and not just something recreational, and make some major shakeups to traffic. ie close McGregor or Salter to cars and just allow buses on the road	12/5/2021 7:51 PM
5	The Pedestrian and Cycling strategies are on the right track in re-allocating road space to walking and protected bike lanes. Just need to be much bolder and do it. People will complain and then get used to it, just like in every other city that has implemented bike infra and removed parking spaces. We all have access to see how Winnipeg compares unfavourably to other, safer countries that have pursued Vision Zero and Sustainable Safety and actually put pedestrians and cyclists first. Just go for it.	12/5/2021 5:24 PM
6	I am primarily interested in efforts to ENHANCE ACTIVE TRANSPORTATION OPPORTUNITIES but the city seems to be moving away from supporting active transportation in the Corydon Osborne community. I attended the several community meetings and stated that it is unsafe to cycle on Nassau due to traffic volume. I and others wanted the city to reduce traffic on Nassau at the Nassau/Roslyn – Bike Boulevard meetings but in the report (several other people supported my statements at the meeting) this was not communicated . People's concerns were about safety and how the lights currently work at Osborne and River. The report indicated that people did not want Nassau to be a priority but I believe this did not reflect the conversations at the community meetings. Crossed Osborne at Roslyn Road twice a day for over a decade and I gave this corner a lot of thought and there are many way it could be improved to enhance crossing the pedestrians and cyclists. All responses should be broken down by gender or else I fear we will be neglecting one gender.	12/3/2021 11:18 AM
7	7 key directions are well designed, but the city should again consider other options other than rapid transit. Repurpose rail lines in the city, use car parking lanes to build rail infrastructure	12/3/2021 11:12 AM
8	seems some suggestions were made now the city needs to cost out and adopt some of them especially some involving lowering greenhouse gases	12/2/2021 10:56 PM
9	I think they’re very well designed directions, however there should be a priority placed on immediate issues, where others are suited to be a long term goal	12/2/2021 6:28 AM
10	I think it needs to be more radical. In my opinion 50% mode share split is not sustainable development and will not help the cities finances.	12/1/2021 10:13 PM
11	Our transportation system has to change massively to achieve net zero by 2050. Switching to electric automobiles will get in the way of using electricity to heat homes. Density is a nice to have, it is not a transportation solution; it won't deliver results by 2050. Rather than engaging in incremental change to encourage mode change, Winnipeg needs to adopt best practices from	12/1/2021 10:41 AM

	cities that have been successful in matters such as making AT and transit more convenient than automobiles, reducing automobile usage, winter maintenance to support AT, etc.	
12	It's not radical enough. Reducing speeds must be implemented for safety, and only 14% of trips done by AT by 2030 is far too low. 50% mode share of "sustainable" transportation is also not nearly enough. By 2050 it should be 75% of trips done by AT and public transit at minimum to fix our cities budget, reduce our emissions, and reduce traffic in the most effective way. Finally land use should be completely reformed to allow mixed use development on all corridors and collector roads. Abolish parking minimums and single family zoning as well to limit car dependency and allow for commercial on residential streets for enhanced walkability.	11/30/2021 11:04 PM
13	A poverty reduction lens needs to be better integrated into the plan. The greater displacement of housing insecure relatives is having a direct impact on Transit. Care must be taken to not turn this into competing interests. The City, in cooperation with other levels of government and community organizations needs a better strategy for care and support. Clearing out bus shelters every morning, as I've witnessed repeatedly, is not solving the underlying reasons.	11/30/2021 10:22 PM
14	Very accurate goals to strive for	11/30/2021 9:42 PM
15	I want to see transit become competitive with cars as a desirable mode of transport from suburbs. This can not come at the expense of reducing service to poor/marginalized communities. It is just as, perhaps more important to use transit as a tool to reduce poverty, as to combat the climate crisis. Reducing poverty is done by connecting poor neighbourhoods with access to school, work , doctors, etc. If busses are overly concentrated on certain routes, richer people move there, defeating the purpose of equitable movement.	11/30/2021 10:03 AM
16	None to add.	11/30/2021 9:19 AM
17	Again I believe we should be going further with our transit plan, and I think the city should consider how we'll need to travel in 50 or 100 years. Hence, the importance of setting the ground work for light rail options. Otherwise all of the 7 keys seem to address the issues I have with Winnipeg traffic	11/30/2021 6:59 AM
18	The presentation and the surveys are biased towards cyclists and far removed from the reality of the population. Services that could enhance road travel are not synced with their needs of the people who work in the city. Bus riders can't navigate over snow, icy curbs and delays in traffic slow down in favour of cyclists. Cities made famous for cycling were created for cyclists because it was endemic to the city and lifestyle. That is not how Winnipeg grew up - look at any photos in the archive and you see cars and people commingling and sharing the road, to put in text that cars are the least interest of the City is frankly shocking . When citizens can barely get from their house to the nearest bus stop for the icy and drifts and snow, that doesn't bode well for any other mode of transport. Not one word was mentioned about how to enable those with disabilities and age related diminishing of some citizens, what did take away was there was only one goal and it was for the minority who would prefer a building be built in many places downtown so that they can park their cycle safely and ensure that cars are not visible by increasing parking fees or converting parkades to cycle parking. It shows that the City is not all that "friendly" to its citizens nor likely to visitors who will think this isn't a destination spot for vacationing public who come by car or rent cars because that is how people get around. The City won't be able to hide behind environment bias once EV cars become the norm. I plan to share my experience with those in my various groups and get their feedback because they are a true representation of the City population.	11/29/2021 9:53 PM
19	Need to put more emphasis on Transportation Demand Management measures such as telework, flex-work hours, ride-matching services, etc. to reduce congestion at peak periods and the need to expand the capacity existing regional streets.	11/29/2021 9:20 PM
20	seems to be lots of ideas but there doesn't seem to be any cost analyst done to support or defunct said projects	11/29/2021 9:17 PM

Appendix K

TELEPHONE TOWN HALL SCRIPT

CITY TRANSPORTATION MASTER PLAN: 2050

Telephone Town Hall | Moderator Script

Introduction

MODERATOR:

Hello everyone, my name is Cheryl Dixon and I'm delighted to be your host tonight for this virtual town hall meeting. I work for Scatliff Miller Murray, a firm here in Winnipeg that has been hired by the City to help gather public feedback on the Transportation Master Plan 2050.

I'd like to start by explaining how a telephone town hall works. Right now, people across Winnipeg are answering their phones and connecting to this discussion. You will soon hear short introductions to our topic – the future of transportation in Winnipeg – from our three panelists, all of whom are members of the City of Winnipeg's Transportation Master Plan 2050 project team.

After that, it will be your turn.

You will have a chance to ask your questions and raise issues that you think are critical to steering our city's transportation network in the right direction.

You can get in line to ask a question at any time by pressing STAR THREE on your phone keypad. You'll then be put through to an operator who will take down your question and put you in line. Again, that is STAR THREE to ask a question.

We will also be asking you questions in the form of quick polls. When we read out a question and some multiple-choice responses, you will be able to use your keypad to select an answer that best reflects you.

Here are a few things to keep in mind when you raise your virtual hand to ask a question:
1) when you press STAR THREE to ask your question, you'll be routed to an operator who will ask you to provide your name and community, and who you're directing your question toward.

2) please try to keep your question as brief as possible. There are a lot of people on the line and we want to try and get to as many of your questions as we can!

3) If you don't feel comfortable asking your question live, you can tell the operator that you'd like to have your question read out.

If you don't have a specific question but want to participate in the TMP2050 engagement program, you can also visit Winnipeg.ca/tmp2050 to take an online survey and learn more about how you can have your voice heard.

Now that the housekeeping is done, I'd like to welcome you again to our event. Again, my name is Cheryl Dixon from Scatliff Miller Murray here in Winnipeg, and I am excited to be your moderator for this virtual town hall meeting with our panelists:

- Alex Regiec, Transportation Master Plan lead with the City of Winnipeg
- Chris Baker, the City's Senior Active Transportation Planner

- And David Patman, Manager of Transportation

I'm here to keep this conversation moving smoothly and to make sure we get to hear your opinions and have as much discussion as possible. Before we start getting to your questions for our panelists, I would like to go now to Julie Dooley, who is the City's TMP2050 communications and engagement program lead, to talk a bit about how your input will help shape the TMP2050 planning document and the future of transportation in Winnipeg.

JULIE: Thanks, Cheryl. And thanks to all on the line for joining us today. We're so happy to peel back the curtain and welcome you into the TMP2050 planning process. We've been working hard behind the scenes since 2019 collecting data and doing technical analyses to figure out how we can make our city's transportation network work better, smarter, and more safely and efficiently for Winnipeggers. This is a three-year project that will result in a 30-year plan for Winnipeg's transportation network.

Last year we also invited Winnipeggers to tell us about how they move around Winnipeg, where they travel to most often, and what challenges or barriers they face trying to get where they're going. We called this Phase 1 engagement. Through it, you told us that motor vehicles are the most used mode of transportation, and that many would cycle more if there were safer routes and better connectivity between areas of the city. We also heard that Winnipeggers top priorities when it comes to the transportation network are safety, reliability, and the environment – and that aligns well with the priorities Winnipeg's overarching policy documents set out for us.

In this phase of the project – Phase 2 engagement – we are presenting key directions for transportation in the city as well as draft strategies that will help address the issues we identified in Phase 1. You can learn more about those directions online at Winnipeg.ca/tmp2050. While you're there, you can participate in an online survey and register for additional workshops on the topic.

For today, though, we are going to walk you through the very basics of those key directions, then open it up for questions about them, how we arrived at them, how we determined the major issues, and anything else you want to know about how we will, together, get where we're going.

HOST: Thanks, Julie. For those of you just joining us, my name is Cheryl Dixon, and I am your host for this evening's Virtual Town Hall meeting. Joining me today are members of the City of Winnipeg's Transportation Master Plan 2050 project team.

Just a reminder, you can press *3 on your phone at any time to get in line to ask a question. I'm going to go now to Alex Regiec, Transportation Master Plan Lead

ALEX: Thanks, Cheryl. I'm going to keep this overview brief, as I know it is difficult to go through a list over the phone, but did want to tell you about the priorities of TMP2050 and the key directions we've set that will help us get there.

Our first key direction is to: Integrate land use and transportation. *This direction guides us in:* Building a connected city. *It focuses on:* The relationship between transportation planning, development and growth, and mobility for all modes.

Our second key direction is to: Provide safe and sustainable mobility options for all. *This direction guides us in:* Supporting transportation equity. *It focuses on:* Providing safe and accessible transportation options for all Winnipeggers.

Our third key direction is to: Transform and optimize transportation corridors. *This direction further guides us in:* Building a connected city. *It focuses on:* Creating Complete Streets, or streets that serve a variety of modes and land uses.

Our fourth key direction is to: Strategically enhance the road network and bridges. *This direction guides us in:* Improving the network for longevity and a high level of service. *It focuses on:* Enhancing the network.

Our fifth key direction is to: Support goods movement and economic prosperity. *This direction focuses on:* Updating the city-wide trucking map, and making goods movement safer and more efficient. *It focuses on:* Supporting business and industry through improved goods movement.

Our sixth key direction is to: Enhance active transportation opportunities. *This direction focuses on:* Updating the Pedestrian and Cycling Strategies. *It focuses on:* Supporting active mobility.

Our seventh and final key direction is to: Connect the city with frequent and rapid transit. *This direction focuses on:* Ensuring all Winnipeggers are well-served by public transit. *It focuses on:* Integrating the Winnipeg Transit Master Plan with larger transportation network planning.

Again, these seven key directions were developed based on both public feedback and technical analyses. We believe they really position the City to achieve our broad transportation goals, and address the issues Winnipeggers told us exist within the transportation network. Cheryl?

CHERYL: Thanks, Alex. For those of you just joining us, my name is Cheryl Dixon, and I am your host for this evening's Virtual Town Hall meeting. Joining me today are members of the City of Winnipeg's Transportation Master Plan 2050 project team.

A virtual town hall is just like a radio talk show, except instead of you tuning in your radio, you answered your phone when we called. Tonight, we are talking about the future of transportation in Winnipeg.

If you have a question for either of the speakers, just press STAR THREE on your phone now to enter the queue.

In addition to hearing questions directly from you, we have the ability on this virtual town hall to do quick polls. We're going to do one now; I'm going to ask a question and then ask you for a yes or no answer for each of four issues. For each, you chose the one that most reflects your opinion by pressing the number on your phone keypad that corresponds with your answer.

During our Phase 1 discussions, Winnipeggers identified three priorities for the City's transportation network: reliability, safety, and environmental sustainability. The key directions Alex just went through are designed to address these concerns (along with other City priorities).

We want to understand if you believe TMP2050's seven key directions position the City to address the issues of reliability, safety, and environmental sustainability.

[OPEN POLL QUESTION 1]

So our first poll question is: Do you think the key directions could address the issue of reliability in the transportation network?
Press 1 for yes
Press 2 for no
Press 3 for unsure

AGAIN, that question was:

Do you think the key directions could address the issue of reliability in the transportation network?
Press 1 for yes
Press 2 for no
Press 3 for unsure

Thanks everyone.

[POLL ANSWER + adlib]

Now,
our second poll question is: Do you think the key directions could address the issue of safety in the transportation network?
Press 1 for yes
Press 2 for no
Press 3 for unsure

AGAIN, that question was:

Do you think the key directions could address the issue of safety in the transportation network?
Press 1 for yes
Press 2 for no
Press 3 for unsure

Thanks everyone.

[POLL ANSWER + adlib]

Now, our third and final poll on this topic.

So our third poll question is: Do you think the key directions could address the issue of environmental sustainability as it relates to transportation?
Press 1 for yes
Press 2 for no
Press 3 for unsure

AGAIN, that question was:

Do you think the key directions could address the issue of environmental sustainability as it relates to transportation?
Press 1 for yes
Press 2 for no
Press 3 for unsure

[POLL ANSWER + adlib]

Thanks everyone for participating. Your answers will help us understand whether you believe TMP2050's seven key directions position the City to address these priorities.

Now, let's get to our first caller of the night. On the line we have [First Name] from [Community]

[Name], what is your question?

[Q&A – Host will direct to appropriate speaker first]

CHERYL: Thanks for that question.
Let's go right to another participant's question.

Our next question is from [First Name] in [Community].

[Name], what is your question?
[Q&A – Host will direct to appropriate speaker first]

CHERYL: Thanks for that question and to everyone for participating. Remember, you can press *3 your phone at any time to let us know you'd like to ask our speakers a question.

Let's go right to another question.
Our next question is from [First Name] in [Community]. .

[Name], what is your question?

[Q&A – Host will direct to appropriate speaker first]

CHERYL: Thank you [SPEAKER]. Next, we have a question from [Name] in [City].

[Name], what is your question?

[Q&A – Host will direct to appropriate speaker first]

CHERYL: Thanks for that question.
Let's go right to another participant's question.

[When time, set up last question] This question will be our last of the night. Our final question is from [First Name] in [City].

[Name], what is your question?
[Q&A – Host will direct to appropriate speaker first]

CHERYL: Thanks, {SPEAKER}, and thank you all for participating. There have been so many great questions and conversations tonight. I know we didn't get to all of you, so I encourage you all to visit Winnipeg.ca/tmp2050 to participate in the online survey and – if you want – register for one of our upcoming public workshops taking place next week on Monday, Tuesday, Wednesday and Thursday evening. These events are targeted to specific topics and will give you another chance to have your voice heard and ask more questions.

Alex, Chris and David, based on what you have heard tonight from our question askers, what pieces of information or wisdom do you want to leave with everyone who is on the line?

ALEX: Thank you so much for listening and participating with us tonight. [INSERT CLOSING REMARKS].

CHERYL: I completely agree Alex. And I agree that we have heard lots of great feedback and questions tonight. Thanks to everyone for their participation tonight. Again, I encourage you to learn more online at Winnipeg.ca/tmp2050. There are many more opportunities for you to participate, share your thoughts on the future of transportation, and help ensure we're going in the right direction. Thanks and have a good evening!

Appendix L

TELEPHONE TOWN HALL QUESTIONS

City Transportation Master Plan 2050

Telephone Town Hall - Questions Asked Live

Questions

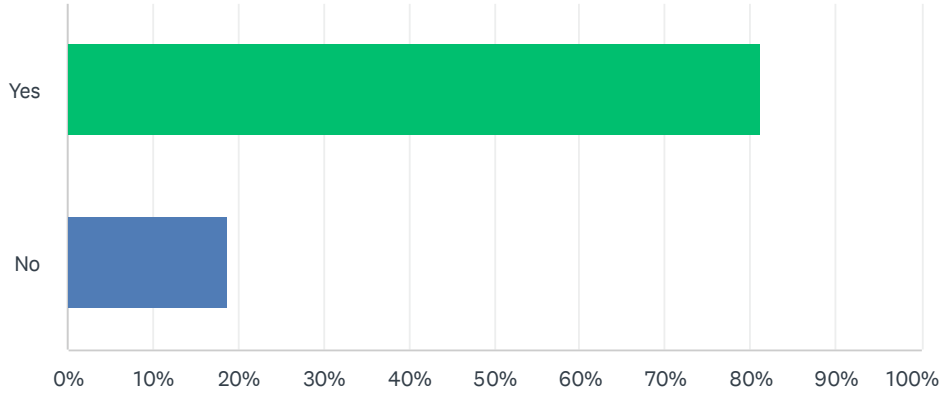
1	I am a retiree and I drive short distances and I prefer walking/taking public tran. My observations suggest the bulk of population travel by car/other vehicle. What strategy do you have to promote more public transportation?
2	What specific policies will be implemented for zoning allowing high density corridors and multiple forms of transportation?
3	Would like all 3 speakers to answer. Are they familiar the WATTS Report? Anyone coming up with a transportation plan for Winnipeg should first look at this report.
4	Transportation and cycling- I am a cycle commuter and safety and security of bikes at destination is a problem. The amount of bike theft is on the rise- chop shops etc.
5	The new modes of transportation avenues - are these also going to be accesible for those with disabilities to use? Specifically those in a chair. I am already competing for space on the sidewalk.
6	Developing new areas: How do they determine updating roads to reflect more traffic? There's too much gridlock due to lack of infrastructure with new developments
7	The city continues to expand residential and commercial developments but there hasn't been integration of bike lanes or roads/ public transportation. Why is this the case?
8	What are we planning to do with electric vehicles and public transportation?
9	What part of process planning to see if anything is moving even faster?
10	There are way more people using cars than busses as they feel they are not safe in busses. How can we encourage people to take the bus in these situations?
11	The condition of the sidewalks are very unsafe during the winters how can we address this?
12	Will buses still be running in the future with so many people walking and cycling? They stopped the Greyhound are city buses next?
13	Talk about commercial about truck traffic and how we are going to address it going forward?
14	Chris - Regarding utilizing existing infrastructure we already have and if we could make more use of it.
15	Daily transportation is largely about convinience are any of the plans take this into consideration to make it more convienient to take public transport rather than take their own car?
16	What's planned for bike routes? Traffic flow on Jubilee and Osbourne: shouldn't be parking allowed. Will the city partner with the province for rebates on electric vehicles?
17	The old market square area has all 1 way roads but the cylcists paths are 2 way which is very unsafe. How can this issue be addressed? What public education will be put in place to educate cylicsts of safety measures?

Appendix M

ONLINE SURVEY REPORT

Q1 Climate change

Answered: 1,511 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	81.27%	1,228
No	18.73%	283
TOTAL		1,511

#	IF NO, WHY NOT?	DATE
1	climate change has nothing to do with the transportation network, but if you fix the transportaion network so it moves traffic effectively and efficiently, it will reduce GHG's	12/17/2021 8:16 PM
2	Everybody is facing that..	12/17/2021 5:37 PM
3	It might be an aspect but it is not as important as the other three factors.	12/17/2021 11:04 AM
4	safety and traffic flow more important. Little will be accomplished to battle climate change with current transportation master plan	12/17/2021 4:58 AM
5	Winnipeg has 3 seasons. winter, winter and construction seasons	12/16/2021 8:47 PM
6	Bikes will have no impact	12/16/2021 8:04 PM
7	Cars pay a minor roll in climate change	12/16/2021 7:37 PM
8	1. The type of vehicles being driven indicate that a lot of drivers don't care about fuel consumption or emissions. 2. The number of vehicles that only contain one person. 3. The number of people that I see driving very short distances to pick up a few groceries etc. 4. The number of vehicles lined up in various drive-thrus, idling their vehicles, instead of parking and going in to order (and this was the norm before Covid.	12/16/2021 7:21 PM
9	Because the terms do not denote the climate crisis behind the words, and there is no science to support the crisis that is definitive.	12/16/2021 6:51 PM
10	Immediate environmental issues, as climate change is too obtuse and long-ranging	12/16/2021 6:41 PM
11	Reducing CO2 can be considered, but really should be addressed by programs like carbon tax, implementing standardized charging stations, and subsidizing electric vehicles. It can be in conflict with what our first priority should be Safety.	12/16/2021 6:25 PM
12	Bigger polluters need to be addressed before individual users of roadway	12/16/2021 3:54 PM
13	We should've gone light rail instead of rapid transit, world wide transport experts use Winnipeg	12/16/2021 11:35 AM

	as an example of what not to do.	
14	I believe industries and agriculture contribute much more to climate change than cars do. I also believe it won't be long before most people will be driving vehicles fuelled by greener sources.	12/15/2021 8:47 PM
15	This is by far the most important issue.	12/15/2021 11:43 AM
16	no scientific support that it is real.	12/15/2021 4:06 AM
17	It’s a myth with no scientific data	12/15/2021 2:04 AM
18	political will to finance alternative transportation is greater challenge	12/14/2021 9:36 PM
19	***REDACTED*** Climate change should NOT be a factor ***REDACTED***	12/14/2021 9:06 PM
20	As far as emissions..you would be planning battery charging stations and and disposable of said batteries..	12/14/2021 8:43 PM
21	I fail to see what climate change has to do with ease of transportation in WPG	12/14/2021 6:34 PM
22	Lack of city planners to plan and properly design roadways that flow like U.S interstates where service roads merge onto these roads and people and exit off of without having to go from light to light needlessly. This stop and design of our roads is only adding to more gas hold gases being put into the air because of starting, stopping and idling waiting to start up from intersections that are poorly designed with way too many lights and stop signs.	12/14/2021 6:25 PM
23	Our climate requires us to be 4 season ready, heat and cold, rain and snow, IN ANY ABUNDANCE, isn't unusual. Don't make problems that aren't there	12/14/2021 9:34 AM
24	Climate is mother nature.	12/13/2021 12:52 PM
25	It should be a priority, but traffic congestion is a bigger issue and working towards that helps this.	12/13/2021 11:26 AM
26	The climate has been changing since time begun. This is not a new issue and since we already suffer from the most extreme temperatures we should know by now how to deal with them.	12/13/2021 9:55 AM
27	Stop pollution yes, reduce fossil fuel emissions yes, ...climate is cyclical and not a function of carbon.	12/12/2021 11:53 AM
28	Global warming is natural. Who warmed up the glaicers when man was not on the earth.	12/11/2021 9:04 AM
29	No need	12/11/2021 6:34 AM
30	A small city that has a good environmental footprint should focus on other issues	12/10/2021 10:17 PM
31	It's a red herring.	12/10/2021 9:36 PM
32	Nothing stands out to me	12/10/2021 7:09 PM
33	I haven't got the impression that climate change was important. You can say it is but I haven't seen it.	12/10/2021 6:45 PM
34	Climate change is not influencing our transit system...incompetence is influencing our transit system.	12/10/2021 6:42 PM
35	We don't have enough science to say if human-caused climate change is prolonging or shortening human-time on earth.	12/10/2021 12:14 PM
36	Winter condition still need a vehicle	12/9/2021 9:10 PM
37	Climate always changes	12/9/2021 6:45 PM
38	Canada contributes approximately 2% of global GhG, and Manitoba’s contribution of 2% of Canada’s emissions .	12/9/2021 2:37 PM
39	Yes it is important but I'm not sure how	12/9/2021 1:36 PM
40	This is a bit Motherhood, but let's keep it	12/9/2021 12:41 PM

41	If it gets colder... or warmer... we still need roads. Nothing changes... the materials... the manpower... nothing.	12/9/2021 12:10 PM
42	I don't understand why climate change as opposed to either climate in general, construction methods or even how they are used wouldn't be more important.	12/8/2021 12:20 PM
43	Vehicular travel is to small a portion of the climate change problem to prioritize over other issues.	12/8/2021 9:33 AM
44	The electric buses are not designed for our temperatures	12/8/2021 9:28 AM
45	If it was, then we would all be working from home in order to cut down on emissions.	12/8/2021 9:19 AM
46	Climate changes continually. We cannot/do not control it.	12/8/2021 9:15 AM
47	Try to do our part to save earth	12/8/2021 9:14 AM
48	I expect transportation issues to be solved for as many Winnipeggers as possible in the most efficient way possible. Climate issues should be covered by tax policy, but cannot override potential solutions to our transportation concerns	12/8/2021 9:11 AM
49	Manitoba does not make enough of an environmental impact for this to be a top priority	12/8/2021 8:41 AM
50	Warming less road issues	12/8/2021 7:34 AM
51	We are not in a crisis	12/8/2021 7:14 AM
52	I wouldn't rank it #1, although it is important.	12/7/2021 11:57 AM
53	To small a contributor. Eliminating all of Canada's contribution to global warming would not do anything. Absolute zero	12/7/2021 9:12 AM
54	We've had freeze/thaw cycles forever in this city	12/7/2021 8:26 AM
55	Manitoba climate change is much to small to have any world impact, and there are far more pressing needs (actual *transportation* needs; i.e. transportation doing what it's designed to do - move people from A to B as quickly as possible).	12/6/2021 3:35 PM
56	Canada as a nation has one of the lowest emissions	12/6/2021 1:52 PM
57	I think promoting health of winnipeg residents and improving the sense of community is an issue	12/6/2021 10:51 AM
58	Most people want to be in their cars. Deal with that realty and you'll come up with something sensible.	12/5/2021 11:35 AM
59	Too unknown to plan for	12/5/2021 11:06 AM
60	Less snow and warmer winters would make the roads easier to maintain.	12/4/2021 11:55 AM
61	Because the focus is too much on non-motorized vehicle traffic and too much on public tranportation.	12/4/2021 11:41 AM
62	Political motivated agenda	12/4/2021 9:44 AM
63	Time and comfort is number one. They would not be driving now if climate change is number one	12/4/2021 7:09 AM
64	With electricification the problem will slowly disappear	12/4/2021 4:24 AM
65	Has nothing to do with transportation	12/3/2021 7:50 PM
66	Trace gasses such as CO2 have little effect on climate compered to other factors.	12/3/2021 3:27 PM
67	Current Infrastructure requires lots of backed up traffic, stopping and starting, which results in increased emissions	12/3/2021 1:57 PM
68	transportation only small part of climate change	12/3/2021 9:47 AM
69	Do not believe in climate change	12/3/2021 9:00 AM
70	The prairies have a history of wild seasons & is a winter city. Population ages biking is not feasible but accessing the sidewalk should be a priority	12/2/2021 9:41 PM

71	Because we are use to most weather conditions.	12/2/2021 6:43 PM
72	While I believe this is the biggest issue of our time, I think the carbon tax and standardizing a charging network are the most important things to work on.	12/2/2021 1:13 PM
73	Big polluters are in China. That is where the concern needs to be.	12/2/2021 12:32 PM
74	one issue at a time, how about the child poverty or reconciliation, stop jumping all over the different issues and focus on a couple and quit deflecting issues, all show and no go!	12/2/2021 10:20 AM
75	Safety should be number one first of all. Secondly you spend a to me on figuring out of portage and main should be open or closed which was a waste of money. Maybe get someone with expertise in the area then tell us the results and the options to the results. That would take care of financial and traffic congestion. Climate change does not belong to this. But car and bikes being on the same road built big enough for two cars and then narrow everything down to shove a bike lane says accidents waiting to happen. We have a very long winter with carved up roads it’s brutal just for cats to travel. You created your own hazardous roadways for the sake of dating you did something to help.	12/2/2021 10:13 AM
76	No change in my lifetime	12/2/2021 9:38 AM
77	Globally this is top concern, but in terms of Winnipeg's transportation network this is not a top concern.	12/2/2021 9:28 AM
78	Active Transportation targets and the goal to reduce single passenger in vehicle to 50% will never be met	12/2/2021 2:09 AM
79	Because there isn't enough flexibility to address a huge pitfall due to a loss of available fuel and actual incremental parking space allotments	12/1/2021 11:51 PM
80	Several ice ages were not human caused	12/1/2021 7:07 PM
81	We are a small fish	12/1/2021 2:48 PM
82	Freezing rain in winter necessitates more protected bike lanes	11/30/2021 4:28 PM
83	Climate change is a cash grab	11/30/2021 3:49 PM
84	While climate change is certain, there is insufficient evidence that it should be a priority for Wpg transportation.	11/29/2021 4:51 PM
85	I agree, but this issue has multiple facets that need individual attention: An infrastructure network that support vehicles powered by various combustion, and non -combustion power plants, and the impact of the construction materials, specifically, concrete and asphalt.	11/29/2021 12:35 AM
86	Roads	11/28/2021 7:59 PM
87	Winnipeg has lots of trees. Bike routes. Fresh air and this should not be a top priority compared to other cities.	11/28/2021 4:20 PM
88	Not a significant factor for Winnipeg's transportation network	11/28/2021 1:22 PM
89	Hot or Cold the job will need to be done.	11/28/2021 10:47 AM
90	Because if we build better active transportation and decrease traffic congestion, the green side will happen as a by product.	11/28/2021 10:23 AM
91	I don't think it's very important	11/27/2021 4:49 PM
92	Climate change is insignificant and a waste of resources- hysteria	11/27/2021 1:46 PM
93	The present climate poses many challenges to mobility in Winnipeg...these should be addressed before attempting to predict what will be needed due to climate changes	11/27/2021 1:04 PM
94	Winnipeg's climate has always been challenging , so making improvements in mobility given present challenges posed by climate should be number one, while improvements addressing predictable climate changes could be gradually phased in.	11/27/2021 12:45 PM
95	Pollution reduction would be a better topic	11/27/2021 9:08 AM
96	climate has changed and will continue to change- humans cannot control climate. Climate is not a municipal responsibility, it belongs to the federal purview.	11/27/2021 12:43 AM

97	No stopping it at this point	11/26/2021 8:33 PM
98	Climate change is socialism	11/26/2021 8:21 PM
99	Traffic Congestion and Safety should go before Climate Change.	11/26/2021 2:50 PM
100	Far and away top concern that dwarfs any others.	11/26/2021 1:49 PM
101	Accessibility, perhaps a tangent of safety, is critical. E,g. disabled, elderly. The context of 'growth' is fraught. 'Change' is better...growth cannot go on, is not equal to improvement. Different measures of progress are needed related to equity, access. Also, need to highlight safe, accessible alternate transportation, e.g., cycling.	11/26/2021 10:04 AM
102	Because these four dimensions do not include and address human needs.	11/26/2021 2:59 AM
103	Not a factor at all - doesn't affect traffic -condition of roads far more important	11/25/2021 11:00 PM
104	Not concerned about climate change	11/25/2021 9:11 PM
105	Yes & no perhaps? Climate change is not so rapid that would need considered much for a 30 yr plan would it? A degree or two is not something to prepare for, is it? What change we do feel now is affect from sun exposure. Also need consider heat exposure & in winter the extreme cold here. Would need respite from sun along these new pathways. Long walks/rides in full sun is not healthy or safe anymore. Somewhere to refill water bottles perhaps or buy beverages from vendors or machines maybe??	11/25/2021 8:34 PM
106	There are more critical issues affecting transportation	11/25/2021 8:34 PM
107	Currently where where people are economically it does not make sense yet	11/25/2021 7:58 PM
108	Because the current issues need to be addressed first	11/25/2021 7:38 PM
109	Increasing snow levels could cause transpiration issues	11/25/2021 7:35 PM
110	Buses are actually better for the environment, one vehicle instead of dozens is far less pollution	11/25/2021 7:23 PM
111	*** REDACTED ***	11/25/2021 7:15 PM
112	No impact	11/25/2021 5:11 PM
113	Its to cold here	11/25/2021 1:46 PM
114	climate change is propaganda	11/25/2021 10:37 AM
115	It should be taken in consideration but it is expensive and not everyone can afford it	11/25/2021 9:35 AM
116	It’s important but not at the top of the list	11/25/2021 9:28 AM
117	Extreme weather wreaking havoc on our standards	11/25/2021 9:18 AM
118	traffic congestion should be first	11/25/2021 6:53 AM
119	Crime is the main issue in Winnipeg. More people would walk and take Transit if it was safer to do so. When crime is reduced than the environment will benefit by more people enjoying the fresh air and not locked their personal vehicle.	11/25/2021 12:44 AM
120	I suppose - as a long term concern.	11/24/2021 8:43 PM
121	No initiative to buy an electric car in Manitoba	11/24/2021 7:33 PM
122	dont think its relevant as a top issue	11/24/2021 7:28 PM
123	Climate change is globalist propaganda in order to further the great reset agenda	11/24/2021 7:17 PM
124	We cannot effect Climate change, it is coming. We need a plan to mitigate the effects and be ready for it.	11/24/2021 7:12 PM
125	We are seriously behind in planning for and adapting to climate change. We should be investing in more cycling and pedestrian bridges, as well as increasing rooftop greenspace, and community gardens. Public transit should also adopt a fare-free model in order to increase ridership and reduce road maintenance costs (less cars) and carbon emissions (and electric	11/24/2021 2:58 PM

	buses, please). the fare-free transit system should be funded by the province and city, property taxes. We should also focus on increasing care and respect for our transit opperators.	
126	Will have minimal effect on traffic patterns within The City of Winnipeg	11/24/2021 9:23 AM
127	Winnipeg is immatieral	11/24/2021 9:22 AM
128	By introducing a safe and reliable light rail infrastructure, people would be more inclinded to use alternatives to single car transportation and reduce emissions in the end.	11/24/2021 8:36 AM
129	It is part of earth's natural cycle	11/24/2021 7:53 AM
130	shifting people into polled transportation or walking, biking is not the answer for a winter city. Sales people need to get to their jobs and keep appointments with customers. The intensive and daily movement of people if required by certain professions, people needing to go to several medical appointments, immediate medical events, people shopping for their weekly groceries etc simply cannot use public transportation or bikes to haul their kids to daycare.	11/23/2021 11:37 PM
131	industry is highlighting these issues and implementing changes. the city should work on present issues	11/23/2021 9:00 PM
132	Climate change is natural and heavily impacted by watch heating cycles not humans. Bad actors like we charity and Greta thunberg have ruined the true meaning behind of climate change.	11/23/2021 6:25 PM
133	Change current road repair materials which reflect our climate in Winnipeg	11/23/2021 6:22 PM
134	aging population, prioritize transit plus improvements and accessibility issues	11/23/2021 6:21 PM
135	The federal programs for this are sufficient	11/23/2021 6:19 PM
136	There is no easy solution.	11/23/2021 2:53 PM
137	Sprawling city making the system unable to serve all areas of the city in a profitable and efficient manner	11/23/2021 12:23 PM
138	Repetitive turn of nature	11/23/2021 9:14 AM
139	The first priority should be to reduce air pollution for Winnipeg citizens; that is not the same thing as a focus on climate change, for which Winnipeg plays an insignificant part globally.	11/23/2021 8:23 AM
140	Winnipeg is not a major polluter.	11/23/2021 12:23 AM
141	its over hyped and we do not get the real statistics	11/22/2021 9:52 PM
142	Should be #4	11/22/2021 8:51 PM
143	You will need to more clearly need to define what this means; adaptation, greenhouse gas reduction, etc.	11/22/2021 8:07 PM
144	Climate change is of little effect by Winnipeg road users	11/22/2021 7:56 PM
145	Because this country as a whole has a negative carbon footprint due to our extensive forests and low population density per square mile, especially in Manitoba and Winnipeg.	11/22/2021 7:37 PM
146	I am not concerned about climate change	11/22/2021 7:34 PM
147	Non-commercial vehicles produce miniscule amounts of GHG compared to 20 yrs ago. Yes volume has increased but there's been no focus on commercial vehicles, which are a huge portion of daily traffic during rush hours. Impact on traffic flow and GHG production.	11/22/2021 6:31 PM
148	I believe that the current technologies IE clean diesel address the concern of climate change in a way that doesn't drastically impact users and is sustainable for the long run. Projects such as Electrification of a transit fleet require large investments in infrastructure for minimal returns on investment.	11/22/2021 5:11 PM
149	Not an issue Civic Government should be concerned with	11/22/2021 4:23 PM
150	It is too late for any effort to reverse Climate Change	11/22/2021 3:47 PM
151	Federal policy should not have a bearing on local transportation policy	11/22/2021 3:45 PM
152	The city needs to use its current resources in an efficient manner.	11/22/2021 3:00 PM

153	The plan should consider actual overall climate and not just climate change.	11/22/2021 2:49 PM
154	Mostly because I am ignorant of the issue at the local level but, that being said, I don't know what Winnipeg can do, as a city, to mitigate some of its climate impact. As a medium sized city on the national level (to say nothing of the global level) Winnipeg is isolated and I doubt it has much impact at all on climate overall.	11/22/2021 2:05 PM
155	It is a concern, but not a top one for Winnipeg - I believe it is a top concern though	11/22/2021 1:09 PM
156	Bigger issues to deal with first	11/22/2021 12:19 PM
157	If traffic congestion is dealt with appropriately through better planning, (ring road completion for example) transit improvements and, to a lesser degree, AT, then climate change issues will be less of a concern. Making climate change a pillar towards transportation planning might send us in a direction where the world's response to climate change might not support our transportation choices. For example, forcing AT to the detriment of transit or EVs would see an inventory of AT that is simply not being utilized to great effect given its cost and impact towards other modes of travel. This morning I was waiting for a family patient at HSC on McDermot adjacent to the cycle lane for half an hour and during that time there were ZERO cyclists. Additionally, on resuming my travel to downtown, there were ZERO cyclists from HSC to the downtown area. We need to keep in mind that Winnipeg is in a cold weather climate and as such, from November to March, there is little appetite for winter cycling other than for die hard cyclists. I would rather spend on improving transit routes and safety before supporting winter cycling routes.	11/22/2021 12:11 PM
158	Canada has a goal of being net zero by 2050	11/22/2021 11:22 AM
159	Immaterial to global amounts	11/22/2021 11:09 AM
160	I don't believe climate change will have such an influential impact on the needs to implement and maintain transportation infrastructure as to put it in the top 4.	11/22/2021 11:05 AM
161	We must reduce our car dependency and start focusing on public transit and alternative modes of transportation	11/22/2021 10:31 AM
162	Not a concern	11/22/2021 9:12 AM
163	Not the problem	11/22/2021 9:06 AM
164	This is a result of all of the efforts put forward in creating a more robust transit system. Not a primary priority	11/22/2021 8:59 AM
165	Not a concern	11/22/2021 8:02 AM
166	Climate Change is gradual while decaying roads are not.	11/22/2021 12:50 AM
167	It’s not important.	11/21/2021 11:06 PM
168	***REDACTED*** Utter nonsense. Manitoba is a carbon sink, so we aren’t a problem, China India etc are.	11/21/2021 9:22 PM
169	City already has tons of expenses added by Carbon tax, it should concentrate on solving problems related to infrastructure first.	11/21/2021 8:54 PM
170	If we were fuel efficient we would have a real rapid transit	11/21/2021 9:59 AM
171	Decreasing traffic congestion will result in better climate change management. One is the result of the other.	11/21/2021 9:01 AM
172	Climate will change regardless of what we do!!!!	11/21/2021 8:38 AM
173	Not really a transportation issue	11/20/2021 8:54 PM
174	More concerned about actual transportation issues	11/20/2021 8:49 PM
175	Climate is a issue but not a top 4 regarding transport quality of road is a bigger issue	11/20/2021 7:46 PM
176	Don’t think it’s an influencing factor	11/20/2021 5:40 PM
177	too broad a concept for the crux of our transportation issues!	11/20/2021 4:10 PM
178	Factors not manageable by city in any meaningful way.	11/20/2021 3:56 PM

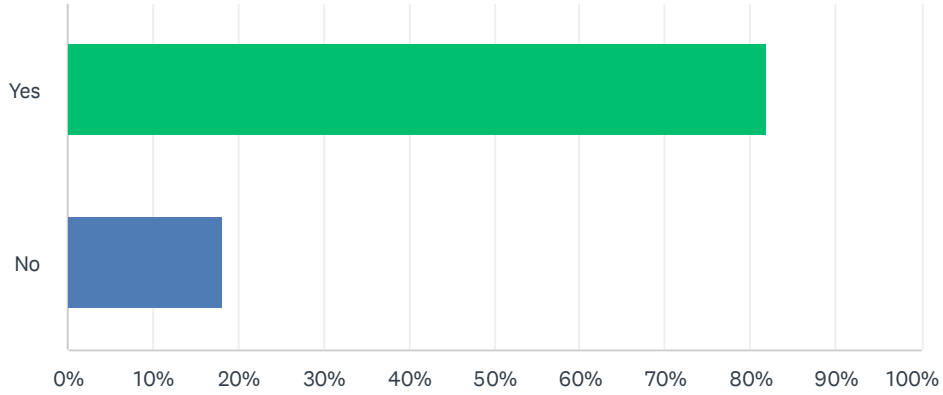
179	We are the coldest city in North America	11/20/2021 11:39 AM
180	This is an SJW issue.	11/20/2021 11:14 AM
181	Not a big concern. More of an SJW issue.	11/20/2021 11:03 AM
182	The city policies of open streets are not helpful to reduce emissions, when you are forcing vehicles to drive longer distances.	11/20/2021 10:22 AM
183	Traffic congestion is not that important if people have better, more sustainable options for transportation. If people can take the bus and be at work in 20 minutes because we have a robust public transportation system then I think it's a good incentive if it takes longer for people to drive to work. We need to incentivize greener choices.	11/20/2021 9:15 AM
184	not going to have EV's in next 15 years.	11/20/2021 8:54 AM
185	Climate change is a sexy topic, and is used to attract political support. However, it is not a top concern of Winnipeg's transportation strategy, and it should be replaced by the issue Transportation Efficiency. If congestion and efficiency are improved, then the climate change issue will benefit. As such, climate change is a "receiver" rather than a "driver" of Winnipeg's strategy. After all, the objective of transportation is the movement of people and goods, not the mitigation of human influence on climate.	11/20/2021 8:39 AM
186	I don't know - I'm not an engineer	11/20/2021 8:11 AM
187	Not that it isn't happening its a larger government issue	11/20/2021 7:11 AM
188	EVs will become the norm within the time frame specified so I would concentrate on other issues	11/19/2021 10:56 PM
189	Convenience is priority	11/19/2021 9:13 PM
190	The approach of making travel in the city more inconvenient for motorized vehicles does nothing to address climate change. In fact it creates far greater problems as increasing congestion adds to the environmental impact of driving rather than lieta it. We don't have the climate, the population density, the economy, or any other systems that will change by imposing these traffic concepts.	11/19/2021 5:23 PM
191	I believe that economic prosperity trumps climate change when push comes to shove	11/19/2021 3:42 PM
192	Not sure what climate change has to do with roads	11/19/2021 2:41 PM
193	Not a major issue in my mind	11/19/2021 2:36 PM
194	Accessible transportation for all is more important, especially for low income winnipeggers. Tax money should be spent subsidizing this as a priority and the local economy will directly benefit	11/19/2021 1:45 PM
195	Unless this plan is to introduce better efficient public transportation or park and ride facilities or incentives to go electric you will not have an impact on climate. You can do more by simply painting the tops of buildings white and finding less harmful fuels for airplanes. the impact of vehicles on the road is not enough to change climate at this point.	11/19/2021 1:25 PM
196	Roads have always been crap not due to weather change	11/19/2021 11:32 AM
197	Roads have always been crap not due to weather change	11/19/2021 11:31 AM
198	no only in that this needs to be a coordinated provincial/federal response. other issues of more immediate concern locally.	11/19/2021 10:10 AM
199	Our city forefathers/planners have created an infrastructure that is not conducive to any sort of expeditious traffic movement. Meaning perimeter highways with traffic control lights causing excess idling, and slowing traffic movement instead of building traffic circles or bridges.	11/19/2021 8:55 AM
200	Climate change wouldn't be a major factor but will play a role.	11/18/2021 11:26 PM
201	How we live affects our children's future and the future of the global south	11/18/2021 8:58 PM
202	There are many other issues equally or more important.	11/18/2021 8:50 PM
203	I agree that climate change is a significant issue, however I think the average individual in Winnipeg does not make daily commuting decisions based on any given trips contribution to	11/18/2021 8:37 PM

	climate change. I think affordability and convenience are the main drivers for the average Winnipeg resident. I think promoting affordability and convenience of transit and cycling compared to personal vehicle use should be a key issues, each of these having a byproduct of reducing carbon emissions.	
204	you will make the users pay more than their fair share	11/18/2021 5:42 PM
205	Fake news	11/18/2021 5:37 PM
206	It is not an issue	11/18/2021 5:22 PM
207	Traffic congestion and safety far outweighs this issue right now	11/18/2021 5:11 PM
208	not top	11/18/2021 4:17 PM
209	Net zero is going to require massive change by 2050	11/18/2021 4:15 PM
210	Big polluters are in China. That is where the concern needs to be.	11/18/2021 4:07 PM
211	If this refers to adapting infrastructure to be more resilient and sustainable in the face of increased freeze thaw cycles and other inclement weather impacts, then I agree with it. If it means changing road users' transportation methods in some attempt to reduce carbon emissions, I do not; Winnipeg's emissions are completely irrelevant on a global scale. A reduction in Winnipeggers' carbon emissions has no objectively measurable impact on local or global quality of life, or reduction in risk of severe negative climatic events here and is ultimately irrelevant.	11/18/2021 3:42 PM
212	Nothing the CoW could do would change climate a wit	11/18/2021 3:33 PM
213	We are too cheap to consider this.	11/18/2021 2:49 PM
214	Winnipeg has larger issues to deal with with the environment in regards to waste water than transportation.	11/18/2021 1:12 PM
215	Existing road conditions are more important than this	11/18/2021 12:51 PM
216	Because it's political and the science is inconclusive and dependent on convoluted projection software.	11/18/2021 11:46 AM
217	I don't see how this affects transportation	11/18/2021 11:37 AM
218	The city removed tram carts from our streets. Climat change? Realy?	11/18/2021 11:19 AM
219	don't know enough about how climate change would impact transportation in the city	11/18/2021 11:02 AM
220	No rules about fuel stations providing green options. All should have hydrogen and electric options for green vehicles.	11/18/2021 10:42 AM
221	Just not a concern of mine	11/18/2021 10:30 AM
222	Bad roads, sidewalks, and back lanes are the most important	11/18/2021 10:05 AM
223	Canada is less than 1% of global emissions. Until China, India and other large emitters take major action, our efforts are symbolic at best	11/18/2021 9:52 AM
224	There is NOTHING Winnipeg can do regarding climate change. If climate change was really the issue - then you would encourage Electric Car use - not expansion of buses.	11/18/2021 9:26 AM
225	Don’t agree this is a key issue at all	11/17/2021 11:12 PM
226	Because if they had thought progressively into what would move the most people the most efficient way 30 years ago, the cities transportation division wouldn't need to be making these choices in 2021. This is a 1990 problem	11/17/2021 6:41 PM
227	It isn’t a top priority when it comes to transportation issues	11/17/2021 6:13 PM
228	Winnipeg makes zero difference in global climate change.	11/17/2021 5:28 PM
229	our transportation network doesn't have an adverse effect on climate change. this obsession of changing people's modes to non-car is pointless. we live in a prairie winter city. those who want to bike do. those who want to ride the bus do.	11/17/2021 4:51 PM
230	The changing climate should have a positive effect on our roads.	11/17/2021 4:39 PM

231	Important, but the traffic congestion wastes so much fuel and add to green house gas emissions. It is a problem for senior levels of Government to work on. We already complain we don't have the resources.	11/17/2021 2:51 PM
232	maybe it ought to be, but in reality the connection between transportation choice and climate change is not top of mind for most people. they want to move around the city efficiently and safely.	11/17/2021 2:50 PM

Q2 Traffic congestion

Answered: 1,511 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	81.87%	1,237
No	18.13%	274
TOTAL		1,511

#	IF NO, WHY NOT?	DATE
1	the city is divided because of the rivers. the city should be doing things to make traffic move more efficently and when that happens you will reduce GHG's. When you remove taffic lanes you reduce the efficiency of moving traffic thereby creating more GHG's. A problem caused by the city of winnipeg.	12/17/2021 8:16 PM
2	Facilitating the transfer to electric vehicles seem more important.	12/17/2021 6:31 PM
3	This question implies equal weighting for the 4 priorities. They are not equal. This should be a much lower priority.	12/17/2021 5:25 PM
4	It is impossible to solve traffic congestion. We should try to move people efficiently, but that means without cars.	12/17/2021 5:08 PM
5	I think this is a lesser concern and should be treated as a low priority.	12/17/2021 4:35 PM
6	There is no solution to private motor-vehicle congestion.	12/17/2021 3:01 PM
7	Fund transit and active transportation and you reduce congestion	12/17/2021 2:02 PM
8	As long as we agree the goal is fewer cars in the city.	12/17/2021 12:51 PM
9	Traffic will decrease as COVID and Climate Change continue	12/17/2021 12:36 PM
10	Congestion is caused by toonmany cars. Please stop inducing more cars on our roads.	12/17/2021 9:19 AM
11	I say no because "solving" the traffic congestion problems may mean that fewer people choose the enhanced public transportation system that will support other climate change initiatives.	12/17/2021 8:27 AM
12	Aside from Kenaston, congestion is fairly minor (in areas where a realistic solution exists).	12/16/2021 9:51 PM
13	I worry that reducing traffic congestion will make personal vehicle travel too comfortable of a transportation option	12/16/2021 9:28 PM

14	For the most part, making changes based on vehicle congestion diminishes the focus on the more important issues.	12/16/2021 8:26 PM
15	Bikes actually create congestion	12/16/2021 8:04 PM
16	The bike lanes and larger curbs have added to traffic congestion. Plus, there are better ways to handle traffic congestion, like having stations where people from suburbs could leave their cars (maybe for a fee) and have rapid transit in the city. We also need overheads, as buses just add to congestion and accident risk for vehicles in the way of buses. Ah! Steve Juba! Stymied by the car dealerships, road construction companies, etc. Maybe finally we can catch up to the overhead technologies of other cities like Calgary, Vancouver, etc., who surpassed us.	12/16/2021 6:41 PM
17	With the new developments - infrastructure never designed to handle current and future traffic volumes	12/16/2021 3:54 PM
18	Building more roads, improving flow of traffic and other traffic accommodating measures simply leads to more cars on the road	12/16/2021 3:01 PM
19	Traffic will always be conjested due to induced demand. Spending money on it will always be a waste.	12/16/2021 2:53 PM
20	I specifically only care about the efficient means of travel for transit, bikes, and pedestrians	12/15/2021 5:49 PM
21	Congestion is one great reason for folks to leave their car behind and use transit or active transportation. No more new or widened roads, please.	12/15/2021 5:05 PM
22	There is so much research out there that explains that you can't build your way out of traffic congestion. If you build more lanes, you get more cars. ***REDACTED*** The investment needs to be made in more efficient and cost effective transportation options	12/15/2021 11:47 AM
23	We should find ways to reduce the need for people to travel by personal vehicles.	12/15/2021 9:36 AM
24	Although this is important, I don't think the four priorities include the access through public transportation. Hopefully there is room for further thoughts later on in the survey.	12/15/2021 7:51 AM
25	If you impement methods to improve safety, climate change, and economics, trafic congestion will be dealt with indirectly through these measures so it does not a top concern. The environment should be our first priority	12/14/2021 10:25 PM
26	management of traffic is poor	12/14/2021 9:36 PM
27	Traffic congestion is only an issue because all other transportation options in the city currently suck. If not driving was an appealing option, we would not have conjstion issues. The conjestion is also not *that* bad, really.	12/14/2021 12:36 PM
28	Yes, but with the caveat that we cannot build more vehicular infrastructure to reduce vehicular traffic congestion. We need to flip the priority from personal vehicles first for all trips to last.	12/13/2021 3:52 PM
29	Stop signs and traffic lights every. Pretty sad	12/13/2021 12:52 PM
30	This is still important, but seems to be too high on the list as it clearly refers to prioritizing personal automobile use over other uses on the transportation network.	12/12/2021 10:56 AM
31	Congestion is a concern, but not a top concern. I think lack of different transportation options for everyone is a more important concern because the city is too car-dependent, we need more options for people who can't drive. That will make transportation more inclusive. It's true that it would reduce traffic congestion by encouraging more use of transit and AT, but congestion itself is not the primary motivation for that policy.	12/11/2021 9:46 PM
32	Congestion should be number 4 after safety (2) and cost (3)	12/10/2021 1:44 PM
33	I live close to downtown and don't experience much traffic.	12/10/2021 11:42 AM
34	I'm rarely stuck in traffic. I don't view this as a problem in Winnipeg especially when I compare with other cities I've lived in or visited.	12/10/2021 8:56 AM
35	Should be number 3	12/9/2021 6:47 PM
36	We need to focus on switching to sustainable modes, not just addressing congestion	12/9/2021 1:01 PM

37	We have a very overbuilt system for personal vehicles and the only minimal congestion that happens is b/c of too many SOVs	12/9/2021 12:44 PM
38	Don't make it easier to drive; just do that in the obvious overloaded channels.	12/9/2021 12:41 PM
39	we need to reduce traffic.	12/8/2021 5:40 PM
40	Winnipeg traffic congestion is not great compared to other large cities. With carbon, motor vehicles should become part of the past.	12/8/2021 4:25 PM
41	We need to be encouraging more people to use methods of transportation other than driving, and part of that involves making driving undesirable.	12/8/2021 3:44 PM
42	The cost of fuel will knock out people’s ability to drive.	12/8/2021 2:39 PM
43	Never found congestion to be a problem in wpg.	12/8/2021 2:13 PM
44	Yes, but with the caveat that we cannot build more vehicular infrastructure to reduce vehicular traffic congestion. We need to flip the priority from personal vehicles first for all trips to last.	12/8/2021 12:43 PM
45	Seems like this assumes personal automobile traffic is congested. Need to communicate it's about transportation efficiency (at that requires high quality options such as true RT and better cycling infrastructure).	12/8/2021 9:43 AM
46	too late, city layout is poor	12/8/2021 9:32 AM
47	I know it's present but it is nowhere as bad as other cities. Also i don't think it is as important as the other three.	12/8/2021 9:31 AM
48	First priority should be to encourage alternative methods of transportation such as public and biking.	12/8/2021 9:19 AM
49	Necessary for mode shift.	12/8/2021 9:12 AM
50	I don't worry about private cars so much but rather focus on an efficient traffic-free public system.	12/7/2021 11:10 PM
51	Just once do a traffic count for bikes on paths meant for active transport. Nobody is ever on them	12/7/2021 9:12 AM
52	These categories are limited	12/6/2021 4:45 PM
53	This effects everyone equally, and will have the most impact.	12/6/2021 1:52 PM
54	Climate crisis supercedes cars' desire to travel efficiently. I do support reducing congestion by reducing cars	12/6/2021 1:50 PM
55	Congestion will naturally be alleviated when commuters move to alternate transit forms because of better planning	12/6/2021 11:35 AM
56	Will naturally be alleviated by focusing on increasing waking, biking, and transit use	12/6/2021 11:28 AM
57	That’s what you get when you encourage more cars, suburbs	12/6/2021 7:30 AM
58	Because we need to encourage active transport and part of the equation is to make driving a much less desirable option. We've overinvested in the futile drive to reduce traffic congestion for automobiles at the expense of the rest of our transportation infrastructure. If that means more traffic congestion so that the more sustainable options actually get sufficient funding then I'm all aboard.	12/5/2021 10:42 PM
59	we made vehicle to easy so we need to congest traffic up more	12/5/2021 8:00 PM
60	Traffic congestion is caused by private motor vehicles being prioritized at the expense of all other modes. Stop trying to reduce it by widening roads and implementing discredited methods like Michigan Left.	12/5/2021 5:29 PM
61	Winnipeg does not experience significant traffic congestion.	12/5/2021 2:09 PM
62	Lack of rapid and convenient transit leads to people having to use personal vehicles which leads to congestion. If transit is fast, efficient and convenient, traffic will decline.	12/5/2021 1:27 PM
63	"Solving" congestion by increasing capacity is at odds with the 3 other goals, not to mention	12/5/2021 10:22 AM

	the complete ignorance of induced demand, which has been fully demonstrated and is widely accepted. This goal should be to reduce vehicle kilometers traveled, not to reduce congestion.	
64	This focus on cars not people, people use include a city for seniors in all seasons important	12/5/2021 4:39 AM
65	Compared to most cities we do not suffer from congestion. Studies have shown that the more you widen roadways and/or add more, you just end up encouraging a greater use of cars/trucks.	12/4/2021 2:18 PM
66	Keep roads open for vehicles	12/4/2021 11:11 AM
67	Political motivated agenda	12/4/2021 9:44 AM
68	Because this sounds good in principle but is usually used as an excuse to add more vehicle lane capacity.	12/3/2021 10:54 PM
69	Traffic congestion is because of the past and present planning of roads	12/3/2021 7:50 PM
70	Winnipeg has very limited traffic congestion, normally associated with unusual events such as accidents or stalled vehicles. The mandate should be to reduce overall single occupant automobile use.	12/3/2021 2:28 PM
71	Roadways have not seen significant improvements or changes in many years. For example, Traffic congestion is the same as it was 50 years ago on route 90.	12/3/2021 1:57 PM
72	Healthy living is more important. Bus use promotes a more walkable city	12/3/2021 1:06 PM
73	The basic layout of the City is complicated with rivers and amalgamation which is the cause of a confused traffic route. More one way parallel traffic routes would have smoother flow.	12/2/2021 9:41 PM
74	you are making more congestion by closing lanes and making bigger bike paths	12/2/2021 2:14 PM
75	We may need to fully understand how traffic volumes will change with flexible work from home changes in place and planned for the future	12/2/2021 1:14 PM
76	After living in larger cities the congestion here is over rated	12/2/2021 1:01 PM
77	I cycle. There is no congestion.	12/2/2021 12:21 PM
78	Prioritizing free-flowing vehicles is usually at odds with the other identified priorities	12/2/2021 10:19 AM
79	Congestion is good in most instances. If we don't have congestion we aren't maximizing the value of our infrastructure.	12/2/2021 9:35 AM
80	Fix light timeing	12/2/2021 6:14 AM
81	Many roadways need to have extra lanes added	12/1/2021 8:58 PM
82	Not congestion lousy road planning for years/bike paths a joke	12/1/2021 7:07 PM
83	There is peak demand. Transportation demand management strategies are not deployed in Winnipeg.	12/1/2021 6:35 PM
84	Congestion for motor vehicle drivers is not a real issue (the roads are all dedicated to them already), but congestion for buses and bikes caused by excessive motor vehicles is.	12/1/2021 6:20 PM
85	I am less worried about congestion itself than about the lack of viable options to get cars off the road.	12/1/2021 11:34 AM
86	We should be looking at reducing the number of cars on the road to reduce our GHG rather than building more & bigger roads for cars.	11/30/2021 8:19 PM
87	I think "safety" should be number two and traffic congestion #4. It may be semantics, but the optics of putting drivers and finances above human safety doesn't look great.	11/30/2021 6:59 PM
88	we need to make it easier, quicker and more affordable to take public transit so people are encouraged to leave their cars at home. If we improve traffic flow, people will stay in their cars. we can improve traffic flow for public transportation with priority lanes and lights and other methods.	11/30/2021 1:25 PM
89	I feel we shouldn't be making it easier to have more cars on the road, rather improve infrastructure and access to alternative modes of sustainable transport.	11/30/2021 10:43 AM

90	Increased congestion will push drivers to other transport modes, which we need.	11/29/2021 3:58 PM
91	need less cars on the road for climate change	11/29/2021 1:56 PM
92	We need to build transportation capacity (busing, biking and walking) and not road capacity to encourage people to use less congestion causing modes of transportation.	11/29/2021 1:20 PM
93	You have two choices: Embrace induced demand or provide good alternatives to single occupancy motor vehicles. Former has been a morally, politically and environmentally bankrupt choice for decades.	11/29/2021 1:10 PM
94	If roads become too busy, this should incentivize people not to drive, especially if alternatives are made available. Thus, congestion should actually be encouraged to make Winnipeg better resemble cities like those of Japan, Hong Kong and the Netherlands	11/29/2021 9:48 AM
95	I think climate change, safety--I'd broaden out to say "health" more generally--and the city's finances are clearly more important than traffic congestion, which is a result of the poor consideration of the three other factors, not a significant factor on its own.	11/29/2021 9:48 AM
96	We need to focus on stopping urban sprawl and getting people out of their cars.	11/29/2021 9:08 AM
97	It should be alleviated through alternative methods.	11/29/2021 9:00 AM
98	If you mean improving flow to address urban sprawl and poor city planning	11/29/2021 8:50 AM
99	Winnipeg has very limited traffic congestion, normally associated with unusual events such as accidents or stalled vehicles. The mandate should be to reduce overall single occupant automobile use.	11/28/2021 2:39 PM
100	Focus on discouraging cars not enabling.	11/28/2021 11:38 AM
101	most of the congestion is short lived. Commuting times are reasonable when compared to other cities	11/28/2021 11:28 AM
102	This is an issue, but equity is more important to me. Congestion is only a concern for those who drive personal vehicles. Some congestion may help to lead people toward active and public transport options. If it's too easy/convenient/enjoyable to drive, making the shift away from private vehicles will be even harder	11/28/2021 11:20 AM
103	Reducing congestion is a way of enabling people to continue driving to places instead of seeking other modes (bus, bike, walk)	11/28/2021 9:09 AM
104	This is merely a symptom of larger problems like development patterns and car-centric development.	11/28/2021 4:31 AM
105	Traffic will expand to cover all available roadways.	11/27/2021 9:49 PM
106	More transit and better active transportation infrastructure automatically reduces traffic	11/27/2021 6:10 PM
107	Time to move away from a car culture. Make more accessible safe and connected active transportation.	11/27/2021 5:16 PM
108	Most intolerable congestion is caused by road construction or by weather events, not controllable.	11/27/2021 1:04 PM
109	Most intolerable congestion is caused by road construction or by weather events, not controllable.	11/27/2021 12:45 PM
110	By adapting the city's infrastructure to better cyclists, much of the congestion will clear up by reducing the volume of motor vehicle users at any one time.	11/27/2021 12:09 PM
111	Don’t believe we should be focusing/prioritizing car traffic moving forward	11/27/2021 12:08 PM
112	Might take some level of congestion to get people to look at alternatives to private cars	11/26/2021 6:18 PM
113	traffic isnt too bad as is	11/26/2021 3:44 PM
114	I worry that including traffic congestion as a key priority will lead to greater investment in personal vehicle infrastructure, rather than reducing the number of cars on the road.	11/26/2021 2:34 PM
115	there's car congestion due to total lack of transport and land use planning	11/26/2021 2:27 PM

116	It should be framed more positively. I think focusing more on usability or inspiring non-car usage.	11/26/2021 2:19 PM
117	To be clear: traffic congestion is created by car dependence and car-focused infrastructure, and will be alleviated only by a shift to effective public transit. Building more and bigger highways does not solve congestion.	11/26/2021 1:49 PM
118	Get people out of cars! Better active and mass transportation!	11/26/2021 11:36 AM
119	But yes, provided addressing traffic change is NOT done through more roads, more lanes, and expansion.	11/26/2021 10:04 AM
120	Because this addresses cars...not the people behind the wheels.	11/26/2021 2:59 AM
121	However it does not affect me generally.	11/25/2021 8:52 PM
122	Nothing has been touch on how construction time can be reduced terrible	11/25/2021 7:58 PM
123	Being in traffic is frustrating and has an environmental impact	11/25/2021 7:35 PM
124	I think safety should be number 2.	11/25/2021 7:16 PM
125	Dont go downtown ***REDACTED***	11/25/2021 7:15 PM
126	L'accessibilité et les transports actifs sont plus importants	11/25/2021 6:55 PM
127	Buses suck	11/25/2021 1:46 PM
128	Cities should not be designed around convenience for car traffic, rather it should promote bicycling and public transport and create deterrents to car travel.	11/25/2021 12:34 PM
129	No, because I fear addressing traffic congestion implies making it easier to move cars around faster (and further), rather than planning the city to reduce the need to car trips and making the car the least preferable option for many of those trips (esp. within new developlments, that were all supposed to be mixed use and walkable, but that have winding crescents and bike trails to nowhere and shopping hubs that must be driven to are are so sprawling and unpleasant to walk -- on a nice summer day with cooking hot pavement and no sidewalks -- that no one would choose to go there unless by car).	11/25/2021 11:38 AM
130	Drivers need to be taught better "driver" methods	11/25/2021 11:37 AM
131	Congestion is created by too many traffic control devices.	11/25/2021 10:37 AM
132	traffic congestion can be alleviated (work from home, take mass transit), at worst it is inconvenient not fatal.	11/25/2021 10:04 AM
133	There are key parts of the city that always experience congestion and based on our population there's no reason for it	11/25/2021 9:18 AM
134	traffic congestion can be alleviated (work from home, take mass transit), at worst it is inconvenient not fatal.	11/25/2021 9:07 AM
135	Protecting Public right of ways for more than just concrete and vehicles. Planners rarely give any thought to much else.	11/25/2021 8:20 AM
136	Yes but only in the sense that traffic is congested due to the lack of viable alternatives to driving.	11/25/2021 8:12 AM
137	A good start. The main focus should be completing the inner ring road. Plessis to Bishop. Bishop to Moray. Moray to Centreport. Center port to Chief Peguis and Chief Peguis to Plessis. Okay	11/25/2021 12:44 AM
138	Although, one can argue that there might be traffic congestion. This is limited to specific road and can be fixed by tackling the other problems.	11/24/2021 11:57 PM
139	Traffic congestion is not that bad. A far more important issue is accessibility. Why are drivers' needs catered to when that mode of transportation is the most costly both to build and maintain infrastructure for, and with its negative impacts on the health of humans and the environment?	11/24/2021 11:15 PM
140	I ride a bike.	11/24/2021 10:04 PM

141	I don't see traffic congestion to be a major issue. Why? As it is painful to sit and wait in car traffic, it does provide a benefit. If done properly, with viable alternative transport methods to replace it along with the reduction of car lanes, it has the chance to reduce car volumes through people seeking other forms of transport to increase travel times.	11/24/2021 9:50 PM
142	Only at certain places and certain times no often related to co strict on or road repairs	11/24/2021 9:46 PM
143	If I say "yes", you'll take it as meaning that I support $$$$$$$$$ road construction, which I don't because building roads to alleviate traffic congestion is like ***REDACTED***	11/24/2021 8:29 PM
144	This term far too often is used to justify expanding roads, and creating more infrastructure for personal vehicles, rather than investing in transit, walkable communities and other modes of transport, which are the appropriate responses.	11/24/2021 8:26 PM
145	If there was more active transportation options, or public transit was better, there would be far less cars on the road and this wouldn't be a problem to address.	11/24/2021 8:18 PM
146	As long as we focus on trips made by car, then yes it is a concern. However, focusing on better transit and AT will reduce congestion minimizing it as a problem.	11/24/2021 7:42 PM
147	Really, traffic congestion is not that bad in Winnipeg (I've lived in Toronto and Vancouver). Additionally, traffic congestion would be solved by addressing climate change and getting people using alternative transportation to cars.	11/24/2021 7:38 PM
148	I said yes and I want to put a comment that there should be no way that you can park on a major street i.e. St. Mary's Rd ,Portage, Henderson Anne's 24 hours a day	11/24/2021 7:33 PM
149	I agree in part, but I think that a bigger problem is lack of appropriate transit service, which of course leads to traffic congestion. But phrasing it like this continues to prioritize private vehicles	11/24/2021 7:26 PM
150	I'm more concerned about the third world state of our roads then traffic congestion	11/24/2021 7:17 PM
151	traffic congestion should push people to use public transit	11/24/2021 4:23 PM
152	More pedestrian and cycling bridges, fare-free transit, and all-season bike lanes would help this, and increase our health and reduce medical costs. More cars on the road means a hotter city in the summer. and Summers are going to keep getting hotter.	11/24/2021 2:58 PM
153	Given the sustainability of maintenance for our current infrastructure, don't think the City should waste money adding more vehicle lanes or grade separated interchanges	11/24/2021 11:15 AM
154	Congestion is not a problem, it is a tool that can be used to encourage people to use alternative modes. Building additional capacity to mitigate congestion will only lead to more people travelling in single-occupancy vehicles, which will then result in congestion. I do not agree with building more infrastructure to support vehicle travel when we already have a large infrastructure deficit.	11/24/2021 10:18 AM
155	Better transit means less cars, means less congestion	11/24/2021 9:47 AM
156	Winnipeg thinks you just add more lanes to solve traffic problems	11/24/2021 9:24 AM
157	While traffic conjection is a main concern for our car centric population if we are to have any chance of making a difference on the # 1 priority, expanding roads to solve conjection is not the answer. We need to reduce the # of cars on our roads by providing alternatives whether that be transit or active transportation.	11/24/2021 8:41 AM
158	Stop accommodating cars. How do more developed nations (Finland, Norway) do it??	11/23/2021 10:49 PM
159	Priority 1	11/23/2021 10:10 PM
160	COVID changed everything. Many will not return to office. Rush hour will not exist like before.	11/23/2021 8:12 PM
161	This should only be a concern as long as you are making efforts to reduce traffic volume, by providing other options, otherwise by increasing the number of paths you simply invite future congestion and more pollution.	11/23/2021 8:05 PM
162	All the key intersections on our expressways , ie: bishop grandin st Anne's , Dakota , royal wood intersections as well as bishop grandin and lag need to be grade separated as well. This	11/23/2021 5:37 PM

	goes for lag, kenaston, the existing chief Peguis need to be addressed in the interim before any new development occurs.	
163	Yes, but the pathway for reducing should be by focusing on improvement to our public and active transportation	11/23/2021 5:29 PM
164	This is not something to be focused on, but something that will stop if the proper steps are taken for the other three.	11/23/2021 5:07 PM
165	This is Winnipeg, not Toronto. There's barely any traffic to begin with, relatively speaking	11/23/2021 3:47 PM
166	Congestion downtown is normal	11/23/2021 12:11 PM
167	Congestion isn't that bad - let it get worse so that people change modes	11/23/2021 11:42 AM
168	Winnipeg doesn't have congestion (that's subjective, I know). Also even if we do the solution isn't more roads. We can't afford the ones we have!	11/23/2021 11:31 AM
169	Congestion levels in Winnipeg are modest in compared to other large cities in Canada based not only on my personal experience but also Statistics Canada data about average commute times.	11/23/2021 11:07 AM
170	Except for peak hours, the roads flow freely and efficiently. If more people took public transit, walked or biked there would be very little traffic congestion.	11/23/2021 7:54 AM
171	having safe (divided from traffic) bike lanes year round will help with this a lot	11/22/2021 11:18 PM
172	Traffic isn't that bad in Winnipeg, it's too easy to drive.	11/22/2021 11:11 PM
173	Should be #1	11/22/2021 8:51 PM
174	Cars are the least efficient means of transportation	11/22/2021 8:39 PM
175	There will always be traffic no matter how many roads or lanes we build	11/22/2021 4:37 PM
176	We will always have congestion. Induced demand means you can't fix it by building more roads. Only by providing viable alternatives to driving a car will you see congestion decrease.	11/22/2021 4:00 PM
177	Yes, but we can't solve this problem by dedicating limited budgets to more road designated to personal vehicles.	11/22/2021 3:40 PM
178	Traffic congestion itself isn't an issue currently though it can if the city continues to allow uncontrolled sprawl. For instance adding better cycling and public transport infrastructure into the downtown core from the north and west aren't at all about congestion.	11/22/2021 2:51 PM
179	Rarely see overly much congestion except around construction.	11/22/2021 2:38 PM
180	Unless traffic congestion features Transit and active transportation upgrades, it's not a priority.	11/22/2021 1:29 PM
181	Provide better alternatives and less people will drive.	11/22/2021 12:36 PM
182	Inner ring road needs to be completed to reduce traffic in the inner city and allow Portage and Main to reopen to pedestrians. Bishop Grandin, Lagimodiere and Kenaston need an additional lane rack	11/22/2021 12:19 PM
183	We should be reducing traffic by making alternative methods of transportation viable.	11/22/2021 12:14 PM
184	This implies traffic flow is a priority, where prioritizing alternate transport options would be better	11/22/2021 12:13 PM
185	Traffic is fine	11/22/2021 11:43 AM
186	This would be a concern with any major city	11/22/2021 11:22 AM
187	Until more people are taking transit or biking/walking congestion will never go away.	11/22/2021 10:53 AM
188	Traffic is not bad here.	11/22/2021 10:46 AM
189	In Winnipeg, I feel "traffic congestion" wrongly focuses on automobile traffic. Our priority should be moving people efficiently and sustainably, NOT just reducing traffic congestion	11/22/2021 10:31 AM
190	induced demand. we need to expand non-car traffic or it will never improve	11/22/2021 9:33 AM

191	Traffic will always be congested	11/22/2021 9:12 AM
192	People are only concerned with increasing the amount of roads/# of lanes to reduce congestion.More lanes do not reduce congestion. More mass transit and active transport will.	11/22/2021 8:46 AM
193	Peak traffic always congested	11/22/2021 8:02 AM
194	I'd rather see Neighbourhood livability as a priority, which could include traffic congestion, but prioritized human experience over car requirements	11/21/2021 9:35 PM
195	More important to me is public transit usability. More buses more often!	11/21/2021 9:29 PM
196	Congestion far more malleable than the other issues. Rather than congestion, I'd suggest another measure like 'mobility.' Can people get to where they are going in a reasonable time?	11/21/2021 6:51 PM
197	Winnipeg has relatively low congestion compared to most other major cities. Travel times to most locations are quite reasonable. Congestion only becomes a major concern if the city continues to sprawl.	11/21/2021 6:49 PM
198	Many cities function fine with traffic congestion, this seems to be a minor issue. It depends how long you expect commuting should take.	11/21/2021 5:21 PM
199	Focusing on traffic congestion tends to lead to more car based infrastructure and the goal should be drastically reducing the number of cars on the road.	11/21/2021 5:20 PM
200	"Congestion" is a byproduct of poor planning and lack of viable options which lead to vehicle reliance. Focus more on improving transit/AT options and the congestion will dissapate.	11/21/2021 5:13 PM
201	low pop. size in relation to large physical size of city	11/21/2021 1:09 PM
202	Safety and accessibility for cyclists and pedestrians is more important	11/21/2021 12:08 PM
203	Traffic congestion should actually be considered a "good" thing. Congestion of private vehicles would be one of the best incentives for people to switch to other active or public transportation modes. While traffic flow for these latter modes of transportation should be improved to reduce their congestion levels, the flow of private vehicles should not be actively improved. Improved flow of private vehicles would simple act as an incentive for more people to use private vehicles, which ultimately just acts to increase congestion. Improving the flow of private vehicles to reduce congestion, simply leads to increased flow and then further congestion. It acts as its own vicious cycle.	11/21/2021 10:11 AM
204	Since buses still run far and few between, and non existent on holidays or Sundays, with terrible routes, it forces people to drive more	11/21/2021 9:59 AM
205	While I do agree with this, the inclusion of active transportation should be incorporated	11/21/2021 9:13 AM
206	car congestion us good for shifting people to other modes	11/21/2021 12:31 AM
207	The carcentric model supports only men who are 55+ and drive pick up trucks. Time to focus on children and low income families	11/20/2021 4:44 PM
208	Safety should be more important that traffic congestion (Safety #2)	11/20/2021 1:52 PM
209	I get that this is a PR issue but really congestion is harmful only because of emissions. It should be faster for people to take the bus to work and not drive.	11/20/2021 9:15 AM
210	Minimizing traffic congestion should be the top concern. The objective should be to allow traffic to move as unimpeded as possible. If there are thought to be resulting effects such as migration to bedroom communities, those effects should be dealt with by other means, and not by impeding the efficient flow of traffic.	11/20/2021 8:39 AM
211	Don't know	11/20/2021 8:11 AM
212	You can solve traffic congestion by accessing services and stores in the coming instead of malls which increase congestion. I don't see many bikes at the malls? There are only two main roads leading out of my area because of water ways. The congestion on Kenaston is a joke you can not travel more than 40 km during the day and at 4-6 pm. If everyone is leaving the area by Academy bridge or St James bridge then there is going to be congestion continuously at prime times. Building overhead exits to bypass where you don't want to follow the herd would be a much better option.	11/19/2021 10:56 PM

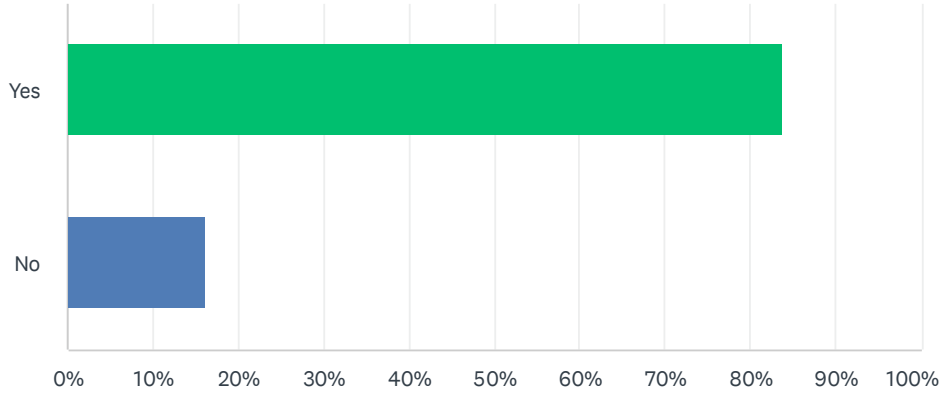
213	Mobility options for all citizens I.e. locating stores and services closer to where people live will decrease congestion other than the city created congestion over the decades without real changes made.	11/19/2021 10:25 PM
214	I can get anywhere in the city in about 20 mins.	11/19/2021 8:25 PM
215	I don't find traffic here any worse than any other city of a similar size. Congestion may be eased by improvements to active/bus transit under Climate Change area.	11/19/2021 4:23 PM
216	Traffic congestion comes from decades of city officials letting developers continue with the urban sprawl of the city. Closing a few streets to a single mode of transportation will do nothing to solve traffic problems.	11/19/2021 3:08 PM
217	This ranks third on my list	11/19/2021 1:45 PM
218	I think we do not have a congestion problem in this city, but we do have a lack of practical and efficient alternative and sustainable options.	11/19/2021 12:35 PM
219	I've been to cities where they actually have traffic congestion, and Winnipeg is not one	11/19/2021 11:50 AM
220	It is a symptom, not a concern. Alternatives to private cars are needed, calling "Traffic Congestion" the issue is too likely to lead to car-centric solutions. Would be better to call it "transportation efficiency" or similar.	11/19/2021 10:31 AM
221	I am concerned that reducing traffic congestion may be seen as overriding climate change requirements.	11/19/2021 9:37 AM
222	Kind of. I believe in the free flow of active transport and public transport. Car drivers are prioritized enough already, but if it helps the plan pass to cater to them more, then fine.	11/19/2021 8:35 AM
223	Bicycles, zoom and public transport all contribute to an economically and environmentally sustainable future and lower congestation	11/18/2021 8:58 PM
224	I think traffic congestion is part of urban living that is unequally distributed between travel modes. Efforts should be made to reduce the effects of congestion felt by transit/cycling/freight/EMS movement. With limited street right of way this necessarily would come at the expense of single occupant vehicle traffic.	11/18/2021 8:37 PM
225	Moving people efficiently through the city should be the concern, not traffic congestion. This could be achieved with better public transportation, for example.	11/18/2021 8:03 PM
226	We need to realize that we can’t solve traffic congestion with more roads. We also need to make driving single occupancy vehicles more difficult. Building better transit, sidewalks, bike lanes should be our top priority.	11/18/2021 7:19 PM
227	We need to realize that we can’t solve traffic congestion with more roads. We also need to make driving single occupancy vehicles more difficult. Building better transit, sidewalks, bike lanes should be our top priority.	11/18/2021 7:05 PM
228	Traffic in Winnipeg is negligible. You can get across the city in 40 mins. Having lived in New York and Calgary, traffic congestion in Winnipeg is not an issue unless you decide to live 40 mins away from your employer.	11/18/2021 6:38 PM
229	It's all about roads and the all mighty car in this city.	11/18/2021 2:49 PM
230	Reducing traffic congestion is an impossible task. At best it can be mitigated for a short time. And the measures needed to mitigate traffic congestion are completely counter to dealing with climate change, and improving transit and active transportation.	11/18/2021 2:30 PM
231	Compared to other cities - Vancouver / Fraser Valley in general) Winnipeg has a minor congestion issue	11/18/2021 2:12 PM
232	I think traffic congestion actually helps people be open to other forms of transportation	11/18/2021 2:12 PM
233	There is no actual congestion in Winnipeg. Travelling around the city even during rush hour does not take hours as it does in other cities. I believe that adding road networks to counter ‘congestions’ just makes more people want to drive as it is faster than taking transit or riding a bike.	11/18/2021 2:07 PM
234	In itself not a horrible idea, but this is too often used as an excuse to avoid crucial measures like speed reduction and modeshift.	11/18/2021 12:29 PM

235	We do not have traffic congestion issues in Winnipeg, in my opinion.	11/18/2021 12:12 PM
236	People have to stop depending on vehicles. Maybe if there's traffic congestion, they'll adopt new modes of transportation.	11/18/2021 12:04 PM
237	Traffic congestion implies that motor traffic is the only traffic. Traffic congestion is too vague. How will the city address this? Increasing lanes and thus creating further dependency on cars? Or will the city seek to create dediacted lanes to provide alternatives (public transit, pedestrian walkways, cycling corridors, mixed use pedestrian, dedicated car lanes, etc) in ways that incentivise citizens to seek other options for transport.	11/18/2021 12:03 PM
238	Because more congestion is caused for many months during repair which never really lasts since the repair methods are not climate friendly	11/18/2021 12:01 PM
239	Traffic congestion is only a problem if we don't move towards more accessible public transport and greater use of active transportation	11/18/2021 11:58 AM
240	Safety should always come first, including health and benefits from active transportation leading to lower health care costs overall.	11/18/2021 11:27 AM
241	I fear that Winnipeg's history with short-sighted planning will try stop-gap solutions rather than understanding the deeply embedded city-building design causes of traffic congestion.	11/18/2021 11:23 AM
242	We need to reduce cars, not give them more space	11/18/2021 11:09 AM
243	It's not as bad as in larger cities, and we could imporve it by having more reliable and outreaching public transport	11/18/2021 10:45 AM
244	If we prioritize accessibility and make Transit a more enjoyable experience, that'll work to solve congestion on its own.	11/18/2021 10:43 AM
245	No information on changing traffic lights and stop signs to better alternatives, such as traffic circles and interchanges	11/18/2021 10:42 AM
246	In my opinion, traffic congestion is a system of other concerns, namely the lack of well thought out, year-round, safe alternative transportation routes, such as Active Transit corridors.	11/18/2021 10:37 AM
247	our traffic is not congested compared to most cities	11/18/2021 10:34 AM
248	Likely the most important.	11/18/2021 10:17 AM
249	I don't see this in my daily routine. Urban sprawl a bigger issue and I support congestion if it helps push different choices.	11/18/2021 10:13 AM
250	It is easy to get around this small city.	11/18/2021 10:05 AM
251	Traffic congestion's main irrefutable cause is due to a lack of public and active transport.	11/18/2021 10:04 AM
252	Is our congestion actually worse than any other major canadian cities?	11/18/2021 10:02 AM
253	The better the AT network the less person vehicles. Leaving more room for moving goods	11/18/2021 10:01 AM
254	too much importance is placed on reducing traditional 'car congestion' reducing congestion in the short term will just encourage more car based trips. Focus should be on how to change Winnipeg's car based culture.	11/18/2021 9:57 AM
255	traffic congestion isn't that bad.	11/18/2021 9:56 AM
256	I agree if this means looking at ways to have less folks driving but not if it means finding ways to expand roads.	11/18/2021 9:54 AM
257	Pedestrian traffic should be a consideration	11/18/2021 9:53 AM
258	This is not really an issue in Winnipeg	11/18/2021 9:52 AM
259	Congestion is not a problem for Winnipeg - particularly as Downtown is almost dead - and will likely not come back in the near future.	11/18/2021 9:26 AM
260	Congestion is really not a problem in Winnipeg.	11/18/2021 8:56 AM
261	I would replace this with efficiency -- as congestion seems to imply a focus on vehicle traffic	11/17/2021 9:48 PM

	and may not highlight some key alternatives such as encouraging shorter distances, alternative modes of transportation, and design which emphasizes walkable neighborhoods.	
262	Congestion should be self fixing as attractive options are presented as alternatives to personal vehicles.	11/17/2021 6:48 PM
263	With better transit congestion would be less	11/17/2021 5:07 PM
264	Winnipeg is not a congested City. Our roads are wide and empty. Our street infrastructure has a lot of unused capacity. Further, my favourite cities are dense and congested.	11/17/2021 4:30 PM
265	We don't have traffic congestion, and we would have even less if we had better transit	11/17/2021 4:20 PM
266	City infrastructure is outdated and for a City of 500,000 not the coming Million plus. Goods movement is paramount in an efficient economy	11/17/2021 2:51 PM
267	it is highlighly visible every day.	11/17/2021 2:50 PM

Q3 City finances

Answered: 1,511 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	83.72%	1,265
No	16.28%	246
TOTAL		1,511

#	IF NO, WHY NOT?	DATE
1	the city of winnipeg needs to be fiscally prudent, there is "nice to have" and "need to have". Make a list of each and then discard the nice to have, and work on the need to have. When you do that, city finances will come into line and then you will be able to do some nice to have things. If not, this city is going to be tapped out financially for years to come. ***REDACTED***	12/17/2021 8:16 PM
2	This excuse is old hat.	12/17/2021 5:37 PM
3	I would place city liveability and quality of life above finances. City needs to invest in these areas	12/17/2021 3:12 PM
4	Leverage partnerships with other levels of government and private sector	12/17/2021 12:36 PM
5	Let's tell people the truth. These changes are going to cost money and make using cars less convenient.	12/17/2021 8:27 AM
6	if council was working with their own finances, things would be different	12/16/2021 8:47 PM
7	Waste of money bike season too short	12/16/2021 8:04 PM
8	There is plenty of federal money that we could tap if we could get the pathetic PC government to move on it, as it's usually tri-partite, not just directly with the City alone.	12/16/2021 6:41 PM
9	It does not appear that the finances for contracted services are being used efficiently.	12/16/2021 3:01 PM
10	The city has always been penny smart dollar foolish, as with any government longterm planning is extremely difficult since the next group comes in and changes things however they want.	12/16/2021 11:35 AM
11	You have made this mess by over spending on road repair rather than investing in Public	12/15/2021 11:47 AM

	Transit, Cycling, and Walking. You chose to spend our money on the system of transportation that provides the lowest return on investment. Proper investment in transit, cycling, and walking should be the priority and there will be a cost associated with catching up to the level of investment that we should be making.	
12	Because we simply cannot afford your luxuries and junk science, pet projects.	12/14/2021 9:06 PM
13	Never will this be balanced …so why consider same...we do patch work NOW	12/14/2021 8:43 PM
14	Make people that commute outside of the city to either work, do business or obtain services or recreation activities to pay more for accessing all of our services by charging them in one form or another.	12/14/2021 6:25 PM
15	Winnipeg cannot afford to maintain it's current road network, let alone any expansions	12/14/2021 12:36 PM
16	Reduce the police budget and we'll have plenty of funds	12/14/2021 11:32 AM
17	City should be run like a business.	12/13/2021 12:52 PM
18	It will cost what it will cost. How much the city has or is willing to spend on it is not entirely relevant.	12/10/2021 9:36 PM
19	Winnipeg Transit has been running mostly empty buses for many years...and yet **REDACTED** asking for more funding. ***REDACTED***	12/10/2021 6:42 PM
20	I believe taxes need to be higher.	12/10/2021 11:42 AM
21	Should be number 4.	12/9/2021 6:47 PM
22	This should come after safety.	12/9/2021 6:40 PM
23	more concerned about the finances of the poor and impoverished who are the dominant group of people who ride the bus	12/9/2021 5:08 PM
24	Any conversation about city finances should start with the ways the city encourages sprawling developments - it's practically a pyramid scheme, relying on new developments to pay for the upkeep of older ones	12/9/2021 1:01 PM
25	Screw your spreadsheets	12/9/2021 12:41 PM
26	I am concerned about finances, but not as highest priority or nothing will get done!	12/9/2021 10:57 AM
27	If I say 'yes' that implies it is as important as the other priorities. the city (and province and federal govt) must pay what it takes	12/8/2021 9:37 PM
28	Because saying 'yes' means I think it is as important as the other 3. We have to be prepared to pay what it costs	12/8/2021 8:50 PM
29	In our very odd situation, the city id half the province. The province must participate.	12/8/2021 8:13 PM
30	The City has to decide what priorities they have and address them in a cost effective manner.	12/8/2021 4:25 PM
31	If they need the money so bad they can take it from the horribly over-funded police force.	12/8/2021 3:44 PM
32	Yes, in theory. In reality there are a number of councillors who use finances as a barrier to discussing the other three elements.	12/8/2021 3:33 PM
33	You spend money in the wrong areas and lie about helping people	12/8/2021 3:10 PM
34	***REDACTED***	12/8/2021 2:39 PM
35	Has low taxes every improved the city?	12/8/2021 2:14 PM
36	Transportation improvements should be funded. City finances are not related.	12/8/2021 2:13 PM
37	The city can be MUCH better at reducing administrative overhead and making the process of getting things done more efficiently. Too much money is wasted on waiting for approvals and committees. It's as if the City enjoys wasting money & time.	12/8/2021 10:27 AM
38	Active Transportation and Transit	12/8/2021 10:16 AM

39	But only because the City doesn't know how to handle its money	12/8/2021 9:39 AM
40	COVID will have decimated every government's finances for many years to come. Can't plan a budget for what you don't know	12/8/2021 9:32 AM
41	However finance should never be the excuse for doing nothing	12/8/2021 9:20 AM
42	The money exists, but the spending priorities are a mess. Winnipeg is being held hostage by the over spending on police, Their bloated budget is holding us back.	12/7/2021 5:46 AM
43	City doesn't spend money on snow route cleaning. Which causes injuries to adults and kids. so tell me am I WRONG ?	12/6/2021 6:23 PM
44	Often used as an excuse to cheap out on what's needed.	12/6/2021 3:35 PM
45	Until you have a major who will raise property taxes to pay for the services of the city, this is a moot point.	12/6/2021 1:52 PM
46	I support raising taxes as needed to address the climate crisis	12/6/2021 1:50 PM
47	Increase taxes on the wealthy and we can pay for things like quality active transportation	12/6/2021 7:44 AM
48	It’s about priorities. Short/longterm bslance	12/6/2021 7:30 AM
49	We've been undertaxed and overpoliced for far too long. We are well overdue for a system change and that involves paying taxes for the infrastructure we and the planet needs.	12/5/2021 10:42 PM
50	Spending on infrastructure boosts the economy and creates a more livable city.	12/5/2021 7:43 PM
51	Finances will only be improved by reducing spending on widening roads and investing in rapid transit, dedicated bus lanes, protected bike lanes and safer sidewalks.	12/5/2021 5:29 PM
52	City needs to keep the roads in good shape no matter what	12/4/2021 11:55 AM
53	budget better	12/4/2021 11:11 AM
54	Police state	12/4/2021 9:44 AM
55	Make bike lane then have a narrow and wiggle lane increase accidentally for motorists will save money for city?	12/4/2021 8:46 AM
56	My finances	12/4/2021 7:09 AM
57	Because we can't afford the roads we already have. Car-centric infrastructure is simply too expensive for our tax base	12/3/2021 10:54 PM
58	A more livable city will have a larger tax base	12/3/2021 10:09 PM
59	Major funding has been provided by provincial programs, according to signage on construction projects. New traffic lights are put up at businesses on main thoroughfares, which appears to be driven by commerce, rather than transportation needs.	12/3/2021 1:57 PM
60	Uncertain what the question indicates	12/3/2021 1:06 PM
61	If city finances are what are holding you back from creating sustainable and reliable public transportation then I would argue that climate change is a much urgent problem to worry about	12/3/2021 12:45 PM
62	Federal spending has been beyond excessive and its hard to image that more taxes can be paid by ratepayers.	12/2/2021 9:41 PM
63	***REDACTED*** stop trying to be everything for everybody, that is not your mandate	12/2/2021 2:14 PM
64	Put the proper plan in place. Create an implementation plan based on finance constraints	12/2/2021 1:13 PM
65	I understand that Winnipeg is one of the highest taxed cities per capita in Canada, so maybe the issue isn't enough money but more prudent use of money. Stories of inefficiencies and lack of oversight that cost money and "studies" to examine a problem and paying consultants to come up with strategies are poor use of funds. Hire people with the qualifications to study a problem and provide a solution rather than hiring more consultants and then **REDACTED** get the job done! I get tired of counsellors talking about the problems. They are elected to solve them**REDACTED**	12/2/2021 10:14 AM

	I have no problem with taxes increasing if I can see some value for the money but I don't like paying more money to pay for more studies.	
66	***REDACTED***. Start making our city a better place and address homelessness and addictions	12/2/2021 10:13 AM
67	Put the health of your citizens ahead of finances. Active transportation is about the health of them -- which leads to a more accessible city, which then leads to a more health economy	12/2/2021 10:12 AM
68	Budgetary restraints lead to cuts in services	12/2/2021 10:10 AM
69	people having access is more important	12/2/2021 9:34 AM
70	We need more financial planning assistance in sustaining a working layout that can address likely tragic environmental circumstances that collapses the Master Plan.	12/1/2021 11:51 PM
71	Finances need to be spent to rebuild infrastructure and not just to get votes. Money needs to be spent on what people don't always see	12/1/2021 8:58 PM
72	Miss spending and some iffy deals are problem	12/1/2021 7:07 PM
73	Transportation service users have a free ride. Nobody is paying user fees for access to transportation infrastructure.	12/1/2021 6:35 PM
74	Reduce the bureaucracy and the upper management positions and put those funds back into the public budget	12/1/2021 9:02 AM
75	While it may be costly in the short term to change to alternative forms of transportation, continuing with the financial and environmental cost of car traffic is not sustainable.	11/30/2021 10:52 PM
76	Take cash from the transit corridor wasted resources and redeploy	11/30/2021 3:49 PM
77	not sure on this one but maybe we can divert resources and not increase the pressure on city finances. reduce road spending and spend on public transportation	11/30/2021 1:25 PM
78	Too much is spent on transit for a small number of users.	11/30/2021 12:11 PM
79	in the short term the focus to alternative means of transportation may be costly but necessary.	11/30/2021 10:26 AM
80	We have the lowest property taxes in the country and almost half our budget is spent on emergency services. If we want to transform the City's transportation model we need to start spending like it as well as controlling costs on emergency services.	11/29/2021 1:20 PM
81	It is a choice of where to spend money. Need to be strategic in spending, but can't limit commitment to maintaining and improving infrastructure because not spending strategically has a cost also, time , reputation,- transportation has an important role in what people think of the city in terms of efficiency, attractiveness for new jobs and employees.	11/29/2021 10:43 AM
82	perhaps this would be better expressed as part of sustainability - sustainability in terms of cost and meeting long term needs. Yes, financial considerations are important, but in the past, politicians have foregone regular, required maintenance of the infrastructure of the city due to financial considerations, making everything more expensive.	11/29/2021 10:39 AM
83	Pandemic	11/28/2021 11:38 AM
84	I don't have sufficient understanding/knowledge of the specifics of the city's finances to know if this should be a top concern. Overall, I think Climate Change and Safety need to come before finances	11/28/2021 11:20 AM
85	the goal of a transport master plan is not to point to the budget but to outline goals and vision, with finances coming at the end to explain where money will come from and for what.	11/28/2021 4:31 AM
86	Take it from the police budget	11/27/2021 6:10 PM
87	Results should always justify expenses and the number of citizens served should be a key criterion.	11/27/2021 1:04 PM
88	Results should always justify expenses and the number of citizens served should be a key criterion.	11/27/2021 12:45 PM
89	City councillors should work for free - most of them have net worths of $1mil+	11/26/2021 8:33 PM

90	The City needs to be more willing to discuss raising taxes to finance projects that improve public good.	11/26/2021 1:49 PM
91	Safety should be no. 3 and City Finances no. 4.	11/26/2021 11:59 AM
92	Money used to make the World Go 'Round. We need to change this to People needing to make the World stop spinning us off course.	11/26/2021 2:59 AM
93	Having functional mass transit is necessary to fend off of the worst of climate change, no matter the cost	11/25/2021 11:07 PM
94	The city must be rich-they gave away 200 hectares of green space to an unscrupulous builder & now THE PEOPLE will be on the hook for $30M for the privilege of having Marquess rape our land.	11/25/2021 9:45 PM
95	If going to do this then do it right - is more wasteful of funds to to a cheap fix few wind up using than is to invest in the future for all citizens to enjoy & be proud of.	11/25/2021 8:34 PM
96	There was no talk of cycles paying fees every year to ride their bikes or an insurance for them to help support this construction and the accidents they are in	11/25/2021 7:58 PM
97	Taxation needs to be at an appropriate level to cover the needs of the community. The emphasis on lowering or freezing taxes that this city has had in the recent years does not seem to recognize this. I am not saying we should waste money, but we should be supporting our necessary infrastructure.	11/25/2021 7:54 PM
98	I dont have enough insight to fully say but I feel more could be done to put more resources towards transit	11/25/2021 7:35 PM
99	Dont hsve a clue how to spend money wisely	11/25/2021 7:15 PM
100	city never does the job right the first time,because of the cost. but an unlimited budget to fix the issues that developed.	11/25/2021 7:03 PM
101	The city just has to accept that it actually has to spend money to improve itself	11/25/2021 7:02 PM
102	Tax the wealthy, it's their roads and their human resources.	11/25/2021 7:01 PM
103	It seems that our transit system needs such a huge overhaul that money should be borrowed or demanded from the province and the federal governement to move us to the level of civilized and, after all, relatively reach countries.	11/25/2021 6:07 PM
104	Effective transportation should be achieved at whatever the cost may be. Note, city finances are important to every department.	11/25/2021 2:58 PM
105	City finance is part of all city departments. Effective city transportation is necessary independant of cost, (this will cost what is necessary to achieve good transportation goal).	11/25/2021 2:37 PM
106	Longer we wait, the more expensive it will be	11/25/2021 2:06 PM
107	We need to stop bringing other people in	11/25/2021 1:46 PM
108	Creating transit lines intelligently allows more density, activity, and productivity to be created and therefore more finances for the city. Money put into well-designed transit is an investment.	11/25/2021 1:38 PM
109	Spend the money now, get it done. Mayor Juba had the right idea	11/25/2021 1:25 PM
110	There's lots of room in other budget areas that can be better used to address climate change	11/25/2021 11:26 AM
111	Too much has already been spent.	11/25/2021 10:37 AM
112	If we cut the police budget to normal city levels, we would have a lot more money	11/25/2021 10:07 AM
113	infrastructure is an investment and not properly planning and addressing issues costs money in the long term	11/25/2021 10:04 AM
114	Not just CITY finances	11/25/2021 9:57 AM
115	We spend the same money every 3 years to fix the same problems and it never gets better. Spend a little more to fix it properly once.	11/25/2021 9:18 AM
116	infrastructure is an investment and not properly planning and addressing issues costs money	11/25/2021 9:07 AM

	in the long term	
117	Investment in public transport always makes its money back	11/25/2021 9:01 AM
118	Do what’s right whatever the cost. Bike friendly city, deemphasize fossil fuels	11/25/2021 8:58 AM
119	We have underspent and underpriortized bike lanes, bussing, and new methods of public transport for decades. Spend some money	11/25/2021 8:12 AM
120	tax the rich	11/25/2021 8:05 AM
121	It’s good to responsible.	11/25/2021 12:44 AM
122	Not sure finances need to be ranked this high. Instead of making finances a problem, get more creative with problem solving and spending allocation.	11/24/2021 11:15 PM
123	I don't know. Possibly.	11/24/2021 8:43 PM
124	We need to increase taxes and implement viable impact fees, etc, in order to meet the city's needs, not continue to maintain artificial austerity.	11/24/2021 8:26 PM
125	Yes, take this into account. But it's better to pay a bit more to do something that will last and function better.	11/24/2021 7:38 PM
126	it is going to require more funding	11/24/2021 7:28 PM
127	Shift funds from policing	11/24/2021 7:11 PM
128	Winnipeg infrastructure is in such an abysmal state after years upon years of tax freeze. We MUST reinvest in road, bridge & active transport infrastructure before what we have is completely unusable.	11/24/2021 7:11 PM
129	Rather see a focus on manual powered mobility (bikes/e-bikes, running, paddling, skating and even nordic skiing from suburbs to downtown) over cost saving measures. increase capital costs even if debt increases. We can't use what isn't there	11/24/2021 5:48 PM
130	The Winnipeg Police Service is over funded with no significant results to show for it. at nearly 1/3 of the city’s budget, it does little to prevent crime and increase the welfare of our citizens. divesting from police and investing in more active and public transport would reduce poverty and illness, increase community health, and generate pride for the city.	11/24/2021 2:58 PM
131	Other cities are able to manage affording proper infrastructure, so why not Wpg?	11/24/2021 1:59 PM
132	safety before finances	11/24/2021 9:59 AM
133	Finance obviously plays a role, but shouldn't be a guiding principle as short-term investment challenges overshadow long-term benefits.	11/24/2021 9:47 AM
134	Because it's an investment, when we choose what is the best "cost" deal we are prioritizing short term.	11/24/2021 9:41 AM
135	Raise taxes to pay for things. Stop thinking politics and trying to stay in office and just do the right thing. The property tax freeze for many years put Winnipeg back so far and they'll never catch up at 2%	11/24/2021 9:24 AM
136	At some point we need to start paying for these things and Winnipeg is obsessed with not raising taxes	11/24/2021 9:24 AM
137	Raise taxes to pay for it	11/24/2021 9:22 AM
138	If we're too focused on being "profitable" we'll go the same way as the Federal government, caring more about the money coming in than the human lives it affects.	11/24/2021 9:21 AM
139	The city finances are a concern for sure but further expansion of our city and building new roads to connect those new development is simply digging us deeper into the hole.	11/24/2021 8:41 AM
140	Defund the police.	11/23/2021 10:49 PM
141	Coty gets enough money from taxes. Use the monies generated by these taxes for their intended use instead of a general coffer slush fund	11/23/2021 10:10 PM
142	the city's budget isnt the citizens decision. plan accordingly	11/23/2021 9:00 PM

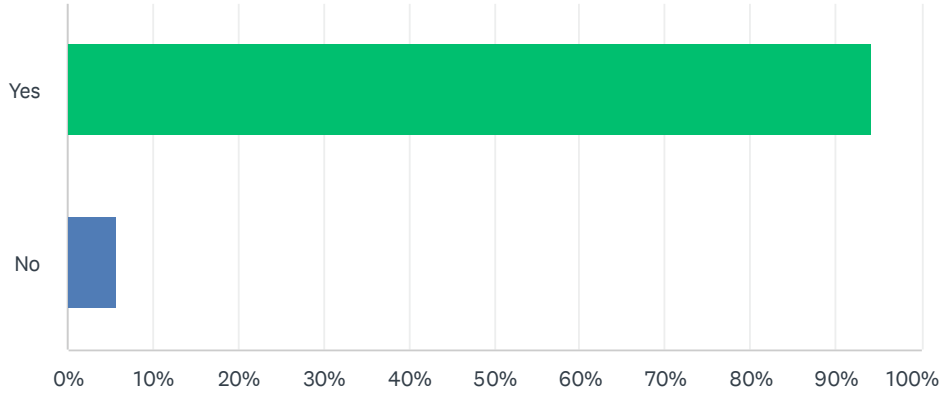
143	The City must have remaining money for projects. This shouldn't be an issue with a master plan of any sort with commitment. A viable way for income would be suitable for the city to help speed up whatever project that is needed.	11/23/2021 6:37 PM
144	City has already wasted billions on bus lane	11/23/2021 6:29 PM
145	investment in any form of transportation infrastructure will promote economic development and growth.	11/23/2021 6:22 PM
146	They have lots of money	11/23/2021 6:19 PM
147	We need to start putting actual funding into building interchanges on Winnipeg's expressways. Funding from the province and the federal government are key to getting these projects off the ground. For example look at reginas new billion dollar bypass and saskatoons new freeway proposal.	11/23/2021 5:37 PM
148	The city's finances could be easily improved by reducing the police budget	11/23/2021 5:29 PM
149	to a lesser degree, these plans must be affordable and they should create infrastructure that encourages outside investment and growth, so short term budget shouldn't be the primary criteria	11/23/2021 5:06 PM
150	sometimes you have to put in more money to support services and the benefits will be seen down the road.	11/23/2021 11:38 AM
151	City needs to stop spending on vanity projects and there would be sufficient money available for roads.	11/22/2021 7:37 PM
152	We need to fix roads and if taxes go up, so be it	11/22/2021 7:34 PM
153	More important is ensuring bussing for all, especially those below or near the poverty line who can't afford cars to travel to doctors, school, work etc.	11/22/2021 5:12 PM
154	The benefits from properly investing in transportation infrastructure will surpass the short-term impact to civic finances	11/22/2021 4:10 PM
155	The city needs to spend less on wasteful projects	11/22/2021 3:00 PM
156	Where is 'equity' on this list?	11/22/2021 2:48 PM
157	This city is determined to give all of our money to the police ***REDACTED***. We would have plenty available for FREE public transit and other social services if ***REDACTED*** defund the police.	11/22/2021 12:55 PM
158	Osborne Village and Corydon (Little Italy) are examples of missed revenue sources as they still have free on street parking. More revenues can be generated from untapped sources. Winnipeg Transit funding should be cut in half to reflect the lower ridership and empty buses literally burning money.	11/22/2021 12:19 PM
159	Reducing total roads would reduce the cost of road maintenance.	11/22/2021 12:14 PM
160	Transit alone shouldn't have the goal of being profitable. It should be used to stimulate the economy, even if run at a loss	11/22/2021 12:13 PM
161	The city needs to pay for infrastructure	11/22/2021 11:22 AM
162	spend the money to get it done right	11/22/2021 11:09 AM
163	This should be a priority	11/22/2021 10:55 AM
164	Specifically sustainability. Do it right the first time, things only get more expensive so pay for quality up-front if the maintenance costs will be lower in future	11/22/2021 10:31 AM
165	This always seems to be an excuse to do nothing, as if functioning transit wouldn't pay for itself economically and through lower road maintenance costs.	11/22/2021 10:11 AM
166	We seem to have endless funds for the police. Given climate and poverty issues, public transit should be prioritized. And it should be FREE.	11/21/2021 9:29 PM
167	All three levels of government should be cooperatively funding green infrastructure such as transit. If more automobile infrastructure needs to be built this should be done via toll roads.	11/21/2021 5:20 PM

168	The transit master plan is likely to save the city money and should be implemented asap	11/21/2021 12:08 PM
169	City cant afford this	11/21/2021 10:04 AM
170	We’re too cheap to invest in proper routes	11/21/2021 9:59 AM
171	Just do it!	11/20/2021 4:44 PM
172	Traffic congestion should be #3	11/20/2021 1:52 PM
173	The city has been wasting money on projects that have little effect on the issues.	11/20/2021 10:22 AM
174	too much wasted on bus corridor!!	11/20/2021 8:54 AM
175	Finances are a top concern with every item the City finances. Aside from this, we should strive to produce a leading transportation system for a North American city and not allow the ever-present concern about finances hobble the transportation system. In other words, make good decisions and make decisions for the long term, as Winnipeg will exist and prosper in the long term. By the way, the cost of long-term financing is still the cheapest it has been for decades, which leads me to believe it's a good opportunity to make infrastructure investments.	11/20/2021 8:39 AM
176	Don’t know	11/20/2021 8:11 AM
177	More development more tax revenue. Especially downtown. But lay of the posting tickets and mafiaeque towtruck contracts. That sure keeps people away .	11/20/2021 7:11 AM
178	Some of the changes are ok but some especially around hospitals and taking over road space GeForce bike lanes where I never see bikes three is short sighted and a waste of money and frustration.	11/19/2021 10:56 PM
179	There are other things that can save money Access to transportation when needed better use of existing transportation services that cost the city less	11/19/2021 10:25 PM
180	Will be taxed more	11/19/2021 6:19 PM
181	If city officials hadn’t given it’s employees the best pension deal in North America years ago and then give the Winnipeg police service an even better deal we wouldn’t be where we are today	11/19/2021 3:08 PM
182	Roads should be a priority	11/19/2021 2:41 PM
183	Transportation is an essential service and should not be an area subject to austerity measures. Other cuts can be made in order to ensure accessible, efficient public transportation	11/19/2021 1:45 PM
184	An environmental transportation network is a first priority for any city, especailly one climbing towards 1 million people. The money needs to be in place to accomplish this.	11/19/2021 1:42 PM
185	winnipeg's infrastructure deficit is bad enough - saving money in the short term will just cause problems	11/19/2021 12:12 PM
186	Considering Winnipeg's geographical location in Canada, and *REDACTED** effort (think Winport) in making Winnipeg a primary transportation hub, it would make sense to invest in expanding and creating infrastructure the supports business efforts, rather than placating the small percentage of bicycle path users.	11/19/2021 8:55 AM
187	The City of Winnipeg should be focused more on investments into better quality infrastructure and public safety as well as attracting new investments.	11/19/2021 2:33 AM
188	We are better off not spending quite so much on highways	11/18/2021 8:58 PM
189	The city finances would be higher if you would stop spending egregious amounts on police.	11/18/2021 8:05 PM
190	Fix you proportion of city finances spent on WPS and this won't be an issue. It's not a resource problem, it's an allocation problem.	11/18/2021 6:38 PM
191	stop putting all your funds to the bridge water area then you would have more funds for real things	11/18/2021 5:42 PM
192	Stop spending money to replace roads and curbs in the exact same way. The city needs to look at a more pedestrian-friendly environment. We need safe bike lanes, not bigger curbs.	11/18/2021 3:16 PM

193	Cheap cheap cheap!	11/18/2021 2:49 PM
194	We need to spend to improve as this years construction programmed showed.	11/18/2021 2:40 PM
195	Winnipeg (and Manitoba in general) could collect more taxes in more creative ways to try to fund greener initiatives. Like a surcharge on vehicle registration for people with multiple vehicles, or even multiple vehicles registered with the same address to prevent people using their husband/wife to avoid it, or additional registration fees on cars with high fuel consumption.	11/18/2021 2:28 PM
196	I think whatever is needed should be put into reducing emissions and creating safe and sustainable travel no matter the cost and for it to be done quicker	11/18/2021 1:47 PM
197	We should be getting assistance from all levels of government. And the cost of not maintaining and replacing will actually be higher for citizens	11/18/2021 1:15 PM
198	Stop over funding ineffective policing" and there is plenty of money for a great public transport system.	11/18/2021 12:30 PM
199	While I agree city finances are suffocating the transportation network, a policy and budget re-alignment can help direct funds to improving this.	11/18/2021 12:16 PM
200	Too many divergent reqirements are being served by non tax payer interests	11/18/2021 12:09 PM
201	There is a worry amongst some citizens that increasing financing for transport will inflate single occupancy motorist infastructure and take away from community services.	11/18/2021 12:03 PM
202	Only that it impacts the city's ablility to pay for critical infrastructure	11/18/2021 11:22 AM
203	Just stop giving all the money to the police and things will be much better	11/18/2021 11:09 AM
204	the budget for policing can be reduced and reinvested in infrastructure	11/18/2021 11:09 AM
205	No information on how police funding is going to be changed to require additional traffic enforcement and vehicle enforcement to keep roads safe and polluting vehicles off the roads	11/18/2021 10:42 AM
206	We have no idea how the city budget is organized to know if there is a priority or not.	11/18/2021 10:05 AM
207	Because we spend all our money on road repair and police. We could afford a world class public transport system if we had the will to enact it.	11/18/2021 10:04 AM
208	spending today on vibrant public transit and active transport will likely have long term positive economic impact, so financial considerations should take a long term outlook.	11/18/2021 9:57 AM
209	Again, we have the financing it is where we decide to put it. Expanding our roads will continue to be unsustainable, looking at reducing the road budget and spreading that between other modes of sustainable transportation is the only way we should be looking at the financing.	11/18/2021 9:54 AM
210	Keeping costs down is important	11/18/2021 9:26 AM
211	City is continuously increasing taxes every year.	11/18/2021 8:32 AM
212	Transit, sidewalks, bike lanes do not get a proportionate or fair amount of funding.	11/17/2021 4:30 PM
213	we have some of the lowest property taxes in Canada.	11/17/2021 4:29 PM
214	you can increase taxes to generate more revenue	11/17/2021 4:21 PM
215	More spending on public transit and active transit will promote higher value development naturally increasing city revenue	11/17/2021 4:20 PM
216	Yes we have to have the ability to pay. Before we add a bunch of new streets and sub-division access the City need to upgrade their primary routes and collectors(truck routes). City needs to target developers for a larger contribution to street development when it can be shown they are responsible for the added traffic load.	11/17/2021 2:51 PM
217	it is a concern indirectly in the sense that people are reluctant to pay more taxes, but people often don't draw the connection from transportation choices to the city's financial picture.	11/17/2021 2:50 PM
218	We have no choice, but to invest heavily in active transportation and transit	11/17/2021 2:15 PM

Q4 Safety

Answered: 1,511 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	94.24%	1,424
No	5.76%	87
TOTAL		1,511

#	IF NO, WHY NOT?	DATE
1	when you have things working properly, safety is not an issue. It looks after itself.	12/17/2021 8:16 PM
2	Why is safety an option???	12/17/2021 9:19 AM
3	This should be a higher priority than traffic congestion and city finances.	12/16/2021 8:03 PM
4	I believe, based on what I observe, that drivers are more interested in getting somewhere in the least amount of time possible. This includes speeding, running red lights and not stopping for school buses.	12/16/2021 7:21 PM
5	And these meandering bike lanes and curbs are not helping any...	12/16/2021 6:41 PM
6	Road safety for non-motorists	12/16/2021 2:23 PM
7	Another source of revenue. Cars and trucks driving around with thier fog lights and high beams on blinding other drivers.	12/13/2021 12:52 PM
8	**REDACTED** address bus shelters being occupied by homeless.	12/11/2021 7:55 PM
9	Recent implementations don't seem to be working - calming circles have become car slingshots.	12/10/2021 11:42 AM
10	Safety is excuse to blead more cash from tax payers	12/9/2021 6:45 PM
11	Safety first	12/9/2021 12:41 PM
12	Safety is up to the individual. People shouldn’t have to be coddled.	12/8/2021 9:50 AM
13	Safety should be number 1.	12/8/2021 9:28 AM
14	Enforce existing laws.	12/8/2021 7:34 AM
15	Look at my answer for number 3	12/6/2021 6:23 PM

16	This should include accessibility and equity in transportation	12/6/2021 4:45 PM
17	Often used to create massive transportation network inefficiencies.	12/6/2021 3:35 PM
18	Police are over worked by other agencies not wishing to do they job. An outsider looking in can see they are issues with the major supporting his police officers.	12/6/2021 1:52 PM
19	Safety should be in the #2 spot.	12/5/2021 5:29 PM
20	Leave the speed limit at 50kms!	12/5/2021 11:35 AM
21	Safety and comfort being the most important things for shifting away from our default, which is currently driving.	12/3/2021 10:54 PM
22	Minimal improvements in key infrastructure. Active transport has seen minor improvements. Damaged roads, potholes, and other hazards plague the city streets.	12/3/2021 1:57 PM
23	Planning safety does not work if not enforced, residential streets should be lower. School zones should be everyday all year long. All have playgrounds, many include daycare so kids are there beyond the school day.	12/2/2021 9:41 PM
24	***REDACTED***	12/2/2021 2:14 PM
25	traffic has to Moove!	12/2/2021 12:32 PM
26	Why is this number 4 and not number 1. Failure already.	12/2/2021 10:13 AM
27	Too many traffic lights and need more overpasses	12/1/2021 8:58 PM
28	Justice system that mollycoddles crooks is problem	12/1/2021 7:07 PM
29	Depends on what you mean by safety! I think safe walking and biking are major issues in Winnipeg.	12/1/2021 11:34 AM
30	Safety needs to improve for all road users & modalities. I support vision zero and would like to see that embedded in the strategy.	11/30/2021 8:19 PM
31	See above - should be a higher priority	11/30/2021 6:59 PM
32	Again, I would express this as accessibility - all citizens in the city should be able to use accessible transportation options: that work FOR THEM, that work FOR OTHERS, and that are safe. A lot of current options are not accessible, or safe, as they privilege one group over others, are not fully accessible and so on.	11/29/2021 10:39 AM
33	As long as safety of all is considered. Currently corner of Levi's/Stadcona/winterdon is not only pedestrian unfriendly, but dangerous. Or if Higgins is widened and south point Douglas is redeveloped, what is being done to protect safety of residents and pedestrians living in the area	11/29/2021 8:50 AM
34	It's a very safe city already.	11/28/2021 5:43 PM
35	Transportation network is safe as is	11/28/2021 1:22 PM
36	I am safer than 99% of the world	11/28/2021 11:38 AM
37	Housing for homeless and other low income people is very important for safety.	11/27/2021 6:19 PM
38	Buses are already quite safe	11/27/2021 6:10 PM
39	Mostly a problem caused by human behaviour.	11/27/2021 1:04 PM
40	Mostly a problem caused by human behaviour.	11/27/2021 12:45 PM
41	I think access is a bigger issue	11/26/2021 1:44 PM
42	See above. The Coty should w.ork harder to secure more funding either through tax increases or help fro the province and Feds to improve a backward transportation system.	11/26/2021 11:59 AM
43	But with accessibility and access at the heart for disabled, elderly.	11/26/2021 10:04 AM
44	Very safe as is. Road fatalities are minimal, mostly driver error anyway	11/25/2021 11:00 PM
45	Safety should be a major priority. Public transportation is not safe at the moment - is a free for	11/25/2021 8:34 PM

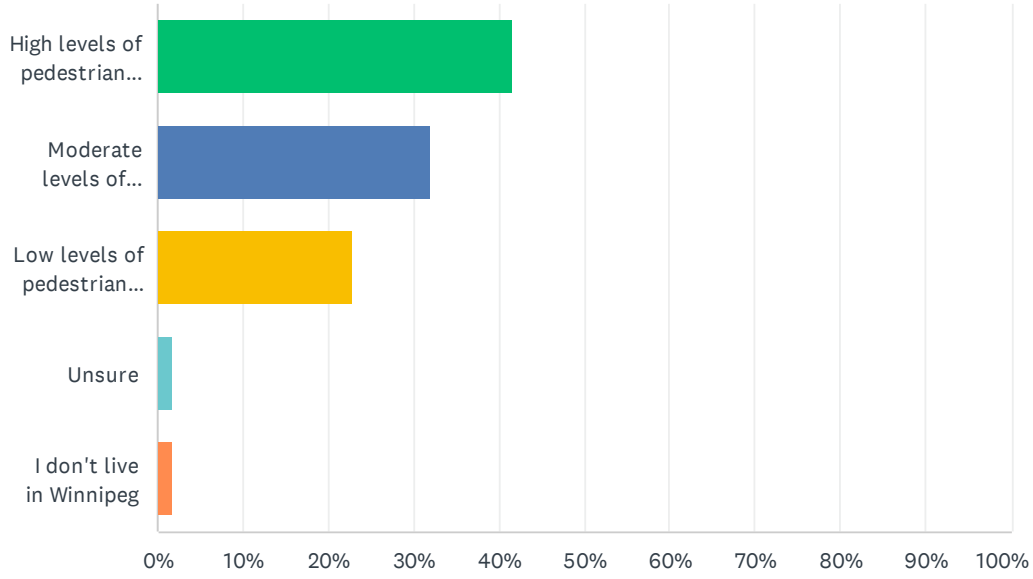
	all with drivers scared & hoping they're left out of any violence or trouble & not coming to passengers aid. Use at own risk does not encourage use! Improve safety & ridership might increase. In planning pathways for pedestrians, bikes, wheelchairs etc. lighting, cameras, bushes kept back from pathways & transit stops by several feet etc. however to make things safe & accessible for all, perhaps consider free or coin operated charging stations for electric bikes, wheelchairs and scooters. Running out of power before reach safety is no fun! If no charging available then these new pathways will not be accessible to all. Is very difficult to get anybody to let us charge our wheelchairs now and 15 minutes charging is pennies but folks act like it costs dollars! We are limited by how much charge our batteries hold because nobody has planned for us yet. Going to be more and more people with scooters and wheelchairs as baby boomers age and why aren't you already prepared with charging stations for disabled and those with electric bikes. No charging stations - no safety or full accessibility really. People need respite from sun & heat, as well cold as Wpg. is a city of extremes.	
46	Assuming people actually obey laws and respect the rules (including bicyclists), roadways are generally safe.	11/25/2021 8:34 PM
47	No plan on safe bus shacks, cyclist safety or insurance. Needs to have a way better plan	11/25/2021 7:58 PM
48	Safety is always important	11/25/2021 7:35 PM
49	Traffic congestion should be number 4.	11/25/2021 7:16 PM
50	Make driver tests real & make people learn how to drive	11/25/2021 7:15 PM
51	It should also include road conditions and infrastructure	11/25/2021 6:07 PM
52	for most safety means slower which i disagree with	11/25/2021 5:11 PM
53	Its not safe to ride,walk, or take a bus	11/25/2021 1:46 PM
54	Again, because I fear safety means smoothing the flow of car traffic to the detriment of everything else -- witness our fist snowstorm, where even alleyways were cleared before sidewalks, pedestrians, strollers, and people with mobility issues be damned, you can wait five days (and never mind there is pretty much no safe option for a cyclist).	11/25/2021 11:38 AM
55	I think there are more important issues such as accessibility	11/25/2021 11:26 AM
56	Roads are only as safe as the users.	11/25/2021 10:37 AM
57	There's no reason for pur collision hot spots. The state of our roads make it dangerous for drivers, cyclist and pedestrians	11/25/2021 9:18 AM
58	Not an “issue” when it is basic premise. Who designs unsafe roads on purpose?	11/25/2021 7:01 AM
59	Crime is out of control. Downtown Winnipeg is not safe at all. Foot patrols (police) are the main thing missing. They should be interacting with people preventatively before they cause a crime.	11/25/2021 12:44 AM
60	Not sure what you mean by safety. Who's safety?	11/24/2021 6:07 PM
61	This is too broad. Obviously anything we build should be safe. Redundant and unnecessary as a guiding principle.	11/24/2021 2:58 PM
62	Should be moved up one position	11/24/2021 9:59 AM
63	But for all methods not just cars	11/24/2021 9:41 AM
64	Better driving training	11/24/2021 9:22 AM
65	Our system is relatively safe alredy	11/23/2021 6:35 PM
66	Winnipeg has some of the most unsafe roads in the entire country. Never have I seen so many at grade crossings on a expressway before. The city is notorious for disappointing the citizens of Winnipeg with half complete roadways.. we are pushing one million people and we have the characteristics of a post world war 2 catastrophe on our road networks. Bishop grandin from river road to ste Anne’s road is absolutely unsafe due to its road surface condition in both directions in between this route. Building roads with concrete is the only solution in our climate to keep the surface new longer. The amount of raised asphalt humps on routes that the city is not maintaining and scraping down is just mind boggling.	11/23/2021 5:37 PM

67	Winnipeg roads are very safe. The "Toward Zero" campaign is misguided in a few key ways. There will always be risk when people move around each other in large numbers. Also, safety is more a concern in certain areas than it is city wide.	11/23/2021 8:23 AM
68	not enough year round bike lanes to protect cyclists	11/22/2021 11:18 PM
69	The safer it is for cars, the more dangerous it is for bikes and pedestrians.	11/22/2021 11:11 PM
70	People need to learn to follow the rules!!!	11/22/2021 6:31 PM
71	The design standard of our road network is deplorable and is dangerous for all walkers and cyclists.	11/22/2021 1:29 PM
72	I believe if the proper money and planning was directed towards transportation any safety issues would be resolveed	11/22/2021 1:28 PM
73	Crime is out of control. More police feet on the sidewalks to actually see what is occurring and able to do more preventative policing.	11/22/2021 12:19 PM
74	Yes but beware the group trying to reduce residential street speed limits. Its fairly well documented that accidents between vehilces and cyclists/pedestrians occur on regional streets and not on residential streets. The path to Net Zero travels through major streets and not residential streets.	11/22/2021 12:11 PM
75	Roads have to be safe, however I'd suggest this is much lower than the other three.	11/22/2021 11:22 AM
76	People need to be responsible for their own safety	11/22/2021 11:18 AM
77	Insignificant	11/22/2021 11:09 AM
78	***REDACTED***	11/22/2021 10:50 AM
79	Sidewalks and bike lanes are poorly cleared in winter. They are hazardous even for the young and able-bodied!	11/21/2021 9:29 PM
80	Safety is important, but the safety of pedestrians and cyclists should be prioritized. Any “safety” decisions that are made on the basis of keep traffic flows at high speeds work against the actual safety of the bodies that use non-automobile forms of transportation.	11/21/2021 5:20 PM
81	Safety should be as important as climate change	11/21/2021 12:08 PM
82	Passengers can completely ignore Covid rules, and be offensive, and we do nothing	11/21/2021 9:59 AM
83	Not that many people are injured by cars when cycling or walking properly.	11/21/2021 12:31 AM
84	City finances should be #4	11/20/2021 1:52 PM
85	Too much spent on bike lanes, NOT USED IN WINTER!	11/20/2021 8:54 AM
86	Don’t know	11/20/2021 8:11 AM
87	Major crisis being down played. ***REDACTED*** start policing again.	11/20/2021 7:11 AM
88	But not gmfor the reasons you might think. The bike situation and lack of road safety by them has increased exponentially and I fear being anywhere near them because I don’t know what they are going to do- ignore the stop signs ***REDACTED***	11/19/2021 10:56 PM
89	If people don’t feel safe travelling on Winnipeg streets then they should take a bus	11/19/2021 3:08 PM
90	I have never felt unsafe on a bus.... maybe while waiting downtown for long periods of time	11/19/2021 9:16 AM
91	I’m not understanding the context. Is the transportation supposed to be safe?	11/19/2021 6:23 AM
92	Not a major problem	11/18/2021 8:50 PM
93	Roads are safe for cars. Pedestrians and cyclists should stay off roads.	11/18/2021 5:37 PM
94	The transportation network functions at a level of safety tolerance I find acceptable.	11/18/2021 3:42 PM
95	Not an issue for me	11/18/2021 3:26 PM

96	It costs money to be safe.	11/18/2021 2:49 PM
97	Know I am going against the flow of a vocal minority (Bike Winnipeg etc) when I say infantalizing cyclists by telling them they cannot learn the skills to safely commute in traffic.Your statement that " Winnipeggers " day they want safer options for cycling Tec begs the question " who are these Winnipeggers ? 4400 Bike Winnipeg followers out of 770,000 citizens ?To be clear I am a long time cyclist / cycling advocate	11/18/2021 2:12 PM
98	It isn't the thing.	11/18/2021 12:30 PM
99	Safety should be a top priority. safety for motorists, pedestrians, and cyclists alike	11/18/2021 12:03 PM
100	Because safety must account for freedom, which is generally ignored.	11/18/2021 11:46 AM
101	Top priority especially for cyclists and pedestrians.	11/18/2021 11:27 AM
102	Safety should be the top priority	11/18/2021 11:02 AM
103	Removing lanes cause extra traffic congestion which increases tempers, thus more risk for road rage and pedestrians crossing in unsafe situations	11/18/2021 10:42 AM
104	I am not clear as to why 'sustainability or complete communities' are not mentioned here.	11/18/2021 9:54 AM
105	Good street lighting - and more cameras. That is what is needed.	11/18/2021 9:26 AM
106	We have a safe network. Urban sprawl is more important	11/18/2021 8:48 AM
107	Yes, very important. Cars and trucks need wide well signed main streets. Active transportation should be safer that it is. We are a winter city for 5 months of the year so we shouldn't get carried away with millions of empty corridors for bikes that aren't being used.	11/17/2021 2:51 PM
108	anyone who walks or bikes regularly constantly faces safety challenges.	11/17/2021 2:50 PM

Q5 I live in an area with:

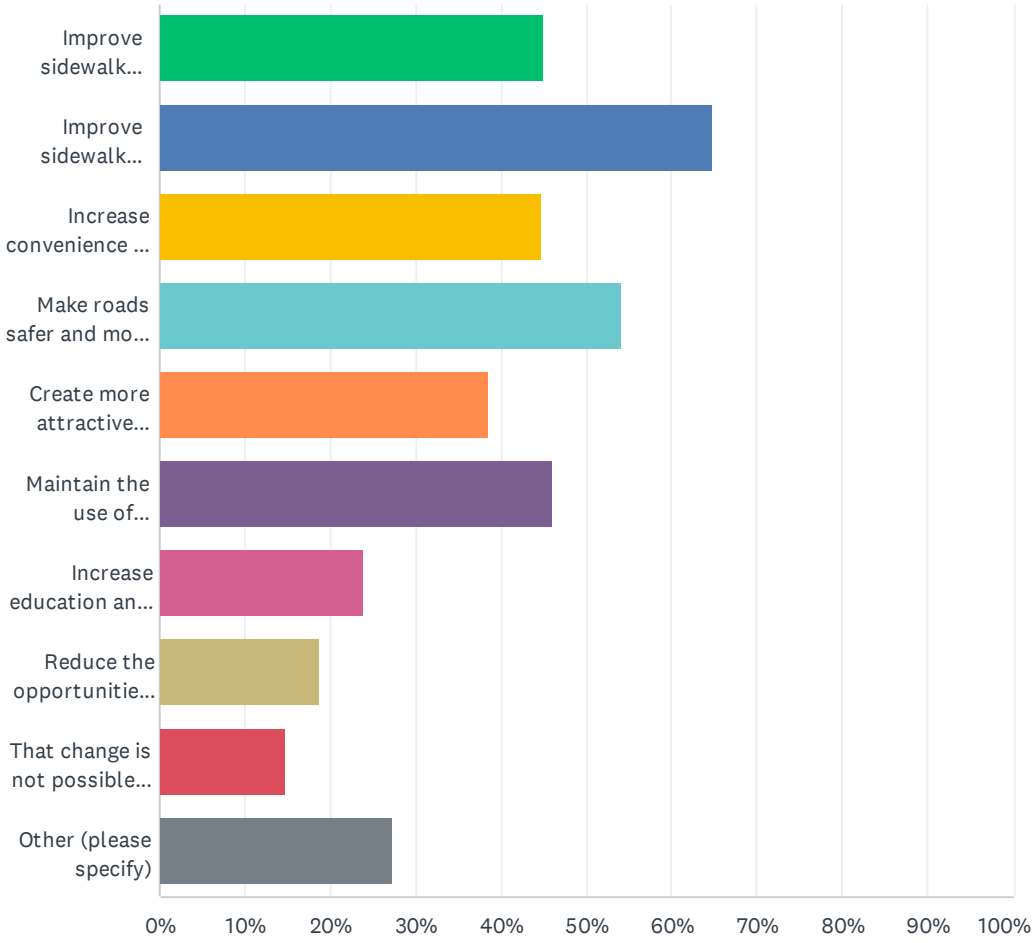
Answered: 1,446 Skipped: 65



ANSWER CHOICES	RESPONSES	
High levels of pedestrian activity	41.63%	602
Moderate levels of pedestrian activity	32.02%	463
Low levels of pedestrian activity	22.89%	331
Unsure	1.80%	26
I don't live in Winnipeg	1.66%	24
TOTAL		1,446

Q6 What could the City do to encourage you to walk rather than drive for just one commuting trip a week? Please choose all that apply.

Answered: 1,446 Skipped: 65



ANSWER CHOICES	RESPONSES	
Improve sidewalk connectivity	44.95%	650
Improve sidewalk maintenance through all seasons	64.73%	936
Increase convenience and comfort for those who walk. Examples: Safe barrier crossing over roads or rail lines, increased separation from vehicles, or increased lighting	44.74%	647
Make roads safer and more accessible for vulnerable users such as pedestrians, cyclists, school children and older adults	54.22%	784
Create more attractive streetscapes and plan for pedestrian options in new developments	38.52%	557
Maintain the use of sidewalks through Construction Zones	46.06%	666
Increase education and awareness around walking as a safe and attractive mode of travel	23.86%	345
Reduce the opportunities for free parking	18.74%	271
That change is not possible for me	14.73%	213
Other (please specify)	27.25%	394
Total Respondents: 1,446		

#	OTHER (PLEASE SPECIFY)	DATE
1	Reduce speed limits on residential streets where there are not sidewalks	12/17/2021 10:07 PM
2	there are times when sidewalks in residential areas need to be sanded in the winter. they don't need sanding on a regular basis as it makes a mess out of the packed snow on the sidewalks and thereby making it difficult to walk on. Sweep the dirt off the sidewalks in the spring before the street cleaning take place so the streets only have to be swept once. Educate pedestrians that when crossing roads/intersections they need to get across quickly rather than taking their sweet time getting across.	12/17/2021 8:21 PM
3	Delete cars	12/17/2021 5:39 PM
4	Stop blocking pedestrian routes for construction, etc. this is inconvenient for able bodied pedestrians and simply horrid for anyone with a disability.	12/17/2021 5:03 PM
5	Somehow, reduce volume of traffic and number of large vehicles.	12/17/2021 4:38 PM
6	I see looking at the next section on bike commuting, it mirrors the offered "reasonable" duration of 16 to 30 minutes. I feel more vulnerable if I'm walking for 5 to 59 minutes if I have to stop or substantially slow down; moreso than if I spent the same time on a bike.	12/17/2021 2:58 PM
7	Improve the tree canopy	12/17/2021 12:37 PM
8	Be an 8 80 city https://www.880cities.org/ and when planning for cyclists do not focus on commuter cyclists	12/17/2021 11:38 AM
9	Reduce vehicle speeds.	12/17/2021 9:22 AM
10	1. DO NOT sand the sidewalks during the winter, walkking on packed snow is just fine. 2. Sweep the sidewalks in the spring before the street cleaning happens. 3. Fill in the potholes and cracks in the pavement along the curb so cyclists are not having to swerve into the path of oncoming vehicles. 4. Let pedestrians know their responsibility when walking across streets, to get across as quickly as possible rather than taking their time and impeding the flow of traffic.	12/17/2021 8:35 AM
11	je suis à la retraite	12/16/2021 10:39 PM
12	Mixed-use zoning so there are more places within walking distance	12/16/2021 9:29 PM
13	Raised pedestrian crossings and pathways.	12/16/2021 8:59 PM

14	sidewalks that don't have pedestrian traffic get snow cleared and sand more frequently than residential streets	12/16/2021 8:50 PM
15	Change pedestrian crossing buttons on major streets (such as Maryland) so that they actually change the traffic signal to stop traffic so that pedestrians can cross the safely cross the street on a timely basis.	12/16/2021 8:24 PM
16	In new areas it is critical that services be within walking distances of most residences.	12/16/2021 8:06 PM
17	Make it warm all year around	12/16/2021 8:05 PM
18	I already walk a lot to pick up groceries, library etc., even in winter, so this question is not relevant to me personally. I walk in spite of the fact that sidewalk maintenance sucks, the fact that I have to walk on sidewalks directly beside traffic, in spite of having to cross controlled intersections where drivers make right hand turns directly in front of me so that I am required to wait for them (while I have the walk sign).	12/16/2021 7:28 PM
19	incentivize employers to innovate alternatives to their business model to increase their bottom line in conjunction with changes that promote less vehicular commuting to work.	12/16/2021 7:09 PM
20	Community policing. Women and the elderly are especially vulnerable, day and night, to street crime/assault/robbery due to mental health, substance abuse and extreme poverty issues. ***REDACTED*** to do away with Community policing in places like Osborne Village, Broadway, the Core, etc., that has also negatively impacted businesses when foot traffic disappears and they have their own security issues to deal with in the circumstances. ***REDACTED***. Worse on taxes when it all ends up in the court system. Pathetic lack of planning has brought Winnipeg practically to its knees. And don't get me started about the lack of residential in the development of MTS Place/Portage Avenue. You could roll a bowling ball down those streets. So contrary to other cities who focus on "streetscaping" development.	12/16/2021 6:48 PM
21	Keep cyclists off sidewalks and pathways; I already walk a couple of hours daily in the summer and I'm tired of dodging those clowns.	12/16/2021 6:17 PM
22	more trees for shade and wind protection during walks	12/16/2021 5:05 PM
23	**REDACTED** cyclists off the sidewalks. It is both illegal and dangerous. If they want to cycle, do so on the street.	12/16/2021 3:55 PM
24	many sidewalks poorly maintained - uneven and or slated - hard to use	12/16/2021 3:55 PM
25	We are a winter city, improve public transportation	12/16/2021 3:08 PM
26	Citywide recognition program for walking/biking to work. Does not need to be monetary recognition.	12/16/2021 3:04 PM
27	I would presently not walk to work. I take the bus occasionally. It would take me over 45 minutes to walk to work.	12/16/2021 3:01 PM
28	Educate drivers about pedestrian rights & safety.	12/16/2021 2:59 PM
29	increase bike lanes so cyclists can use bike lanes instead of the sidewalk	12/16/2021 2:28 PM
30	zone so that parking is in the back of buildings and they are easier to reach than walking through GIANT parking lots	12/16/2021 7:48 AM
31	Continuous bike network	12/16/2021 6:07 AM
32	I need a hip replacement. Walking long distances is out for me. When I get it fixed though, I will walk more and would like to see many pedestrian/cyclist overpasses around the city over our major thoroughfares.	12/15/2021 8:51 PM
33	ensure all neighbourhoods offer grocery options within walking distance	12/15/2021 5:07 PM
34	Utilize trains	12/15/2021 3:31 PM
35	Reduce speed limits on residential streets, install raised crosswalks around schools, invest in more traffic calmed neighbourhoods, and increase the amount of time for pedestrians to cross busy roads. Not all pedestrians can walk fast enough to cross streets like Pembina, Portage, Henderson, or Main Street in one light cycle	12/15/2021 11:50 AM

36	Add sidewalks on the bus route where they are already required by the city's own rules.	12/15/2021 9:38 AM
37	Sound dampening for road noise, wind barrier especially for winter and shade for summer	12/14/2021 10:32 PM
38	Improve snow removal on roads in suburbs - the road is the sidewalk and backlane. Have more walking bridges over Red River to provide direct access.	12/14/2021 9:47 PM
39	It isn't the governments job to encourage people to walk or do anything. ***REDACTED***.	12/14/2021 9:08 PM
40	tax incentives for people to try and make car pooling more feesible	12/14/2021 6:29 PM
41	install vehicle noise barriers along loud high traffic roadways	12/14/2021 1:16 PM
42	Convert stroads (see: Strong Towns) to streets *or* roads	12/14/2021 12:38 PM
43	Educate motorists to respect vulnerable users	12/14/2021 11:34 AM
44	Don't assume I don't already walk.for short shorter trips	12/14/2021 9:35 AM
45	Connetivity to active paths and other modes such as E-bike rentals, and e-scooter rentals.	12/14/2021 9:06 AM
46	more wheelchair accessible routes	12/14/2021 2:26 AM
47	I am retired and do not commute. I already walk a lot.	12/13/2021 8:36 PM
48	Build many new pedestrian bridges to shorten distances across our rivers to access our various BIZ districts, public transit infrastructure & parks.	12/13/2021 3:53 PM
49	Make the city safer. So much murders, robbery, assaults. Prevents alot of people from walking!	12/13/2021 12:55 PM
50	If you could cancel winter .Im not going to walk to work in the winter. I do bike sometimes in the summer. I would use my car less if like Pheonix you could use small electric vehicles (golf carts or similar) on residential only streets.	12/13/2021 10:00 AM
51	Make driving in Winnipeg a hassle.	12/12/2021 3:26 PM
52	Most new neighbourhoods have very poor pedestrian level permeability (ie many windy roads, etc). This design practice prioritizes car travel over active transport. Having stricter design standards for neighbourhood layout to ensure car traffic is not the priority would help make walking, cycling and transit more desirable and convenient.	12/12/2021 11:01 AM
53	Placing walking bridges like the one on Chief Peguis on all major roadways to get rid of crosswalks to speed up traffic flow	12/11/2021 2:58 PM
54	Make winnipeg like a small town again get rid of the box stors and get corner stores open with the old time service!	12/11/2021 9:08 AM
55	Safety	12/11/2021 6:35 AM
56	nothing - I might walk one way but no desire to do both ways	12/10/2021 2:41 PM
57	The City shouldn't be "encouraging" people to walk. It should be up to individuals.	12/10/2021 12:15 PM
58	Install sidewalks on all streets in new neighbourhoods.	12/10/2021 9:00 AM
59	Regular enforcement of bus diamond lanes. During rush hour, they're always occupied by other vehicles which delay the bus.	12/10/2021 5:44 AM
60	Walking paths that are not interrupted by road ways like the walking bridge on Chief Peguis should be on all major roadways	12/9/2021 7:52 PM
61	I enjoy driving	12/9/2021 2:38 PM
62	I already walk but sidewalk maintenance is the most important to me	12/9/2021 1:39 PM
63	There isn't any stores close to me to walk to and in the winter the sideways are too slippery to walk too far	12/9/2021 1:35 PM
64	Identify corridors that (currently) provide a redundant direct route for a popular commuting direction (e.g. Ness Ave and Portage Ave) and prioritize one for active transportation use. No one wants to walk right beside emission-emitting vehicles	12/9/2021 1:05 PM

65	Neighborhood safety also a concern. Neighborhood watch or walking/cycling patrols?	12/9/2021 10:59 AM
66	Change zoning in residential areas to allow commercial options to exist - the nearest store to me is a 20 minute walk, something I can commit to once a week or so (for about 6 months of the year), but at a 5-10 minute walk I would literally never drive there.	12/9/2021 10:30 AM
67	Signage that shows direction and distance to landmarks might also be an advantage - local business might invest in signage for advertising	12/9/2021 8:44 AM
68	I don't commute.	12/8/2021 8:15 PM
69	Revise zoning to allow for greater integration of varying densities of residential uses and and commercial uses.	12/8/2021 4:59 PM
70	I don't know how the City can encourage it, but restriction on the use of motor vehicles will become more and more essential.	12/8/2021 4:28 PM
71	I already do not drive. All my commuting is either on foot or by bus.	12/8/2021 4:11 PM
72	significantly increase the cost of parking	12/8/2021 4:00 PM
73	Sidewalks are slippery by bus stops to clear them and sand them.	12/8/2021 3:12 PM
74	Nothing. Places I need to get to (daycare, my work) are just too far away and I'm not going to walk in cold with crying child	12/8/2021 1:16 PM
75	It all starts with planning. I am not an urban planner but if you look at walkable places such as Montreal, and Toronto, everything you need is within walking distance. Mixed use zones would encourage walking as businesses, services, grocery stores, etc. would be close by. These building should be designed to be more urban friendly, and not closed off walls of concrete with no stores or services.	12/8/2021 12:49 PM
76	Build many new pedestrian bridges to shorten distances across our rivers to access our various BIZ districts, public transit infrastructure & parks.	12/8/2021 12:47 PM
77	Increase street lighting in areas where either tree canopy interferes with the lighting or there aren't enough street lights. This improves the overall safety feeling.	12/8/2021 12:23 PM
78	I already walk a lot	12/8/2021 12:02 PM
79	more secondary plans for high density areas to include living space Above commercial space, along with secure bicycle lock-up	12/8/2021 11:23 AM
80	personal safety	12/8/2021 10:23 AM
81	It takes an hour just to bus, it would take at least four times that for me to hobble my way to or from work ***REDACTED***.	12/8/2021 9:41 AM
82	I take the bus to come to work downtown	12/8/2021 9:24 AM
83	More having access to things I need closer to me.	12/8/2021 9:22 AM
84	driver's need to realize that pedestrians have rights too and it is not about what driver's want. Yesterday I was walking on donald north bound and a driver was leaving the parking lot and blocked our passage because she needed to get onto Donald southbound	12/8/2021 9:20 AM
85	improve transit service	12/8/2021 9:19 AM
86	I walk, or bike, to work 5 days per week. Infrastructure is just fine.	12/8/2021 9:16 AM
87	I live across the river from the University of Manitoba, and there is no reasonable pedestrian route to get there. A walking/cycling bridge would allow us to access University and rapid transit	12/8/2021 9:14 AM
88	Its Winnipeg, winter means no active transportation for me and most people.	12/8/2021 9:08 AM
89	I already walk every day	12/8/2021 8:40 AM
90	Covered,sheltered walkways.	12/8/2021 8:11 AM
91	General public safety.	12/8/2021 7:17 AM
92	While I am physically able I will always chose walking.	12/7/2021 11:12 PM

93	Move my job to within walking distance	12/7/2021 9:13 AM
94	Just want to emphasize the maintenance issue through all seasons. If I could check that box four more times, I would.	12/7/2021 5:49 AM
95	Clean the Sidewalks for people and put a bus service in the castlebury meadows area	12/6/2021 6:25 PM
96	Improve safety on trails such as river walk	12/6/2021 7:33 AM
97	Stop massively subsidizing car use.	12/5/2021 10:44 PM
98	One big problem is the lack of pedestrian/cycling bridges over major roadways…like you see in other cities.	12/5/2021 7:46 PM
99	Protected bike lanes improve sidewalk safety by creating a buffer from cars. They're also often more walkable than sidewalks during the winter, unfortunately.	12/5/2021 5:31 PM
100	I think there are lots of opportunities to walk and very few barriers for most people.	12/5/2021 11:36 AM
101	I don't commute	12/5/2021 11:08 AM
102	Have a sidewalk and a separate bike corridors	12/5/2021 4:41 AM
103	Make it mandatory for all cyclists to have a bell and to use it when passing pedestrians. They also need to slow down when passing.	12/4/2021 2:22 PM
104	Make is reasonably warm and safe(from a slip, trip, and fall angle, as well as decreasing undesirables in all areas) in the city to walk year round.	12/4/2021 11:44 AM
105	More traffic circles on busier streets to dissuade speeding vehicles	12/4/2021 10:33 AM
106	Tax vehicles within the center of wpg	12/4/2021 9:48 AM
107	Enforcement bicycle and pedestrian use their designated lane or sidewalk	12/4/2021 8:49 AM
108	Get cyclists off the sidewalks, they are mowing people down	12/4/2021 8:14 AM
109	Mandate better sidewalks on commercial properties	12/4/2021 7:13 AM
110	Better planning of new developments that facilitates travel by foot or bus rather than by car	12/3/2021 1:55 PM
111	Rate housing by walkabiity as they do inVancouver	12/3/2021 1:10 PM
112	Improve biking infrastructure - more protected bike lanes on major arteries	12/3/2021 8:54 AM
113	Create more attractive streetscapes in existing neighbourhoods ; no more big box stores with acres of free parking;	12/2/2021 6:54 PM
114	I am unable to walk more than 1 block	12/2/2021 5:57 PM
115	Downtown safety	12/2/2021 4:28 PM
116	Build the pedestrian bridge from park on river to park on assinaboine that would cut my walk to work by half	12/2/2021 2:16 PM
117	not happening make the roads better	12/2/2021 2:15 PM
118	The lack of maintaining safe pedistrian access during construction is an issue but suprising as it can be solved by including suitable language in contract documents. There should be a list of no lose actions like this that should be implemented	12/2/2021 1:20 PM
119	Consider the wind in your design, connect more of downtown in the walkway system, more sidewalks that allow shortcuts through neighborhoods, create direct bike paths along major transportation routes to make bike commuting easier	12/2/2021 1:19 PM
120	Use the Planning dept to develop 15min walking zone areas-decrease urban spraw- need to get a bit more creative with such a huge issue.ll	12/2/2021 1:05 PM
121	Realize that no part of Winnipeg actually has high pedestrian activity.	12/2/2021 12:23 PM
122	Things need to start to happen right away, not 5 years or more from now, but right now. Enough with the stalling tactics. I have worked construction, it's a sad state that it takes so long for some projects to even get started.	12/2/2021 10:31 AM

123	Stop subsidizing and prioritizing single-occupancy vehicle transportation	12/2/2021 10:21 AM
124	Get bicycles off the sidewalk! They are a hazard for those who walk. Either create separate lanes for bikes and pedestrians or start enforcing traffic laws that bikers ignore.	12/2/2021 10:18 AM
125	Improve density and STOP building the city through suburbs. What makes bigger cities walkable and interesting? The fact there are many things to look at along the way: shops, parks, plazas, art, not long expanses of vacant buildings, surface parking lots and empty lots.	12/2/2021 10:16 AM
126	Too many cyclists on sidewalk. Very dangerous for disabled people	12/2/2021 10:12 AM
127	Slow cars.	12/2/2021 9:36 AM
128	Work construction have to drive	12/2/2021 6:15 AM
129	Reduce and enforce speed limits on residential streets. Allow parking on bot sudes of residential streets.n reside	12/1/2021 6:37 PM
130	I already do not drive, so when the city fails to provide safe, usable sidewalks and bike paths, the choice is between endangering myself or not going out.	12/1/2021 6:30 PM
131	Fast and effective snow removal, especially with the freeze/thaw cycles that climate change is making more common	12/1/2021 11:36 AM
132	Create safe streets for people to walk in the inner city and north end.	12/1/2021 9:05 AM
133	Maintaining safe sidewalk/bike lane access during construction is a must for me. I've spent the past 2 years navigating Taylor/Pembina on foot to get to work. At times I had to navigate those difficult stretches in the snow with poor clearing and two young children in tow.	11/30/2021 8:22 PM
134	There needs to be greater onus on driver responsibility in the pedestrian safety equation. Too much emphasis is put on "safe habits from pedestrians", when driver errors, negligence, or recklessness is more commonly what leads to tragedy..	11/30/2021 7:02 PM
135	Get rid of cyclist special roads - make them pay a fee to use	11/30/2021 3:51 PM
136	safer areas without constant panhandling	11/30/2021 12:13 PM
137	Increase transit access in my area to reach major transport routes	11/30/2021 10:45 AM
138	Charleswood, if I have to walk on road, better it is flat with a better shoulder.	11/30/2021 8:43 AM
139	My office is way out in an industrial park and too far to reach by foot. It is an office building and does not need to be in an industrial park. For this kind of situation, could you incentivize offices to locate centrally?	11/29/2021 10:20 PM
140	I already commute on foot, approx. 45 minutes each way. However, I am a stubborn person, and the points identified above would make it easier.	11/29/2021 4:13 PM
141	input free parking in hub areas (downtown)	11/29/2021 1:57 PM
142	Halve the speed of motor traffic in Downtown Winnipeg and make crossings safer by making them shorter and raised. Remove right turns while pedestrians are crossing. Remove stop signs and put in place raised crossings, reduce lanes and other forms of traffic calming.	11/29/2021 1:14 PM
143	Why do I drive short distances instead of walking? It is quicker and safer.	11/29/2021 11:05 AM
144	Accessible for people who use mobility devices. Sidewalks in all suburbs and new divisions. Include options for seating along the way (benches) for those who would need a break every now and then. Do not have pedestrian walkways and cycling lanes be one and the same - they should be fully separated.	11/29/2021 10:42 AM
145	Better enforcement of drivers speeding, running red lights and driving distracted	11/29/2021 9:53 AM
146	More direct bike routes through the city with associated infrastructure such as bike lockers.	11/29/2021 9:02 AM
147	Enforce health and safety bylaws at single room occupancy hotels and continue to work with orgs supporting homelessness. Fund inner city housing, mental health, and recreation for youth. Stop urban sprawl aka Waverly west ***REDACTED***.	11/29/2021 8:54 AM
148	Mobility imparement prevents this	11/28/2021 1:23 PM

149	Reward people for walking.	11/28/2021 12:04 PM
150	Enforcement of traffic laws. Pedestrians have the right of way as marked and unmarked crosswalks but drivers almost never stop	11/28/2021 11:29 AM
151	Reduce sprawl/ensure that new developments are within walking distance of amenities such as grocery stores	11/28/2021 11:22 AM
152	Road re-construction, ie: we're told streets like St Marys have no room for a protected bike lane, but there would be if we removed boulevard in the middle	11/28/2021 9:12 AM
153	Develop neighbourhood that provide destinations to walk TO e.g. grocer, shops ect. mixed use development.	11/28/2021 4:32 AM
154	Physical limitations prevent walking with cargo for any more than 10 minutes,	11/27/2021 12:50 PM
155	Not really applicable	11/27/2021 9:27 AM
156	cleaning and removing bushes and branches that normally obstruct sidewalks	11/27/2021 9:13 AM
157	Who is going to consider walking 5 km to work as an option even if their physical health is excellent and weather is ideal ?(note: winter in Wpg = spring + summer + fall)	11/27/2021 12:52 AM
158	**REDACTED**, I love driving.	11/26/2021 8:22 PM
159	Better bike connections.	11/26/2021 6:19 PM
160	Is it possible to install double lights on the electrical posts, 1 facing the streets, 2nd ligts facing the train/trail tracks where people jog/walk/bicycle/strolls with their babies/children/pets mostly during the days n make the 2nd lights to be used at night for people who walk from the bus stop to their home, ESPECIALLY during Winter time. Because the sidewalks are Very icy, very slippery while those train/trail tracks are well maintained, not slippery or icy. Im a retiree & I've difficulty walking on very icy areas especially during Winter. On NOV 24th, after 9pm, i used those train/trail tracks BUT it was very very dark.	11/26/2021 5:52 PM
161	Clear side walks better in the winter with more sand	11/26/2021 3:05 PM
162	Keep cyclists off sidewalks by making more bike paths.	11/26/2021 2:52 PM
163	increase density, so that more amenities are within closer walking distances	11/26/2021 2:21 PM
164	The issue here is not that people don't want to walk (except in new developments with barely any sidewalks and car-focused development... another story) but that walking alone cannot support all they need to do. Walking works in tandem with robust public transit, which we currently lack. If there was a reliable spine network through all major areas of the city that cut the main distance and made a commute just a bus trip with a couple 5-10 minute walks on either end, it would be more feasible for people.	11/26/2021 2:01 PM
165	Create communities that have amenities within walking distance and build infrastructure for that	11/26/2021 11:36 AM
166	When clearing snow do not create barriers (windrows) or clear them away at the same time as clearing the streets.	11/26/2021 9:59 AM
167	Make "Community Fridges" a function of Public Transport Planning now!	11/26/2021 3:01 AM
168	45 min walk = less than 5 min drive x 2 for return trip - I don't have an hour & half to spare for short trips. Nor do I want to spend that long outside in winter!	11/25/2021 11:02 PM
169	Get a handle on the speeders taking shortcuts speeding through residential areas/school zones.	11/25/2021 9:49 PM
170	Focus in pedestrian/cycle bridge crossing WINTER maintenance.	11/25/2021 8:56 PM
171	you punish the poor with parking fees & the affluent will still drive	11/25/2021 8:39 PM
172	Enforce bylaws addressing private properties infringing on sidewalks (eg: overgrown bushes)	11/25/2021 8:38 PM
173	It is unrealistic to think that most people in the city can get where they need to go by walking.	11/25/2021 7:58 PM
174	reduce speed in residential areas	11/25/2021 7:25 PM

175	Nothing... ***REDACTED*** have to DRIVE to get there	11/25/2021 7:16 PM
176	Reduce noise from traffic; reduce the length of time you have to wait to cross major roads especially during winter; slower road speeds along major roads to not feel like a car might lose control and take me out	11/25/2021 7:05 PM
177	Most people would walk if they lived anywhere near their work. Walking from Charleswood to my work is 20 km one way. Same situation for many others.	11/25/2021 6:26 PM
178	pave the walkways in areas where they are not.	11/25/2021 6:12 PM
179	Improve bike path connectivity	11/25/2021 5:51 PM
180	Remove all pedestrian crosswalks because they are very dangerous. Also make 20 km/hr on all residential neighbourhood streets.	11/25/2021 3:00 PM
181	Remove all pedestrian crosswalks because they are very dangerous.	11/25/2021 2:46 PM
182	Slow traffic to make cycling and walking more inviting. Allow more mixed use development and less extreme euclidean zoning to make walking and cycling easier for everyone. Actual good pedestrian and cycling infrastructure. Consider viewing or joining NACTO.	11/25/2021 1:58 PM
183	Warmer weather	11/25/2021 12:18 PM
184	the City also needs to separate cyclists (I am one) from pedestrians in main corridor routes -- this means WIDE multiuse pathways or separate walking and cycling lanes, and not just for a few blocks before all forms of traffic are forces into common use again -- the assumption that cyclists will risk their lives on roads that don't even provide the illusion of safety with a painted line or will take huge loops out of their way to be on a dedicated primarily "touristy" trail (sometimes of dubious safety, especially at night, due to its remoteness, poor lighting and running under bridges elc with few people around at night, because the trails don't go to anywhere you need to be) is just not working. Cyclists wind up on the narrow sidewalks. The other thing is the lack of garbage and recycling bins, the inadequate clearance of those bins -- super fun to walk through all the stuff that doesn't make it to a bin or is thrown from cars (this includes the filthy bus shelters). Also, the main routes have very little natural shade, as trees have died and not been replaced or have been replaces and not maintained. Mostly, the volume of traffic, and the noise, especially from the use of illegal aftermarket modification of exhaust systems of truck, cars and motorcycles is unappealing (and no enforcement appears to be in place -- I can't let my dog bark, but these people ride around, usually at speed, all night (and much of the day). It's an implied threat -- as is the sheer size of many of the pick-up trucks on the road (and they leave very little room for cyclists to the side -- and no the answer is not to widen the roads, it's the opposite, to give less room for this and more for other forms of transportation). I could go on, but really just watch any of the video on the Not Just Bikes YouTube channel.	11/25/2021 11:53 AM
185	Restrict cyclists from sidewalks and teach both cyclists and motorists to respect each other on the road. Right now motorists are "taxed" for using their vehicles but there is not "tax on cyclists yet they want more bike paths.	11/25/2021 11:40 AM
186	These changes should be focused on the downtown area and the densest parts of the city. Also, none of these changes will cause someone to take a 45 minute walking commute rather than a 10 minute drive—improved transit and bikeability are required.	11/25/2021 10:35 AM
187	Close down more streets for bikes and pedestrians	11/25/2021 10:09 AM
188	Open Portage and main to pedestrians and limit lanes for vehicles that are for pedestrians, cyclists, and buses. Add more street lighting	11/25/2021 10:09 AM
189	encourage work from home practices	11/25/2021 10:05 AM
190	The City's Active Transportation Map is a JOKE. It is very difficult to read. I would try to decipher it to select alternative routes when riding my bike to work during construction season.	11/25/2021 10:02 AM
191	Make areas safer to walk in alone (ie - do not feel safe walking alone as a young woman near HSC)	11/25/2021 9:55 AM
192	encourage work from home practices	11/25/2021 9:11 AM
193	Plant more trees	11/25/2021 9:10 AM

194	I have a one hour commute (on a good day) from Garden city to East Kildonan to Polo Park SS	11/25/2021 9:03 AM
195	I do not drive	11/25/2021 9:00 AM
196	anyone riding a bicycle on sidewalk should have a bell to alert people that they are coming up behind them	11/25/2021 8:56 AM
197	Improving designated bike lanes throughout the city would assist because then you wouldn't have bikers that feel uncomfortable on the road traveling on sidewalks. A further expansion to the underground system in downtown would go a long way!	11/25/2021 8:41 AM
198	Stop allowing parking on all main feeder roads in a community. Especially around schools.	11/25/2021 7:26 AM
199	congestion pricing for drivers	11/25/2021 7:05 AM
200	Increase Foot/bicycle patrols if police, cadets or community outreach groups	11/25/2021 7:04 AM
201	too far to walk to nearest conveniences	11/25/2021 6:54 AM
202	Get crime under control. Nobody wants to deal with strung out drug addicts looking for them next fix. Bikes we almost guaranteed to be stolen downtown	11/25/2021 12:46 AM
203	Actually, I don't own a car so I already maximize opportunities to walk or bike as transportation. But these things would help others. Reduce parking space in general. Improve public transit (which always includes a short walking component). Prevent urban sprawl. Say no to selfish developers you know are lying when they say they're going to build "sustainble" communties in the suburbs..	11/24/2021 11:18 PM
204	Encourage students within school hubs (ie. Garden City Area) to walk to school. This can arise by making walking routes safer and more appealing to pedestrians.	11/24/2021 9:54 PM
205	Retired	11/24/2021 9:04 PM
206	Prevent right turns on red lights. Prevent cars running yellow and red lights as pedestrians are about to step off the curb,	11/24/2021 8:45 PM
207	Combined bikepath and sidewalk	11/24/2021 8:19 PM
208	Remove zoning requirements for stores (groceries or other) in residential neighbourhoods to make it possible to walk for errands.	11/24/2021 7:46 PM
209	Finding ways to encourage neighbourhood businesses.	11/24/2021 7:43 PM
210	The city is not my health advisor. If I want to walk somewhere I walk.	11/24/2021 7:22 PM
211	Improve safety of crosswalks	11/24/2021 7:15 PM
212	I have a sidewalk in good condition on my street but 40% of people prefer to walk on the street.	11/24/2021 7:14 PM
213	Better lighting in underpass pedestrian corridors	11/24/2021 7:13 PM
214	I live far in Richmond West where there is lots of walking. But the walking is for liesure mostly. I would walk to the bus stops and bus if the schedules we're better or more direct. unfortunately that's not the case so I drive	11/24/2021 6:27 PM
215	esthetics of walk corridors, increase planting of diverse trees, plants, and other human interest features of the city and it's history.	11/24/2021 5:52 PM
216	more cycling and pedestrian bridges, like the one designed for Fort Rouge and McFayden park. Also, stop planning the city around cars. Priortize projects that place pedestrians and cyclists first, in recognition of the ill effects that cars have on air and sound quality. Oh! and build a denser city. Winnipeg is too spread out.	11/24/2021 3:01 PM
217	Have free bus rider connection points to pedestrian walkways for those that live in low and medium pedestrian connected pathways and walkways to the city centre	11/24/2021 2:53 PM
218	Get better public transporation.	11/24/2021 2:52 PM
219	My street is so crumbled .. you trip and fall and its wrecking cars.	11/24/2021 9:52 AM

220	Increase bus options for royal wood and improve bike routes to downtown	11/24/2021 9:43 AM
221	Winnipeg's council is obsessed with cars and does not care about other options	11/24/2021 9:26 AM
222	Keep bicyclists on the road and fine those that ride on the sidewalk	11/24/2021 9:25 AM
223	Our city needs to make the tough decision to make driving less convenient.	11/24/2021 8:46 AM
224	Change current sidewalk design by having pedestrian walkways remain above the road level, forcing vehicles to slow down and to enforce pedestrian priority (Refer to Amersterdams sidewalk infrastructure)	11/24/2021 8:38 AM
225	A safe and reliable light rail system that allows pedestrians to walk easily to a nearby station connecting them to the rest of the city. Use Amsterdam-type road infrastructure that emphasizes priority to cycling and pedestrians.	11/24/2021 8:26 AM
226	Adjust pedestrian crosswalks at intersections (eliminate turning lights taking precedence over a pedestrian crossing)	11/23/2021 11:10 PM
227	I don't live in Winnipeg but I work there so I can't walk to work.	11/23/2021 7:05 PM
228	increase transit to malls	11/23/2021 6:41 PM
229	Proper Planning.You are building apartments but not any services. A real community would have workplace and all types of services nearby	11/23/2021 6:32 PM
230	increase safety by segregating pedestrians and cyclists on active transportation paths	11/23/2021 6:29 PM
231	? why only the option for more attractive streetscapes in new developments... poorer neighborhoods not worth the investment?	11/23/2021 6:28 PM
232	provide more seperate cycling paths that are interconnected.	11/23/2021 6:23 PM
233	Personal safety	11/23/2021 6:20 PM
234	Prioritize snow clearing on both sidewalks and P3 roads before ice forms	11/23/2021 6:19 PM
235	Winnipeg will always be a car city and that will never change.	11/23/2021 5:38 PM
236	I don't drive, I already bus walk or bike. You are already tailoring your survey to drivers, who are not the only people in this city.	11/23/2021 5:09 PM
237	address homelessness, public drunkenness and drug use, panhandling and crime	11/23/2021 5:07 PM
238	Sand + Salt the sidewalks when there is ice.	11/23/2021 12:09 PM
239	I would walk if I had more areas to sit. Although my disability prevents me from walking in most cases as establishments are too far and I can only walk short distances and must rest	11/23/2021 11:42 AM
240	Lower speed limits in residential areas clarify pedestrian requirements and enforce infractions cyclists that ride in wrong places and go thru stop signs etc	11/23/2021 9:19 AM
241	The perception that walking is unsafe is false, except in a few areas with busy intersections, which should be modified.	11/23/2021 8:25 AM
242	separated bike paths along major arterial routes	11/22/2021 11:20 PM
243	Improve transit frequencies	11/22/2021 11:12 PM
244	Our climate is too cold and the violence stops me from walking for one of my commuting trip per week	11/22/2021 8:55 PM
245	Incentivize electric bikes	11/22/2021 8:47 PM
246	Automatic walk-lights on intersections downtown, better lighting at night, clear ice in winter	11/22/2021 8:41 PM
247	Nothing I need to get to is in a reasonable walking distance	11/22/2021 8:17 PM
248	Improve AT trail connectivity.	11/22/2021 8:01 PM
249	Improve pedestrian safety in vulnerable areas; I.E. increase barriers between pedestrians and traffic, reduce visibility issues in secluded section of the network (add lights, remove visibility barriers).	11/22/2021 6:44 PM

250	Make sure all street crossings incorporate best design practises and technologies for persons with physical disabilities.	11/22/2021 5:16 PM
251	Crime reduction	11/22/2021 3:03 PM
252	Biggest issue is if you don't live in 1 of the 3 neighborhoods that aren't car dependant than you're only option is to bus or bike to work. And neither option is more attractive than driving unless you live and work directly on a convenient buss/bike way. Also, myself along with many of my close friends love the life that living downtown offers but we seem to be apart of a much more niche group . Winnipeg downtown needs more offerings to attract more modest income households, more night life, more attractive neighborhoods within downtown.	11/22/2021 2:58 PM
253	Reduce traffic overall, move personal car traffic to backlanes	11/22/2021 2:55 PM
254	Nothing. Not everyone has that kind of time.	11/22/2021 2:51 PM
255	I won’t walk in dangerous areas. The streets need to be safer, not the sidewalks	11/22/2021 1:32 PM
256	Rezone the city so things that aren’t other houses are in walking distance	11/22/2021 12:59 PM
257	Defund police and plow the sidewalks. It’s impossible for people il using mobility aids to use them. Also, hey, maybe open Portage and Main with a scramble light for non-vehicular traffic. ***REDACTED***	11/22/2021 12:58 PM
258	I work 15 KM from my home. walking is not an option	11/22/2021 12:51 PM
259	Redo transit routes make them more efficient	11/22/2021 12:31 PM
260	How can you walk to the store when its tem minutes to drive by car. But it take you an hour to walk they ans back because the store is that far away	11/22/2021 12:24 PM
261	Some roads don't even have sidewalks at all!	11/22/2021 12:23 PM
262	Reduce speed limit on residential streets to 30km	11/22/2021 12:21 PM
263	Improve public safety. More police patrolling on the sidewalks.	11/22/2021 12:21 PM
264	More infill to reduce the distance from home to amenities (Ie. grocery) - this one is important!	11/22/2021 12:21 PM
265	I live on a street with no sidewalks and I walk it every other day. Many other people walk and cycle it on a daily basis. The only people I see having difficulty or those that fail to walk facing traffic. I would estimate that about 20-25% do this. Perhaps if they were taught to walk facing traffic, fear of mixing the three modes of traffic would lessen. What ever happened to Elmer the safety elephant or COW police school liaisons?	11/22/2021 12:17 PM
266	More bike lanes.	11/22/2021 12:16 PM
267	Better walking connections between communities where road connections aren’t possible, especially of the river	11/22/2021 12:15 PM
268	I do not want to walk	11/22/2021 12:13 PM
269	Physically and consistently remove all suspicious people from public view	11/22/2021 12:00 PM
270	Literally all of these. Our sidewalks need more attention - they are just as important as the roads.	11/22/2021 11:49 AM
271	maintain the road also to avoid large pot holes which cause splashing or during high bus traffic hours reduce the speed by stops?	11/22/2021 11:31 AM
272	My commute is 13km. I would not walk once per week!	11/22/2021 11:23 AM
273	Need a destination within walking distance. duh!	11/22/2021 11:12 AM
274	I walk or bus all the time already, I do not have a car.	11/22/2021 11:08 AM
275	More convenient bus transfer options	11/22/2021 11:00 AM
276	I work in Selkirk, unfortunately I could never walk	11/22/2021 10:52 AM
277	Offer bus passes to seniors once they reach retirement age	11/22/2021 10:36 AM
278	Reduce urban sprawl and change zoning. Doesn’t matter how nice and safe the sidewalks are	11/22/2021 10:31 AM

	if nothing is within walking distance.	
279	Make what I'm walking to closer! Change zoning laws to allow some commercial spaces in my residential neighborhood. Walking 5 minutes to a corner store vs walking 30+ to the grocery store is an easy choice for a disabled person like me.	11/22/2021 10:30 AM
280	Create more mixed-use zoning	11/22/2021 10:15 AM
281	Increase city density with changes to zoning rules (e.g. mandatory main floor commercial use for multiunit dwellings) and by lowering the requirements for off-street parking spaces.	11/22/2021 10:14 AM
282	Remove parking minimums to reduce walking distance and make the experience more pleasant.	11/22/2021 10:05 AM
283	Remove parking minimums to reduce walking travel distance and make the experience of walking more pleasant.	11/22/2021 9:59 AM
284	Better neighbourhood planning. I recently moved from St Boniface to near the U of M and I live closer to a grpcery store now than I used to, however I walk there far less. I used to walk by a park and past a dozen interesting businesses, now I cross a highway and have to walk across two giant parking lots. I'm nearly directly across the street from the grocery store, but walking anywhere in my neighbourhood is extremely unpleasant because it's nothing but giant roads surrounded by fields and parking lots.	11/22/2021 9:51 AM
285	Where I live everything is so wide open and spread out that walking is unpleasant. I live just off of south Pembina, every building has its own parking lot and is separated from the next one by grass and more parking. There's so much wasted space.	11/22/2021 9:36 AM
286	eliminate off-leash dog problem	11/22/2021 9:13 AM
287	Mixed use neighbourhoods with commercial and retail development in residential areas would make me far more likely to walk. As it is I have to cross busy streets with poor or no sidewalks to get to most businesses.	11/22/2021 8:51 AM
288	centre roads around pedestrian use; reduce the priority of passenger vehicles.	11/22/2021 8:38 AM
289	Increase tree maintenance for sidewalk safety	11/22/2021 8:10 AM
290	mixed use zoning promoting easier access to local businesses and community centres in mainly residential areas	11/22/2021 12:57 AM
291	Ensure communities have all necessities within a walkable distance; eg. Dr office, dentist, grocery, restaurants etc	11/21/2021 10:33 PM
292	More accessible, affordable, and reliable public transport to free up roads from cars, allowing the roads to reduced and for pedestrian sidewalks to be more predominant.	11/21/2021 9:46 PM
293	Change zoning laws and make it easier for people to open mom-and-pop shops on the corners in their neighbourhood so services are easier to access.	11/21/2021 9:38 PM
294	Direct routes to destinations for those walking and biking.	11/21/2021 9:27 PM
295	Walking and transit go hand in hand, implement the winnipeg transit master plan	11/21/2021 9:24 PM
296	***REDACTED***	11/21/2021 9:23 PM
297	Lower speed limits on streets that do not have a buffer (such as a boulevard or full time curb lane parking) between the street and sidewalk. For example St. Mary's from St. Anne's to QEW – the sidewalk is inches from the street where traffic is going 65-70 km/h. Osborne and Marion are also bad.	11/21/2021 5:17 PM
298	stop sprawl, new build areas should be walkable for daily needs	11/21/2021 1:15 PM
299	Increase mixed use zones for greater accessibility to goods & services, ex food, hair, dr.	11/21/2021 11:16 AM
300	build/convert sidewalks to continuous sidewalks	11/21/2021 9:05 AM
301	Create street zones that make cars driving longer and inconvenient. Use desire lines, and prioritize cycle traffic	11/20/2021 4:47 PM
302	I don't have a car. I have to walk or bus. Get the operators to realize how important it is to keep on schedule. Not every operator experiences situations that cause them to be late OR	11/20/2021 2:01 PM

	EARLY.	
303	Change the winter weather….we are in a very harsh climate	11/20/2021 11:41 AM
304	Distances are too great and weather is too cold or wet depending on the month of year.	11/20/2021 11:15 AM
305	None. Distance and weather make it unreasonable to walk work.	11/20/2021 11:05 AM
306	Free localized transit routes	11/20/2021 10:31 AM
307	Eliminate all the special interest crap in this question.	11/20/2021 8:56 AM
308	The change is not possible based on where I live and where I commute to.	11/20/2021 8:40 AM
309	Pedestrian priority walk buttons- reduce the wait to cross	11/20/2021 8:19 AM
310	What does connectivity mean? What exactly are safe barrier crossings?	11/20/2021 8:14 AM
311	I don't think the City knows it's inhabitants or chooses to only focus on one obsession because outsiders reading your plans and the purpose of change is not for citizens but for city hall and the department service. Stop the obsession with bikes we do not live on a biking environment because we are an older population than a lot of provinces.	11/19/2021 11:00 PM
312	Do you know your population in each of these areas? Do you know how many thousands upon thousands of surgeries have been cancelled, those waiting for knee/hip replacements and no they are not just older people. Roads may not be the problem here at all.	11/19/2021 10:30 PM
313	Don't bottleneck traffic by taking lanes away in residential areas like Westminster Ave	11/19/2021 8:27 PM
314	Expand pedestrian-friendly storefronts on sidewalks throughout the city	11/19/2021 1:48 PM
315	it would take over 2 hours to walk to my place of employment	11/19/2021 1:01 PM
316	Prioritize pedestrian connections to transit	11/19/2021 12:36 PM
317	Make buses safer and give bus drivers more power to deal with disruptive riders	11/19/2021 12:28 PM
318	I already commute by bike / bus more than once a week. I do a lot of non-commuting trips that are less than 5 kms by car, and it is always a matter of time. Especially because I am usually trying to get children to something.	11/19/2021 11:54 AM
319	to be honest, if I wasn't driving i'd bike, but the same things listed above apply to bike paths	11/19/2021 10:34 AM
320	Improve transit service at all times of day to better allow for timely combined walking-transit trips	11/19/2021 9:41 AM
321	Have some sort of reduced bus fare for short hauls. i would walk part way to work and catch a bus the remainder of the way.	11/19/2021 9:19 AM
322	***REDACTED*** All of the above changes could be made at great expense and only a minor increase of pedestrian usage would be realized. **REDACTED***	11/19/2021 9:02 AM
323	30 km residential roads. Noise reduction strategies on main thoroughfares	11/19/2021 8:36 AM
324	Increase density	11/18/2021 9:43 PM
325	No sidewalks on my street	11/18/2021 9:07 PM
326	Wood chips on "monkey trails" along the river to prevent muddy paths	11/18/2021 9:02 PM
327	This is not an important issue in Winnipeg	11/18/2021 8:53 PM
328	N/A: Je marche au travail à tous les jours.	11/18/2021 8:28 PM
329	I bus through down town and waiting at a bus stop in the exchange alone scares me. I've been harassed and cat called way too many times. Please make the streets and bus stops safe again	11/18/2021 7:21 PM
330	Make driving more difficult and expensive	11/18/2021 7:08 PM
331	Install sidewalks on Oakdale Dr. and Eldridge	11/18/2021 6:01 PM

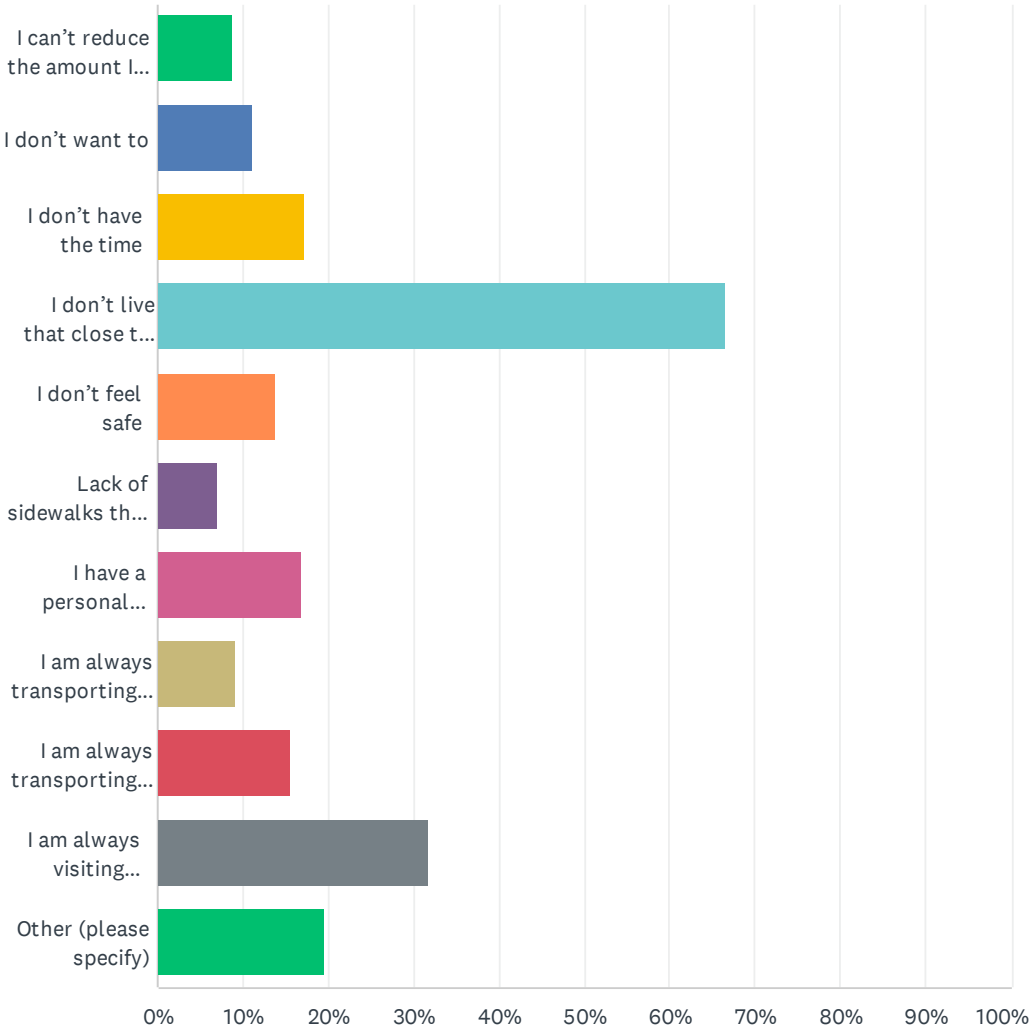
332	removing articulating buses from residential streets.	11/18/2021 5:59 PM
333	Make streets safer for women. Make buses more frequent, fewer transfers	11/18/2021 5:34 PM
334	Stop waiting money. Start building under/over passes	11/18/2021 5:24 PM
335	Decreased fumes from cars/more separation from cars.	11/18/2021 4:39 PM
336	Give pedestrians priority; with the beg buttons, for instance	11/18/2021 4:16 PM
337	Live outside city	11/18/2021 3:30 PM
338	Creating safe bike lanes that are NOT just a three foot strip of a vehicle curb lane.	11/18/2021 3:19 PM
339	Tolls for major public works projects	11/18/2021 2:50 PM
340	Things are fine as is ... personal responsibility key in keeping one safe while walking .	11/18/2021 2:12 PM
341	I walk and take public transportation everyday and in turn I am faced with non-accessible, undesirable, and unsafe conditions especially in the winter months. Public transportation is not efficient and unreliable for the rising cost of a single bus ride in 2021 (which in turn makes public transportation even less accessible and desirable). I choose to not own a car at this time, though many people feel they need a car to effectively and safely commute anywhere in the city. Additionally, when I did own a car the cost of insurance and gas was less than the cost of a bus pass and walking was not an option at that time.	11/18/2021 2:11 PM
342	Reduce all speed in residential and bike routes to 30km. There is no need to spend money to create curb separated infrastructure when reduced speeds save lives.	11/18/2021 2:07 PM
343	Just making me bike more often with bike lanes makes me walk more because I feel more connected to places farther from me	11/18/2021 1:49 PM
344	Add in benches along long stretches of sidewalks	11/18/2021 1:13 PM
345	Rezoning for more mixed-use development so things are closer to home	11/18/2021 1:01 PM
346	have a 12 km commute, I would never walk, I do however cycle to work.	11/18/2021 12:52 PM
347	enforce traffic violations fro those who drive through stop signs, speed up when they see pedestrians, target pedestrians in box mall parking lots etc.	11/18/2021 12:37 PM
348	Encourage meighbourhbood bz to make walking for your needs viable.	11/18/2021 12:31 PM
349	Rail lines can often be a barrier for communities. Introducing pedestrian bridges over rail lines in existing and new communities can help introduce walking as a faster option. For example, the Parker Lands development should have a pedestrian bridge over the rail lines to access shopping at Grant Park.	11/18/2021 12:18 PM
350	increased pedestrian crosswalks/lights across major streets, ie. Pembina Hwy, Portage Ave. Safe cross walks should be way closer together so you don't have to walk so far to a light to cross the street.	11/18/2021 12:17 PM
351	Maintain driving option not all are physically able to traverse by foot due to age and infirmity	11/18/2021 12:12 PM
352	A new sidewalk went in on my street and later a tree was removed and they smashed it to pieces -it's been months and it's not fixed.	11/18/2021 12:10 PM
353	Get cyclists off the sidewalks.	11/18/2021 12:05 PM
354	Not possible, too unsafe to walk anywhere in Winnipeg these days.	11/18/2021 12:04 PM
355	If the premise is faulty, that climate change is the impetus to encourage walking, then none of the above will do. Encourage walking for health and financial savings, otherwise infrastructure, not whether Winnipegers walks or not, is the cities business.	11/18/2021 11:54 AM
356	Plant more trees for shade, because a walk on pavement in the hot summer sun can cause dizziness and heat-stroke/exhaustion. Also: Ensure there’s enough space for pedestrians AND cyclists on any path system.	11/18/2021 11:46 AM
357	Link with active transportation such as biking	11/18/2021 11:40 AM
358	Have "shortcuts" available where you don't need to walk to the ends of blocks to connect.	11/18/2021 11:39 AM

	There could be cut through paths between blocks	
359	Address personal safety concerns	11/18/2021 11:36 AM
360	Longer and more frequent walk lights. Ban right turns on red. No more beg buttons. Reduce urban speed limit. More pedestrian/cyclist brides to connect the city. Car free zones.	11/18/2021 11:29 AM
361	High-street-focused connective, dense communities naturally foster walking. There are SO MANY dysfunctional intersections with missing buildings, slip lane curb cuts, awkward setbacks, surface parking ... there are very few actually healthy urban spaces. Also, I have a hard time believing that any neighbourhood outside downtown / the Exchange / the Village would truly be considered to have "high" pedestrian activity on the above map by international urbanism standards. And even downtown + the Village would really be considered medium. Anyways, sorry to nitpick.	11/18/2021 11:27 AM
362	Reduce the amount of traffic we now have since the West Ridgewood d3velopment	11/18/2021 10:53 AM
363	Connect bicycle lanes and bicycle paths - areas like Transcona have good connectivity within their neighbourhood, but then require cyclists to use a ridiculously busy and unsafe street to get to any other area of the city.	11/18/2021 10:45 AM
364	it needs to be safer for women when it is dark	11/18/2021 10:37 AM
365	Bicycles on sidewalk congestion. More policing. I've been hit my dog was also hit and countless close calls. Also add sidewalks where some don't exist (tuxedo) Reopen roads like Wellington to traffic	11/18/2021 10:29 AM
366	Reduce the maintenance of the roads.	11/18/2021 10:21 AM
367	Too far to walk but I'd ride my bike	11/18/2021 10:15 AM
368	I am disabled and have to drive or I am stranded at home.	11/18/2021 10:07 AM
369	Can't stress enough how seasonal maintenance is important, especially for movement-disabled winnipeggers. We do not prioritize sidewalk care or plowing, and it actively harms people.	11/18/2021 10:06 AM
370	change zoning rules to allow for more mixed neighborhoods. People wont walk for more than 20-30 mins so they need something worth walking to within that distance.	11/18/2021 10:01 AM
371	Identify areas in "low" pedestrian activity levels that have higher pedestrian levels and target them instead of ignoring the area as a whole. Specifically the yellow ribbon trail along silver Ave where drivers consistently travel at speeds up to 80km/h and children and other pedestrian walk along the trail which is directly against the street with no space or barriers.	11/18/2021 10:00 AM
372	Prioritizing pedestrians at intersections, far too often when you are crossing intersections cars are coming so close to you it is a safety risk. Can we also stop making sidewalks slanted, it becomes extremely icy and dangerous in the winter and difficult to walk. Creating larger sidewalks so that there is more distance between pedestrians and vehicles (and by this I mean take over part of the road, not expand the road), put up more trees along sidewalks, in the summer it can be very hot and the trees provide nice shade making it more enjoyable.	11/18/2021 9:57 AM
373	Making it safer to walk alone after dark when I get off work	11/18/2021 9:55 AM
374	Make winter go away - I mean most of us don't go out for walks during winter simply because of the temperature	11/18/2021 9:55 AM
375	Walking all the way downtown is prohibitive but would love it if the City would set up areas where people could park, then walk part way to downtown	11/18/2021 9:54 AM
376	Requrements for sidewalks and Active Transportation in all new developments	11/18/2021 9:54 AM
377	Creating safer streets for walking alone at night	11/18/2021 9:54 AM
378	I work outside of the city so I would never walk. Also I'm a female so I don't walk anywhere in fear of my safety.	11/18/2021 9:54 AM
379	Mandate sidewalks for all new areas. Especially around schools	11/18/2021 9:53 AM
380	Increase safety. Many of the high pedestrian areas on this map are not safe after dark. Bus service through these areas can also be unsafe for the same reasons.	11/18/2021 9:52 AM

381	i walk 45 minutes to work every day. Clean the sidewalks please	11/18/2021 9:28 AM
382	Eliminate slip lanes that force pedestrians to walk further and create unsafe street crossings.	11/18/2021 8:58 AM
383	Make sidewalks more wheelchair accessible	11/18/2021 7:46 AM
384	30 KPH default speed on residential streets	11/18/2021 5:34 AM
385	Plan neigborhoods with walking or other active transporation as an option first -- with convenient access to local amenities	11/17/2021 9:51 PM
386	Reduce speeds in residential areas	11/17/2021 7:02 PM
387	Build more sidewalk and bike paths (not connected to the road)	11/17/2021 6:52 PM
388	Have personal vehicles pay road user fees that capture their true cost to the public	11/17/2021 6:52 PM
389	Walking in this city is only relivant during the summer months, it's irresponsible of the city to use money which could have gone to a safer, more practical public transportation system such as an L train rather than walkway improvemnts, the absolutely ineffective rt lines and switching our fossil fuel bases over to electric, which will also need to be replaced when the battery source runs dry	11/17/2021 6:46 PM
390	Increase density in existing areas. Stop building suburbs	11/17/2021 5:09 PM
391	more dense communities	11/17/2021 4:30 PM
392	Shade such as trees and store awnings	11/17/2021 4:08 PM
393	Possible for cycling, not walking it is too far for me.	11/17/2021 2:54 PM
394	Create wider sidewalks to make it easier to walk and socialize with multiple people and pass others. It is also difficult to traverse large parking lots to reach stores when travelling by foot. Create sound barriers to reduce noise from traffic, particularly on high speed roads such as McGillvray. Changing zoning laws so that commercial businesses could be located within walking distance of residential zones.	11/17/2021 11:32 AM

Q7 You indicated that a shift to walking more is not an option for you. Please tell us if any of these reasons apply:

Answered: 173 Skipped: 1,338



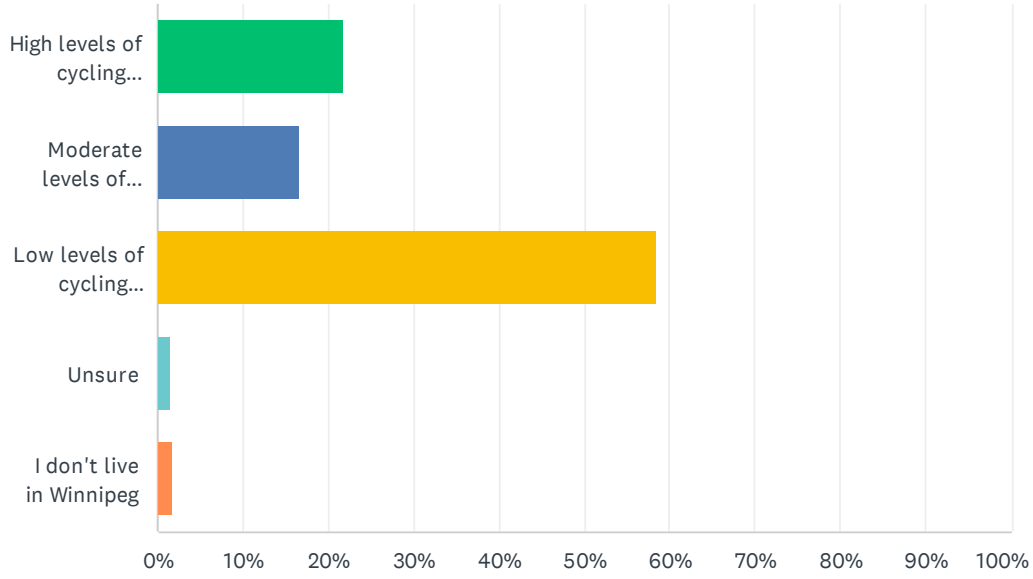
ANSWER CHOICES	RESPONSES	
I can’t reduce the amount I drive because I don’t drive	8.67%	15
I don’t want to	10.98%	19
I don’t have the time	17.34%	30
I don’t live that close to any of my common destinations	66.47%	115
I don’t feel safe	13.87%	24
Lack of sidewalks that connect me to my destination	6.94%	12
I have a personal mobility issue that makes it difficult to walk	16.76%	29
I am always transporting heavy items	9.25%	16
I am always transporting dependents such as children	15.61%	27
I am always visiting multiple destinations	31.79%	55
Other (please specify)	19.65%	34
Total Respondents: 173		

#	OTHER (PLEASE SPECIFY)	DATE
1	It's just too far to walk or get to a bus stop.	12/17/2021 9:13 AM
2	I work out of town	12/8/2021 12:26 PM
3	Driving a vehicle is a requirement for my job	12/8/2021 9:09 AM
4	Working downtown, it is unrealistic to walk unless living within a reasonable proximity. Unfortunately, the cost of housing close to downtown is either prohibitive or in an unsafe area. I live where I can afford and that it farther away from work so I have to drive	12/7/2021 12:00 PM
5	I have zero intention of freezing to death (Winnipeg is one of the coldest winter cities on the entire planet, whether you wish to admit it or not). Further, the goal of the transportation network is to get from A to B in the *shortest time possible*. ADDING time is unacceptable - the goal must always be to reduce time. (Walking [and jogging, and running] is fine - for pleasure.)	12/6/2021 3:41 PM
6	My daily commute to work is 15+kms making walking an impossible option.	12/6/2021 2:46 PM
7	I live 75km outside of Winnipeg - and I already have a 1.5 hour commute each way.	12/5/2021 4:26 AM
8	Winnipeg is a winter city and winter walking is impracticable, as well as your "desired commute' is not a very reasonable question to ask. Who doesn't want a short commute? That's not the question that should be asked. Instead it should be what is your commute, since the survey question is biased form the outset.	12/4/2021 11:46 AM
9	This is a strangely worded question, because it assumes I'm already driving daily. I already get around mostly by sustainable modes. However, I cycle more than I walk, because cycling allows me to take more pleasant routes in less time. Often, the most direct walking routes are an extremely unpleasant pedestrian experience (Ellice, Sargent, Portage Ave). These streets need a more pleasant pedestrian environment.	12/3/2021 11:01 PM
10	When I was capable I did walk or bike as much as possible, and found it to be a not totally feasible alternative to mechanized transport especially in winter.	11/27/2021 1:09 PM
11	Walking limited to 15 minutes carrying nothing.	11/27/2021 12:51 PM
12	my employment requires changes of location, none close to each other, and at times where it can be unsafe to walk alone	11/26/2021 7:21 AM
13	Enjoy driving, commute out of town for work, winter in general (cold, windy, frostbite, etc)	11/25/2021 11:03 PM

14	This is unrealistic for most seniors.	11/25/2021 8:02 PM
15	see answer from question 6	11/25/2021 9:04 AM
16	I am a community health worker who needs to carry PPE to visit multiple clients a day.	11/24/2021 4:51 PM
17	workplace is to far away	11/24/2021 10:01 AM
18	I work outside of the city	11/23/2021 6:21 PM
19	Work on other side of city, local short trips are for supplies not easily transportable when walking.	11/22/2021 6:35 PM
20	Don't own a car, already walk almost everywhere.	11/22/2021 4:32 PM
21	Work/live on opposite sides of the city	11/22/2021 1:11 PM
22	13km is not a reasonable walking distance for a work commute.	11/22/2021 11:24 AM
23	I only walk for enjoyment and excercise.	11/21/2021 8:22 PM
24	ESPECIALLY NOT IN THE WINTER!!	11/20/2021 8:58 AM
25	The places I commute to are not within walking distance, and anything but a very short walk is simply not feasible during Winnipeg winters.	11/20/2021 8:41 AM
26	Had a knee surgery and i can walk fine, its just sidewalks or streets are so slippery in winter	11/19/2021 6:25 PM
27	The hours that I travel are not condusive for walk.	11/18/2021 4:10 PM
28	It's unsafe to use sidewalks in mt area as there are more bicycles on the sidewalk than pedestrians.	11/18/2021 12:55 PM
29	I mostly bike to work, outside of winter days when roads aren't cleared. Walking to work takes almost 2 hours.	11/18/2021 10:50 AM
30	I live in North Kildonan - walking downtown to work is out of the question	11/18/2021 10:00 AM
31	I am retired and walk everyday but when I use my car it is to travel distances that are not walkable. I have very poor bus service in my area. I also use my car for shopping and cannot carry my purchases home	11/18/2021 9:55 AM
32	I work outside of the city.	11/18/2021 9:54 AM
33	I work from home or in other cities	11/18/2021 8:49 AM
34	My job does not cater to the ability of walking	11/17/2021 6:47 PM

Q8 I live in an area with:

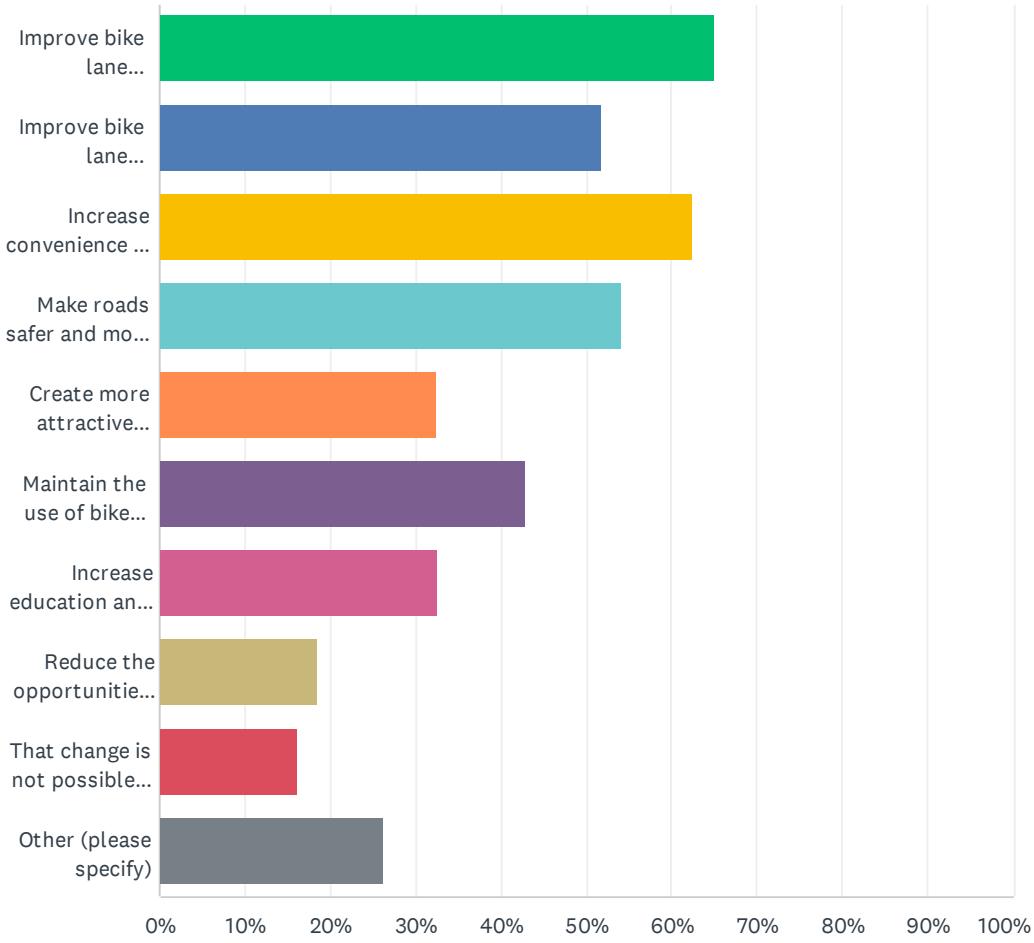
Answered: 1,416 Skipped: 95



ANSWER CHOICES	RESPONSES	
High levels of cycling activity	21.75%	308
Moderate levels of cycling activity	16.53%	234
Low levels of cycling activity	58.47%	828
Unsure	1.55%	22
I don't live in Winnipeg	1.69%	24
TOTAL		1,416

Q9 What could the City do to encourage you to cycle rather than drive for just one commuting trip a week?

Answered: 1,416 Skipped: 95



ANSWER CHOICES	RESPONSES	
Improve bike lane connectivity	65.04%	921
Improve bike lane maintenance through all seasons	51.84%	734
Increase convenience and comfort for those who bike. Example: Separation from vehicle, wider lanes for passing/riding side by side, or improved bike lane surfacing	62.43%	884
Make roads safer and more accessible for vulnerable users such as pedestrians, cyclists, school children and older adults	54.10%	766
Create more attractive streetscapes and plan for cycling options in new developments	32.34%	458
Maintain the use of bike lanes through Construction Zones	42.87%	607
Increase education and awareness around biking as a safe and attractive mode of travel	32.63%	462
Reduce the opportunities for free parking	18.57%	263
That change is not possible for me	16.24%	230
Other (please specify)	26.27%	372
Total Respondents: 1,416		

#	OTHER (PLEASE SPECIFY)	DATE
1	fill in the **REDACTED** potholes and cracks along the edge of all roadways so cyclist don't have to swerve into traffic in and effort to miss the potholes and cracks. Those are very dangerous for cyclists. If you did that there would be a lot less people screaming for bike paths. They are wanting bike paths becasue the roadways are in shambles and dangerous for cylcists. Educate cyclists on the rules of the road and educate motorists about cyclists.	12/17/2021 8:25 PM
2	Also, delete cars.	12/17/2021 5:40 PM
3	Reduce speed limits on residential streets	12/17/2021 12:55 PM
4	Provision for secure bike parking/storage (public bike lock-up's) .	12/17/2021 11:28 AM
5	Reduce vehicle speeds	12/17/2021 9:23 AM
6	Bicyclist need to learn and follow the rules of the road.	12/17/2021 9:21 AM
7	PLEASE follow guidelines provided by planners!!! There are areas that will never be safe or attractive for anything other than cars. St. James Street is one of those .It is hideous, always congested. Why would you want to put housing in this area?	12/16/2021 11:02 PM
8	avant ma retraite j'utilisait mon vélo pour me rendre au travaille 12 mois par année	12/16/2021 10:41 PM
9	More safe bike parking	12/16/2021 10:09 PM
10	Raised bike lanes and crossings.	12/16/2021 8:59 PM
11	Bike routes connectivity is critical. Also very important to have bike routes in areas that are currently poorly served by bike routes	12/16/2021 8:09 PM
12	Make bikes go as fast as a car	12/16/2021 8:06 PM
13	I am retired, so no longer commute, but did so for a period of time before retiring. Now I still bicycle for leisure and for errands whenever possible. Most of the working people I talk to have no intention of every commuting by bicycle, all of them mentioning safety and awkward connections. To stay safe, one has to zig zag through various side streets and remain hyper vigilant. Not exactly encouraging.	12/16/2021 7:34 PM
14	incentivize employers to innovate alternatives to their business model to increase their bottom line in conjunction with changes that promote less vehicular commuting to work.	12/16/2021 7:09 PM

15	Accept the fact that Winnipeg is a winter city and that most people are not able (this is so "able-ist"!) enough to actually use bikes for work, among other practicalities like bikes can't carry much, and the streets aren't safe (see need to get back to "Community policing" above). This is an aging population, but the fancy athletic guys who want to ride bikes get all the attention. Empty cans rattle the loudest. My Son was almost run over as a child when I had him just get to the corner post box from the car. Rogue bike riders whipping about heedlessly everywhere give no confidence for others. And that doesn't even count the junior riders who crashed into my bike, breaking it and hurting me, and taking off, so that I had to limp for 1.5 miles home with a broken bike, and suffered for months. And try to carry a briefcase, change of athletic clothes, etc., on a bike, plus when it rains, sleets, so bikes in Winnipeg have to be recreational for the able few, and to heck with the substantial number of people who can hardly walk more than 3 blocks, as we are also an aging population, with many younger people under 45 having medical issues. The stats are not in favor of this. Remember that "We are all only temporarily abled"...	12/16/2021 6:57 PM
16	Stop bike theft. The existing bike paths have terrible cracks going across them. Figure out how to prevent these cracks. They are so bad some people won't ride on the bike paths.	12/16/2021 6:40 PM
17	Existing bike paths were designed very well. The network is limited and usally will result in a cyclist having to use a major thoroughfare to complete the trip - can be very dangerous	12/16/2021 3:57 PM
18	Improve public transportation first. Public transportation is a necessity unlike bike lanes ***REDACTED***	12/16/2021 3:11 PM
19	recognition program for actives cyclists through Winnipeg. Does not need to be monetary recognition.	12/16/2021 3:07 PM
20	I would not bicycle to work. I take the bus or drive my car to work.	12/16/2021 3:03 PM
21	create more bike lanes along major streets	12/16/2021 2:28 PM
22	Plowed Bike lanes are very important in winter. Snow from plowing roads clogs up biking space!	12/16/2021 9:25 AM
23	Biking from St. Vital is dangerous. Need continuous protected bike lanes leading to downtown. Osborne unsafe right now going north from the St. Vital bridge. St. Mary's north from Bishop is dangerous. Huge population in south end of city effectively cut off from rapid transit. Also, more bike racks on busses - gives cyclists safe, flexible options in reaction to adverse weather conditions, long one-way commutes. That or allow cyclists to bring their bike inside bus	12/16/2021 6:11 AM
24	Again, grade separation is everything. I live in Charleswood and used to cycle to Lindenwoods or Grant Park regularly. I rarely did this year because I'm petrified to cross Kenaston.	12/15/2021 8:54 PM
25	DontDon't restrict local traffic on Lyndale so one guy can cycle down the middle of the road! create a bike lane and reduce vehicle speed limit.	12/15/2021 5:57 PM
26	Don't add weird bike lanes like the one at balmoral and granite...that one is a nightmare and I've nearly been hit numerous times because of drivers not understanding how it works.	12/15/2021 4:59 PM
27	MOVE AWAY FROM A BUS SYSTEM. CHANGE YOUR TRANSIT SYSTEM PLEASE	12/15/2021 12:00 PM
28	Reduce speed limits on residential roads and build traffic calmed neighbourhoods that run parallel to major roadways (Pembina, Henderson, Main, etc) to discourage drivers from cutting through residential neighbourhoods when traffic backs up. But mostly we need to address areas like underpasses and bridges where cycling infrastructure just disappears. Look at Osborne underpass at Confusion Corner, St Vital Bridge, and many others around the city.	12/15/2021 11:54 AM
29	We have no bike lanes but roadways could have better year-round maintenance.	12/15/2021 9:39 AM
30	my work is to far away	12/15/2021 4:16 AM
31	Seperation from vehicle lanes...its a safety issue and should not be grouped into the "comfort" option	12/14/2021 10:40 PM
32	Provide a safe bike line separate from the street...on i.e. Boulevard on roads that just do not have room; also less expensive to build and maintain as no roadbed required. By the way all developments deserve more attractive streetscapes, not just downtown and new developments	12/14/2021 9:56 PM
33	Encouraging people to cycle is ***REDACTED*** not your job. STOP IT!! ***REDACTED***	12/14/2021 9:10 PM

34	Make bike lanes using existing land and by making sidewalks wider around ALL high schools	12/14/2021 6:36 PM
35	install vehicle noise barriers along loud high traffic roadways	12/14/2021 1:16 PM
36	Convert stroad (see: Strong Towns) to streets *or* roads. Design direct routes for walking and cycling, and more circuitious (but still efficient) road routes for getting drivers from A to B. Remove rail from the middle of the city. Restrict semi access to city streets	12/14/2021 12:41 PM
37	Increase safe bicycle parking locations and educate users on how to protect themselves from bike theft including prevention and what to do when a bike is stolen	12/14/2021 11:35 AM
38	A physical.job, negates my ability to go for a casual 12 bikeride each way	12/14/2021 9:37 AM
39	I can not ride a bike due to old wrist injuries. I am a senior (do not commute)	12/13/2021 8:42 PM
40	reduce default speed limit in residential areas to 30km/h to make it safer & less stressful to bike in our neighborhood.	12/13/2021 3:53 PM
41	Incentive for buying a bike	12/13/2021 12:56 PM
42	Improve safety in tunnels (lighting, straight on access to improve visibility of who might be in tunnel (ie bike thieves, vandals, bike friendly curved turns that are not a right angle), no collision zones with intersecting paths at tunnel end	12/13/2021 12:11 PM
43	There is really no infrastructure in Charleswood for bikes. Start linking up the infrastructure and put a active transport bridge in the middle of Charleswood over the river to St James.	12/13/2021 10:02 AM
44	Make driving a hassle.	12/12/2021 3:27 PM
45	Many of the street side bike lock racks are very difficult to effectively lock a bike to. Bike theft is a major barrier to cycling as well and having little confidence in locking solutions is a major barrier to using a bike for these trips.	12/12/2021 11:03 AM
46	Make bike lanes which are separate from the sidewalk and roads.	12/12/2021 6:53 AM
47	Secure bicycle parking on all bike routes and at transit stops.	12/11/2021 10:02 PM
48	All new developments don’t have cycling in mind and if are implemented will take up scarce roadways that are already small	12/11/2021 2:59 PM
49	Personal safety	12/11/2021 6:37 AM
50	Winnipeg is going to need a wholesale change in mentality. You need to design cities for people first, and abandon a car centric or car first design. Motorists are 1000% the biggest barrier to cycling.	12/10/2021 9:45 PM
51	encourage cyclists to follow road rules	12/10/2021 3:32 PM
52	nothing	12/10/2021 2:44 PM
53	The City shouldn't be "encouraging" people to change one trip. It's up to them. I still support good/safe bike paths.	12/10/2021 12:16 PM
54	Separating cycle lanes from roads for my personal safety.	12/10/2021 5:44 AM
55	We are a winter city. We don’t need to be encouraging cycling	12/9/2021 2:39 PM
56	alternative routes for biking on BUSY streets eg. Kenaston	12/9/2021 1:41 PM
57	There are no bike lanes on Leila ave so I won't cycle to Garden City centre because it is unsafe to do so so I drive there instead	12/9/2021 1:37 PM
58	Prioritize bikes over cars at key crossings - make it clear that Winnipeg recognizes and supports cycling as a priority transportation mode	12/9/2021 1:06 PM
59	Education is critical. People need to stop at stop signs first, not almost into the intersection. Alleys are very dangerous also. Education for pedestrians, cyclists and drivers needed	12/9/2021 11:02 AM
60	"Shared" lanes on the road are not an adequate solution by any means. Dedicated bike lanes are the way to go.	12/9/2021 10:31 AM
61	Due to physical limitations, I don't cycle	12/8/2021 8:16 PM

62	My issue is safety on Bishop Grandin or having to cross unmonitored railroad ties if trying an alternative route. Neither are safe biking or walking options moving from Windsor Park to Transcona.	12/8/2021 6:07 PM
63	More bicycle parking and more secure bike racks.	12/8/2021 4:13 PM
64	safe bike parking at destination	12/8/2021 4:03 PM
65	I've commuted by bike in the city and the lack of infrastructure makes it dangerous and nearly impossible in many circumstances	12/8/2021 2:14 PM
66	While bike lanes should be improved I will not be able to bike to work as it's too far. Plus I have to drop off my child at the day care, which also makes biking impossible	12/8/2021 1:17 PM
67	reduce default speed limit in residential areas to 30km/h to make it safer & less stressful to bike in our neighborhood.	12/8/2021 12:49 PM
68	Assuré que les cyclistes suivent les règles correctement.	12/8/2021 12:45 PM
69	More of a comment as I cycle every day even through the winter. I willingly use the bike lanes where possible in the summer, but I find that I cycle on the road in the winter almost exclusively because it is safer than riding in the bike lanes where ice, snow, ruts and bumps cause you to either ride slower, more cautiously or just aren't really feasible to ride in due to snow accumulation. I am all for bike lanes in the 3 non-winter seasons, but I don't think many people would take advantage of those lanes in the winter and if the protected lanes were removed for the winter with the guarantee that snow removal would happen along with regular street snow removal, it would improve that situation.	12/8/2021 12:28 PM
70	Reduce bike theft!	12/8/2021 9:55 AM
71	Improve street maintenance where there are no existing bike lanes. BTW, bike lanes are not always the solution. Creating the bike lane on St Matthews Ave eliminated a traffic lane and people turning left result in long waits for vehicles. Further, I have NEVER seen a bike rider on that street; very poor planning in making a bike lane on that road!	12/8/2021 9:45 AM
72	Make bikes that don't wedge a seat up your butt more available and affordable. Seated Trikes?	12/8/2021 9:43 AM
73	I took my bike to work from May to September	12/8/2021 9:25 AM
74	Painting a symbol on a narrow road does not make me feel safer on a bike	12/8/2021 9:22 AM
75	Please stop building bike lanes. Drivers ***REDACTED***, which makes it MORE dangerous for me when cycling.	12/8/2021 9:17 AM
76	maintained bike paths that are as separate as possible from roads	12/8/2021 9:15 AM
77	More active transportation paths in the north end of the city	12/8/2021 9:11 AM
78	Winter is too cold to ride bikes	12/8/2021 9:10 AM
79	Cycling is less convenient than walking and I already walk every day	12/8/2021 8:41 AM
80	Covered and enclosed bikepaths, especially in the winter months.].	12/8/2021 8:13 AM
81	i don't have a bike	12/8/2021 1:19 AM
82	You have to maintain bike lanes regularly especially on certain routes. Sometimes I opt not to use bike lanes because of broken glass.	12/7/2021 11:15 PM
83	If possible, provide better timing of traffic signals for the downtown area bike lanes.	12/7/2021 8:21 PM
84	get serious on bike theft	12/7/2021 7:44 PM
85	Biking in winter is not realistic for both safety and weather concerns. I do bike for pleasure and for various errands in my neighborhood but won't ever consider biking to work	12/7/2021 12:02 PM
86	Widening of curb lane. Bike lanes are too expensive.	12/7/2021 9:32 AM
87	I dont want to	12/7/2021 9:14 AM
88	don't let people park car on roads with only two lanes. For example look at castlebury meadows area or other residential areas.	12/6/2021 6:27 PM

89	Increase safety on trails	12/6/2021 7:34 AM
90	Stop massively subsidizing car use.	12/5/2021 10:45 PM
91	Separate bike paths from streets	12/5/2021 11:37 AM
92	I don't commute	12/5/2021 11:09 AM
93	Better roads	12/5/2021 9:07 AM
94	High levels such as Osborn, safety for cyclists- should not be a shared lane for cyclists- SAFETY	12/5/2021 8:05 AM
95	Bike lanes downtown are a menace to traffic we need less not more	12/5/2021 7:37 AM
96	Enforce rules of the road for cyclists	12/5/2021 7:04 AM
97	Every time I considered biking to work, someone died in a bike car collision- not worth risking my life; putting a line on the road without widening the road is useless; as a driver, having cyclists and pedestrians wear dark clothing at night is very dangerous	12/5/2021 4:45 AM
98	Prevent cyclists from using sidewalks that cause accidents with cars and pedestrians. I'm not in favour of bike lanes in existing city streets unless part of a new development given low ridership in our climate.	12/4/2021 10:36 AM
99	Enforcement cyclists obey the law	12/4/2021 8:51 AM
100	Safe storage for bike at destination	12/4/2021 7:15 AM
101	Cyclists do not follow traffic laws and are a hazard especially in the winter	12/3/2021 7:53 PM
102	More bike lanes! I would definitely have biked to work and school more frequently if we had separated bike lanes and didn't have to be on the road with drivers who are careless. Or even the development of bike trails especially in the north west.	12/3/2021 1:58 PM
103	Note: I would consider St. Boniface has High cycling activity	12/3/2021 10:14 AM
104	give bicycles priority on back lanes.	12/3/2021 9:57 AM
105	Focus on rout efficiency - keep bike lanes on direct, major arteries rather than on side streets	12/3/2021 8:56 AM
106	Cyclists not using beautiful bike paths prefer driving on the street, makes no sense to invest $$ is the paths are not used.	12/2/2021 9:48 PM
107	Eliminate on street parking in order to have dedicated bike lanes; Create more attractive streetscapes for existing neighbourhoods; secure bike parking at destinations;	12/2/2021 6:59 PM
108	I am unable to cycle	12/2/2021 5:58 PM
109	separate bike lanes	12/2/2021 4:37 PM
110	Have better and safe parking for the bikes. I would be willing to pay for a locked well lit area leave bike. I am tired of stole or destroyed bikes	12/2/2021 2:18 PM
111	drivers not following road rules, yah right ir's the cyclists that don't follow road rules. It is also time to start policing them and licensing them.g	12/2/2021 2:18 PM
112	Solve the bike theft problem!!! I can't leave my bike anywhere. Bikes need paved paths. There are cracks that form horizontally across the asphalt paths that make biking very uncomfortable. Bikes and pedestrians do not mix well. Make bike paths along major corridors eg Kenaston, Henderson. Pedestrians always stand on the bike paths along Pembina while waiting for the bus.	12/2/2021 1:26 PM
113	Reduce the speed limit on all but major roads- sharing roads will be cheaper- I don't comute for work my work is all over the city at different times of the day	12/2/2021 1:10 PM
114	Ensure traffic law knowledge by licensing bicycle riders and requiring a traffic-law knowledge	12/2/2021 12:33 PM
115	Tax long commuting vehicles, provide public bike storage lockers, subsidize all incorporated cycling efforts	12/2/2021 12:26 PM
116	I don't cycle.	12/2/2021 11:53 AM

117	Make pedestrian and cycling clear at all times, so this winter is a perfect example of how poor the city maintaines and cleans the sidewalks and cycling pathways.	12/2/2021 10:42 AM
118	Stop subsidizing and prioritizing single-occupancy vehicle transportation	12/2/2021 10:22 AM
119	Enforce traffic laws to get bikers off the sidewalks and onto designed bike lanes. I walk on Assiniboine Ave which is traffic calmed, one way, with dedicated bike lanes separated by a curb from vehicle traffic and the bikers still ride on the sidewalk!	12/2/2021 10:21 AM
120	Same answer as previous	12/2/2021 10:17 AM
121	Put bike lanes where the destinations are (e.g. Instead of Scotia, Main. Instead of Powers, Salter or McGregor. Slow cars.	12/2/2021 9:42 AM
122	I'm quite happy with the ability to cycle in my area. There are enough cycle paths and I cycle quite often for short trips in the summer.	12/2/2021 9:38 AM
123	Nothing	12/2/2021 6:15 AM
124	Reduce and enforce speed limits in residential areas.	12/1/2021 6:38 PM
125	monitored bike lock ups	12/1/2021 12:22 PM
126	Pave the cycling path all the way up the Red River, it just disintegrates in North Point Douglas and so isn't safe to ride	12/1/2021 11:38 AM
127	A safety in numbers group?	12/1/2021 9:30 AM
128	Create better connections to the bike system in core area, making the commute more direct as opposed to winding it all over the sides streets. Make a dedicated, separated bike land down Main Street using a part of the sidewalk (does it really need to be as wide as it is).	12/1/2021 9:09 AM
129	Make it safe to leave my bike outside without it getting stolen, otherwise I’m only biking when I know I can put it somewhere securely.	11/30/2021 9:09 PM
130	Make more convenient connections and clearer signage for bike routes. Eg: Grant & Harrow - if you’re going north, the sharrow suggests putting the bike in the centre lane, but the button to activate the crossing signal is at the curb lane. You need Go-go Gadget arms to maneuver that! Also - if there’s no car waiting there to activate the crossing light, the cyclist must push the button or wait through multiple light cycles. Improving these things across the city will help with connectivity.	11/30/2021 8:26 PM
131	More separated bike lines. I live in a community off Pembina and the semi-separated lanes have been a great start, but the flimsy bollards hardly prevent cars from parking in the lane illegally. Properly re-routing and connecting lanes when construction is ongoing is very important too.	11/30/2021 7:03 PM
132	Reduce the FREQUENCY of construction interruptions by using more durable solutions	11/30/2021 6:31 PM
133	Get rid of wasting money on 5% of the population that uses them and if not make them pay for this service. Use this money to fix sidewalks and roads	11/30/2021 3:53 PM
134	Invest in raised bike lanes level with sidewalks instead of lowered to street level for safety concerns and improved use in the winter.	11/30/2021 10:48 AM
135	Equity of bike lane and route infrastructure and maintenance. Living in the north end, we have moderate levels of cycling activity and yet worse levels of maintenance, infrastructure, and connectivity when compared to wealthier parts of the city.	11/29/2021 10:26 PM
136	I drive to UM from NW Winnipeg. Biking not an option. However, rapid transit, express buses seem to focus on the south end, further reducing options and quality of life/environment for my area of the city.	11/29/2021 4:55 PM
137	Provide more secure bike parking downtown. (My routes downtown are very much improved in the past few years.)	11/29/2021 4:15 PM
138	Separate and safe bike lanes on busy streets (don't make cyclists take a detour through a neighbourhood - we want to take the most direct route to/from work)	11/29/2021 1:27 PM
139	Adopt the dutch standard for bike lanes, common in Europe. 50km/h roads must have a 2m/6.5ft wide, curb separated bike lane. Also remove parking spots in favour of loading areas	11/29/2021 1:19 PM

	to keep bike lanes clear of cars.	
140	I support cycling but my cycling days are over and I do not want to feel guilty about it!	11/29/2021 11:08 AM
141	As with pedestrian options, completely separate cycling paths and pedestrian paths. Use consistent ways of delineating cycling paths to make it easier to recognise them, require cyclists to be respectful of pedestrians!	11/29/2021 10:44 AM
142	We already have great bike paths with good connectivity	11/28/2021 9:01 PM
143	Create designated bike lanes, like how they are set up on Garry Street. It's a miracle if you could go for a whole bike trip without a driver shouting at you **REDACTED**, just because they don't realize we are technically supposed to be on the road, rather than a side walk. Also, if there's no space to create bike lanes on roads, stop making it illegal for bikers to bike on side walks. I'm PRETTY sure they are less likely to kill a pedestrian when they share a road with them, than a biker is going to get injured or killed, sharing a road with car drivers.	11/28/2021 2:13 PM
144	Mobility imparement makes this impossible	11/28/2021 1:24 PM
145	Create bike only roads through out the city. Many older neighbourhoods are grids and it would be so easy to designate every 4th street non-motorized vehicles roads	11/28/2021 11:31 AM
146	Again, reduce sprawl so that amenities are within biking distance to new developments; installation of bike racks	11/28/2021 11:25 AM
147	Make st Mary’s road between Marion and fermor not terrifying to cycle on. It’s awful. And using des muerons isn’t helpful or practical if you’re needing to go up st Mary’s.	11/28/2021 10:27 AM
148	We live off Lyndale in a bay. In drivin	11/28/2021 9:18 AM
149	Traffic calming measures (built into the design) to calm traffic in residential areas	11/28/2021 4:34 AM
150	Improve lighting on all cycle paths. Ensure connectivity, seperated cycle paths, improved clearing and more	11/27/2021 5:20 PM
151	That change is not possible for many, as even one cycling commute a week would be out of reach not to mention dangerous for citizens in the winter. My summer commuting by bike could be enhanced by providing a link between the west perimeter bridge sidewalk over the Assiniboine river and the first set of lights on Roblin.	11/27/2021 1:14 PM
152	This for me means a proper bike path completely separate from the street, for example the yellow ribbon trail. Specific improvement that would help me, a bicycle path from the sidewalk on the west perimeter bridge over the Assiniboine river to the first set of traffic lights on Roblin.	11/27/2021 12:58 PM
153	City is a never will be set up for proper use of road sharing with vehicles and cyclists without compromising one or the other causing safety issues. Cyclist need consequences for breaking the rules of the road.	11/27/2021 9:30 AM
154	Develop an app with the bike lanes map and best routes based on desired destination	11/27/2021 9:18 AM
155	guarantee lovely weather every day	11/27/2021 12:57 AM
156	I don't need mindless government employees telling what to do.	11/26/2021 8:23 PM
157	Not only bike lane connectivity but ability to take more direct routes on bike. Stop building bike lanes that go behind bus stops. It would be better and safer to just keep the bike lane straight through.	11/26/2021 6:22 PM
158	That bike lane on Westminster is silly because folks already biked around there, not much traffic we need lanes on Busy streets! Like Pembina and Maryland are great! But maybe Main	11/26/2021 3:11 PM
159	Make more bike paths so collisions with pedestrians don't occur	11/26/2021 2:53 PM
160	educate cyclists that all abilities can cycle, so that those who are slow or use alternative bikes are not felt as though they are "in the way" in the lanes	11/26/2021 2:25 PM
161	I would not bike anywhere unless I could guarantee I would not have to bike on the road and could use bike lanes the entire route.	11/26/2021 1:47 PM
162	Biking in this very cold climate is not desirable for me.	11/26/2021 12:05 PM
163	Make bike lanes that are truly safe- with appropriate barriers. And Every road fixed or built	11/26/2021 11:36 AM

	should have bike/ pedestrian lanes.	
164	I wouldn't focus so much on making busy streets safer, but rather on allowing alternate routes such as side streets that run near busy routes.	11/26/2021 10:08 AM
165	Don't own a bike, doesn't suite my needs, can't transport big items, rain, still takes too long, commute out of town	11/25/2021 11:05 PM
166	Why are bike lanes and seldom-used "active transportation routes" swept bare (often 2x) before my front sidewalk (that also connects to these paths AND an elementary school) get a bit of sand tossed on them?	11/25/2021 9:52 PM
167	WINTER maintenance on bridge crossings for cyclists/pedestrians! Reduce bike thefts by giving them higher priority and in high risk locations mandating safer bike parking locations (eg office towers downtown could have bike cages, businesses might allow bikes inside to lock up) , increase mandatory places to lock bikes; I have noticed more racks etc in new builds/core locations but not other places eg no frills at Stafford and Pembina/Vic's fruit Market had no bike racks last time I was those places; I have seen multiple cyclists pull up and lock on parking signs there) . An example of irritating bike route connectivity is the crossing at jubilee to rapid transit way bike path. Who wants to wait 2 minutes in winter to do a double road crossing where right hand turners seem to have priority after you have waited 2 minutes? Right hand turn yield lanes should be banned from future intersections particularly where bike routes cross!	11/25/2021 9:22 PM
168	charging stations for scooter, bikes & wheelchairs - no parking around schools to encourage bike use	11/25/2021 9:13 PM
169	None - this survey does not take into account that cycling is not possible in the winter	11/25/2021 8:40 PM
170	This is unrealistic for most seniors and many others.	11/25/2021 8:02 PM
171	Add a bike fee to help pay for lanes and mpi insurance for cycling due to many accidents	11/25/2021 8:00 PM
172	More dedicated space for bike lanes that are not directly next to roads	11/25/2021 7:37 PM
173	Reduce speed limit in residential zones	11/25/2021 7:25 PM
174	Again... absolutely nothing... I'm DRIVING into the city	11/25/2021 7:17 PM
175	Encourage employers to offer secure bike parking	11/25/2021 7:08 PM
176	DON;T mix bikes and cars, or encourage bike riders to ride on major thoroughfares.	11/25/2021 6:28 PM
177	not sure if this is worth the money in Winnipeg where winter is so long and very few people cycle then.	11/25/2021 6:14 PM
178	have cyclist obey road rules	11/25/2021 5:16 PM
179	Better connectivity to existing bicycle paths, safe divided lane over bridges	11/25/2021 4:03 PM
180	Make more bike lanes that easily connect to each other	11/25/2021 3:11 PM
181	Police crackdown to stop bike thefts! City of Winnipeg tax discount for registering a bike, another one for enlisting in safe bike riding course. Implement safe cycling instruction at schools and work safety meetings.	11/25/2021 3:11 PM
182	Everything said in my last comment. Separating driving from cycling in physically separated areas makes cycling more accessible and approachable for everyone.	11/25/2021 2:03 PM
183	reduce bike theft (increase secure bike parking?)	11/25/2021 12:48 PM
184	See previous note: the routes for non-motorised vehicle transit need to be either wide enough for all or separated from those for pedestrians AND to have proper management of access and intersections that don't just merely prioritise the car, truck or even the bus (they're sometimes kind of scary, too -- although all kudos in the world to the drivers, they do a difficult job really well and it's often the car/truck drivers who make if hard for them to provide room on combined use roads. I don't see anything on here about bike parking -- a particularly ridiculous problem at most of the big box mall areas, that have acres and acres of hot pavement but not a single place to lock up a bike (The big box malls really need to go, too -- they deter neighbourhood development and require a car to get to, and because of that are a real chore to get to by bike or on foot (no sidewalk eithe -- some shade tress would ****REDACTED*****	11/25/2021 12:24 PM

	maybe reduce heat islands). I also don't see any way to connect transit and cycling (the very few bike locker locations don't really work). But the thing is (again going to Not Just Bikes), if someting has only a single purpose -- take the cycling trail on Bishop Grandin, which offers almost no scenery, shade, or actual destinations to go to -- is basically a bunch of 400 m running tracks or treadmill belts laid end to end and offers about the same appeal as a place to be or as a reasonable route to get somewhere useful (ditto, though to a lesser degree in terms of scenery for the river trail from Mulvey to downtown). The point is that efficiency is even more important for a pedestrian or cyclist than for the car: If I have to bike for 40 min just to get to the Home Depot and if I chose to bundle that trip with something else, my options are Micheal's, Safeway and Boston Pizza or a very unappealing Subway (and a Mr Lube or whatever it is I don't need)..And most of this trip is in the blazing sun in summer and whipped by the wind in winter. And I've got to walk about a kilometer between all of these locations, or find a non-existent parking location for my bike at each of these stores.So fun -- I do it, because I made a commitment to not have a car, but where's the incentive for anyone who's not willing to inconvenience themselves in even a teensy little bit? My other hardware store options? Riding the sidewalk on Pembina to McMunn and Yates (VERY unpleasant) or taking my life in my hands on Osborne and Corydon (Confusion corner and the underpass on Osbrone being terrifying, although slightly better than previously), or the longer but safer and not too terrible route to Canadian Tire on Grant -- but almost completely impassable in winter. (I live in South Fort Rouge). I get that the railroads make everything tricky, but making the car king below the trains has made everything difficult and unpleasant for every other form of transportation. Oh, and from Not Just Bikes -- overpasses over the railroads and major routes seem like a great idea, but they are more difficult for a cyclist to pedal first up and then down than to get a burst of speed on the down of an underpass to get the boost on the up to get out; however, underpasses like the one on Osborne are not the answer. Aside from the general nastiness of the dripping dirty water, the soundscape, the crumbling concrete and the nasty lighting, they sidewalk is too narrow (and could have been widened when the transitway was built, but nope -- but the one positive about it is the decidated graffiti boards, but they need upkeep too). Bottom line: I bike because I choose to, not because doing so in Winnipeg is enjoyable or convenient, or even gets me where I need to go (but access to the Forks is great for a Sunday afternoon).	
185	I cannot emphasize enough how important it is to prioritize clearing bike lanes ahead of vehicles. Cars can continue to operate with several centimeters of snow on the ground. Many bikes simply cannot, or cannot safely.	11/25/2021 12:22 PM
186	I don't cycle	11/25/2021 12:08 PM
187	"Tax" cyclists in some manner. They are not respectful to pedestrians on the sidewalks.	11/25/2021 11:42 AM
188	Currently, bike lanes receive very little winter maintenance. When the road next to a bike lane is perfectly clear of snow and ice and the bike lane has ice and snow in it, it sends a message to everyone—drivers, bikers, and pedestrians—that bike lanes are low priority, which discourages people from biking and reinforces the current car-centric system. In my experience biking in winter, the bike lane is never as well maintained as the road next to it.	11/25/2021 10:40 AM
189	Shut down more roads for cycling for longer	11/25/2021 10:10 AM
190	Replace roads of 4-6 lanes to two PROTECTED lanes for cyclist. Add more street lighting	11/25/2021 10:10 AM
191	Some areas of town do not have great places to lock bikes	11/25/2021 9:49 AM
192	Have the bike licensing system that would ensure that person on the bike knows basic road rules. At this point majority of people on bikes feel entitled to do what ever they want because they think so.	11/25/2021 9:39 AM
193	Increase policing	11/25/2021 9:32 AM
194	Every single time a road is fixed add a bike lane	11/25/2021 9:01 AM
195	Look to Amsterdam. Separate bike lanes across the city. If you design your city for cycling people will cycle. As a cyclist I AVOID cycling in Winnipeg because of the lack of infrastructure and hazards. If you can encourage an additional 1% of the 750K population and save approx. $2.5 daily due to change to cycling you can save almost $20K daily and approximately $7 million annually.	11/25/2021 8:50 AM
196	Build bike infrastructure where it is actually needed. A new bike lane was just built on Westminster Ave and it's useless. People bile beside it. Whatever planner read the data and	11/25/2021 8:19 AM

	thought "there's lots of bike activity here so this area needs a bike lane" read the data backwards. We didn't need a bike lane. We bike there because it's already safe and accessible. Now it's awkward, with the lane ending at Walnut St immediately behind parked cars, giant cement dividers are ugly, and the direction switch on Balmoral where a two-lane two-way bike lane suddenly becomes a one-way at a sharp bend in the road??? I've already been nearly hit three times by confused cyclists. Now I just avoid it.	
197	"idaho stop" laws. Also, space for bikes on major, direct routes.	11/25/2021 7:11 AM
198	Bike lockers. When buses had bike racks drivers didn’t really want you to use them…	11/25/2021 7:08 AM
199	Bike safety lots downtown where people can’t steal your bike. Dedicated bike lane in the centre of Broadway from Osborne / Balmoral connected to the west side of Winnipeg. Broadway connected to The Forks and east Winnipeg.	11/25/2021 12:51 AM
200	I dont' own a car so I already maximize opportunities to cycle. Connectivity is huge. If EVERY person who makes decisions about cycling infrastructure ACTUALLY USED IT REGULARLY they would make much better decisions and these surveys wouldn't even be necessary because they would already know what is needed.	11/24/2021 11:20 PM
201	Reduce the size of streets and lower speed limits. Also plant more trees.	11/24/2021 9:57 PM
202	So many are not aware of bike routes and only think of automobile routes	11/24/2021 9:51 PM
203	The bike lanes in Wolseley and the Exchange are horrible. I do not agree with Open Streets as it created traffic nightmares on Academy and Westminister. Walk an hr a day and cycle about 100km per week. These are poorly executed attempts at creating walk and cycle neighborhoods	11/24/2021 9:23 PM
204	Retired	11/24/2021 9:04 PM
205	Make consistent bike lanes. They are all different and very confusing!	11/24/2021 9:03 PM
206	Provide more bike lanes to prevent cyclists from riding on the sidewalk. That's dangerous for pets and elderly pedestrians.	11/24/2021 8:47 PM
207	reduce bicycle theft	11/24/2021 8:32 PM
208	Combine bike path with sidewalks	11/24/2021 8:20 PM
209	Make the adding of bike lanes automatic. When a street gets renewed, a bike lane is automatically added.	11/24/2021 7:48 PM
210	Buy me a bike	11/24/2021 7:31 PM
211	Does the city count how many bikes use the bike lanes on roads ? Is there a usage required to keep a bike lane ?	11/24/2021 7:19 PM
212	Educate motorists on safe driving around cyclists - especially safe passing distances	11/24/2021 7:14 PM
213	I actually do commute by bike 13 kms each way in summer, fall and spring. More options are needed for the same parts of the city. Live in Transcona, and Regent from the Costco to the wider lanes of Mission is a busy and intimidating stretch of roadway. More will and capital investment is needed to complete Transcona trail from costco to behind walmart, under lagimodiere over pass, and connected to Mission. In addition to the rapidly growing expansion of Transona, add bike lines down the north side of Pandora west of Plessis; extend Reenders bike lane to panet and have this link up to mission. Not just one route is needed out of a place like Transcona, several routes are needed to connect to closer to downtown bike routes.	11/24/2021 5:58 PM
214	Reduce criminal activity in the area I work, central downtown, so that I could securely and safely leave a bike outside and have it be there whenI return.	11/24/2021 4:54 PM
215	Offer multiple joint City & privately owned partnership to create bike rental hubs/kiosks with locations installed around the City during the spring, summer and fall seasons as well as offering a voucher program for this bike renting that allows for free daily bike rentals to all staff that work downtown. Please have the options of special reduced rent rates for work eco-travelers that are City staff.	11/24/2021 3:25 PM
216	Petition MPI to produce an ad campaign targeting drivers; many are disrespecrful and impatient with cyclists, despite cyclists paying the same taxes and being entitled to the same	11/24/2021 3:04 PM

	road space. Increase support for cycling, promote cyclingg, and seriously invest in all-season bike lanes.	
217	Can you please put a couple street names on this map?	11/24/2021 2:55 PM
218	The closure of the St Vital Bridge east sidewalk for the last 2 years is the sole reason I have not commuted by bike once.	11/24/2021 1:11 PM
219	Ensure bike lanes are protected. Painted Bike lanes are ineffective.	11/24/2021 12:46 PM
220	Secure storage for bikes.	11/24/2021 11:53 AM
221	Often bike lane is blocked by construction, or even designated routes are blended with traffic that is agressive to cyclist, bike or pedistration routs are blended and disconnected going north south	11/24/2021 9:45 AM
222	Winnipeg does not concern themselves with people that bike for transportation- they think the bike is only for recreation	11/24/2021 9:27 AM
223	I already bike avidly through the summer. Winter though...	11/24/2021 9:24 AM
224	Reducing the default speed limit on residential streets would help to expand the network of places where people could actively commute of just ride for recreation. It would also help to reduce some of the cut through traffic on streets that could act as alternative parallel routes for people to use. Redicing speed limits is only part of the cure and we need to provide traffic calming on some of the potential routes for people to use to get places or that have more cut through traffic. We should continue to have the enhanced cycling routes and actually look at expanding these to fill in gaps in the network at least until a more complete network of separated bike facilities can be completed. These enhanced routes need to have more than barricades and signs as these have no impact on many drivers that simply drive around them and continue on the road regardless of the very slight chance of being stopped by police. Enforcement is not the answer, the routes need to have physical traffic calming measures added to keep speeds down. If the speeds were down on these routes the 1 block limit could easily be expanded to allow cars to use the road for several blocks. No moveable barricades could then be placed at specific locations to channel traffic back to the main streets.	11/24/2021 8:59 AM
225	Provide more places to lock up bikes. Construct a seperated bike lane on portage avenue	11/24/2021 8:39 AM
226	More areas to lock up bikes. A portage avenue bike lane (ptrotected and separated from traffic). Refer to Amsterdam's cycling infrastructure - one of the most popular and famous cities for bike riding.	11/24/2021 8:29 AM
227	Pedestrianize and convert streets that have excess road capacity for the traffic volume to a street with more active transportation uses	11/23/2021 11:13 PM
228	Cyclists should have independant routes that do not interfere with automobile traffic	11/23/2021 9:03 PM
229	I don’t ride a bike to work. I live outside of Winnipeg but I work there.	11/23/2021 7:06 PM
230	ask the province to amend the highway traffic act to permit cyclists to treat stop signs as a yield. this is already done in other jurisdictions. when was the last time there was a news report of cyclist unable to stop, causing multi vehicle pileup? seriously, use any search engine with the keywords Idaho stop. there's a Wikipedia article about it. why are you still reading this? go look, I'll still be here.	11/23/2021 6:48 PM
231	On fast moving traffic routes, have bike lanes completely separate. Better signage in areas where lacking.	11/23/2021 6:47 PM
232	Showcase the existing infrastructure and where cyclist can go with current paths	11/23/2021 6:40 PM
233	I have a bike lane at end of my street. It is now used as major traffic artery for cut through traffic. City is aware but has no interest in dealing with this.	11/23/2021 6:34 PM
234	Dedicated and separated bike lanes are a must! Paint is not infrastructure	11/23/2021 6:29 PM
235	Connect the gateway bike trail to downtown via bike path	11/23/2021 6:23 PM
236	Personal safety, our area has become unsafe	11/23/2021 6:21 PM
237	I will always drive place to place in Winnipeg. Nothing is wrong with what winnipeg currently has for cycling. We need to start building interchanges on our expressways to increase safety	11/23/2021 5:40 PM

	for all.	
238	remove the bike lanes. They are confusing, they start and stop randomly, they position bikes, the smallest vehicles with buses, the largest vehicles who stop frequently and emit noxious gases. Use the sidewalks downtown instead - most of them are twenty feet wide or more. Give every cyclist a bell and rules of how to share a sidewalk with pedestrians. A bike and a pedestrian collision will have far fewer medical implications than a bike / bus or bike / car.	11/23/2021 5:11 PM
239	For the amount of cyclists I see using bike lanes in the downtown area the city would be better off getting rid of the bike lanes and move vehicle traffic better.	11/23/2021 2:59 PM
240	Pedestrians & cyclists do not follow laws	11/23/2021 9:21 AM
241	Plow active transportation routes i.e. Provencher Bridge	11/23/2021 9:14 AM
242	Creating dedicated bike routes not on main roadways is the best solution.	11/23/2021 8:26 AM
243	Cycling should not be an afterthought in road construction, design and new neighbourhoods. All streets and neighbourhoods must be designed with cyclists and pedestrians in mind.	11/22/2021 10:47 PM
244	Have secure places to lock up bikes so they do not get stolen when I go to the store or work, make riding bike on the side walk legal. No one walks on the so let the bike riders ride on them.	11/22/2021 8:59 PM
245	subsidize the purchase of electric bikes	11/22/2021 8:48 PM
246	Prioritize bike lane maintenance year-round as they are often in gutters, Active transportation tax credit since cyclists do not contribute to the deterioration of roads	11/22/2021 8:43 PM
247	1) Increase awareness of the monetary savings, benefits to physical health, and reduction in traffic stress (i.e. mental health). 2) Complete revitalized bike infrastructure more quickly, rather than lagging behind their accompanying road projects; i.e. show active and potential AT users a serious commitment to serving them. 3) Improve pedestrian safety in vulnerable areas; I.E. increase barriers between pedestrians and traffic, reduce visibility issues in secluded sections of the network (add lights, remove visibility barriers).	11/22/2021 6:54 PM
248	Nothing, It is unused for a significant part of the year due to weather	11/22/2021 3:51 PM
249	Implement bike routes that do NOT share traffic with motor vehicles and that do NOT replace parking spots for motor vehicles	11/22/2021 3:49 PM
250	I want to be able to safely bike to CostCo in St. James within a 30 minute bike ride of the store. I live in Wolseley and it's dangerous due to the lack of infrastructure to that store, but it is somewhat easy to bike to despite battling traffic on Empress.	11/22/2021 3:41 PM
251	Crime reduction	11/22/2021 3:04 PM
252	I do not drive	11/22/2021 3:03 PM
253	Nothing. Not everyone has that kind of time.	11/22/2021 2:52 PM
254	Reduce my age and eliminate winter	11/22/2021 1:04 PM
255	Guess what? Defund the police. Plenty of money for bike infrastructure.	11/22/2021 12:59 PM
256	for me to ride to the bike paths, it would take me an extra 10-15 minutes to get to work. so 50-65 minutes to ride to work.	11/22/2021 12:55 PM
257	Enforcement and education is necessary to stop winnipeggers from driving and/or parking in bike lanes.	11/22/2021 12:40 PM
258	Fix the bike theft issue and public safety	11/22/2021 12:34 PM
259	Why do we have bike lanes when no one who rides a bike barely uses them.	11/22/2021 12:25 PM
260	Address bike theft city wide (mainly downtown).	11/22/2021 12:22 PM
261	As I noted in a previous response, I see cycling infrastructure going unused. I sense we are trying to force the square peg of AT into the round hole of city wide transportation. Keep designated AT separate from most road transportation rather than trying to force it into an already congested right of way.	11/22/2021 12:21 PM

262	More bike lanes.	11/22/2021 12:17 PM
263	More direct dedicated cycling routes from St. Vital to downtown	11/22/2021 12:16 PM
264	Have city planners actually LISTEN to cyclists to determine how to fix problems. Huge gap of differences between city planners and government officials and citizens.	11/22/2021 12:02 PM
265	Once again - all of the above. This is essential infrastructure.	11/22/2021 11:50 AM
266	Clearly and widely defined boundaries between automobiles and pedestrian/cycling traffic is the most important! No more share-rows! (Those silly painted bike arrows that pull you into gutter potholes or an abrupt end to a lane)	11/22/2021 11:32 AM
267	Allow cycling on sidewalks like they do in Amsterdam, Tokyo, and other major world cities.	11/22/2021 11:14 AM
268	Safe locations to store bikes (bike valet with real monitoring). I will take my bike even more if I was sure to find it when I want to go home after...	11/22/2021 11:10 AM
269	I work in Selkirk, I couldn't bike that far	11/22/2021 10:53 AM
270	I would love a pilot of bike lanes in my neighborhood using those modular concrete separators. then see if they should be become permanent after the trial after feedback!	11/22/2021 10:32 AM
271	More attractive streetscapes is by far the most important. People will bike if it's more enjoyable than driving and you actually want to be in the area instead of just getting in and out as fast as possible.	11/22/2021 9:53 AM
272	bridge crossings as priority	11/22/2021 9:15 AM
273	Winter cycling in Winnipeg makes no sense. I dont see people cycling almost AT ALL. I am daily in Exchange district. See none. ***REDACTED***	11/22/2021 9:11 AM
274	More places to lock/store bikes. Property tax credit for commuting via bicycle	11/22/2021 8:52 AM
275	independent signaling at intersections (see Dutch model). Look at cycling as an inclusive activity, done by families, not just a lifestyle activity. "people on bikes" vs. "cyclists"	11/22/2021 8:42 AM
276	Dedicated bike lanes over bridges. Or at the very least, shared bike/pedestrian lanes over bridges.	11/22/2021 8:40 AM
277	Have bike lanes separate from vehicles and pedestrians. It’s unsafe sharing a single lane with buses, taxis and those jerks that use that lane when they are not supposed to. How can a bus safely pass you on that lane?? They can’t especially during rush hours!!	11/21/2021 11:13 PM
278	Better public transport, allowing fewer vehicles and smaller roads that hi e way to larger bike lanes, thus increasing its use throughout the city.	11/21/2021 9:47 PM
279	I live on Sherbrook. The bike lane changes in format at least 3 times within half a dozen blocks! Makes it confusing and dangerous for cars and bikes alike.	11/21/2021 9:32 PM
280	Parking protected bike lanes are great, so removing parking isn't always necessary. Sometimes it is just a shift.	11/21/2021 9:29 PM
281	STOP BIKE THIEVES	11/21/2021 9:24 PM
282	I am retired and only bike in the summer for exercise and fun.	11/21/2021 8:25 PM
283	Increase safe bike parking at destinations	11/21/2021 5:26 PM
284	More consistency in infrastructure – every project is built so different it's hard for cyclists to know where to go, and hard for motorists to be aware where cyclists are. Also better signage – right now all cycling signage seems aimed at helping vehicles (not hit a curb), we need better route signage for on-street bike routes. It's also absurd in a winter city we only use pavement markings for wayfinding. It's especially bad on Pembina and other areas where bike lanes go around and through bus stops – need better signage for cyclists and transit riders.	11/21/2021 5:21 PM
285	Make a designated bike lane during the summer months.	11/21/2021 2:19 PM
286	Reduce vehicle speeds on residential streets & secondary arteries	11/21/2021 11:18 AM
287	Start stoping bikes and giving them tickets for running red lights and driving unsafe	11/21/2021 11:03 AM

288	Make dedicated bike lines with physical barriers	11/21/2021 10:00 AM
289	convert cycle paths that are grade separated (i.e. Maryland south of Broadway) to continuous paths so cyclists don't have to keep going down to road level and back up. Can also serve as traffic calming.	11/21/2021 9:10 AM
290	Reduce the number of bike thefts and make bike parking more plentiful. Require strip malls to have a bike rack!!	11/21/2021 12:43 AM
291	Severe penalties for drivers that cut through active transportation designated roads. Rush hour traffic on North bound Academy cuts in on Guelph and speed down Wellington cres. to the lights at the dour churches. Same situation on Wolseley but not as aggressive. There are so many students using these safe roads to get to school in the milder weather months.	11/20/2021 4:53 PM
292	While i do not live in Winnipeg, i meet up with friends weekly in all areas of Winnipeg to cycle. Our biggest frrustation is the lack of connection between districts! and lack of updated mapping to know when new routes are created	11/20/2021 4:12 PM
293	Show pictures of Amsterdam	11/20/2021 2:02 PM
294	Make me younger	11/20/2021 11:42 AM
295	Subsidize ebikes.	11/20/2021 11:16 AM
296	Subsidize ebikes and provide bike lockers at destinations.	11/20/2021 11:07 AM
297	I cycle recreationally, and would cycle more if I felt more confident my bike wouldn’t be stolen.	11/20/2021 10:35 AM
298	NOT IN THE WINTER! WHY wasting huge amount of $ for part of the yearand little use.	11/20/2021 9:00 AM
299	It's important to keep in mind that cycling on a roadway occupied by cars (or in the bike lane on the roadway) is not safe and that is why so few people cycle on those locations in Winnipeg. It's also not practical to cycle to commute in Winnipeg in the winter, except for a very few individuals who have a safe route and are willing to travel by bicycle in the winter.	11/20/2021 8:45 AM
300	Largest barrier is having to go out of my way to find a reasonably safe route.	11/20/2021 8:22 AM
301	Again focus on the citizens, why there are roads, where services are located, why new developments are approved with no thought to transportation other than bike or cars? No shopping or nearby stores . Malls are more important than encouraging development of services within new communities. Kenaston no one drives more than 40 km during normal commuting hours if there are lots of accidents take down the signs that indicate 80 km/h and change it to 50 km/h save lives	11/19/2021 11:05 PM
302	Increase education and punishment of unsafe motor vehicle driving such as speeding, crowding cyclists and turning without looking for cyclists	11/19/2021 10:50 PM
303	Get the cyclists who DO NOT follow the rules of the road off the roads. They are a hazard unto themselves. Now adults are teaching their kids to ignore the rules of the road . It is unbelievable that people can just flip the bird to those of obeying the rules as they fly through stop signs. Give us a break stop pandering to the 4% who do not directly contribute to road safety.	11/19/2021 10:34 PM
304	I have an injury that makes It so I can’t ride to my work… don’t bottleneck people in their own area like taking away lanes on Westminster. The area was already safe to ride bikes in. Not sure why that was added.	11/19/2021 8:29 PM
305	Clearing ice in winter on both sidewalks and streets	11/19/2021 6:51 PM
306	create entire bike networks as in denmark/sweeden/norway/holland	11/19/2021 4:14 PM
307	city streets are not safe for bike riding (potholes)	11/19/2021 2:44 PM
308	Provide storefront options along major cycling routes. One reason I don't cycle is that there are large stretches of emptiness so if i needed something or fell down, there's literally nothing around	11/19/2021 1:50 PM
309	Improve connections between bicycles and transit. Half the buses do not have bicycle racks.	11/19/2021 12:37 PM
310	I already primarily cycle for commuting, at least when there's no snow.	11/19/2021 11:55 AM
311	Implementation of a license and registration for cyclists so they are aware of the rules of the	11/19/2021 10:59 AM

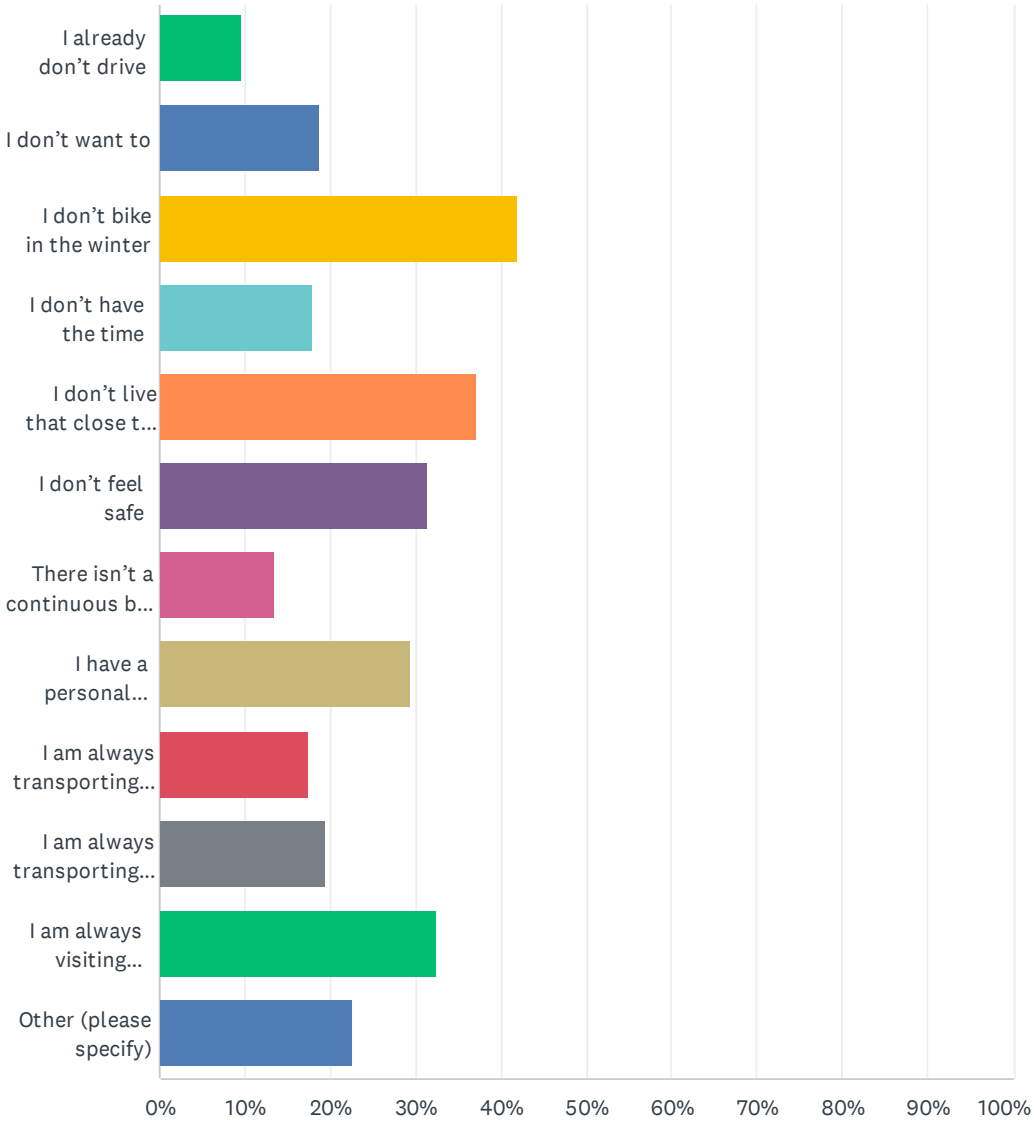
	road	
312	Improved availability and content of cyclist and driver education.	11/19/2021 9:45 AM
313	Increase awareness among drivers that cyclists have the right to be on the road; increase penalties for those who threaten cyclists....	11/19/2021 9:22 AM
314	Bike lanes and road traffic lanes should never be combined, yet our city planners seem to think that's a good plan. No citizens are suddenly going to go out and purchase a bicycle if it's not already a part of their lifestyle. Those that desire to operate a bicycle year round are committed to bicycle use no matter what the weather or road conditions are. Those that would change their mind and ride a bicycle year round would do so if they had the funds to purchase a bicycle suitable for year round use in our climate..	11/19/2021 9:10 AM
315	30 km residential speed limit. Noise reduction strategies for cars	11/19/2021 8:37 AM
316	Not all seniors can bike. Safety issue	11/19/2021 7:46 AM
317	Density	11/18/2021 9:44 PM
318	Prevent taxis from parking in bike lanes (aka Maryland)	11/18/2021 9:03 PM
319	Not necessary to do any of the above.	11/18/2021 8:54 PM
320	separate bike lanes from pedestrian sidewalks	11/18/2021 8:07 PM
321	We need to change road geometry and design so that vehicle speeds are slowed and so that streets become more comfortable for no vehicle road users. We need to reduce cutouts to strip malls, big box stores, etc. What’s the point of building bike lanes if every few meters there’s a potential conflict zone. Time to remove yield islands and create more 90 degree turns. Get rid of rights on red. Narrow streets. To name a few examples.	11/18/2021 7:13 PM
322	I bike until it snows. I find it extremely unsafe because I am not separated from cars and I am not separated from pedestrians. I am also a second class user. I always have to be the one to be careful on the road and on the sidewalk. Even on Sherbrooke and Maryland the bike lane sometimes turns into a sidewalk. Please keep me separate and I will ride more and be safe. Please keep the bike paths clear of snow and I will ride longer in the season. Please educate drivers to check the bike lane before turning right into me.	11/18/2021 6:53 PM
323	close entire streets to cars	11/18/2021 6:33 PM
324	Ban oversized recreational trucks & SUVs - too wide, too long & give drivers entitlement to bully	11/18/2021 5:36 PM
325	Have a hard time with cyclists 90 % are unsafe and do not abide by rules of the road	11/18/2021 5:30 PM
326	Suggest there be some education for bikers as well as vehicle owners. Bikers very seldom follow rules of the road. Stop signs and red lights are ignored. Bicycles should be licenced annually to help pay for the education process.	11/18/2021 4:48 PM
327	Teach drivers how to behave around people on bikes	11/18/2021 4:18 PM
328	I just don't want to bike.	11/18/2021 3:46 PM
329	Don’t live in city	11/18/2021 3:31 PM
330	Encourage cyclists to obey rules of the road. I think drivers ae les inclined to be courteous when they see bike riders ignoring stop signs etc.	11/18/2021 3:14 PM
331	Fine as is .. as a cyclist with six decades of on road experience in the saddle I don't view vehicles as a pain , accept they have a right to use roads as I do .Any bad behaviour a motorist has shown me has been reported to the police who have for the most part taken my concerns seriously.Why do cyclists who complain about busy streets being unsafe not choose readily available quieter streets	11/18/2021 2:12 PM
332	I would suggest the implementation of bike rental stations like-wise to Ottawa and Montreal. Unfortunately, I feel since Winnipeg is subject to much more theft and destruction that our population may not respect a resource like this. There would have to be extra security measures such as lock boxes instead of the bikes locked openly on the street.	11/18/2021 2:12 PM
333	Way more bike lanes and specifically protected corridors. As well as publicizing loops like the	11/18/2021 1:50 PM

	tour downtown Winnipeg loop that is a blast	
334	Enforce traffic rules on cyclists. If more cyclists behave, those in vehicles will likely drive in a more positive fashion around cyclists.	11/18/2021 1:50 PM
335	Add biking paths off streets alongside walking trails or elsewhere that is not part of the road way system	11/18/2021 1:14 PM
336	Bike lanes in ALL non-residential roads	11/18/2021 1:02 PM
337	educate drivers and pedestrians and cyclists on the proper and safe use of roads, sidewalks and multi use paths	11/18/2021 1:01 PM
338	Cycling is possible for short trips in my community, however, a lack of bike lines and curb-seperated infrastructure makes it difficult to go long distance. For example, a lack of bicycle infrastructure down Kenaston Boulevard, Portage Avenue and Main Street is prohibiting.	11/18/2021 12:20 PM
339	If changes for bicycle traffic are needed find tax revenue from among that group, licence and insure bikes, taxes etc.	11/18/2021 12:15 PM
340	Dedicated bike paths disconnected from major roads. Seperated bike lanes on city roads like the new project on Westminster. Invest in cycling infastructure that moves away from relying on diamond lanes, as cyclists are put shoulder to shoulder with motorists. Increase connectivity so that cyclists do not have to choose between riding on a side walk or being in a diamond lane on a main road (portage, St Mary's, Main), and if such alternatives DO existe, it would be beneficial to connect them and make that connection visible. For example, there is a bike path that goes along waterfront drive. Theoritically a cyclist can take that path all the way to St John's park, however, there are bits of the path that are separated by detours onto major roads or paths that are not made by the city, meaning there are two sections of paved road that are disconnected if not for a small dirt path made by cyclists themselves. To create bike lane connectivity, it is important to ensure there are connections and those connections are communicated to cyclists on their commute	11/18/2021 12:10 PM
341	Allow riding on sidewalks. I will never ride my bike on the street due to lack of traffic safety and widening lanes etc. just congests car traffic even more. Always ride on sidewalks with no difficulty going around pedestrian traffic and I am safe from all vehicular contact.	11/18/2021 12:08 PM
342	If the premise is faulty, that climate change is the impetus to encourage walking, then none of the above will do. Encourage cycling for health and financial savings, otherwise infrastructure, not whether Winnipegers cycle or not, is the cities business.	11/18/2021 11:55 AM
343	I already commute by bike 7 months of the year - it is the cold that stops me more than anything else.	11/18/2021 11:43 AM
344	Free public transportation for everyone	11/18/2021 11:41 AM
345	Secure bike parking options. More pedestrian/cyclist bridges. Reduce urban speed limit. Ban right turns on red. More enforcement of violations of cars parking in bike lanes and reckless driving/speeding. Reduce wait time for cyclists at intersections (ie beg button at Assiniboine and Main). Start talking about making changes tomorrow, not in 20 years. Create car free zones. Subsidy for ebike purchase or other incentive program. Charge fees for on street parking. Bike lanes that go where people want to go - ie businesses instead of through empty wasteland like the AT path to the U of M. Better lighting and safety features on paths.	11/18/2021 11:38 AM
346	Ensure bike pathways are separate from roadways and are connecting all neighbourhoods: e.g. along Kenaston between Sterling Lyon south to McGillivray.	11/18/2021 11:31 AM
347	secure bike parking (cages)	11/18/2021 11:24 AM
348	Have physical barriers between the car lane and bike lanes. Make all bike lanes connect so you can get around the whole city without chunks of roads missing bike lanes.	11/18/2021 11:02 AM
349	I want to emphasize connectivity here. It sucks when you're using a bike lane or route that ends abruptly, and you don't know where to go to be safe, so you're stuck using the sidewalk.	11/18/2021 10:46 AM
350	School loading zones are very dangerous for cyclists due to increased distraction for stop and go drivers. While we want bike routes to pass schools, loading zones should not be allowed on the bike routes and should be moved off to another surrounding street.	11/18/2021 10:40 AM
351	light pathways so women feel more comfortable riding after dark	11/18/2021 10:39 AM

352	Cannot stress enough how unsafe and hostile it is to bike as a mode of transport in Winnipeg, even in non-winter months. Nearly no bike paths connect up properly, with dead zones everywhere and a more toxic and aggressive driving culture than I remember ever seeing makes sharing the road life or death.	11/18/2021 10:09 AM
353	I cannot cycle beecause of disability.	11/18/2021 10:08 AM
354	Again, these are all good ideas but the main one is connectivity and making the separation between cars and cyclists. If you make cycling and walking more convenient than driving, people will cycle and walk more.	11/18/2021 10:00 AM
355	Manage bike theft concerns so I can lock my bike up outside of work securely	11/18/2021 9:56 AM
356	Creation of bike lanes at all	11/18/2021 9:55 AM
357	We don't have a climate that is suitable for cycling 6 months of the year	11/18/2021 9:54 AM
358	Create more dedicated bike corridor, separate from the street.	11/18/2021 9:54 AM
359	Remove as much as possible bikes from roadways where vehicles, especially buses and large trucks, are frequent. Incentivize bike riders (such as myself) NOT to ride on main roads, but to use paths and parallel side streets.	11/18/2021 9:53 AM
360	Time for the City to crack down on bicycle thieves - that is key	11/18/2021 9:29 AM
361	I work from home. Why the focus on commuting?	11/18/2021 8:49 AM
362	30 KPH default speed limit on residential streets	11/18/2021 5:35 AM
363	Change winter weather	11/17/2021 11:34 PM
364	Increase the availability of safe, security bicycle parking/storage at destinations.	11/17/2021 9:52 PM
365	Partner with a bike provider to initiate a bike rental program, similar to most other cities	11/17/2021 6:54 PM
366	I work shift work and am older. It isn’t practical for me and time is an issue	11/17/2021 6:17 PM
367	I just want to reinforce that connected bike paths that are maintained and prioritized for snow clearing year round are of utmost importance. Even I, a diehard winter cyclist, find these major challenges	11/17/2021 5:36 PM
368	I already bike and walk alot more than driving	11/17/2021 5:10 PM
369	mandate drivers re-take a driving test every 5 years, actual enforcement of bike lane infractions.	11/17/2021 4:31 PM
370	Focus on separated bike lanes/paths for comfort level. Address bridges and underpasses for cyclists. Not safe or comfortable to ride alongside vehicles (even on Osborne Bridge and certainly on Midtown) but illegal to ride on sidewalk (and unfair to peds). Address wait times for peds and cyclists to cross arterials. Two minutes is too long.	11/17/2021 4:11 PM
371	I'm doing this already in the summer and fall. I have a great ride for 10 km's then the last 3 Km's is dangerous on gravel shoulders on a heavy truck route	11/17/2021 2:57 PM
372	Increase bicycle parking at destinations, reducing speed limits to 30 km/h in residential zones and areas where pedestrian activity is expected (not just through signs, but also through traffic calming), having more direct and fast routes to destinations instead of taking side paths and detours, bike routes could be made more direct than travelling by car to encourage travel by bike	11/17/2021 11:38 AM

Q10 You indicated that a shift to biking more is not an option for you. Please tell us if any of these reasons apply:

Answered: 207 Skipped: 1,304



ANSWER CHOICES	RESPONSES	
I already don’t drive	9.66%	20
I don’t want to	18.84%	39
I don’t bike in the winter	42.03%	87
I don’t have the time	17.87%	37
I don’t live that close to any of my common destinations	37.20%	77
I don’t feel safe	31.40%	65
There isn’t a continuous bike route to my common destination	13.53%	28
I have a personal mobility issue that makes it difficult to bike	29.47%	61
I am always transporting heavy items	17.39%	36
I am always transporting dependents such as children	19.32%	40
I am always visiting multiple destinations	32.37%	67
Other (please specify)	22.71%	47
Total Respondents: 207		

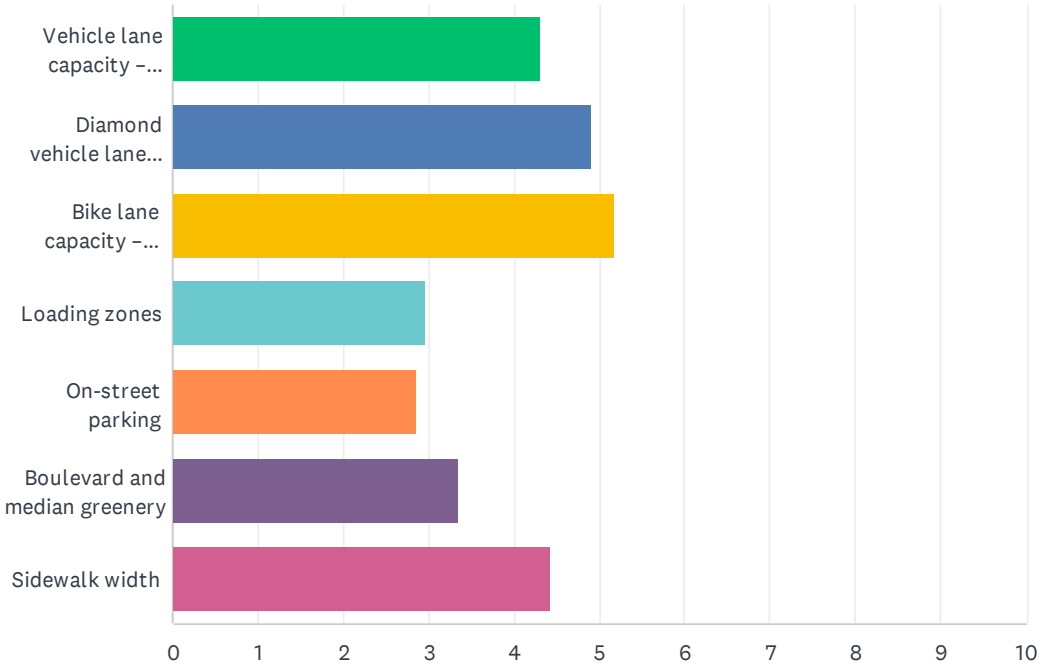
#	OTHER (PLEASE SPECIFY)	DATE
1	I have to dress nice for work.	12/17/2021 9:14 AM
2	I am 80 years old	12/16/2021 8:25 PM
3	As a senior the consequences of a fall from a bike are significant	12/16/2021 6:17 PM
4	Bicycle theft. It's already an issue in the new condo building where my spouse and I just moved into.	12/16/2021 3:56 PM
5	Don't know how to ride a bike	12/8/2021 12:55 PM
6	I travel on the highway. I feel it is not safe.	12/8/2021 12:29 PM
7	Your question asked about commuting. I don't commute	12/5/2021 11:10 AM
8	I am a senior who is now unable to ride a bike and rely totally on my car.	12/4/2021 11:57 AM
9	Again, a strangely-worded car-centric question. I already cycle practically everywhere, even though the conditions are often atrocious, uncomfortable, and unsafe.	12/3/2021 11:02 PM
10	Cycling to Costco doesn't work	12/2/2021 2:13 PM
11	I'm a senior and I don't own a bike. At my age, I'm not likely to buy one.	12/2/2021 10:22 AM
12	I tried it and had bikes stolen and vandalized, no safe place to lock my bike, no facilities to shower, don't want to be shopping or socializing or dining out all sweaty and not in appropiate clothin	12/2/2021 2:15 AM
13	I am 72 years old and my balance isn't good enough for cycling in traffic.	11/26/2021 10:01 AM
14	same reason for not walking - distance to changing work locations, hours of travel unsafe to be alone	11/26/2021 7:23 AM
15	Rain, winter in general (temp, frostbite, etc.), leaves me sweaty for work, have to drive between locations for work	11/25/2021 11:06 PM
16	I don't bike.	11/25/2021 8:09 PM
17	This is unrealistic for most seniors and many others.	11/25/2021 8:03 PM

18	Haven't riidden a bile in ~60 years	11/24/2021 7:59 PM
19	I prefer to walk as often as possible	11/24/2021 7:13 PM
20	I only bike recreationally and not far within my area	11/24/2021 7:59 AM
21	Have just given up my bike; do not feel safe biking on a road	11/23/2021 6:55 PM
22	My work attire does not allow for this	11/23/2021 6:22 PM
23	Cyclists don’t contribute to the money used for infrastructure. Why are we encouraging cycling instead of carpooling	11/23/2021 6:22 PM
24	Service tech all over the city and outside of town	11/23/2021 2:21 PM
25	I do not have mobility issues although I have another disability that prevents me from walking or biking as I get short of breath very quickly. Biking is never an option.	11/23/2021 11:44 AM
26	Do not have a place to shower when I get to work	11/22/2021 5:05 PM
27	Don't own a bike	11/22/2021 11:23 AM
28	I despise riding a bike	11/22/2021 10:49 AM
29	Stop wasting money on cycling.	11/22/2021 9:15 AM
30	vertigo	11/21/2021 4:02 PM
31	I don’t want to see more invest in bike lanes	11/20/2021 7:49 PM
32	Winnipeg was not created with walking or biking in mind so it is pretty hard to create something out of the wrong material when you try to do that you just create way more problems congested areas frustrated drivers bikers who then bike on sidewalks instead. Really well want to live in sensible socially responsible places but this is not Scandinavian countries. The city really hasn’t changed much at all since I was born same old just more squished	11/19/2021 11:09 PM
33	No children but I do have dog. I can not afford the single grocery store on my corner. There used to be delivery services from Dunns food store people didn’t own more than one car then. I was never driven to school I walked kids are coddled today. My job took me 45 minutes by multiple buses whereas my car got me there in less than 12 minutes. I can’t tide a bike with groceries. I I am not sure you are for mobility alternatives or just for cyclists. The latter seems true.	11/19/2021 10:39 PM
34	I tried to ride my bike on the River to my work. It would take 3 hours round trip. And when I got to the St vital bridge, there was no way to get my bike up to Dunkirk to keep going the rest of the way. I had to drag my bike through tall weeds and walk through thigh deep snow. Now with a knee injury I’ve had for a year there is no way I’m doing any of that. Plus, I’m super active at my work so a ride like that with conditions like a voyageur portage isn’t going to work as I’d be too exhausted to dance all day.	11/19/2021 8:34 PM
35	I don't own a bike anymore.	11/19/2021 2:31 PM
36	not in the city	11/19/2021 12:29 PM
37	I don't own a bike	11/19/2021 8:59 AM
38	Not safe for seniors.	11/19/2021 7:47 AM
39	I do not have a bike	11/18/2021 11:32 PM
40	Retired	11/18/2021 9:08 PM
41	I already commute by bike daily, so shifting me away from driving once a week doesn't make sense.. I find it strange that the survey assumes I'm driving every day, even when I live in a high-cycling area. HOWEVER, we badly, badly need lower speed limit, traffic calming, and better winter maintenance. I feel like cyclists are third-class citizens here in Winnipeg.	11/18/2021 12:34 PM
42	I no longer bike, I am a senior - our street Dale Blvd is too busy	11/18/2021 10:55 AM
43	I already bike most days to work, other than when the streets aren't clear in the winter	11/18/2021 10:51 AM
44	Cannot use bike paths if cannot bike due to injuries caused by poor sidewalk maintenance.	11/18/2021 10:45 AM

	Slipped on ice on city sidewalk and caused permanent injury preventing bike use	
45	I work outside of the city. I don’t own a bike. Biking in traffic is scary. I hate bikes.	11/18/2021 9:56 AM
46	Don’t have a bike	11/17/2021 10:23 PM
47	Seasonal remedies are a very useless way of solving transportation issues	11/17/2021 6:48 PM

Q11 When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize? Please rank the following from most important to least important:

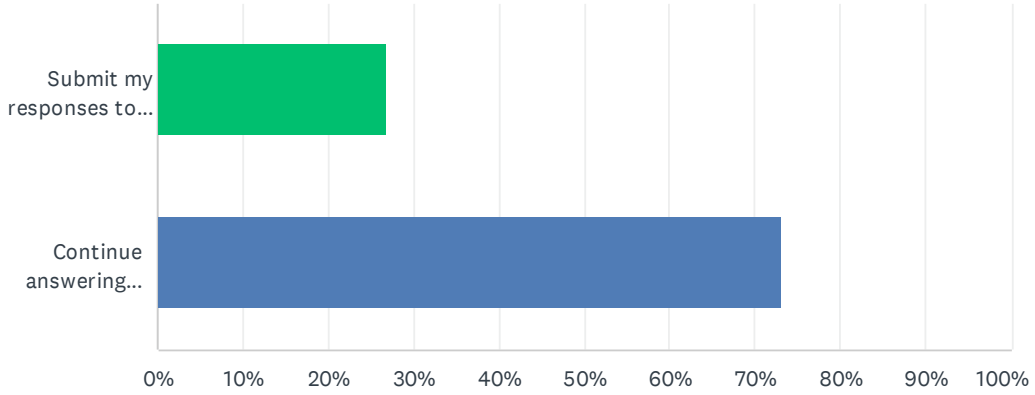
Answered: 1,358 Skipped: 153



	1	2	3	4	5	6	7	TOTAL	SCORE
Vehicle lane capacity – spaces for single-use cars, trucks, buses and motorcycles	29.01% 394	10.38% 141	9.35% 127	10.31% 140	12.08% 164	12.67% 172	16.20% 220	1,358	4.31
Diamond vehicle lane capacity – spaces for carpool use, taxis and buses	17.60% 239	26.36% 358	20.10% 273	16.05% 218	9.43% 128	6.11% 83	4.34% 59	1,358	4.91
Bike lane capacity – space for the safe use of bikes	33.43% 454	24.08% 327	14.65% 199	6.63% 90	6.11% 83	6.04% 82	9.06% 123	1,358	5.18
Loading zones	0.59% 8	3.02% 41	9.50% 129	20.10% 273	27.61% 375	23.86% 324	15.32% 208	1,358	2.96
On-street parking	2.21% 30	7.95% 108	9.43% 128	11.56% 157	18.41% 250	23.71% 322	26.73% 363	1,358	2.86
Boulevard and median greenery	2.95% 40	6.55% 89	18.70% 254	20.03% 272	15.54% 211	17.67% 240	18.56% 252	1,358	3.34
Sidewalk width	14.21% 193	21.65% 294	18.26% 248	15.32% 208	10.82% 147	9.94% 135	9.79% 133	1,358	4.44

Q12 What would you like to do?

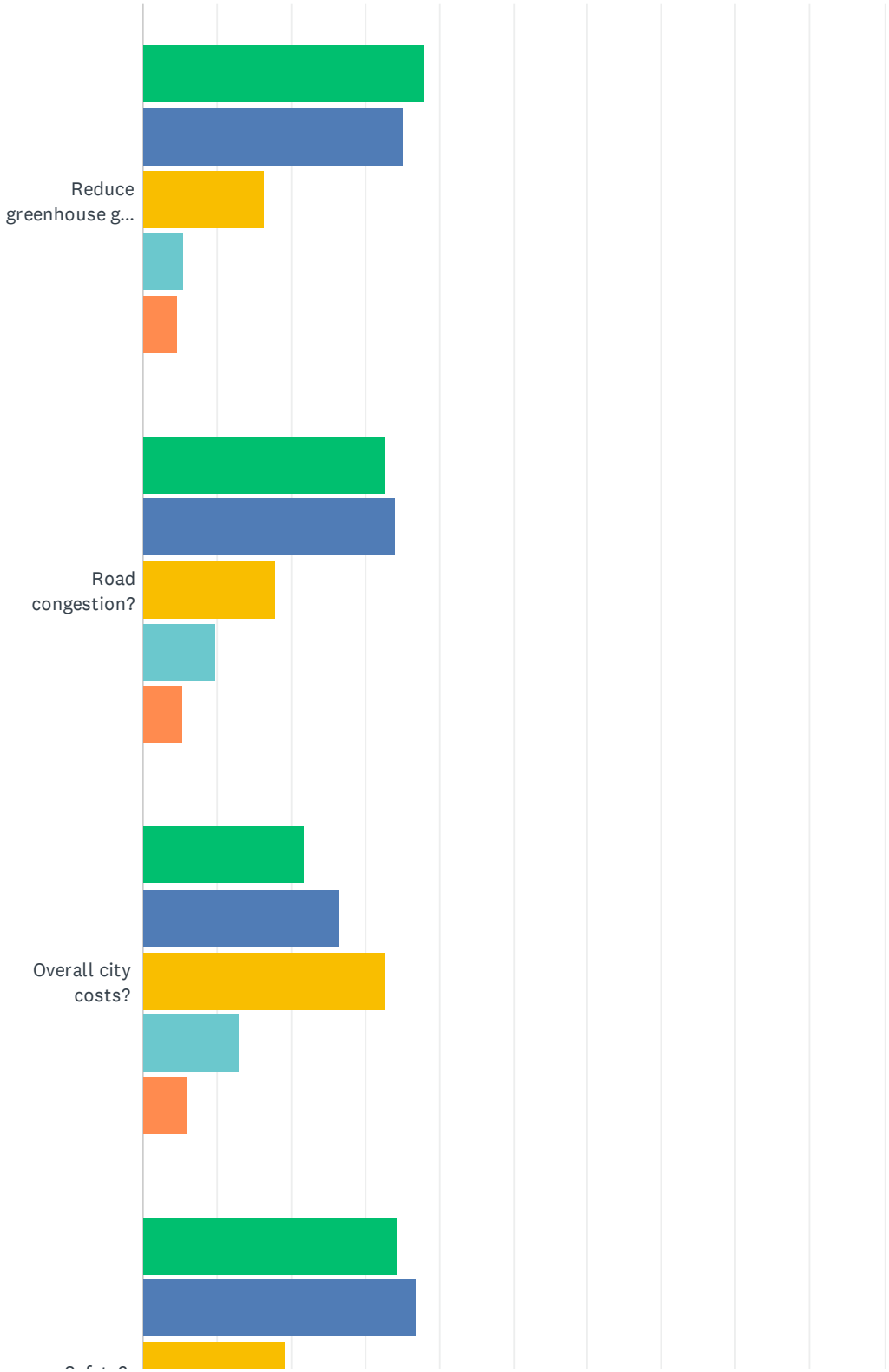
Answered: 1,343 Skipped: 168

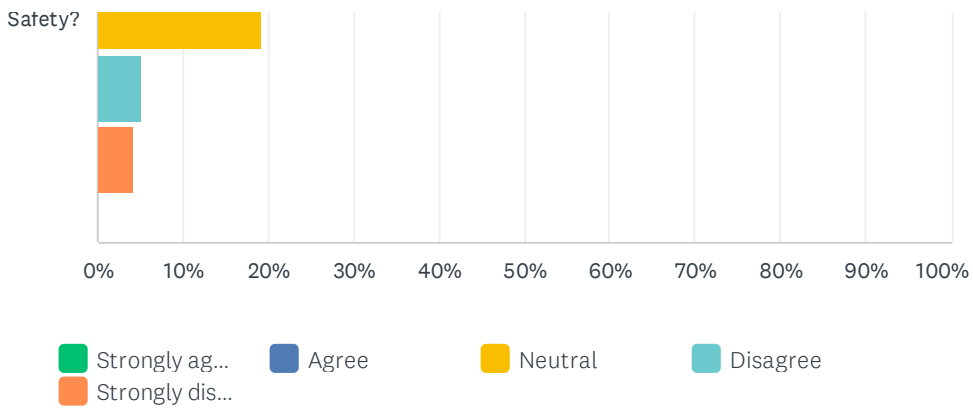


ANSWER CHOICES	RESPONSES	
Submit my responses to the core questions only	26.81%	360
Continue answering questions on the draft strategies	73.19%	983
TOTAL		1,343

Q13 Strategy 1.1 Incorporate mechanisms into the development process to ensure multimodal transportation options are viable, planned for, and provided.Do you believe this strategy will support improvements to:

Answered: 819 Skipped: 692

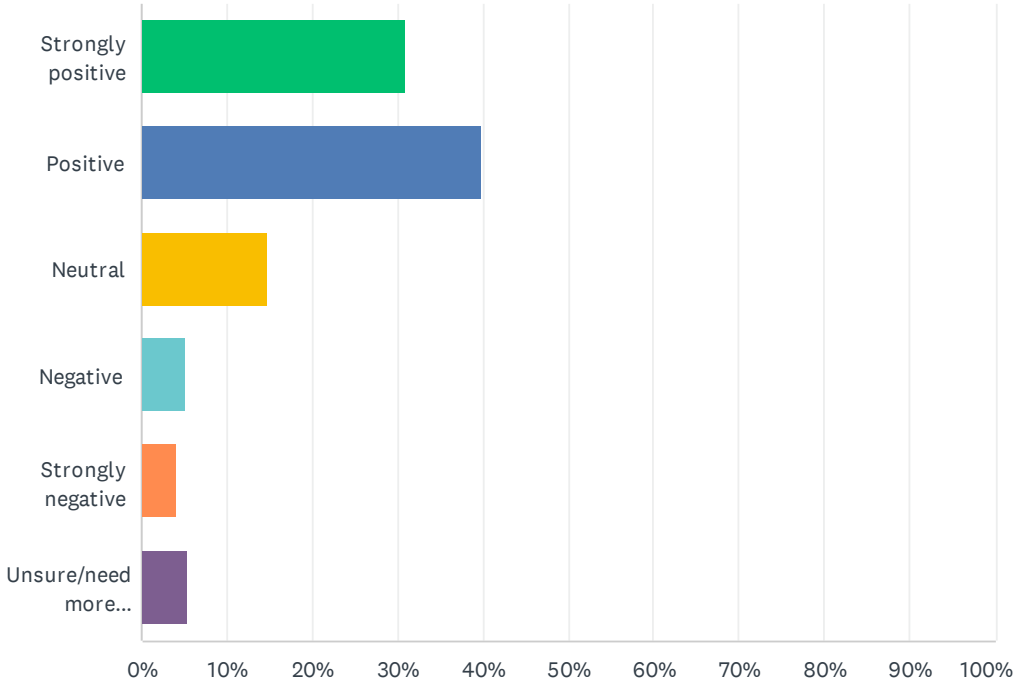




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	37.97% 311	35.16% 288	16.48% 135	5.62% 46	4.76% 39	819	2.04
Road congestion?	32.84% 269	34.19% 280	17.83% 146	9.77% 80	5.37% 44	819	2.21
Overall city costs?	21.73% 178	26.50% 217	32.84% 269	12.94% 106	5.98% 49	819	2.55
Safety?	34.43% 282	36.87% 302	19.29% 158	5.13% 42	4.27% 35	819	2.08

Q14 What impact would this proposed change have on your life?

Answered: 819 Skipped: 692



ANSWER CHOICES	RESPONSES	
Strongly positive	31.01%	254
Positive	39.80%	326
Neutral	14.65%	120
Negative	5.13%	42
Strongly negative	4.15%	34
Unsure/need more information	5.25%	43
TOTAL		819

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	The changes need to integrate impact on the trees and greenspace into plan and consider the active transportation needs of all residents. Example, City Planners were told that there is no plan to have a bike boulevard or greenway down Hugo to join 'future' active transportation bridges from the Waterfront Vision document. As a result, the Planners are recommending variances that will remove green space and space from the community on which trees could be planted. In mature communities, the majority of trees are on private property and the lack of a vision to create an attractive active transportation network will negatively impact the neighbourhood and health of residents. Winnipeg's Public Works should not be telling City Planner that there will be no greenways after producing maps that showed future greenways and City Planners presented them to a community meeting.	12/17/2021 12:14 PM
2	It said negative as it depends on how the city manages and organizes this plan. What the costs and how the city plans to finance this plan	12/16/2021 8:11 PM

3	Our buses and vehicles are swiftly turning to EV and other non-oil fuel alternatives. If Winnipeg is committed to developing progressively, transportation needs to keep this in mind and ensure that downtown businesses can compete with the malls that have offered free parking since the late 1950s, which is exactly when the decline of the downtown became at risk and then precipitous. We need development that requires developers to incorporate 25% residential to any commercial area, like Vancouver, TO, and other more effective cities have been requiring for decades now. We need to accept and welcome "traffic", not completely frustrate it and those who patronize commercial areas. We really need to look at "rapid transit" that is not only "ground based" like buses and cars. We can't put in subways, but surely we can look at warm, swift, safe overhead transportation that could run down the middle of Portage Avenue, for instance. That's not "space age", though it was until places like even Calgary adopted it, and they were always later adopters... I go back decades. We were also supposed to have a raised route to the U of M, and there must be federal money for this, if other cities have gone this way for ages already. Seems that it's the prosaic "road construction" and "car dealerships" who still control the campaign contributions and politicians in Winnipeg. Having lived elsewhere, this burg is so "ground based" and slow, it's just sad, and also gives Winnipeg the reputation of a dangerous city, and that's not just all the ice on the streets when the snow removal was privatized and there are no longer snow plows on streets and sidewalks getting rid of snow before it turns to ice. I recall as a child being confused to see the snowplows going in the middle of a snowstorm, but when I was a child, I thought as a child, but now that I am grown, I see the merits of those old systems that were likely less expensive (as the costs were not transferred to MPI and the health system/emergency wards, with all the accidents that result). But apparently those in charge of the issue are now "private" and more interested in their profits than the safety of cars and people. The City has lost control of the whole situation, and no one has the common sense to speak up, likely as they will lose those campaign contributions. City Councilor, Harvey Smith, at least tried to get something going on the safe sidewalks by starting an alert program or whatever, but since his death, seems to have all gone downhill, seeing him as just some kind of "eccentric" and "good riddance"... Now, think of all the hip and other fractures waiting years for operations, many of which would have been from walking the dangerous streets. And of course they put in a law that you couldn't sue the City for such damage anymore, so that just freed up the money for profits rather than serious focus on pedestrian safety. If one feels safe to even venture onto the public streets and risk being assaulted as the Community Policing was also greatly diminished... But the levels of Administration haven't lessened, even after these years of automation and computers. Nice work if you can get some friend to set you up, as there isn't much diversity apparent in the City, either...	12/16/2021 7:47 PM
4	Taking into account the additional resources necessary to maintain cycling routes the impact on carbon emmisions will from cycling will be low to negative while my tax dollars are allocated to resources used by few and by me not at all,	12/16/2021 6:27 PM
5	It will make driving harder	12/16/2021 3:38 PM
6	It's a waste of money and congests traffic. Get rid of red lights and raise speeds that have been lowered ***REDACTED***.	12/14/2021 9:15 PM
7	We live outside of the inner city are in the greater population of older adults who due to inconvenience, time and health can not bike, walk, or bus to make it on time for work, business or recreation, As well we live in a climate zone where the majority of people in Wpg will not endure the weather elements of snow and cold to get around when needed as our winter's are harsh and long 6 months on average.	12/14/2021 6:57 PM
8	Tho your ridership drops, you keep building bus route extensions. You want traffic to flow, but put lights on the perimeter. Why study anything if you ignore what they say? You can't connect the bike trails we currently have locally, but here, have a lane downtown? Your plans are confusing	12/14/2021 9:50 AM
9	The bike lanes on Westminster have already been disastrous to getting out of the Wolseley neighbourhood. Paired with 8 months of one block only on Wolseley it was a huge fail in planning. And when Wolseley isn't one-block only, it has funnelled traffic onto Wolseley, which has 3 schools on it and tons of kids. Not safe. The lights at Westminster and Sherbrook/Maryland have not been timed or added turning signals so getting through that intersection now, with the reduced lanes is awful. Really poor planning. Bike lanes should have been on Wolseley or not at all. Or how bout on Wellington, where there is SO much space.	12/13/2021 7:55 PM
10	This fails to address existing issues while continuing to put a (frankly, unsustainable) focus on	12/9/2021 1:12 PM

	new development	
11	Will make things more confusing, complicated, inconvenient and ultimately more expensive.	12/9/2021 12:30 PM
12	Anything that contributes to limiting climate change will have a strong positive impact on everyone's lives. The others—depends on what is done.	12/8/2021 5:02 PM
13	It doesn't appear to have a recognition of daily life. E.g. wake up, go to work and go back. If you don't live near (and can't afford) to live near work then it's not realistic to consider some approaches. I would honestly wonder how many people involved in creating the plan take the bus or bike to work on a regular basis? If not, then why?	12/7/2021 12:16 PM
14	Bus lanes and bike lanes that are barely used (especially the bike lanes downtown in the winter) are a terrible waste of money for Winnipeg. We don't have the climate for this type of thing. Money is better spent fixing the streets and widening the curb lane to give cyclists room. Entire lanes and paths are wasteful.	12/7/2021 9:41 AM
15	People will still drive as they please with any impediments put in their way until they elect a new council who understand there is a vocal minority pushing these changes who can hijack these surveys and community meetings.	12/7/2021 9:26 AM
16	I do not see how the proposed changes will encourage people to give up their personal vehicles to utilize transit. If rail was used as the core of the transit plan, then I would say it would have a positive impact in both attracting new users as well as reducing costs through the need for less drivers (train can carry 5-6 times as many passengers as a bus but still only needs one driver) .	12/5/2021 1:35 PM
17	My time is worth something. Everything the city does to the roads slow me down, and suggests my time is not valuable.	12/5/2021 11:43 AM
18	It's too restrictive on cars.	12/5/2021 11:16 AM
19	My current neighborhood is almost completely vehicle oriented with exception of the Harte trail, any improvement would help reduce risks to walking and biking	12/5/2021 4:56 AM
20	Any proposed 'progressive' changes like this continue to discourage the use of personal vehicles by reducing lanes, increasing vehicle idle times, etc., by prioritizing bicycles at all costs, which simply ends up increasing emissions	12/4/2021 11:54 AM
21	Medical disabilities require private vehicle use and handicap parking spots. Bicycle riders need to be licensed and regulated and ticketed for breaking driving regulations.	12/4/2021 11:20 AM
22	Bicycles just some individuals mainly is road for vehicles and it need improvement to save everyone time for work, groceries… fast and safe but your strategy with narrow lane increased hazard more on winter for travellers	12/4/2021 9:04 AM
23	***REDACTED***	12/3/2021 7:57 PM
24	I am 87 and have difficulty walking. I still drive my care, but need parking space close to my destination.	12/3/2021 2:07 PM
25	more congestion and cost, less safety.	12/3/2021 10:23 AM
26	Good ideas but in reality many are no feasible due to the $$ involved. Financially Ratepayers will not be able to afford increases given the excessive Federal covid relief.	12/2/2021 10:05 PM
27	stop reducing lanes for traffic on roads so uninsured bikes can have gold plated paths. Too many of them do not follow rules of the road and are dangerous	12/2/2021 2:24 PM
28	If I have to pay more taxes to accomodate bike lanes I am against, as traffic must **MOVE**.	12/2/2021 12:40 PM
29	If the proposed date is 2050, alot of people whom fill out this survey will be dead! Myself included, you can't and should not wait, why is Winnipeg always last to the table, some one needs to take charge!	12/2/2021 11:05 AM
30	I live in an old inner-city suburb. I'm neutral because this won't effect me because I don't go out to the newer suburbs.	12/2/2021 9:54 AM
31	I'm only taking my vehicle. Buses are too slow and inconvenient. I will not bike because I go to multiple locations and transport items and don't want to be all sweaty and in athletic gear when I am doing stuff. Traffic flow is already inefficient, taking lanes away to allow for dedicated	12/2/2021 2:33 AM

	transit or bikes will only make congestion worse. The public does not want all the bike lanes. Not going to wait for a bus and have to ride standing up in a cramped area with the risk of getting covid or the flu and while I cannot use a bus shelter because people are living in them	
32	there is already gridlocked traffic and lack of parking so I can no longer go downtown and feel soon most areas of the City will be off limits.	11/30/2021 12:18 PM
33	In my experience bikes on the road are dangerous. Many bus drivers and taxi drivers drive dangerously. Reducing space on the road for vehicles will create even more congestion that is already ridiculous.	11/29/2021 3:23 PM
34	Don't confuse primary benefits with secondary or potential benefits. For walkable neighbourhoods, where I live, we still need to have delivery trucks able to safely enter and drop off goods to the many restaurants and shops (I live in Corydon). If these services aren't available, we wouldn't have this vibrant neighbourhood. As people come to this area from all over the city, we need good parking or better public transportation or both. The roads in the neighbourhood will be congested, with vehicles, bikes and pedestrians, but that is what the BIZ wants.	11/29/2021 11:06 AM
35	I have no desire or plan to ever live in areas that are currently being developed, so this is unlikely to have a major effect on my choices.	11/29/2021 9:58 AM
36	There are no clear targets or timelines in the handout. How many new bike lanes will be built? How will the city reduce greenhouse gas emissions? It sounds like a lot of hot air.	11/29/2021 9:22 AM
37	I don't think prairie people will stop driving everywhere unless it becomes too expensive via gas and or parking prices.	11/29/2021 9:09 AM
38	Any other mode of transportation other than a car isn't an option for my household. This type of process will inevitably lead to increased costs for planning.	11/28/2021 1:29 PM
39	All levels of government waste far too much of the money they are taking from us. Just fix the roads properly, have fewer stop lights.	11/27/2021 5:01 PM
40	Rather than be able to take one bus to my destination I might have to transfer to another bus or encounter a LONG walk to a transfer station	11/27/2021 11:26 AM
41	The features called for in this transport plan will be enormously expensive with little net gain to transport efficiency. The tax load increase to support these budget proposals is going to be huge- just to benefit the few cyclists , yes FEW cyclists who use the streets on a daily basis. The number of cyclists and long-haul pedestrians drops to near zero during November to March. All major public projects must undergo thorough cost-benefit analysis by independent people trained in economics. How much does it cost versus how much benefit will accrue to the revenue providers?(tax-payers)	11/27/2021 1:28 AM
42	city has been consistently not following its own bylaws and regulations for density in our neighbourhood while hoping for change in auto dependence. This plan renews these false hopes	11/26/2021 7:45 AM
43	I don't believe any other mode of transport besides car is feasible for the general public overall. Such planning always seems to put the needs of a few over the preferences of the majority - Hold another Plebiscite like on Portage & Main opening if you think differently.	11/25/2021 11:17 PM
44	It depends on whether the city continues to destroy green space (ie: Ft Garry) and continue to engage shady developers.	11/25/2021 9:58 PM
45	All choices of transportation need to be supported. No forms should be made "less convenient" - all forms are needed by someone. Environmental impacts will be taken care of by other means - eg. increased availability of electric and hybrid vehicles.	11/25/2021 8:13 PM
46	There is absolutely no reason why we can't do construction correctly by doing concrete which last longer than asphalt (especially with hydronic leaks) and doing night 24hr road construction to finish road work quicker and improve drive time. There should be an insurance for cyclist with different tiers of use so that if they do get in an accident they are covered, there should also be a street .cyclist registration (seasonal with plates) to help pay for construction costs and up keep of bike lanes	11/25/2021 8:12 PM
47	It appears like bike lanes and cycling have been prioritized over methods for reducing traffic congestion and improving roads.	11/25/2021 7:31 PM

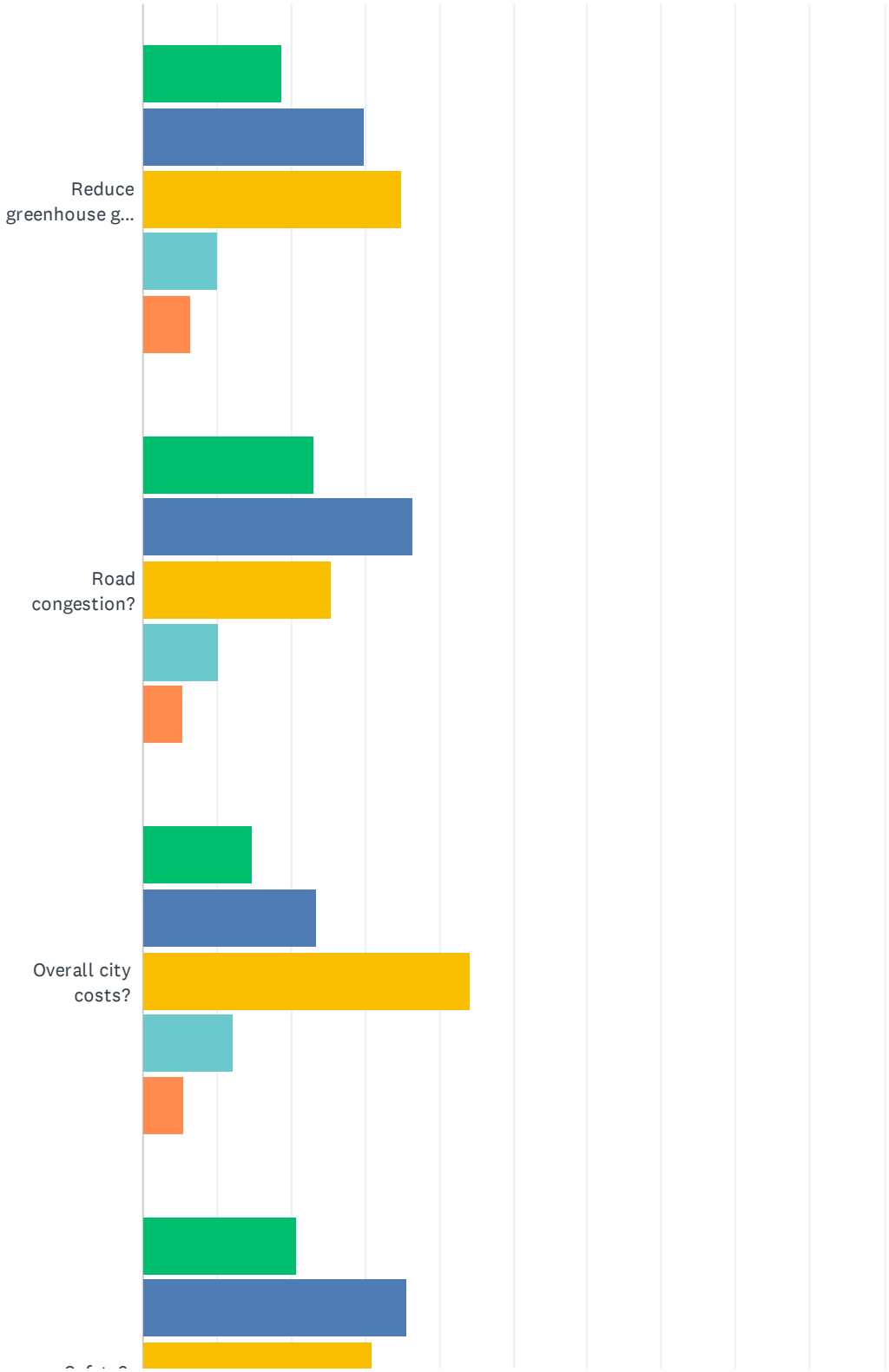
48	There are currently no bike lanes, walking paths in the residential/commercial development north of Leila. The car is the only safe way to get around/commute.	11/25/2021 9:15 AM
49	Need to have separate bike lanes. If you don't have separate bike lanes you won't see improvement.	11/25/2021 8:58 AM
50	Crime is the main issues in Winnipeg. More people would bike, walk and take the bus if it was safe to do so. Cleaning up the downtown and adding residential is the key.	11/25/2021 1:01 AM
51	I'm neutral on this one because I don't trust the city to actually implement anything positive with this strategy, however positive it may seem at first blush. For example, every piece of bike infrastructure that has been added in the last decade has been woefully lacking it at least one aspect of its implementation. I don't trust either the city's planning nor its providing.	11/24/2021 11:35 PM
52	You allowed the design of subdivisions with no front sidewalks years ago. Those streets are not plowed and sheets of ice curb to curb. It is impossible to walk to a bus stop or nearby store in the winter. The ice is so thick sanding doesn't help. Start plowing these kind of P3 streets and that might lead to people not needing to drive.	11/24/2021 7:36 PM
53	Some planning has been terrible with bike lanes actually making them more dangerous, Transit to new suburban areas is terrible, therefore reliance on a vehicle is necessary.	11/24/2021 9:39 AM
54	Winnipeg will always choose cars over walking or biking - they talk a good game	11/24/2021 9:34 AM
55	Not sure that this will support improvements to traffic congestion, costs or safety unless the car is at the bottom of the options.	11/24/2021 9:11 AM
56	More cyclists on the road will cause more road rage, friction between cyclists/motorists, and collisions.	11/24/2021 8:04 AM
57	Nothing hear tells me anything will change	11/23/2021 6:40 PM
58	I responded neutral to all because the language used is so fluffy. I don't know what this specifically looks like.	11/23/2021 12:04 PM
59	If we take vehicle lanes away for bike lanes then we will have more traffic congestion. We live in a winter climate and no one is riding in these bike lanes right now and when it get colder no one rides in them. They are a waist of money, and as a bankrupt city we can not afford these bike lanes. It is time for politicians to have the ball to say enough is enough!	11/22/2021 9:16 PM
60	Because it will contribute to traffic congestion and therefore more idling time and thus increase pollution and waste of time gut commuters.	11/22/2021 7:49 PM
61	Costs will go up, reducing capacity will cause problems for your primary group for transpiration users, which are single family vehicles. Bikes are not used in the Winter, no matter how efficient public transportation is, it can simply not perform some errands that a person has to perform in life.	11/22/2021 4:11 PM
62	If adding bike lanes downtown is any indication of changes that are encouraged - those changes have made the driving downtown more dangerous and the parking prohibitively expensive and hard to find.	11/22/2021 1:39 PM
63	Nothing will change unless we defund the WPS ***REDACTED***	11/22/2021 1:03 PM
64	Winnipeg is growing rapidly. Public safety and road traffic should be the only main focuses. More police foot patrols (not downtown watch) and a completed inner ring road to move traffic efficiently and reduce traffic in the inner city to make it more desirable for people to live.	11/22/2021 12:29 PM
65	Slow down traffic, more congestion	11/22/2021 12:18 PM
66	These developments would benefit all, even those who only drive, as it reduces the overall number of cars on the road.	11/22/2021 11:30 AM
67	Greater congestion, GHG emissions, and cost.	11/22/2021 11:17 AM
68	It doesn't go far enough and is lip service as best. Real direction and actions need to be laid out rather than empty platitudes that barely meet the lowest standard to improve the city.	11/22/2021 10:16 AM
69	Based on my commute, I will likely still need to drive. Effective planning will likely impact me negatively in regards to travel, but I suspect the overall impact would increase my quality of	11/22/2021 8:55 AM

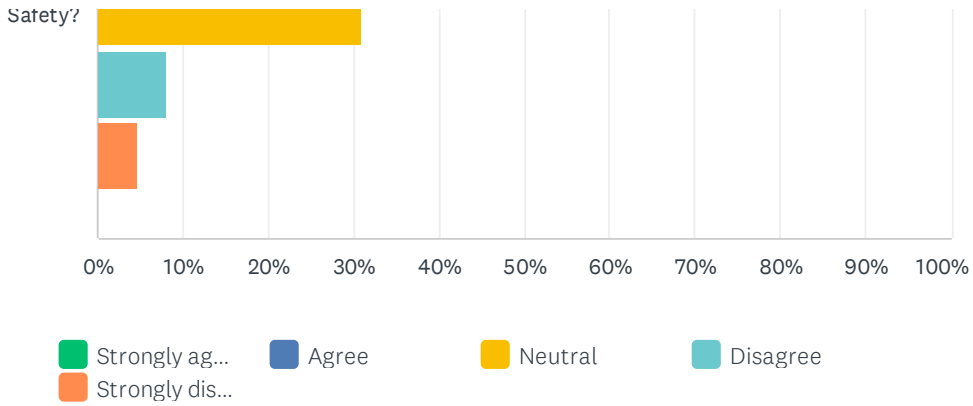
	life.	
70	If this is implemented over 25 years it will have little impact on me since I will be 80 years old in 25 years.	11/21/2021 12:14 PM
71	Primarily a driver. Anything that works against drivers is a negative to me and majority of Winnipeggers	11/20/2021 9:02 PM
72	I don’t support increases in bike lanes make the roads safer (fix pot holes) and then bikes and cars can share the road	11/20/2021 8:01 PM
73	Wake up a very small percentage of people use bicycles the city is too spread out and we have too much winter	11/20/2021 11:49 AM
74	The proposed changes do more to signal "progressive" policies than to benefit Winnipeg's citizens.	11/20/2021 11:23 AM
75	There will be no change unless I move to a neighborhood designed with more active transportation. Even then, nothing may change unless by chance I happen to have a very short commute.	11/20/2021 9:08 AM
76	We have already seen the incredibly negative impact of these strategies with the bike lanes, and road closures. It does not reduce traffic. It diverts traffic to routes never intended for the increased traffic flow. I live in one of these neighbourhoods and these changes do nothing except increase our commuting time, which increases fuel consumption. It also makes formerly peaceful, quiet streets much more dangerous as commuters are unable to use the larger arteries originally designed for the purpose. I know many business owners who have lost business, and even closed due to the increased inaccessibility created by these strategies. Winnipeg's infrastructure is one of the most costly and difficult to maintain due to the clay bed on which it sits, the extreme temperature fluctuations between winter and summer, and the incredibly low population density. Roads are in desperate need of repairs and maintenance, but funds are being wasted on extra infrastructure that increases traffic congestion, increases pollution as a direct result, decreases commerce where they've been installed, and makes the core area even less desirable to inhabit.	11/19/2021 6:20 PM
77	Lyndale drive has been has been closed for two years now from March to November. The only thing it accomplished was to divert 600 to 800 cars a day into our community onto two roads that were not designed for that kind of traffic	11/19/2021 3:29 PM
78	Kenaston is too congested. You need to have service lanes on both sides.take away many lights. Let the traffic flow. Like the qew in Ontario. Make a bridge over maybe mcgillvary . Make extra lanes to make traffic flow both ways on kenaston	11/19/2021 7:46 AM
79	Because no one will get rid of their cars - due to winter. Your question is leading respondents to approve more developments that do not obey your intent. Rather they use it to build corner to corner and use our streets for parking, service vehicles, deliveries and visitors. We live in Lord Roberts where this philosophy has failed. Worse than that, no one (city-wide in mature areas) trusts Planning or the City as a whole. Furthermore, the stats and maps in this survey seem wildly inaccurate. Result: no accountability. And more profits for developers.	11/18/2021 5:51 PM
80	Your solutions will make traffic flow worse.	11/18/2021 5:48 PM
81	too much accomodating bikes	11/18/2021 4:43 PM
82	I think bus lanes are a good investment, BUT they should just be bus lanes; sharing with bicycles does not work, and sharing with taxis and car pools encourages those vehicles to drive fast down the lane beside the sidewalk, which threatens vulnerable road users. New York's VisionZero process determined that passing in that lane is a risky driving behaviour, subject to tickets.	11/18/2021 4:32 PM
83	Considering I live in an established neigbourhood, updating development guidelines doesn't really help me personally, although I agree they should be n place	11/18/2021 2:18 PM
84	I believe costs shouldn't be looked at as prohibitive	11/18/2021 1:55 PM
85	I would never walk or ride my bike on city streets for concerns of my own safety. Changes will have negative affects on the majority users and only serve to have a positive affect on the minority users all at a cost we cannot afford.	11/18/2021 12:40 PM
86	Positive changes for health and climate with increased safe cycling/pedestrian pathways	11/18/2021 12:00 PM

	separate from roadways connecting neighbourhoods.	
87	More congestion of traffic. Reduced accessibility for emergency response vehicles to set up ie Ladder Trucks. Less parking.	11/18/2021 11:48 AM
88	Most people cannot car pool or are in situations where work requires driving	11/18/2021 10:57 AM
89	I beleive It is not nearly aggressive enough to produce meaningful change. A “2045-2050” deadline with climate change at the door means the city will be planning for situations and realities that may not even be possible in 10 years. A hard pivot to active transport and public transport, and not just token support, is required and the current plans will take far too long to bring even the half-measures they offer into reality.	11/18/2021 10:27 AM
90	If the city implements more "growth fees" without understanding how development pays (tax base) for everything then it will be pushed outside the city where residents will live and drive in to the city to use the services but pay no tax	11/17/2021 5:07 PM
91	developers will find ways around any "mechanisms" put in place.	11/17/2021 4:35 PM
92	We need more agressive pace of change, 2050 is too late, we need to make these changes now. No new roads if they make cycling unsafe.	11/17/2021 4:31 PM
93	Multimodal goal is terrific but if the priority or emphasis continues to be on the needs of drivers, it will not achieve any of the improvements listed above.	11/17/2021 4:26 PM

Q15 Strategy 1.3 Manage off-street parking to support Complete Communities and multimodal transportationDo you believe this strategy will support improvements to:

Answered: 819 Skipped: 692

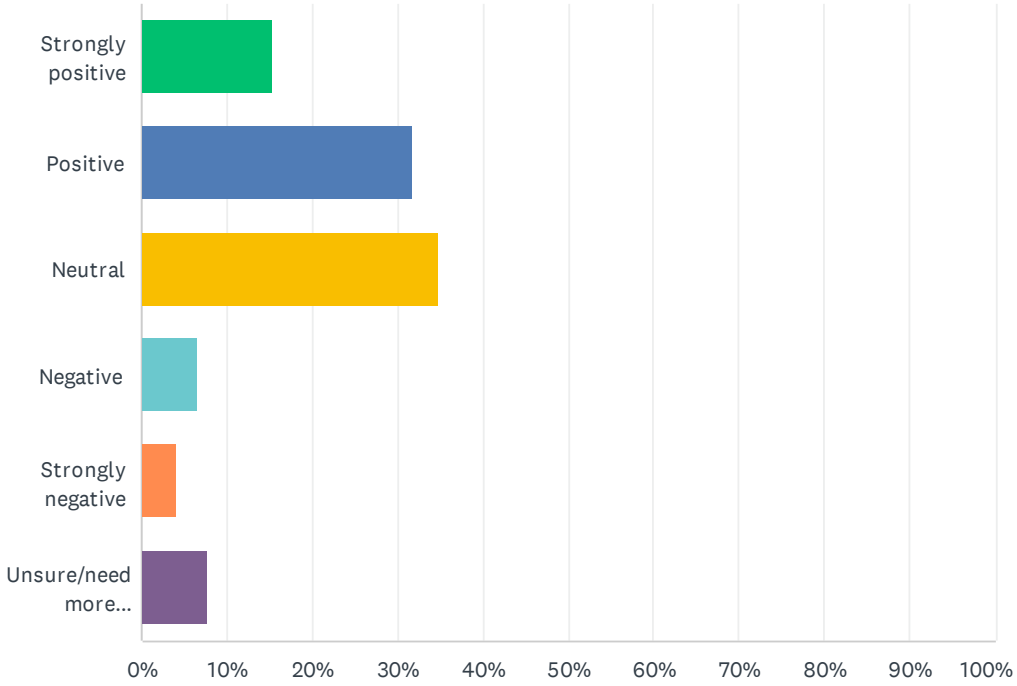




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	18.80% 154	29.79% 244	35.04% 287	10.01% 82	6.35% 52	819	2.55
Road congestion?	22.95% 188	36.39% 298	25.27% 207	10.13% 83	5.25% 43	819	2.38
Overall city costs?	14.65% 120	23.44% 192	44.20% 362	12.21% 100	5.49% 45	819	2.70
Safety?	20.76% 170	35.53% 291	30.89% 253	8.18% 67	4.64% 38	819	2.40

Q16 What impact would this proposed change have on your life?

Answered: 819 Skipped: 692



ANSWER CHOICES	RESPONSES	
Strongly positive	15.26%	125
Positive	31.75%	260
Neutral	34.80%	285
Negative	6.59%	54
Strongly negative	4.03%	33
Unsure/need more information	7.57%	62
TOTAL		819

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	it will cost the city lots of money with little of no effect on improving your goals so it will be money poorly spent, and then our taxes will go up. you shouldn't be making these decisions by a survey monkey, you need to have community meetings and dialogue, the councillors need to facilitate meetings in their wards for this and the mayor needs to attend these meetings as well. the different area communities need to have face to face dialogue with the mayor and councillors - not electronic messaging.	12/17/2021 8:35 PM
2	At a City Centre meeting, City planners recommended that a development could greatly reduce its parking and visitors could use street parking. In 2011, a traffic study done by the City found that there was no available street parking in the evening and the situation only gotten worse. I used to cycle or walk year round in another city where there was better cycling paths and there were cleared during the winter. I do not do that in Winnipeg because I have had several falls on	12/17/2021 12:14 PM

	the sidewalks and there are no connected and safe cycling paths. It is not safe to use the Osborne bridge or the Pembina cycling paths in my area.	
3	Actually, I don't even really know what this means.	12/16/2021 7:50 PM
4	Time to start looking at having free parking lots at the ends of bus routes to encourage people to have a safe place to leave their cars, and possibly have a minimal $charge for plugs in the winter. The way this City is laid out in a suburban model, we can't even justify bus routes in these areas with lack of density. Look at modifying models like the commuter "Go trains" of TO, but with electric buses. That might even slightly justify that horrendous cost of the rapid transit routes or whatever they are called. I see them empty, daily, even at busy hours, thinking right now of the Pembina and Osborne "station". People are too scared with so few around, and cold in the winters, to actually use these dinosaur systems. It would be great to have a Victoria BC transit system, which is computerized and particularly effective. We seems to always be inventing the wheel and failing, so that the default is back to the ground-level construction companies that seem to fuel politicians. They must have made out like bandits with those ridiculous bike routes in the downtown, including the crazy curbs that have cut many, many parking spaces and "rear up" just when you don't expect to see them cutting off the driving lanes...	12/16/2021 7:47 PM
5	It would be nice if you explained what "manage" means. I assume it means restrict. This will negatively impact small business owners downtown, along Corydon, Osborne etc.	12/16/2021 6:27 PM
6	Not sure what this would really entail, but seems to be parking structures/lots. Wasn't able to open the file with the phone discussion. Seems fact that how we work will change...not all downtown. also growth can be accommodated by building in downtown wasteland areas and not spreading City out even further.	12/14/2021 10:23 PM
7	***REDACTED***.	12/14/2021 9:15 PM
8	Make accessing parking more difficult, more costly and not as safe due to having to walk further in a city known for cold, snowy 6 month winters	12/14/2021 6:57 PM
9	For people who don't live downtown, it's already ridiculously confusing and expensive to park. If the city loses this revenue feed, where does it get recovered from? As it stands, I go there for random doctor appointments only, there's no other business I need to do there, and thinking of it gives me anxiety	12/14/2021 9:50 AM
10	Depends on what is meant by manage off street parking. Remove parking minimums city wide would be beneficial.	12/13/2021 4:03 PM
11	I can only walk short distances, so I need to be able to park my car or be dropped off close to my destination.	12/10/2021 5:47 PM
12	I live on Kenaston where there is no on-street parking but better off-street parking needed for narrow streets	12/9/2021 1:53 PM
13	Off street parking is already managed by independent business. If 5he government takes it over... it will less efficient and more expensive.	12/9/2021 12:30 PM
14	I'm uncertain how this will affect my ability to drive downtown for medical appointments or evening cultural events.	12/8/2021 6:15 PM
15	À tout endroit? quel sont les impacts économiques?	12/8/2021 12:56 PM
16	This isn't Toronto or Vancouver which has a climate that allows for year round cycling. Removing parking to accommodate a mode of transportation that isn't feasible for a large portion of the year is not logical.	12/8/2021 12:41 PM
17	Moving parking will just move the problem from one street to another. It does not encourage a change in behaviour	12/8/2021 10:35 AM
18	More things like True North Square would be wonderful	12/7/2021 12:16 PM
19	Not sure what is meant by "manage" - is the amount available dictated by demand and that is managed through efficient infrastructure (not surface lots)?	12/6/2021 4:55 PM
20	What ***REDACTED*** does "manage off-street parking" need? "Manage"? Pardon me? That sounds a lot like "restrict" - always negative in a winter city.	12/6/2021 3:53 PM

21	Unclear what this means- how will you manage it?	12/6/2021 2:09 PM
22	The city is looking at spending money on items that will not be used. This will increase maintenance which will again increase costs. The percentage of people who would use these services will be in the minority, so you will be lowering your support from the majority of citizens.	12/6/2021 2:03 PM
23	I don't know what "manage off street parking" means, or what the impact would be	12/6/2021 10:55 AM
24	Still too focused on providing parking instead of pushing people towards an efficient transit system.	12/5/2021 1:35 PM
25	Parking is hard now, and expensive. This will make both worse.	12/5/2021 11:43 AM
26	What people choose to park on their own property is not the city's concern unless it's an eyesore.	12/5/2021 11:16 AM
27	The push for more bike lanes is unrealistic for our climate. We will never see large scale uptake in the winter months. Usage during the summer is also minimal and since their introduction I've not noticed an uptake in use. Has a year over yet analysis been done looking are this?	12/5/2021 7:47 AM
28	Currently done parked cars, vehicle traffic bike traffic and pedestrian traffic on a 2 lane street used as a major access route between Wilkes and Roblin- walking and biking at peak times is a death wish	12/5/2021 4:56 AM
29	Any proposed 'progressive' changes like this continue to discourage the use of personal vehicles by reducing lanes, increasing vehicle idle times, etc., by prioritizing bicycles at all costs, which simply ends up increasing emissions	12/4/2021 11:54 AM
30	need for handicap parking on street accessible to sidewalks	12/4/2021 11:20 AM
31	More tired on the road the road is not safe anymore especially on winter more hard to recognize the lane and bicycles could suddenly appearance on the side street or j walkers nobody correct them	12/4/2021 9:04 AM
32	What does "Manage off-street parking" even mean? Increase supply? Reduce parking requirements under zoning laws? Off-street parking is often necessary but in no way should people not using those lots subsidize their construction and operating costs. Nor should zoning laws require minimum parking (in fact, maximums should be applied). We've done so much damage to this city trying to provide cheap or free parking. When it is necessary, it should not be subsidized.	12/3/2021 11:11 PM
33	i don't even know what this statement means.	12/3/2021 2:39 PM
34	I don't see how the city could manage 0ff-street parking without incurring high costs. And are these off-street parking lots going to be cleared of snow in the winter? That would add to the cost.	12/3/2021 2:07 PM
35	stop reducing lanes for traffic on roads so uninsured bikes can have gold plated paths. Too many of them do not follow rules of the road and are dangerous	12/2/2021 2:24 PM
36	Not will to pay EXTRA for anything bike related.	12/2/2021 12:40 PM
37	I can guarantee you I will not be around long enough to see this city to " pull up it's boot straps ". People are tired of the slow and nonchalant attitude ***REDACTED*** regarding anything being done. ***REDACTED***	12/2/2021 11:05 AM
38	Unclear what "manage off-street parking" means	12/2/2021 10:28 AM
39	I'm assuming that managing off-street parking to support multimodal transportation means park and ride/kiss and ride. Park and ride assumes the land around transit stations will remain low value. The land around transit stations should be seen as (because it is) high value.	12/2/2021 9:54 AM
40	the goals for active transportation and increase in transit are a pipe dream. Only going to result in discouraging people to visit downtown and conduct commerce there.	12/2/2021 2:33 AM
41	Lack of parking is already a serious concern. I can no longer go to concerts at some churchs as the street parking is now a bicycle lane with no one using it	11/30/2021 12:18 PM
42	Managing off street parking - do you mean parking on private property? the attached document	11/29/2021 11:06 AM

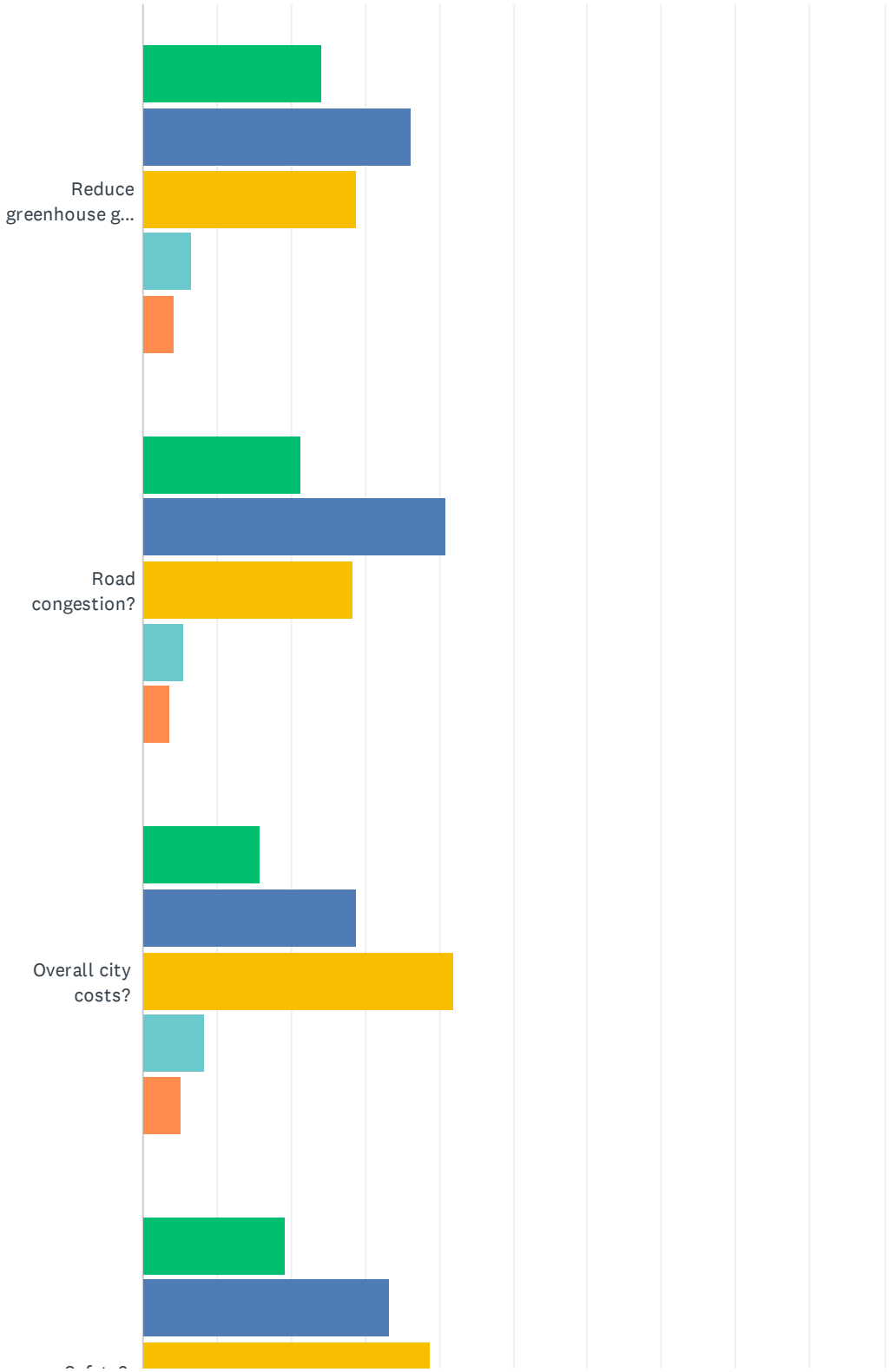
	isn't clear. In my neighbourhood, there isn't enough parking for residents and visitors, or or off the street. It is a challenge, and simply telling people that they shouldn't drive hasn't been effective. but we will need places to park and charge those TVs when they finally become affordable or required.	
43	I don't plan to own a car at any point, so availability of parking isn't a factor I can judge well	11/29/2021 9:58 AM
44	I have no idea what this means. It doesn't sound like this will have any meaningful impact on getting people out of their cars.	11/29/2021 9:22 AM
45	Glad there is a plan to reduce surface parking. Theoretically increased residency downtown will reduce isolation and therefore increase safety of pedestrians. What is plan for portage and main underpass - it is currently the opposite of safety.	11/29/2021 9:09 AM
46	It depends where you more parking lots. We do not enough now and street parking is not free. Off street parking is required and a good idea if you have multi level and affordable.	11/28/2021 4:34 PM
47	There needs to be ample parking available at any of my destinations, otherwise I simply would not be able to go. I would switch destinations, rather than modes of transportation.	11/28/2021 1:29 PM
48	This could have a negative impact if the public and active transit systems are not improved. If these alternatives are still unsafe or inconvenient, additional cost and difficulty with parking could just add to an individuals burden.	11/28/2021 11:41 AM
49	Another waste of money that caters to the vocal left-wing minority	11/27/2021 5:01 PM
50	Why not concern ourselves with the design and quality of roads and road surfaces. Are any projects being funded to research road paving materials that can survive Wpg winters better? Many of our streets are in deplorable condition - for cars or bikes.	11/27/2021 1:28 AM
51	More support for parking of private vehicles is at once necessary and also not how we effectively plan to address the climate emergency or Winnipeg's infrastructure crisis.	11/26/2021 2:13 PM
52	This will just make it even harder to park. Look what happened to all the downtown small businesses when all the parking was removed for bike lanes - business plummets, period. People didn't switch mode of transport, they switched to destinations more friendly to their current mode of transport. Small business are already hurting from Covid, don't make it even worse!	11/25/2021 11:17 PM
53	There was lots of rambling of people with bikes, nothing on improving infrastructure of the roads, with synchronized lights on ramps off ramps. Get rid of the round about most winniprgers don't know or don't care to use them properly and cause just as big of a traffic jam as lights. Also need safety for bus shacks and busses.... cameras don't protect people until something has already happened	11/25/2021 8:12 PM
54	I don't have a car and don't even use the car co-op, so I really don't know what effect this will have for me as a pedestrian or cyclist. I feel this is yet another nod to the primacy of the car.	11/25/2021 1:01 PM
55	Added costs as a taxpayer	11/25/2021 11:47 AM
56	I live in Wolseley where back lanes and backyard space is tight. People park on street because of necessity not because they simply want it.	11/25/2021 9:49 AM
57	Reduce parking, build underground parking please or separate bike lanes.	11/25/2021 8:58 AM
58	More people would use park and rides if they were available and if it was safe to take Transit. Okay	11/25/2021 1:01 AM
59	It would have a negative effect on my life if it means increasing parking in general, creating more lanes for personal vehicle traffic, or building parking lots in front of businesses and stores. I may support it if it means moving street parking to paid lots and structures that are hidden behind storefronts etc, and using that freed street space to make room for pedestrians, cyclists and transit.	11/24/2021 8:40 PM
60	I read off-street parking as a war on vehicular travel. I do not support the priority of pedestrian and cyclists.	11/24/2021 7:49 PM
61	Need to park in street because backlane nor paved on Ellesmere, huge ruts , got stuck Twice last week so no option but to park on street and the street is crumbling too.	11/24/2021 10:00 AM
62	We keep increasing the multiple family dwelling bldgs. with less than required parking or not	11/24/2021 9:58 AM

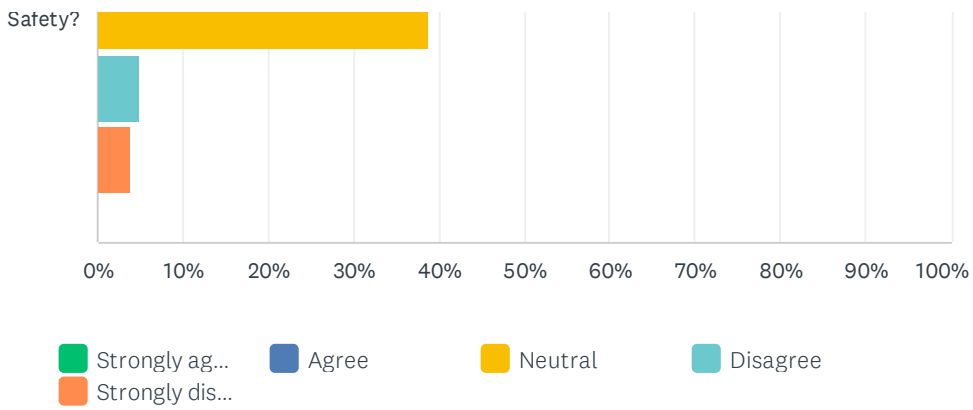
	secure storage places for other transportation alternatives. If a developer is proposing a large scale office or dwelling unit that Winnipeg transport should be involved from the start to ensure that routes can be revised or added to support those citizens.	
63	Additional taxes must increase for boutique solutions	11/24/2021 9:39 AM
64	It will negatively affect me because I ride a bike and you plan for vehicles only	11/24/2021 9:34 AM
65	Once again it depends on the approach. We need to have far less parking, even off street, in order to make driving less convenient and get people to choose other options. It can have a positive impact on the street for sure in terms of making them more friendly to pedestrians etc.	11/24/2021 9:11 AM
66	Parking is an issue and this plan appears to make it worse in the future.	11/23/2021 6:53 PM
67	Sorry to be negative. This is not what you will do. City encourages their employees to drive to work, park on residential streets. I E - Bus Drivers	11/23/2021 6:40 PM
68	What does "manage" mean? Reduce surface lots? Reduce parking? Expand parking? Very vague.	11/23/2021 12:04 PM
69	I am more unsure than negative; however, I chose negative because this sounds like a removal of off-street parking, which would negatively impact my life. It makes sense to reduce on street parking to help with traffic flow and safety for cyclists, but a lack of off street parking would cause congestion and reduce safety as drivers drove around looking for parking. The suggestion that people "should" drive less is not helpful; people (especially governments) should not tell other people what is good for them - it is gross paternalism.	11/23/2021 8:32 AM
70	I am not sure what is meant by "manage". If the intent is to always provide parking for development then I would say that the city should stop providing options for cars if they want them used less. The more space people have to park, the easier it is to use. To shift we need to provide less space for cars and more for people. If manage means taxing surface parking then I support this initiative as the profitability and focus on parking space in Winnipeg is out of control.	11/23/2021 8:05 AM
71	Off-street parking is usually in parkades which are not pleasant places to park and usually further away from where one is going to. Also, if there is no room in a parkade one will have to drive around until you find room adding considerable greenhouse gases to the drive.	11/22/2021 10:47 PM
72	Your question does not make sense. Put the question in English so the average person can know what it means!	11/22/2021 9:16 PM
73	I believe that the majority of the population are seniors....and the majority of seniors either use public transpiration or their own vehicles.	11/22/2021 1:39 PM
74	Knowing Winnipeg, this city will just give Impark the contract and nothing will improve.	11/22/2021 1:03 PM
75	Public safety and road traffic congestion should be the main focus.	11/22/2021 12:29 PM
76	Greater congestion, GHG emissions, and cost.	11/22/2021 11:17 AM
77	It doesn't go far enough and is lip service as best. Real direction and actions need to be laid out rather than empty platitudes that barely meet the lowest standard to improve the city.	11/22/2021 10:16 AM
78	Unsure of what this strategy means	11/22/2021 9:00 AM
79	Based on my commute, I will likely still need to drive. Effective planning will likely impact me negatively in regards to travel, but I suspect the overall impact would increase my quality of life	11/22/2021 8:55 AM
80	Depends on the type, appearance and size of off street parking implemented in my opinion	11/22/2021 1:11 AM
81	Your bureaucrats ***REDACTED***have no place in developing public policy.	11/21/2021 9:29 PM
82	Unclear what the strategy entails.	11/21/2021 6:56 PM
83	"manage" parking doesnt tell me if more or less will exist. If less parking exists, people will park like assholes and create safety issues. I will also be less able to visit friends and family at home or at businesses such as restaurants, shopping trips, etc if less parking spots exist. If you mean the creation of park and rides, these would be a good thing.	11/20/2021 4:15 PM

84	The example of True North Centre - I'm not at all affected by this.	11/20/2021 2:22 PM
85	Waste of taxpayers dollars to support a very small vocal minority	11/20/2021 11:49 AM
86	Convenience would be affected.	11/20/2021 11:23 AM
87	Complete communities are an excellent strategy. However, it will not change anything in my life.	11/20/2021 9:08 AM
88	Cost high and no improvement for safety for seniors.	11/19/2021 7:59 AM
89	Further walking to your vehicle if you're carrying items.	11/18/2021 11:45 PM
90	Winnipeg does not need more off-street parking, or any additional parking, for that matter. Downtown is still full of surface parking lots. We need to reduce off-street parking, not "manage" it.	11/18/2021 8:14 PM
91	Because no one will get rid of their cars - due to winter. Your question is leading respondents to approve more developments that do not obey your intent. Rather they use it to build corner to corner and use our streets for parking, service vehicles, deliveries and visitors. We live in Lord Roberts where this philosophy has failed. Worse than that, no one (city-wide in mature areas) trusts Planning or the City as a whole. Furthermore, the stats and maps in this survey seem wildly inaccurate. Result: no accountability. And more profits for developers.	11/18/2021 5:51 PM
92	We ***PARKING**	11/18/2021 4:43 PM
93	If space currently used for on-street parking is well used to support AT, then it would have a beneficial effect	11/18/2021 4:32 PM
94	I primarily use my car to shop and get around outside of work hours. Reduction in parking abilities would disincentivize me to visit stores or restaurants and make it more inconvenient to do so.	11/18/2021 3:55 PM
95	If the goal is to increase the rates of off street parking to encourage more transit or bike related use, then I am more positive.	11/18/2021 1:37 PM
96	None as the only safe mode of travel is in my own vehicle and the money could be spent for more important city needs like improving the roadways with methods that will survive climate changes and not constant short-term re-surfacing efforts while also preventing damage to the vehicles driving on them.	11/18/2021 12:40 PM
97	Eliminate all street parking. Especially on the high speed or high volume routes. Business can provide parking spaces off the main streets.	11/18/2021 11:48 AM
98	There is already poor parking areas downtown and poor transit to get there. Parkades are needed, not apartments. Downtown is too unsafe to live in.	11/18/2021 10:57 AM
99	Parking moves into neighbourhoods, which may increasing speeding and distracted driving, and reduce street access for residents.	11/18/2021 10:49 AM
100	7 months a year using a bike isn’t feasible to the average Winnipeger	11/17/2021 6:22 PM
101	replace on street parking with wider boulevards and more diverse plantings.	11/17/2021 4:35 PM
102	Assuming this means, much, much less parking capacity in the city on a whole this will be positive.	11/17/2021 4:31 PM
103	I don't quite understand this question and feel I'm pretty well versed in transportation issues.	11/17/2021 4:26 PM

Q17 Strategy 1.4 Collaborate with partners to support regional land use and transportation integrationDo you believe this strategy will support improvements to:

Answered: 819 Skipped: 692

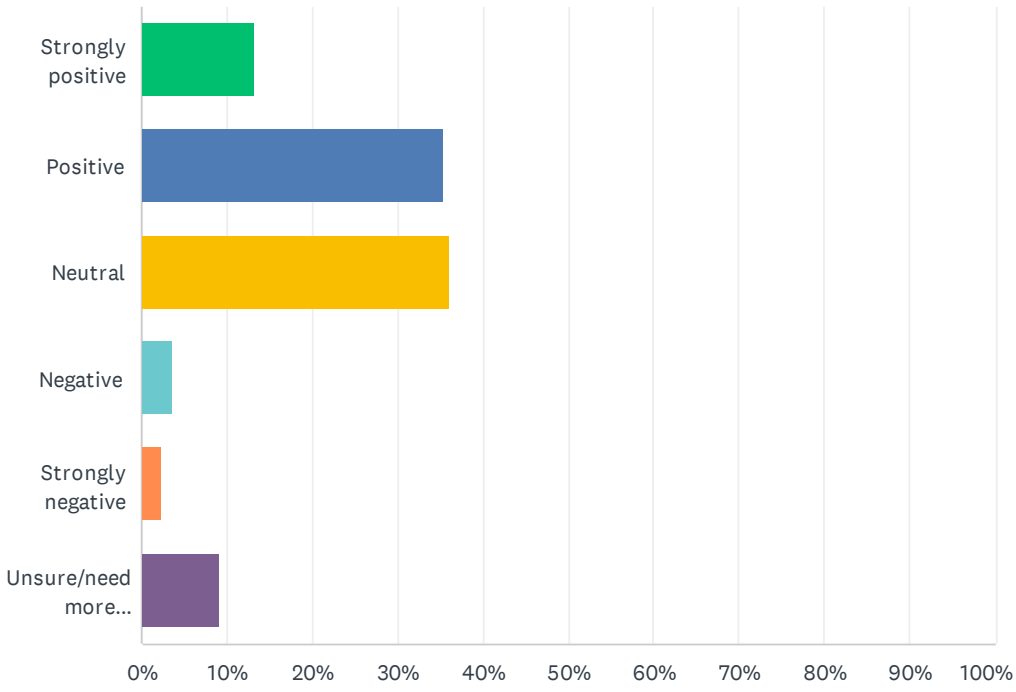




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	24.05% 197	36.26% 297	28.82% 236	6.59% 54	4.27% 35	819	2.31
Road congestion?	21.37% 175	41.03% 336	28.45% 233	5.62% 46	3.54% 29	819	2.29
Overall city costs?	15.87% 130	28.69% 235	42.00% 344	8.30% 68	5.13% 42	819	2.58
Safety?	19.17% 157	33.33% 273	38.71% 317	5.01% 41	3.79% 31	819	2.41

Q18 What impact would this proposed change have on your life?

Answered: 819 Skipped: 692



ANSWER CHOICES	RESPONSES	
Strongly positive	13.31%	109
Positive	35.41%	290
Neutral	36.02%	295
Negative	3.66%	30
Strongly negative	2.44%	20
Unsure/need more information	9.16%	75
TOTAL		819

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	I'm not sure if collaboration might just lead to concessions and thing staying just as bad as they are?	12/16/2021 9:41 PM
2	Without knowing how these changes will be implemented, how can I comment on what results might be achieved?	12/16/2021 7:50 PM
3	***REDACTED*** there is no cooperation by the PCs in power, ***REDACTED***. All the pressure is on those parts of the City which are denser but not safer due to cuts in Community Policing and poverty. The rest of the City is so spread out that it remains dependent on vehicle transportation, with no "stations" where people could even leave their vehicles and smoothly transition to City (even if "ground") transportation, for one example. We can't even support bus routes in those spread-out suburbs, holdovers from	12/16/2021 7:47 PM

	the post-War era, so stop only picking on doing poor planning in the City center, which has almost been completely killed off already. The big saving for the environment in the last 5 years (and intensively since the COVID epidemic) is that computer systems have now become adapted to "work from home" models, making this entire exercise relatively outdated already, ***REDACTED*** discussions based on ground transport, have been going on since the late '60's. Technology may be our salvation for these environmental and other concerns, and the irony is ***REDACTED***, the problem is kind of solving itself with time/tech...	
4	***REDACTED***	12/14/2021 9:15 PM
5	By narrowing down lanes, and decreasing usable traffic lanes is only slowing down commuters which is adding to more fuel wasted, more idling, traffic congestion to long traffic lines and less lanes to keep traffic flowing better.	12/14/2021 6:57 PM
6	You just move the congestion elsewhere, out of sight out of mind? It's super expensive to do, and creates different issues, ie snow removal, that tend to be forgotten. I'd rather see shared use sidewalks than a bike lane hidden behind parked cars, in a neighborhood that would confuse anyone who doesn't already live there	12/14/2021 9:50 AM
7	Not sure my answers are accurate. It depends on what transportation you are integrating. Regional multi-modal transportation planning with motor vehicles at the bottom of the priority would be transformative.	12/13/2021 4:03 PM
8	I don't think citizens from the edges or beyond will change their driving habits.	12/10/2021 5:47 PM
9	Concern if spaces or parks don’t remain public. Equity: low barrier access for all without need to make a purchase to enjoy places	12/10/2021 10:19 AM
10	This question is so vague it has no meaning	12/9/2021 3:15 PM
11	Who are these partners?	12/9/2021 1:53 PM
12	This is all just part of the agenda 21/30 process.	12/9/2021 12:30 PM
13	I don't know what this means. What partners? What is regional land use? What is transportation integration?	12/8/2021 5:02 PM
14	The concept of a person living outside the city taking a bike to work is unrealistic	12/7/2021 12:16 PM
15	I don't even know what this Strategy means??	12/7/2021 9:41 AM
16	unclear	12/6/2021 2:09 PM
17	The city is outsourcing its responsibility to outside agencies. If this happen, you lose control on what / how products are completed / utilized.	12/6/2021 2:03 PM
18	Based on the sparse info in the TMP Key Directions, this appears to be solely about parking, and therefore does not represent highest, best land use. Park-and-rides in particular are a poor use of land and contribute to auto-dependent sprawl. The park-and-rides on the Blue Line are a shameful waste of land. Transit hubs should be built up with housing and commercial, not centered on making driving easier.	12/5/2021 8:36 PM
19	not sure i trust the city's brain trust to develop land use for all	12/5/2021 8:13 PM
20	More cooperation with the Capital Region is needed to develop transit links between Winnipeg and these outlying communities.	12/5/2021 1:35 PM
21	The statement is flim-flam… doesn’t say what you will be doing. Meaningless bureaucratese.	12/5/2021 11:43 AM
22	Any proposed 'progressive' changes like this continue to discourage the use of personal vehicles by reducing lanes, increasing vehicle idle times, etc., by prioritizing bicycles at all costs, which simply ends up increasing emissions	12/4/2021 11:54 AM
23	see above notes - these ideas all create barriers for people needing access to the city	12/4/2021 11:20 AM
24	the city needs to lead the discussion	12/3/2021 2:39 PM
25	I'm not sure what you mean by this question	12/3/2021 2:07 PM
26	any plan that caters to special interests at the expense of transportation efficiency will have a negative impact.	12/3/2021 10:23 AM

27	this disrupts vehicle traffic. I can travel downtown and most anywhere else in the city within 25 minutes. bike or transit will take an hour. I will choose to travel in comfort and safety in my own vehicle	12/2/2021 2:33 AM
28	Please note, any change will cost the city money, and will need to be properly maintained over time! Selling something solely on the hope that it will save money is naive.	11/29/2021 11:06 AM
29	This objective seems totally antithetical to reducing greenhouse gas emissions.	11/29/2021 9:22 AM
30	Depends what proposed land use changes look like. Curious about potentional transfer stations for rapid transit at Louise Bridge and at Disraeli and Sutherland. How will they create infrastructure that works in the North end? If homelessness, mental health, and addictions aren't addressed, these spaces will either become impromptu shelters or policed spaces reinforcing segregation/gentrification/colonial relationships.	11/29/2021 9:09 AM
31	Land use has direct impacts on GHG emissions and also the ability of the landscape to absorb and filter water. Winnipeg is already at high risk of flooding - continually increasing impermeable surfaces puts everyone at risk. Responsible land use and low impact development strategies are very important for both climate change mitigation and adaptation.	11/28/2021 11:41 AM
32	Further outward expansion might only further sprawl, increasing city costs and congestion as more people enter the city from afar.	11/28/2021 4:41 AM
33	Again a long walk to a transfer station - not good for an older person with walking difficulties	11/27/2021 11:26 AM
34	What does this even mean? Not explained at all. Regional land use?	11/25/2021 11:17 PM
35	As long as the city doesn't make more mistakes like phase 2 of "rapid transit". ***REDACTED***	11/25/2021 9:58 PM
36	I'd be willing to give recommendations	11/25/2021 8:12 PM
37	I live in a well-established neighbourhood, so I don't see that this will have any significant impact on me -- other than maybe, if done properly, reducing the load of traffic from the suburbs coming through my neighbourhood and the speed thereof -- but I doubt it, because all the new developments (even in Fort Rouge) that were supposed to be mixed use have been built as residential only with often curving cul-de-sac roads to nowhere and a new central big-box retail area that must be driven to (with no apparent penalty to the developer).	11/25/2021 1:01 PM
38	Taxpayer costs	11/25/2021 11:47 AM
39	I don't know what this means. It's a very jargon-laden statement. "Transportation integration" could mean almost anything—I want to see less car-centric design and dependence.	11/25/2021 11:09 AM
40	Who are our partners?	11/25/2021 8:13 AM
41	We need an inner ring road and all municipalities need to be on board to complete it.	11/25/2021 1:01 AM
42	I'd love to see park and rides strongly encouraged for suburbanites and bedroom community users.It is also very wise to think not just in terms of Winnipeg's transportation options but to realize that a sizable chunk of Winnipeg's traffic comes from other communities.Think not only park and ride but intercity mass transit. Selkirk had the right idea with that bus to downtown Winnipeg.	11/24/2021 11:35 PM
43	Cost to city likely to be high	11/24/2021 8:35 PM
44	It will only increase taxes	11/24/2021 9:39 AM
45	All the improvements will be for Vehicles not bikes	11/24/2021 9:34 AM
46	Tax payer money will probably fund this project and I’m barely managing as it is. I don’t want my property taxes to go up.	11/23/2021 6:42 PM
47	You are continuously using non-action words like "collaborate". Give some examples. This means nothing.	11/23/2021 12:04 PM
48	As a disabled person who uses a cane to walk it is difficult to go to places where there is no or little parking access.	11/23/2021 10:20 AM
49	This is a tough one because there are only inner city parts of the city where a multi-modal lifestyle is possible and that viability becomes smaller and smaller the further out of the city	11/23/2021 8:05 AM

	you go. Park and rides can help but if the city expands roadways and reduces traffic congestion for single-user vehicles it will just induce demand. As an side - for economic activity, this is necessary. If there was a way to ensure that everyone pays their fair share I think the City would be in a better financial position. This may be a provincial issue though.	
50	It's not clear to me what this even means.	11/22/2021 7:16 PM
51	again I believe this strategy speaks to adding bike lanes downtown which has been detrimental to those who work in the downtown and drive a vehicle. - We do have winter for 7 months here, therefore the majority of Winnipegers use other methods of transportation than cycling.	11/22/2021 1:39 PM
52	It will be cronyism again. Winnipeg is three real estate developers and the WPS stacked in a trench-coat.	11/22/2021 1:03 PM
53	Status quo.	11/22/2021 12:29 PM
54	Consistent transportation planning across the capital region would be desirable.	11/22/2021 11:30 AM
55	Greater congestion, GHG emissions, and cost.	11/22/2021 11:17 AM
56	It doesn't go far enough and is lip service as best. Real direction and actions need to be laid out rather than empty platitudes that barely meet the lowest standard to improve the city.	11/22/2021 10:16 AM
57	Not sure what this strategy means	11/22/2021 9:00 AM
58	Based on my commute, I will likely still need to drive. Effective planning will likely impact me negatively in regards to travel, but I suspect the overall impact would increase my quality of life.	11/22/2021 8:55 AM
59	We don't want regional transportation. Making it easier to live and do business outside the city will hurt the city in every way.	11/21/2021 1:05 AM
60	I don't see families and the wealthy stopping to use their vehicles for a park and ride.	11/20/2021 2:22 PM
61	It makes a lot of sense to collaborate with regional partners. I know people who would commute using bus service from bedroom communities into Winnipeg if it were available.	11/20/2021 9:08 AM
62	The only partners the city seems to want to collaborate with is the cycling enthusiast who don’t care what happens to neighborhoods when streets are turned into single use only	11/19/2021 3:29 PM
63	I have no idea what this means and the handout does not describe it.	11/18/2021 8:14 PM
64	Please explain the philosophy behind regional land use. What do you mean by "partners"? What we've seen all over town is shady developers who skirt bylaws while Planning supports them?	11/18/2021 5:51 PM
65	Supporting regional land use and transportation integration is usually a euphemism for implementing policies that enable or encourage ex-urban development, and the road expansions that necessarily come with them.	11/18/2021 2:35 PM
66	I do not understand the specifics of this	11/18/2021 2:12 PM
67	It depends on the partners being collaborated with. If the partners are auto makers/sellers and construction companies then I am negative. If it is collaborating with restaurants and cycling groups that encourage and facilitate design that encourages cycling and transit, then I am positive.	11/18/2021 1:37 PM
68	I would love to see the words "less sprawl" or "limit suburban growth" or something that actually names the action of focusing growth inwards instead of outwards. There is some vague terminology here that leaves too much room status quo.	11/18/2021 11:51 AM
69	Neighbouring municipalities have a huge impact on how we operate as a city. My partner lives in West St Paul, and that means that as a carless person, I can't bus or bicycle to see them there.	11/18/2021 10:51 AM
70	The city has a long history of caving to private interests and I don’t see how the get another attempt to forge “partnerships” will be any different, leaving the city holding a financial cost with nothing to show for it as the management company ghosts us. There is also a vast pool of data to support that privately run and “partnered” services produce worse results for the public good, and higher costs.	11/18/2021 10:27 AM

71	Your plan is spouting rhetoric with no real viable explanation of its possible impact.	11/18/2021 10:15 AM
72	is the planning to support green spaces and improve green travel such as bikes or an increase in business space without utilizing spaces to decrease global warming and pollution	11/18/2021 10:06 AM
73	the city of winnipeg has over 800,000 residents, the power that smaller municipalities have over it in developing sprawl is what needs to change.	11/17/2021 4:35 PM
74	I would love the opportunity to travel by means other than personal car to other communities and parks in the Wpg Metro Region, e.g. bus to Beaudry or Birds Hill or to the City of Selkirk.	11/17/2021 4:26 PM

Q19 Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Answered: 423 Skipped: 1,088

#	RESPONSES	DATE
1	The City's planning documents Winnipeg 2045 and Complete Communities 2.0 were approved by Council in June 2021 and contain "green" amendments. New plans and decision making are incorporating the amendments as they have been approved in principle by City Council. One of the amendments was the creation of a Master Greenspace and Natural Corridor Plan and Biodiversity Policy. Funding was allocated for the creation of this plan in Budget 2022. It is now widely recognized that climate change and biodiversity are interconnected. https://www.cbd.int/climate These plans are part of Environmental sustainability. Some items to consider for the Master Transportation Plan to be in line with the Planning Documents Wildlife Passage Engineering Design Guidelines https://www.edmonton.ca/public-files/assets/document?path=WPEDG_FINAL_Aug_2010.pdf Reduced wildlife collisions save lives, insurance costs and protect biodiversity Allowing safe passage for people also allows safe passage for wildlife. The new Waverly underpass area is a complete blockade to people (walking and active transportation) and wildlife. Manitoba Public Insurance, Collisions with Wildlife https://www.mpi.mb.ca/Pages/wildlife-collisions.aspx Winnipeg map of top sites with deer collisions https://www.mpi.mb.ca/Documents/Map_WPG%20Deer%20Hot%20Spots%202014_2018%20Final.pdf?fbclid=IwAR0UXRA0QZSfOgREFbxzVojzj2zmaU1mAjNhpk96TSn0uiF5Zy7ALn7sHqw Connectivity beyond city limits. The Winnipeg Metropolitan Region Plan has a section on Transportation that includes transit, active transportation, and regional roads Re: support coordination of infrastructure with surrounding RMs. The Gateway active transportation corridor is a positive example that extends from Winnipeg to Birdshill. Safe connections for non-vehicle traffic are needed at all the river crossings on the 101 highway and at the Harte Trail, which is deadly. These crossing must be made safe and passable for people and wildlife.	12/17/2021 11:28 PM
2	light rail transit down the middle of the main thoroughfares.	12/17/2021 8:35 PM
3	1. Develop a plan to reduce total number of lane-kilometres to a level that is maintainable within city finances by 2035. 2. Develop a plan to reduce vehicle use to help city meet a net-zero carbon goal by 2050.	12/17/2021 4:58 PM
4	Tax surface parking and direct funds to Active transportation	12/17/2021 2:10 PM
5	Ensure that bicycle infrastructure is connected for complete journeys with minimal contact with motor vehicles. Promote density in established communities and require it in any new developments, (Development tax on new neighborhoods based on the added vehicle lanes)	12/17/2021 1:05 PM
6	https://www.880cities.org/ Whether you're 8 or 80 years old, cities should work for everyone.	12/17/2021 12:14 PM
7	These are exciting strategies but 2050 is TOO LONG. We need this to be a 5-10 year plan MAX. Many of these solutions can be done quickly and are important to be done fast, as behaviours don't change unless the infrastructure is provided.	12/17/2021 11:33 AM
8	30km/h residential streets	12/17/2021 9:30 AM
9	Trains Free, secured bike "lockers" in the city Bike lanes - McPhillips	12/16/2021 11:02 PM
10	avec des pistes cyclables à l'année longue il y a moins de voiture sur les rues	12/16/2021 10:49 PM
11	Mixed-use zoning, heat lamps at bus stops, maybe make skating lanes in the winter :P	12/16/2021 9:41 PM
12	Integrate the TMP with the transit master plan.	12/16/2021 9:19 PM
13	Reduced speed limits on shared roadways. Increase in signage for shared roadways and where AT paths are located.	12/16/2021 9:11 PM

14	Improve traffic lights. I feel I am constantly idling at a light which causes individuals to drive recklessly and increase pollution	12/16/2021 8:11 PM
15	These questions just contain more jargon and are not designed for response for the average citizen.	12/16/2021 7:50 PM
16	Stop concentrating on ground transport and consider how we can harness federal and other funding sources to catch up with other cities like Vancouver, Calgary and TO, which don't just frustrate pedestrians and cars by shrinking their already-limited byways in favor of frustrating "street-scaping" with extra curgs and taking lanes away, and lauding bikes for whom most taxpayers and citizens can't accommodate due to physical/age/etc. limitations. There is so little realism and creativity in City planning ****REDACTED**** There is absolutely no equity between the construction companies and the rest of Winnipeg's commercial concerns, particularly local and small businesses who depend upon road and pedestrian traffic. Bring back Community policing at least. Osborne and Corydon Villages, plus the Downtown have been dying without it, and so the "traffic" is no longer a problem... Gutted.	12/16/2021 7:47 PM
17	Climate change, that is, the climate crisis is inconclusive as warrant for any infrastructure concern. Infrastructure restraints are to some degree warranted however, but if business competitiveness is properly heeded and promoted, the business community will feel the pinch of infrastructure deterioration, and invest in its correction to promote their bottom line. So, invest in small business and reduce regulatory measures, which include restraints, to some degree imposed on the public coin.	12/16/2021 7:20 PM
18	Make travel by bus a safe option. It's not now,	12/16/2021 6:27 PM
19	Quicker clearing of snow on pedestrian and bicycle facilities (currently in the weeks-to-clear on central bicycle lanes) and safer/more bicycle facilities will encourage many potential riders (most I talk to are far more scared of drivers than winter weather). Transit routes have improved - keep that momentum going!!	12/16/2021 4:27 PM
20	Need to look at Signal light timings - most intersection traffic clears traffic still not moving - idling.	12/16/2021 4:01 PM
21	Monitor and disallow large vehicles; delivery trucks, construction vehicles, taxis, etc.; from parking in non-parking lanes in residential neighbourhoods. They are clogging-up lanes & traffic in both directions. It is a problem that is continually getting worse.	12/16/2021 3:11 PM
22	When new roads are being built, or old roads are being resurfaced cycling infrastructure should be included as a matter of course.	12/16/2021 2:36 PM
23	Zoning buildings so that access to grocery stores and other stores are at the front of streets and parking is at the back. Make it easier for people to get around without cars.	12/16/2021 7:53 AM
24	Prioritize foot and bike traffic - close popular streets like Wellington crescent to allow people and families to use safely. This does not only align with the city‘s goals, but also fosters a closer community	12/15/2021 6:19 PM
25	A bike share might be one.	12/15/2021 5:55 PM
26	Please look into other forms of public transit. We are getting to be to big of a city to rely on buses.	12/15/2021 12:04 PM
27	Road, sidewalk, and trail maintenance needs to change in order to ensure that they are useable year-round for all ages, particularly with climate change and the possibility for more ice cover. This will be important with regards to many of the strategies.	12/15/2021 9:47 AM
28	Keep going with the rapid transit, the sw corridor works so well	12/15/2021 9:25 AM
29	All "routes" should have NO parking at any time. Having to dodge parked cars on a bike is dangerous, having to stop and go in a vehicle is bad for GHG emissions.	12/15/2021 9:18 AM
30	Winnipeg drivers are too used to driving everywhere because it’s hard to get around by bus. There needs to be incentives for people to take transit.	12/15/2021 2:14 AM

31	Reducing speed limits in all residential areas and designing road infrastructure that does not support high speeds will increase the safety of the area. This will allow for more walkable and bikable areas which will promote active forms of transportation. This would support all 3 directives. Mode shift: from cars to active transport. Climate change: less people using cars for transportation so less emissions. Infrastructure investment restraints: doesnt cost much to reduce speed limits and create narrower roads to still support cars but make the same space dual purpose and safer for all users so designated bike lanes wouldnt be needed in theses areas as much.	12/14/2021 11:02 PM
32	Review current policies to determine if they help or hinder. One example is reduce walking distance requirement to a bus stop and use small hybrid buses. Recognize recreation trails in a park are also commuter pathways so widen and asphalt.	12/14/2021 10:23 PM
33	Linking a variety of methods of transportation are key.	12/14/2021 10:21 PM
34	***REDACTED***	12/14/2021 9:15 PM
35	Widen sidewalks where possible to allow pedestrians and cyclists to share	12/14/2021 7:10 PM
36	Yes, impose NO residential street parking on major routes near important intersections such as between Inkster and Airlies to McPhillips street and Keewatin St. between Logan and Notre Dame not be able to park during morning and afternoon peak hours which should be enforced strongly to help improve traffic flows...	12/14/2021 6:57 PM
37	Widen sidewalks and mark them for pedestrians and cyclists where possible	12/14/2021 6:42 PM
38	electrification amenities	12/14/2021 1:44 PM
39	Look at Scandanvian infrastructure for inspiration - lots of good methods for integrating multi-use transportation there	12/14/2021 12:49 PM
40	We must see a huge shift away from the car if we want to reduce our environmental footprint and greenhouse gas emissions, and that means not only making active transportation safe, but also MORE convenient than single-occupant personal vehicles.	12/14/2021 11:40 AM
41	Connect the bike routes we have! Decide if you're going to commit to getting bike routes that actually connect, and actually lead to somewhere before you worry about the traffic you can't get there anyways	12/14/2021 9:50 AM
42	Review the option for Light Rail Transit to take over from the Bus Rapid Transit in the 50-100 year plan for Transportation/transit. This option is Electric and will create a more frequent and reliable service like other large Cities. Also Look at removal of all low cost parking dowtown, and "force" higher occupancy of Transit and reduce public drivers from accessing the core. This will save $, reduce emissions and improve Transit access, and improve overall accessibility.	12/14/2021 9:13 AM
43	We are missing a dedicated strategy to create multiple new pedestrian bridges to shorten distances across our rivers.	12/13/2021 4:03 PM
44	Complete the inner ring road to get vehicles off the residential streets. The Charleswood Parkway has been Thought about since the 70's but still not completed. You want people out of their cars but in Charleswood in older Charleswood there are no sidewalks and ditches but Laxdal has 4000 cars a day on it . People are walking in the street with the cars. Not exactly safe. But a extension to the Christmas tree for $150000 is considered a budget priority ! Allow small electric vehicles on residential streets.	12/13/2021 10:13 AM
45	Heated bus shelters. Better strategies for eradicating homelessness.	12/12/2021 12:05 PM
46	Tearing down parking lots downtown and building parkades to get rid of street parking. This will open up another one to two lanes to speed up the flow of traffic as there is no more room to build more road infrastructure. It is of course expensive in the short run, but will provide high cost savings in the long run as vandalism and road congestion will be reduced as a result.	12/11/2021 3:05 PM
47	Use abandon rail way to get people down town and to the suburbs	12/11/2021 9:14 AM
48	Build light rail. Build trams all over the city, bring back the street cars. They can share the road with cars and or buses and if you give them priority they don't ever have to get stuck in traffic. Make a clear visual, intuitive difference between streets and roads. When speed limits change, change the road! If the speed limit reduces, narrow the road! MAKE drivers slow down. Slower	12/10/2021 10:23 PM

	vehicles encourage people to walk because they feel safer, because they ARE safer. Build continuous sidewalks, raised sidewalks, build sidewalks, period. Winnipeg has actual, new neighbourhoods without sidewalks, and you want people to walk? How? And more importantly, why are developers proposing these, and how are they getting past city planners? Build out a dedicated, separated cycle route/network through the city. Give cyclists priority on roads, cyclists should not have to wait beside cars at lights, let them filter to the front and go first. Add more buses and more bus routes. Does Winnipeg even have night buses? Let people bring their bikes on buses. Build bicycle parks where people can lock up their bikes safely! What is the point of having people commute by bike if you don't give them a place to lock up their bikes? And if you put your tram stations in sensible places, people will bike there and take the tram for longer distances. And every single one of those people will be one less car on the road, thus reducing congestion and emissions. The city needs to look at these as holistic, city planning solutions, and not just "transportation" solutions. It literally is all connected.	
49	Work with all government levels to make e vehicles more affordable, tax transportation based on distance, income, need to encourage the wealthier strata to use more sustainable transport.	12/10/2021 5:47 PM
50	na	12/10/2021 3:37 PM
51	Reopen Portage and Main to pedestrians lol	12/10/2021 3:18 PM
52	Transition from a transportation system that emphasizes traffic flow to one that prioritizes wealth and prosperity for communities and safety for citizens.	12/10/2021 1:55 PM
53	New neighbourhoods should be required to install sidewalks on every street as well as bike lanes.	12/10/2021 9:07 AM
54	more education for bike riders have had numerous near misses while walking	12/9/2021 9:16 PM
55	The #1 priority of the city should be investing in bike lanes and public transportation. The city literally needs to work towards the full-scale elimination of private automobiles	12/9/2021 3:15 PM
56	Overall transit system routing. Consider major circle routes around the city with feeder routes connecting. Some of the major routes wander through neighbourhoods before moving on	12/9/2021 1:53 PM
57	When collaborating with other jurisdictions, make sure to collaborate on addressing shared public transportation needs and active transportation connections	12/9/2021 1:12 PM
58	MONORAIL baby	12/9/2021 12:45 PM
59	Fix the roads properly the first time. Quit cutting the black top. Get rid of the Unions.	12/9/2021 12:30 PM
60	More street cleaning to improve traffic and cycling routes	12/9/2021 11:49 AM
61	Relocate railway lines out of the city and use the abandoned right of ways for rapid transit.	12/9/2021 11:39 AM
62	more bicycling opportunities	12/9/2021 11:22 AM
63	Addressing the road and sidewalks themselves is only part of the problem. We have too many streets in the city that are used as thoroughfares. Few people want to walk on a street that has traffic zipping along at 60km/h. However, reducing the speed limits on these roads is not the solution. The solution is to distinguish what is a street (a public road with buildings on both sides) from what is a road (a path connecting two areas). European cities have managed this much better than north american ones - our city planning needs to include this concept going forward. This will include changes to block zoning to allow for small businesses to serve the needs of small communities - rather than focusing on large commercial developments like malls and strips of big box stores.	12/9/2021 10:38 AM
64	I think taking cars and parking out of parts of the exchange district and making it a pedestrian only zone would go a long way to developing that area as well as showing people in the city what more pedestrian areas can be. We go to other cities to explore their old walkable neighborhoods and districts, why not create one of our own.	12/9/2021 9:32 AM
65	Electric charging stations, potential hydrogen refilling stations, bike lock stations, and bike rental stations	12/9/2021 8:56 AM
66	Strong incentives (e.g. by taxation of potential revenue rather than actual revenue) to redevelop downtown surface parking lots into business or housing. Disincentives (e.g. tax per space) for big-box-mall parking	12/8/2021 9:43 PM

67	serious development of bus rapid transit throughout the city. Can be done by closing lanes and streets and prioritizing buses at traffic signals without exorbitant new roadway costs	12/8/2021 8:59 PM
68	More electric charging stations to encourage people who want to drive to shift to electric cars.	12/8/2021 5:02 PM
69	We need to stop building the city around single-occupant car use and start encouraging active transportation and the use of public transit as much as possible. This may mean taking money from other parts of the city budget, such as the police force, and giving that money to public transit instead. Making transit affordable would be a huge boon to the city and unfortunately we keep doing the opposite.	12/8/2021 4:17 PM
70	More buses, more frequent, more affordable.	12/8/2021 3:39 PM
71	I have grown up in this city and I have seen several brand new neighborhoods built with exclusively car traffic in mind (eg. Bridgewater). It should be mandatory that new developments are built to a transportation standard that includes multimodal transportation. Why does the city always have to go in afterwards and tack on bus stops to newly built suburbs. A brand new neighborhood the size of Bridgewater should be constructed with a bus station, connecting lines, bus stops, bike lanes and completed sidewalks. Nobody finished the sidewalks in Lindenwoods, and 20 years later they are still not finished. The sidewalks in Bridgewater are not finished. The sidewalks end abruptly or it's assumed that you should walk along with traffic going 50kmh. Bike lanes will never be added. Huge boulevards cut off the neighborhood from everything else. all the box stores face the road, making the walking distance to the front doors incredibly long. We should not build massive suburbs from bare fields and then spend years tacking on transit solutions afterwards. They should be put in from the earliest planning stage and developers should be providing funding. Winnipeg planners have the closest thing to a blank canvas to work with and we still get the same crummy **REDACTED**. More than half of this city is indistinguishable from moose jaw.	12/8/2021 2:38 PM
72	Parking tax?	12/8/2021 2:16 PM
73	more bike paths instead of bike lanes when possible	12/8/2021 1:06 PM
74	As mentioned in a previous comment, the removable protected bike lanes work in summer, but should be removed in winter for ease of snow removal, which should save money from having to send down extra pieces of equipment for removal in those lanes. Offering better interconnecting bus routes, more park and ride sites (or better education about existing ones), or more busses which can hold bikes would encourage bus use. Bike riding is a good method, but a bigger problem in this city is theft of bikes and that's not necessarily a problem for the City as opposed to the owners of bike racks and obviously bike owners themselves. There isn't much in the way of prosecution against people who steal bikes and perhaps it would be less of a problem if that improved. For roads/bridges that are known to be more icy and slippery in the winter, any time a project comes up to redo the surface of the road or even a complete rebuild, perhaps thoughts can go into whether in-ground heating would make things safer and prolong the life of the road by not having to do as much snow removal on them, having road salt destroy roads and cars, as well as less damage from freeze/thaw cycles. It costs more in beginning, but probably saves money in the long run. As for mode-shift options, people essentially have to be forced into some changes for them to see the benefit years later. Close down some streets to vehicles and make them pedestrian/cyclist streets only. Thought would have to go into this to ensure that alternative parking options and passageway exists for vehicles and even for loading/unloading concerns.	12/8/2021 12:57 PM
75	Explore providing public transportation that is safe, fast and environmentally friendly.	12/8/2021 12:41 PM
76	Explore subway/monorail options.	12/8/2021 11:00 AM
77	Understanding the unique weather and constraints of Winnipeg, revisit the idea of an underground transport network that is 100% electric to further reduce greenhouse gas emissions. A 3 tunnel systems (2 for subway + 1 for active network) would encourage year round use and not interfere with the traffic patterns above ground.	12/8/2021 10:35 AM
78	n/a	12/8/2021 10:20 AM
79	Reduce traffic by linking up key routes. Finish the old inner ring road (bishop grandin to morray, ect.).	12/8/2021 10:01 AM
80	Strong integration between transportation systems and land use decisions. Also, provide clear	12/8/2021 9:49 AM

	cost benefit analysis of any request for road expansion.	
81	How about some Smart Traffic Signal systems? We need more ways to keep traffic in a flow mode, and lessen the need for more stop n starts in traffic. Smart light systems that sense when a vehicle is at the light and we need more turning lights, eg. Corydon/Kenaston east/west bound! Is this the input you're seeking?	12/8/2021 9:47 AM
82	Concentrate on safety on buses. Stop wasting money on greenery and things that are just cosmetic. The problem is safety. Safety on buses, shelters and walking around in the city. The rest should come second.	12/8/2021 9:36 AM
83	no	12/8/2021 9:31 AM
84	They should look at making transit more affordable to the lower income population. Make parking downtown less attractive	12/8/2021 9:23 AM
85	Stop parking on main routes this will Allow traffic to flow and lessen stop and go and lesson idling time. Time lights better, stop and go traffic is what causes huge emissions. While active transport is importnatn we need to make sure it's done right and bang for the buck, it is Winnipeg and we have winter, people do not use the active routes very much 6 month a year, so vehicles still need to be first consideration.	12/8/2021 9:21 AM
86	improve bike safety by enforcing laws in regards to unsafe bike operations	12/8/2021 9:15 AM
87	Safety on the bus is a major aspect that needs to be explored, otherwise people won't ride.	12/7/2021 12:16 PM
88	Simplicity. We live in a difficult climate where cycling to distances is a luxury, not a commuting choice. So pouring money into bike lanes downtown frustrate the vast majority of Winnipegers. Most won't do these surveys - that's why they Elect Officials that are supposed to be part of the decision. Surveys are answered by those that have an agenda, or have to much time on their hands (like me today). They are not a correct representation of city life.	12/7/2021 9:41 AM
89	Run smaller busses on feeder routes that have low ridership on sundays evenings etc	12/7/2021 9:26 AM
90	More rapid transit opportunities so that vehicular traffic is reduced and time spent in travelling to and from work reduced.	12/7/2021 2:44 AM
91	Reverse course now! A mistake is made but continuing with it, makes the problem worse. We live in a city with extreme weather conditions, that makes cycling / pedestrian travel a potential safe risk.	12/6/2021 2:03 PM
92	Many bike lanes reduce accessibility for those with physical disabilities. For example; they can't cross over the "curb" of the bike lane and have to take a very long route to access things. Those with disability cannot be ignored when making a greener more accessible city. Nearly 1 in 5 people have disabilities and climate change is expected to raise this. For example someone with asthma (like me) may be able to walk and bike normally but with smoke from wildfires, driving becomes the only option.	12/6/2021 10:07 AM
93	I think the city should add trams. It’s more environmentally friendly than the busses we currently have and would boost the attractiveness of the city in my opinion.	12/6/2021 7:03 AM
94	Stop the massive subsidies given to those with car dependant lifestyles. Make car users pay the full social cost for their choices.	12/5/2021 10:51 PM
95	yes come up and implement some major changes to take cars off roads 1 suggestion would be close Salter or McGregor to cars	12/5/2021 8:13 PM
96	Greater utilization of existing rail corridors, as well as specific road or hydro corridors to develop a tram-train based system that can act as a streetcar or light rail system within the city while also being able to act like a short range regional rail outside of the city.	12/5/2021 1:35 PM
97	Widen the roads and keep speed limits as they are. When the new south Kenaston extension opened it save me 20 minutes and cut my gas bill by a third. Speedy and efficient transportation works better than strategies to slow us down to “encourage” use of public transport. Do sensible things, not trendy things.	12/5/2021 11:43 AM
98	Change the transportation system to be compatible with existing land uses... much quicker and cheaper than trying to adapt land uses to fit the transportation system. ex. an arterial that runs through a residential area should be modified to be treated as a residential street, so that it is compatible with the surrounding land use. Currently, we do not have a transportation	12/5/2021 10:30 AM

	system that is integrated with land use... instead, we have a transportation system that does whatever it wants, wherever it wants, regardless of the surrounding land uses.	
99	Bringing back the Spirit Bus and improving its route coverage. I realize it can no longer be free but if the service allowed commuters to easily connect with all parts of the city it's convenience would make it more viable.	12/5/2021 7:47 AM
100	I like the improved higher density options - more apartments with seniors in mind so seniors can stay in the neighborhood and still be active outdoors by walking, biking, possibly skiing. Some European cities have bikes for use (although the rate of theft and rare convictions) really work against wanting to bike to work or to the store. I just don't trust that my bike will be safe.	12/5/2021 4:56 AM
101	Stop catering to the bikers who are mostly far and few between and make improvements to driving efficiency for the majority who drive and pay high autopac premiums to do so. Bikers pay nothing to use the lanes I have helped payfor.	12/4/2021 12:02 PM
102	Develop proper freeway-like roads that minimize stop-and-go traffic, freeing up secondary routes for better bicycle, mass-transit, and pedestrian usage.	12/4/2021 11:54 AM
103	Use Calgary's system as a model. Promote LRT on a North South and East West model	12/4/2021 10:41 AM
104	Yes do you think keep traffic flow better will better for economy and environment? In stead of dangerous small and zigzag street for traffic jam and change to have accidents for all	12/4/2021 9:04 AM
105	More bridges, even if just for cyclists and pedestrians, greatly increasing options and reducing high traffic shared bridge crossings	12/4/2021 8:19 AM
106	Increase road capacity. I.E. Bishop Grandin should be 3 or 4 lanes each directions WITH grade separations.	12/4/2021 4:31 AM
107	Abolish parking minimums. And ensure all park-and rides and future rapid transit (and even frequent service) stops have AAA cycling infrastructure and abundant bike storage options.	12/3/2021 11:11 PM
108	Leave things alone	12/3/2021 7:57 PM
109	I don't understand what's being asked of me here.	12/3/2021 2:54 PM
110	this city needs to invest heavily in both a reliable and effective transit system, which can quickly and whenever needed get riders where they are going, and in an active transportation network that allows person powered transportation to be safe and functional	12/3/2021 2:39 PM
111	Well, I have no idea why you have integrated green space for bikes along both sides of Westminster. Parking is difficult as Westminster is not a wide street. I live on River Avenue, and when I go out walking with my cane I am aghast at the number of bikes using the sidewalk. I realize that you can't please everyone, but I resent having to put my life in danger. River Avenue is too narrow for designated bike lanes, but when I see what you have done in Wolseley I am afraid of what's ahead.	12/3/2021 2:07 PM
112	The city should consider the impacts of adding traffic lights on major routes. There should be an efficient path through the city that does not require multiple stops with huge traffic volumes. When there are intersections that have signs indicating "high collision intersection", the city should address the issue in a timely fashion, rather than letting the hazard persist and merely marking it with a sign.	12/3/2021 2:07 PM
113	Please stop building poorly designed new developments that only consider transportation by car. Focusing on making changes to the city that promote public transport, and other methods of transportation like by bike and foot will contribute to the success of the city, especially over the long term.	12/3/2021 2:05 PM
114	Electric buses. Create more housing around service hubs (libraries, bus stops,, community centres). The new seniors construction on Oakdale Dr. Is a good example.	12/3/2021 1:20 PM
115	more suburban hub park and ride. road tax electric vehicles to equal gasoline taxes. legislate to reduce winter use of bicycles,unsafe.	12/3/2021 10:23 AM
116	Please for the love of all that is good, focus on timing the lights. Stop making so many intersections with lights. Direct traffic onto major routes and REMOVE STREET PARKING ON MAJOR ROUTES. This is SUCH a safety concern. Increase the speed limit while reducing access to major routes will help with traffic flow. We do not need stop signs and traffic lights	12/3/2021 9:43 AM

	on every block, it's ridiculous. All the bike lanes downtown are confusing and have eaten up on street parking, thus deterring folks from going downtown in their cars.	
117	Non	12/3/2021 1:07 AM
118	I think Covid will change our daily life. Big shopping centers & malls along with offices are already losing their appeal. We may revert back to the era prior to everyone owning vehicles, little corner stores, coffee shops, boutiques in smaller neighbourhoods within walking distance is becoming appealing again. Therefore it is difficult to plan for the future and $$$ cost will be at the forefront.	12/2/2021 10:05 PM
119	Light rail, metro/subway, Tram/street car, trains in the city and to the surrounding metro areas.	12/2/2021 3:51 PM
120	stop reducing lanes for traffic on roads so uninsured bikes can have gold plated paths. Too many of them do not follow rules of the road and are dangerous	12/2/2021 2:24 PM
121	Transportation by bus is not presently safe due to Covid, homelessness and drug addiction. This needs to change and will require that broader societal issues are addressed	12/2/2021 2:19 PM
122	Green infrastructure to control runoff, improving water quality with many other additional benefits e.g. increasing the sustainability of tree growth. Trees have cooling effects, beatification, absorb carbon etc. How do we reduce long-term GHS without a green approach?	12/2/2021 1:36 PM
123	License bicycle riders (including children) to ride on roadways, with a requirement to wear visible clothing and have lights on bicycles at night, and pass a test of applicable traffic laws - irresponsible riders put auto drivers and other cyclists and pedestrians at high risk.	12/2/2021 12:45 PM
124	Tooo much accomodation for bike lanes. Traffic needs to move. Look at the **DISASTER that is on St. Matthews St. west of ROUTE # 90. Bad decision to reduce traffic lane to accomodate bike lanes.	12/2/2021 12:40 PM
125	Taxation of vehicles should be greatly increased to decrease usage while providing cash flow for the infrastructure changes necessary for more active transport.	12/2/2021 12:32 PM
126	Synchronize the traffic lights throughout the city, especially in the downtown area.	12/2/2021 11:57 AM
127	Narrow streets should focus on cycling and walking. Alternating one way streets in neighborhoods with narrow streets is effective. Giving priority to public transit and carpool vehicles is a good idea. Charging stations for electric vehicles are needed. Reduce surface parking lots with increased use of vertical space. Prioritize the safety of pedestrians and cyclists to make this a viable transportation option. Education efforts will help the public understand the city goals.	12/2/2021 11:22 AM
128	All persons working at city hall should have to take public transportation. Then maybe they might see what real working class people are up against.	12/2/2021 11:05 AM
129	Complete review of land use planning process so that multi-modal transportation is integral. e.g. require developers to demonstrate their proposal reaches a specified mode-split; ensure new developments are designed to prioritize transit, active transportation	12/2/2021 10:28 AM
130	Cars, cyclists and pedestrians do not mix. Many major European cities have installed bike lanes on roads and now removed them because they add to congestion and increase accidents. In a city where we have snow and ice for 5-months, investing in negative impact schemes that will only be useful for half of the year seems ridiculous. How about investing in charging points for electric vehicles and introducing a congestion charge in high traffic areas?	12/2/2021 10:25 AM
131	Woonerfs/Shared spaces. Move up the report on making Albert/Arthur a shared space. (not transportation solutions) Make things like Accessory Commercial Units allowable by right. Institute a form-based code.	12/2/2021 9:54 AM
132	A better program for owners finding stolen bikes. Harsher punishments for those stealing bikes and safe parking for bikes (like lockers, etc).	12/2/2021 9:40 AM
133	Move ALL vehicle traffic better. ***REDACTED***. Find ways to improve fuel economy such as reducing idling - allow more right turns on red, get more vehicles through a turning light, less traffic lights/intersections/rail crossing. More regional routes over the rivers with more bridges. Convert the south west rapid corridor to a commuter toll road. The road is inbound to downtown for the morning commute and outbound for the afternoon commute STOP the traffic disruption and restore more parking downtown instead of taking longer to travel by vehicle and having to drive around to find a parking spot	12/2/2021 2:33 AM

134	Implement TDM measured. Charge for use of transportation infrastructure.	12/1/2021 6:43 PM
135	Bus routes that are more direct and easily accessible.	12/1/2021 6:42 PM
136	Charge drivers what it costs to maintain infrastructure	12/1/2021 3:53 PM
137	Bike lanes and AT routes that actually connect to each other and are implemented with repaving/redoing roads. Less painted "bike lanes" and more seperated bike lanes.	12/1/2021 2:25 PM
138	With each reconstruction of an existing road there needs to be active transportation lanes incorporated into the plans. One the major roads like Main Street, Portage Ave, McPhillips Street the need for separated bike lanes is needed. The diamond lanes were useful when it was only bikes and buses but the moment taxis were allowed to access them,it became dangerous again. As well the diamond lane restrictions should be taken away - they should be restricted 24/7 to encourage safe riding. Putting the bike lanes in the north end of the city onto side streets is a good work around for the recreational cyclist but is not great for the commuter cyclist who is looking for the safest and quickest route. Sharing the cost of adding safe bike lockers at shopping centres would also encourage active transportation. I see the bike lockers on the active transportation route from Osborne to the University and other locations but there needs to be more of them through out the city.	12/1/2021 9:24 AM
139	I am concerned that this initiative will be a lot of drafts and proposal and result in no real action - or watered down action	11/30/2021 11:02 PM
140	The elimination of downtown bike paths should be a priority. We are a 5 month a year safe cycling climate. It is an absolute joke to wast another dime on this when our roads and sidewalks are crumbling. If you clowns insist on going down this path, then make these people pay for the privilege of using this infrastructure. Why should my tax dollars go to this cash cow - because we can call ourselves a green city and get an endorsement from Greta? Pull your heads out of the sand and quit catering to the small minority	11/30/2021 4:01 PM
141	generally support more mixed land use, encouragement of smaller local hubs of service connected to transit systems	11/30/2021 1:32 PM
142	Bike lane infrastructure, improved route connection, winter bike lane clearing priority. If access for private vehicles is expanded, it will be used and taken advantage of. The same logic applies to improving infrastructure and access to alternative modes of sustainable transportation (biking, walking, transit) and education in this area, then greater numbers of people will choose these options over cars than they currently do.	11/30/2021 11:05 AM
143	Widen major streets. Gets bikes off the roads on their own lanes as much as possible. Make more affordable parking so that theirs no parked cars on the roads. Connect east to west and south to north better. Eg: connect centre port to chief peguis. Connect bishop grandin to the perimeter. Should be able to get end to end quickly.	11/30/2021 10:59 AM
144	Increased use of roundabouts and traffic circles to improve traffic flow, and increase road utilization.	11/30/2021 8:52 AM
145	We need more and better bus service. Currently, except for a lucky few on good routes, almost no one takes the bus if they have an option.	11/29/2021 4:22 PM
146	Reduce traffic lights on high speed thoroughfares to reduce stopping and starting which is terrible for greenhouse gas emissions. Synchronize traffic lights better so that people aren’t getting a green light just to hit the next red.	11/29/2021 3:23 PM
147	Yes. Have a plan which would require submission of a proposal	11/29/2021 3:01 PM
148	monorail	11/29/2021 2:03 PM
149	Spend real money on small things that people need done. For cycling, you can open e.g. BikeWinnipeg's web site to find 100's of cheap infrastructure improvements in the downtown area that can be done right away. We can't get back the money wasted on building a city heading for social, financial and environmental disaster, but we can start making different choices NOW.	11/29/2021 1:37 PM
150	Accelerating the implementation of the Transit Master Plan and Cycling and Pedestrian Strategies. We can't afford another generation of a car-centric City.	11/29/2021 1:25 PM
151	1. Ensure that there is consistency across the city re walking, biking and driving lanes. 2.	11/29/2021 11:06 AM

	Completely separate cyclists, pedestrians and motorists. 3. Make the streetscape visually simple and consistent (signage, making safe turns by minimising the possibility of hitting cyclists or pedestrians - the bike lane next to the curb, obscured with a row of parked cars is visually confusing. Don't paint cycling paths with different patterns and call it art - it become another way to confuse pedestrians, cyclists and motorists. Consider hiring someone who knows something about human perception to help with this as architects and planners can't seem to acknowledge this point). 4. Provide parking. Provide parking. Provide parking. When I shop for groceries, I need a safe place to park my car as I won't be able to carry groceries home on my back or in my bike basket. If we want people coming into the city to use public transportation, we need to make it safe and easy to use. 5. Improve bus riding options - where they go, how often they go, cost, safety and accessibility.	
152	Review design strategies, standards and policies. For instance, in vision zero, no mention of what strategies for design can work. Roundabouts reduce injury collision experience by 80% or more and yet staff are reluctant to include them in designs of corridors. Similar to the green house gas emissions, roundabouts have a positive impact, yet again, reluctance to use on corridors. there needs to be a review of standards to make sure all options are truly being considered.	11/29/2021 10:53 AM
153	New development projects, both in older neighbourhoods and virgin land should be forced to contribute a substantial amount to improving transit/cycling and walking infrastructure in the surrounding area, as well as creating their own parking space. Infrastructure maintenance/replacement projects (such as for bridges) should make equal accommodation for car, bicycle, bus transit and pedestrian traffic.	11/29/2021 9:58 AM
154	Shrinking the residential footprint of the city.	11/29/2021 9:53 AM
155	The city needs to identify clear targets and timelines to reduce greenhouse gas emissions, invest in actice transportation, increase traffic-calming measures, and vastly increase the number of bike lanes. Many cities around the world have adopted a policy of free access to public transportation. Unfortunately, I don't think this plan will make any significant contribution to the fight against climate change or making our city more livable.	11/29/2021 9:22 AM
156	Although I generally agree with this initiative, the fundamental problem is that the city planning department does not take urban design seriously. Although I would love to see more dedicated bike lanes throughout the city, they are relatively meaningless when the city encourages excessive suburban development at the city's edges. The people who live in River East, Richmond West, aren't going to ride into the city. If the city were serious about the mode shift, they would require developers to provide buildings for shops, groceries and services within a 20-minute walk within their neighbourhood. The way that these neighbourhoods, residents have no choice but to drive/park for essentials. The result is that this impacts the design of other parts of the city (eg. the unfortunate widening of roads like Corydon).	11/29/2021 9:17 AM
157	Include incentives for green vehicles - both purchasing electric cars, and providing charging areas for them.	11/29/2021 7:54 AM
158	Better Transit Service, electric buses	11/28/2021 9:07 PM
159	Build chief pegius extension to reduce traffic at Portage and main. Electric buses for climate change. Better public safety downtown reduce panhandling. Build more free parking lots off street so people can go shopping. Eating. Entertainment downtown.	11/28/2021 4:34 PM
160	Wire electronic buses, wires on rapid transit way where buses can run on electric when possible	11/28/2021 2:37 PM
161	Free public transit	11/28/2021 11:59 AM
162	As mentioned above, use of low-impact development techniques should be considered and be an explicit goal. Permeable pavement, bioswales and other natural/green flood mitigation infrastructure will help to protect both the infrastructure investments and residents. Of course limiting new development and ensuring density is also important in this regard. Use of green infrastructure will also beautify transportation paths, making active transportation more appealing.	11/28/2021 11:41 AM
163	Winnipeg transit should be viewed as a service like a library. Free transit would benefit people with lower incomes providing mobility and reducing barriers to employment, This also decreases congestion and environmental damage which benefits those who have to drive	11/28/2021 11:36 AM

164	Again, a reminder: please consider that we can gain some road width by removing boulevards , making space instead on the side for protected biking lanes.	11/28/2021 9:23 AM
165	Lower parking standards. Few spots necessary for developments along with alternatives such as car share opportunities,	11/28/2021 4:41 AM
166	Stop wasting tax dollars on **REDACTED** rapid transit, which is nothing more than ***REDACTED***	11/27/2021 5:01 PM
167	Better education vis a vis allowing cars to warm up excessively in winter. Makebusses safe to travel on rather than investing in expensive and short sighted projects like rapid transit. Both relatively cheap programs.	11/27/2021 1:23 PM
168	Since there are many streets that are not wide, changing them for one direction (only one lane) with a parking lane would improve not only transit flow but also the safety aspect.	11/27/2021 9:47 AM
169	Overall strategy should consider the longer term when Electric Vehicles become the norm as that effects aspects of climate change making many other related changes unnecessary. A complete city wide infrastructure change would be necessary to complete what really needs to be done as this city will never be compatible due to its design. It's not Calgary or Minneapolis so don't even try to compare.	11/27/2021 9:41 AM
170	Road and intersection design Road paving materials research Rapid transit TRAINS - NOT BUSES! Too late for that now I guess. What second-rate thinking the bus transit route demonstrates. Cost-Benefit Analysis was not done on this fiasco.	11/27/2021 1:28 AM
171	I lived in Amsterdam for half a year - Winnipeg needs dedicated infrastructure for bikes. The city is mostly flat! Prioritize plowing/sanding/de-icing bike lanes in the winter - our winters are getting warmer! I use a path along the river to commute to work 8 months of the year - it's awesome but my friends who aren't like me are afraid to use it because of homeless people. (To be fair I have been harassed and threatened on a couple of occasions and the city does nothing about the problem - I mean come on!!! ***REDACTED***.	11/26/2021 8:42 PM
172	To encourage people to bike to work, more lights on the streets, more police patrols, more safe walk employees. Use carpool, if necessary by creating a carpool computer program where people who lives nearby to one another will be booking or scheduling their carpool n charges will be $3-5. one way. By carpooling, will eliminate many cars on the major streets & traffic. I would like propose for the Wpg Transit to take a survey for All major streets where the Bus is pack like Sardines ie. Between 7am-9am, 3pm-5pm, Mon-Frid. Ie. From POLO PARK to downtown Pls allow the SENIOR CITIZEN, 65 plus, to Use the WPG Handi TRANSIT, IRREGARDLESS OF ANY HEALTH ISSUES! Ive been denied because i can take a regular bus. But they do not fully understand that if my walking distance from home to the bus stop is between 5-10 minutes,I stop walking every minute or every 2 houses distance because i have sore hips, tailbone compression and can be proven by a Pan Am CLINIC Dr. ***REDACTED*** be very considerate to their decisions for seniors who are having difficulty walking n with other health issues. Ive seen Handi transit plus driving around WPG, sometimes empty. If you will allow seniors, 65 & plus, irregardless of health issues, can pay & will provide MORE BUSINESS to WPG Handi TRANSIT. I've seen a senior with a cane getting on the bus packed like Sardines, n some people are not even kind to offer the seat to the SENIOR with a cane. If City of Wpg, will encourage SENIORS, of course, first priority will be for people with disabilities, or on wheelchairs/blind, this wiil Reduce the bus pack like Sardines. At night, I saw Wpg Transit sometimes empty/with less passengers, would the bus driver Please ALLOW the passengers WHO HAVE NO MONEY, n they want to go home. Or allow the well dressed lady who have no money n just want to Home. Both of these scenarios happened in Front of City Hall/Main st. bus going to POLO PARK & other bus going to KILDONAN PLACE at night. Would it be nice to see those kind of people Go home Safe? **REDACTED** PLS APPLY KINDNESS, ACTION & COMMON SENSE, MUST PREVAIL. WE, the seniors/ taxpayers have contributed & paid our taxes. Pls Share a fraction of our paid taxes to people who Cannot pay the bus fares. MAKE THOSE PEOPLE WITH NO MONEY, RIDE THE BUS FOR FREE N GO HOME SAFE. No questions asked. May GOD BLESS ALL OF YOU.	11/26/2021 7:13 PM
173	Cycling is the most viable transport mode beyond cars. Emphasize bike lanes and continue open streets program.	11/26/2021 6:26 PM

174	Bike lanes need to be protected from vehicles and be continuous. Dangerous intersections need to be addressed. Construction rules need to be part of city contracts to maintain bike and pedestrian traffic. No where in the world have I seen such disregard for public transportation by construction practices. It lasts 6 months of the year and the other 6 months could be snow and ice. Clear guidelines on construction signage, communication and maintaining multimodal options needs to be enforced.	11/26/2021 5:50 PM
175	Why do we always only consider traffic light to resolve safety and congestion issues. Why don't we consider traffic circles. Traffic circles reduce vehicle emissions due to vehicle wait times. They reduce intersection accidents. They can accommodate pedestrian and active transit participants. Specifically could not the proposed traffic lights for the South Landing Industrial Park and Waverly West McGillvray and Brady Road intersections be changed to traffic circles. Traffic circles have a calming effect on traffic due to the unnecessary need to speed up to "catch the light". And they definitely ease traffic emissions from waiting times. I feel we don't consider traffic circles enough for controlling traffic. Also traffic circles can easily be integrated with active transit pathways.	11/26/2021 2:38 PM
176	Ensure that land use regulation is not blunted into irrelevancy by car focus, as has been the trend. The most recent review of the zoning bylaw was ineffective and blunted, with the progressive changes limited in their scope by continued push for car dependency (i.e. not removing parking minimums) and NIMBYism (i.e. minimizing allowances for denser development).	11/26/2021 2:13 PM
177	Construct interchanges at high traffic volume intersections.	11/26/2021 12:14 PM
178	Maybe integrate planning with disaster preparedness, given the changes in weather that are bringing more sudden disasters	11/26/2021 10:08 AM
179	Yes, way more roundabouts, and start building traffic circles for major intersections.	11/26/2021 9:30 AM
180	When looking at other Canadian cities, the mass transit and cycling goals Winnipeg is trying to replicate are not done in isolation. The other cities all have a rapid transport lanes (freeways) which Winnipeg does not. Instead, Winnipeg continually adds controlled intersections to its high speed ways instead of restricting/reducing intersections to maintain/increase effective travel. The constant stopping and starting of traffic increases greenhouse gases. The plan presented in this survey is not considering overall transport efficiencies to lead to reduced green house gases. It is one dimensional and any perceived green house reduction or safety increases are not offsetting the issues created by start and stop traffic as well as from increased idling in heavy traffic created by ineffective traffic control. There needs to be a bridge of effective high speed ways and multimodal transportation ways. I also note there is no mention to a plan for electrification of parking areas to service the expected increase in electric vehicle use - in a province which is "rich" in electrical power.	11/26/2021 7:45 AM
181	Make "Community Fridges" an inclusive manifestation of impacting on Localized Poverty in Public Route Planning and recognize that we need to reestablish cooperative ideas and 'Sharing' as the key to bringing more Winnipegers back to the fold we once supported. We need this to be on the learning curves of new young people enrolled in Journalism Streams and "Targeted" Vocational Outcomes.	11/26/2021 3:17 AM
182	Synchronizing traffic lights & eliminating traffic lights entirely to ensure smooth flow of traffic should be the City's top priority. Climate change & mode-shift are laughable goals - Neither have a significant enough impact on the city's infrastructure to warrant the amount they are discussed.	11/25/2021 11:17 PM
183	Yeah! Stop giving away Green Space. **REDACTED** could have saved over 50,00 by NOT giving up Parker Wetlands. ***REDACTED***	11/25/2021 9:58 PM
184	Grade separated light rail along the busiest corridors in the city. Winnipeg inner ring road must incorporate rapid transit into its design to reduce congestion. Route 90, Lagimodiere, Bishop and Chief Peguis should all have rapid transit options to move people efficiently across the suburbs and intersect with the proposed coloured lines.	11/25/2021 9:15 PM
185	We may consider encouraging traffic to be less during busy driving hours. MPI supports a pleasure and all purpose registration , where the pleasure should not be used for work commuting. Perhaps we should should also discourage pleasure vehicles to be driving during commuting work hours - rush hour! Perhaps we could make shopping during rush hour very expensive .. and less expensive during off hours? all to help reduce congestion. note: there are	11/25/2021 8:20 PM

	times when there are barely two vehicles on a brand new four lane super free way! We have beautiful hwys, encouraging appropriate times of use may be a solution we should consider.	
186	All choices of transportation need to be supported. No forms should be made "less convenient" - all forms are needed by someone. Environmental impacts will be taken care of by other means - eg. increased availability of electric and hybrid vehicles.	11/25/2021 8:13 PM
187	There should be wider lanes. Emergency lanes (because not many people move for Emergency vehicles like rapid transit). See other comments	11/25/2021 8:12 PM
188	Better active transportation connectivity across rivers, rail lines and high speed roads.	11/25/2021 7:34 PM
189	More electric plug ins are needed for EVs. The city of Winnipeg should be making plans to reflect the shifts to this type of single vehicle transportation. Bike lanes on St. Mary's is needed. Extend bus services to the perimeter. Have park and ride parking lots. Have more buses with bike carrying capacity.	11/25/2021 7:19 PM
190	Increase number of routes, availability of routes throughout the day, and frequency of buses along routes, through low income areas. An increase reliable transportation can provide better income opportunities and decrease the likelihood of a person losing work due to transportation limitations. This has been proven in scientific and socioeconomic research papers to increase standards of living and decrease crime. It's a rather simple and cost effective method to mitigate long term costs of crime prone neighborhoods most often associated with low income housing. Moving to easy to clean plastic woven seats and away from cloth seats will increase likelihood of people choosing buses of personal transport. Increased and easier reporting, policing, and handling of uncivilized behavior on buses. From littering and vandalism, to inappropriate and or violent behavior. Other major Canadian citizens have reporting apps to make it easier and more reliably while compensating reporters. Seperation of drivers from the riders. NewFlyer can make electric buses. Stop playing.	11/25/2021 7:19 PM
191	Not much hope for real change, eh? The route system and signage, which never worked, has been cluttering the roadways for half a century and is a typical Winnipeg transportation "solution."	11/25/2021 6:41 PM
192	More small electric vehicle to move people more efficiently.	11/25/2021 6:28 PM
193	Let people make own choices	11/25/2021 5:21 PM
194	Revisit and reduce the amount of parking spaces allotted to multi family dwellings/per unit. 1.5 spaces per unit is completely contrary to encouraging people to take transit or use active transportation.	11/25/2021 4:11 PM
195	LRT on existing rail corridors to connect the city.	11/25/2021 4:07 PM
196	Making the bus system completely free for everyone. Not just making it attractive for students and people who work downtown. Connect suburbs to other suburbs, ie Transcona to south st vital. Elm wood to charleswood. Etc. Promote bike lanes everywhere especially around downtown and encourage the suburbanites to cycle more through advertisements, information. Literally anything.	11/25/2021 3:19 PM
197	NACTO. Dutch infrastructure. If these are taken seriously and funded well, the city will improve for ALL citizens. There is NO price for reducing emissions and fatalities on roads, all of which can be avoided with good planning and active work towards these goals.	11/25/2021 2:03 PM
198	Yes! Why can't we consider a return to trolley cars (electric)? I'm assuming there's some reason why they were removed, but I'm not aware what that reason was and maybe it's not valid anymore. What about charging stations? What happened to New Flyer's one and only electric bus (from some six or more years ago -- eons in today's development cycle) and if that was a failure, why aren't we purchasing from some manufacturer that has a successful model? And while we're at it, why can't the City look at smaller electric buses to add into the fleet, if that could save a bit of money and increase the frequency of service, even in the suburbs where transit ridership is very low? As noted previously, trails are not the only answer for pedestrians and cyclists -- infrastructure along those trails and their connection to things people need and want to do are equally important (even things as simple as water fountains so you don't always have to lug water -- have you been to Florence? water taps every where). I get that all of this costs money -- but the wear and tear on roads produced by heavy trucks and cars as compared to light rail, pedestrians and cyclists is night and day (and don't even get me started on the damage to curbs and sidewalks produced by contracted snow removal	11/25/2021 1:01 PM

	crews that are working to clear streets for cars as compared to the almost complete lack of damage produced by the little sidewalk clearing machines -- and on that note, back to Not Just Bikes video, check out the icebreaker sidewalk/cycling trail machine). Garbage and recycling bins are needed everywhere and prompt cleaning of bus shelters -- and a proper solution to the issue of homeless people sleeping in the bus shelters **REDACTED**. Security on the buses is also a problem that similarly leads to low ridership. But the biggest overarching problem is short-sighted development plans and likely zoning rules that don't allow anything else but residential and big-box -- that and uglification. Formerly, city planning understood that ***REDACTED*** making that public beautiful mattered. But at the moment, it really just feels like the City will allow anything that provides tax revenue, even if it creates something as awful as the IKEA intersection -- ***REDACTED*** it's a horrible, horrible place -- and that should maybe be the minimum liveability index for new development. And on the subject of gargantuan ugly buildings, think like Paris -- make green roofs mandatory on all new development and rooftop and parking lot solar and wind incentivised for both new and old buildings/lots (because I don't think MB Hydro can count on always having enough water going forward) and use that power to feed the electric buses, trolleys and car charging stations. Put more trees along boulevards, especially in the poorer neighbourhoods where people walk more and need local development. Give Winnipeg car co-op and the like priority parking and improve bike parking everywhere. Think less of office towers in downtown and more of human-scaled neighbourhood development (this might even more little pickup areas for online purchases so that the huge increase in courier truck traffic could be reduced) or at a minimum, make it easier for them to do final delivery by cargo bike (picture doing that in the winter at the moment -- although last year, one courier was using a toboggan for a while).. Most of all, think much, much more blue sky than the Winnipeg of the past and at present.	
199	I think the measures outlined hit all the major changes that will need to occur going forward. A few ideas: 1) Take measures to standardize road speeds (e.g. residential, thoroughfare, major artery) across the city and ensure the environment reflects the design speed of that road. 2) Liberal use of roundabouts in lieu of stop signs to improve traffic flow, decrease vehicle noise, and decrease fuel consumption related to unnecessary acceleration/deceleration. 3) Consideration of a 30 kph residential street maximum speed 4) Rapid deployment of defended bicycle infrastructure in areas where the road space already exists (e.g. along Stradbrook) 5) Change in city policy to prioritize snow clearing of sidewalks and active transit routes ahead of city streets (used on Stockholm, amongst other cities, with decreased hospital visits for falls and fractures)	11/25/2021 12:40 PM
200	Better driver habits. Too many to list. Have over 70 years driving.	11/25/2021 11:47 AM
201	Yes. I will copy a letter I sent to my representatives and the City Councilors. I am writing to encourage you to develop a thorough education on urban planning for more equitable and sustainable societies, for which we must prioritize public transit, walkability, and bikeability. While there are significant financial and ecological benefits to such improvements, I think one of the most important benefits is broadly improving human happiness and quality of life. I have learned a great deal from the urban planning YouTube channel Not Just Bikes, which I highly recommend. Below are a few key videos I hope you, as a policymaker who has the potential to improve the system, will take the time to watch. The creator of this channel is from London, Ontario and uses cities in The Netherlands as a model of good urban planning. 1. The Ugly, Dangerous, and Inefficient Stroads found all over the US & Canada: https://www.youtube.com/watch?v=ORzNZUeUHAM 2. Why City Design is Important (and Why I Hate Houston): https://www.youtube.com/watch?v=uxykI30fS54 3. Invisible Bicycle Infrastructure of the Netherlands (Hoofdnetten): https://www.youtube.com/watch?v=c1l75QqRR48 4. Why the Dutch Wait Less at Traffic Lights: https://www.youtube.com/watch?v=knbVWXzL4-4 I also recommend the book “Curbing Traffic: The Human Case for Fewer Cars in Our Lives” by Melissa Bruntlett and Chris Bruntlett, and the book “Strong Towns: A Bottom-Up Revolution to Rebuild American Prosperity” by Charles L. Marohn, Jr. A few key takeaways: - Car-centric and car-dependent urban design where people have few options but to drive is not a “natural” result of creating urban areas. Car-dependent urban areas weren’t always this way, and many aren’t today. Places such as Amsterdam and Rotterdam that used to be car-centric have been able to change. - Car-dependent cities are less effective at moving people--they are not just worse places to bike, walk, or take transit, but also places worse to drive. Driving in car-dependent cities is more stressful, dangerous, and slower (due to traffic caused by car-dependency) than driving in	11/25/2021 11:09 AM

	places with better public transit, walkability, and bikeability. Centering multimodal transportation options benefits everyone. The Downs-Thomson paradox (https://en.wikipedia.org/wiki/Downs%E2%80%93Thomson_paradox) describes how the equilibrium speed of car traffic is determined by the average door-to-door speed of equivalent journeys taken on public transit. - The city (and states/provinces/nations) should classify streets based on their intended function, to avoid creating the countless “stroads” that continue to plague our city. In the Netherlands, whether something is classified as a “street” or a “road” determines its requisite design standards. A street is a dense urban environment with traffic calming and low speed-design that is centered around pedestrians, and is a pleasant place to walk, bike, or sit and have lunch. A road is a high-speed motorway centered around cars, with limited entry and exit points and no intersections to avoid conflict at high speeds (e.g. a highway). A “stroad” combines the high speed-design of a “road” with the many points of conflict of a “street” (intersections, traffic lights, parked cars), which results in a more dangerous and less efficient motorway that is unpleasant to be on, particularly as a pedestrian or cyclist. - Suburbs don’t generate enough tax revenue for the government to pay for themselves. The infrastructure costs of a suburb are higher than the tax revenue generated by the suburb--an inherently unsustainable model. Dense urban areas generate far more tax revenue per city block, yet while new suburbs/exurbs are going up, downtown areas--where poor and racialized people are disproportionately represented--are neglected. A constant-growth model of endlessly building new suburbs to generate a quick spike in tax revenue that will pay for the old suburbs is clearly unsustainable and financially irresponsible. Densification, changes to zoning laws to allow mixed use, improvements to downtown areas, and alternatives to driving are required. Not Just Bikes’ “Strong Towns” series and the Strong Towns book expand on this. This video is particularly illuminating: https://www.youtube.com/watch?v=VVUeqxXwCA0&list=PLJp5q-R0lZ0_FCUbeVWK6OGLN69ehUTVa&index=2 We are all pedestrians. Only some of us are drivers. I believe even fewer of us would be drivers if we had equivalent or better options available to us. Based on my education and personal experience having lived in 3 different cities (Los Angeles, Portland, and Winnipeg) and visited countless more over the course of my 27 years, I believe that centering public transit, walkability, and bikeability in urban design will improve human happiness, health, and quality of life, environmental sustainability, socioeconomic inequality, and independence of children, seniors, and people with disabilities. I believe these changes will also make for a more pleasant place to drive.	
202	Stop wasting money on studies.	11/25/2021 10:54 AM
203	Yes.	11/25/2021 10:29 AM
204	Have city council bike to work a few times, we need people making decisions who actually understand how bad our network is, there are far too many gaps in the bike lane networks. Winnipeg is very much a car first design system and it is awful. Also cut the damn police budget	11/25/2021 10:14 AM
205	Just a quick note, the bike lane illustrated on the previous page is one that I regard as unsafe - cars turning right need to go across the path of the bike and this is -not- a pleasant obstacle to need to watch out for as someone on a bicycle. Safe, usable bike lanes do not need to cross paths with vehicle traffic.	11/25/2021 9:55 AM
206	It seems that regular people who use their cars as necessary means for living are forgotten. Everything is about people on bikes and pedestrians. Putting more bike lanes in is creating more angry drivers	11/25/2021 9:49 AM
207	Get rid of ridiculous rapid transit & put a sky train or subway system into place to integrate into rural communities for access to everyday living modes/groceries/medical/arts/schools etc. Right now...Winnipeg is not up to date with planning for the future. This would also decrease congestion at peak travel times with commuters & work to & from etc. Right now it is a nightmare & increasing. Winter is the worst!	11/25/2021 9:45 AM
208	Continue Cheif Pegus to Route 90. This should result in shorter commute times, and help with climate change.	11/25/2021 9:15 AM
209	City needs more traffic circles. They are efficient and much cheaper than overpasses. They also decrease accidents and reduce pollution. A good example is the circle at #2 and #3 highways just outside Oak Bluff (very efficient and much safer than before). There are far too many stop signs in Winnipeg. Our city motto should be “Welcome to Winnipeg. Be prepared to stop!” Sidewalks need to be cleaned better. In the winter many are impassable or too icy.	11/25/2021 9:13 AM

210	Trams!	11/25/2021 9:06 AM
211	Just build some separate bike lanes THAT CONNECT. If you can bike through the city without being close to a car that would be perfect.	11/25/2021 8:58 AM
212	We need better public transportation. Any place I ever visited or lived I enjoyed more because it's easy for everyone to get around. It also makes it a better community, you are sitting right next to your neighbour instead of behind a piece of metal in individual vehicles.	11/25/2021 8:13 AM
213	Public transport by bus is costly considering the quality of our transit…	11/25/2021 8:10 AM
214	bike lanes on portage Avenue! stop building bike lanes only on side streets and do them on major corridors. Also traffic calming measures are needed in neighbourhoods near to major thoroughfares downtown. Maybe a downtown 30 km law except major thoroughfares	11/25/2021 8:10 AM
215	Stop allowing surface parking lots and seek to have more developments to include underground parking and parkades for any new multi-unit or commercial developments. With regards to zoning, insist in the development of commercial spaces with integrated residential solutions that rise about the commercial spaces and connect directly to them. Plan, and build smarter and with more efficiency.	11/25/2021 7:36 AM
216	Congestion charges in high-traffic areas. Higher taxes on surface parking lots. Dedicated bus/bike lanes on all congested streets. Traffic-calming road designs to slow car traffic.	11/25/2021 7:25 AM
217	Build a freeway from the airport to downtown beside the CPR yards. Continue this line out to Transcona with direct access to Lagimodiere and the Perimeter Hwy. Use the Silver Avenue freeway planned on the other side and connec it to CentrePort. This would take a lot of traffic off of intercity streets and improve the quality of life for those residents. It would also speed up commute times for people and lessen the need to drive through downtown and allow them to open up Portage and Main to pedestrians.	11/25/2021 1:01 AM
218	I don't know how to put this in a strategic plan but everyone working on this, from the people who develop these stratetic documents to the ones designing the infrastructure to the ones implementing, maintaining and fixing it must actually use a variety of transportation modes. We cannot keep having people who've never gotten out of their cars making decisions about sidewalks and bus transportation.	11/24/2021 11:35 PM
219	Use Amsterdam as a reference. Also, I would suggest you put an end to Winnipeg's excessive urban sprawl. You mentioned before that the road deficit was to high for the city to afford due to the rapid expansion of Winnipeg in the 70+. We already know the result, it raised operating costs to an unfeasible level. So why let it continue today?	11/24/2021 10:32 PM
220	stop suburban sprawl.	11/24/2021 10:16 PM
221	There should be a safe crossing for the Hart Trail across the perimeter. Also, bike trails along the perimeter to go from on community to another such as Charleswood to St. James	11/24/2021 9:27 PM
222	IF there was more options for park & rides, that would be more feasible for living in the suburbs. Sometimes the buses don't run often enough and I have to limited time to get to and from work to ensure I'm home for my child after school. If we could drive part way and hop on a bus to get downtown that would be much easier than waiting 20-40 mins for a bus that finishes in my neighbourhood.	11/24/2021 8:56 PM
223	Prioritize, above all other integration, the shift from cycling to bussing. I mean bike storage or racks at all transit hubs/stations, bike racks on all busses all the time (if you never know if a bus will have a rack, you can NEVER bike to the bus)	11/24/2021 8:40 PM
224	Clear snow and ice from bike lanes, multi-use pathways, and sidewalks.	11/24/2021 8:37 PM
225	Prohibit large developments on corridors unless service road is parallel to corridor. Greater use of service roads next to major expressway	11/24/2021 8:35 PM
226	Chief Peguis extension west	11/24/2021 8:22 PM
227	If we are going to be visionary, we should seek federal funding to move the railways outside of the perimeter and utilize the existing track infrastructure for light rapid transit. This should be a priority, NOT sacrificing businesses for the sake of rarely used bicycle lanes. The automobile, irrespective if used by only one person, is a driver of economy in a city with northern climate.	11/24/2021 7:49 PM
228	consider rail based modes for urban and regional transportation	11/24/2021 7:47 PM

229	The one thing truly lacking is continuity - bike lanes end suddenly, sidewalks are not consistently cleared through the winter, lighting is inconsistent, etc. This makes it exceedingly difficult to plan active travel, especially to unfamiliar areas if the city.	11/24/2021 7:19 PM
230	We should be looking at other cities and what they've done. We keep expanding out making it more difficult to have good public transit. The city / province needs to invest more in multi family dwellings and incourge development with them.	11/24/2021 6:31 PM
231	Timing of traffic lights to allow traffic to flow easily, idling and congestion caused by city road work, connecting bike lanes so that they work for commuting.	11/24/2021 4:49 PM
232	Reducing infrastructure maintenance cost is my biggest concern. So we should stop construct less road that are made for single vehicle use. A bus lane or bike lanes or carpool/car sharing lanes are ideal.	11/24/2021 4:35 PM
233	More. Pedestrian. Bridges. plz n thx. The city could consider private partnerships to help fund them, as well as seek provincial and federal funding and grants.	11/24/2021 3:09 PM
234	Ensure all parts of the city are accessible by active transportation and public transits first and foremost, make map of protected active transportation pathways that are ready, available both along the path and online.	11/24/2021 1:09 PM
235	all city vehicles incl buses should be alternative fuel/electric asap	11/24/2021 11:39 AM
236	no	11/24/2021 11:19 AM
237	reduced bus fair to encourage more bussing in lower income communities	11/24/2021 11:00 AM
238	We need a lane open always gor smbulances.	11/24/2021 10:00 AM
239	The is strong desire from citizens to take transit in established neighbours hoods but frequently there is no reasonable bus service at this time. It's frustrating to justify large walks, low service/no service, and longer transportation time. In my area, of royalwood, there is much frustration as many do NOT wish to drive. Also bike transportation is often extremely dangerous down the direct route of St Annes, or blocked on "preferred cycle route" due to construction or preferred route are significantly longer in distance. Path ways are not connected or blended with sidewalk which are ideal and can cause conflict with pedestrians (citizen walking dogs, senior citizens requiring space, people requiring the full path for various reasons). Not all bikes are easily able to jump on the grass or off curbs .	11/24/2021 9:58 AM
240	Improved transit to new areas, so residents can rely on efficient transportation mode. Dart busses are only kiddy movers, because the bus has no route it takes 3x as long to get to any destination. Move bike lanes off of city streets, with more direct routes to downtown. Finally maintain them.	11/24/2021 9:39 AM
241	The city needs to move more To public transportation walking and biking but it Won’t	11/24/2021 9:34 AM
242	The Perimeter should be converted to a restricted access freeway. For ease of transport all one-way streets should be converted back to two-way streets. Finally Portage & Main should be open to pedestrian access.	11/24/2021 9:29 AM
243	More single family residences	11/24/2021 9:25 AM
244	Extend Rapid Transit to the entire city, creating more corridors for faster commutes with buses. Also, consider using existing rail lines to city transportation whether using trains or converting the train tracks to dedicated rapid bus lines.	11/24/2021 8:51 AM
245	Prioritize pedestrian and cycling infrastructure. As it stands currently single use vehicles are given most priority in this city. Introduce a light rail system, allowing for people to consider alternatives from single vehicle transport. Have this rail system connect to new development areas, have walkable and bikable stations to promote their use.	11/24/2021 8:46 AM
246	Make bicycle routes off of main or busy streets.	11/24/2021 8:04 AM
247	Consider projects that could create induced demand for single occupant vehicle trips	11/23/2021 11:25 PM
248	Hire the Boring Company to dig tunnels for transport. Street cars seemed to be working until they were kiaboshed for the car . Just copy Scandinavia	11/23/2021 10:58 PM
249	The actual street planning and layouts of new neighbourhoods need to be designed to	11/23/2021 8:11 PM

	encourage walking, cycling, public transit, not driving. That is the key thing that has been missing for a long time in this city.	
250	Make outdoor transportation more convenient and appealing for winter temperatures because of discomfort and danger.	11/23/2021 7:04 PM
251	Restore the transit system to electric power and surface rail, as it originally was. Diesel buses are not environmentally sustainable.	11/23/2021 6:58 PM
252	Due to the city climate and the area that winnipeg inhabits, the proposed mode change is unrealistic. A change of vehicle type could be an option to tackle the toxic fumes vehicles produce. Maybe offering free parking for electrical vehicles or having a toll for the downtown core when a gas vehicle is used.	11/23/2021 6:53 PM
253	Ride sharing options and partnerships with peg city car coop to coordinate service sights. Seriously overhaul transit plus system- with a rapidly aging population their needs ought to be prioritized and partnerships with other community based service providers may be helpful.	11/23/2021 6:45 PM
254	Incentive to buy electric cars. Reduced cost or reduction on car insurance	11/23/2021 6:42 PM
255	Provide turning signal lights at all designated turning lanes. Provide turning signal light when allowing left hand turns. Ensure all turning lights allow enough time to clear lane & move traffic.	11/23/2021 6:41 PM
256	Bicycles!	11/23/2021 6:33 PM
257	Positive Budgeting in planing all projects with Safety in hiring Contractors and their associates.	11/23/2021 6:32 PM
258	Cyclists should have to do a course on road safety, pay registeration, and have a license plate and this would generate income for bike lanes, etc.	11/23/2021 6:30 PM
259	Monorail	11/23/2021 6:29 PM
260	Electrification of transit	11/23/2021 6:29 PM
261	Monorail. Monorail.	11/23/2021 6:28 PM
262	Stop putting in so many traffic lights and have more interchange ramps/highways. This city needs to plan for growing population in the future. There is no vision and it is frustrating	11/23/2021 6:27 PM
263	HOV lanes including use by electric vehicles. Complete streets. More money for snow clearing especially for sidewalks and P3 streets.	11/23/2021 6:24 PM
264	Have a complete freeway plan for bishop grandin, kenaston, lag, chief peguis. This will solve Winnipeg's cross town congestion problems and increase safety for all. Not stopping and going will greatly reduce the carbon footprints having to stop at all the unnecessary traffic lights on these highly neglected routes. Come on Winnipeg we are hitting one million people in the coming years and the road infrastructure in this city is absolutely deplorable and embarrassing for a city this size. I want to see my tax dollars go to fixing our roads. Not unrealistic active transportation routes that are only used 6 months of the year..	11/23/2021 5:50 PM
265	All carbon tax revenue from gassing up vehicles should go towards transit	11/23/2021 12:30 PM
266	I feel like this study isn't going to change anything.	11/23/2021 12:04 PM
267	The City of Winnipeg needs to launch a comprehensive Transportation Demand Management Strategy -- see recommended TDM strategies from Victoria Transport Policy Institute (Todd Litman) for examples.	11/23/2021 11:17 AM
268	Make sure to include the needs of the disabled and elderly.	11/23/2021 10:20 AM
269	Make cycling infrastructure a priority. Ensure these facilities are well maintained throughout the years especially during the winter months. Putting sand over them does not count. These facilities need to be plowed during the winter months to prevent ice and snow build up.	11/23/2021 9:20 AM
270	Making cars pay for their infrastructure. Roads are expensive compared to transitways, bike paths and sidewalks. Work with MPI so car users pay to fix the roads they damage.	11/23/2021 8:05 AM
271	Instead of having entire lanes for parked cars (ie corydon) use that lane for bike/bus	11/22/2021 11:24 PM
272	Require all new neighbourhood developments to have transit service plans developed from day one with Winnipeg Transit	11/22/2021 11:21 PM

273	The city needs a grand vision of long term standardized goals for land use. A multi decade goal of “all arterial routes must have cycling infrastructure” will come into play anytime a route is under construction. The city must not be afraid to expropriate some land, or at least reduce some lot sizes to build better infrastructure. We absolutely must see reform to zoning laws and greatly increase the amount of mixed-use building. All neighbourhoods must be walkable. Reduce minimum lot sizes. Eliminate minimum parking requirements. Reduce minimum set-back for homes. Eliminate the requirement for front lawns. Reduce minimum road widths in residential neighborhoods. Invest in public transportation.	11/22/2021 11:00 PM
274	Overhead light rail transit!!	11/22/2021 10:47 PM
275	Stop putting bike lanes in that take away from vehicles. Do what they do in Amsterdam and Germany have the bikes and pedestrians share the Side walks. In Amsterdam a pedestrian doses not dare walk in The bike side of the side walk as they will be hit and it would be the pedestrians fault not the bikes!	11/22/2021 9:16 PM
276	- Better bike lines in Osborne connecting to downtown - More foot/cycling bridges connecting Osborne to downton - Better lighting downtown at night - Automatic walk lights that turn on for cyclists downtown - Bike lane on Portage/Main, allow pedestrians to cross Portage/Main	11/22/2021 8:46 PM
277	The populated areas in the city that are close together but do not have direct bus route connections should be given greater priority consideration for sidewalks, bike lanes and AT trails to promote access. Example: a grocery store is 1 mile from home but takes a 4 mile bus route and at least one transfer to get there; there currently is no sidewalk or safe route to walk the more direct route along that mile of public road.	11/22/2021 8:33 PM
278	Your strategy is a joke. Our city is a joke. Please build a freeway.	11/22/2021 7:41 PM
279	High tax rates on surface parking lots, incentivizing parkades and park-and-ride options for commuters. Do not allow any street parking on major routes.	11/22/2021 7:16 PM
280	Always study and examine the possibility of adding AT infrastructure to new and renewed road developments. Question the impact of large parking lots on AT users.	11/22/2021 7:11 PM
281	The city has grown far more populous than was ever planned for, the only way to reduce congestion is to spread things out. Current traffic patterns and the limitations on a river city cannot 'expand' or be more efficient in the core without taking the load off...	11/22/2021 7:10 PM
282	The Majority of the greenhouse gasses is the slow driving and idling of single passenger vehicles - Bike lanes have usage issues in the Winter and when transporting goods and Public Transportation is inefficient. Winnipeg needs proper highspeed lanes and corridors (Like Centerport way) throughout the city and one that can quickly get around downtown.	11/22/2021 4:11 PM
283	We need to re-evaluate our relationship with zoning and on/off street parking requirements/minimums. Follow evolution of cities such as St Paul MN, Edmonton, Buffalo that are eliminating parking minimums, replace with parking maximums.	11/22/2021 3:55 PM
284	Consider bringing back streetcars in a modern context	11/22/2021 3:54 PM
285	No	11/22/2021 3:47 PM
286	Transportation rail system (streetcar, subway, etc) along main arteries could massively cut down on traffic congestion and help connect communities that struggle with the bus system.	11/22/2021 3:42 PM
287	Need more development along main bus and bike lanes. For example, along the blue bus corridor there are no reasons to stop. It is used solely for a getting point to point. If take the bike lane meant you would pass by a coffee shop or some local shops, it would add more reason to bike rather than drive.	11/22/2021 3:06 PM
288	No street parking during rush hour!	11/22/2021 2:54 PM
289	Rapid transit would be the answer trains over mono rail	11/22/2021 1:39 PM
290	Increased capacity for electric and autonomous vehicles.	11/22/2021 1:20 PM
291	Free transit. Defund the police. **REDACTED** listen to the folks who live and work downtown and care about making this a liveable city.	11/22/2021 1:03 PM
292	Better bike lanes or roads to support cycling. South St.Mary's and St.Anne's rd are horrible.	11/22/2021 1:03 PM
293	Electric busses, redoing transit routes and times more pedestrian friendly areas.	11/22/2021 12:38 PM

294	The biggest issues for me are practicality and distance. Many people won't walk for more than 15 minutes for errands and will simply drive if tenable for them. Many recent (1980's and newer) suburban locations suffer from poor availability of amenities within that distance. I also highly care about how functional the walk is - Having a sidewalk that has enough light on it, is spaced away from the road, and is free of obstructions (poles, news boxes, utility boxes, bins) helps a lot. I think zoning is an issue driving development and more mixed use is essentially to decreasing car dependency as well. Thank you for the opportunity to make my voice heard!	11/22/2021 12:34 PM
295	Downtown needs to be a destination rather than a place to drive through. Very disappointed that the leaders of our city chose not to make a decision on opening Portage and Main and left it to the population who simply wanted to drive through downtown. Completing and improving traffic flow on the inner ring road will allow vehicles to go around downtown should they choose thereby reducing congestion on routes to the core. Win win for climate, AT etc.	11/22/2021 12:33 PM
296	Reduce residential street speed limit to encourage more walking to local amenities, schools, parks etc.	11/22/2021 12:30 PM
297	Connect Chief Peguis to Centre Port and Plessis. Connect Plessis to Bishop Grandin. Connect bishop Grandin to Moray. Connect Moray to Centre Port/Chief Peguis.	11/22/2021 12:29 PM
298	Electric streetcars. They are historically relevant, environmentally friendly, and power is relatively cheap in Manitoba.	11/22/2021 12:22 PM
299	The city should look at infrastructure developments that provide alternate forms of commuting for non-work activities grocery shopping, community & rec centres, other retail and restaurants.	11/22/2021 11:30 AM
300	Grid system, complete communities, and monorail.	11/22/2021 11:17 AM
301	Affordable bus pass, collaborate with companies to ensure employees are having a low cost bus pass (or subsidized by employer). Already a bit in place, but more should be done. More housing in downtown and more green space or beautiful space to walk. Densify Winnipeg.	11/22/2021 11:16 AM
302	Trains/street cars	11/22/2021 11:16 AM
303	electric powered busses, hanging light rail system along major thoroughfares with busses acting as a feeder system.	11/22/2021 11:02 AM
304	Encourage work from home	11/22/2021 10:53 AM
305	I would appreciate funding minimums for certain areas of this model to ensure automobiles don't take up 90% of a project and active transportation gets bare minimum.	11/22/2021 10:38 AM
306	free flowing traffic interchanges and high speed routes	11/22/2021 10:30 AM
307	Toll roads to enter the city. If bedroom communities want to have its citizens drive into the city regular than they should pay a very high toll fee every time they enter the city of Winnipeg.	11/22/2021 10:16 AM
308	The city should explore and take precedent from the transportation system in the Netherlands cities like Amsterdam, Rotterdam and Utrecht. Some things I didn't see mentioned were prioritizing roads for pedestrians and cyclists in inner city neighbourhoods at the very least. There should be more people then cars on these streets. Also multimodal transport should ensure creative solutions to separate modes of traffic such as trees or plants separating cyclists and cars. Also, all residents (not 75%) should have access to sufficient public transit and access to bike lanes by 2050. If this requires to freeze future greenfield development so be it this would benefit the cities existing residents far more. This starts with dedicated rapid transit corridors on all our pseudo highways such as Pembina, Henderson, Portage, Main, St. Mary's, Regent, McPhillips, Grant, Taylor, Roblin/Corydon, and Waverley. This might be a big initial costs but any city planning study will point that in the long term this would be the most effective way to create a city ready for a population boom like Winnipeg is. To make up for that greenfield money, add a ring road solely for rapid transit on Bishop, Lag, Kenaston, and Chief Peguis. This will allow residents to be able to live in that area through high density TOD; effectively reduce emissions because high density development is far more sustainable then low density greenfield suburbs at the edge of the city; create complete communities as there is plenty of commercial available in those areas, and increase the cities tax base. Just rezoning St. Vital, Polo, and Kildonan massive strips of commercial to high density mixed use will improve the quality of life for residents in Winnipeg and will enhance any trips to those areas. This is in line with the densification of corridors throughout the city and will make our land use	11/22/2021 10:08 AM

	far more efficient and make housing supply more readily available in areas of high demand. Also it will reduce traffic and exponentially reduce our infrastructure budget deficit. I would love to provide more information but that should handle most of my points or concerns. As a person who loves this city and wants it to improve please take some of this feedback into consideration.	
309	LRT would be a game changer. Waiting in a station instead of on the side of a suburban highway is a gigantic improvement. Nobody is going to want to take the bus, or bike, or walk, if doing so is an unenjoyable pain. The design of neighbourhoods is just as much of a problem as lack of infrastructure. My new neighbourhood theoretically has better bike infrastructure than my old one, yet almost nobody uses it because there's nowhere you would want to bike to. If there's nothing on the street except for strip malls and parking lots, why would I want to walk or bike on that street? I'll just drive so I can spend as little time there as possible. Also,the statements in the second half of the survey were quite vague, it was difficult to know what they were trying to ask.	11/22/2021 10:04 AM
310	congestion taxes, change priorities on snow clearing, ignore single occupancy car congestion as a concern. its a feature not a problem.	11/22/2021 9:38 AM
311	Stop this money funneling madness.	11/22/2021 9:20 AM
312	An e-bike rental service for riders to take the last mile of their trip from major stops. Riders can rent the bike via Peggo and return to the stop on their return trip	11/22/2021 9:10 AM
313	we need a complete overhaul of our zoning laws so that people don't need to drive for 10 km to reach basic amenities. Commercial and retail mixed use developments should be included alongside residential developments - not segregated across major roadways where it's not feasible to bike or walk. New neighbourhoods like bridgwater and sage creek are abominations and stretch our transit budget thin to provide service to these low density neighbourhoods. We need to densify and reduce the reason to travel long distances for essential services.	11/22/2021 9:00 AM
314	I think strong consideration should be given to the Dutch approach to transportation. It should be coupled with a "Strong towns" approach to city planning. Politicians should be open to making unpopular decisions in favour of long term benefit - not everything we need will be popular in a society that is vehicle centred.	11/22/2021 8:55 AM
315	Mass transit system. Parking outside downtown and more mass transit into downtown.	11/22/2021 8:50 AM
316	Bike racks on buses, Low capacity shuttle buses in areas with poor transit service, ie South St Vital where the 93 doesn't run on weekends and the nearest stop for the 55 or the 14 in at least 20 minutes away on foot rendering it very inconvenient to work weekends when it's -17. with low service correlating to low ridership, maybe free/reduced fare on minibuses servicing areas to entice greater ridership and possible growth of the transit system? as a more immediate suggestion integration of the 55 route beyond compark when the 93 isn't running to service anyone living below Warde would be convenient although I understand there would be virtually no ridership	11/22/2021 1:11 AM
317	no	11/22/2021 12:55 AM
318	Street and boulevard trees are shown to moderate traffic, decrease storm water runoff and prolong concrete lifespan. They will need to be prioritized and incorporated into any transportation and infrastructure strategy	11/21/2021 9:48 PM
319	FREE PUBLIC TRANSIT	11/21/2021 9:35 PM
320	Yes revoke the key direction and rebuke imbeciles and morons proclaiming a “climate emergency”. You know what’s an emergency? All the people in the city have their bikes stolen, that’s an emergency.	11/21/2021 9:29 PM
321	The first thought should be how to improve infrastructure, then climate change, not the other way around.	11/21/2021 9:02 PM
322	Transit - both in terms of rapidity and frequency - needs to be the single highest priority for the city in terms of transportation and climate mitigation.	11/21/2021 6:56 PM
323	Incorporating standardized 'manual of traffic control devices' into any new construction or rehabilitation.	11/21/2021 6:56 PM
324	Stop building/expanding roads. There is no way this will improve ghg emissions	11/21/2021 5:48 PM

325	Significantly cheaper or free transit. There needs to be added incentive for people to ditch their cars and take the bus – if the cost of transit is almost as much as a parking space downtown, why would anyone make the switch – especially in winter. The city should pilot free or $1 fare transit for a year... see how much ridership increases then. It's absurd to continue raising the cost of transit annually when it's often the lowest income earners taking transit. Tax new builds and developments more to offset the cost of transit.	11/21/2021 5:27 PM
326	Apply a feminist lens to how it operates. Look at areas where cycling has few women and address that issue. Maybe it is lighting, or separation from car infrastructure. Female cyclists and families cycling is a good barometer of the overall accessibility of biking infrastructure.	11/21/2021 2:59 PM
327	The city needs to aggressively support a multi-modal approach and accelerate the timeline. The city has build bike lanes and sidewalks so plough them properly and prioritize them like driving is now. It is impossible to have a multimodal city if biking, bussing and walking aren't taken seriously. The city is already so behind what needs to be done for our future an aggressive active transportation and public transportation strategy should be implemented immediately and accelerated.	11/21/2021 12:36 PM
328	Street cars.	11/21/2021 12:14 PM
329	Parking permit auctions would reflect the market valuation of car storage, land-use costs and lost tax revenues from parking lots.	11/21/2021 11:29 AM
330	Make sidewalks more accessible and work on public transportation.	11/21/2021 10:05 AM
331	A rail based system	11/21/2021 8:44 AM
332	Make feeder buses go places that people want to go, not just the busway station. Now Transit is all about commuting to Downtown. What if I just want to get groceries or go to the bank? Can't do it with my current feeder bus.	11/21/2021 1:05 AM
333	Decrease rail traffic to reduce congestion at crossing. Better scheduling of road construction. City tends to do road work on every major route into a given area at the same time. Spreading across different areas would be better	11/20/2021 9:02 PM
334	The City should loosen zoning restrictions to allow low-impact businesses like small grocery stores or coffee shops in residential areas. If the goal is to have people replace car trips with walking or cycling, no amount of infrastructure improvements will help if the nearest grocery store is far away, along a stroad, and across a giant parking lot. Also, parking minimums should be abolished. The glut of free parking created by parking minimums encourages car-dependency. Residences and businesses can provide parking if they wish, but it should be determined by market demand.	11/20/2021 3:35 PM
335	Work with MPI to collect a vehicle tax and make sure it can't be a tax loophole, or create an incentive for less vehicle use that is a tax credit. Improve transportation situation in areas where people don't have vehicles and are low socio-economic.	11/20/2021 2:22 PM
336	A really well thought out and efficient public transportation system	11/20/2021 11:49 AM
337	Has anyone done a scientific analysis of bike lane usage? The increased congestion and lack of bike traffic on Pembina highway is a negative for my supporting bike lane construction.	11/20/2021 11:23 AM
338	It needs to be recognized that Winnipeg is one of the world's coldest, and hottest, large cities in the winter and summer, and most of Winnipeg was constructed prior to active transportation becoming an important consideration. It is for these reasons that people travel in the ways they do. It's also not realistic to expect that new construction in Winnipeg will involve mainly high-density construction such as high-rise buildings in urban environments. Many people want to live and raise a family in a house with a yard and that means suburban living with the resulting required transportation infrastructure and use of personal cars. It is great to design new neighborhoods with active transportation networks and this should be done. However most of the city was built with an older transportation model in mind, and personal cars will remain a dominant mode of transportation in our climate. Dedicated bike paths are an excellent approach to active transportation (as along Bishop Grandin Blvd.) and one suggestion I want to make is to plant shade trees along the dedicated bike paths. This will provide for more usable paths during hot weather, and provide the benefits of carbon sinks. More trees in Winnipeg will be better for liveability and for our climate.	11/20/2021 9:08 AM
339	Listen. overpasses and light rail do not get cheaper overtime. Quit putting red lights every where. Not every street needs to access a main road. Build an elevated light rail system right	11/20/2021 7:28 AM

	above the portage ave median from downtown to the west perimeter one down regent and one right up main and one above st marys. North South East west. Corridors. **REDACTED**. Progress is painful costly but NECESSARY. **REDACTED**	
340	I see the application of these strategies as an abysmal failure on virtually every front. Policy is being directed with a view to an improbable future, and based on theory and abstraction rather than reality. These policies are causing the very problems they are intended to be solving. In order for them to achieve their goals, Winnipeg needs to develop its core areas. Population density in the core must increase. Businesses must be able to establish themselves and grow. People must want to live centrally, and they must have reasons to inhabit the core. If we achieve this it will reduce commuting, increase pedestrian and bicycle traffic, and reduce the need for vehicles to move from suburban areas. Better, more effective policing is needed. Fewer hurdles and bureaucracies disincentivizing renovations and development. Incentives for people to live downtown. Accessibility to groceries and amenities. These things are the norm in most cities, but Winnipeg continues to make the core less and less attractive for businesses and communities to develop and grow. That is the actual key to reducing congestion and environmental impact.	11/19/2021 6:20 PM
341	Building even more permanent public transportation infrastructure like light rail will really encourage economic development along those routes. This may be a more attractive alternative for suburban/neighbourhood communities than BRT.	11/19/2021 4:31 PM
342	Transit, cycling and pedestrian options have been underfunded for so long that simply providing these options is not enough. Big reallocation of resources needed to make these modes appealing and get even close to reaching the mode shift goals you have identified in TMP and CAP	11/19/2021 4:18 PM
343	If we want to shift transportation, we need to dedicate proportions of the overall transportation budget to reflect that. 10% to active transportation, 10% increase funds to provide efficient and reliable transit, 20% increase to our tiny sidewalk budget (there are small municipalities in MB with larger sidewalk budgets than winnipeg). Make it enjoyable to walk, cycle, and use transit by shifting resources to these investments. This is why we are not seeing improvements.	11/19/2021 4:07 PM
344	Quit letting Qualico and other developers from continuing the urban sprawl	11/19/2021 3:29 PM
345	Build the roads before putting up more development	11/19/2021 2:49 PM
346	1) undertake construction projects quickly and in sequence rather than all at once 2)stop focusing on buses and get regional trains and bring back streetcars. Buses are inefficient, i consistent, and there aren't enough of them for the people that want to use them (outside the impact of COVID-19). We have old streetcar infrastructure that could be restored at least in part. 3) make most of the downtown area nearly car-free by issuing car permits for residents and those with disabilities only, then charging for vehicle access otherwise. Then provide strong public and multimodal transportation options in the downtown area.	11/19/2021 1:58 PM
347	Making sure that bus shelters are usable while waiting for the busses - not having them as permanent warming huts, filled with trash, sleeping bags, sleeping people.	11/19/2021 12:50 PM
348	Make sure that developers provide for convenient cycling and walking connections to transit and to regional destinations or shopping. Make sure that parking is located off main streets to allow for bicycle lanes and safe on-road travel for cyclists.	11/19/2021 9:56 AM
349	Electric buses; better bus access (both routes and scheduling).	11/19/2021 9:28 AM
350	Climate change will be a result of the quality of the overall infrastructure plan. Mode shift needs to be directed to making the city user friendly for business, the rest will follow. As a city that seems to have asperations of becoming Canada's primary transportation hub, the city needs to take their balls out of their purse and make the necessary infrastructure investments instead of restraints.	11/19/2021 9:25 AM
351	30 km residential streets. Noise reduction strategies for vehicles (set max decibel levels, noise radar cameras, crack down on modified mufflers, 30 in speed limit) - this will keep people in urban neighbourhoods where cycling/ped/transit is already good. People are leaving my neighbourhood of Wolseley due to car noise alone, and moving farther away from the core. This is easily fixable by cracking down on car noise, traffic and slowing traffic in urban neighbourhoods. More AT and transit would go a long way to reduce car levels overall.	11/19/2021 8:43 AM

352	You need to dramatically cut the cost of bus fares to compete against car usage. Make it safe. Make it cheap. Make it efficient. To really improve ridership, you need to dramatically cut the cost of bus fare, so car usage becomes uncompetitive. Make it safe, make it cheap. make it efficient.	11/19/2021 8:39 AM
353	Make walking safer. No bikes on sidewalks, Using electric feeder buses and more affordable rates. Reduced fares for seniors during not busy times. (10-3)	11/19/2021 7:59 AM
354	Kenaston flow	11/19/2021 7:46 AM
355	1) widening some of the major roads to 3 lanes. (ex Bishop Grandin, Lagimodiere Blvd, Kenaston etc.) 2) 24 hr construction for new roads / overnight road repairs when traffic is low. 3) longer entering/exiting turns on some of the major road in the city that lead towards the highways going out of town	11/18/2021 11:45 PM
356	Trackless trams that are being deployed in China (see scientific America article). Bike share option with electric fat tire bikes. Wood chips on monkey trails beside rivers	11/18/2021 9:09 PM
357	Consider having more EV charging stations and perks for EV driver. Maybe EVs could drive in the diamond lanes or have some free parking?	11/18/2021 8:46 PM
358	Cycling	11/18/2021 8:14 PM
359	Shared mobility options like carsharing, bike sharing, etc.	11/18/2021 7:18 PM
360	I really enjoy biking everywhere, including to work everyday. I wish I could arrive at work safely. Better infrastructure and driver education are needed.	11/18/2021 6:59 PM
361	dramatically increase bus service, make transit free	11/18/2021 6:36 PM
362	Transportation Solution #1: An extreme culture change in the Planning, Zoning and Bylaw Enforcement departments so those staff start obeying all City laws and enforcing laws on developers. Planning still says "We let developers cherry-pick what laws they want to comply with." That is awful. Does not build trust. Transportation Solution #2: make all survey responses public & do not edit them Transportation Solution #3: Improve accountability by disclosing why, for the last Transportation policy, the City built policy on only 500 responses and said that was enough.	11/18/2021 5:51 PM
363	TOO much accomodation for bike and bike lanes.	11/18/2021 4:43 PM
364	The city has to switch from accommodating travel on foot and by bicycle to encouraging it. AT should be the top priority. It should have the best standard of service. So; clearing ice and snow from footpaths and bike routes should be expertly done, and completed faster than equivalent motor vehicle lanes. Traffic lights should favour buses, pedestrians and cyclists. Beg buttons only to speed up the pedestrian/bike green, so that failure to get there in time to push the button does not result in the pedestrian light saying stop when it is safe to go.... And winter maintenance; make sidewalks elder-friendly by removing ice, and make bike route surfaces navigable by the average Winnipegger on an average bike. And work with the community on the bike theft problem; people are discouraged when they lose their bike to theft.	11/18/2021 4:32 PM
365	We need to start incentivizing bus and other public transport, heavily. This would mean less traffic, less wear and tear on roads, lower carbon footprint, less land needed to be set aside for parking (could be used for parks, high density housing, commerce, etc). We should be having drivers pay more to cover the cost of public transit. Healthy communities prioritize this. It's good for everyone, but especially for low income people, people with movement challenges, and the environment.	11/18/2021 2:51 PM
366	Do not implement any projects that expand roadway vehicle capacity or attempt to reduce congestion. Those should not be considerations at all in a climate emergency.	11/18/2021 2:35 PM
367	Do you have a plan for active transportation infrastructure for established neighbourhoods? It's great to make it part of the development process but how do you help those in established neighbourhoods?	11/18/2021 2:18 PM
368	LRT	11/18/2021 2:17 PM
369	PLEASE consider making the long term investment of alternate, reliable, and safe public transportation that is not a bus. Buses continue to fail the conditions of a city like Winnipeg. A	11/18/2021 2:12 PM

	light rail system if not some type of metro will only benefit the city and the wellbeing of its inhabitants. It will also align with all the key directions stated above.	
370	This isn't directly related. If the city is pushing transit heavily, besides being frequent, convenient and available, it needs to be safe. We need a plan to deal with undesirables on or around the busses that intimidate people.	11/18/2021 1:57 PM
371	I think you should look to the rivers as a form of transportation. There is the water taxi that currently operates and I think it could be made WAYYYYY better and more popular. Esp like Wellington crescent @hugo down to the ledge or the forks as a way to get to work in the morning? I'd love to take the boat to work	11/18/2021 1:55 PM
372	I believe focusing on cycling, walking and mass transit while discouraging single use automobiles is the desired strategy. Cycling and mass transit are much more efficient uses of our road ways while also being green house gas friendly. Cycling traffic can also encourage more retail activity as well.	11/18/2021 1:37 PM
373	Over street bridges for pedestrians and cyclists improving traffic flow and safety for EVERYONE.	11/18/2021 1:28 PM
374	It does not matter what street is being redone it should have a bike lane added at the same time!	11/18/2021 1:20 PM
375	incorporating bikepaths into the sidewalks	11/18/2021 1:03 PM
376	- daily bike rental machines throughout the entire city. - reduce traffic speed on streets in residential areas. - supply water fountains for people and pets. - tax reduction for those of us who use bus passes. - clear snow from sidewalks in a timely manner -clear snow from bus stops in a timely manner - make pedestrian-only corridors in mall parking lots (for safety) - allow dogs on certain buses - create more off-leash dog parks that can be accessed by taking pets on buses that feed these parks (all dog parks need a vehicle to drive to). - create more areas of shade and shelter on walking routes (and supply water fountains and garbage cans for dog waste).	11/18/2021 12:49 PM
377	Use the money to repair all existing roadways with long-term climate-friendly solutions. This will decongest them due to minimal road construction needs and make them safer and less damaging to all road users. Other solutions presented are not cost-effective or value added until the root causes with the roadways have been addressed. Citizens of this city feel unsafe walking anywhere or biking on streets and the changes presented will have a minimal effect for a minority of the users at a huge cost. Street conditions here are some of the worst in the Country and most back lanes are crumbling at best. Residential streets are being resurfaced with asphalt causing the existing curbing to become non-existent. All these road issues should be addressed as "needs" prior to engaging in the proposed "wants".	11/18/2021 12:40 PM
378	streetcars	11/18/2021 12:35 PM
379	I am very pleased with what I see in the current draft of the Master Plan.	11/18/2021 12:24 PM
380	Reconsider your climate change presuppositions. You can can easily incorporate the changes needed based on Winnipegers infrastructure requests for a number of reasons, but not one that imposes a potentially faulty ideology on ALL Winnipeg residents, which by definition is an inequitable strategy.	11/18/2021 12:02 PM
381	Prioritize active transportation, safety, and Neighbourhood pathway connections with all season maintenance.	11/18/2021 12:00 PM
382	Introduce a very-safe/secure approach and set of conveniently placed facilities where people can ‘park’ their bicycles. I would ride my bike to do errands if there was a safe path — away from traffic — on which to ride my bike, and a safe/secure/trusted location to park my bike once I arrived at my destination.	11/18/2021 11:57 AM
383	a) Move the north end yards north of the airport. Replace with a high-density walk-up style neighbourhood with rapid transit running through, connecting downtown to RRC Main campus + airport. b) Emphasize importance of downtown residential growth and replacing parking lots with residences. Illustrate and convey the positive impact on walking, cycling, tourism, civic finances, benefits for small business. c) Recommend the removal of parking minimums for all future residential and commercial development. d) Recommend all new residential and commercial buildings are street-fronting within no setbacks. e) Recommend the removal of all slip lanes / curb cuts f) What does a guy have to do to get a brownstone around here? ;-) g)	11/18/2021 11:51 AM

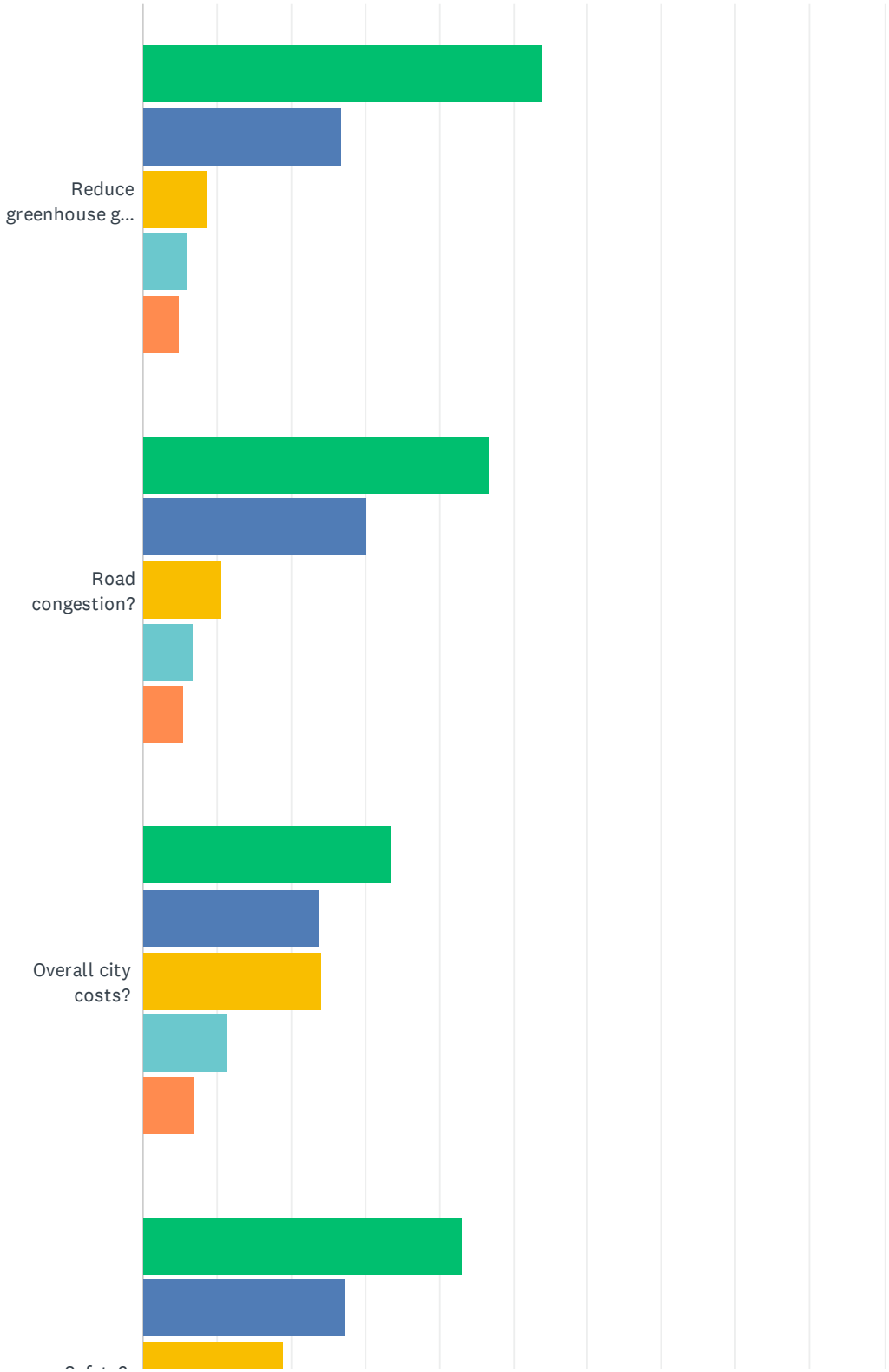
	Require Transit hubs in their big new plan also become cycling hubs (a la Netherlands) h) Emphasize importance of easy pedestrian connectivity to tourism. The Forks, Exchange, Portage + Main, The Village, etc ... walking around central Winnipeg is an exercise in navigating disjointed, dysfunctional spaces. Let's be explicitly clear about what this could look like. i) Make neighbourhood density goals conditional on greenfield development. ie: No new suburbs until downtown has pop of 25,000. And from there greenfield suburbs can only grow at 1/4 the speed of central Winnipeg's pop. j) VISION. IMAGINE. We could so very easily house 100,000 new residents downtown without tearing down a single building. We could add 200,000+ residents to where the Rail Yards are. We could add 500,000 residents to the area bordered by Inkster, Route 90, Archibald and Jubilee just by replacing parking lots and underused lots with housing. Winnipeg would feel amazing. People would be walking, biking, more locally connected, neighbourhoods would be more resilient, more supportive of small businesses. Tourists would feel more excited. Heck, the Jets would have an easier time landing top free agents.	
384	Eliminate all street parking. Especially on the high speed or high volume routes. Business can provide parking spaces off the main streets.	11/18/2021 11:48 AM
385	***REDACTED***	11/18/2021 11:48 AM
386	Electrify most of the public transit and city vehicles. Provide infrastructure for electric vehicle charging	11/18/2021 11:45 AM
387	Create standards to implement blue/green infrastructure in new developments (i.e. rain gardens, permeable paving, etc.) to reduce impacts on swm infrastructure adn create placemaking opportunities	11/18/2021 11:30 AM
388	Reduction of city sprawl and to improve land use by transforming surface parking and vacant retail space into residential housing. Make more walkable neighbours	11/18/2021 11:27 AM
389	Can we make it the 2030 Master Plan? 2050 is literally a generation from now...	11/18/2021 11:14 AM
390	current infrastructure of roadways,sidewalks & cycling paths needs to be better maintained. Pot holes don't make for safe walking, cycling or driving.	11/18/2021 11:13 AM
391	Prioritize walking, then biking, then taking the bus and lastly driving a car. Make it inconvenient for people to use their cars to encourage using public transport and environmentally friendly options first before resorting to driving cars.	11/18/2021 11:06 AM
392	Please, look at Ridgewood West development in Westdale/ Charleswood - there is a tremendous increase in traffic on Dale Blvd. There is a need for another exit to Wilkes Ave. The stress level in the residents that live n that area is EXTREME (when they have 4 Stop signs to deal with on Dale Blvd). I have bumper drivers (this is winter, making me very uncomfortable) that deal with on daily basis. Please please look at our area.	11/18/2021 11:06 AM
393	Think of the future, not the past. Look at new technologies being developed. Use new greener and longer lasting construction materials. Synchronization of traffic lights or replacing them with means so traffic doesn't need to stop will reduce emissions and make roads safer. Create over or underpass walkways across busy roads to increase safety for vehicles and pedestrians. Don't be afraid to spend money now to save money in the future.	11/18/2021 10:57 AM
394	A rail transit would be more cost effective, easier to maintain and more enviromentally friendly in the long run, even if the initial costs are higher	11/18/2021 10:51 AM
395	I do ride my bike in spring, summer and fall but winter is just too difficult for me at my age. I also don't want my bike wrecked from the salt on the streets. Companies need to provide indoor cycle parking as by the time you get several locks off your bike (needed as Winnipeg has a huge bike theft problem) ones hands are too cold to ride home.	11/18/2021 10:50 AM
396	The Peggo transit fare system could be improved, which may increase transit ridership. Cities like Toronto have great transit fare systems, with machines at major stations that allow users to load funds onto their cards in real time, and these machines and buses are connected to the network, therefore new balances are available for use in real time.	11/18/2021 10:49 AM
397	slow suburb development and provide more incentive for high density development along rapid transit corridors	11/18/2021 10:44 AM

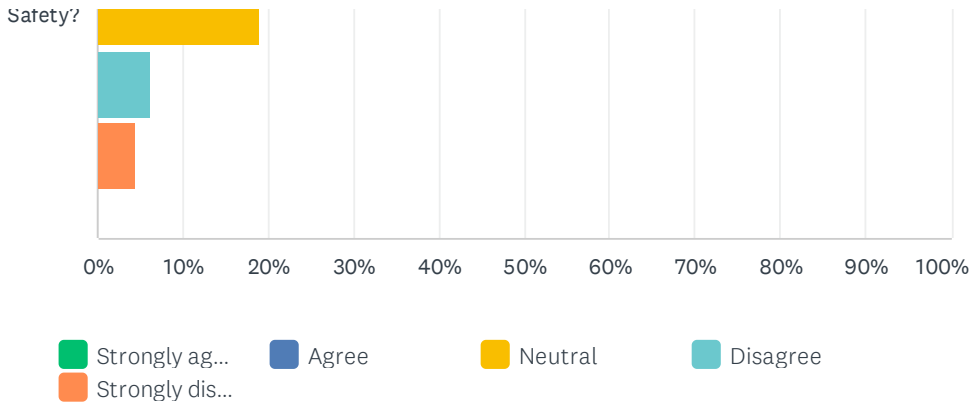
398	Reevaluate bus routes (2 buses pass by home 4 times every 20 or so minutes with only 1-2 people on it. Pointless loud and annoying for no reason	11/18/2021 10:37 AM
399	The city should look to progressive European counter parts on how they are incentivising active transport and building their active transport networks with more resilience and connectivity.	11/18/2021 10:28 AM
400	A serious, meaningful commitment to reducing sprawl and pushing back against corporate development companies forcing new neighbourhoods and suburbs— the City CANNOT continue to support endless horizontal growth, in cost and infrastructure. Also require, a committed active transit plan that goes beyond the bare minimum, and the will to move money away from construction and police and back towards civic services, maintaining green spaces and our tree canopy, and sidewalks and non-personal vehicle transport areas. The continued increase to statistically proven unhelpful orgs like the Winnipeg Police harms not only vulnerable communities, but harms the growth of the city at large, both as a viable place to live and as an economic entity.	11/18/2021 10:27 AM
401	That is what you should be offering.	11/18/2021 10:15 AM
402	I think until the city starts prioritizing pedestrians, cyclists and transit the same way it prioritizes vehicles, all of these plans will only be a nice idea. Portage and Main is the perfect example, I walk downtown every day and every day I see people, tourists, workers all looking to cross and can't. Every time that happens we are telling those people that you are not as important as a car.	11/18/2021 10:08 AM
403	more electric vehicles , solar powered buildings and roof gardens and green spaces to support mental health	11/18/2021 10:06 AM
404	Look at increasing the number of traffic calmed neighborhoods (limit traffic to one block during quiet hours). Revisit using speed humps to slow traffic on long stretches to slow but not stop traffic.	11/18/2021 10:03 AM
405	Implementation of double lane traffic circles	11/18/2021 9:59 AM
406	reduce or eliminate on-street parking on major thoroughfares. Expand major thoroughfares while reducing rush-hour traffic through suburban streets. Continue to increase bike lanes. Continue to increase rapid public transport. Put a stop to urban sprawl.	11/18/2021 8:55 AM
407	Monorail or subway across the city and feeder bus services to neighborhoods.	11/18/2021 8:40 AM
408	30 KPH default speed limit on residential streets	11/18/2021 5:41 AM
409	Looking ahead, the city should plan for a shift to electric vehicles (possibly setting aside space for charging stations or electric vehicle only parking on streets, for instance). I would also emphasize that a major hurdle to cycling as a means of transportation in the city is network connectivity of the cycling network. There are many very good areas of cycling and active transpiration infrastructure, but gaps between these areas make them difficult to use to commute.	11/17/2021 9:57 PM
410	A proper LRT system, electric buses, trams. Or develop a system in which people can cycle, put their bike on a bus of sorts if the commute is far	11/17/2021 8:59 PM
411	The city of winnipeg should be looking into the future and what this city will need for public transportation. L train is what this city should have spent the 700 million plus dollars that was wasted on rapid transit	11/17/2021 7:20 PM
412	Reduce speed limits in residential areas which are used to avoid more congested Routes; improve bus shelters (glass and public safety concerns), target noise polluters	11/17/2021 7:08 PM
413	Cut out bike lanes from October to May	11/17/2021 6:22 PM
414	Improved public transport speed, efficiency, and availability, both in terms of time and location	11/17/2021 5:40 PM
415	the key direction is misleading and not aligned to achieve the goals of the city. the responses to the original priorities were representative of key focus groups only. does not reflect the actual wishes of the general population.	11/17/2021 5:07 PM
416	The City should fund transit and active transportation more. Further, streets should be narrowed, two way streets returned, street parking reinstated, and speed limits lowered.	11/17/2021 4:42 PM

417	Take over control of current heavy rail corridors inside city limits for use as light rail rapid transit corridors. These lands connect a wide variety of communities and would be a perfect springboard for a far reaching and transformative public transit solution. The existing heavy rail corridors could be replaced by a by-pass around the city.	11/17/2021 4:38 PM
418	radical rethinking of our inner city. restoration of the street cars. eventual ban of personal automobiles within inner ring road/old city of Winnipeg	11/17/2021 4:35 PM
419	At every point in a project ask yourself: does this make travel on foot more difficult or less safe? If the answer is yes, rework it, rework until you're improving walkablilty everywhere.	11/17/2021 4:31 PM
420	Build lots of transit infrastructure. Take over underused rail lines and build LRT. Develop land around LRT lines. Drastically reduce road access, like on Portage go from 4 lanes to 2 lanes for vehicle traffic. Market Osborne village car free. Reduce access by car to neighbourhoods to local traffic, and make the speed limits 30 km/h	11/17/2021 4:26 PM
421	Commit to placing priority in transportation planning and funding on sustainable modes using the transportation hierarchy (i.e. peds, cyclists, buses, commercial vehicles, carshare/ridehail/taxis, HOVs, SOVs). Complement investment in sustainable modes with Transportation Demand Management (TDM) strategies to achieve mode shift from SOVs to sustainable modes.	11/17/2021 4:26 PM
422	Clean up the crime and vagrancy issues in the bus shelters and downtown. How in the world will you get people, never mind seniors, women, young people to use the bus ***REDACTED***. The City leadership should be ashamed of their pandering and looking the other way. That ultimately doesn't help the homeless nor encourage folks to walk, cycle, or take a bus. ***REDACTED***.	11/17/2021 3:10 PM
423	Slower speeds on residential roads can create more comfortable conditions for pedestrians and cyclists. Minimum parking policies could be removed or changed to reduce the number of large parking lots that make it difficult to travel to destinations using other modes. While Park and Rides are a good way to get people to transit hubs, they will still continue to promote car travel and single-occupancy vehicles. Direct and well-designed bike paths to the transit hubs could be implemented in neighbourhoods. Increasing the frequency of buses to the hubs can promote people leaving their cars at home. In other jurisdictions abroad, like in the Netherlands, they have large train hubs that are well-connected by bike paths and buses. Zoning policies could be changed so that businesses can be implemented within residential zones and create more walkable destinations within a neighbourhood.	11/17/2021 11:55 AM

Q20 Strategy 2.1 Increase travel choices available to all residents to improve mobility and reduce auto dependenceDo you believe this strategy will support improvements to:

Answered: 750 Skipped: 761

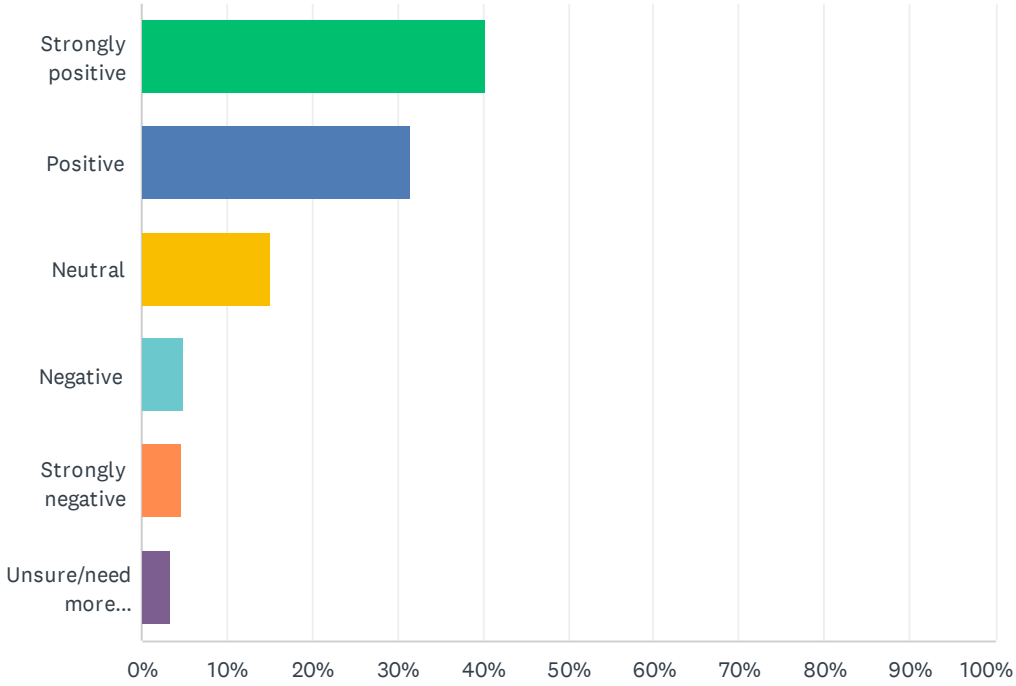




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	53.87% 404	26.80% 201	8.67% 65	5.87% 44	4.80% 36	750	1.81
Road congestion?	46.80% 351	30.27% 227	10.67% 80	6.80% 51	5.47% 41	750	1.94
Overall city costs?	33.47% 251	23.87% 179	24.00% 180	11.60% 87	7.07% 53	750	2.35
Safety?	43.07% 323	27.20% 204	19.07% 143	6.13% 46	4.53% 34	750	2.02

Q21 What impact would this proposed change have on your life?

Answered: 750 Skipped: 761



ANSWER CHOICES	RESPONSES	
Strongly positive	40.40%	303
Positive	31.60%	237
Neutral	15.20%	114
Negative	4.80%	36
Strongly negative	4.67%	35
Unsure/need more information	3.33%	25
TOTAL		750

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	The vision needs to include possible future routes for active transportation and they need to be protected by not supporting variances and developments that indent to rely on street parking. People will move to more sustainable transportation modes and reduce their needs for vehicles if safe options are there. There needs to be more consultation with community members and less reliance on a community cycling group that represents commuter cyclists. (I have been to three city committee meetings for different projects and a cycling organization has supported the City planners against community representatives.)	12/17/2021 12:34 PM
2	Not sure that I have the authority or experience to comment on this	12/17/2021 11:33 AM
3	Let's face it, community safety is almost non-existent (I have been mugged actually in my car by a panhandler, and someone tried to jump into my Mother's older car, for which she thankfully had the presence of mind to press the lock button that hadn't yet activated), and	12/16/2021 8:33 PM

	Winnipeg voters walk the streets at physical risk of falls as the sidewalks are in terrible shape, plus often slippery and impassable, as well as personal physical risk of being accosted and harmed, especially if older or in any way handicapped to the point that they would be unable to walk 3 blocks or "ride a bike", and these people are legion. And many cannot afford to keep vehicles or have easy access (due to suburban-"spread" development) to buses, keeping them virtually "shut in". So all these alleged "travel choices" are irrelevant to the basics of mobility challenges at the most fundamental level. It's cars or taxis if you can afford it (as buses are increasingly dangerous, as well) , and otherwise, be a young man or woman who is not mobility-challenged (as many are in Winnipeg, the MS capital of Canada and maybe North America, for example) , take a bike. Millions of dollars have already been spent for those few bike riders who can safely and comfortably bike ride from late April/May to October/November (about six months a year, like Persephone in the Underworld) , and then revert to cars. Thankfully, these will soon be electric, and many may use the lack of safe movement in Winnipeg as a reason to propose to work at home. While all the downtown cafes, stores, etc., that are left in 2021, pack it up permanently and forever. Leaving the streets even more empty than today. We missed out with Juba in the late '60;s, that's for sure. He was a millionaire, so didn't have to kow tow to any corporate campaign funders like the road construction and car dealerships who did him in politically anyway...Left to feed the birds for years in Petersfield... Notice that he got out of Winnipeg...	
4	***REDACTED***	12/14/2021 9:19 PM
5	Not everyone can use these modes of transportation due to age health issues and lack of other improvements such as better sychronized lights, more count down traffic lights where we can see how many seconds are left before the light changes, and less parked vehicles on major streets during peak hours on many routes that have been overlooked for far long.	12/14/2021 7:15 PM
6	Your worried about climate change and extreme weather, as that occurs more often, how would YOU think it would effect people waiting for a bus or riding a bike? Going for a nice brisk 10 k walk?	12/14/2021 9:56 AM
7	what kinds of choices? Helicopter rides doesn't cut it for me	12/9/2021 1:58 PM
8	Reducing personal movement is always a bad thing.	12/9/2021 12:37 PM
9	I wasn't negative on this, but wanted to indicate that reducing the number of lanes used for vehicles will not lead to an increase in the other methods of transportation. Neighborhoods need to be restructured in order for people to feel as though biking is an attractive option. The current solution will reduce the capacity for cars on the road, and force people to either bike or deal with heavier traffic. This results in a large infrastructure cost and basically empty bike lanes.	12/9/2021 10:43 AM
10	"increase choices" ***REDACTED*** really means no priority. What I am in favour of is increased bike lanes, way more buses and better walking routes	12/8/2021 9:58 PM
11	not at all clear what is meant ***REDACTED***	12/8/2021 9:01 PM
12	Depends on what is done.	12/8/2021 5:05 PM
13	Winnipeg sidewalks are not passable in the Winter for people with mobility issues. I do not condone encouraging people to use travel choices that are not safe.	12/8/2021 12:49 PM
14	too rural to be reached by city service	12/8/2021 10:20 AM
15	people still need cars/trucks to conduct business in this city in a safe, fast system	12/8/2021 9:18 AM
16	The majority of people will not ride a bike or an e-scooter in winter to get to work. Any plan has to take that reality into account.	12/7/2021 12:20 PM
17	Auto dependence is critically necessary in a winter city (geez - there's that pesky 'winter city' comment again) . "Increase travel choices" sounds a lot sacrificing certain other options.	12/6/2021 4:00 PM
18	Look at the way the city has planned new developments. Where are the resources for the new developments (emergency services, schools, grocery stores, community centres, etc.) . The residences are created without the necessary supports. The city created the situation where people in these communities need to travel in order to gain access to services, or the services are travelling into the community. This is not realistic to do on foot or a bike.	12/6/2021 2:19 PM
19	I want to use my car. Period.	12/5/2021 11:46 AM

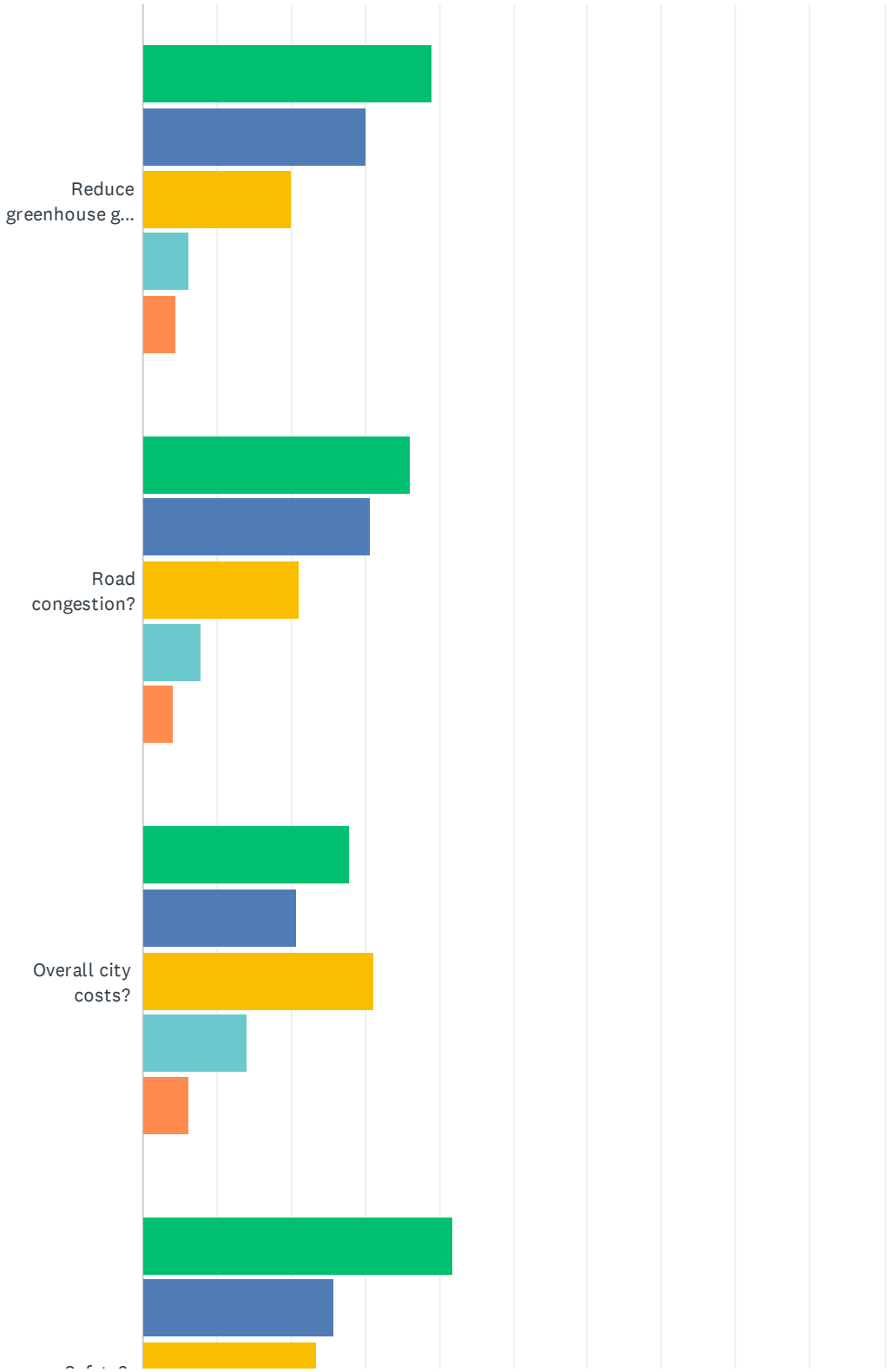
20	I would take advantage of bike /walking/skiing routes if avaliable.	12/5/2021 4:59 AM
21	What cost more? Doing wrong things first then spend money for change or fix it? Do it right at first bicycles just 3% but city against 97% of motorists whose pay for their license and have to obey law when exposed to more dangerous with zigzag and narow lane plus we are winter city it make more accidents	12/4/2021 9:10 AM
22	As I said before, I am 87 years old and have difficulty walking. I rely on other people to drive me to medical appointments. I am not sure what you mean by "all residents", but some of us seniors just cannot manage one our own any more.	12/3/2021 2:18 PM
23	worse congestion, cost, and safety.	12/3/2021 10:40 AM
24	stop reducing lanes for traffic on roads so uninsured bikes can have gold plated paths. Too many of them do not follow rules of the road and are dangerous	12/2/2021 2:26 PM
25	traffic must Moove.	12/2/2021 12:42 PM
26	If a theoretical someone has the choice between driving, walking and riding their bike to a shop for a small shopping and all modes were equally convenient, they will almost always drive. Driving should be made inconvenient to reduce driving. Reducing road congestion shouldn't be a goal -- drivers will always be there to fill the capacity, and this is good because it means we are maximizing our infrastructure investment.	12/2/2021 10:02 AM
27	where's the money coming from? Roads, sidewalks, and curbs are in disrepair. The priority should be more on repairing these items first, not waiting years to get it done bike lanes were poorly planned and hardly used	12/2/2021 2:41 AM
28	Driving my personal vehicle is really the only viable transportation option for me.	11/29/2021 3:26 PM
29	Again, don't confuse primary and secondary outcomes. If the strategy is to improve access and mobility for all citizens of Winnipeg, then the measured impact should be how well does a proposed intervention actually accomplish it? If folks who use wheelchairs can't leave their homes safely in order to catch a bus to go somewhere, then the strategy hasn't been implemented. Over time, improved mobility options for all might reduce greenhouse gases, but it won't reduce city costs.	11/29/2021 11:12 AM
30	There are no clear targets or timelines.	11/29/2021 9:24 AM
31	Does increased accessibility to transit include subsidized fare? Again, I don't think the thousands of single vehicle drivers will stop driving to work unless it becomes impossible to park. Most suburban communities are not built to walk in and I can't imagine people going to big box stores, where the entire purpose is buying in scale, by bus. If we continue to build these communities and the infrastructure supporting them, we will bankrupt the city.	11/29/2021 9:19 AM
32	Bus routes are not available or safe for me. Car use is mandatory for me. Safer parking. Safe walking is a must. Bike routes don't work for me either as a senior.	11/28/2021 4:46 PM
33	Unless the City of Winnipeg can reverse the aging process, I'm going to be auto dependent. There is no other way for me to get around. This strategy seems like it would reduce my mobility. My car is the only way I can accomplish my day to day tasks.	11/28/2021 1:36 PM
34	Choices would have to be radically improved from what is available now to change current behaviour. Winter is always a factor here, and long walks to transit stations over uncleared sidewalks, are simply impossible for most and undesirable for the rest. I'm afraid that money would be diverted from current services in favour of unproven unrealistic ideas.	11/27/2021 1:52 PM
35	The strategy does not address any off peak concerns. I do not work during peak hours. Transit system is totally ineffective due to bad route design and way too many stops = long time on buses if the bus is available. I don't see this plan making any changes to the Transit plan while the title is to reduce auto dependence	11/26/2021 7:46 AM
36	Automobiles, be it electric or gas, are here to stay as they provide unmatched convenience, usefulness, freedom, & mobility. To plan otherwise is foolhardy & ignorant of reality. It will simply make getting around more difficult & time consuming.	11/25/2021 11:24 PM
37	As long as you follow through by making sidewalks safe to walk i n the winter.	11/25/2021 10:04 PM
38	Winnipeg is a sprawling city with harsh winters. Unfortunately, this makes automotive travel necessary. Prioritizing other means of transportation reduces capacity for cars.	11/25/2021 8:49 PM

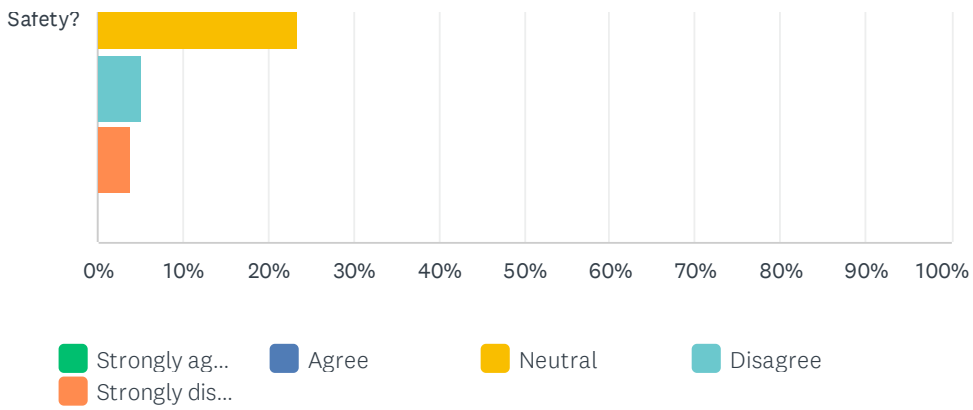
39	See other comments	11/25/2021 8:14 PM
40	Lots of work needs to be done on improving traffic congestion and road deterioration. The city is already overwhelmed in those areas while trying to take on more work in a new direction. Roads and congestion will only further suffer while funding is allocated to alternate modes of transport.	11/25/2021 7:43 PM
41	I love my car	11/25/2021 5:23 PM
42	AS I don't use a car, I don't think this will change what I do to get around much -- but, oh how I would love a trolley car on Osborne and the traffic calming that would be required to implement it,	11/25/2021 1:08 PM
43	Taxpayer costs	11/25/2021 11:49 AM
44	IF ... you build the bike lanes	11/25/2021 9:01 AM
45	People want to live in safer areas. The suburbs are far dependent so they are a necessity. Improve public safety and traffic congestion in the inner city and there will be less reliance on cars.	11/25/2021 1:08 AM
46	Increased crime on buses. Much higher costs to city to implement	11/24/2021 8:44 PM
47	Reducing auto dependency works if you increase access to light rapid transit (using existing rail lines). Reducing vehicle access in favour of seasonal bicycle use is an incredibly short-sighted folly.	11/24/2021 7:55 PM
48	Until you start plowing the p3 streets that have no sidewalks no travel choices will do anything when you can't walk on curb to curb sheets of ice.	11/24/2021 7:38 PM
49	All improvements have actually made it harder to traverse the city and parking has had the greatest hit due to bike lanes	11/24/2021 9:45 AM
50	Winnipeg talks a good game then Doesn’t do anything for active transportation	11/24/2021 9:37 AM
51	Increasing options for travel can have a big impact on all areas if in fact it reduces car dependence but the only way we are going to get many car oriented people to choose other options is to make the choice of driving less convenient.	11/24/2021 9:19 AM
52	Higher taxes to implement these strategies	11/23/2021 7:04 PM
53	Cars will always be a necessity in Winnipeg. Nothing will change that.	11/23/2021 5:54 PM
54	The language of this point is actually quite offensive in its paternalism. A city should promote all modes of transportation, including cars/automobiles. Then citizens can choose freely. If people choose cars, then that is their choice. An attempt to coerce or manipulate people into choosing forms other than driving is inappropriate. Even if well-intentioned people believe fewer cars will make a better city and world, well-intentioned people should not be trying to make decisions for others. A long history of colonialism makes it very clear than when governments try to make other do what is "good" for them, the result can be terrible.	11/23/2021 8:50 AM
55	It will cost too much for this and Winnipeg can not afford this!	11/22/2021 9:19 PM
56	I simply will not abandon the car as I have too many errands that can not be accomplished by bus, biking (and by extension walking). Options proposed that reduce auto "dependence", is basically making the driving experience worse, either negatively affecting the driving experience, or by adding arbitrarily costs in operating a vehicles - measures which will negative impact my life.	11/22/2021 4:21 PM
57	I have already chosen to avoid downtown altogether because of the parking issues and the danger of the bike lanes.....Again what is our populations base and the age	11/22/2021 1:45 PM
58	Any changes on this front, this current city government will piss away. As usual.	11/22/2021 1:06 PM
59	Reducing auto dependence helps all aspects.	11/22/2021 11:32 AM
60	By supporting sprawling ***REDACTED*** you're reducing viability of transit in neighbourhoods that are properly planned. If transit is spread too thin people are less likely to use it as it's not convenient	11/22/2021 9:05 AM
61	Prefer to drive	11/20/2021 9:03 PM

62	The increased travel choices come mainly with newly-constructed neighborhoods. On-street bike lanes such as on Pembina highway are not safe, are hardly used, and are very expensive and should not be constructed. I think the Pembina bike lanes were built only so that politicians can show a visible "green" project, without any resulting benefit to Winnipeg. I would like the cost per rider per trip to be made known for the Pembina Highway bicycle lanes as a dis-incentive to pursuing this approach. I believe Pembina Highway should be restored to its former arrangement with wider boulevards that can accommodate large trees, now that the dedicated bike path has been constructed west of and parallel to Pembina.	11/20/2021 9:21 AM
63	As I have stated before the closing of Lyndale drive did not reduce the amount of driving in the community it only forced the onto smaller streets	11/19/2021 3:38 PM
64	It's not working in Lord Roberts. Transit workers clog up the area with their large recreational trucks, even though they get free bus passes. Giving choice is nowhere near strong enough a measure. It isn't working in the developer-oriented transit condos either. They clog up the rest of the area with their cars bc there aren't enough parking spots for them. On Argue, condo resident cars, visitor vehicles, service & delivery vehicles make walking & cycling extremely dangerous. This is another scam based on trendy philosophy rather than local, current & accurate evidence. Create practical solutions rather than feel-good "choices" instead. Those aren't working and won't work.	11/18/2021 6:01 PM
65	We don’t have a climate conducive to travel year round without a car. Get real.	11/18/2021 5:51 PM
66	None as I would never feel safe walking anywhere or biking on the streets and will always use my car for all transportation needs regardless of any of the proposed changes.	11/18/2021 12:48 PM
67	This is a city that is snow and ice covered for almost 6 months. More money to clean which means it takes more time to make them safe again	11/18/2021 11:04 AM
68	I am an early adopter of active transit. I already run, walk, bike, and I've even skied the river trail to get to work. But most people need more education and motivation. And there are equipment costs and time limitations (ie. childcare hrs) that impact the choices people make. We need a whole system approach to affect change.	11/18/2021 10:59 AM
69	It is just too cold in Winnipeg to ride a bike or walk to and stand and wait for unreliable bus service. I worked hard all my life and I want the comforts of my warm vehicle. I ride my bike outside of winter months. We also can't own an electric car until the provincial road infrastructure is put in place i.e. paving of all roads and availability of electricity through out the province. We have a cottage 3 hrs from wpg. with neither of these, so we need a truck right now.	11/18/2021 10:57 AM
70	Just to note, again, this needs to be a true commitment and not a half measure for my answers above to hold weight. The specifics of Winnipeg’s plan are non-committal and vague at best, and the 30 year timeline is far too late.	11/18/2021 10:31 AM
71	I still can't geet arround anywhere without driving.	11/18/2021 10:19 AM
72	Winnipeg has snow for 6 months a year, stop wasting money on bike lanes.	11/17/2021 11:37 PM
73	We live in city that demands automobile use to get to work and for errands	11/17/2021 6:24 PM
74	reducing auto dependence doesn't work in winnipeg	11/17/2021 5:09 PM
75	There's a disconnect between the goals of an affordable, environmentally sustainable and equitable transportation system and the concept of providing mobility options for all. It lacks the emphasis of clearly stating a desire to shift modes from single occupant vehicles into more sustainable modes. Trying to make everyone happy will not achieve the goals of TMP2050. This can only be achieved through a significant mode switch from single occupant vehicles to sustainable modes, and that will not happen unless TDM strategies are vigorously applied to incentivize that switch (and de-incentivize driving). When changes can't be made to a road because it might increase vehicle driver commute time by seconds or a couple of minutes, we won't be able to make the progress needed to achieve the goals of the plan.	11/17/2021 4:46 PM
76	communities have been designed completely around the car, actually changing these habits will require wholesale rethinking of the neighbourhoods.	11/17/2021 4:38 PM

Q22 Strategy 2.3 Provide an inclusive transportation system that offers access to opportunities to all Winnipeg residentsDo you believe this strategy will support improvements to:

Answered: 750 Skipped: 761

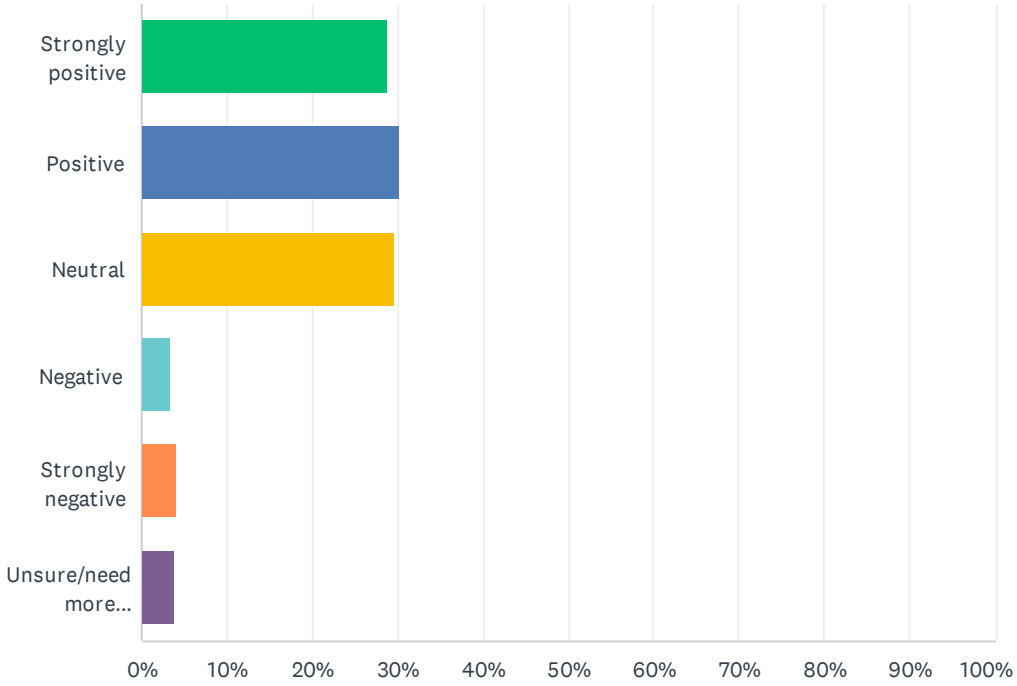




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	38.93% 292	30.13% 226	20.13% 151	6.27% 47	4.53% 34	750	2.07
Road congestion?	36.13% 271	30.80% 231	21.07% 158	7.87% 59	4.13% 31	750	2.13
Overall city costs?	27.87% 209	20.67% 155	31.20% 234	14.13% 106	6.13% 46	750	2.50
Safety?	41.73% 313	25.87% 194	23.47% 176	5.20% 39	3.73% 28	750	2.03

Q23 What impact would this proposed change have on your life?

Answered: 750 Skipped: 761



ANSWER CHOICES	RESPONSES	
Strongly positive	28.80%	216
Positive	30.27%	227
Neutral	29.73%	223
Negative	3.33%	25
Strongly negative	4.00%	30
Unsure/need more information	3.87%	29
TOTAL		750

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	If the only suggestion is still ground transportation in the present circumstances of lack of safety and risk to body and limb in the winter, waiting for any kind of transportation now contemplated, that is a complete fallacy and continues to perpetrate a fraud on the public. I don't think that too many people involved in this planning situation take public transit and have to negotiate the ice and snow to get on public transit in the +6 months of winter and impassable sidewalks and streets. Just consider the "winrows" for one... Even to get from one's house walk to the public sidewalk, and the public roads and intersections to get the the "transportation", all represent a serious danger to the public. Frankly, if it wasn't for those of us with Jeeps (derives from the military term GP, which stands for General Purpose vehicles) and trucks, there wouldn't even be paths in the roads for sedan and lighter vehicles in the Winnipeg winter. And how many times have we all had to push out our neighbours or even strangers stuck in the roadways? So an "inclusive transportation system" needs to focus first on the	12/16/2021 8:33 PM

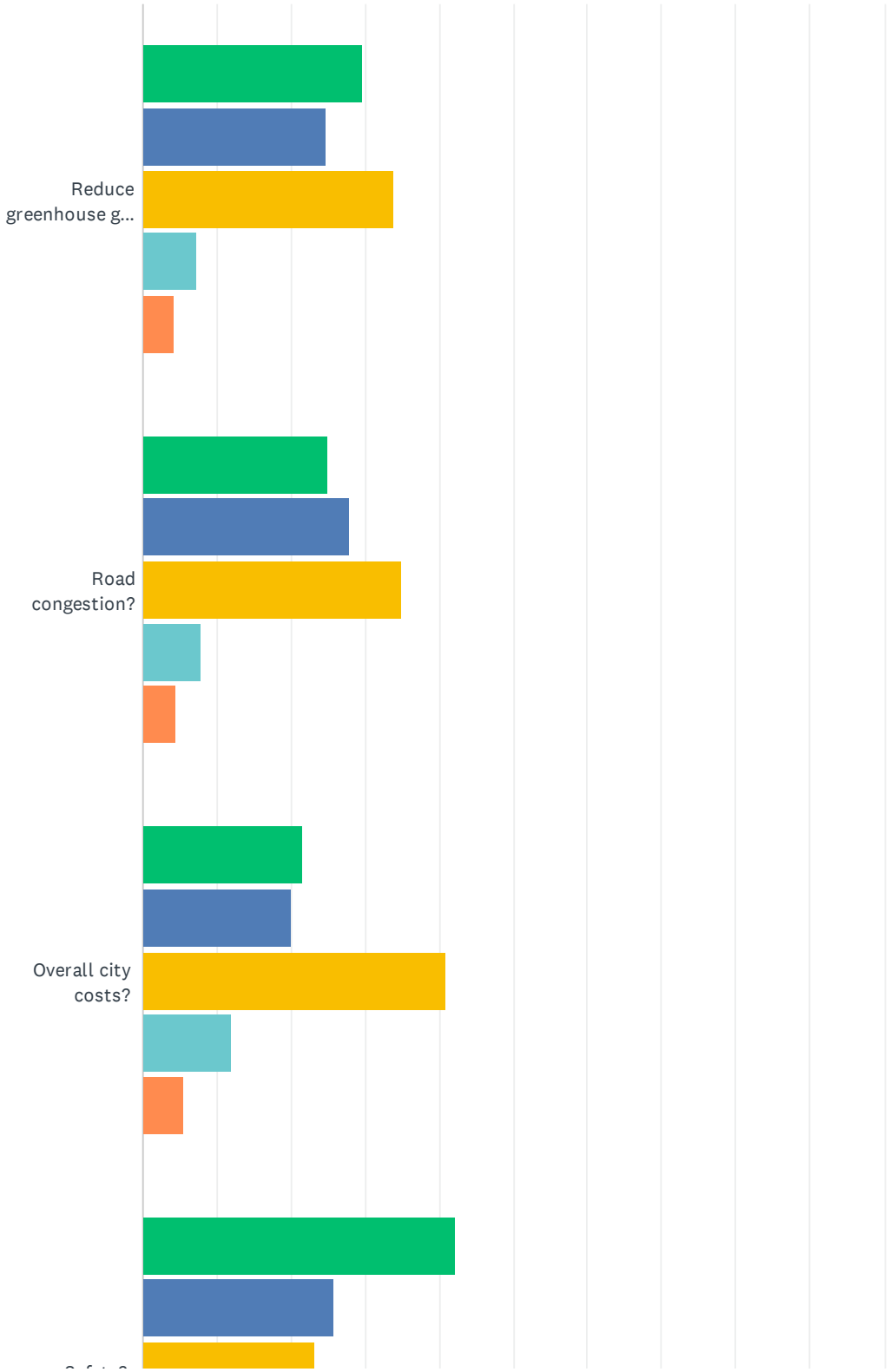
	basics in Winnipeg, not pretend that we all live in Florida, or even Toronto... This is a severe climate, colder and with more physical impediments than Vladivostok, Russia, where my Family used to track the temperature for amusement, and the winter temperatures in December, January and February went from around -3 to -21, with days of rain, like TO. Obviously there is big money to be made on these Winnipeg "studies", but if the basics of pedestrian mobility are not safe, then no one trusts any other form of transportation unless they have no other option, and that's been the Winnipeg story since settlers plopped themselves down here before the Panama Canal was built in 2014 and scuttled their plans, expecting to be the cargo distribution center, the "Chicago of the North". Thank goodness that the economy collapsed so quickly that all the buildings were left that are now being used for movies, and they only clutter up our residential and downtown parking for weeks, for which we can't complain as it does no use anyways...	
2	Once again, not possible to really answer some these questions without knowing what is involved in an "ïnclusive" system. I have heard rumours about making handi transit users complete their trips using combined handi transit and regular buses.	12/16/2021 8:01 PM
3	My tax bill will incease	12/16/2021 6:33 PM
4	***REDACTED***	12/14/2021 9:19 PM
5	Make people left trying to drive more irritated, due to longer commutes, and more hard ship to just move from one destination to another.	12/14/2021 7:15 PM
6	For me, better bus routes and connections would improve my life. Too many areas have very poor bus service	12/9/2021 1:58 PM
7	It already exists.	12/9/2021 12:37 PM
8	Right now public transport is in a sorry state. It takes entirely too long (often more than double the time it takes to drive) to reach a destination. Making public transport more inclusive needs to include making it more efficient.	12/9/2021 10:43 AM
9	"Inclusive transportation system" is similarly meaningless. If you mean more buses, more bikes and less cars then I'm for it	12/8/2021 9:58 PM
10	What does this mean?	12/8/2021 5:05 PM
11	What is inclusive transportation? Inclusive based on what premise? Why confuse people unnecessarily?	12/8/2021 12:49 PM
12	A lack of ability to afford homes in proximity to downtown is also why people move to the suburbs	12/7/2021 12:20 PM
13	Too vague - but sounds like a lot of sacrifices are on the table.	12/6/2021 4:00 PM
14	What does this question mean?	12/5/2021 11:46 AM
15	If the city REALLY wanted to make mass-transit easier for low-income residents, it would not have built a rapid transit that does NOTHING to help them. Where it is located and where it goes was purely a political and image-related decision.	12/4/2021 12:00 PM
16	Again, I'm not sure what you mean by "all Winnipeg residents". Some of us have more difficulty getting around than others, partly because of health and aging, and partly because there is a wide discrepancy in incomes in this city	12/3/2021 2:18 PM
17	converting existing vehicle traffic lanes to other modes will increase congestion and incur costs.	12/3/2021 10:40 AM
18	What does "access to opportunities" mean?	12/2/2021 10:02 AM
19	its not going to work, hopeful targets will not be achieved	12/2/2021 2:41 AM
20	Waste of dollars - taxes	11/30/2021 4:02 PM
21	Providing more free services only encourages abuse, such as inability to use bus shelter and violence on buses and streets	11/30/2021 12:20 PM
22	Totally unclear about the type of changes that will be implemented.	11/29/2021 9:24 AM

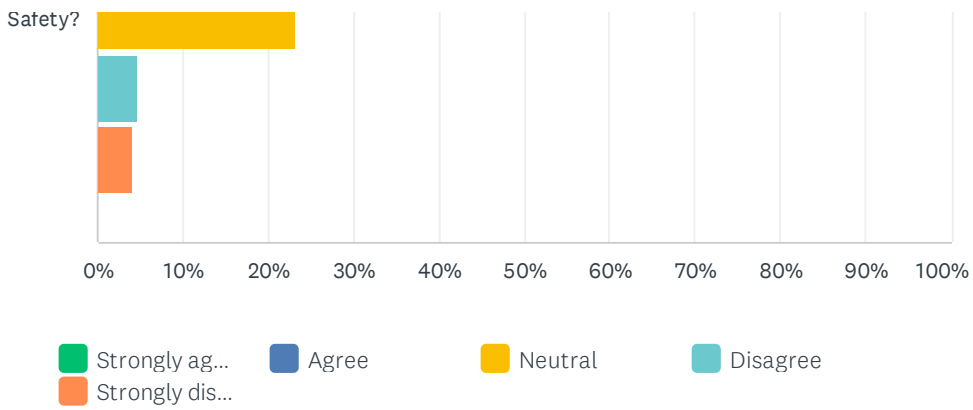
23	Again, municipal gov'Tt needs to partner with prov and feds to address socio economic disparity. Some proposed changes will increase convienence and usership of those who use, but not low income	11/29/2021 9:19 AM
24	This seems like a waste of taxpayer dollars. This coming after the latest report showing the city finances to be in poor shape. Surely there is a better use for these funds.	11/28/2021 1:36 PM
25	Not clear what this means in practice.	11/28/2021 4:42 AM
26	***REDACTED***	11/27/2021 5:07 PM
27	I don't want poor people to be able to get into my neighbourhood, it will ruin the public schools and increase crime.	11/26/2021 8:46 PM
28	Sounds like another costly plan that provides little benefit for that cost. Any cost/benefit analysis would show that. Give the taxpayers a break!	11/25/2021 11:24 PM
29	Let me get this straight: So now the idea is to spend millions so one paraplegic biker can (maybe) bike all winter?	11/25/2021 10:04 PM
30	See other comments	11/25/2021 8:14 PM
31	Not much room for alternate modes of transport on our streets as is.	11/25/2021 7:43 PM
32	I don't need the city taking care of my transportation	11/25/2021 5:23 PM
33	At the moment this will affect me little, except indirectly -- if sidewalks and trails were actually maintained to allow accessibility to all, it would improve my experience as a pedestrian and cyclist in all likelihood. And I'm getter older myself...	11/25/2021 1:08 PM
34	The present strategies are backward....not futuristic in its' present planning.	11/25/2021 9:50 AM
35	Taxi services currently abuse women on the regular soooo you should probably fix that.	11/25/2021 9:01 AM
36	***REDACTED***. Cater to the people who actually park the fares.	11/25/2021 1:08 AM
37	I'm not sure if this hits any of the city's transportation priorities but it does address my priority of accessibility.	11/24/2021 11:40 PM
38	Very large costs to city and not economically feasible	11/24/2021 8:44 PM
39	This is a very ambiguous sentence. I support it if it means prioritizing low barrier transportation options that are accessible to marginalized folks which connect them to places that have value to them, and deprioritizing useless leisure pathways.	11/24/2021 8:42 PM
40	I only say negative, because I read the strategy material as defining "inclusive" as acceptance of a Pollyanna vision of 60 year olds with arthritic joints merrily cycling in your bike lanes.	11/24/2021 7:55 PM
41	To date the quest for green has been smoke and mirrors, nothing is actually being done	11/24/2021 9:45 AM
42	Same as before, in general yes, but only if it reduces car use.	11/24/2021 9:19 AM
43	I agree in principal, but the concept of car culture needs to be discussed. Politicians need to be onboard. I have heard them openly say, Winnipeg is a car city. This is self defeating if the aim of civic policy is to support a modal shift.	11/23/2021 8:07 AM
44	The buses are not safe and are not reliable!	11/22/2021 9:19 PM
45	Public Transportation will never the single family vehicle.	11/22/2021 4:21 PM
46	Sounds great, but see above. If there's a way for the current leadership to crony it up and ruin it, they will.	11/22/2021 1:06 PM
47	Accessibility is important, however there is a line to which accessibility is inefficient to the overall usefulness/effect of the system.	11/22/2021 11:32 AM
48	By supporting sprawling ***REDACTED*** you're reducing viability of transit in neighbourhoods that are properly planned. If transit is spread too thin people are less likely to use it as it's not convenient	11/22/2021 9:05 AM

49	The more you serve rich people that live in the suburbs the more the inner city including areas like River Heights Fort Rouge and Saint Boniface suffer	11/21/2021 9:32 PM
50	This will increase costs and taxes	11/20/2021 8:03 PM
51	This strategy is very broad and general and it sounds like an enabler for politically-motivated projects designed to attract votes.	11/20/2021 9:21 AM
52	When the city closes streets to vehicle traffic it is no longer inclusive	11/19/2021 3:38 PM
53	To this day the city had never addressed the issue that with a certain radius of downtown people can take any bus to get home and go to work. Whereas people living beyound a certain radius is limited to 1 maybe 2 buses at the most when long wait times in between.	11/18/2021 11:49 PM
54	**REDACTED**, this survey is so geared to get only the info you want. This is terribly unethical. It won't build trust.	11/18/2021 6:01 PM
55	None as I prefer driving my own vehicle at all times.	11/18/2021 12:48 PM
56	Eliminate all street parking. Especially on the high speed or high volume routes. Business can provide parking spaces off the main streets.	11/18/2021 11:49 AM
57	Safer routes and bike lock ups at destinations would be helpful. But also windbreaks along paths. Lighting. Snow clearing and surfacing texturing/grading. Driver re-education with each new change is key as well, so that drivers understand how to adapt. I have been hit three times while riding my bike by a driver making a right hand turn without proper shoulder checking, signaling, or respecting right of way (ie. passing and then slowing down abruptly to turn).	11/18/2021 10:59 AM
58	You don't outline what those systems are or how they can work.	11/18/2021 10:19 AM
59	[same as above] There's a disconnect between the goals of an affordable, environmentally sustainable and equitable transportation system and the concept of providing mobility options for all. It lacks the emphasis of clearly stating a desire to shift modes from single occupant vehicles into more sustainable modes. Trying to make everyone happy will not achieve the goals of TMP2050. This can only be achieved through a significant mode switch from single occupant vehicles to sustainable modes, and that will not happen unless TDM strategies are vigorously applied to incentivize that switch (and de-incentivize driving). When changes can't be made to a road because it might increase vehicle driver commute time by seconds or a couple of minutes, we won't be able to make the progress needed to achieve the goals of the plan.	11/17/2021 4:46 PM
60	single occupancy vehicles should have less access opportunities then other modes.	11/17/2021 4:38 PM

Q24 Strategy 2.5 Continue progress on the Towards Zero commitment to improve safety for all road usersDo you believe this strategy will support improvements to:

Answered: 750 Skipped: 761

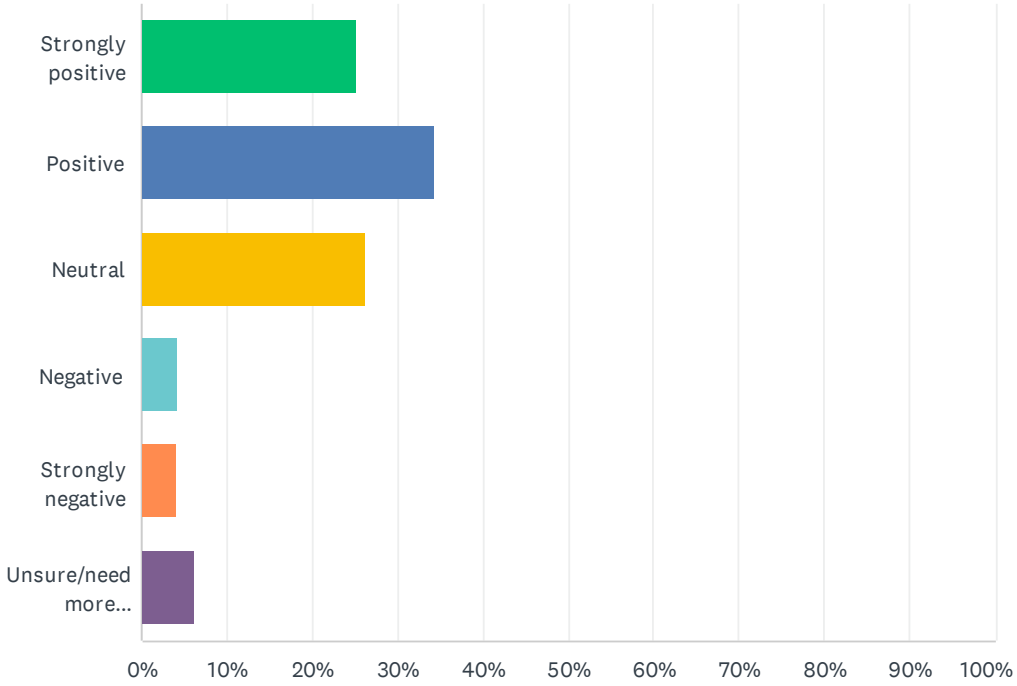




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	29.73% 223	24.80% 186	34.00% 255	7.20% 54	4.27% 32	750	2.31
Road congestion?	24.93% 187	27.87% 209	34.93% 262	7.87% 59	4.40% 33	750	2.39
Overall city costs?	21.47% 161	20.13% 151	40.93% 307	12.00% 90	5.47% 41	750	2.60
Safety?	42.27% 317	25.73% 193	23.33% 175	4.67% 35	4.00% 30	750	2.02

Q25 What impact would this proposed change have on your life?

Answered: 750 Skipped: 761



ANSWER CHOICES	RESPONSES	
Strongly positive	25.20%	189
Positive	34.27%	257
Neutral	26.13%	196
Negative	4.27%	32
Strongly negative	4.00%	30
Unsure/need more information	6.13%	46
TOTAL		750

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	When I see the least basic movement back to Community Policing, safe supply for drug users and basic income so that the impoverished women (often with children) will have some food and accommodation safety, and proper maintenance and care of the sidewalks and streets, then I will see this move from "Zero Commitment" to "Towards Zero". In the meantime, we just have to depend on technology in EVs and work from home to bring back the wonderful fresh air and birdsong experienced as a possibility for environmental change in this horror of a COVID epidemic. Otherwise, we have to get more "able-ist" choruses of "more bikes" and "less personal vehicles". Because there has only been regressive and obstructionist efforts made in planning of any kind in Winnipeg, including letting the housing developers have their way since WWII in building low density suburbs that we can't take back/reverse, no cooperation between Conservative Manitoba governments and Federal funding for actual positive and creative	12/16/2021 8:33 PM

	initiatives that have been suggested over and over for years, and always frustrated in favor of road/ground construction companies, etc., etc. Really pathetic, no?	
2	What steps are being taken to continue progress on this commitment?	12/16/2021 8:01 PM
3	Towards Zero is euphemistic in genre and any attempt to reduce injury and fatalities to zero sets everyone up to failure. Governments should be practical not idealistic in vision.	12/16/2021 7:28 PM
4	If by "Towards Zero" you mean reducing the speed limit on residential streets to 30 kph this is nonsense. Spend the money on enforcement in schoolzones and at the busy poorly designed intersections and pedestrian crossings where accidents actually occur.	12/16/2021 6:33 PM
5	If you encourage people to cycle more people will die in accidents no matter what you do. Is that what you want?	12/14/2021 9:19 PM
6	We live in a city where will have to live with snow and cold and many people will never use alternative modes of transportation due age, health issues and temperatures that would make many avoid looking at this without more creative ways of making things more convenient for seniors, those with health issues access to all they need without more hardship or restrictions.	12/14/2021 7:15 PM
7	Instead of what we usually do, can we look at places that are succesful in their efforts and ascertain why? Then factor in our climate and average income level..then think about it. Let's not be the laughingstock that we are for recycling already	12/14/2021 9:56 AM
8	This is a unachievable goal dreamed up by idealists who think everyone should do what they say and think. In the real world ALL modes of transport need accommodating not just needs of the cyclists of pedestrians. In a climate like ours the reality is people are not going to bike or walk to work when they can drive when is -15c or below. People also do not want to drive at 30klm/hr in the city. 40 is a realistic comprimise.	12/13/2021 10:24 AM
9	No idea.	12/9/2021 1:58 PM
10	More expensive and less efficient.	12/9/2021 12:37 PM
11	If you increase safety by removing cars it will benefit greenhouse gases. If you make more stop and go it will be worse	12/8/2021 9:58 PM
12	Towards Zero what? Accidents? Emissions?	12/8/2021 5:05 PM
13	Towards Zero isn't strong enough (not recognized or concrete). We should just say Vision Zero and commit. This means prioritizing human safety, with those most vulnerable as highest priority (pedestrians). It also means 30 kph on local streets.	12/8/2021 9:53 AM
14	A great idea. I'd suggest that the short merging lanes and parking on major roads (e.g. Pembina) makes people drive more dangerously by switching lanes/braking quickly etc. so those should also be addressed	12/7/2021 12:20 PM
15	Following this to its logical conclusion, the most "safety" would be to get rid of cars entirely and everyone walk everywhere, always - no matter how far. Because "safety". Oh, that's not reasonable? If so, then one accepts that there will always be some element of danger. So, where is the line drawn?	12/6/2021 4:00 PM
16	Spending tax dollars on a luxury want (bike path) vs a necessity (travel infrastructure) is not fiscally responsible.	12/6/2021 2:19 PM
17	sounds like words no plans time to wake up and make some real plans for commuting and not recreational transporting IE Scotia ST cycling	12/5/2021 8:19 PM
18	You want to “progress towards zero commitment” to safety? What kind of policy is that?	12/5/2021 11:46 AM
19	I'm not sure what you mean by "Towards Zero commitment"	12/3/2021 2:18 PM
20	Any safety benefits are negated by increased winter use of bicycles.	12/3/2021 10:40 AM
21	Zero commitment to improve safety? Is this a commitment to achieving zero safety issues? An approach to assess and eliminate conflicts situations which would improve safety would be more beneficial, achievable and measurable	12/2/2021 1:46 PM
22	Towards Zero is a great philosophy, but it's a huge paradigm shift from our current mental models.	12/2/2021 10:02 AM

23	wasting money for something that will not deliver	12/2/2021 2:41 AM
24	We have to so better than move towards zero.	11/29/2021 11:12 AM
25	I read the handout. It is vague.	11/29/2021 9:19 AM
26	The plan seems focused on small changes. Climate or bike routes only. It does not provide for big ideas like chief pegius. More downtown free parking so I can go downtown and provide safe walking downtown. I	11/28/2021 4:46 PM
27	This sounds like more photo robbery. Winnipeg has very few fatal accidents as is. This sounds like a solution in search of a problem.	11/28/2021 1:36 PM
28	Not ambitious enough of a strategy.	11/28/2021 4:42 AM
29	Cyclists often do not respect the rules of the road. I see so many running stop signs, traffic lights, and crosswalks. We need to SEVERELY ENFORCE the current laws to bring them in line, before we waste more taxpayer money on dedicated bike lanes.	11/27/2021 5:07 PM
30	Changes in human behaviour are necessary to increase safety and changing physical set up can only go so far in modifying unsafe behaviour.	11/27/2021 1:52 PM
31	Sorry, i do not understand this Zero commitment information?	11/26/2021 7:19 PM
32	Sounds like another excuse to lower speed limits in pursuit of photo robbery. I can see the plan now - "Make the speed limit so low that everyone speeds & profit". NO THANKS!	11/25/2021 11:24 PM
33	The only commitment the city has is to give away green space & support crooked developers. EVERYTHING the city does costs is money squandered & poorly spent.	11/25/2021 10:04 PM
34	See other comments	11/25/2021 8:14 PM
35	For the people in the back, BIKE LANES	11/25/2021 9:01 AM
36	Not enough action.	11/25/2021 1:08 AM
37	Improve safety conditions by taking mroe vehicles off the road, separating vehicles from cyclists and pedestrians and by slowing the vehicles down -- NOT by demanding those who choose active transportation be "more proactive" about their own safety.	11/24/2021 11:40 PM
38	I translate this strategy as promoting unrealistic transportation options. The safety of the roads has been compromised by making the lanes smaller in areas with rarely used bike lanes.	11/24/2021 7:55 PM
39	It doesn't go far enough, we should be actively looking at all opportunities to develop further green spaces	11/24/2021 9:59 AM
40	26 years of climate love fests have netted zero improvements from all country's . We have yet to achieve any reduction promised	11/24/2021 9:45 AM
41	The choice of "Toward zero" is non committal. Our city needs to take the leap and commit to Vision Zero.	11/24/2021 9:19 AM
42	Seems like a waste of money.	11/23/2021 7:04 PM
43	As noted in another section of this survey, the Toward Zero campaign makes little sense. To suggest Zero accidents/deaths is possible is irresponsible - there will always be risk when people move around each other in cities. Also, people focus too much on speed as the cause of accidents, wasting time and resources on traffic-calming in residential areas. All that does is purchase the illusion of safety at a high price (and just move traffic around, not eliminate it at all). The real focus must be on the real problems - distracted driving, intoxicated driving, old vehicles, and delivery trucks - these are the true hazards to safety.	11/23/2021 8:50 AM
44	Positive comment: As a hospital employee I have seen far too many Winnipeg pedestrians and cyclists permanently damaged by motor vehicles. Some of these pedestrians were injured while walking on sidewalks not while crossing roads. That is so unfair and these injuries need to stop.	11/22/2021 9:02 PM
45	Guess what I’m going to say here. Doesn’t matter: no one is reading this anyway. This survey is pap to distract citizens ***REDACTED***. Defund the WPS	11/22/2021 1:06 PM
46	Net Zero targets are important to aim for/achieve.	11/22/2021 11:32 AM

47	Greater congestion, GHG emissions, and cost.	11/22/2021 11:18 AM
48	Unsure what the "Towards Zero" commitment is	11/22/2021 9:05 AM
49	Those programs are explicitly anti-western values, and anti-car. If people want to live like Europeans go live in the ***REDACTED*** EU	11/21/2021 9:32 PM
50	I cross a pedestrian crossing 4x a day on foot where the street is 60km/h. More needs to be done to increase safety at pedestrian crossings.	11/21/2021 3:03 PM
51	Central planning doesn't work. People will do what they want to get around rules and costs to themselves.	11/20/2021 11:27 AM
52	Generally, I strongly support a commitment to drive down injuries and fatalities. I would like to know what the components of this strategy are. I would think an ongoing analysis of injuries and fatalities and their contributing causes, and ongoing mitigations of those causes would be a key component of this strategy.	11/20/2021 9:21 AM
53	As per previous comment’s	11/19/2021 3:38 PM
54	What is Towards Zero?	11/18/2021 8:34 PM
55	Integrate current research into transportation needs for women and children in winter climates. Nothing will work until over-sized macho vehicles are banned. Disclose what Towards Zero is. Is it another policy anaesthetic?	11/18/2021 6:01 PM
56	These measures tend to decrease efficiency of the road network and introduce expensive and delay inducing infrastructure for questionable safety benefit.	11/18/2021 3:59 PM
57	If 'all road' users mean pedestrians, cyclists, public transportation options, and minimized vehicles then I agree. However, with such a high reliance of personal vehicle transportation we can not have safety nor meet 'net zero'	11/18/2021 2:12 PM
58	One caution: by focusing on electric vehicles and not better planning and mode shift, we fail to address the systematic and structural issues that cause climate change. Density and mode shift get us there. EV's still use a tonne of metal, and facilitate sprawl's wasteful resource deployment.	11/18/2021 11:55 AM
59	Will change nothing. Transit sucks as we can't wait an hour for a bus, then another hour for a connector to get where we need to go. Transit also too expensive. It is cheaper to drive.	11/18/2021 11:04 AM
60	Again you present no viable plan.	11/18/2021 10:19 AM
61	the city has mixed reviews when it comes to implementing it's promises tending to put public transportation ,walking paths and bicycle paths on the back burner	11/18/2021 10:14 AM
62	Everybody wants safer roads. But I also want my transportation by bus, on foot and by bike to be convenient and appealing rather than a white-knuckled trip where you're happy to arrive alive and uninjured physically.	11/17/2021 4:46 PM
63	use Project Zero, not Towards Zero. It is better, more ambitious and less cynical.	11/17/2021 4:43 PM
64	there hasn't been any progress made, and all of your plans are going to make it worse. widening st marys road? building freeways?	11/17/2021 4:38 PM

Q26 Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Answered: 244 Skipped: 1,267

#	RESPONSES	DATE
1	City speed limits should be reduced on residential streets and particularly those with no sidewalks. These streets are busy with people and cars during rush hours and not safe for non vehicular.	12/17/2021 11:28 PM
2	L. R. T.	12/17/2021 8:37 PM
3	Provide 24/365 access to public washrooms at busy transit stops, and ensure safety of all users. Promote integrations with public transit and services (Cafe's at transit shelters, water fountains along bike routes). Implement traffic calming at the edge of community units to prevent through traffic and promote walking and cycling.	12/17/2021 1:10 PM
4	There needs to more long range planning on how to connect active transportation routes and how these routes can be make safe for all people. There needs to be a means for purchasing properties which could be part of this network with an emphasis on properties with mature trees on them. Need to work with other levels of government whenever possible to find funds for creating active transportation networks with a focus on creating greenways, in particular at corners where routes come together. The idea of larger buildings on corners so that they can be used to alter the perception of a block in order to build larger buildings mid-block is short sited without a green space and active transportation plan.	12/17/2021 12:34 PM
5	Shared streets	12/17/2021 9:35 AM
6	30km/h residential streets	12/17/2021 9:34 AM
7	les routes cyclables ne sont pas toujours bien éclairé pour ceux qui recherches des routes securitaires	12/16/2021 10:55 PM
8	Get off the "same old, same old" stuff of the '90s and earlier, and try to get something going with the Feds for the kind of transportation initiatives that other (even winter) cities in Canada have enjoyed for decades, and stop hindering what is still available for transportation in favor of "able-ist" policies like bike riding, especially with a 6 month yearly window, not counting flooding, etc. Clear those streets "during" the snowstorms, and take back snow maintenance if you can't get the "for profit/minimum wage/no benefits" snow removal contractors to lessen their profits by doing the job the way it was done when the City had the machinery, resources, skilled laborers with decent salaries/benefits who were mature and invested in the care of the roads. And "fancy streetscaping" with curbs that come out of no where and reduce the few parking spots in the commercial areas (and should be "free" to compete with the malls, if you don't provide free parking/shuttles elsewhere) and summer traffic obstructions of roads and the businesses that depend on them, as fundamentals that have been horribly neglected.	12/16/2021 8:33 PM
9	Climate change, that is, the climate crisis is inconclusive as warrant for any infrastructure concern. Infrastructure restraints are to some degree warranted however, but if business competitiveness is properly heeded and promoted, the business community will feel the pinch of infrastructure deterioration, and invest in its correction to promote their bottom line. So, invest in small business and reduce regulatory measures, which include restraints, to some degree imposed on the public coin.	12/16/2021 7:28 PM
10	See above	12/16/2021 6:33 PM
11	Something to incentivise lighter road vehicles (as the batteries in BEVs are VERY HEAVY and will cause proportionally more road wear than ICE vehicles). Current climate goals are not likely aggressive enough to mitigate actual damage to city infrastructure and residents; more realistic goal setting in Towards Zero is (likely needed).	12/16/2021 4:30 PM

12	Get rid of traffic circles in residential neighbourhoods! They have NOT made any positive impacts! It has just made traffic problems worse, as many drivers do not use them & observe them properly! They were also poorly designed! They are too WIDE at the base & make it difficult to maneuver around them, especially in winter! CHANGE back to stop signs!	12/16/2021 3:16 PM
13	While I don't think that a Towards Zero Commitment saves money for the city - it saves money for our provincial health care system. I think it's useful to frame this issue as interconnected.	12/16/2021 7:55 AM
14	Reduce speed limits to 30/km on all bike routes (or any residential streets, really).	12/15/2021 3:07 PM
15	Different more accessible transit systems	12/15/2021 12:06 PM
16	Every new road constructed on main routes should be widened to accommodate bike lanes.	12/15/2021 9:20 AM
17	what about small vehicles that people can pop into and out of and leave their own cars at home? Often the buses are completely empty or have one person in them for most of the off-peak hours. And then the buses don't run very often, which kills use. Surely we can do better than this! Even if we have New Flyer Industries in town, we can't just use buses for all situations.	12/14/2021 10:25 PM
18	Your going to fix climate change and control the weather with a bicycle? You should all be fired.	12/14/2021 9:19 PM
19	Senior bus passes, and other financial incentives to allow more options for people who are aging and have or may develop health issues as seniors are now the majority of Canada's population	12/14/2021 7:15 PM
20	Have more large semi depots and encourage smaller truck delivery Impose tarrifs on semi's that destroy our city streets. Toll bridges	12/14/2021 7:14 PM
21	Widen sidewalks where available to permit cyclists and pedestrians to share	12/14/2021 6:49 PM
22	ban smoking on all public sidewalks and at all transit stops so that it is possible to take the bus without being exposed to second-hand and third-hand smoke	12/14/2021 1:53 PM
23	Complete the inner ring road. Complete the active transportation in the older neighborhoods. Look at allowing smaller electric vehicles (golf carts for example) in residential areas. Not every can afford or needs a second vehicle a smaller inexpensive option like this could cut out alot of shorter journeys in the city.	12/13/2021 10:24 AM
24	Light rail with better bus feeder routes (walking too far to access a bus in windsor park.)	12/12/2021 12:09 PM
25	We need more electric vehicle charging stations because lack of charging stations is one of the big barriers to getting an EV.	12/11/2021 11:26 PM
26	Building a tram going down Portage and Main as well as Pembina would vastly reduce traffic flow as most workers commute to downtown daily, riders can park their vehicle at stops near the outskirts of the city and ride the tram to downtown. This will reduce the emissions of vehicle as drivers can avoid busy traffic downtown with large amounts of congestion as well as save the city on road work with less use and volume of drivers.	12/11/2021 3:09 PM
27	Change the education system so the children can make informed decisions on loans, mortages, and the fact that oil and gas are not in short supply and are renewable!!	12/11/2021 9:19 AM
28	na	12/10/2021 3:38 PM
29	Reopen Portage and Main to pedestrians (for real tho)	12/10/2021 3:19 PM
30	Invest more into Complete Streets and the core connectivity outward instead of focus on subdivisions and wide exurban roads. Wider sidewalks and higher curbs to balance out main thoroughfares. Many times I've seen a sidewalk or bike lane is cut off with no notice and little option for safe crosswalks. Need more colour/paint to indicate these areas from the perspective of a motorist/pedestrian/cyclist and former delivery driver.	12/10/2021 10:23 AM
31	Ensure all streets are designed to accommodate boulevard trees. This seems to be a major problem in new neighbourhoods where front driveways (concrete) dominate the street instead of trees.	12/10/2021 9:11 AM
32	Better side walk cleaning in winter for more walking and not having to drive to an area to walk	12/9/2021 9:18 PM
33	Better connections between regular buses and rapid transit. Example…route 16 should go right	12/9/2021 7:31 PM

	into Plaza Station.	
34	More electric buses. beyond that, give us more information and suggestions for improvements.	12/9/2021 1:58 PM
35	Improve public transit accessibility. The new master plan proposes average walk lengths that are not safe or reasonable for many Winnipeggers, especially in the winter - and especially with how poorly sidewalk snow clearing is prioritized.	12/9/2021 1:14 PM
36	As I said: MONORAIL!	12/9/2021 12:46 PM
37	Probably not. I think you need to change the idea that the climate change initiative is a hoax and unsustainable... Fact.	12/9/2021 12:37 PM
38	I'm considering leasing an electric vehicle. Is there an infrastructure planned to support this?	12/9/2021 11:10 AM
39	Improvements to public transport that include an overhaul of the model we have today - transit corridors between highly trafficked destinations are a band aid fix that doesn't address the underlying problem of huge delays, terrible bus location reporting, and busses being MIA entirely.	12/9/2021 10:43 AM
40	Hydrogen bus investment	12/9/2021 8:58 AM
41	Actually this aim should be to REDUCE travel choices ... discouraging cars. Thought should be given to discouraging even more strongly bigger vehicles (trucks and SUVs) and single-occupancy use	12/8/2021 9:58 PM
42	Transit does a great job of getting people to and from the city centre. It does a lousy job of getting people to and from other areas of the city. We need routes that get people where they actually want to go.	12/8/2021 5:05 PM
43	as stated in previous answers, we need to focus on making driving less attractive to winnipeggers. fund transit better, improve cycling infrastructure, and start bringing out the stick for drivers instead of just the carrot- for example, implementing a municipal carbon tax to make fuel even more expensive. and stop building new developments that are only accessible by car, instead, build for accessibility by transit and other methods of transport.	12/8/2021 4:19 PM
44	Explore transportation solutions that align with the climate challenges of the City of Winnipeg.	12/8/2021 12:49 PM
45	Explore subway/monorail options	12/8/2021 11:02 AM
46	See my previous response about using an underground transport network.	12/8/2021 10:36 AM
47	n/a	12/8/2021 10:21 AM
48	If people prefer to drive, reduce the distance required for the person to get from point a to b. Provide incentives for people to change to electric vehicles.	12/8/2021 10:05 AM
49	Stop road expansion to suburban developments that are too far from key area to be effectively serviced by transit or to use bikes as a viable option.	12/8/2021 9:53 AM
50	Focus on safety. Focus on safety.	12/8/2021 9:37 AM
51	having access to more bendy buses so they can carry more people on busier routes and look at rail or trains for those travelling from farther out.	12/8/2021 9:33 AM
52	Adopt a zero traffic growth model for transportation planning like Vancouver.	12/8/2021 9:24 AM
53	lower the default speed limit on residential streets to 30 KPH	12/7/2021 7:51 PM
54	short merging lanes and parking on major roads (e.g. Pembina) makes people drive more dangerously by switching lanes/braking quickly etc. so those should also be addressed	12/7/2021 12:20 PM
55	Phasing out of busses which run on fossil fuels (consider electric trolley-busses as a replacement). Bike sharing and electric scooter sharing. Would like to see Winnipeg Transit compete with Uber by purchasing a fleet of electric cars and hiring drivers to drive them.	12/6/2021 4:20 PM
56	I had not looked at the city's plan prior to today until I heard this survey advertised. What I'm seeing makes me upset and disappointed in the priorities of the city. Stop making bike paths, and deal with the root causes of what is damaging / harming our city. Support your paramedics and police. Don't pretend a cross trained fire fighter is medical services. The police are giving more medical then they are. They are waiting for the paramedics to arrive. Implement programs to treat people dealing with substance abuse issues. Get programs in place so	12/6/2021 2:19 PM

	improvised youth are not joining gangs. Wants vs. Needs. We don’t need a bike path, we need help for the people who are creating a drag on our services. Support your substance abuse treatment programs, support your paramedics and make amends with your police. If people don’t feel safe, they won’t be using bike paths anyway. We are not India or China; we are not the main contributors on green house gases.	
57	Stop expanding road infrastructure for car usage. It's simply not sustainable financially, socially and ecologically. Strategic reduction in road infrastructure needs to be seriously examined. Make road users pay the full social cost of their choices. Time to end the subsidies to anti-social behaviour.	12/5/2021 10:55 PM
58	The city should fully embrace true Vision Zero and Sustainable Safety, and I fear the Toward Zero is a watered down alternative that allows the city to avoid taking full responsibility for road deaths/injuries and the current barriers to transport access for vulnerable road users.	12/5/2021 8:39 PM
59	action talks and plans do nothing	12/5/2021 8:19 PM
60	Don’t be cute, stay within your budget and stop making a mess of the roads. Do sensible things.	12/5/2021 11:46 AM
61	Rather than "balancing the needs of all users", we need to prioritize certain users over others in order to meet our goals: pedestrians first, then cyclists, transit, commercial traffic, then personal motor vehicles last.	12/5/2021 10:32 AM
62	Mode-shifting WInnipeg residents is not a reasonable aim. We're a winter city. People don't want to walk or cycle for half the year, so why are we investing millions in such a foolhardy endeavour.	12/4/2021 12:00 PM
63	Promote use of hybrid and electric vehicular use. Promote LRT proposals such as in Calgary	12/4/2021 10:43 AM
64	You have already made up your minds about what is going to happen	12/3/2021 7:59 PM
65	I don't know what the Towards Zero commitment is.	12/3/2021 2:55 PM
66	Unfortunately, this city has grown too large, and most of the people live far from the centre. I honestly don't know what the answer is without bankrupting the city coffers. The transportation system is already in trouble, with ancient buses and not enough drivers. I used to take the bus a lot, but now I'm afraid to board a bus because before I'm seated the driver takes off, and I don't know how to get to the door in time to get off the bus, because, for me, walking in a moving vehicle is a recipe for disaster as I am unsteady on my feet.	12/3/2021 2:18 PM
67	More areas like the exchange district with good bus access, walkablity and a vibrant commercial presence.	12/3/2021 1:24 PM
68	Non	12/3/2021 1:43 AM
69	Climate change isn't the issue in all of this, it should be about safety on the roadway, sidewalks, etc. If climate change was really an issue then governments would have zoomed the conference in Glasgow & not sent plane loads of delegates from each country. It's all the rage now but in reality those that talk the talk need to walk the walk.	12/2/2021 10:12 PM
70	stop reducing lanes for traffic on roads so uninsured bikes can have gold plated paths. Too many of them do not follow rules of the road and are dangerous	12/2/2021 2:26 PM
71	Considerations: Include some seasonal bike lanes which could be used for parking, loading or additional car lanes in the winter when there are less cyclists using the roads. Pedestrian and bike split lanes as a cyclist bumping a pedestrian is not as potentially extream as a car hitting a cyclist	12/2/2021 1:46 PM
72	Support through mild advertising (just mentions, not active promotion) private innovations such as GrydPark that would help by removing vehicles from parking on the streets,	12/2/2021 12:53 PM
73	Too much accomodation and consideration for bikes	12/2/2021 12:42 PM
74	The order of snow clearing ought to be altered first. Sidewalks ought to be cleared before roads (or at the very least simultaneously). Dangerous walking environments are a huge safety concern and work against any investment in infrastructure.	12/2/2021 12:36 PM
75	Free bicycle hire in city centers. Stop reinventing the wheel and adding corners to it. Explore best practices from around the world, especially from northern European cities with similar	12/2/2021 10:28 AM

	climates	
76	Improve safety on regional streets where the accidents occur, better traffic law enforcement, more smart intersections, improve traffic flow, more snow clearing instead of sanding and salting, complete the inner beltway faster	12/2/2021 2:41 AM
77	Implement transportation demand management strategies	12/1/2021 6:46 PM
78	Complete the Chief Peguis Trail from Main Street to Brookside Blvd within the next 5 years. This project has been needed for more years and the City is alienating the residents of this part of the city each time you push this project back for an unwarranted project in the south end of the city. A prime example of this was the Waverley underpass - it wasn't a needed project considering there is an underpass less than 5km away that served the same purpose. The Waverley underpass could have been pushed back and the funds used for the Chief Peguis Trail completion. Now that project will be on hold again until the North End Water Treatment plant project is complete. Really does show that money talks when it comes to where the projects get priority.	12/1/2021 9:29 AM
79	There is very little substance provided and there will be many interpretations of what is meant. Concerned it will all result in a little tokenism and no real action.	11/30/2021 11:07 PM
80	Get people to where they want to go as quick as possible. Road construction should be done 24/7	11/30/2021 11:01 AM
81	Stuff I mentioned in the previous page.	11/29/2021 3:26 PM
82	Yes. Ideas to be put forth in another forum	11/29/2021 3:04 PM
83	Phase out car-dependent "destinations" completely. Build destinations that are rich enough that people will want to get there even if they can't or don't want to drive. City-wide, this could mean integrating the area between Forks, Legistlature and the Exchange into a major pedestrian destination by eliminating the major obstacles from the walking paths: e.g. high-speed roads and surface parking. This also applies at neighborhood level to local high streets and placement of assets like rec centers and healthcare	11/29/2021 1:46 PM
84	Do more faster.	11/29/2021 1:25 PM
85	1. Work with the province to establish a rebate for those who purchase an electric vehicle. 2. Work with the province to set up a fund for homeowners to install EV charging systems. 3. Set up EV changing systems in the city (pay per use) - renters are at the mercy of their landlords.	11/29/2021 11:12 AM
86	There needs to be a commitment to evaluate ALL options equitably to address long term costs not just short term capital costs	11/29/2021 10:56 AM
87	Make access to public transit free for all users.	11/29/2021 9:24 AM
88	Winnipeg should look at northern European cities for design engineering ideas to address alternative transportation methods. Bike lanes in this city are poorly designed and exceptionally dangerous (Sherbrook at Portage), or the road engineers seem to be making it up (Westminister St). There seem to be no design standards or overall methods.	11/29/2021 9:24 AM
89	More free parking downtown so people can walk or take an electric bus. Like the old dash or park and ride. Bike routes are waste as a senior. Walking. Safety and handicapped access and parking is the priority.	11/28/2021 4:46 PM
90	This key direction doesn't align with any of my needs whatsoever.	11/28/2021 1:36 PM
91	Free public transit	11/28/2021 12:00 PM
92	The bus system should be electrified, and the service should be greatly improved to increase ridership. The paths to bus stops must also be accessible (well maintained sidewalks)	11/28/2021 11:47 AM
93	Bring taxes up a little and make transit free. Helps those who can’t afford, and might then be an attractive option to bus for those who right now choose to drive	11/28/2021 9:25 AM
94	Make existing bus transportation physically safe by policing or whatever it takes to reduce the feeling that you may be attacked while a passenger or driver on a city bus. Solve the problem of bus shelters being unavailable to people using public transit due to the homeless needing a place to sleep. Make sure every area of the city has a park and ride location. More bus service to events like the service available for football games. Restore more frequent cleaning service	11/27/2021 1:52 PM

	on busses. Figure out why places like the portage place bus shelter had to be removed and either improve service so wait times are very short or warm shelters are viable. If bus travel ever becomes safe make sure citizens know this. Don't invest in winter bicycle travel as it will not be viable for the majority unless climate change causes much higher temperatures from November to April.	
95	Likely not possible but widen sidewalks like in Europe with green bike strips for cyclists so they are off the road and pedestrians will have to deal with them with less chance of serious accidents. In a winter climate 5 months of the year would any change cause more cyclists? Park and ride is best choice, with shuttle service in suburban areas to main bus routes is a good idea. Strategies are all great in theory.	11/27/2021 9:47 AM
96	Municipal gov't should concern itself with police, fire, water, transit and other basic services. So called climate change(what happened to global warming?) falls under federal and provincial resposibilities.	11/27/2021 1:35 AM
97	Dedicated bike lanes!!! That means bike lanes that are not on major roads! Bike lanes need their own dedicated infrastructure and snow-clearing/de-icing! ***REDACTED***	11/26/2021 8:46 PM
98	Not sure	11/26/2021 7:19 PM
99	Maintain open streets program and look at expanding to year round.	11/26/2021 6:27 PM
100	City support for ride sharing and coops of electric vehicles and bicycles. Essentially providing central parking spaces and charging stations for a cost recovery fee could enable investment by coops to offer bicycle and electric vehicle options for short excursions in the core area	11/26/2021 5:54 PM
101	There doesn't seem to be any recognition of key traffic through ways. When all intersections are optimized for every direction of traffic and don't take into account for bulk flow traffic users become frustrated and safety and caution are replaced with expedience.	11/26/2021 2:44 PM
102	That transit stops should be more accessible (each stop should have a bench)	11/26/2021 2:42 PM
103	Any improvement to enabling non-car transportation is a good shift. We should require all new development ensure multi-modal transportation is a priority, and work hard to retrofit existing neighbourhoods.	11/26/2021 2:17 PM
104	Reduce number of stop signs and start placing more emphasis on moving traffic more efficiently I.e. by building freeways. Also do not place more emphasis than necessary too many bike lanes. There is not a vast no. of people biking in this city in the winter because it is too cold.	11/26/2021 12:27 PM
105	More roundabouts, and start building traffic circles like the city of Carmel in the United States.	11/26/2021 9:34 AM
106	establish freeways for vehicle and transport needs. Keep large semi vehicles out of congested downtown streets as this is unsafe for pedestrians. These truckers are using these streets as there is no efficient way to avoid downtown so they simply chose the shortest route	11/26/2021 7:46 AM
107	Connect Public Transport to the needs of Citizens to travel to work, home and recreation at a much higher level than exists today and tomorrow. If you do nothing to change today, you will do little or nothing to affect and effect each tomorrow as they roll out for Winnipegers and our Newcomers. Miiguetch!	11/26/2021 3:24 AM
108	I think the City is headed in the completely wrong direction with all of this. It seems like a plan that will cost lots, deliver little, and hurt the citizens of Winnipeg overall. ***REDACTED*** wasteful direction the city seems to be intent on ***REDACTED***	11/25/2021 11:24 PM
109	Make licensing requirements/ticketing & enforcement stricter. Too may bad drivers speeding & cutting through residential areas.	11/25/2021 10:04 PM
110	Concrete Buffered bike lanes on streets that are considered major routes throughout the city, no more painted bike lanes, bicycle boxes, roundabouts for congested collector streets	11/25/2021 9:18 PM
111	Traffic flows a t a greater volume when vehicles are not bunched up.	11/25/2021 8:22 PM
112	Focus on flow of traffic. Overhead pedestrian crossing(walk and bike).	11/25/2021 8:14 PM

113	Fix roads and improve traffic congestion to reduce idling time as we transition to bev. Time is money, efficient trips allow for more time to get things done.	11/25/2021 7:43 PM
114	Reduced speed limits on residential streets	11/25/2021 7:36 PM
115	Increase number of routes, availability of routes throughout the day, and frequency of buses along routes, through low income areas. An increase reliable transportation can provide better income opportunities and decrease the likelihood of a person losing work due to transportation limitations. This has been proven in scientific and socioeconomic research papers to increase standards of living and decrease crime. It's a rather simple and cost effective method to mitigate long term costs of crime prone neighborhoods most often associated with low income housing. Moving to easy to clean plastic woven seats and away from cloth seats will increase likelihood of people choosing buses of personal transport. Increased and easier reporting, policing, and handling of uncivilized behavior on buses. From littering and vandalism, to inappropriate and or violent behavior. Other major Canadian citizens have reporting apps to make it easier and more reliably while compensating reporters. Seperation of drivers from the riders. NewFlyer can make electric buses. Stop playing.	11/25/2021 7:19 PM
116	Make the perimeter highway safer	11/25/2021 6:43 PM
117	smaller then buses electric vehicles	11/25/2021 6:33 PM
118	Put a limit on to urban sprawl, promote the use of trains to places outside of Winnipeg. Community oriented information and promotion is important on making winnipeg much more green and “future community oriented”	11/25/2021 3:22 PM
119	The goal shouldn't be to make it "Towards Zero" traffic fatalities. The goal should just be Zero.	11/25/2021 2:03 PM
120	Yes; please see my letter copied on the previous page under question #17.	11/25/2021 11:09 AM
121	Get rid of street parking fees.	11/25/2021 11:00 AM
122	All electric options	11/25/2021 10:15 AM
123	As previously stated....look to the future & connectivity to & from rural areas. Subway or sky train. Bring back streetcars in some areas such as core to eliminate emissions.	11/25/2021 9:50 AM
124	Cheif Pegus extension	11/25/2021 9:17 AM
125	BIKE LANES separate from cars preferably with a blvd in between.	11/25/2021 9:01 AM
126	I think we should start using Union Station more. This is a beautiful building built for transportation, it's in a great location. We are missing a great opportunity.	11/25/2021 8:17 AM
127	Attaining towards zero will require investment in electrical charging infrastructure. Impose a levy on gas stations that don't provide this service and a moderate tax incentive to those that do. Motivate the required change and have the strength of character to stand by your vision for the future regardless of how difficult it may become.	11/25/2021 7:40 AM
128	On street overnight parking should cost users x for a monthly parking sticker. X shouldn’t be more than cost if a tank of gas. If they oay for a year at once, 20% discount.	11/25/2021 7:18 AM
129	Build out grade separated public transit to get Winnipeg into modern times.	11/25/2021 1:08 AM
130	A centre street refuge wide enough to stop a bike in is REALLY helpful. Every street wider than two lanes should have one if there is possibly room for it.	11/24/2021 11:40 PM
131	If all goes well, I wouldn't mind the addition of Trams/Streets Cars to our public transport network. Trams/Street Cars are fast & reliable. They don't have to rely on diesel which is crucial for the Winnipeg's Sustainability Indicatives. Maneuver take less space and rides are smoother due to being confined to tracks. The only downside I can see from my perspective is that they may have issues with snow after a heavy snowfall. Though I don't think this is reasonable issue due to busses getting stuck all the time for the same reasons. Plus Trams/Street Cars have something to grip to: the tracks.	11/24/2021 10:32 PM
132	incorporate bike lanes on major routes not out of the way residential streets. Cyclists need protection on busy streets, not greenways on small streets. bike lanes on streets that have the destinations people need to go.	11/24/2021 10:21 PM
133	Integrate bike paths with sidewalks	11/24/2021 8:44 PM

134	Make travel by bike more convenient than travel by car.	11/24/2021 8:39 PM
135	Chief Peguis West Extension	11/24/2021 8:25 PM
136	Move the rail lines outside the perimeter and use the existing rail infrastructure for light rapid transit. Bring new life to both railway stations before it's too late.	11/24/2021 7:55 PM
137	Add a vehicle levy for each vehicle a registered user has that is transport (ie, not quads, boats, skidoos, etc). Summer cars, winter cars, etc all have a levy that goes towards improving our public transport	11/24/2021 6:33 PM
138	Set a default speed limit of 30km/h	11/24/2021 5:20 PM
139	Bus cleanliness and hygienic standards maintenence is a must and right now the buses are generally not kept clean and are actually looking filthy. Having frequent cleaning occuring and sanitizing both when not in use and when in use is a vital component of enticing people to be okay with taking a bus. Also it is important that security staff is always present within the bus to deal with rule-breakers and those who try to come on a bus that appear to be hostile to the bus driver and to other passengers as well as for those that choose to not wear a face mask for covid-19 virus protection.	11/24/2021 4:16 PM
140	Yes, more cycling and pedestrian bridges would be great. Kildonan park, Fort Rouge park, end of Hugo st and middle gate, whittier park to waterfront, uofm to stvital, etc.	11/24/2021 3:12 PM
141	no	11/24/2021 11:20 AM
142	Fix the streets.	11/24/2021 10:02 AM
143	See last Solution	11/24/2021 9:45 AM
144	Again Winnipeg talks a good game - this survey is another one that doesn’t matter	11/24/2021 9:37 AM
145	Eliminate big box stores so I can walk to the store	11/24/2021 9:26 AM
146	If society progresses further towards the usage of electric vehicles, there is a need for many, many more charging stations.	11/24/2021 8:06 AM
147	Engineering practices need to be brought up to date as part of "towards zero" type practices. Winnipeg is possibly the only city in Canada still building right-turn islands.	11/24/2021 12:41 AM
148	Public transit should be free, or as close to it as possible. Why is parking free but not transit?	11/23/2021 8:13 PM
149	Converting most people to electric cars that can run in winter weather but also make it affordable to speed up the process and really commit to reducing emissions.	11/23/2021 7:08 PM
150	Ensuring the infrastructure that is implemented is utilized as intended. You can have and construct the best laid out plans, without follow up it is useless. As an example, the heated shelters for waiting for the bus are filled with people who are not there to utilize the transportation system. Moreover, it discourages potential users to take transit. This kind of things should be taken into account when developing strategies for the city	11/23/2021 7:04 PM
151	Still not sure what plan you actually have	11/23/2021 6:42 PM
152	Positives in Planing, Budgeting and Safe access to all citizens.	11/23/2021 6:35 PM
153	Monorail	11/23/2021 6:31 PM
154	Monorail	11/23/2021 6:30 PM
155	Interchanges on bishop grandin at st Anne’s and Dakota. Create a freeway plan for all the expressways as I mentioned in the previous slides.	11/23/2021 5:54 PM
156	Stop saying things like "balance the needs of all users". We've told you, the politicians have said it, we are PRIORITIZING pedestrians, then cyclists, then transit, then trucks, then private autos. No balance. We know who is cheapest to plan for and it's not private automobiles.	11/23/2021 12:08 PM
157	We need to transition away from gas taxes and shift to distance-based fees to fund transportation infrastructure. Gas taxes that the federal and provincial governments rely upon and transfer directly or indirectly will inevitably decline with improved fuel economy standards and a switch to electric vehicles. Also need to change vehicle registration scheme so that larger, heavier, more pollution vehicles pay more.	11/23/2021 11:24 AM

158	Making cycling infrastructure a priority	11/23/2021 9:22 AM
159	More access to Transit savings programs	11/23/2021 8:31 AM
160	Have dedicated, separated bike lanes along main roads so that commuting is faster and safer. A lot of people are cycling this past year, let's have us all feel safe on the road and people will continue to ride	11/22/2021 11:26 PM
161	Safe cycling infrastructure will greatly increase how many people decide to bike instead of drive. Right now, people do not see cycling on roads as an option. Prosecute bike thieves. Enforce limits on vehicle noise (loud exhausts, motorcycles). These make the city extremely unpleasant for everyone.	11/22/2021 11:03 PM
162	Again, an overhead light rail transit system	11/22/2021 10:49 PM
163	New malls and retail centers should have landscape designs that make it safe to walk from the bus stop to the entrance, or cycle onto the property to the entrance. At some of our older malls it is scary and dangerous to find a route to walk across the giant parking lots from the bus stop to the entrance. There are no sidewalks for the pedestrians. A wide boulevard with a sidewalk to access big retail centers would make it much safer for pedestrians to cross the large parking lots.	11/22/2021 9:02 PM
164	Emissions friendly busses, since we actually have a bus manufacturer in the city	11/22/2021 8:06 PM
165	Build a freeway. Please.	11/22/2021 7:42 PM
166	1) Rather than "towards" zero, we should simply aim for zero traffic fatalities overall. Many cities now do this with "Vision zero". This will encourage a more complete and driven commitment to road safety. 2) Prioritize AT and complete infrastructure for high-poverty areas; these users need it the most.	11/22/2021 7:26 PM
167	Feeder bus routes with small and frequent mini-buses would help feed into larger cross-city buses. No bus route should span the entire length of our city, which is ridiculously expansive and cost prohibitive. Use smaller buses with smaller, frequent routes to connect smaller neighbourhoods with larger buses for larger areas. Look at city-owned bike-share programs to work in conjunction with Winnipeg Transit. Lower bus fares and subsidize with city taxes, as it's a city public service to have a transit system, and should likewise be funded in that manner, just like the existence of electrical or water hookups to my residence.	11/22/2021 7:21 PM
168	No government entity has ever achieved their 'goal' within constraints.	11/22/2021 7:14 PM
169	If Safety is a concern then there should be a complete separation pedestrian/bike vs vehicle traffic - if separate routes can not be constructed (and not just a bike lane) - then bikes should be moved to sidewalks.	11/22/2021 4:21 PM
170	No	11/22/2021 3:49 PM
171	I believe that all sidewalks should be cleared before any bicycle lanes High parking rates and now no parking spots have made the downtown unattractive for most people.	11/22/2021 1:45 PM
172	electric scooters	11/22/2021 1:08 PM
173	Designate swaths of downtown and the exchange as vehicle free zones	11/22/2021 1:06 PM
174	Safety is an issue on regional streets and not residential. This is supported by much data offered by MPI, COW and WPS. Red herring offered by many to reduce residential speed limits rather than do something on streets where actual incidents occur is simply burying ones head in the sand. Eye level flashing lights at cross walks, increase amber light times to more than the minimum required, reduce street parking adjacent to pedestrian crossing in order to increase visibility, are a few examples to improve safety on regional streets.	11/22/2021 12:39 PM
175	I think developing from a 'hub and spoke' towards a 'Blue Line' approach in the other quadrants of the city will help, as it has helped in the SW part of the city in reducing wait times and car dependency.	11/22/2021 12:36 PM
176	Electric bike rental services, like BIXI in Montreal	11/22/2021 12:23 PM
177	Monorail, sidewalk cycling.	11/22/2021 11:18 AM
178	Trains / streetcars	11/22/2021 11:17 AM

179	Focus on solutions that keep motor vehicle traffic and active transport traffic separate! At-grade crossings are the worst in every way.	11/22/2021 11:07 AM
180	Honestly I would like to see the targets even more aggressive to encourage more of the residents to opt-into public transportation	11/22/2021 11:06 AM
181	I'd love a made in Manitoba requirement for electric fleets where possible.	11/22/2021 10:40 AM
182	Mostly agree my comment though is to make sure to look at the numbers of what is most effective such as number of bike lanes, bus lanes, and vehicular lanes should be on the road. For example, on Henderson Highway is a 6-lane road that is solely designed for cars. Put 2 lanes of transit, 4 lanes of bike lanes, remove on-street parking, and keep 4 lanes of cars. All of a sudden you go from 6 lanes solely designed for cars to 10 lanes inclusive of private, public, and active transportation. These are the kind of changes that will massively benefit communities and provide incentives to other modes of transportation. Also, we must take a study of removing slip lanes, reconfiguration of bike lanes in between moving vehicles and parking, as well as lowering speed limits to 30km/h in all residential streets and all inner-city neighborhood streets. This is purely looking at safety of residents and traffic calming measures. After 30 km/h the level of harm to road users and fatal collisions rises dramatically. As a driver I want to make sure of all the possible protocols to increase road safety and these measures would make roads far safer for drivers and pedestrians. As a pedestrian or cyclist I would be far more incentivized to use these modes of transportation if they didn't feel so dangerous at the moment. That's all the feedback I would like to provide for this topic. Thank you for your time and I hope these factors are taken into consideration for the master plan!	11/22/2021 10:21 AM
183	Get proper mass transit. Nobody wants to take the bus if they have to wait 30 mins on the side of a highway to do it.	11/22/2021 10:05 AM
184	Enhance active transportation and reduce speed in residential streets	11/22/2021 9:42 AM
185	We need a massive increase the Winnipeg Transit's budget. We need to overhaul our zoning laws to reduce the desire to travel. We need to STOP DEVELOPING NEW SUBURBS.	11/22/2021 9:05 AM
186	No	11/22/2021 12:56 AM
187	Clear sidewalks down to bare pavement in winter.	11/21/2021 9:36 PM
188	***REDACTED*** Let's join Vision Zero.	11/21/2021 9:36 PM
189	If people want to live like Europeans go live in the **REDACTED** EU	11/21/2021 9:32 PM
190	Considerable education will be needed. Many people (incorrectly) think reducing car dependence means fewer options for Winnipeggers with disabilities.	11/21/2021 6:57 PM
191	Stop allowing taxis to use BUS lanes. Why should the city be subsidizing a private industry that keeps more cars on the road. Diamond lanes should be transit only, 100% of the time. Taxis also do not care about passenger safety and are the most dangerous drivers on the road. Time to end this ridiculous pandering to the taxi lobby.	11/21/2021 5:29 PM
192	Increase pedestrian and cycling-only bridges. Bridges for lighter modes of transportation are way less expensive and decreasing the space between river crossings would make a huge difference for getting around this city.	11/21/2021 3:03 PM
193	Aggressive funding and implementation of separated bike lanes, sidewalk networks and public transportation. Connectivity between neighbourhoods is important to reduce car dependency. Think outside the big commute to work and think about how people can move around the city to different neighbourhoods without a car on the evenings and weekends too.	11/21/2021 12:39 PM
194	Street cars	11/21/2021 12:15 PM
195	I have lived in a community were public transit was free for several reasons. The major one being the admin costs for printing tickets, labour hrs, accounting & audits etc was not being covered by the revenue collected. Free transit allowed people to be higher on the property ladder. Also, safety issues for teens and vulnerable people being able to leave unsafe situations.	11/21/2021 11:37 AM
196	No	11/21/2021 10:50 AM
197	Safety can be improved by adding paths through parks and along hydro corridors, as was done with the Southwest Transit Corridor, to give Winnipegers safe and efficient alternatives to	11/20/2021 3:45 PM

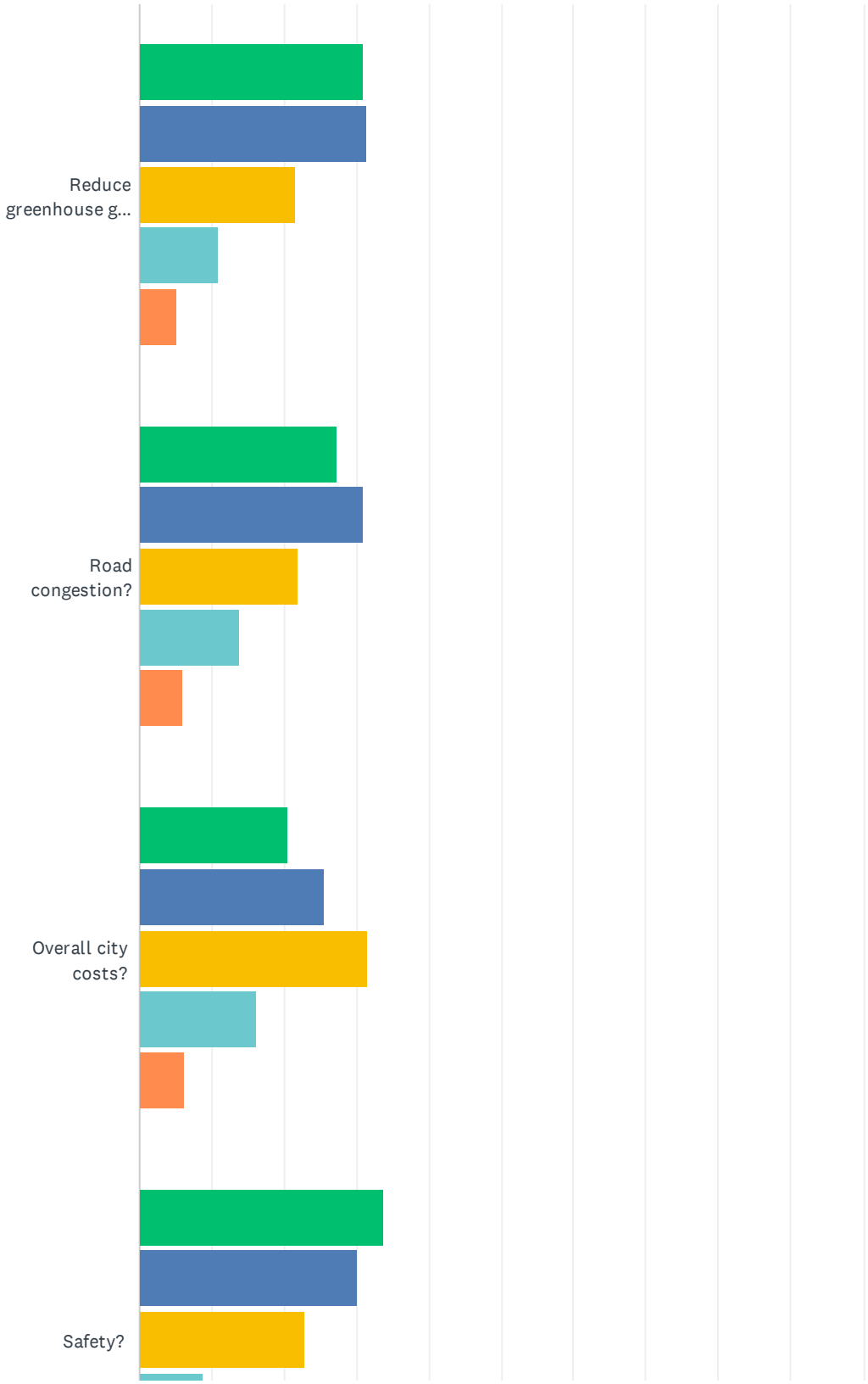
	getting around without a car.	
198	Overhaul public transit. For years there were the free shuttles around downtown, Broadway, City Hall, Forks. This was for the wealthy. What about those in the North End who don't have vehicles and need to get groceries, or go to doctor's appointments and are stuck with having to walk over the Salter Bridge? Why couldn't there, and why can't there, be a free shuttle to go from Mountain/Selkirk/MacGregor/Salter to HSC/William/Notre Dame and back. People with vehicles really need to walk that bridge in -30C weather.	11/20/2021 2:30 PM
199	Yes look at successful solutions in other jurisdictions, with similar density and weather.	11/20/2021 11:52 AM
200	Reduce costs as much as possible. Decrease tax impacts. Retain financial flexibility in city budgets. Stop central planning.	11/20/2021 11:27 AM
201	Please see my comments in other areas of this survey. An expansion of the rapid transit system is a great approach.	11/20/2021 9:21 AM
202	See previous comment on elevated light rail	11/20/2021 7:29 AM
203	Lighting was addressed under the active transit priority, but is just as important here! University campuses also offer great examples of safety infrastructure (emergency poles etc.) that could be implemented in the core in particular.	11/19/2021 4:33 PM
204	Make driving more expensive.	11/19/2021 4:08 PM
205	-	11/19/2021 1:52 PM
206	Increased availability of cyclist education and increased vulnerable road users content in drivers education courses.	11/19/2021 10:04 AM
207	30 km residential speeds. Noise reduction strategies for cars	11/19/2021 8:44 AM
208	Make it cheaper, make it it safer, make it more efficient	11/19/2021 8:42 AM
209	Safety for all is most important. Education on rules of polite bike usage. Training of proper bike rules and licensing of bikes to help pay for bike lanes.	11/19/2021 8:05 AM
210	Trackless trams and rentable e-bikes for tourists	11/18/2021 9:10 PM
211	Some incentives for EVs. Also charging stations.	11/18/2021 8:48 PM
212	don’t treat sidewalks and bike lanes as an afterthought when plowing after snowfall	11/18/2021 6:37 PM
213	Create an un-biased survey & ask residents associations to participate. Find far more meaningful ways to consult with residents!	11/18/2021 6:01 PM
214	TOO much accomodation of bike users.	11/18/2021 4:45 PM
215	Winnipeggers say that the main reason that they don't use their bike for transport is because they don't feel safe on the street. Anybody who bikes around a bit gets that feeling very fast. Separated infrastructure is the best solution, but where that does not exist, the street needs to FEEL safer. Many Winnipeg drivers don't know how to behave around people on bicycles. They need to be told how. Start by changing the "Share the Road" signs to 1 m passing signs in zones up to 60 kph, and 1.5 m in higher speed zones. Quebec has implemented such signs. Reduce speed limits, and/or actively discourage going the speed limit with traffic lights, for instance, would also help. Paint the sharrows on meter into the road, where they are supposed to be; not immediately adjacent to the curb, where it is not safe for bikes to ride (latest offence; Grosvenor, a street full of schools) Include bike cut-throughs in bump-outs....	11/18/2021 4:42 PM
216	I'm not sure this is the right place, but I think many of the secondary roads in the inner city should be redesigned as one way wider sidewalks, with bike lanes and reduced speeds (40 Km/hr).	11/18/2021 3:21 PM
217	Reduce speed limits, and focus entirely on active transportation and transit.	11/18/2021 2:36 PM
218	LRT	11/18/2021 2:19 PM
219	same as before	11/18/2021 2:12 PM
220	- enforcement! enforcement! enforcement! for those who violate traffic rules (not stopping at intersections and stop signs, corridors, not allowing pedestrians the right-of-way). - heavily fine	11/18/2021 12:53 PM

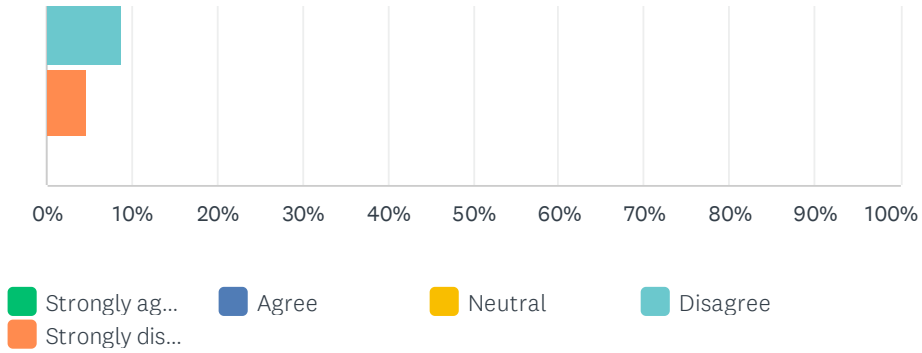
	and suspend the licenses of dangerous drivers. - more cameras to catch violations (particularly around schools).	
221	Start by fixing all the roads and back lanes that are crumbling away with long-term climate friendly repair solutions. This is the first step required in making the roads safe.	11/18/2021 12:48 PM
222	I support moving away from auto dependence, and am glad to see the City recognizing this.	11/18/2021 12:25 PM
223	Reconsider your climate change presuppositions. You can can easily incorporate the changes needed based on Winnipegers infrastructure requests for a number of reasons, but not one that imposes a potentially faulty ideology on ALL Winnipeg residents, which by definition is an inequitable strategy to implement.	11/18/2021 12:05 PM
224	Education and promotion of available active transportation routes. (e.g. Selkirk's Active Transportation initiative is an outstanding example of a movement to reducing provincial health care costs and contributing towards a better climate)!	11/18/2021 12:03 PM
225	City School for Council and Department Heads. Each year, Council and Department leaders should visit various cities as a group. And use no cars. Visit a European, Asian, and South American city. Experience those cities as a group. Discuss as a group. Become a team. Become inspired. And bring the ideas you discover elsewhere in the world back to Winnipeg, in meaningful ways.	11/18/2021 11:55 AM
226	Eliminate all street parking. Especially on the high speed or high volume routes. Business can provide parking spaces off the main streets.	11/18/2021 11:49 AM
227	replace some on-street parking spaces in key areas with bike/e-scooter spaces, and install EV chargers in municipally-owned parking areas	11/18/2021 11:32 AM
228	Increase transit frequency and make a universal low cost transit pass. Add secure bike "park and ride" options	11/18/2021 11:28 AM
229	Part of the 2.5 strate y should be reducing speed limits on all residential stretIvel down these roads, which could reduce repair costs as the may be needed less frequently. Doing so would also create safer neighborhoods for active transportation and families	11/18/2021 11:27 AM
230	Please stop doing studies and reports for what Winnipeg could look like in 29 years and start making changes now	11/18/2021 11:15 AM
231	Stop focusing on bikes and walking. This isn't California. Improve transit options and reliability. Invest in a true rapid transit system that is green and doesn't use the roads. The trolley would be better.	11/18/2021 11:04 AM
232	Bicycle theft is terrible in this city. This deters a lot of folks. Make bike licensing mandatory and invest more in bike lock ups (lighting, modern design/size, etc.), and walking/biking community patrols.	11/18/2021 10:59 AM
233	There needs to be education regarding changes particularly bike lanes. Right now cyclist go both ways on one way lanes, cars, pull over and wait on them or even park, electric wheel chairs clog the two lanes paths.....who and how are these varied pathways to be used?	11/18/2021 10:57 AM
234	A focus on making our public transportation winter-friendly - it's very, very terrible when it's -30C, you're at a bus stop without a shelter, and a full bus passes you by. As a result, you're late, and frost-bitten, and still having to wait for another bus.	11/18/2021 10:54 AM
235	Other than a free taxi service that is on time from door to door, no. And, what would be the difference of me driving or waiting for someone else to drive me.	11/18/2021 10:19 AM
236	Construction of more elementary and middle schools along with sufficient number of daycares should be there. Which ultimately help residents to think about a green and safer transport system.	11/18/2021 8:44 AM
237	30 KPH default speed limit on residential streets	11/18/2021 5:43 AM
238	We should look into electrical models. We have an abundance of it with Hydro and their dams, why not utilize it	11/17/2021 9:01 PM
239	An L train!!	11/17/2021 7:23 PM
240	One aspect I think that's missing here is the idea of accessibility from the perspective of transportation equity and justice. For example, when the WPS ticket a cyclist on the sidewalk	11/17/2021 4:46 PM

	in the inner city when that person really has no other option than to ride on the road with motorized traffic. They are just trying to get from A to B. This also points to the predominance of new infrastructure going into middle class neighbourhoods rather than the older core neighbourhoods. The Ped and Cycling Strategies did a great job of using an equity lens on the AT network but unfortunately we have not seen much of this happen on the ground since then. The pandemic Open Streets program was a clear example of a great initiative that failed to support lower income neighbourhoods and essential workers in those areas. Another pandemic example is the provision of an hour's free parking downtown but no similar reduction in transit fares or making the bus free for essential workers.	
241	the restraints are arbitrary, it's a matter of choice.	11/17/2021 4:38 PM
242	Move faster. We need the 2045 transit plan by 2030, otherwise the city will go bankrupt from lack of revenue.	11/17/2021 4:33 PM
243	This is all pie in the sky if people don't fell safe on the sidewalk, cycle path, or roadway. Right now you have a race to the suburb's. I want to go downtown or the exchange district. Make it inviting and safe. Politicians are always solving new problems like greenhouse gas emissions but you can't solve the one's you already have had for decades.	11/17/2021 3:18 PM
244	The Towards Zero commitment should also focus on areas where vulnerable users take a car because their neighbourhoods are designed for vehicle traffic and may be unsafe for other modes. For example, parents who choose to drive their children to school because it is unsafe to walk/bike from their home. These areas may have lower injury statistics because everyone drives, but Toward Zero or Vision Zero initiatives are very important in these zones for the safety of children and elderly. Safe transportation options outside of a vehicle should be provided for vulnerable users. My personal example - I bike through Lindenwoods to get to work and pass a school zone. There are signs posted to slow down but nothing about the road design changes to actually slow cars down. The roads are very wide, allowing cars to drive at dangerous speeds next to cyclists like me. Additionally, big intersections make it difficult for people to navigate (e.g. Lindenwood E and W, Lindenwood W and Whidden Gate). As an adult, I feel unsafe navigating the intersection but I am able to do it anyways. I can't imagine a child trying to turn left at one of those intersections with 4 lanes across on each side.	11/17/2021 12:02 PM

Q27 Strategy 3.1 Balance the needs of all users in transportation corridorsDo you believe this strategy will support improvements to:

Answered: 690 Skipped: 821

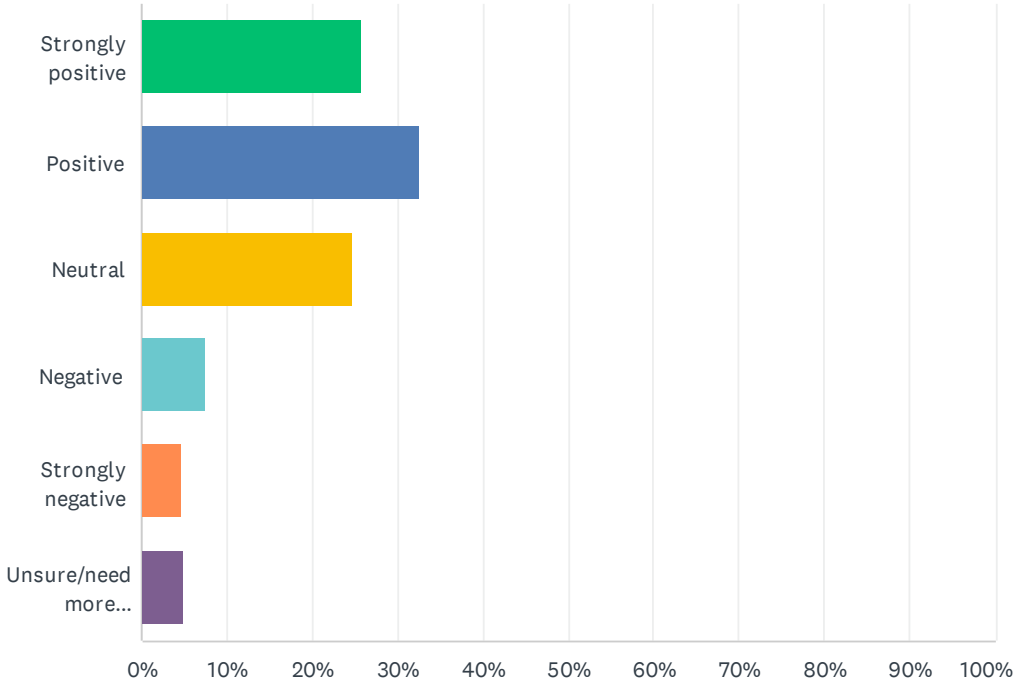




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	31.01% 214	31.45% 217	21.59% 149	10.87% 75	5.07% 35	690	2.28
Road congestion?	27.39% 189	31.01% 214	21.88% 151	13.77% 95	5.94% 41	690	2.40
Overall city costs?	20.43% 141	25.51% 176	31.59% 218	16.23% 112	6.23% 43	690	2.62
Safety?	33.77% 233	30.00% 207	22.75% 157	8.84% 61	4.64% 32	690	2.21

Q28 What impact would this proposed change have on your life?

Answered: 690 Skipped: 821



ANSWER CHOICES	RESPONSES	
Strongly positive	25.80%	178
Positive	32.61%	225
Neutral	24.64%	170
Negative	7.39%	51
Strongly negative	4.64%	32
Unsure/need more information	4.93%	34
TOTAL		690

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	Depends what you mean by "balance the needs". If all needs are considered equal, then there won't be much change. The needs of various users should be prioritized from first to last. Maybe Chicago is an example where pedestrians are first, transit is second, bicycles are third, etc. and where a lower need cannot impinge upon a higher level need.	12/17/2021 5:39 PM
2	"Balance the need" implies everyone's needs are equal. The City should develop a priority of needs. Chicago is a good example: the primary need is that of pedestrians followed by transit, bicycles etc. Lower level needs cannot impinge upon higher level needs.	12/17/2021 5:09 PM
3	We don't need balanced roads. We need to prioritize active transport.	12/17/2021 3:23 PM
4	As long as we let card dominate we have a problem	12/17/2021 2:13 PM
5	With the evident "able-ist" focus on the elite bike riders for the last few years, and the	12/16/2021 9:06 PM

	complete deterioration of the streets and roads, both physically and especially in winter, there appears to be no motivation or interest in actually "balancing" anything. The fundamentals have been completely lost, and the streets/whole areas of commercial Winnipeg, are increasingly dangerous for pedestrians by virtue of the poverty, drugs and violence that even extends to the public buses in the last 5 years, so the idea of any needs of any part of the demographic is not only irrelevant, it is a uselessly expensive undertaking.	
6	Current balance appears to be 90% cars still; this is not a sustainable model. Could not see future-looking balance (or plan to get there) in handouts	12/16/2021 4:34 PM
7	We are way off balance right now - with so much car focused travel that I am having even a hard time imagining what you mean by balance.	12/16/2021 7:58 AM
8	I'm not convinced having car use balanced against others will create what we want to have happen here.	12/15/2021 5:58 PM
9	How much is all of this costing?	12/14/2021 9:23 PM
10	Not be productive for seniors or those with health issues or that don't live in central Winnipeg	12/14/2021 7:21 PM
11	Road users MUST be placed at a disadvantage if we are to see any significant change regarding the adoption of active transportation.	12/14/2021 11:46 AM
12	To reduce vehicular traffic on roadways, alternative transportation needs to be encouraged and even prioritized in some cases. If there is no incentive/motivation to move away from single automobile commutes then it won't happen.	12/10/2021 2:10 PM
13	It is very imbalanced at the moment and only caters to one user: transport/vehicles	12/10/2021 10:28 AM
14	There are enough cars. Stop it already.	12/9/2021 12:47 PM
15	As mentioned before, balancing the needs of all users (by providing space for people to choose their mode of transportation) is useless without restructuring neighborhoods to make those modes of transportation more attractive.	12/9/2021 10:47 AM
16	Optimistically I thing you mean redevelopments like Sherbrook street (which is great) but 'Balance' sounds like 'try to make everybody happy'. Don't do that. Discourage cars and trucks.	12/8/2021 10:05 PM
17	Much of the city is designed for cars and it is neither safe nor convenient to travel in other ways.	12/8/2021 5:08 PM
18	The time for "balanced" / appease all people equally is over. If we are to address climate change and create a financially viable municipality, we need to prioritize walking, cycling and transit and make it harder to drive alone. It takes courage, but this is the only option, no more dithering.	12/8/2021 9:57 AM
19	A ring road and expressways are a great idea. People stopping at regular red lights and stop signs are just spewing greenhouse gases into the air - a free flow of traffic would improve that	12/7/2021 12:27 PM
20	What's to be sacrificed?	12/6/2021 4:03 PM
21	Concerned about making corridors destinations for all users, as opposed to prioritizing AT through quieter areas away from vehicular/large truck traffic.	12/6/2021 2:53 PM
22	I have seen your initiatives for increase bus use with heated bus shelters. ***REDACTED*** You have elderly persons standing outside of them because they are too afraid to be inside ***REDACTED***. The money spent on building, maintaining, and heating them could definitely be spent wiser.	12/6/2021 2:30 PM
23	The balance has been in favour of anti-social car dependant lifestyles for far too long. For true balance and fairness, you need much more ambitious plans than those proposed so far. We need a radical vision that truly prioritizes pro-social modes of transportation.	12/5/2021 11:00 PM
24	Cramping traffic and slowing things down will not achieve those things… you'll just keep people in their cars longer, snarl traffic and frustrate everyone. It is too cold for too long here to think we can have multi-modal transport that doesn't involve a car.	12/5/2021 11:51 AM
25	As mentioned before, "balancing the needs of all users" won't let us meet our goals. We need to prioritize some modes over others. As long as we "balance" needs, cars will always be more convenient than other modes, and so mode shift will not happen. We need to make walking	12/5/2021 10:39 AM

	MORE convenient, and therefore we need to prioritize it to make it so. Same for cycling and transit.	
26	Any proposed 'progressive' changes like this continue to discourage the use of personal vehicles by reducing lanes, increasing vehicle idle times, etc., by prioritizing bicycles at all costs, which simply ends up increasing emissions	12/4/2021 12:05 PM
27	curbed bike lanes are dangerous	12/4/2021 11:25 AM
28	"Balance the needs of all users" has unfortunately been used to maintain the status quo instead of making difficult but necessary decisions to stop prioritizing private vehicles. Until there's more than a nod to complete streets, I can't trust that the goal means anything. For example, Osborne bridge was just rebuilt not too long ago and wasn't even given a safe cycling portion, even though it's the only way to connect from the Assiniboine/Westminster bike route and the parallel-to-Osborne route on Nassau! As long as decisions like this keep being made, and until Salter, Corydon, Portage, Osborne, Selkirk, etc. are truly safe for people to cycle, this doesn't have any meaning.	12/3/2021 11:28 PM
29	Rather than a balanced approach on all roadways, it would be better to have specific purposes for roadways. For example, there should be a thoroughfare for those who wish to drive through an area. Minimal access for safety. Fewer areas where left turns across traffic are permitted, to increase safety. Reduce the number of traffic lights on main thoroughfares and provide access roads to those who wish to make a stop.	12/3/2021 2:19 PM
30	too vague	12/3/2021 10:52 AM
31	Balancing will not benefit Winnipeg in any of the 4 core areas. It will continue to be overly expensive and allow for an over use by single occupancy vehicles. We ought to prioritize foot, chair, cycle, bus, carpool, and car share traffic. No balancing act will create sufficient change.	12/2/2021 12:41 PM
32	This sounds like an idea that pacifies car culture (admittedly I am part of that and would like to do better). Continued accommodation of vehicles will not result in reduced emissions, congestion, cost, or increased safety. We need to push beyond our comfort with car culture into a city with a fully integrated active transportation network and rapid public transit.	12/2/2021 11:34 AM
33	Balancing implies that all will be equal, but they shouldn't. Cars should be on the bottom in almost all instances within City limits.	12/2/2021 10:05 AM
34	winnipeg is not a bike/walk community, never will be. ***REDACTED*** There are higher priorities than active transportation	12/2/2021 2:51 AM
35	Not sure on what this one fully means. The backgrounder refers to balancing the needs of all road users. While I am a frequent driver, I think part of the issue to-date is that the "needs and priorities" of drivers have been too heavily weight... So perhaps creating a more balanced approach whereby underrepresented groups receive adequate representation.	11/30/2021 7:14 PM
36	As I have mentioned before, many proposed transportation corridors are confusing for drivers, cyclists and pedestrians. We need to make sure that they are consistent and user friendly.	11/29/2021 11:16 AM
37	Vague hand out	11/29/2021 9:22 AM
38	This sounds like reducing lanes for vehicles, which should be put first as they make up the vast majority of traffic. This seems like it will only increase travel times & traffic congestion for the majority of users.	11/28/2021 1:41 PM
39	Not all users should be treated equally. Cars are the most dangerous and take up the most space and therefore should be last priority.	11/28/2021 4:44 AM
40	More wasted tax money	11/27/2021 5:14 PM
41	Who is doing the balancing and what is the agenda?	11/27/2021 2:04 PM
42	I drive my car once a week ***REDACTED***	11/26/2021 8:50 PM
43	Cars should be given complete priority of all other users as they represent the vast majority of traffic. ***REDACTED***. Even if they ban gas, it will just be electric cars.	11/25/2021 11:29 PM
44	This would increase traffic congestion.	11/25/2021 8:53 PM

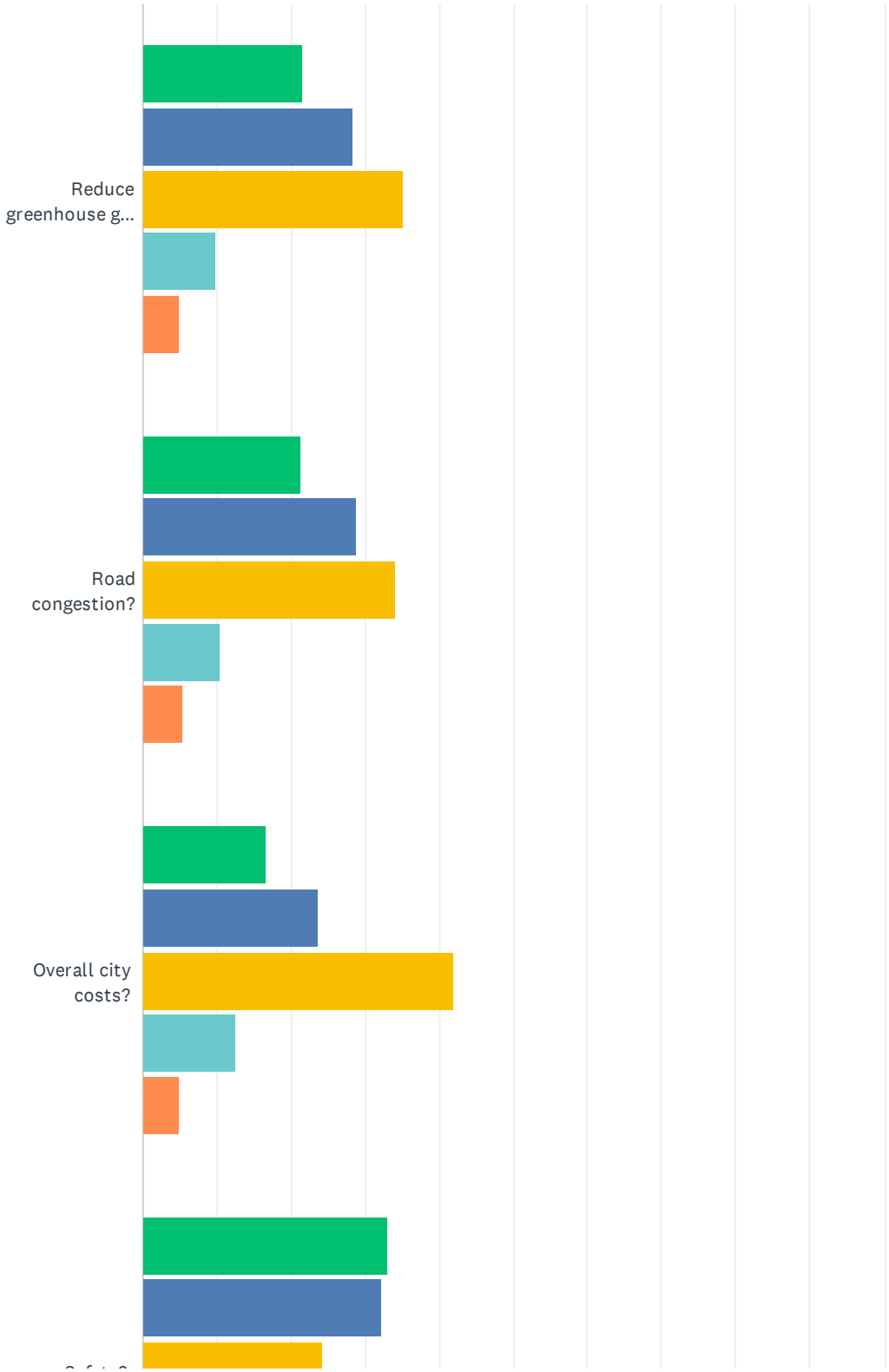
45	Focus on modes of transport and invest where the significant user's are not(at least not in the next ten years)	11/25/2021 8:05 PM
46	Not sure what is meant by balance the needs of all users. I think walking and cycling should be prioritized	11/25/2021 11:35 AM
47	Since there are so many car users, their needs tend to take precedence over bikes, pedestrians, public transport. I think active/lower-cost modes of transport ought to be held in higher regard because in the future more people should use these modes of transport - keeping car use as the most convenient option does not help us in the long or short run. So, while car users should be, and will continue to be, considered in transportation corridor planning, Winnipeg roadways should orient towards a less car-dependent future.	11/25/2021 10:00 AM
48	It’s fine to make statements but exactly “how” is the key....city planners do not hv foresight.	11/25/2021 9:59 AM
49	Gorgeous bike lane.	11/25/2021 9:06 AM
50	With a heavy dependence on single use vehicles the words, "balance the needs" leaves a lot of room for interpretation. Many feel they "need" their car.	11/25/2021 7:50 AM
51	Pie in the sky plan. Address public safety and traffic congestion and everything else will be a achieved organically.	11/25/2021 1:15 AM
52	*Prioritize* the needs of the most vulnerable road users. A slight increase in traffic congestion is not a bad thing. The new bike lane on Westminster between Sherbrook and Maryland causes significant backups for west-bound traffic...for about half an hour. the time these folks spend waiting to get through the light can be spent reflecting on whether they could find a less environment-destroying way to get around.	11/24/2021 11:50 PM
53	Significant costs to city	11/24/2021 8:52 PM
54	This reads to me as valuing personal vehicle use as equally in need as other modes, which I absolutely do not support. Imbalance the needs of vulnerable, zero emissions, and marginalized transportation users as more important than personal car users.	11/24/2021 8:45 PM
55	The bias towards automobile transportation will seriously impacted the typical baby boomer who is not physically able to don spandex and use the bike lanes.	11/24/2021 8:01 PM
56	bikes and pedestrian need to have priority to make it as appealing as possible	11/24/2021 4:40 PM
57	Rather than trying to “balance” all road users needs, we should recognize that some modes of transportation produce much more harm than others. We should seek to discourage single use cars within the city, especially those that run on carbon-based fuels. Of course, we need vehicles to move goods; that is fine.	11/24/2021 3:15 PM
58	#27 the word is Manage not Mange	11/24/2021 11:42 AM
59	Reducing traffic flow equals more pollution by vehicles idling	11/24/2021 9:50 AM
60	Again, we need to take away road space and reduce car dependence if this is to have any impact.	11/24/2021 9:21 AM
61	curb lane construction on every main thoroughfare... bottlenecking commuters- that sounds fun.	11/23/2021 7:00 PM
62	I just wrote this but stop BALANCING. PRIORITIZE pedestrians, cyclists, transit, private autos. In that order. No balance.	11/23/2021 12:12 PM
63	Major corridors should remain dedicated to public transit (buses) and cars, they should not be revised to accommodate other/all modes. All they need is wide pedestrian areas to access businesses. Other modes should be moved away from busy corridors, making certain streets bike-only and/or pedestrian only. This will create safety and allow people to choose modes freely.	11/23/2021 8:56 AM
64	All users cannot be balanced equally	11/22/2021 10:54 PM
65	How will this be balanced? Current "share the road" signage isn't exactly honoured.	11/22/2021 7:24 PM
66	We cannot balance the needs of automobiles with bikes/pedestrians/transit. Cars are given too much precedent and we cannot sustain a car-centric city. More focus needs to be given to alternative modes of transport.	11/22/2021 2:44 PM

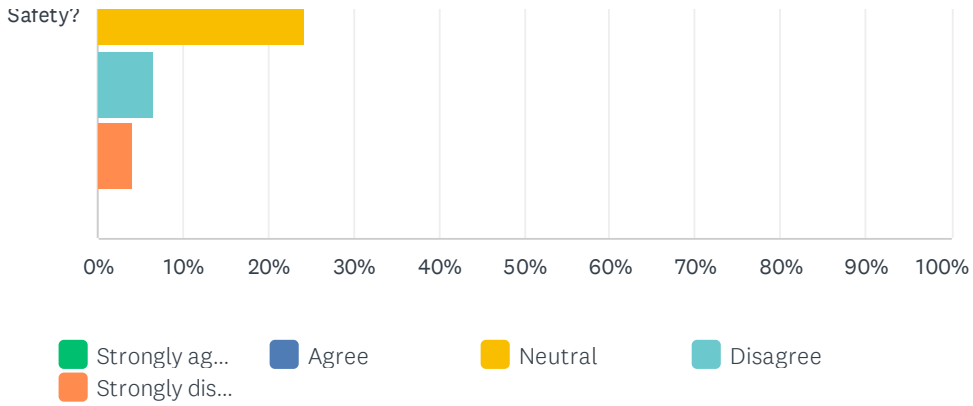
67	if you are balancing the needs of all people then there should be a consideration for the demographic of the aging population - are most of these elderly people riding bicycles?	11/22/2021 1:49 PM
68	“Balance the needs of all users…corridors” is a useless sentence with no actual meaning.	11/22/2021 1:09 PM
69	It is winter 6 months of the year. Bikes and pedestrians should not be a priority	11/22/2021 12:21 PM
70	Similar to comments on accessibility. At some point along a tangent, it becomes inefficient to the success of the overall system.	11/22/2021 11:35 AM
71	Balancing the needs of everyone means that more forms of transportation would be sharing the same space. This would increase congestion, and increase GHG emissions simply because motor vehicle traffic would be slowed down for safety. There would also be more stop/starting for motor vehicles, as there would be more at-grade pedestrian crossing corridors.	11/22/2021 11:22 AM
72	Greater congestion, GHG emissions, and cost.	11/22/2021 11:19 AM
73	Catering to the anti-capitalist ‘climate crisis’ hysterical bike lobby has done nothing for the majority of citizens in Winnipeg	11/21/2021 9:34 PM
74	'Balancing the needs' is not what we need, because few of us inherently use the road in a certain way. We need to encourage those that benefit more people (low carbon, safer, lower cost) and discourage those that benefit a few (commuters from surrounding municipalities, single-vehicle road users). From a policy perspective "balance" is not a meaningful word.	11/21/2021 7:03 PM
75	The needs of drivers are less important and have been thought of as too important. The needs of vulnerable road users and people who rely on public transportation, cycling and walking should be more important than motorists in private vehicles.	11/21/2021 12:42 PM
76	It's not going to get people out of cars if we still have to balance their needs.	11/21/2021 1:13 AM
77	The impact on my life would be to increase taxes. Because most of Winnipeg is already constructed and because we have the climate we have, it's not feasible for all users to use all transportation corridors.	11/20/2021 9:27 AM
78	It's not about balance, its about inverting the current pyramid in our city.	11/19/2021 4:17 PM
79	View previous comments	11/19/2021 3:42 PM
80	It depends how and where complete streets are implemented. Winnipeg already lacks efficient regional routes linking the different parts of the city because, unlike every other Canadian city of its size and smaller in some cases (i.e. such as Regina, Saskatoon), it does not have a network of grade separated corridors (eg. a ring road and main spine route through the city). All traffic must be managed through signalized intersections and as such, any reduction of traffic lanes to support complete streets will reduce capacity on already congested and inefficient corridors.	11/19/2021 1:53 PM
81	As long as “balance” actually means more than just prioritizing car traffic, which the city tends to do quite well	11/19/2021 8:50 AM
82	“balance the needs” is vague; if you treat this as a utilitarian thing where suburbanites driving in lone-occupancy vehicles are treated equally to pedestrians and cyclists in more-dense neighbourhoods, you’ll just further entrench the inequality and car-centrism	11/18/2021 6:39 PM
83	"Balancing the needs" means, to mature community residents, more condos. Who will do this balancing & have they put in hard work to build trust with residents? How will the balancing be done - open and accountable or (like now) deliberately confusing/managed?	11/18/2021 6:07 PM
84	Don’t agree with bike lanes or lowering speed limits	11/18/2021 5:53 PM
85	Need to make individual driving trips even less attractive than proposed.	11/18/2021 5:16 PM
86	It all depends how the "balance" is achieved. So far, the balance has favoured automobiles. Better to get serious about priorities on the road; put pedestrian, transit, bike and transport before personal automobiles.	11/18/2021 4:54 PM
87	traffic has got to ....MOVE....	11/18/2021 4:48 PM
88	These measures are likely to be expensive and create delay and congestion for my primary method of transportation.	11/18/2021 4:00 PM

89	"Balance" is a fraught word that presumes it is important to keep addressing the needs of single occupant vehicle drivers. The city needs to prioritize other modes, not balance the priority of other modes with cars.	11/18/2021 2:40 PM
90	I don't think the need of cars should be balanced with others, it's time to make mass and active transport the priority	11/18/2021 2:25 PM
91	priory to non-vehicle users. Less dependence on vehicles will reduce congestion, emissions, increase pedestrian safety, and reduce costs for the individual and increase revenue for the city.	11/18/2021 2:12 PM
92	None, since it is not safe to walk the streets, take a transit bus or bike on the roadways in this city. Use of my own vehicle 100% of the time is the safest solution.	11/18/2021 12:55 PM
93	Too much emphasis on supporting car-users. Cars already have more than enough support	11/18/2021 12:05 PM
94	Eliminate all street parking. Especially on the high speed or high volume routes. Business can provide parking spaces off the main streets.	11/18/2021 11:51 AM
95	Pedestrians, transit and cyclists should be prioritized over personal motor vehicles	11/18/2021 11:30 AM
96	Intersections like this has too much to watch for, and bikes don't have headlights making the difficult to see. More chance for accidents which will reduce use.	11/18/2021 11:08 AM
97	Access to transit is very selective if you live even slightly far away from a major arterial road or rapid transit line. Commitment to this is extremely importiant.	11/18/2021 10:37 AM
98	It is not possible to 'balance' all needs.	11/18/2021 10:24 AM
99	The approach should focus on 'future proof' options. We have been car focused for almost 100 years, it's time to put more emphasis on non car options. So not necessarily balanced.	11/18/2021 10:11 AM
100	Stop building bike lanes	11/17/2021 11:38 PM
101	Personal vehicles should actively be discouraged in planning in order to achieve sustainability. Using the term balance always favours autos over people.	11/17/2021 7:05 PM
102	This survey is biased against car, truck use and would like everyone to take the bus or walk or ride a bike. Are city workers going to walk to a job site?	11/17/2021 6:59 PM
103	the focus needs to be on the users that generate the revenue that funds everything. everything in your office got there in a truck. yet we want to limit the ability of vehicles.	11/17/2021 5:11 PM
104	Providing some space for all road users will not achieve the mode shift goals in TMP2050 or achieve the accessibility and environmental goals. For those who are keen, it may help a bit. Unfortunately, workplace commuting research has shown that increasing travel options and support is not enough to create a significant mode switch; it is inextricably linked to the cost and availability of parking combined with the convenience of driving. The common thinking in the TDM field now is the need to increase the "friction" of driving (i.e. make it harder and less desirable) and decrease the friction of using sustainable modes (i.e. make it the easier and more desirable choice).	11/17/2021 4:48 PM
105	It should not be a balance. The City should make a conscious choice that it is going to prioritize people who walk, bike, and take transit. People who drive will have to experience longer commuting times. However, prioritizing the three will actually get people out of their cars.	11/17/2021 4:43 PM
106	single occupancy vehicles and large trucks are huge threats, they should be isolated away from pedestrians as much as possible	11/17/2021 4:39 PM

Q29 Strategy 3.2 Mange curbside space to accommodate appropriate uses while supporting access and mobilityDo you believe this strategy will support improvements to:

Answered: 690 Skipped: 821

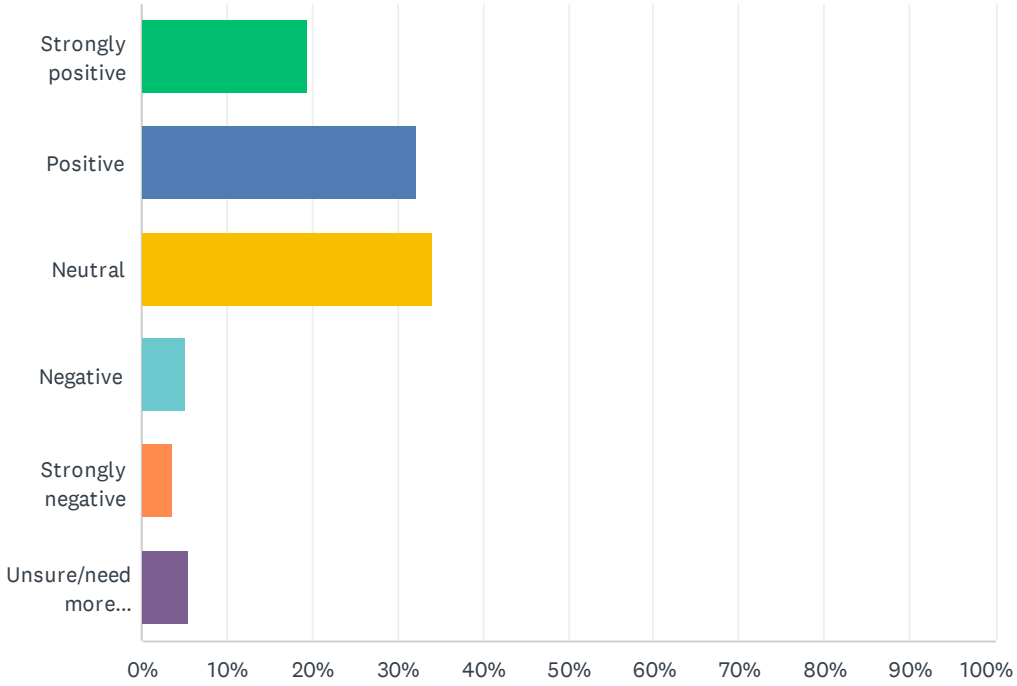




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	21.59% 149	28.41% 196	35.22% 243	9.86% 68	4.93% 34	690	2.48
Road congestion?	21.30% 147	28.70% 198	34.20% 236	10.43% 72	5.36% 37	690	2.50
Overall city costs?	16.67% 115	23.77% 164	42.03% 290	12.61% 87	4.93% 34	690	2.65
Safety?	33.04% 228	32.17% 222	24.20% 167	6.52% 45	4.06% 28	690	2.16

Q30 What impact would this proposed change have on your life?

Answered: 690 Skipped: 821



ANSWER CHOICES	RESPONSES	
Strongly positive	19.42%	134
Positive	32.17%	222
Neutral	34.06%	235
Negative	5.22%	36
Strongly negative	3.62%	25
Unsure/need more information	5.51%	38
TOTAL		690

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	If you do not have a long term plan and a means of changing behaviours by creating an active transportation network that extends throughout the City, you are just creating problems for other areas.	12/17/2021 1:05 PM
2	With the outbuilding of curbs, what little space that there was previously has become totally compromised, and the only people on the streets of commercial Winnipeg are those who have no other choice, whether by virtue of low-paying service jobs, the substance-addicted or the predators, many violent.	12/16/2021 9:06 PM
3	You need to explain your jargon. What is an "appropriate use"?	12/16/2021 6:38 PM
4	Will cost more so more taxes. Road are expensive to build and maintain. Buy or get easement and develop property at roadside instead to provide use such as place to store bikes not the	12/14/2021 10:53 PM

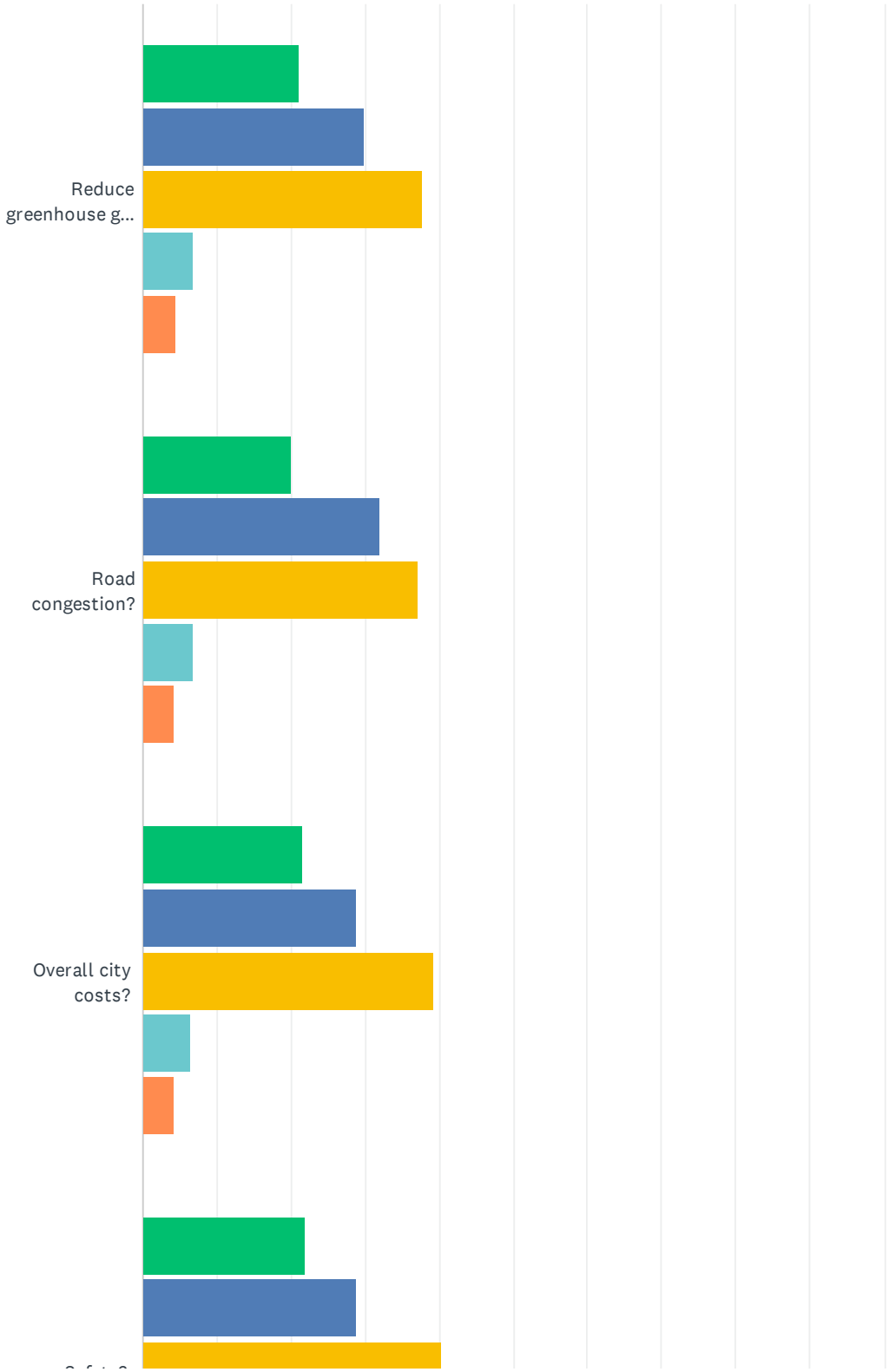
	road.	
5	***REDACTED***	12/14/2021 9:23 PM
6	We need to have access to transportation that allows to ge t the services will need after years of paying high taxes for poor insight and planning of city arties.	12/14/2021 7:21 PM
7	Saying we'll "manage" curbside space is vague, that could mean anything. Does it mean build bike lanes everywhere and remove street parking? Does it mean provide street parking everywhere and remove bike lanes? It's probably somewhere in the middle but this question isn't specific enough to answer.	12/11/2021 11:33 PM
8	reduced parking will make it harder for me to go places. example - all the restrictions on river side drives make it difficult for someone who can't walk or bike long distances to enjoy this part of the scenery. Some of us (and it will increase in numbers) can't avail ourselves of these options and are thus shut out.	12/10/2021 5:55 PM
9	As well curbs are too low from a Streets Design perspective	12/10/2021 10:28 AM
10	How exactly would the curbside space be ‘managed’? Nothing short of banning on-street parking would positively impact my life.	12/9/2021 1:19 PM
11	Could you be even less specific than 'accommodate appropriate uses'? This is a terrible questionnaire, folks. Very hard to know what my answer means when the question is so vague.	12/8/2021 10:05 PM
12	People will have to drive more in their target area to locate parking.	12/8/2021 12:52 PM
13	Parking on major streets (e.g. Pembina) makes for a dangerous situation as people change lanes/break quickly. When 'rush hour' no parking was considered the city was smaller and those times no longer accord with the reality of Winnipeg today	12/7/2021 12:27 PM
14	What's to be sacrificed?	12/6/2021 4:03 PM
15	I spend money to pay for parking. Taking away a curb lane for bikes makes no sense. This will only congress traffic more. Get rid of the bike lane for another traffic lane. Don’t waste the money.	12/6/2021 2:30 PM
16	as someone who cycles i truly enjoy cycling on streets that have sporadic parking on them as it allows me a lane to cycle in	12/5/2021 8:23 PM
17	Super unclear what this means, but I suspect you mean to reduce parking, which hurts businesses and communities, and just drives people to big box stores where there is parking.	12/5/2021 11:51 AM
18	Any proposed 'progressive' changes like this continue to discourage the use of personal vehicles by reducing lanes, increasing vehicle idle times, etc., by prioritizing bicycles at all costs, which simply ends up increasing emissions	12/4/2021 12:05 PM
19	Winnipeg talks the talk but really does not care at all for anyone who has medical disabilities	12/4/2021 11:25 AM
20	If it work why bicycles and wheel chair keep running in the curb lane some bicycles list road rage by switching between bike lane and curb-side lane doesn’t care about vehicle travel on curb-lane like a bus sit and check pembina hwy you will have a answer	12/4/2021 9:14 AM
21	There's a typo in this question.	12/3/2021 2:56 PM
22	While the integrated approach seems to be a neighborhood friendly methodology, it does not address fundamental transportation issues. Confusion over parking near curbs, frustration during rush hour when lanes are not accessible, results in poor traffic flow and increased carbon emissions from idling vehicles.	12/3/2021 2:19 PM
23	too many variables	12/3/2021 10:52 AM
24	Spelling error "mange"	12/3/2021 9:47 AM
25	more curbs to be tripped over, more plows to demolish them, ugly designs. Better use of present roadways to meet the needs without demolishing & installing new!	12/2/2021 10:18 PM
26	Sounds like accessibility and pedestrian safety would not be the priority	12/2/2021 1:49 PM
27	Unclear what this means. Does it mean converting sidewalks into loading zones like on Main Street? If so, very negative.	12/2/2021 10:33 AM

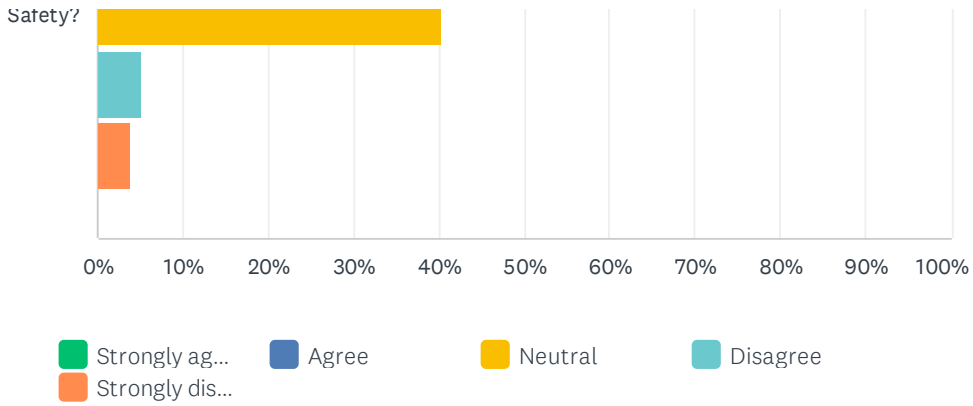
28	Adjusting curbside space pricing regularly will help with many of the perceived problems.	12/2/2021 10:05 AM
29	Manage curbside space? Please remove bike lanes so more parking is restored and more right turns on red and congestion will be reduced	12/2/2021 2:51 AM
30	I don't know what you would do other than likely kill off more green space	11/30/2021 12:25 PM
31	Cars and bikes should have the most space. Have just enough space for the sidewalks you need	11/30/2021 11:04 AM
32	Note: road congestion is a good thing insofar as it makes driving less convenient.	11/29/2021 4:26 PM
33	As mentioned before, there is a need for parking, loading zones, safe crossing zones etc.	11/29/2021 11:16 AM
34	What are the targets and timelines?	11/29/2021 9:26 AM
35	Vague hand out	11/29/2021 9:22 AM
36	More wasted tax dollars	11/27/2021 5:14 PM
37	If this means reducing street parking it will increase congestion and kill small business thus reducing taxes paid to the city.	11/27/2021 2:04 PM
38	Get rid of **REDACTED** bike lanes & replace with parking. Problem solved. Don't allow highrises without proper on-site parking either. Very simple stuff here.	11/25/2021 11:29 PM
39	Because of cost, however it needs to be done	11/25/2021 8:05 PM
40	on its own, this may have no impact on my commuting life, but when combined with all the other strategies to improve the experience of cyclists and pedestrians, maybe it will get better. But Winnipeg's driver are among the least considerate I've ever encountered and rather inclined to flout anything that might inconvenience them in even a tiny way -- I've lived a lot of places -- so I'm hedging my bets as to how well any measure that impacts them will work.	11/25/2021 1:15 PM
41	I don’t know because the “how” is not presented.	11/25/2021 9:59 AM
42	Curbside parking should not be allowed on major or feeder routes, nor adjacent to schools.	11/25/2021 7:50 AM
43	Using Handi Transit more would provide more direct service for its passengers and speed up the main transit routes by reducing the slowdowns of wheelchairs and accommodation passages with high needs.	11/25/2021 1:15 AM
44	"Managing" curbside space has meant reduction of size or existence of vehicular lanes to support bike lanes. Negative impact on business, increased traffic snarl and increase of green house gasses in snarled traffic.	11/24/2021 8:01 PM
45	more taxes	11/24/2021 9:50 AM
46	Winnipeg will just add move free parking that we all Pay for but don’t use	11/24/2021 9:46 AM
47	Curbiste suffers from low level of labeling as it is. The proposal will make it even harder to understand what the space will be for	11/23/2021 7:10 PM
48	Will expanded sidewalks mean every single vendor can have a curdside patio?	11/23/2021 7:00 PM
49	"while supporting access and mobility" - is this just saying we need to keep access open for private autos?	11/23/2021 12:12 PM
50	Less parking is not going to encourage mass transit use but just discourage visitation to the area	11/22/2021 8:12 PM
51	Sigh	11/22/2021 1:09 PM
52	Greater congestion, GHG emissions, and cost.	11/22/2021 11:19 AM
53	The words chosen were too broad and “accommodating” appropriate uses feels like it’s saying how to get cars from point a- point b ASAP.	11/22/2021 10:24 AM
54	'Access' often means numerous business driveways, even on high-traffic streets like Pembina. These create safety issues with other road users and motor vehicles. Curbside space should encourage safety, alternative uses, drainage of water and noise mitigation and minimize access and mobility.	11/21/2021 7:03 PM

55	Curbside business owners should get first right of refusal to use the space in front of their businesses for patios.	11/21/2021 5:31 PM
56	What does this mean? Increase sidewalk width =good. Create loading zones and reduce sidewalks = bad.	11/21/2021 12:42 PM
57	Please see my response to #28.	11/20/2021 9:27 AM
58	This needs to be done with care and caution and should not be designed as loading zones within the bike lane. I see too many accidents the way these two uses currently interact in our city. Loading rider share and pickup services constantly in a rush and not looking for cyclists who do not have protection in these areas.	11/19/2021 4:17 PM
59	View previous comments	11/19/2021 3:42 PM
60	It's difficult to understand the impact without knowing where this strategy would be implemented. Because of Winnipeg's unique transportation network (i.e.its lack of efficient regional routes because there is no network of grade separated facilities to move traffic efficiently like other cities of its size, and smaller), there needs to be protection of key regional routes in order to not further degrade the network efficiency.	11/19/2021 1:53 PM
61	Mobility for people with disabilities is so important; however, plans must be balanced. So often people need or feel they need to rely on their personal vehicles to get around, so they cry foul when a bike lane goes in etc, citing mobility issues (2021 Wellington Cresc. AT route for example). We cant stop progress towards a more mobile city for all for a few concerned car drivers. This is where “balance” gets tricky.	11/19/2021 8:50 AM
62	What is "mange" in this context? What do you mean by "appropriate" who decides that and will they make decisions based on philosophies or on local, current & accurate evidence?	11/18/2021 6:07 PM
63	Again, so far curbside space has favoured automobile access.	11/18/2021 4:54 PM
64	The costs involved to provide this accomodation is too much.	11/18/2021 4:48 PM
65	It depends on what you mean by "manage". If you prioritize food delivery services like skip the dishes, couriers, and ride share companies, then this will have a negative effect. If you're talking about using curbside space to prioritize active transportation and transit, that will be positive.	11/18/2021 2:40 PM
66	Opening sentence of this question states " mange" when should be " manage " correct ?	11/18/2021 2:23 PM
67	Denser cities use smaller vehicles for deliveries. Europe and Asia don't use "loading zones". A little bit of chaos is alright. And it's also fine for delivery companies to be forced to use smaller vehicles. The loading zone sidewalk cut at the McKim Building on Main @ Bannatyne was embarrassing. Let's not do stuff like that.	11/18/2021 12:09 PM
68	Eliminate all street parking. Especially on the high speed or high volume routes. Business can provide parking spaces off the main streets.	11/18/2021 11:51 AM
69	Elderly people need to be driven to appointments and shopping etc. Some still drive, they can't park far away. This is particularly a problem around hospitals and clinics. There is not enough close parking.	11/18/2021 11:02 AM
70	It is not clear what you mean when you can't even clear sidewalks and makde them safe for the disabled.	11/18/2021 10:24 AM
71	vague	11/17/2021 4:39 PM

Q31 Strategy 3.3 Implement non-capital-intensive opportunities to enhance operations of existing corridorsDo you believe this strategy will support improvements to:

Answered: 690 Skipped: 821

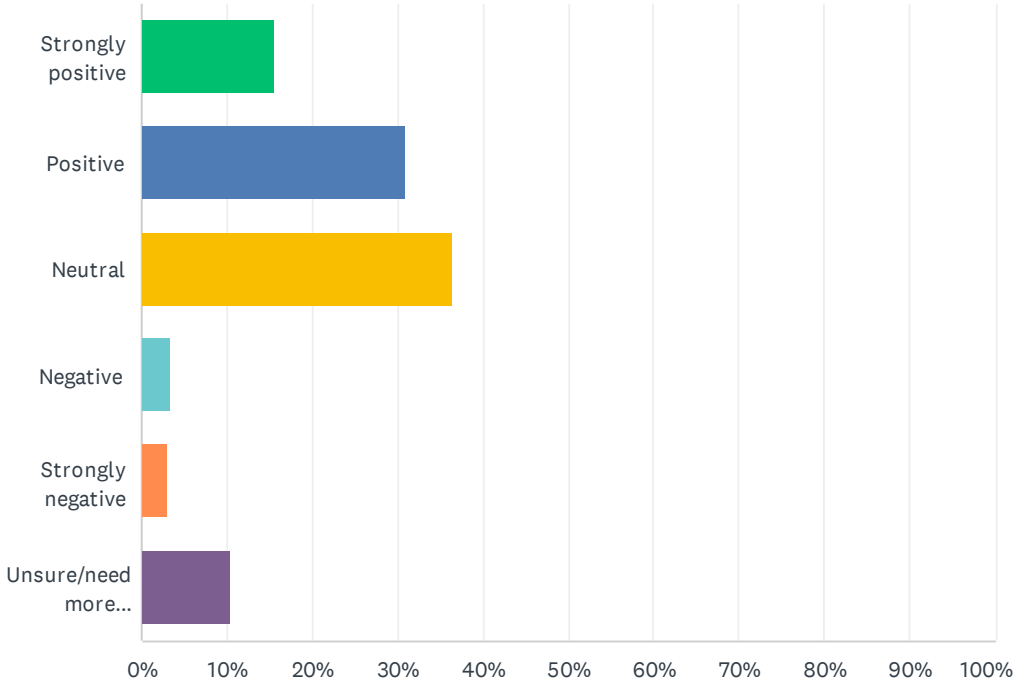




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	21.16% 146	29.86% 206	37.68% 260	6.81% 47	4.49% 31	690	2.44
Road congestion?	20.00% 138	31.88% 220	37.10% 256	6.81% 47	4.20% 29	690	2.43
Overall city costs?	21.45% 148	28.84% 199	39.13% 270	6.38% 44	4.20% 29	690	2.43
Safety?	21.88% 151	28.84% 199	40.29% 278	5.07% 35	3.91% 27	690	2.40

Q32 What impact would this proposed change have on your life?

Answered: 690 Skipped: 821



ANSWER CHOICES	RESPONSES	
Strongly positive	15.65%	108
Positive	30.87%	213
Neutral	36.52%	252
Negative	3.48%	24
Strongly negative	3.04%	21
Unsure/need more information	10.43%	72
TOTAL		690

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	"Non-capital intensive" is not feasible, as any real change requires capital, whether to build infrastructure or otherwise. And in fact, there really isn't an "otherwise", as Winnipeg suffers from so many deficits, and is not large enough, like London, England and other giant metropolises, to have alternate day-use or charge extra fees for central road utilization, and other strategies. And this would not address the basic run-down of the infrastructure, which at least is somewhat better than Montreal, where the rebar was sticking out of bridges last time I was there, and apparently many are at the point of physical collapse.	12/16/2021 9:06 PM
2	You need to explain your jargon. What are "enhancd operations"?	12/16/2021 6:38 PM
3	I'm not sure I understand what this really means.	12/15/2021 3:16 PM
4	Is that even English?	12/14/2021 9:23 PM

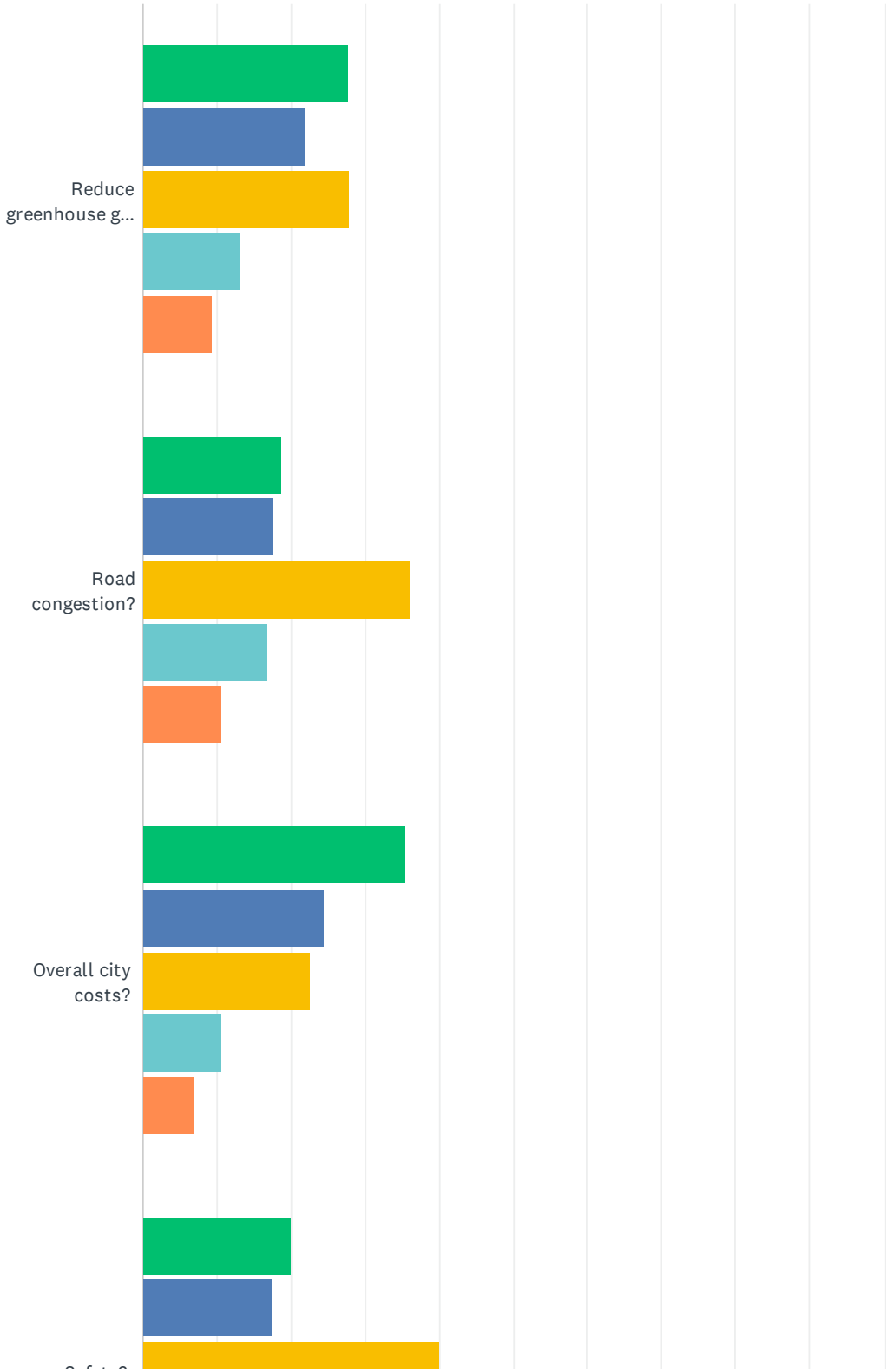
5	Same as past answers	12/14/2021 7:21 PM
6	Really depends what 'operations' you're considering. 'adding another traffic lane' could be considered non-capital-intensive, but would not help in any of the key areas	12/14/2021 12:54 PM
7	Non-capital-intensive sounds like it just means cheap, the question doesn't really specify what exact improvements would be made. If the goal is to reduce reliance on automobiles then that's great, but cheap infrastructure tends to be less safe. For example painted bike lanes are less safe than protected bike lanes and may actually be less safe than no bike lane at all, because the painted line gives a false illusion of safety.	12/11/2021 11:33 PM
8	Not sure how operations at existing corridors would be enhanced but it will likely take more than just painting bike lanes on existing roadways (or other similar low cost options that don't actually do much to "enhance" existing roadways)	12/10/2021 2:10 PM
9	More tactical urbanism. Open up Portage and Main.	12/10/2021 10:28 AM
10	If there are non-capital intensive improvements, make them!	12/9/2021 2:02 PM
11	I'm not sure what these non-capital-intensive opportunities would be, but it sounds vaguely like painting out new lines for bikes on existing roadways - which has not only made those roadways more dangerous, but less useful at the same time.	12/9/2021 10:47 AM
12	What does this mean? What are non-capital-intensive opportunities?	12/8/2021 5:08 PM
13	This is worded in a very confusing way, and I'm not even sure I understand it tbh.	12/6/2021 5:03 PM
14	Cheaping out on what's really needed. Zero transportation benefits.	12/6/2021 4:03 PM
15	Better infrastructure meaning less time in the roadways for traffic.	12/6/2021 2:30 PM
16	Doesn't go far enough. We waste far too much money on subsidizing car dependent lifestyles. We need to massively invest in active transportation infrastructure. It's been neglected for far too long and we all pay the price. The speed and scope needs to be much grander and that involves substantial movements in the capital budget away from cars and towards active transport.	12/5/2021 11:00 PM
17	Unclear what this means and I don’t trust you to later define this as something else. Smells like a bait and switch.	12/5/2021 11:51 AM
18	Any proposed 'progressive' changes like this continue to discourage the use of personal vehicles by reducing lanes, increasing vehicle idle times, etc., by prioritizing bicycles at all costs, which simply ends up increasing emissions	12/4/2021 12:05 PM
19	Winnipeg just wants disabled people to stay in their homes or homeless shelters, out of sight, out of mind	12/4/2021 11:25 AM
20	I don't know what this question is asking me.	12/3/2021 2:56 PM
21	depends upon definition of enhance. probably negative.	12/3/2021 10:52 AM
22	Unclear what this means - what does 'enhance operations' mean to the City?	12/2/2021 10:33 AM
23	What does that even mean?	12/2/2021 10:28 AM
24	I'm not sure what this means. Public awareness strategies? Curb bumpouts?	11/29/2021 4:26 PM
25	Need to shift focus from initial capital costs to long term costs over a variety of factors	11/29/2021 11:20 AM
26	All changes will cost money (first, studies, then, fights about which steps to take, more studies, implementation and then repair. Money will be needed for maintenance as well) and we rarely are hones with just how much money will actually be needed. I am not opposed to spending the money, but we need to be honest about what things will actually cost.	11/29/2021 11:16 AM
27	No targets or timelines.	11/29/2021 9:26 AM
28	This sound like it won't cost much to implement, and will simple make better use of existing assets.	11/28/2021 1:41 PM
29	I don't know what this one means.	11/28/2021 11:52 AM
30	Improvements without investment of capital?... How does this work practically?....	11/28/2021 4:44 AM

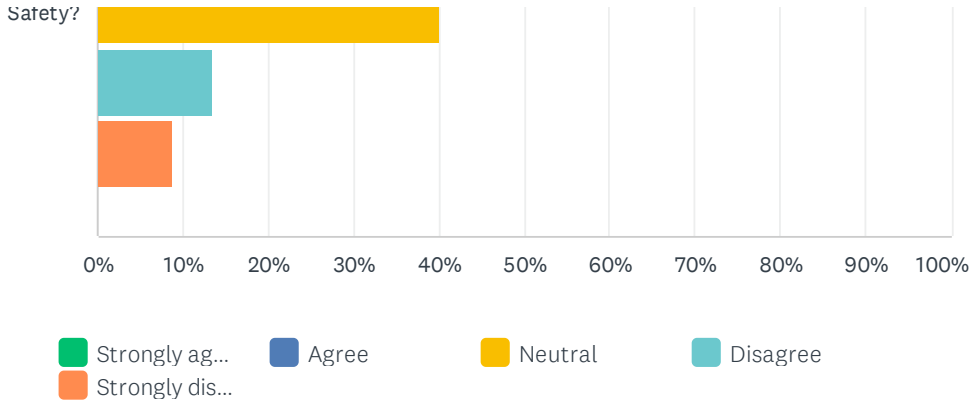
31	***REDACTED***.	11/27/2021 5:14 PM
32	Don't have any idea what this means.	11/27/2021 2:04 PM
33	Non-capital-intensive - that's the first thing I like in this whole report. The fancy way of saying "cheap, simple fixes"	11/25/2021 11:29 PM
34	What does "non-capital" mean? There is no way the city can do anything without overpaying and getting too little for the $$$.	11/25/2021 10:09 PM
35	Get rid of existing congested corridors	11/25/2021 9:59 AM
36	You gotta invest into your roads. Cheap fix gives a band aid solution that falls off and then the money spent is wasted. Invest in quality in places. Build some bike lanes.	11/25/2021 9:06 AM
37	Sure, but without investment of capital, the results will be limited. Wait and see approach is required.	11/25/2021 7:50 AM
38	There needs to be a ring road and downtown bypass to free up any streets in any way.	11/25/2021 1:15 AM
39	YES! don't just pour new bike lanes without first trying out how best to make them work with cheap plastic bollards. Reduce speedlimits by reducing road space by adding parklets, etc.Be willing to try out temporary measures that inconvenience car users.	11/24/2021 11:50 PM
40	assuming that enhancement means implementing separated bike lanes and the Transit Master Plan	11/24/2021 8:45 PM
41	This is assuming non-capital-intensive opportunities means a making less investments in single vehicle lanes.	11/24/2021 4:40 PM
42	non capital-intensive always has strings attached	11/24/2021 9:50 AM
43	Winnipeg will not do anything to minimize green house gases - we are a winter city and can’t	11/24/2021 9:46 AM
44	You may want to invest in some perrenial plants so the annual budget for boulevard plantings isn't so astronomical? Or focus on plants that capture more carbon & still look nice. just saying.	11/23/2021 7:00 PM
45	By not investing in capital projects, I will continue to have to use dangerous bike infrastructure (or the lack thereof) and slow, inefficient public transit.	11/22/2021 11:08 PM
46	Most less expensive options I've seen in the past are ineffective.	11/22/2021 8:14 PM
47	What are examples of non-capital-intensive opportunities?	11/22/2021 7:24 PM
48	These are gibberish.	11/22/2021 1:09 PM
49	Increasing amber light times is cheap and would result in fewer serious t-bone collisions.	11/22/2021 12:42 PM
50	Unsure what non-capital intensive opportunities would include.	11/22/2021 11:35 AM
51	Greater congestion, GHG emissions, and cost.	11/22/2021 11:19 AM
52	This sounds like trying to do lots with little. Investments should be made in planning and adapting successful designs from elsewhere.	11/21/2021 7:03 PM
53	What does non capital intensive opportunities mean *REDACTED*?	11/20/2021 9:06 PM
54	I would like to see some examples of what is meant by this strategy.	11/20/2021 9:27 AM
55	This is poorly explained, I do not understand what this is.	11/19/2021 4:17 PM
56	Reducing road space to add bike lanes increases road congestion which has many negative effects. Not enough people will ride enough bikes to make up for the increased traffic congestion. Also, prioritizing bike transportation disproportionately removes resources from those who need accessibility changes.	11/19/2021 2:05 PM
57	Is it deliberate that you don't define your meaning here? Community activists smell big trouble.	11/18/2021 6:07 PM
58	Again, existing corridors are car-centric, so it totally depends on how operations are enhanced.	11/18/2021 4:54 PM
59	Non-capital? Come on, you need to spend money!	11/18/2021 2:25 PM

60	Trees, benches, bike lane protective barriers, etc are SO IMPORTANT. And cheap. Do it. The little things show that a city cares. Right now it sure feels like the city does not give a sh*t.	11/18/2021 12:09 PM
61	Not enough info	11/18/2021 11:08 AM
62	The city needs to stop being fearful of spending money on causes that will pay dividends in public good, well-being, and health. Clearly finding efficient ways to do things can be optimal, but when it’s an obsession it often quagmires real change and results in years of inaction followed by abandonment. Vision and leadership is required, not muttered concerns about costs, when public funds are fluid and the culture of fear around “personal debt” is incorrectly and often maliciously, applied to public and governmental debt.	11/18/2021 10:37 AM
63	if the capital was spent and managed properly there would be no issue.	11/17/2021 5:11 PM
64	I am not sure what is meant here. If it means removing parking and/or a travel lane to make space for a dedicated bus lane or protected bike lane then it would have a strongly positive impact on my life.	11/17/2021 4:48 PM
65	Not sure what this means.	11/17/2021 4:39 PM
66	this one's a joke right?	11/17/2021 4:39 PM

Q33 Strategy 3.4 Minimize the need for new infrastructure and reduce the transportation infrastructure deficitDo you believe this strategy will support improvements to:

Answered: 690 Skipped: 821

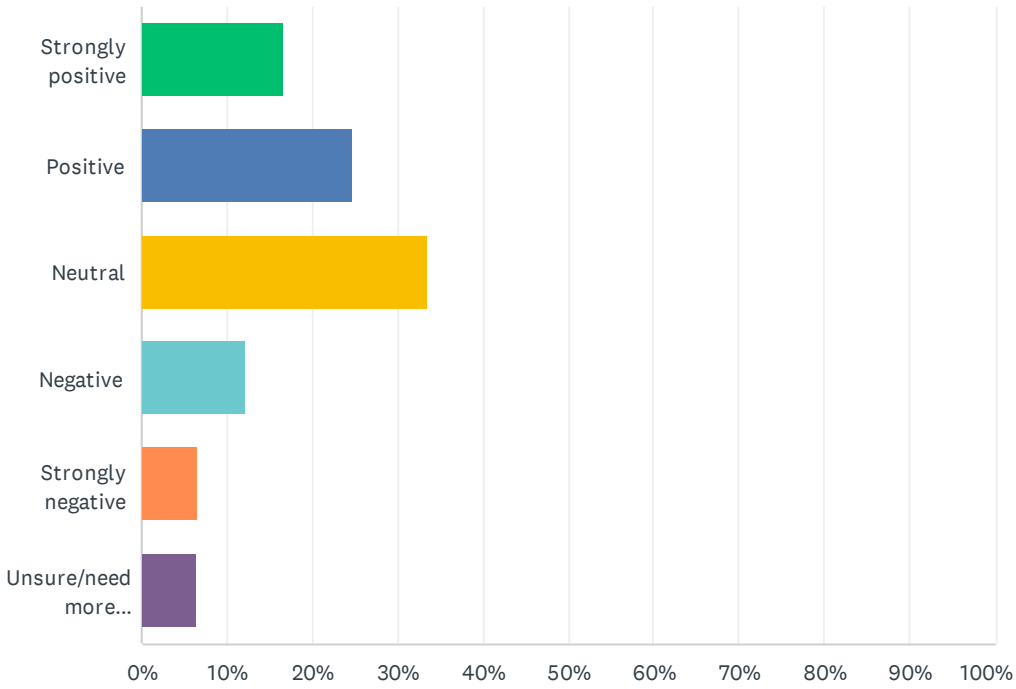




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	27.68% 191	22.03% 152	27.83% 192	13.19% 91	9.28% 64	690	2.54
Road congestion?	18.84% 130	17.68% 122	35.94% 248	16.81% 116	10.72% 74	690	2.83
Overall city costs?	35.36% 244	24.49% 169	22.61% 156	10.58% 73	6.96% 48	690	2.29
Safety?	20.14% 139	17.54% 121	40.00% 276	13.48% 93	8.84% 61	690	2.73

Q34 What impact would this proposed change have on your life?

Answered: 690 Skipped: 821



ANSWER CHOICES	RESPONSES	
Strongly positive	16.67%	115
Positive	24.78%	171
Neutral	33.48%	231
Negative	12.17%	84
Strongly negative	6.52%	45
Unsure/need more information	6.38%	44
TOTAL		690

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	There is a need to build fewer roads and improve active transportation networks (including active transportation bridges) so that fewer roads are needed and that will reduce costs. I think this question needs to separate roads from construction of active transportation infrastructure.	12/17/2021 1:05 PM
2	Winnipeg really is the "on the cheap" City, isn't it? This would be an insult to suggest in any actually progressive and forward-thinking City that "means business" whether for commercial or citizens' interests. But thankfully, office technology (working from home, with a minimum of "essential workers" in the health, service, etc., fields) and EVs are moving ahead while millions are spent trying to justify why we don't maintain the infrastructure that was built after WWII. In fact, in the '70's or '80's, I recall the Feds imposing a special tax levy on gasoline that was supposed to be dedicated to roads and transportation infrastructure, but apparently got "diverted" to "general revenues" (read: pet projects to keep politicians elected), and it would be really great if we could follow up on that and see if any funds might be "diverted" back to where	12/16/2021 9:06 PM

	they were supposed to be spent in the first place...In any event, the dream here of "Minimize the need for new infrastructure and reduce the transportation infrastructure deficit' appears to be largely solving itself in the present realities of COVID/technology, and the gradual shutting down of Winnipeg's commerce due to lack of infrastructure itself... The heedless and thoughtless politicians' fealty to the ground/road construction companies trying to squeeze their last cents from a dying economy when shutting off swathes of roadways and killing local businesses, leave just enough time to nominate who will finally shut the light when we are reduced, like Detroit, to a fraction of our previous size and tax base.	
3	Current infrastructure supports single passenger vehicles and a lot of capital over the decades has supported this. Changing this will require a lot more capital, not that it needs to happen quickly (which should mitigate costs of infrastructure change over a longer period)	12/16/2021 4:34 PM
4	Sounds good in principle but is not practical	12/16/2021 12:43 PM
5	I'm not sure I really understand what this means.	12/15/2021 3:16 PM
6	The City is growing and we need to stop the small town mentality and look at having better ways to commute like limited access road ways, freeways etc. Not building for the future will only see GHG emissions rise as more people wait in traffic idling.	12/15/2021 9:25 AM
7	A lack of appropriate infrastructure is why more people don't use mass transit!	12/14/2021 10:28 PM
8	The deficit will never be reduced ***REDACTED***.	12/14/2021 9:23 PM
9	See past answers for same responses.	12/14/2021 7:21 PM
10	Depends on how you plan to achieve this. Theoretically, yes, if it means reducing dependance on urban sprawl to fund road maintenence. But without information on the means, I can't comment on whether this will be good for the city or not.	12/14/2021 12:54 PM
11	What we need is new infrastructure for active transportation and less spending on maintaining roads beaten to their crumbling state by oversized single occupant motor vehicles.	12/14/2021 11:46 AM
12	We need to get the cars off residential streets. Complete the inner ring road .IE the Charleswood parkway	12/13/2021 10:26 AM
13	This is a non negotiable. We already have far more road infrastructure than we can afford and longer this is ignored, the deeper we dig ourselves in debt.	12/10/2021 2:10 PM
14	The sidewalks and roads still need to be fixed	12/9/2021 2:02 PM
15	***REDACTED***	12/9/2021 12:47 PM
16	Not negative, wanted to provide feedback - this strategy, when applied properly, could include changes to zoning in neighborhoods to make cycling or walking a more attractive option. Our infrastructure deficit will only continue to grow if we do not make changes like this.	12/9/2021 10:47 AM
17	We need lots of new infrastructure, just the right types - bike and bus facilities in particular. Light rail and subway should be under consideration as well.	12/8/2021 10:05 PM
18	This strategy does nothing new	12/8/2021 3:16 PM
19	We should maximize the amount of new infrastructure we build.	12/8/2021 2:40 PM
20	Don't see a responsible way of doing it that doesn't compromise or get derailed by budgeting.	12/8/2021 11:34 AM
21	A revitalized infrastructure with a focus on shared transportation will require new infrastructure to replace the legacy infrastructure.	12/8/2021 10:49 AM
22	We need to spend on the right kind of transportation infrastructure that adds value, contributes to realization of our goals and has a return on investment / facilitates productive growth. The answer is not austerity, it's intelligent investment.	12/8/2021 9:57 AM
23	A high occupancy lane would be a good way to promote carpooling and promote a culture change - as long as it is enforced	12/7/2021 12:27 PM
24	I believe these Key Directions are important enough to warrant major infrastructural overhaul. I would prefer to see ambitious projects which get it exactly right, rather than retrofit half-measures.	12/6/2021 5:03 PM
25	Cheaping out on what's really needed. Zero transportation benefits.	12/6/2021 4:03 PM

26	Better roads for traffic will reduce wait times / traffic jams. It seems the city is really pushing more alternative travel, but this will not help the most citizens. Stop the mistake before you dump too much money into it, please!	12/6/2021 2:30 PM
27	Another meaningless strategy statement. I'd interpret is as leaving things as they are.	12/5/2021 11:51 AM
28	Any proposed 'progressive' changes like this continue to discourage the use of personal vehicles by reducing lanes, increasing vehicle idle times, etc., by prioritizing bicycles at all costs, which simply ends up increasing emissions	12/4/2021 12:05 PM
29	Need better roads not less.	12/4/2021 12:04 PM
30	There is a distinct need for corridors for the use of an expanding population through future LRT corridors	12/4/2021 10:46 AM
31	spending millions on dedicated busways is patently ridiculous.	12/3/2021 10:52 AM
32	No New Roads. Again, it won't help "road congestion", but I don't think that should be a goal.	12/2/2021 10:05 AM
33	How can you minimize new infrastructure if you think population will increase to 1 million residents? But the population isn't growing while the bedroom communities outside the perimeter are exploding. Do what you want, I'm leaving town	12/2/2021 2:51 AM
34	We should be focusing on more capital projects to support active and sustainable methods of transportation. We have fallen significantly behind other major cities in this regard and the longer we wait to address these needs, the more they'll end up costing in the long run. Shorter-term pain for long-term gain.	11/30/2021 7:14 PM
35	Lack of new infrastructure just encourages more Residents to move out of Winnipeg and adds to congestion	11/30/2021 12:25 PM
36	Are existing infrastructure is dysfunctional	11/30/2021 11:04 AM
37	I'm assuming we're talking about roads, here.	11/29/2021 4:26 PM
38	there are too many incomplete routes that result in congestion and lost opportunities to improve existing. For example, CPT trail and Bishop Grandin improvements to decongest intersections and therefore reduce GHG	11/29/2021 11:20 AM
39	As I understand it, we will minimise the need for new infrastructure by building different infrastructure. Huh.	11/29/2021 11:16 AM
40	Over the last 70 years, the city has spent so much money and effort on exclusively car-based roads, a proper redesign of the network will be initially expensive but cheaper in the long run. To properly switch course, the city can't attempt a cheap-and-cheerful approach.	11/29/2021 9:29 AM
41	The plan includes further suburban development that the city cannot afford.	11/29/2021 9:22 AM
42	Save the money from small jobs and get started on the big projects.	11/28/2021 4:52 PM
43	This sounds like it will increase traffic congestion and make travel more difficult and unsafe, as sufficient roads would not exist for the volumes of traffic they will inevitably see.	11/28/2021 1:41 PM
44	I don't see anything like this in the related handout. Fix the roads properly, not patchwork fixes that need to be done every 2 years!	11/27/2021 5:14 PM
45	Any type of infrastructure from sidewalk to bike path to highway will cost a lot. Decisions should be made on the basis of what will be used by the greatest number of people during all seasons.	11/27/2021 2:04 PM
46	Barely addresses the issues in any effective way. It's a band-aid solution when surgery in needed.	11/27/2021 12:17 PM
47	our infrastructure needs more support not less	11/26/2021 10:12 AM
48	under past plans and this one, vehicle traffic is viewed as the negative outcome and impacts on traffic are minimized while increase costs for maintenance / cleaning of active use (bike lanes)	11/26/2021 7:50 AM
49	This sounds like "just build smaller roads & let the drivers deal with the inevitable congestion". Then when they ask for a fix - pretend like a bike would solve their problems.	11/25/2021 11:29 PM

50	This is a cover story/excuse to not maintain roads & sidewalks.	11/25/2021 10:09 PM
51	Further exacerbate roads and congestion	11/25/2021 8:05 PM
52	I Imagine it would mean higher costs of transportation and also stale mate on developing the city's transportation infrastructure which means no improvement in time and ease of movement.	11/25/2021 6:40 PM
53	again, much depends on what kind of response the Winnipeg drivers have to these kinds of changes -- the key is that in conjunction with these measures, the convenience of non-car/truck trips has to be reduced to the point that not having the previous level of infrastructure devoted to the car is not an issue.	11/25/2021 1:15 PM
54	This sounds like "operate our roadways on the cheapest budget possible" ... I think developing roadways in a forward-looking way may require significant investment. However, active transportation strategies wear less hard on roadways than car use, so, with careful planning, long-term costs could come down.	11/25/2021 10:00 AM
55	Build some bike lanes	11/25/2021 9:06 AM
56	Integration of multi-unit residential spaces suitable into commercial and retail developments along with underground parking requirements and sensible transit connections will go a long way to reducing the need for new infrastructure. Use the space more effectively. Build up and down, not outwards. Force long term investment for developers rather than short sited material gains.	11/25/2021 7:50 AM
57	Bus ridership is a third of what it was before the pandemic. Routes should be cut and more park and rides should be built to support the mainline routes.	11/25/2021 1:15 AM
58	The current transportation system is a struggle to work around to begin with. Less money into it will not fix the problems already there.	11/25/2021 12:11 AM
59	STOP BUILDING SUBURBS RIGHT NOW.The city's footprint is far too large to support its population. And the larger it gets,the more untenable bussing and biking and walking become, thus the more people use cars,which take up far too much space (parking, road width) and fuel the vicious cycle -- which we cannot afford to keep perpetuating with ever stretched road and utility networks. .	11/24/2021 11:50 PM
60	Other cities build roads and then the communities. For instance, widen Kenetan then build Bridgewater. Where is all that tax money going?	11/24/2021 9:31 PM
61	Dirt roads no good.	11/24/2021 7:25 PM
62	As the City builds there will always bee a need for new infrastructure	11/24/2021 9:50 AM
63	Winnipeg will allow more urban sprawl	11/24/2021 9:46 AM
64	Creating new infrastructure is what makes different mods of transportation appealing. not updating specific parts of transportation gives a bad look on the city plus can be very dangerous.	11/23/2021 7:14 PM
65	Need to increase spending on new infrastructure, not less	11/23/2021 7:10 PM
66	Have no idea what you are talking about	11/23/2021 6:44 PM
67	It is clear that new infrastructure is needed to improve public and active transportation, therefore we should not be seeking to minimize new infrastructure	11/23/2021 5:38 PM
68	Less spending on infrastructure will not improve the current situation	11/23/2021 12:34 PM
69	Maybe you should re-think recommending over 30 new ROADS project totalling billions of dollars that we don't have? I think minimizing road projects is good, but this Master Plan is proposing the opposite.	11/23/2021 12:12 PM
70	This depends on what new infrastructure. Expanded expensive roadways leading to new suburbs is only perpetuating the problem but reinvesting in the inner city to make it a viable, functional and attractive part of the city to demonstrate to Winnipeggers the amenity and lifestyle value of living in a more compact neighbourhood is a good investment.	11/23/2021 8:11 AM
71	If the city is not investing in new projects that we need, I will be left to deal with our crumbling infrastructure that was built for a car-centric world, not human beings.	11/22/2021 11:08 PM

72	this is disastrous!! We'll be back to gravel roads (we're there already with rear lanes). This is not a City anyone wants to live in!!	11/22/2021 10:54 PM
73	There needs to be more money put for rapid transportation which will solve other problems other than the funding	11/22/2021 1:49 PM
74	Again, no one is reading my answers. If you are, email me at lebailey@gmail.com.	11/22/2021 1:09 PM
75	This may have an impact in the short term, but long term will likely result in a larger deficit.	11/22/2021 11:35 AM
76	We need a lot of new transportation infrastructure. I read this as "repurpose motor vehicle space for other transportation options, instead of adding infrastructure." This doesn't solve any problems, it just saves the City a few bucks in the short term.	11/22/2021 11:22 AM
77	Greater congestion, GHG emissions, and cost.	11/22/2021 11:19 AM
78	By discouraging creation of new purpose-built infrastructure, existing infrastructure that's already at its limit may become more overloaded than it already is. This may increase congestion, discourage people from taking alternative transportation methods for safety reasons, and add to city costs because a poorly designed system often needs to be worked on multiple times.	11/22/2021 11:02 AM
79	We needs tons of new transit and active transportation infrastructure. What we have now is near useless for many parts of the city.	11/22/2021 10:07 AM
80	The last thing the city needs is more roads	11/22/2021 9:07 AM
81	This is not a strategy, this is a goal. Tell me *how* you're going to do this.	11/22/2021 9:00 AM
82	This city requires new infrastructure to meet its transportation needs	11/21/2021 9:32 PM
83	What does this mean. We should increase spending on active and public transportation for long term good and reduce spending on roads for private car users.	11/21/2021 12:42 PM
84	I am not certain how to minimize the need for new infrastructure in a city that aspires to be a city of a million people. And we will get there seemingly sooner than we expect. Winnipeg should avoid accumulating an infrastructure deficit as it grows. Unfortunately, I believe we are accumulating an infrastructure deficit. It's better to be proactive and recognize we are going to need to build up our infrastructure.	11/20/2021 9:27 AM
85	Lessening the infrastructure doesn't make the traffic go away unless you have a viable and safe. See bus safety incidents and what is really going on in those shelters? Alternative that makes travel safer and commute time the same and convenient for me	11/20/2021 7:34 AM
86	Unfortunately the city has been wasting millions on creating new infrastructure which has only exacerbated the problems it seeks to solve. Until this exercise is halted, attempts to avoid building new infrastructure are completely futile.	11/19/2021 6:31 PM
87	This entire strategy is a joke. Minimizing the need for new infrastructure does not mean that there are more financial resources to go around and will not reduce the infrastructure deficit. That involves proper budgeting and actively trying to minimize unnecessary expenditures (as not anything that isn't police, fire or infrastructure related). This is simply another example of the city being incapable of managing their finances, they seem to think that money grows on trees.	11/19/2021 4:06 PM
88	Stop letting the city grow uncontrolled	11/19/2021 3:42 PM
89	we need new infrastructure	11/19/2021 2:54 PM
90	The city desperately needs more infrastructure and focusing on small projects is false economy	11/19/2021 2:05 PM
91	This strategy suggests that the use of existing infrastructure is not being maximized now? Also, proper maintenance practices and funding for maintenance is key to minimizing the need for new infrastructure and it doesn't sound like that is what is being proposed here.	11/19/2021 1:53 PM
92	30 km residential roads would have minimal infrastructure costs and a huge impact in bike/ped accessibility and safety	11/19/2021 8:50 AM
93	Oh, this means way more infill in older areas. But, you don't reveal this motivation. Shame on	11/18/2021 6:07 PM

	you.	
94	If the City decides to close its wallet when it is faced with the challenge of carbon neutral in 2050, then we are stuck with what we have built for automobiles, which won't go well. The city does need to invest now to change our transportation outcomes by 2050. Key is to spend on the infrastructure that will help that transition, rather than to spend on infrastructure that will reinforce current outcomes.	11/18/2021 4:54 PM
95	anything that will SAVE money is good.	11/18/2021 4:48 PM
96	This is the most important thing. Don't build new infrastructure to address roadway capacity or congestion. Period.	11/18/2021 2:40 PM
97	***REDACTED***Invest in new infrastructure that is cost-effective in the long run	11/18/2021 2:25 PM
98	In terms of building infrastructure: we have a ton of beautiful buildings sitting underutilized. As for new transportation infrastructure: we simply need it. A short term set-back will benefit a long term goal greatly.	11/18/2021 2:12 PM
99	We need a lot of new infrastructure for any of these plans to work.	11/18/2021 11:02 AM
100	The city needs to stop being fearful of spending money on causes that will pay dividends in public good, well-being, and health. Clearly finding efficient ways to do things can be optimal, but when it’s an obsession it often quagmires real change and results in years of inaction followed by abandonment. Vision and leadership is required, not muttered concerns about costs, when public funds are fluid and the culture of fear around “personal debt” is incorrectly and often maliciously, applied to public and governmental debt.	11/18/2021 10:37 AM
101	You had thee opportunity to put in a rapid pedistrian rail line, to move the commercial rails outside the city and turn those pathways into bike lanes, and you instead set up a very expensive useless bus line that no one uses.	11/18/2021 10:24 AM
102	Winnipeg is in desperate need of transportation infrastructure. In comparison to other Canadian cities we are so far behind. Our transit is clunky and slow. It's not safe for school age children to ride and that's not fair. .	11/18/2021 10:07 AM
103	New infrastructure for autos is very expensive and not sustainable. New infrastructure should be geared toward providing alternative transportation only	11/17/2021 7:05 PM
104	there's no growth if we don't have the proper infrastructure ability. if density is preferred why doesn't someone look at the existing capacity in the system. it's not there. this will still require new infrastructure. manage your assets and cash flows properly	11/17/2021 5:11 PM
105	Poorly worded questions. I believe if the city invests in transit, walking, and biking, it will see returns in the short and long term. It is more economically viable.	11/17/2021 4:43 PM
106	Assuming this means preventing further sprawling development and more infill in the established communities then yes. If you mean avoiding building active transit bridges then no.	11/17/2021 4:39 PM
107	what is meant by new infrastructure? again vague.	11/17/2021 4:39 PM
108	You won't get enough folks out of cars in the short run even while the City is expanding in population. City needs a better rapid transit system. Again we live in a harsh climate and with areas that presently aren't safe.	11/17/2021 3:24 PM

Q35 Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Answered: 171 Skipped: 1,340

#	RESPONSES	DATE
1	1. Develop a plan to reduce the number of lane-kilometres of roadway by 2040 to the point that it can be supported with current city funding. 2. Commit to not adding more lane-kilometres of road starting right now, unless an equal number of lane-kilometres are decommissioned at the same time.	12/17/2021 5:39 PM
2	City should undertake an immediate commitment to not increase number of lane-kilometres of roadway. Every new lane-kilometre built as per Roads & Bridges Infrastructure map needs to be offset by the decommissioning of an equal number of lane-kilometres elsewhere.	12/17/2021 5:09 PM
3	Shift lanes away from vehicle traffic, limit through traffic in residential areas and generally make driving less dangerous for other road users.	12/17/2021 1:13 PM
4	There needs to a gender analysis done for each solution, if there really is a desire to create infrastructure that meets everyone's needs.	12/17/2021 1:05 PM
5	30km/h residential streets	12/17/2021 9:37 AM
6	Starting point needs to be repairing deteriorating infrastructure. As example, active transportation on Kingsway between Wellington Cr and Stafford is difficult given current condition of street. Repairs and spending are necessary on all such routes.	12/17/2021 9:12 AM
7	un investissement annuel stable pour les pistes cyclables	12/16/2021 11:03 PM
8	I mean I feel like this is an area where we should be investing in. I know there are budget constraints, but it seems like it would save a lot of money in the long run if we invest properly now	12/16/2021 9:46 PM
9	***REDACTED*** stop privatizing essential services like snow, and possibly garbage removal, getting out of the "downscale" for-profit corporate friends and campaign contributors model, back to real jobs for people to live on, have respect and pride in their work that so impacts on our infrastructure and well-being of the City. The fundamentals were lost, starting in the '80's when the City Unions came under attack, and look where that's got us, ***REDACTED*** Rooting for the Jets and Bombers is for the 8,000 or so people who can afford it in this City, and you won't find them walking or going by bus any time soon... Time to wake up and improve the lives of the other 750,000 citizens, including the very young, diverse, older voters and those others with NO CHOICES about the circumstances of their lives. The working people in service jobs. The youth. Not just the elite bike riders with their fancy all-season bikes wanting an urban bike superhighway for 6 months of the year....	12/16/2021 9:06 PM
10	Climate change, that is, the climate crisis is inconclusive as warrant for any infrastructure concern. Infrastructure restraints are to some degree warranted however, but if business competitiveness is properly heeded and promoted, the business community will feel the pinch of infrastructure deterioration, and invest in its correction to promote their bottom line. So, invest in small business and reduce regulatory measures, which include restraints, to some degree imposed on the public coin.	12/16/2021 7:30 PM
11	Long range plans have not been implemented - current infrastructor cannot be sustained with current use and expected growth.	12/16/2021 4:06 PM

12	Subway? Above trains?	12/15/2021 12:07 PM
13	Limited access to main routes, creating more flow and less stop and go which is hard on emissions.	12/15/2021 9:25 AM
14	Provide direct transit access to and from the Airport. A "line" directly to each of major shopping centres - that hopefully have a transit hub at the entrance and not 500 metres away, Portage and Main and Univerity of Manitoba.	12/14/2021 10:53 PM
15	if they could have trams (electric lines) before, why not have them again? They are highly successful in European cities and Winnipeg had a thriving tram system.	12/14/2021 10:28 PM
16	Stay home.	12/14/2021 9:23 PM
17	Tax incentives from the Federal Government that make hybrid vehicles more desirable	12/14/2021 7:21 PM
18	No	12/14/2021 7:15 PM
19	I strongly believe that the city needs to address traffic ease of flow and momentum Reduce unnecessary stoppages Control school zones morning,noon and end of school. Not all day Already our city is plagued with railroads and rivers. Control trains running during traffic rushes. More control on street parking during rush hour We have 5x more vehicles in the last 10 years and one-third of our city streets allotted to diamond lanes. Make it easier to move more traffic in less time	12/14/2021 7:00 PM
20	Improving the validity of non-car transportation would minimize the requirements of new infrastructure.	12/14/2021 12:54 PM
21	Computer Traffic light management system, more over passes at busy intersections, replace all sidewalks with active transportation pathways, more bike pedestrian bridges over rivers.	12/12/2021 12:15 PM
22	No this doesn’t really affect me in any way	12/11/2021 3:10 PM
23	Just so we're clear, Winnipeg, the city that digs up the roads all summer, EVERY summer, wants to "implement non-capital intensive opportunities" Winnipeg, the city that can't or won't pay for a permanent solution to its roads wants to "minimise the need for new infrastructure". OK. I'm just going to say that you should not be trying to "balance the needs of all road users". You should be PRIORITISING the needs of vulnerable road users, starting with the mobility impaired, pedestrians and cyclists, in that order. Make your city people centric, not car centric, and stop giving cars equal or more space than people!	12/10/2021 10:45 PM
24	na	12/10/2021 3:40 PM
25	The focus should be on making the city and its communities more equitable for all. A focus on making places attractive destinations to work, live and play and not just a corridor to funnel vehicles quickly to their destination.	12/10/2021 2:10 PM
26	Bike racks on busses	12/10/2021 10:28 AM
27	I don't see this direction reflected in the "Draft Roads and Bridges" map. Seems to identify mainly suburban roads and widenings for cars. Converting certain streets into multi-modal streets needs to be identified on this map as this map is typically used to direct major capital investments in road renewal projects.	12/10/2021 9:17 AM
28	Better snow removal. Fixing damage caused by snow removal. More trees.	12/9/2021 7:36 PM
29	Identify existing commuter routes that are convenient but somewhat redundant to another (e.g. Ness Ave and Portage Ave) and prioritize one for active transportation - or make it entirely for active transportation. Show that Winnipeg is willing to do what it takes to make cycling to work more convenient than driving.	12/9/2021 1:19 PM
30	Electric vehicles could use Diamond lanes? Preferred parking (I’ve seen this in other places)?	12/9/2021 11:12 AM
31	As stated before, rezoning residential neighborhoods to allow more commercial spaces, and higher density housing is the best method to support the changes in our infrastructure to allow for more cycling and walking traffic.	12/9/2021 10:47 AM
32	What about geothermal warming of sidewalks or bike lanes to help reduce maintenance and clearing of snow- excessive use of salt and sand	12/9/2021 9:05 AM
33	The city needs to have the courage to think bigger. You are such penny pinchers. We should	12/8/2021 10:05 PM

	look hard at light rail and subway options. Quito Ecuador can build a subway, we can't?	
34	the main thing would be to increase/improve cycling and transit infrastructure, and stop catering exclusively to private automobile users.	12/8/2021 4:20 PM
35	One way to look at some busier areas with not as much space for bike lanes and greenspace is to consider making a pair of streets one way only, such as St.James/Empress St and Harrow/Stafford. You are increasing the number of lanes going one way, so you can now dedicate a bit more space to other options.	12/8/2021 1:47 PM
36	Explore subway/monorail options	12/8/2021 11:03 AM
37	n/a	12/8/2021 10:22 AM
38	Secure electric vehicle charging, away from on street riff raff.	12/8/2021 10:11 AM
39	monorail system would create more riders and having a police3 prensence so people would feel safer and either make it free for everyone or everyone must pay their fare. I find it frustrating that I pay for my bus fare and yet now people are just walking on for free not even trying to explain why they should be able to get on for free. annoying	12/8/2021 9:37 AM
40	I think I've said it enough. But improve you travel infrastructure, but trying to limit it in favour or bike or pedestrian paths. Your going to have the mast majority of travellers upset with it. Spend the money wisely, not on a wishfully thinking of people biking in -30 degree weather.	12/6/2021 2:30 PM
41	Be careful using the term "balance the needs of all road users" because certain road uses should be prioritized. Pedestrians should always come first, cyclists next, then public transit, then trucks, then cars, and parking even below that. Balance implies all road users are equal and they really shouldn't be, some are way better than others when it comes to all these questions you're asking about benefits. Really do what you can to incentivize getting cars off the road. Close more streets to only local traffic or only bikes or busses, delete free parking and definitely on street parking to free up room for non-car uses.	12/6/2021 11:53 AM
42	A much more ambitious plan. We've had decades of neglect and need to massively invest in alternatives to car dependent development practices.	12/5/2021 11:00 PM
43	The city should exclude taxis/rideshare/HOV from diamond lanes and create protected transit-only lanes on all major routes. Transit should never have to compete with motor vehicles/parking.	12/5/2021 8:46 PM
44	Widen roads and leave speed limits alone.	12/5/2021 11:51 AM
45	Integrate street changes into the routine of street renewals… routine gets done. It's the only way to scale up the changes to the level needed to reach our goals. This also means that temporary trials need to be happening continually on all kinds of streets so that when it is up for renewal, we already know what changes we need to implement permanently.	12/5/2021 10:39 AM
46	The city needs to get its act together in terms of infrastructure investment. For decades the city has been working in personal pet-projects to try and cement personal legacies instead of focusing on core services. MIssion-creep is common.and does nothing but waste valuable tax payer dollars on things that the city should not be spending money on.	12/4/2021 12:05 PM
47	ticket cyclists who break the law, get rid of curbed bile lanes, enhance life for disabled people	12/4/2021 11:25 AM
48	LRT corridors using underutilizes railway corridors	12/4/2021 10:46 AM
49	Widen Kenaston Blvd!!!!	12/4/2021 4:34 AM
50	It sounds great in principle. Please just actually implement it, particularly 3.4 in combination with 3.3 (quick build pilots). No more documents like the pedestrian/cycling strategies being underfunded when "difficult decisions" need to be made.	12/3/2021 11:28 PM
51	Winnipeg has existing rights of way and the potential for adapting existing major routes to be highly efficient. This requires the city to ensure that traffic is not constricted by parked cars, excessive traffic lights for commercial development, and left turns across major roads. Reduced-access thoroughfares would improve safety, reduce emissions, and improve commute times.	12/3/2021 2:19 PM
52	Non	12/3/2021 1:50 AM
53	It's time we have referendums so city hall is not unduly influenced by so many special interest	12/2/2021 2:29 PM

	groups.	
54	Keep costs down by elimination of bike lanes.	12/2/2021 12:43 PM
55	Winnipeg has a problem with induced demand. Our usage of existing corridors should reduce car demand by design.	12/2/2021 12:41 PM
56	City must do a better job in making sure sidewalks and side streets are safe to walk on after the first major snowfall of the year.	12/2/2021 11:59 AM
57	Actively designate different routes for different types of travel and prioritize those modes. e.g. if a street is designated as a bike corridor, actively work to reduce vehicle use	12/2/2021 10:33 AM
58	Mode shift is a joke, not going to happen. Climate change should be a lower priority as the lack of results do not justify the cost of implementation and the negative impact to residents, businesses, and convenience. Other solutions? accelerate the creation of the beltway,	12/2/2021 2:51 AM
59	Electrify the transportation system	12/1/2021 6:48 PM
60	I would like the city to go beyond nice sounding statements to action. I would like to see actions that actually prioritize bike lanes for instance instead of designing ones that do not hamper car traffic too much or allow construction vehicles to park on them etc etc etc. I am concerned that this will be an "all talk no action" excercise in futility.	11/30/2021 11:12 PM
61	integrate green corridors with transportation corridors, allow zoning to permit more small commercial mix with residential along transportation corridors, include public art, rest areas, public amenities into transportation corridor planning. ensure the public transportation option is the most desirable appearing option along a transportation corridor with priority space and scheduling	11/30/2021 1:37 PM
62	use facts to base decisions, such as actual usage of bike lanes and transit rather than hoping people will use them.	11/30/2021 12:25 PM
63	Priorities should be getting people through the city as fast as possible	11/30/2021 11:04 AM
64	Make a commitment to researching design options with proven GHG and resiliency improvements	11/29/2021 11:20 AM
65	Electric buses. Electric Police cars. Could help climate change issues. And save gas money too.	11/28/2021 4:52 PM
66	As long as all users are taken into account. Roads where only vehicle use is considered is inappropriate. Other users will not use a road if it is unsafe. No one will use a sidewalk when vehicles are too close and fast	11/28/2021 11:38 AM
67	Take money from the **REDACTED** politicians ***REDACTED*** they work for US, and not to advance their own agendas.	11/27/2021 5:14 PM
68	Investigate more environmentally friendly ways of maintaining infrastructure e.g. the beet juice idea, the using recycled tired for resurfacing idea. More dedicated bicycle paths rather than closing streets or removing street parking.	11/27/2021 2:04 PM
69	The City needs to radically change the system of Handi Transit or whatever the current name is. I hear so many stories of Seniors or someone disabled waiting hours to be picked up.	11/27/2021 11:32 AM
70	City needs better communication/management among the infrastructure areas. Frequently we see re-work on streets that are just finished (eg. Osborne St. had a maintenance intervention less than a month after the new asphalt!!). This go against all the aspects mentioned in this survey.	11/27/2021 10:04 AM
71	DEDICATED INFRASTRUCTURE FOR BIKE LANES!!! INVEST IN YEAR ROUND BIKE LANES!!! OUR WINTERS ARE GETTING WARMER AND OUR CITY IS FLAT!!! ***REDACTED***	11/26/2021 8:50 PM
72	Maintain open streets program.	11/26/2021 6:28 PM
73	The province seems to be moving towards constructing interchanges on the Perimeter Hwy. The City should follow their example do the same at locations such as Kenaston and McGillivray, Route 90 and Waverly, Kenaston and Sterling Lyon, etc.	11/26/2021 12:32 PM
74	Roundabouts and traffic circles!	11/26/2021 9:37 AM

75	reduce stop and go chokepoints	11/26/2021 7:50 AM
76	See previous comments, apart from "non-capital-intensive", there isn't much to like here. Money spent making my life harder - great!.	11/25/2021 11:29 PM
77	Find a clear one hundred square miles and build a new city.	11/25/2021 8:23 PM
78	Increase number of routes, availability of routes throughout the day, and frequency of buses along routes, through low income areas. An increase reliable transportation can provide better income opportunities and decrease the likelihood of a person losing work due to transportation limitations. This has been proven in scientific and socioeconomic research papers to increase standards of living and decrease crime. It's a rather simple and cost effective method to mitigate long term costs of crime prone neighborhoods most often associated with low income housing. Moving to easy to clean plastic woven seats and away from cloth seats will increase likelihood of people choosing buses of personal transport. Increased and easier reporting, policing, and handling of uncivilized behavior on buses. From littering and vandalism, to inappropriate and or violent behavior. Other major Canadian citizens have reporting apps to make it easier and more reliably while compensating reporters. Seperation of drivers from the riders. NewFlyer can make electric buses. Stop playing.	11/25/2021 7:21 PM
79	fix our existing system	11/25/2021 5:24 PM
80	Yes, please see my letter copied under question #17 two pages back.	11/25/2021 11:14 AM
81	Garbage trucks but not busses should be electric.	11/25/2021 11:06 AM
82	As previously stated...rapid transit is a thorn & barrier to progress. Should never hv happened. Waste of taxpayers money & draining to coffers. Think for the future like other cities have. Sky train or subway & into the suburbs & rural areas where viable. Put something in place that can be expanded into the future.	11/25/2021 9:59 AM
83	Rapid transit between the four shopping malls: St. Vital, Kildonan Place, Garden City, Polo Park.	11/25/2021 9:20 AM
84	... bike lanes	11/25/2021 9:06 AM
85	One thing the City can do is stop building out and start building AFFORDABLE homes in already established areas and I don't mean cheap. They should be smaller and make these communities nice to live in and bring back life into the downtown area.	11/25/2021 8:22 AM
86	Lots, but most people focus on the negative attitudes that need to be overcome rather than the broad scaled long term positive outcomes that can be attained if someone has the strength of character to follow through with what is needed to obtain the vision.	11/25/2021 7:50 AM
87	On demand feeder service for All suburban communities. Only operate mainline routes to save money and the environment by running far less empty buses.	11/25/2021 1:15 AM
88	Stop approving suburban development! Stop building new roads for these people.	11/24/2021 11:50 PM
89	Reduce the Road network, like converting 4 lane roads to 2 lane roads to give space for trees, public transport, bike trails, and larger sidewalks. If less people need to drive, then our current road infrastructure requirements will lower. There for meaning less road is required. Though this can't be applied everywhere. A good portion could use the reduction.	11/24/2021 10:43 PM
90	bike lanes should be incorporated on all reconstructed streets.	11/24/2021 10:21 PM
91	Use current sidewalks and multi-purpose with bikes	11/24/2021 8:52 PM
92	reduce speed limits ... we drive very slow on residential streets so we are not part of the problem	11/24/2021 8:43 PM
93	Chief Peguis west extension	11/24/2021 8:28 PM
94	As a taxpayer I do NOT support the bias against cars when the alternatives are not sustainable for an aging population. On the other hand, if you moved the railways outside the city and utilized the rail infrastructure to create a light rapid rail system if would satisfy all your objectives without penalizing cars. People would CHOSE to use the convenient alternative. Snarling traffic with rarely used bike lanes is not realistic for our climate. And if you want people to sashay across Portage & Main then build a plaza overhead with elevators and escalators and people can walk across a million times a day.	11/24/2021 8:01 PM

95	Please limit cars to one block and to 30km/h on neighbourhood greenways like Eugenie St. in St. Boniface.	11/24/2021 5:22 PM
96	Incorporate better bus shelters with solar power, insulation, better heating and better lighting with wall mounted surveillance cameras monitored by Winnipeg Transit security 24/7.	11/24/2021 4:21 PM
97	Fare-free public transit, increased support and respect for transit operators, more pedestrian and cycling bridges.	11/24/2021 3:15 PM
98	all city vehicles incl buses should be alt fuel/electric asap	11/24/2021 11:42 AM
99	no	11/24/2021 11:21 AM
100	Light rail	11/24/2021 9:58 AM
101	See First question for answer	11/24/2021 9:50 AM
102	Eliminate drive-thrus	11/24/2021 9:26 AM
103	The City badly needs new infrastructure and current infrastructure improvements.	11/24/2021 8:08 AM
104	There should be a freeze on new road projects unless they prioritize transportation or cycling facilities.	11/23/2021 11:28 PM
105	Invest in plants/shrubs that capture more carbon, strategic planting of urban orchards to alleviate food insecurity for some catchment areas, plants that promote bee and other pollinators health, native species etc.	11/23/2021 7:00 PM
106	In this area, citizen input in planning is very important, not by committee input, by individual citizen ideas in planning, being open and taken seriously.	11/23/2021 6:41 PM
107	Monorail	11/23/2021 6:32 PM
108	Monorail	11/23/2021 6:31 PM
109	Need to invest in our current infrastructure deficit and fix our existing crumbling roads. I want to add that winnipeg needs to start 24 hour construction. ***REDACTED*** This summer for example a lot of the construction sites in the city were empty in the middle of the day.	11/23/2021 5:57 PM
110	Prioritize pedestrians, then bikes, then transit, then private autos.	11/23/2021 12:12 PM
111	revisit the use of streetcars, investigate the navigation of the rivers as an alternative mass transport/commute system, check in to 0 impact light rail segments	11/23/2021 11:55 AM
112	Make cycling infrastructure a priority	11/23/2021 9:23 AM
113	As noted earlier, moving bicycles and pedestrians away from major corridors by making bike-only and pedestrian only streets would contribute to achieving all the goals of the TMP and the City of Winnipeg. Emissions would be lowered since more people would choose to bike and walk, traffic congestion would be less for the same reason, safety (or the perception of it) would be increased due to the separation. As long as snow removal and maintenance was equally effective for car streets and bike or pedestrian streets, it would work well.	11/23/2021 8:56 AM
114	Stop prioritizing cars and allowing politicians to scrap aspects of a planned infrastructure investment that relate to the modal shift components. Like the bike lane for example. The marginal costs are low for these add-ons. The bigger issue is the extraordinary cost of the massive car-supporting infrastructure piece. If balance is desired, all modes require investment.	11/23/2021 8:11 AM
115	All corridors should be prioritized for transformation into cyclist/pedestrian friendly. ALL roads should have safe walking paths.	11/22/2021 11:08 PM
116	See answer to Question 24	11/22/2021 10:54 PM
117	The city must remember to follow its own mandates about building and maintaining transportation infrastructure. There have been many lost opportunities in the past because city staff did not include sidewalks or trails in new developments or during road renewals. All trips begin at home: all neighbourhoods need sidewalks so people can have the opportunity to safely start a trip on foot. Being able to safely walk to school and neighbourhood parks will start a children on a pedestrian lifestyle. Being able to walk to the grocery store and library will	11/22/2021 9:30 PM

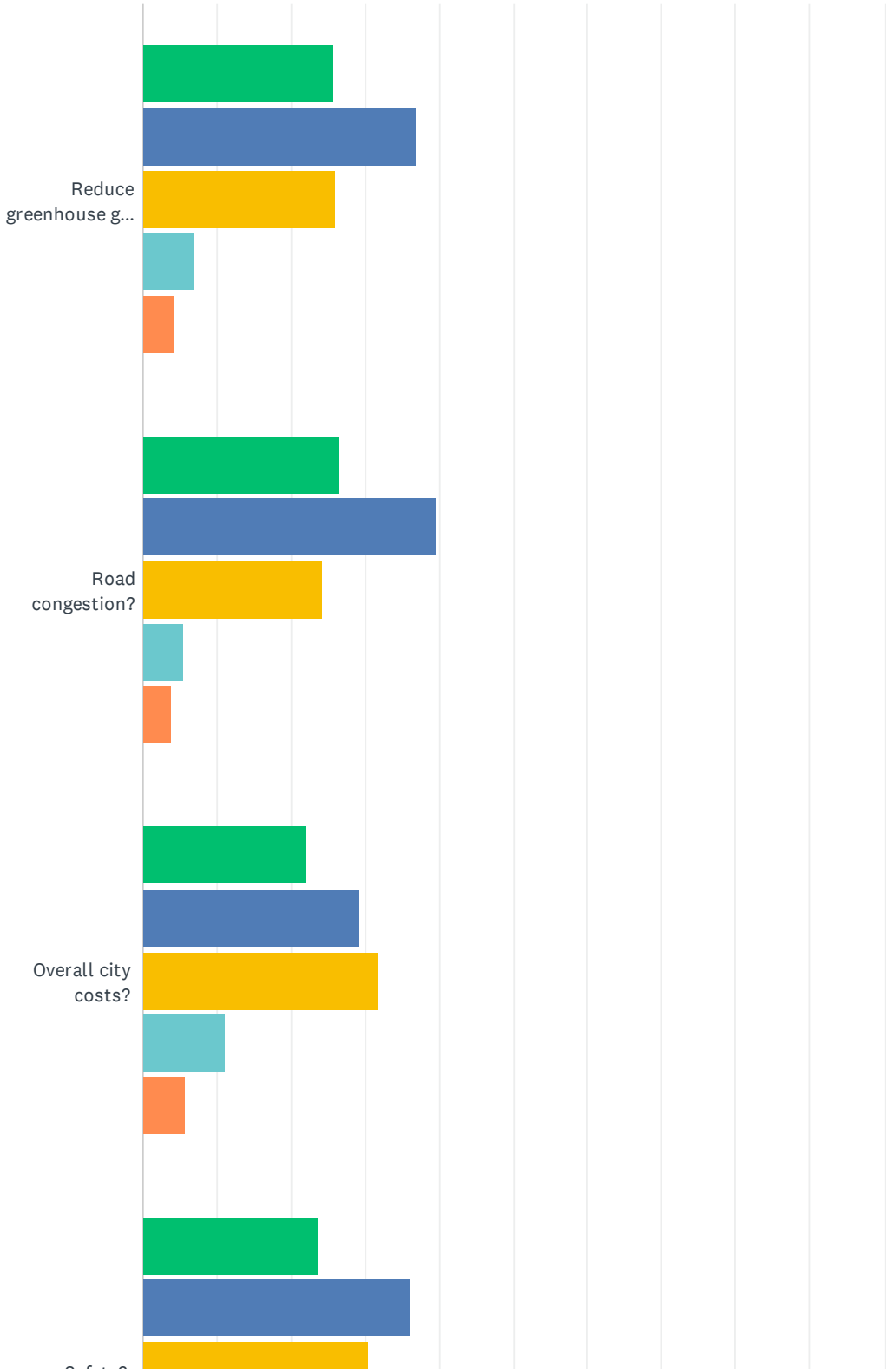
	encourage adults to continue being pedestrians. Winnipeg needs to operate like a group of towns with town centers that provide most of our daily needs so we use our cars much less.	
118	Freeways	11/22/2021 7:43 PM
119	Consider integrating AT components in any major new or renewal infrastructure project. When designing AT integration, think of it from the AT perspective, not the auto perspective; AT users are most vulnerable and need to be encouraged to use the network.	11/22/2021 7:36 PM
120	A simple equation to consider: If you build more roads or lanes, you get more cars. Build better roads and infrastructure for more modes of transportation, we all are better off.	11/22/2021 7:24 PM
121	No	11/22/2021 3:50 PM
122	need interchanges. Lights along Bishop Grandin and lagimodiere are a safety issue. This should have been done in the 80's.	11/22/2021 1:16 PM
123	Free transit. Open P&M to non-vehicle transit. Defund the WPS. ***REDACTED***	11/22/2021 1:09 PM
124	See previous comments	11/22/2021 12:37 PM
125	Public transit should be priority in new developments/urban sprawl on outer edge of city, not adding car capacity.	11/22/2021 12:33 PM
126	Balancing the needs of everyone in all transportation corridors is virtually impossible. Some forms of transportation have to take priority over others. I'd like the City to make major investments and spend the funds necessary to make significant improvements.	11/22/2021 11:22 AM
127	Monorail.	11/22/2021 11:19 AM
128	Trains/ streetcars	11/22/2021 11:18 AM
129	Prioritize new infrastructure for public transportation and make it well the first time, that's how you reduce people's desire to take their cars.	11/22/2021 11:02 AM
130	Revise the wording on strategy 3.2 but for the rest of the implementations I vehemently agree and 3.1, 3.3, 3.4 will make very strong positives to my life.	11/22/2021 10:24 AM
131	Giving the vulnerable traffic users space in the city, separated from the motorized traffic, must be the key for all plannings. Giving room for the vulnerable encourages people automatically to reduce greenhouse gas emissions and increases the safety. Walking/biking to work brings the city into a green future.	11/22/2021 10:14 AM
132	Use some of the police budget for this.	11/22/2021 8:51 AM
133	No	11/22/2021 12:57 AM
134	See previous comment re: street trees. Trees should be included in the definition of infrastructure and included in any transportation strategy	11/21/2021 9:57 PM
135	Consider induced demand when building any infrastructure. Build efficient transit network, riders will come. Build awesome connected cycling network that is maintained all year?Cyclists will come. We can't continue to pave our city for cars. We can't afford it. I also think we need to reduce the cost of transit. 2.70 x 2 per person really starts to add up. Transit needs to be the most cost-effective option to give up the convenience of getting directly to your destination.	11/21/2021 3:07 PM
136	To make other transport modes more desirable and to improve safety for vulnerable road users like cyclists, the city should make wide use of traffic calming. Residential streets don't need to provide continuous motor vehicle access through a whole neighbourhood, and permeable traffic barriers can divert motor traffic to high-throughput roads while allowing fast and safe passage for other modes like cycling and walking. Please see my responses to the other questions.	11/20/2021 3:45 PM
137	Elevated light rail. See previous comments. Think outside the box.	11/20/2021 9:27 AM
138	community-based travel marketing as was done in the south osborne community in 2009.	11/20/2021 7:34 AM
139	Actual efforts to support people through the behaviour change components of changing modes	11/19/2021 4:17 PM

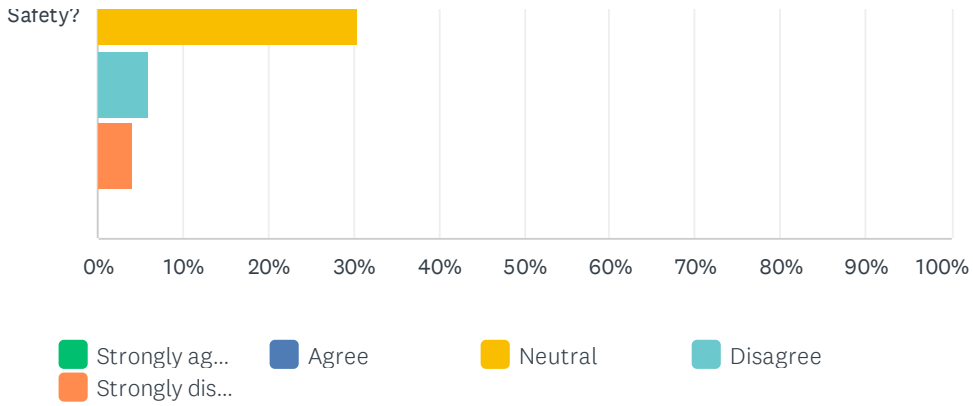
	and incentives for them to make this switch initially such as reduced transit fares or other meaningful financial incentives/prizes.	
140	Add more real infrastructure, account for pedestrians, ensure accessibility for those with disabilities and low income is prioritized, and get a north-south train that connects to the bus system	11/19/2021 2:05 PM
141	-	11/19/2021 1:54 PM
142	Prioritize maintenance and maintenance funding for existing infrastructure.	11/19/2021 1:53 PM
143	Increased availability of cyclist education and increased vulnerable road users content in drivers education courses.	11/19/2021 10:04 AM
144	30 km residential speed limit. Vehicle noise reduction strategies	11/19/2021 8:50 AM
145	Reduce cost of bus fares to compete with car use. Make it cheap, make it safe, make it efficient.	11/19/2021 8:44 AM
146	There is no reason for someone to stop in a no stopping zone or block a bike lane or park on a major thoroughfare EVER. The police really need to allow tow trucks to drive up and down Sherbrooke and Maryland during rush hour and tow every entitled person's car. These cars cause commutes to be three times longer than if they were not parked there.	11/18/2021 7:03 PM
147	Abandon the idea of extending Charleswood Parkway. It’s totally unnecessary to create/ extend an expressway that’s parallel to and just blocks west of the existing Kenaston and Shaftsbury routes. Traffic between Grant and Sterling Lyon should flow along Shaftsbury and/or Kenaston. There are no houses fronting directly on either of those streets. Extending Charleswood Pkwy would be a huge waste of resources and do great damage to a residential neighborhood, and natural spaces. Please never do this!	11/18/2021 6:13 PM
148	Ban oversized recreation vehicles.	11/18/2021 6:07 PM
149	Mode shift is much preferable to encouraging a shift to personal EVs. Norwegian experience; EVs are a fleet expansion! Yes, we have hydro power, but few other places do, so the world class solution will not be EVs. If we do EVs we will not be doing the world class solution. Let the hydro power be used for something more beneficial, like heating our homes, perhaps. Much better for environment and livability to encourage AT and transit.	11/18/2021 4:54 PM
150	too much accomodation is being given for bikes.	11/18/2021 4:48 PM
151	I feel that public transit infrastructure needs to be enhanced, even if there are increased costs. An environmentally responsible and effective system will require LRT service in major corridors. The sooner we begin this transition the better. Winnipeg risks being the only big city in Canada without rail-based public transit.	11/18/2021 3:26 PM
152	IMPORTANT As people flee coastal regions impacted by climate change, do you think they're going to want to re-settle in areas that are car-dependent, sprawling, and dysfunctional? Imagine Winnipeg's next 500,000 people between Inkster, Archibald, Kenaston and Jubilee. Bike lanes. Planters. Street-fronting zoning. No parking requirements. Street-fronting residential. Allow for brownstones and historic walk-up style apartments. Do that and the city finances will thank you. Your residents will thank you (even if it takes a few years for them to comprehend just how vitally transformative it will be.) More tourists will come. People will have more pride. People will have improved physical and mental health. People will want to stay. We'll be better equipped to navigate climate change. The status quo is bankruptcy and urban failure and forever being a national punching-bag. We can change. I know it's hard. But we have to.	11/18/2021 12:09 PM
153	Reconsider your climate change presuppositions. You can can easily incorporate the changes needed based on Winnipegers infrastructure requests for a number of reasons, but not one that imposes a potentially faulty ideology on ALL Winnipeg residents, which by definition is an inequitable strategy to implement.	11/18/2021 12:07 PM
154	Eliminate all street parking. Especially on the high speed or high volume routes. Business can provide parking spaces off the main streets.	11/18/2021 11:51 AM
155	The City should look into narrowing lane widths and curb radii to reduce vehicle speed and reduce distances to cross the street	11/18/2021 11:34 AM
156	I think the needs of the most vulnerable road & transportation users should have more priority	11/18/2021 11:31 AM

	than single passenger vehicles. Making transit and cycling a more attractive option than driving means considering drivers less in planning	
157	Reducing the number of roads will reduce the need for snow clearing	11/18/2021 11:30 AM
158	We all know the changes that need to be made. Big bold action is needed. Yet, currently all the sidewalks in Winnipeg are covered in ice and no one seems to care. Can we try to positively impact the safety of cyclists and pedestrians and reduce car usage now?	11/18/2021 11:16 AM
159	Stop debating and action plans before the costs increase. Stop hiring consultants that say what is common sense.	11/18/2021 11:08 AM
160	Perhaps if cars could move easily in the city there wouldn't be the congestion creating more greenhouse gases. Cars are necessary.	11/18/2021 11:02 AM
161	remove parking along key corridor all time to facilitate traffic and free up space for sustainable modes	11/18/2021 10:49 AM
162	Repeating this point, because the vague wording of the survey makes it unclear where these words should be placed: The city needs to stop being fearful of spending money on causes that will pay dividends in public good, well-being, and health. Clearly finding efficient ways to do things can be optimal, but when it’s an obsession it often quagmires real change and results in years of inaction followed by abandonment. Vision and leadership is required, not muttered concerns about costs, when public funds are fluid and the culture of fear around “personal debt” is incorrectly and often maliciously, applied to public and governmental debt.	11/18/2021 10:37 AM
163	You had your chance and threw it away.	11/18/2021 10:24 AM
164	Reallocate space to HOV and active transportation.	11/18/2021 10:14 AM
165	City should make the perimeter hwy without stopping.	11/18/2021 8:48 AM
166	L train	11/17/2021 7:26 PM
167	Public bike rentals, e bike battery charging or swapping, better bike parking, dedicated police task force for saving bike theft, priority repairs to active transit issues, general improvement to bike paths and infrastructure.	11/17/2021 7:05 PM
168	Our infrastructure investment restraints are self imposed and artificial, defund the police, stop building new car infrastructure and spend it on AT and transit the rest will fall in line.	11/17/2021 4:39 PM
169	Stop building suburbs	11/17/2021 4:28 PM
170	The city rightly wants to pursue non-capital intensive ways of improving the operation of existing corridors. As part of this the city should consider reducing the number of unsignalised access points to expressways and consider greater use of service roads where possible. Widening of corridors through established areas (such as st mary's road) should be strongly discouraged - consider other options such as reversible travel lanes in the existing ROW instead.	11/17/2021 3:06 PM
171	Changing our "stroads" to be distinctly street or road and not a combination of both - the Strong Towns organization has resources on what a stroad is and why we should shift away from this design in our cities. Private businesses should be involved in the Complete Streets initiative. For example, businesses with large parking lots could re-design the space to provide safe cycling and walking paths to the business. Policies for workplaces to not offer free parking and convert portions of the parking lot for other commercial use or green space. Workplaces can also provide transit incentives to their employees, promoting transit use to the workplace. I read that High-Occupancy Vehicle (HOV) lanes may be used for these strategies - if they are used, they should be for higher occupancy vehicles only to ultimately reduce car dependency and improve transit service, since a major focus of this plan is for moving people and not just cars. I've seen research that HOV lanes for private vehicles can induce more car users on the road. Other jurisdictions that added HOV lanes for private vehicles (like Houston) originally had a minimum of 4 occupants, but within 2 years the minimum was reduced to 2 occupants, reducing the effectiveness of the lane. If HOV lanes are used for private vehicles, there should be policy restrictions to maintain the number of occupants in private vehicles.	11/17/2021 12:14 PM

Q36 Strategy 4.1 Maximize the use and efficiency of the existing road network through advanced technology and operational improvementsDo you believe this strategy will support improvements to:

Answered: 673 Skipped: 838

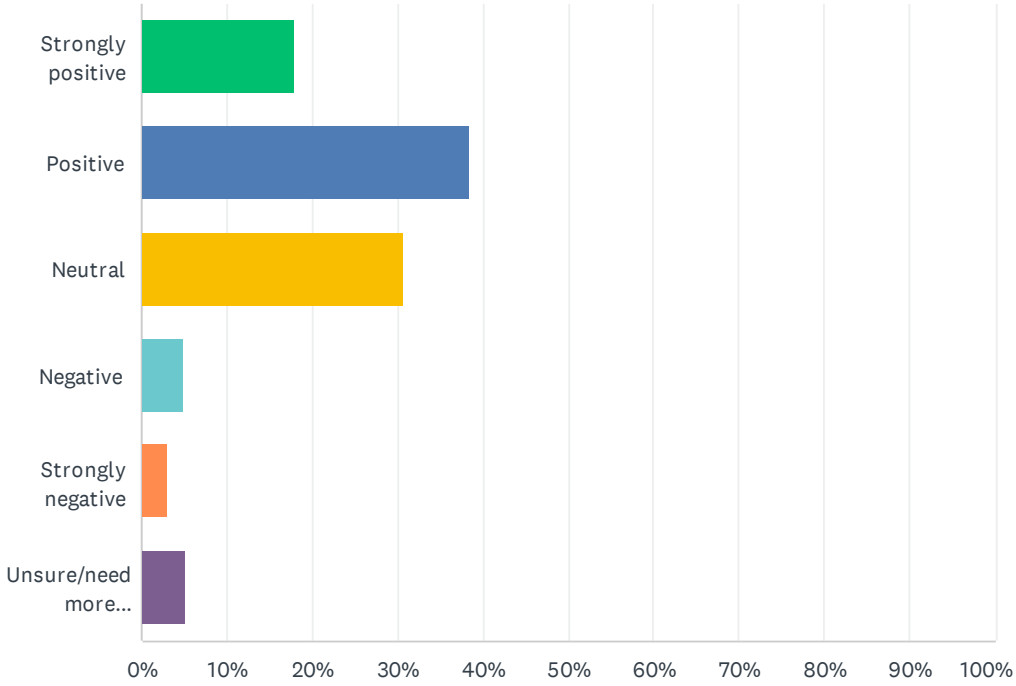




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	25.71% 173	36.85% 248	26.00% 175	7.13% 48	4.31% 29	673	2.27
Road congestion?	26.60% 179	39.67% 267	24.37% 164	5.50% 37	3.86% 26	673	2.20
Overall city costs?	22.14% 149	29.12% 196	31.80% 214	11.14% 75	5.79% 39	673	2.49
Safety?	23.63% 159	35.96% 242	30.46% 205	5.94% 40	4.01% 27	673	2.31

Q37 What impact would this proposed change have on your life?

Answered: 673 Skipped: 838



ANSWER CHOICES	RESPONSES	
Strongly positive	17.83%	120
Positive	38.48%	259
Neutral	30.76%	207
Negative	4.90%	33
Strongly negative	2.97%	20
Unsure/need more information	5.05%	34
TOTAL		673

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	Not sure what this means	12/17/2021 10:17 AM
2	Cars are the most inefficient use of space. Nothing car be done about the space required. Less cars must be the goal.	12/17/2021 9:41 AM
3	"Maximize the use and efficiency" through advanced technology and operational improvements? The roads are already maxed out and haven't been maintained except fractionally each year, for decades. This is worse than dreaming in color as this can't be delivered without $billions that the Provincial Conservatives are unwilling to 'divert' from their rural pet projects that keep them in power. If the City thinks it can negotiate with the Feds around the Provincial stonewall, good luck, and I wish it were so. This part of the survey is increasingly "hypothetical" and un-grounded in political reality as to be an even increasing waste of the City's financial resources. One thing though, the traffic lights have become much	12/16/2021 9:30 PM

	worse in being "coordinated" since the '70's, when I could get from one end of the City to the other in about a half hour, as the traffic lights created a thoroughfare in any direction. Maybe time to upgrade to the Cloud" LOL! Or at least invest in some more advanced traffic light programming that would save gas and emissions, as well as congestion, especially in Winter when the road construction corporations obstruct and delay traffic to their hearts content, never apparently working overtime or nights, despite there only being a 6 to 7 month window for most road construction/repair, and including sewer and other lines. Recalling that when they were putting in a sewer lining on my street, the construction company "forgot" to punch out and connect 5 or 6 houses' sewer lines and caused sewer backups that filled basements and destroyed everything down there... As well as contaminating.	
4	Yes, make do with what we have and fire all of the transportation consultants and cheerleaders.	12/14/2021 9:24 PM
5	Look at past answers.	12/14/2021 7:24 PM
6	The city should not invest any resources whatsoever in infrastructure for private automobiles	12/9/2021 3:18 PM
7	Technology is not required to solve the problems with our zoning and its interactions with our infrastructure.	12/9/2021 10:48 AM
8	Like what?	12/8/2021 5:09 PM
9	I think there has to be changes done to the road ways within the City in order to make lasting changes that make the City's transportation system work more efficiently	12/8/2021 9:28 AM
10	I have observed “advance technology” which slowed down traffic. This makes vehicles stay on the road longer. This is defeating your goals. Get better / wider roadways for vehicles. There will be less vehicle time on the roadway.	12/6/2021 2:34 PM
11	Car use needs to become more costly. These "solutions" will backfire and encourage more automobile use. We need dramatically less and if that means making car use more inefficient, that needs to happen.	12/5/2021 11:02 PM
12	The "inner ring road" plan should be abandoned. It is unacceptable to expropriate and destroy homes and businesses to induce more demand. The city has given no indication that private motor vehicles will be restricted from other roads if a ring road is built, so this is just continuing the same mistake of encouraging more and more vehicle traffic.	12/5/2021 8:55 PM
13	more cars on the roads driving all over the place with technology in there hands	12/5/2021 8:24 PM
14	Leave things alone, we know how to drive.	12/5/2021 11:52 AM
15	This one goal will undo all of the others. Congestion can't be solved. We already have more capacity than we can afford. We need to focus on a goal of reducing vehicle kilometers traveled instead, which we will do by REDUCING capacity, and handing over the extra space to the modes we want people to switch to (walking, biking and transit). Adding capacity, even just by increasing efficiency, is still adding capacity, which will simply be filled up again due to induced demand.	12/5/2021 10:46 AM
16	3 yrs ago the road more flow and safety than after all the change you make just make it worse	12/4/2021 9:17 AM
17	Please don't build more stroads. IF, and I hesitate to even say that any new roads are necessary, do not turn them into Kenastons and put all kinds of development that would hinder their use as people-and-goods-moving route	12/3/2021 11:35 PM
18	this should be what is current.	12/3/2021 10:55 AM
19	It's time we have referendums so city hall is not unduly influenced by so many special interest groups.	12/2/2021 2:29 PM
20	with limited resources....forget about accomodation for bike lanes.	12/2/2021 12:44 PM
21	This could incentivize single-occupancy vehicle travel	12/2/2021 10:35 AM
22	If this is referring to efficiency for vehicles only, then it will only make it more appealing to drivers.	12/2/2021 10:29 AM
23	If you mean vehicle detection at intersections so vehicles are not at a red light when there's no traffic from the other direction, then good.	12/2/2021 2:53 AM

24	If this means improving traffic light cycles and things like that then it’s great.	11/29/2021 3:56 PM
25	Technology is not the answer. We need to get people out of their cars.	11/29/2021 9:26 AM
26	GHG impact would mostly be from the avoidance of new construction and land use, I think. And costs will be avoided this way as well.	11/28/2021 11:56 AM
27	Start with the basics, THEN look to technological solutions. We don't even have proper bikelanes, nevermind smart tech solutions...	11/28/2021 4:45 AM
28	The city doesn't spend the money they take from us wisely. Just stop worrying about **REDACTED*** greenhouse gas ***REDACTED***.	11/27/2021 5:16 PM
29	HA HA! This is a trick question, no? It took ten years of "study" to co-ordinate the lights on Kenaston. ***REDACTED***	11/25/2021 10:11 PM
30	The technology already exists in proper urban street design and planning to reduce traffic congestion and improve safety. Specialized signals and sensors help, but the biggest priority needs to be the deescalation of cars in society. Prioritizing people instead of cars.	11/25/2021 2:03 PM
31	Because I don't have a car, I only use certain routes -- like Osborne most of all -- and I don't see any easy technological solutions to that problem, rather missed opportunities to have made it better in the past (like the underpass), and continued failure to even implement the basics like adequate garbage collection and pickup and pedestrian/cyclist priority on intersections with repeated collisions. How about some low-tech solutions, like putting back the unintentional speed bump on Churchill at the tot lot (for the bridge construction) that hugely improved the safety of the park users by preventing the slew of drivers who just rocket through the Churchill underpass?	11/25/2021 1:24 PM
32	More advanced technology (such as autonomous vehicles) will make our streets more hostile towards pedestrians and cyclists, and encourage more use of cars.	11/25/2021 7:36 AM
33	Grade separated intersections are the only answer. Inner ring road and downtown bypass.	11/25/2021 1:18 AM
34	" it is imperative for the City to limit addition of infrastructure and focus instead on maximizing and maintaining its current infrastructure and network." listen to your own words. DO NOT widen roads or extend pseudo freeways. Building freeways is bad enough, but then ruining them with excessive stop lights **REDACTED**	11/24/2021 11:55 PM
35	Costs are prohibitive	11/24/2021 8:54 PM
36	We'll never get ahead of the budget deficit that our road network has left us. We need to reduce spending on roads. The only way forward is to reduce road use by automobiles in order to lessen the need for expensive repairs.	11/24/2021 8:51 PM
37	Just seems like a placeholder rather than something to improve accessibility. Upgrading current tech and operations won't really change anything, we need a mode change. Upgrading current infrastructure to support protected bike lanes and better walkability would be better long term.	11/24/2021 1:28 PM
38	Investing in improving congestion works against our goals of creating mode shift. These tax dollars would be better spent maintaining the infrastructure we have and making alternative mode choices more appealing.	11/24/2021 10:46 AM
39	By incorporating multi use restrictions, therefore making pretty unfunctional corridors	11/24/2021 9:53 AM
40	You just rebuilt Monroe and at brazier you took out the bicycle beg button and repositioned the other beg buttons to make it harder for people on bikes to use	11/24/2021 9:47 AM
41	Construction on heavy use roadways increases congestion and lowest bidder, minimum requirements always results in line term problems and the need to repeat the same work only a few years later.	11/22/2021 8:05 PM
42	Check out the sorts of lights they use in Netherlands. We need smart street lights that are more dynamic to help traffic flow, ***REDACTED***. We also need less street lights in general.	11/22/2021 2:45 PM
43	More roads aren’t the answer. Neither is the *REDACTED* work that has to be redone every year.	11/22/2021 1:11 PM
44	Waste of money.	11/22/2021 11:19 AM

45	This is extremely vague.	11/22/2021 9:00 AM
46	We need to stop overspending on cars and do things for vulnerable road users and active transportation.	11/21/2021 12:43 PM
47	I believe the road network can be utilized more efficiently by analyzing transportation flows and impediments and by taking ongoing actions to consistently improve those flows.	11/20/2021 9:29 AM
48	Anything that makes it more efficient to drive will just keep people in single occupant vehicles.	11/19/2021 4:36 PM
49	It will just encourage more driving overall.	11/19/2021 4:19 PM
50	View previous comments	11/19/2021 3:43 PM
51	It will increase congestion with massive construction on existing roads and doesn't present a vision for the future that is less car-centred, it just patches up our existing system, which is deeply flawed and inaccessible for vulnerable populations	11/19/2021 2:07 PM
52	We can't support anything that tricks us into feeling lovely by using incomprehensible terminology.	11/18/2021 6:08 PM
53	It depends how this is implemented, but it would be good to implement: Bus triggered lights Bike triggered lights Road diets Traffic light timing that encourages travel well below the speed limit	11/18/2021 5:05 PM
54	If all that is being done is encouraging additional vehicle throughput, it will be counter to what we should be doing in a climate emergency. Use technology to prioritize cyclists, pedestrians, and transit.	11/18/2021 2:41 PM
55	We have all the tools we need to maximize efficiency. We don't need fancy new technology. We just need to densify and support human-scaled urban spaces properly. The cars will sort themselves out.	11/18/2021 12:11 PM
56	There is very little information as to what this looks like. Is it only pertaining to road traffic bridges? Winnipeg absolutely needs more point of access crossings over its River for pedestrians, between parks and green spaces and the like, but it’s unclear what this section is promising in any meaningful way with “technological” improvements.	11/18/2021 10:40 AM
57	More important would be to lessen the number of cars using road ways by offering improved public transit and active transit choices.	11/17/2021 7:06 PM
58	It could have a positive impact on my life if it included bike recognition in the technology to reduce wait times at street crossings (such as on Main St at Assiniboine Ave) or meant synchronization of traffic lights downtown to allow smooth traffic flow, including for bikes. Right now I hit a red light every block when cycling from Assiniboine to Portage Ave on Hargrave or Carlton.	11/17/2021 4:54 PM
59	like waze, which just put more traffic onto residential streets?	11/17/2021 4:40 PM
60	If you keep building infrastructure for cars even with maximizing efficiency, it's still going to negatively affect noncar users	11/17/2021 4:30 PM

Q38 Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Answered: 136 Skipped: 1,375

#	RESPONSES	DATE
1	Wildlife Passage Engineering Design Guidelines https://www.edmonton.ca/public-files/assets/document?path=WPEDG_FINAL_Aug_2010.pdf Reduced wildlife collisions save lives, insurance costs and protect biodiversity Allowing safe passage for people also allows safe passage for wildlife. The new Waverley underpass area is a complete blockade to people (walking and active transportation) and wildlife. Manitoba Public Insurance, Collisions with Wildlife https://www.mpi.mb.ca/Pages/wildlife-collisions.aspx Winnipeg map of top sites with deer collisions https://www.mpi.mb.ca/Documents/Map_WPG%20Deer%20Hot%20Spots%202014_2018%20Final.pdf?fbclid=IwAR0UXRA0QZSfOgREFbxzVojzj2zmaU1mAjNhpk96TSn0uiF5Zy7ALn7sHqw Connectivity beyond city limits. The Winnipeg Metropolitan Region Plan has a section on Transportation that includes transit, active transportation, and regional roads Re: support coordination of infrastructure with surrounding RMs. The Gateway active transportation corridor is a positive example that extends from Winnipeg to Birdshill. Safe connections for non-vehicle traffic are needed at all the river crossings on the 101 highway and at the Harte Trail, which is deadly. These crossing must be made safe and passable for people and wildlife.	12/17/2021 11:31 PM
2	the city wants people cycling to work, get the office towers downtown to have secure places for peole to store theirs bikes while working so they don't have to worry about them being stolen or vandalized while at work. Bike racks outside of these buildings just don't cut it. get the office towers downtown to have shower and locker rooms for cyclist so they can shower when they get to work and put on their business attire for the day. People will not cycle to work if there is no place for them to shower/change if they need to wear business attire.	12/17/2021 8:42 PM
3	It's interesting that here the word "Revitalize" is used but the Summary uses "Strategically enhance". Not quite the same, especially if 'enhance' also includes more/wider roads.	12/17/2021 5:16 PM
4	Influence WAZE and google maps routing to stop 'rat-routing' through residential neighborhoods. Implement bicycle priority at intersections with bike presence detection. Bus priority light changing systems to ensure that a bus rarely needs to stop at a light and use bus tracking to better estimate arrival times. Include live updating arrival time estimates on wayfinding screens at more bus stops. Use presence detection at bus shelters to make sure users are not left behind.	12/17/2021 1:20 PM
5	Ditch plans for new roads and focus on maintaining and enhancing existing infrastructure to be more bike and pedestrian friendly	12/17/2021 12:50 PM
6	30km/h residential streets and stop building stroads.	12/17/2021 9:41 AM
7	une stratégie pour encourager les écoles à voir une plus grand nombres d'éleves en vélo	12/16/2021 11:06 PM
8	The odd thing about mid-North American climate change, particularly in this area, is that we are actually set to benefit by slightly higher temperatures during the growing season, allowing us to grow more and have a longer growing season as well. So those may not be the constraints contemplated. And with the lack of inter-government cooperation since the Conservatives have a terrible record of cooperating with the Feds or the City to get anything that it appears their policy should go to their rural constituents to keep them in power, there has only been one mode of "infrastructure investment" for the City, where :"restraint" is an understatement to say the least, as most efforts have been absolutely stymied, forcing the City to rely almost exclusively on whatever the ever-lessening tax base could offer up. Looking forward to initiatives from the Indigenous Community in urban reserve development, and whatever else can be dredged up from the sink hole that is our economy at present and without access to Federal or corporate money. Consider that we actually have people in CEO positions	12/16/2021 9:30 PM

	(never mind Sam Katz who basically lived in the US, along with many other wealthy "Manitobans" for much of the year, think Costa Rica...) who don't even live here, because they are put in place by those who control this Province from the outside, but mostly only take from it. They don't even have the confidence in Manitobans that they would take CEOs from its human resource pool of those at executive-level. Instead, to their friends who need a job for a few months or couple of years... So transportation is the least of Manitoba's restraints. It's those who believe that they are the beneficiaries, and that we, the voters and tax payers, are the benefactors... for them.	
9	Looking to ambitious transportation plans from some European Countries (Netherlands and Sweden) make good use of low tech solutions with proven results more than spending money to out-technology the cars/drivers (i.e., more grade separated intersections than "smarter" millions of dollar traffic control systems).	12/16/2021 4:38 PM
10	Access to intersection camera's and live traffic counts. helps in planning and routing - drives more efficiencies	12/16/2021 4:07 PM
11	Timing of lights could drastically reduce GHG, there are many intersections that take 4 set of lights to get through and that means more fuel burned as people sit idling.	12/15/2021 9:27 AM
12	Do not rebuild bridges over rail yards. Move rail yards to northern edge of city instead and build separate dedicated active transportation bridges over Red River to service University of Manitoba and connect City's parks such as St Vital and Crescent Parks / Maple Grove and Kings parks, etc. Work with Parks to plan and build a network of active transportation corridors using the parks lands whenever possible.	12/14/2021 11:35 PM
13	What about advertising when are the best times to go out, if you have to use your car?	12/14/2021 10:28 PM
14	Yes.	12/14/2021 9:24 PM
15	Improved flow of perimeter highway with more interchanges and less lights that will allow traffic to move seamlessly without more delays and wasted green hold gases	12/14/2021 7:24 PM
16	Align and synchronize traffic signals	12/14/2021 7:17 PM
17	Just widen sidewalks for dual share	12/14/2021 7:00 PM
18	If this just means making existing roads fancier without providing alternative transportation infrastructure, it probably won't achieve any of the desired ends.	12/14/2021 12:56 PM
19	Most of our arterial roads are dangerous and inefficient because they have a lot of entrances and exits to side streets, parking lots, and driveways. All those points of conflict with people turning onto and off the road causes everyone behind them to have to slow down and could increase the risk of collision, especially if someone angles their car incorrectly in the median and sticks out into traffic. It also results in more traffic lights. So our arterial roads are bad for both safety and traffic flow. Depending on the specific road, we should either reduce speeds and add traffic calming measures to improve safety, or reduce the number of access points to improve traffic flow.	12/12/2021 12:38 AM
20	The other three methods I mentioned earlier would be best in my own opinion. Bridges for pedestrians over busy roadways to do away with crosswalks will speed up traffic flow, parkades will increase road space downtown to allow more traffic to flow, and tram on the three major roads will reduce the overall emissions of commuters. Deerfoot trail in Calgary is a good example of a good roadway, no stoplights and pedestrians crosswalks over the highway makes it safer and more efficient for traffic.	12/11/2021 3:15 PM
21	na	12/10/2021 3:41 PM
22	Asphalt process emits a lot of GHGs. Is there R&D from other winter cities that deal with as much salt and packed snow? Consideration for water runoff into rivers and waterways.	12/10/2021 10:30 AM
23	Identify opportunities to remove automobile traffic from roads entirely.	12/9/2021 1:21 PM
24	It is better to maintain well and when replacing or constructing anew to use the best materials and methods. In the long run this saves money and will improve safety despite being potentially more expensive initially	12/9/2021 11:15 AM
25	Same geothermal heating idea to keep streets clear of snow and less snow maintenance	12/9/2021 9:06 AM
26	Coordinating traffic signals so a bus always has the green light can make regular streets into	12/8/2021 10:07 PM

	rapid transit corridors (and convince waiting drivers they ought to be on that bus)	
27	The City cannot escape the need to invest in new road infrastructure ideas and rebuild/repair costs as it's a never ending battle to catch up. However, I believe citizens are not seeing value for their money when it seems like certain roads are being repaired fairly constantly. A shift needs to happen in the way of the contracts that are handed out. Perhaps there needs to be more oversight during the actual construction process and/or it needs to be better designed in the RFP's for specific road repairs. All-in-all, it would be better served to improve the methods used in those road construction projects, even if it involves spending more money up-front and doing less of those repair projects per year. Also, new planning ideas need to be implemented to think of ways to increase safety along roads that intersect the Perimeter including clover leaf/turn-off systems, and there needs to be ways to reduce the congestion of traffic through certain parts of city.	12/8/2021 1:53 PM
28	No	12/8/2021 11:04 AM
29	n/a	12/8/2021 10:22 AM
30	We could use some Smart technology on our roads at light controlled intersections. Smart lights that detect when a vehicle is at the intersection, at slow traffic flow times especially....and we need more TURNING LIGHTS at intersections, especially at BUSY intersections such as CORYDON AND KENASTON, east/west bound! Thank you.	12/8/2021 9:52 AM
31	no	12/8/2021 9:37 AM
32	Make the roadways wider for vehicles, don’t take away lanes for bicycles.	12/6/2021 2:34 PM
33	Stop prioritizing the efficiency of car use.	12/5/2021 11:02 PM
34	The city should implement a Ghent, Belgium-style motor-traffic circulation plan if it truly intends to achieve the above 4 goals.	12/5/2021 8:55 PM
35	yes bigger fines for traffic related infractions	12/5/2021 8:24 PM
36	Widen the roads and leave the speed limits alone.	12/5/2021 11:52 AM
37	Road pricing, congestion charges, tolls, whatever you want to call it. We need to manage demand for roads with user fees. Use that income to subsidize the other modes you want people to switch to (for example the user fees we charge to transit riders). BUT, careful not to over-budget... projected revenue will ALWAYS be less than what you think it will be. Pricing something will affect people's desire to use it, and so this should be seen more as a tool to manage/reduce demand, than as a revenue source. It is much cheaper, and more effective, than trying to increase capacity.	12/5/2021 10:46 AM
38	Full interchanges to promote smooth vehicular traffic and eliminating stop/go traffic on high volume high speed roadways which stop/go roadways increase pollution	12/4/2021 10:48 AM
39	Please prioritize important underpasses and bridges for cyclist/pedestrian connections. These are sorely lacking in and would cut travel times dramatically for people outside of vehicles (walk/bike bridge connecting Charleswood and Westwood at The Passage is a great example of a game-changing bridge that would cost a fraction of a vehicle bridge)	12/3/2021 11:35 PM
40	Minimally changing existing infrastructure could potentially benefit road users. For example, ceasing on-street parking on roads like Stafford and Grant, and limiting access to a road like Stafford (not every side street would have access to turn left or right onto this major route) would be beneficial. First, it is a safety issue. Parking on major routes promotes vehicles to swerve in and around parked cars while driving at speed. Limiting the ability to turn on and off of the major route also would be safer, as people will not have to slow down to turn, thus halting traffic. Especially when people turn off a major route into a backlane. Backlanes should also be limited access. For no reason should people be trying to make a left hand turn out of a backlane across Stafford. Additionally, speed limits should be carefully monitored on roads like Stafford and Academy, where people find it totally reasonable to drive 70, and tailgate you, although the speed limit is rightly 50 due to all the cross streets and street parking etc.	12/3/2021 9:56 AM
41	Non	12/3/2021 1:51 AM
42	It's time we have referendums so city hall is not unduly influenced by so many special interest groups.	12/2/2021 2:29 PM
43	with limited resources....forget about accomodation for bike lanes.	12/2/2021 12:44 PM

44	If “operational improvements” read “increasing walking and cycling options to reduce car demand” then I would be in full support. This current language does not set a clear path.	12/2/2021 12:44 PM
45	Electrify transportation systems	12/1/2021 6:49 PM
46	explore other existing utility corridors within the city to use as transportation or active transportation corridors.	11/30/2021 1:38 PM
47	Traffic signal timing improvements and conversion to roundabouts where feasible to reduce unnecessary delays, , especially in off peak periods.	11/29/2021 11:22 AM
48	Hopefully this will include synchronizing the traffic lights	11/28/2021 1:43 PM
49	The resilience of the road network must also be considered. As seen in BC and in NL recently, extreme precipitation events can quickly wipe out key transportation networks. Winnipeg is on a flood plain. This cannot be ignored and must be planned for.	11/28/2021 11:56 AM
50	See comment above.	11/27/2021 5:16 PM
51	Subway/sky train too expensive and politically impossible to accomplish. Focus on dedicated bike lanes	11/26/2021 8:51 PM
52	More lights by the bus stop, cut the branches of trees blocking the bus stop signs, larger bus stop signs for people with reading problems. The bus signs are probably 150 years old.	11/26/2021 7:28 PM
53	This sounds good. Make the best use of existing - this is much better than the rest.	11/25/2021 11:30 PM
54	Provide free bus passes for children and seniors.	11/25/2021 8:24 PM
55	Timing changes to intersections based on traffic times, i.e. rush hour, etc. Also need for turn lane lights to be extended at certain times.	11/25/2021 7:24 PM
56	Increase number of routes, availability of routes throughout the day, and frequency of buses along routes, through low income areas. An increase reliable transportation can provide better income opportunities and decrease the likelihood of a person losing work due to transportation limitations. This has been proven in scientific and socioeconomic research papers to increase standards of living and decrease crime. It's a rather simple and cost effective method to mitigate long term costs of crime prone neighborhoods most often associated with low income housing. Moving to easy to clean plastic woven seats and away from cloth seats will increase likelihood of people choosing buses of personal transport. Increased and easier reporting, policing, and handling of uncivilized behavior on buses. From littering and vandalism, to inappropriate and or violent behavior. Other major Canadian citizens have reporting apps to make it easier and more reliably while compensating reporters. Seperation of drivers from the riders. NewFlyer can make electric buses. Stop playing.	11/25/2021 7:21 PM
57	Elimination of unnecessary street lights and stop signs.	11/25/2021 6:42 PM
58	How about some noise monitoring stations with cameras to go with speed cameras for all the lovely, lovely motorcycles (and some other vehicles) with open pipes that race around Jubilee, Osborne/Dakota, Bishop Grandin and Pembina all night long (and much of the day)?	11/25/2021 1:24 PM
59	Use of sensors to enhance the flow of traffic at stop lights (akin to the Dutch)	11/25/2021 12:44 PM
60	Yes, please see my letter copied under question #17 three pages back.	11/25/2021 11:14 AM
61	Fix the potholes. Get rid of half the traffic control devices.	11/25/2021 11:10 AM
62	Previously stated. The diamond lanes, removal of parking & bike corridors continue to cause congestion downtown.	11/25/2021 10:01 AM
63	More one way roads with less traffic lights	11/25/2021 9:21 AM
64	If we lived closer to our grocery stores and work we wouldn't need transportation we could walk. Stop building residential areas, they are impractical, they become eye sores.	11/25/2021 8:25 AM
65	Already spoke to this enough... its likely if you are like most people... you are already rolling your eyes and wondering how someone could be so bold to suggest such things. The answer is simple... because if we don't make bold movements to improve then our city will eventually fail.	11/25/2021 7:52 AM
66	Grade separated Transit lines for Blue, Rose and a orange lines.	11/25/2021 1:18 AM

67	Where freeways have already been built, at least let them function that way instead of ruining them with red lights. Implement more roundabouts -- but do it properly! Grosvenor just has chunks of concrete in unmarked intersections -- those are NOT roundabouts.	11/24/2021 11:55 PM
68	The introduction of advanced bike parking lots with security. This will heavily promote biking and make it convenient for bike users. This could be done by converting or adding them to: car parking lots, parks/public spaces, to the side of sidewalks, in front of businesses, and on school grounds.	11/24/2021 10:54 PM
69	All bridges should be ped and cyclist friendly. Many are not. Some are a real bottleneck for bicycling.	11/24/2021 8:45 PM
70	Chief Peguis west extension	11/24/2021 8:30 PM
71	Recognize that cars are not city-friendly, and start prioritizing planning that priortizes cyclists and pedestrians, as well as fare-free public transit. and build more pedestrian bridges across our rivers, thereby connecting communities and reducing travel times and dependence on automobiles.	11/24/2021 3:17 PM
72	no	11/24/2021 11:22 AM
73	see first change recommended	11/24/2021 9:53 AM
74	***REDACTED***	11/24/2021 9:30 AM
75	We need a place to go	11/24/2021 9:27 AM
76	City should move away from prioritizing single vehicle use	11/24/2021 8:48 AM
77	Transit, cycling and pedestrians need to be given greater priority with signalling	11/23/2021 11:29 PM
78	Seriously- people are not supposed to be living under bridges. The city needs to partner with other agencies and make a commitment to address the needs of those who feel that is their only resort.	11/23/2021 7:04 PM
79	Transportation in Winnipeg is seriously broken and too congested in road repairs and planing .... some areas in the city in drastic need of attention.	11/23/2021 6:44 PM
80	Monorail!	11/23/2021 6:33 PM
81	Monorail	11/23/2021 6:32 PM
82	Spend the money on existing infrastructure! Build interchanges!	11/23/2021 5:58 PM
83	Don't continue to recommend billions of dollars of roads projects.	11/23/2021 12:13 PM
84	The city pretty much ignores its waterways as a resource. If the city followed infrastructure maintenance guidelines followed by other municipalities that share a climate similar to us, there would be a lot to learn.	11/23/2021 11:59 AM
85	Make cycling infrastructure a priority	11/23/2021 9:31 AM
86	See answer to Question #24	11/22/2021 10:55 PM
87	Coordination of timing of road repairs in each quadrant of the city to minimize the disruptions in each area.	11/22/2021 9:35 PM
88	Converting old bridge structures to AT use when possible (ex. Omand's Creek, Bridge Drive-in, Disraeli Bridge). This can help alleviate stress from roadways by enabling AT transportation and is a major cost-saving opportunity. 2) When revitalizing major roadways and bridges, always consider AT integration.	11/22/2021 9:23 PM
89	Review traffic patterns and change heavy flow routes to reduce congestion. Less congestion via one way, no left turn routes could have huge benefits in reducing congestion and the resulting climate effect from current congestion.	11/22/2021 8:05 PM
90	What planet are you people living on. Every other city in North America has freeways.	11/22/2021 7:44 PM
91	Mentioned in my previous comment. More lanes won't improve traffic flow scenarios, so we need to be proactive and enact creative laws, such as prohibiting larger suburban	11/22/2021 7:26 PM

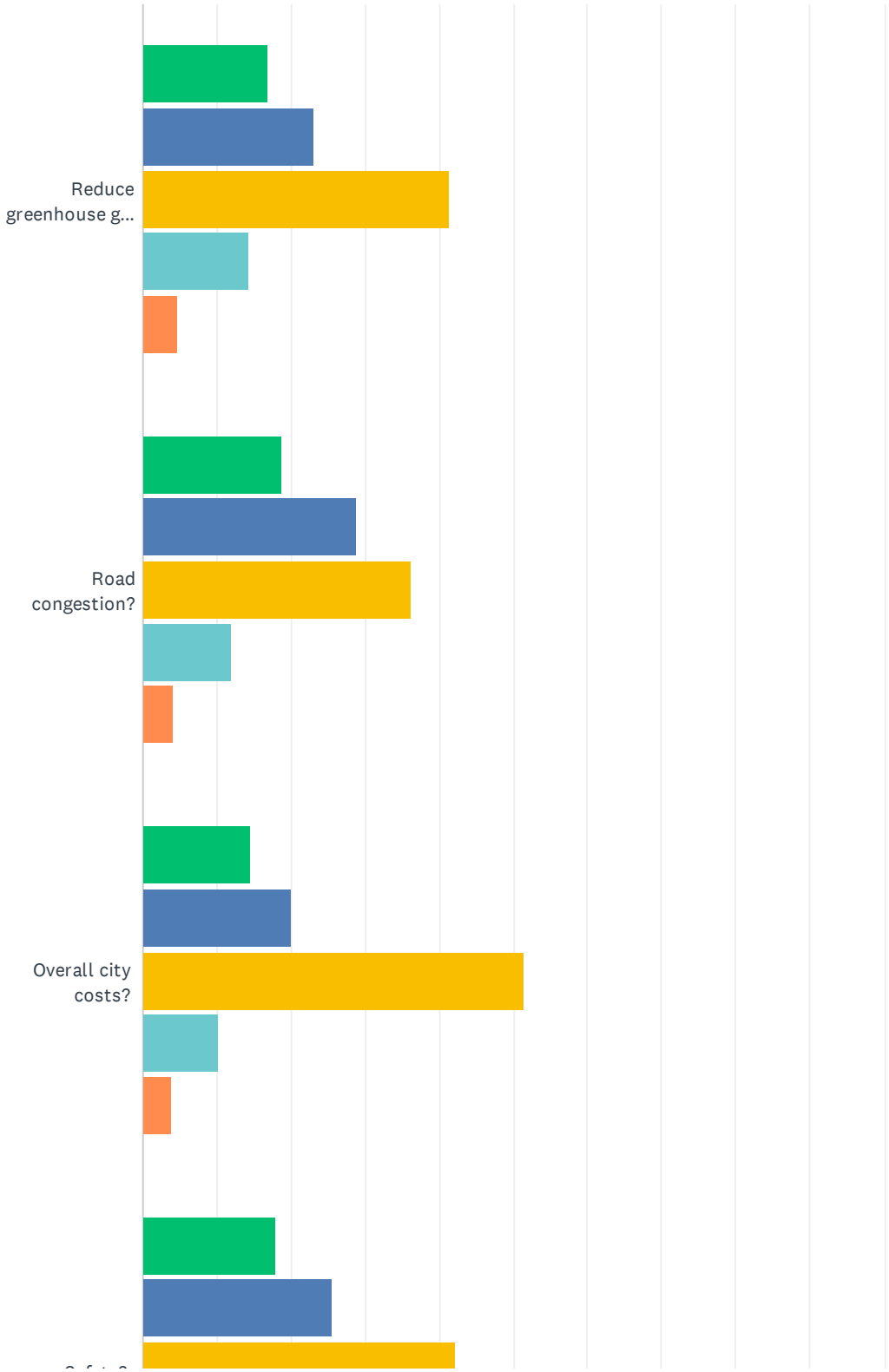
	developments that expand our horizontal footprint as a city. It costs everyone more as well as the environment.	
92	There is a contradiction here: Strategy 4.1 says "it is imperative for the City to limit addition of infrastructure" and then lists 33 potential infrastructure projects that require capital investments and then ongoing maintenance in perpetuity, including dozens of km of new roadways. The city needs to strive for significant mode shift and community design (i.e. the 15 minute city) which will reduce impact on our existing roadways, while also reducing congestion.	11/22/2021 4:04 PM
93	No	11/22/2021 3:50 PM
94	Technology won't save us. You have to compromise and give up most of the power cars/trucks vehicles wield on the 7000+ km of lanes in Winnipeg, plus plunk down cash to allow for barrier free movement of non-car/truck vehicles, i.e. bikes, pedestrians, and buses. Same goes for frequent, reliable bus service that is 24/h similar to Toronto's blue line night network as opposed to here where they just shut down the system at midnight.	11/22/2021 3:48 PM
95	safety	11/22/2021 1:17 PM
96	Get out of the pocket of developers. Honestly, the city should disincorporate and try again. You failed. We failed.	11/22/2021 1:11 PM
97	Traffic flow improvements. I absolutely abhor travelling on Bishop and Lag due to the start and stop on high speed routes. Very frustrating and fuel inefficient.	11/22/2021 12:44 PM
98	More traffic lights and at-grade pedestrian crossings are not advanced technology.	11/22/2021 11:24 AM
99	Monorail.	11/22/2021 11:19 AM
100	Streetcars	11/22/2021 11:19 AM
101	Multi-mode transportation on roads is the present and future so I’m glad the city is taking this initiative seriously.	11/22/2021 10:25 AM
102	Speed 30 when sharing the road with vulnerable traffic users such as cyclists!	11/22/2021 10:17 AM
103	No	11/22/2021 12:58 AM
104	Enhanced traffic monitoring and understanding contractor performance (e.g. snow clearing, sanding, street cleaning) should be included.	11/21/2021 7:04 PM
105	Replacing bridges like Arlington should not be categorized as upgrading existing infrastructure. That is a brand new project, and it should be cancelled – there are numerous other crossing nearby. Keep the current bridge and close it to motorists, converting it to AT/transit only use.	11/21/2021 5:33 PM
106	Stop overspending on cars	11/21/2021 12:43 PM
107	Street cars	11/21/2021 12:17 PM
108	Tiered speed limits for primary, secondary and residential streets. Reducing speed limits on residential streets to 30km would improve safety for alternative forms of mobility. There is already wide acceptance for this with many people their own signs asking drivers to slow down. It would be a low cost option for the City to implement, is enforceable and generate revenue from infractions. Work with insurance industry for reduced fees for those living on slower streets and promote self-regulation.	11/21/2021 11:48 AM
109	Existing stroads should be converted to either limited-access, high-speed roads, or low-speed local-access streets. Future road building should fall unambiguously into these categories. The City should consider replacing more stop signs and traffic lights with roundabouts where possible. Bicycles should be able to treat stop signs as yields.	11/20/2021 3:53 PM
110	If more neighbourhoods are going to be developed, there will need to be infrastructure and related costs. I think you need to get back to figuring out how to change the mentality. Bikes in Amsterdam. Incredible.	11/20/2021 2:40 PM
111	Elevated light rail. Go above the same roads ***REDACTED***. Why is confusion corner not one massive traffic circle? ***REDACTED***	11/20/2021 7:37 AM
112	Incorporate upgraded pedestrian and cycling infrastructure that prioritizes the safety of vulnerable road users of all ages and abilities into all new roadway and bridge improvements	11/19/2021 4:19 PM

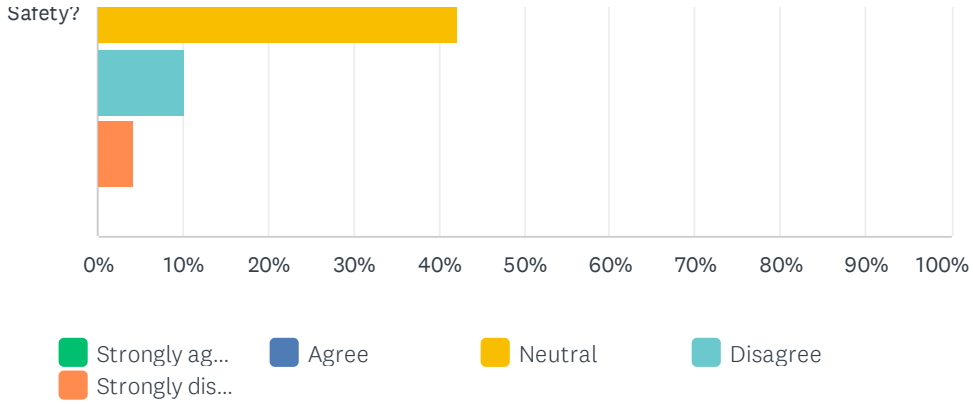
113	Streetcars or trains to transport people longer distances across the city quickly	11/19/2021 2:07 PM
114	widening of Route 90 and Lagimodiere Boulevard, complete the "inner ring road", implement grade separated interchanges at key intersections and preserve property for this in the development planning process. Also, ensure the development planning process includes mechanisms for developers to pay for transportation improvements needed to support their developments.	11/19/2021 1:58 PM
115	-	11/19/2021 1:55 PM
116	Explain what you mean. Discard survey results that this question manipulates respondents into.	11/18/2021 6:08 PM
117	It is shocking that the city built a bridge on the South busway over McGillvray. If that bridge was built to avoid congestion on McGillvary, then it should not be shown as part of public transit expenditures. There should have been a traffic light that stopped the McGillvray traffic for each bus going by on the busway. In Holland, and other countries developing strong public transit, planners want the automobile drivers to be forced to stop and watch the transit passengers fly by at a good speed. It teaches the drivers that their mode is slow and public transit is fast. Same with bike paths; they want the drivers to experience cyclists going by while cars are in congestion. Same lesson.	11/18/2021 5:05 PM
118	Too much ACCOMODATION IS being given for bikes.	11/18/2021 4:49 PM
119	Effective public transit, especially an LRT would move traffic off roads, thus reducing demand for bigger roads/	11/18/2021 3:28 PM
120	There must be advancements/materials/technology in road construction that will eliminate Winnipeg's horrible road conditions (especially in the winter) and reduce the amount of maintenance construction in the summer.	11/18/2021 2:12 PM
121	Whenever existing infrastructure are redeveloped, such as road renewal, new infrastructure should be put in place during this process, i.e. curb-separated bike lanes, transit lanes, and trees.	11/18/2021 12:29 PM
122	If you plan for and around cars, cars are what you get. If you plan for and around people, people are what you get.	11/18/2021 12:11 PM
123	Reconsider your climate change presuppositions. You can can easily incorporate the changes needed based on Winnipegers infrastructure requests for a number of reasons, but not one that imposes a potentially faulty ideology on ALL Winnipeg residents, which by definition is an inequitable strategy to implement.	11/18/2021 12:08 PM
124	Everyone has a smart phone. Develop central traffic routing to adjust traffic signals to maximize the efficient movement of traffic.	11/18/2021 11:52 AM
125	These surveys are a waste of taxpayer money and time. It's not rocket science, more AT, more transit, less cars. Please stop kicking the can down the road because people are so used to the status quo they can't vision a different kind of city.	11/18/2021 11:18 AM
126	Get the lights sequenced. I cant tell you how many hours I have wasted idling at red lights at 3 am with no other cars around.	11/18/2021 11:10 AM
127	invest in smart intersection control to improve all users safety	11/18/2021 10:50 AM
128	Creation of active, public, and overstrain transport (and bridges) should be of far higher priority than this vague and confusing promise.	11/18/2021 10:40 AM
129	All bridges should have good bike and pedestrian facilities.	11/18/2021 5:47 AM
130	The more bridges to separate cyclists/pedestrians and motorists the better. Out bridges are too dangerous to mix motorists and cyclists. As a pedestrian, I don't want to breathe in car fumes as I walk	11/17/2021 9:04 PM
131	L trains	11/17/2021 7:26 PM
132	We need to find a solution for people on bikes to safely and conveniently use Winnipeg's bridges and underpasses. Once again we are trying to fit people into a car-environment.	11/17/2021 4:54 PM
133	If by operational improvements the survey is referring to transit and bike lanes and sidewalks, I	11/17/2021 4:43 PM

	agree.	
134	stop tech funding and implement known solutions (bike lanes, bioswales, public transit...)	11/17/2021 4:40 PM
135	Switch the capital budget from spending 1 billion on roads solely for cars over 5 years and 100 million over 5 years for transit to 1 billion for transit, 100 million for cars	11/17/2021 4:30 PM
136	Roads could be reclassified so that only certain modes can use them. Can we make car travel less direct and other modes to be more direct and reliable so that people are encouraged to take other modes? I saw that road widening may be implemented on existing roads and bridges. If widening is to occur, they should include transit priority lanes and better cycling facilities. It's also important to consider pedestrian crossings across wide roads. Current intersections long Kenaston with many car lanes across are not pedestrian-friendly, convenient, or safe. The wait times to cross as a pedestrian/cyclist are very long. Pedestrians usually have to press a button to cross but if they don't press it at the right time they have to wait for multiple traffic cycles before they can safely cross.	11/17/2021 12:20 PM

Q39 Strategy 1.2 Protect the viability of goods movement in land use planning and developmentDo you believe this strategy will support improvements to:

Answered: 631 Skipped: 880

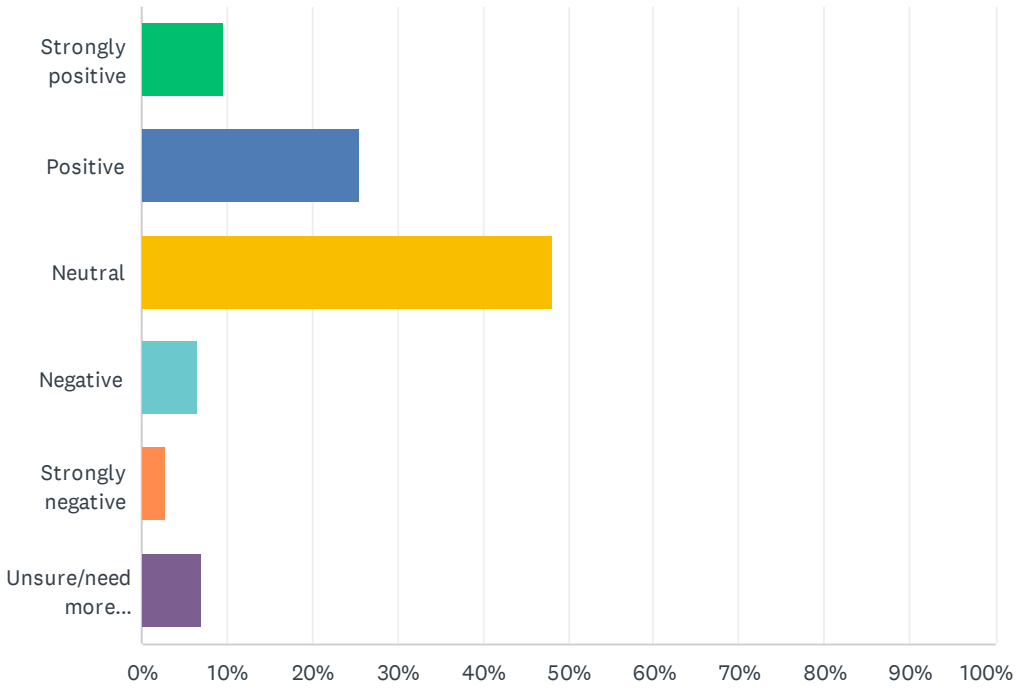




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	16.80% 106	22.98% 145	41.36% 261	14.26% 90	4.60% 29	631	2.67
Road congestion?	18.86% 119	28.84% 182	36.29% 229	12.04% 76	3.96% 25	631	2.53
Overall city costs?	14.42% 91	20.13% 127	51.35% 324	10.30% 65	3.80% 24	631	2.69
Safety?	17.91% 113	25.52% 161	42.16% 266	10.14% 64	4.28% 27	631	2.57

Q40 What impact would this proposed change have on your life?

Answered: 631 Skipped: 880



ANSWER CHOICES	RESPONSES	
Strongly positive	9.67%	61
Positive	25.67%	162
Neutral	48.18%	304
Negative	6.66%	42
Strongly negative	2.69%	17
Unsure/need more information	7.13%	45
TOTAL		631

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	"Protect the viability" implies maintaining the status quo, therefore no improvement.	12/17/2021 5:47 PM
2	Reduce personal vehicles on our roads so goods and services are given priority.	12/17/2021 9:48 AM
3	We only have so many truck-stable routes, and if the traffic signals were better coordinated, they would move more efficiently. But I gather that there's been very little investment in that technology for decades. In fact, I was at St. James Clinic when the electricity went out last month (apparently not an infrequent occurrence), including the St. James and Portage Avenue traffic lights, and witnessed a potentially deadly "bumper cars" in all four directions, lucky not to have had actual fatalities. I thought to myself, "There's my MPIC bill going up to cover all these road accidents", but thanks to COVID, we may be getting a refund. Like thanking the Bubonic Plague for small mercies... Egregiously bad situation that definitely needs investment.	12/16/2021 9:53 PM

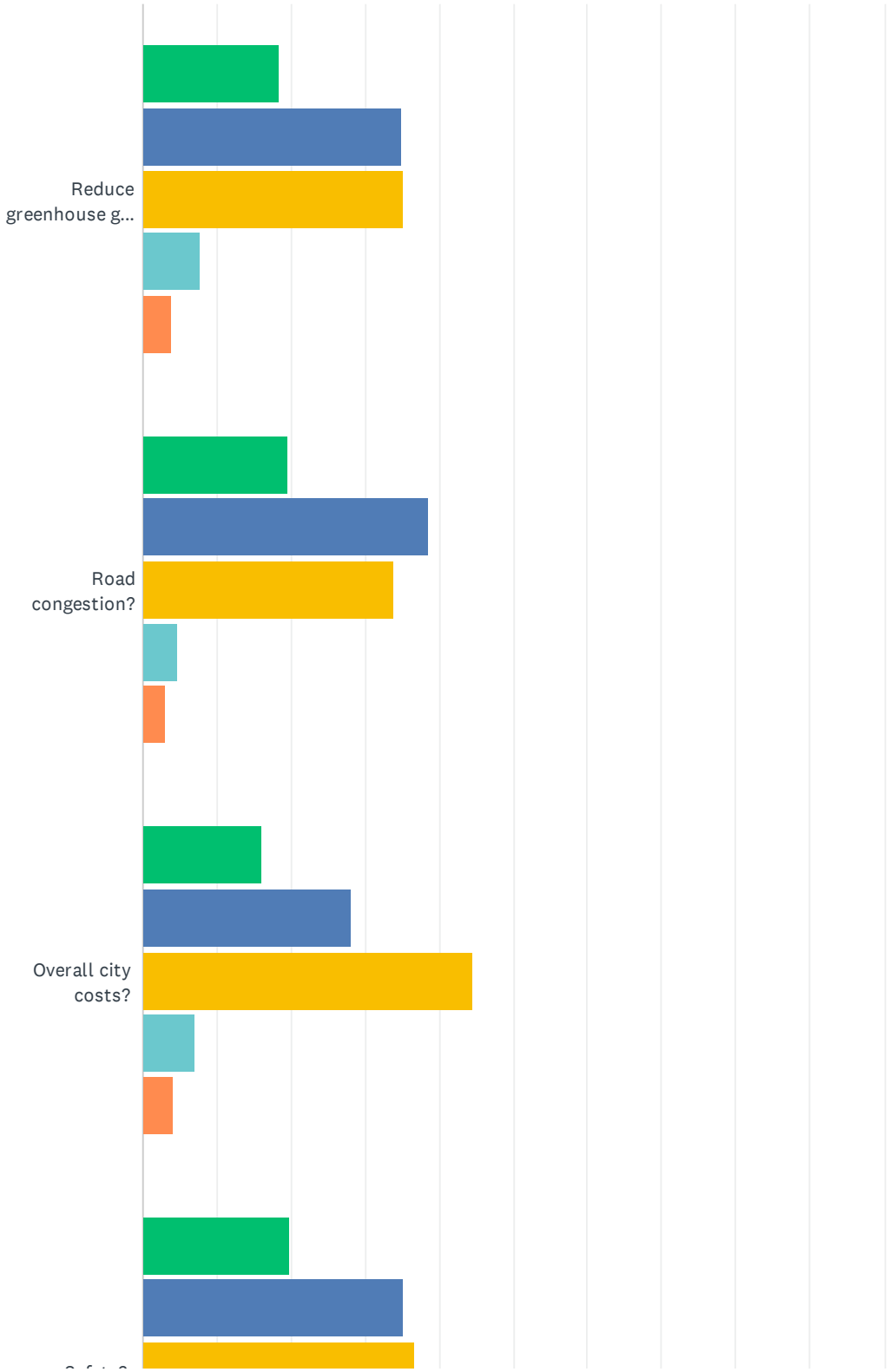
4	For your information the existing restrictions to Churchill Drive to accomodate cyclists result in the diversion of heavy truck traffic and hazardous goods destined for the hospital onto residential streets in Riverview community.	12/16/2021 6:43 PM
5	I just want to say that I personally feel plans to expand Kenaston and make it a wider trucking route are not sustainable for community wellbeing in Winnipeg though can see how it couldbe seen as more efficient for truckers. I believe heavy truck traffic should be LIMITED within the City of Winnipeg and bisecting the city with a literal freeway will fracture the community that exists in that area. Nobody needs frequent semis going through the spine of a city. Direct them to the perimeter highway and around the city as a whole, please.	12/16/2021 3:27 PM
6	Designate route and impose monthly fees based on truck weight catrgory.	12/14/2021 11:48 PM
7	Survey is WAY TOO Long...	12/14/2021 7:26 PM
8	Depends on how the goods are being moved. Having semi's move through the city isn't very safe or effecient, but providing ways for smaller trucks to move cargo to buisnesses makes sense.	12/14/2021 1:00 PM
9	You already have semi-articulated trucks tearing up your roads and adding to the congestion, and you want to "protect the viability of goods movement" You already have mile long trains crisscrossing the city all the time causing noise pollution, delays and just being ugly,and you want to "protect the viability of goods movement". Goods movement is really not in danger.	12/10/2021 10:57 PM
10	I live on Kenaston - need I say more?	12/9/2021 2:06 PM
11	On its own, this will not reduce emissions or congestion. However, I believe goods movement is essential if we are to have more small businesses throughout neighborhoods serving those neighborhoods.	12/9/2021 10:50 AM
12	Goods movement is an essential part of an economic system. It's not the driving factor. Expedient goods movement in a City can't undermine other key factors like livability, safety etc. Goods movement can go slower, and we don't need urban highways with huge turn radius everywhere.	12/8/2021 10:00 AM
13	The economy as it is currently structured is not sustainable. The city needs to be encourage less "economic development" and more community development.	12/5/2021 11:06 PM
14	living on a now truck route wasn't years ago but the city's catering to traffic now makes the street unsafe for cycling and foot traffic	12/5/2021 8:28 PM
15	How do I end this survey?	12/5/2021 11:54 AM
16	Pls check the one who do the painting for the road they did do a good job some lane to small and some turn mark wrong like the turn on main to portage they make wrong painted	12/4/2021 9:20 AM
17	I don't know what this means.	12/3/2021 2:58 PM
18	If transport trucks continue to use city streets instead of the perimeter highway, traffic congestion will continue to be a problem. Transport trucks should be prohibited on city streets during peak and day time hours.	12/2/2021 7:22 PM
19	We need smaller localized goods transportation. It would improve our lives and require far smaller traffic areas by not allowing larger goods transport vehicles into the city.	12/2/2021 12:58 PM
20	Not my area of expertise	11/30/2021 7:16 PM
21	Looking at Route 90 where the city has allowed uncontrolled growth of trucking companies has already slowed traffic and contributed to climate change and congestion and likely adding of traffic lights in the future which will add to slower traffice	11/30/2021 12:28 PM
22	This objective is in contradiction to the goal of reducing greenhouse gas emissions.	11/29/2021 9:29 AM
23	Plan says nothing	11/29/2021 9:28 AM
24	What does this mean in practice... Yes, but where, under what conditions...	11/28/2021 4:47 AM
25	I have no idea what you're talking about. Not enough information provided.	11/27/2021 5:20 PM
26	This depends: the movement of goods by big truck seems to be the accepted norm, but there are alternatives, at least at the very end of the trip and perhaps elsewhere (e.g., cargo bikes	11/25/2021 1:30 PM

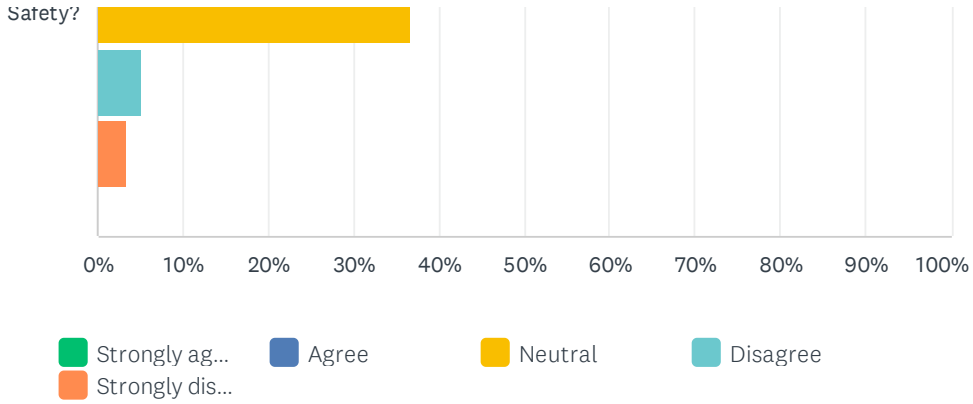
	and electric minitruck). What if all those peripheral big-box malls were used as transport hubs and smaller neighbourhood outlets were the final poinf of delivery? but what I fear is coming instead is an incessant slew of drones and other air-based delivery systems -- imagine the noise and view, and safety issues there.	
27	Large trucks on city streets are very dangerous. Smaller commercial vehicles can be used when large ones are not practical.	11/25/2021 7:41 AM
28	Freeways move goods.	11/25/2021 1:22 AM
29	E-assist cargo bikes for last mile would knock it out of the park on reducing greenhouse gases, reducing road congestion and safety. It would make happier, healthier citizens all around.	11/25/2021 12:01 AM
30	Increased cost to taxpayers	11/24/2021 8:58 PM
31	To date big trucks are using all city streets, many people downtown have been run over or killed. there is no enforcement or fines given to deter	11/24/2021 9:58 AM
32	As Long as these things don’t affect people driving or so they can drive more Winnipeg will do it	11/24/2021 9:51 AM
33	Have no idea what you are talking about	11/23/2021 6:46 PM
34	Every street doesn't need to be a truck route.	11/23/2021 12:14 PM
35	Non-local goods movement should be minimized within the city.	11/22/2021 11:37 PM
36	Be honest, the city will never do it.	11/22/2021 1:14 PM
37	Greater congestion, GHG emissions, and cost.	11/22/2021 11:20 AM
38	All goods movement should be handled in the Edges of the city especially with the new CentrePort project. There needs to be a complete rethinking of how our goods are moved instead of allocating more space for them throughout the middle of the city.	11/22/2021 10:29 AM
39	Moving goods on heavy trucks all throughout the city should not be encouraged. Beef up capacity on the regional roads and our fake expressways, and encourage last mile and inter-city deliveries to start using smaller (electric) vehicles instead of massive multi-axle trucks.	11/21/2021 5:35 PM
40	What does this mean??	11/20/2021 9:08 PM
41	This sounds like an appropriate strategy but the components of this strategy should actually support the strategy.	11/20/2021 9:32 AM
42	Sounds a lot like more planning and facilities for semi-trailers. Truck traffic should not be prioritized. Instead, focus on local manufacturing, accessibility, and liveliness. Truck-focused infrastructure turns cities into truck stops.	11/19/2021 2:10 PM
43	This is very unclear, so that means it must be geared to supporting developers. Explain what you mean.	11/18/2021 6:14 PM
44	Ok, I accept the need for this strategy; but it won't improve GHG or safety. Trucks make roads feel less safe, and many truck drivers are neither careful nor considerate.	11/18/2021 5:15 PM
45	Increase my taxes with no value added improvement to the existing roadways.	11/18/2021 1:07 PM
46	Can we get big trucks out of the city centre? Semi trucks down Broadway is ridiculous. Can we move the rail yards and connect trucks, trains and cargo planes in one space, freeing up the city centre for more human-scaled activities? I recognize the economic and supply-chain importance of getting stuff to and around the city. But surely there is a more efficient, connective strategy that can be more hospitable to our urban spaces and environmentally sustainable.	11/18/2021 12:18 PM
47	Winnipeg is already choked to death with road cargo and has a culture of putting these businesses and entities before actual people.	11/18/2021 10:45 AM
48	there is no mention of transitioning more goods to rail and removing large trucks from places where people live.	11/17/2021 4:42 PM
49	This sounds like fancy talk for allowing lots of trucks on the road which is a bad thing	11/17/2021 4:32 PM

50	The concern here is that development on corridors that see a lot of truck traffic but also have high potential (provencher, for example) should not be prevented because future residents might complain about truck noise.	11/17/2021 3:09 PM

Q41 Strategy 5.2 Collaborate and coordinate with regional partners to increase goods movement safety, efficiency, reliability, and planningDo you believe this strategy will support improvements to:

Answered: 631 Skipped: 880

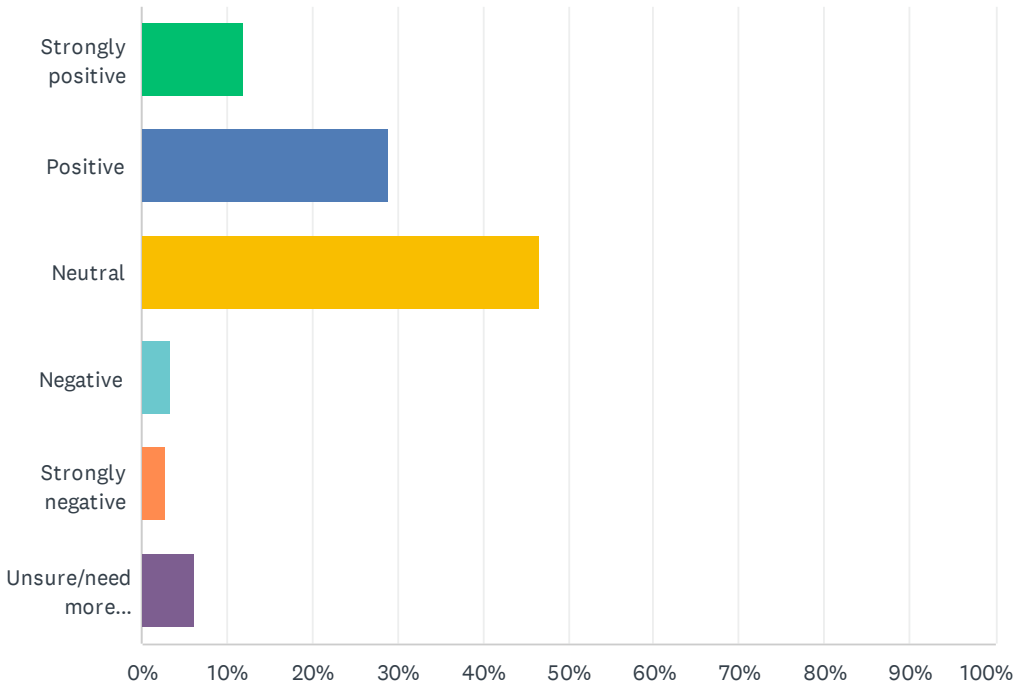




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	18.38% 116	34.87% 220	35.18% 222	7.77% 49	3.80% 24	631	2.44
Road congestion?	19.65% 124	38.67% 244	33.91% 214	4.75% 30	3.01% 19	631	2.33
Overall city costs?	16.01% 101	28.21% 178	44.53% 281	7.13% 45	4.12% 26	631	2.55
Safety?	19.81% 125	35.18% 222	36.61% 231	5.07% 32	3.33% 21	631	2.37

Q42 What impact would this proposed change have on your life?

Answered: 631 Skipped: 880



ANSWER CHOICES	RESPONSES	
Strongly positive	11.89%	75
Positive	29.00%	183
Neutral	46.75%	295
Negative	3.49%	22
Strongly negative	2.69%	17
Unsure/need more information	6.18%	39
TOTAL		631

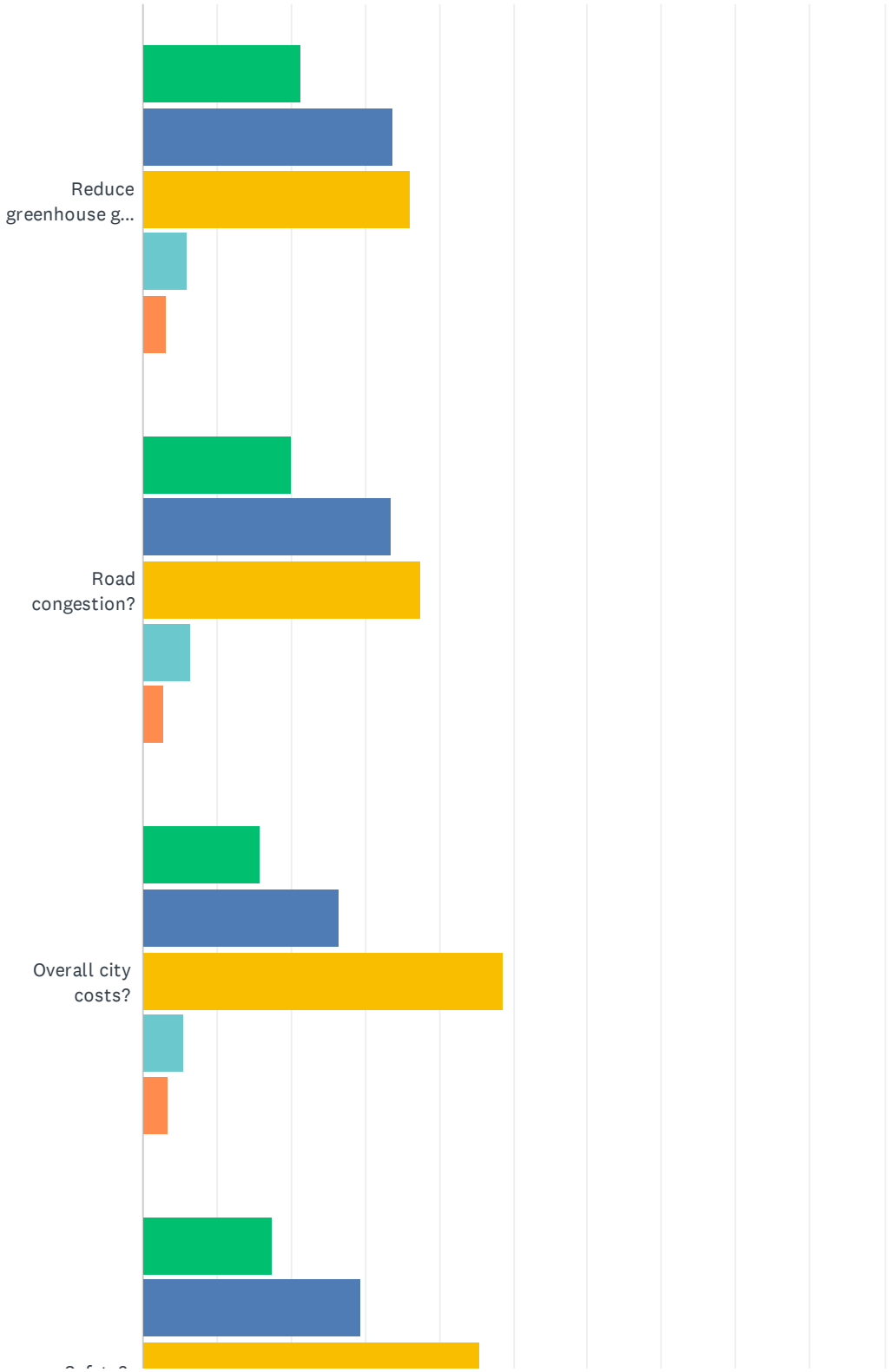
#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	"Regional partners" would be private industry if there is no hope or expectation of the Provincial government partnering with the City any time soon, as their interests are their rural "partners" who keep them in power. So obviously this would go without saying, but of little hope or expectation. And the commercial companies are not going to be agreeable, nor able, to contribute in any meaningful way, as someone from the food chain management experience. A hard sell, clearly, if one doesn't have "buy in" from the Province...	12/16/2021 9:53 PM
2	"Regional partners" do not pay for the roads. Only a partner if there is financial investment.	12/14/2021 11:48 PM
3	See past answers	12/14/2021 7:26 PM
4	More information	12/9/2021 2:06 PM
5	Too many meetings already, no?	12/9/2021 12:49 PM

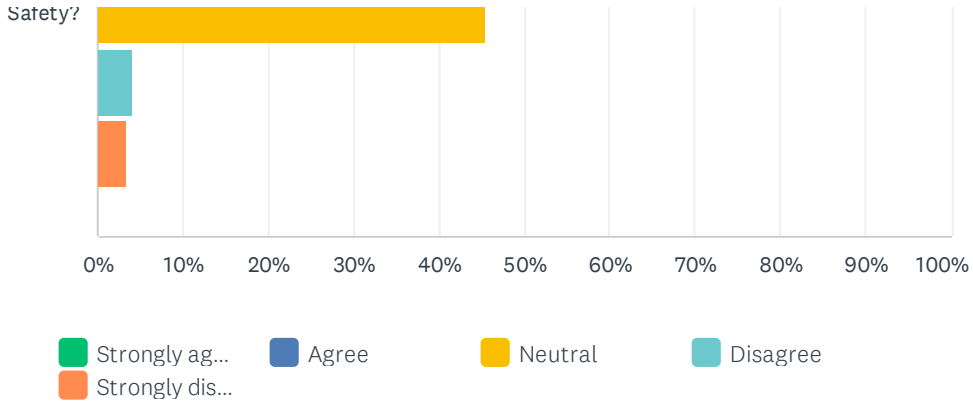
6	This is pretty vague. Who are these regional partners? What kind of changes could be made?	12/8/2021 5:11 PM
7	No matter what initiatives you put in place it will cost too much money.	12/8/2021 9:41 AM
8	The partners that have been traditionally consulted have got us into this mess. Communities and the oppressed need to be consulted not the traditional "regional partners" that benefit from anti-social behaviour.	12/5/2021 11:06 PM
9	don't have faith in the city to do what is needed they would capitulate to some organization	12/5/2021 8:28 PM
10	Goods movement ought to be reduced by local production where possible. What regional partners are able to legislate a real change in usage?	12/2/2021 12:58 PM
11	Not my area of expertise	11/30/2021 7:16 PM
12	It depends, here. Making trucking easier would probably increase truck use. I think we should look to further profit from our location on train lines, encourage multi-modal, but ultimately, it's hard to envision a strategy that increases goods movement that doesn't work against climate change, ceteris paribus.	11/29/2021 9:58 AM
13	This objective is in contradiction to the goal of reducing greenhouse gas emissions.	11/29/2021 9:29 AM
14	City struggles to engage with public and community partners. Not sure how this would be different. People in lower income neighbourhoods are not filling out online surveys (besides me) and are not aware of transit plan only advertised online. Collaboration and engagement seem to be an after thought.	11/29/2021 9:28 AM
15	I have no idea what you're talking about. Not enough information provided.	11/27/2021 5:20 PM
16	Centralize major supply lines away from high traffic areas (like at the airport) and allow smaller distribution traffic within the city. Save our roads, reduce traffic congestion and increase safety.	11/25/2021 7:56 AM
17	All stakeholders must be on board.	11/25/2021 1:22 AM
18	City likely to bear majority of costs	11/24/2021 8:58 PM
19	not if this means prioritizing trucking through and within the city.	11/24/2021 8:47 PM
20	Taxes	11/24/2021 9:58 AM
21	Not Open to new ideas or thinking	11/24/2021 9:51 AM
22	???????	11/23/2021 6:46 PM
23	Again, this depends on the province. There are numerous fringe developments that do not have the same urban standards as the city. How can shared public transit work if the standards are different? If the region wants to work with the city, the standards should be the same and some rationalization of need should be a part of the conversation. Undermining the city's value is not working through partnership.	11/23/2021 8:14 AM
24	Improving connections to neighbouring municipalities will improve services for them, and congestion within Winnipeg. It will also encourage more bedroom community development, working strongly against Winnipeg's green goals and financial sustainability	11/22/2021 11:37 PM
25	The more I read, the more depressed I get that this could be a great city and it will never be because nothing changes.	11/22/2021 1:14 PM
26	Greater congestion, GHG emissions, and cost.	11/22/2021 11:20 AM
27	***REDACTED***	11/21/2021 9:36 PM
28	Facilitating regional transportation encourages businesses to locate outside the city.	11/21/2021 1:17 AM
29	Who are "regional partners"? ***REDACTED***.	11/18/2021 6:14 PM
30	Same. Necessary evil, but more trucks results in roads that feel less safe.	11/18/2021 5:15 PM
31	Increase my taxes with no value added improvement to the existing roadways.	11/18/2021 1:07 PM

32	Likely needs an NDP government provincially who will be willing to make firm guidelines to restrict exurban capitol region growth, develop a greenbelt, etc. Can't see the Conservatives ever doing that.	11/18/2021 12:18 PM
33	again most of these places have minuscule populations compared to Winnipeg. they should have much less say over land use planning.	11/17/2021 4:42 PM
34	Again if you're moving goods with trucks it's going to be bad	11/17/2021 4:32 PM

Q43 Strategy 5.3 Allow for service provider innovations that safely and economically improve “last mile” goods movementDo you believe this strategy will support improvements to:

Answered: 631 Skipped: 880

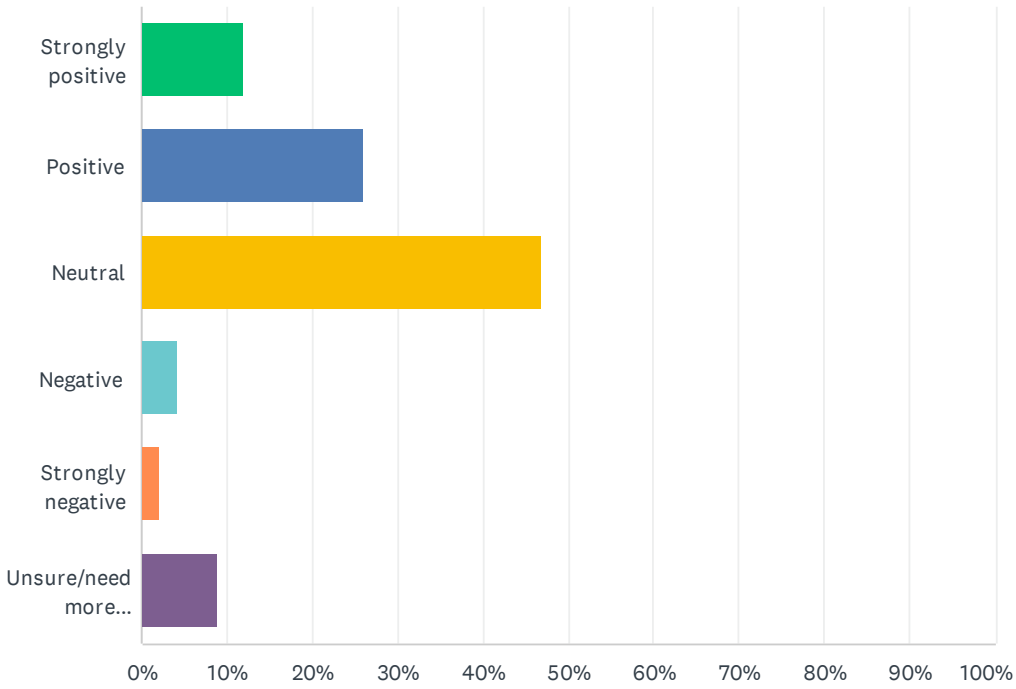




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	21.39% 135	33.60% 212	35.97% 227	5.86% 37	3.17% 20	631	2.36
Road congestion?	19.97% 126	33.44% 211	37.56% 237	6.34% 40	2.69% 17	631	2.38
Overall city costs?	15.85% 100	26.47% 167	48.65% 307	5.55% 35	3.49% 22	631	2.54
Safety?	17.43% 110	29.48% 186	45.48% 287	4.12% 26	3.49% 22	631	2.47

Q44 What impact would this proposed change have on your life?

Answered: 631 Skipped: 880



ANSWER CHOICES	RESPONSES	
Strongly positive	11.89%	75
Positive	25.99%	164
Neutral	46.91%	296
Negative	4.28%	27
Strongly negative	2.06%	13
Unsure/need more information	8.87%	56
TOTAL		631

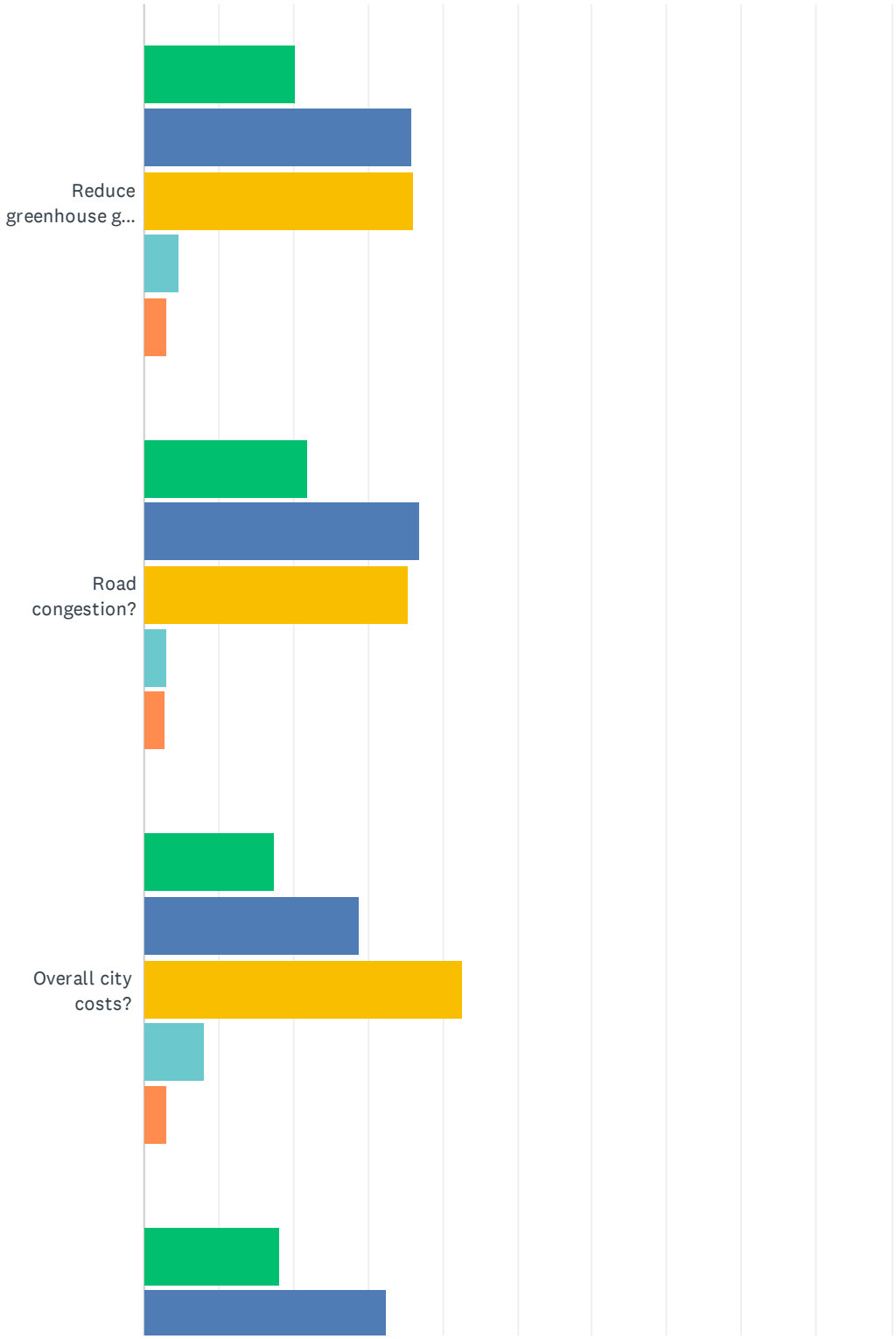
#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	It depends on what this means. We cannot allow for autonomous semi trucks in the city until the technology is proven safe. Small autonomous delivery vehicles traveling at low speed should be considered. But the best case would be to ensure that the bicycle network is good enough to allow last mile delivery on an E-bike, and hopefully other measures reduce the car mode share to a point that delivery vans have more room on the road.	12/17/2021 1:27 PM
2	"Service provider innovations" would be the last refuge of the hopeless, in consideration that private enterprise is "taxed" enough, both financially and practically, to be involved, and we don't want private commercial interests to be paramount to the general population's interests in any event. And we can see what "just on time" distribution has done to the supply chain in the last 2 years. So maybe encourage them to actually maintain warehouses again, as even Amazon is apparently reverting to that...	12/16/2021 9:53 PM

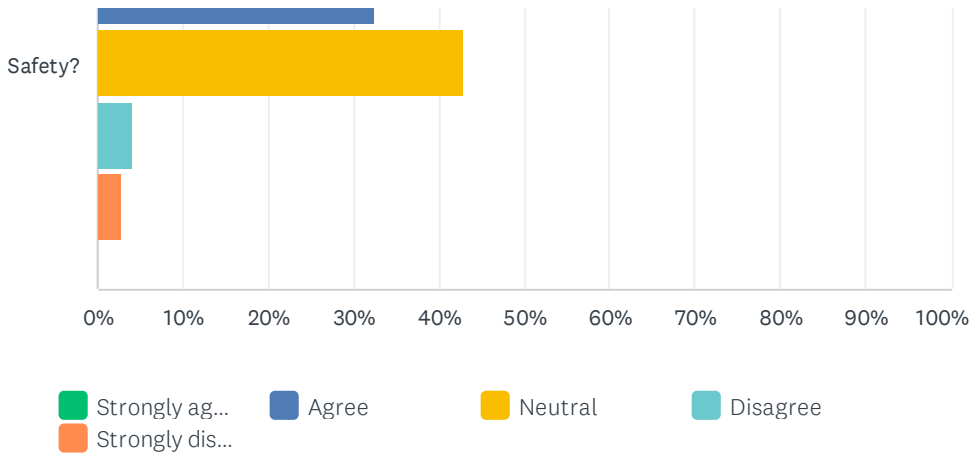
3	I have no idea what you're talking about.	12/16/2021 6:43 PM
4	I suspect this would refer to an increasing use of automated vehicles, such as proposals by the provincial government to allow 'conveys' of automated semi-trailers. Automated vehicles have not been very successful in harsh climates with poor visibility, so Winnipeg should be one of the last cities on earth to allow such vehicles to operate. Otherwise, we're putting lives at risk to increase profit margins, which is unacceptable.	12/16/2021 5:57 PM
5	I suspect this will become and mechanism to increase the quantity of final mile delivery companies, vehicles etc. More deliveries and more traffic flow from this.	12/15/2021 2:17 PM
6	DEpendent on what the actual proposes will look like	12/14/2021 7:26 PM
7	Give us information and suggestions	12/9/2021 2:06 PM
8	This sounds suspiciously of having at home delivery for goods - that is entirely the wrong approach. The reason so many people in Winnipeg choose to have goods delivered to their homes (in a lot of cases, at an increased cost to themselves) is because our infrastructure and distribution of shopping is so terrible.	12/9/2021 10:50 AM
9	I have no idea what this means.	12/8/2021 5:11 PM
10	What is a "service provider innovation" and why does it sound like selling off public infrastructure.	12/8/2021 2:42 PM
11	We need more democratic community based interventions in the economy not more laissez faire deregulation that got us into this mess.	12/5/2021 11:06 PM
12	Need specifics	12/5/2021 11:54 AM
13	Why is the city involved in such a mission-creep endeavour? Build proper roads and let the private sector deal with this.	12/4/2021 12:09 PM
14	I don't know what this means.	12/3/2021 2:58 PM
15	Not my area of expertise	11/30/2021 7:16 PM
16	If this means drones, it could have strong negative quality of life implications.	11/29/2021 4:29 PM
17	More expensive technology and GIS systems to make truck transportation more efficient?	11/29/2021 9:31 AM
18	Don't know what this means	11/28/2021 12:04 PM
19	I have no idea what you're talking about. Not enough information provided.	11/27/2021 5:20 PM
20	Cargo bikes are fantastic for last-mile deliveries.	11/25/2021 2:03 PM
21	I don't know what this means; again, the jargon should be cut from this survey and replaced with clear language.	11/25/2021 11:18 AM
22	Interchanges to replace traffic lights in busy intersections like Regent and Lagimodiere	11/25/2021 1:22 AM
23	who is the provider and are they improving for their profit or the public good	11/24/2021 9:58 AM
24	As long as that last mile involves a vehicle Winnipeg will support it	11/24/2021 9:51 AM
25	Why are you asking me about goods movement?	11/23/2021 12:14 PM
26	Economically improve is problematic	11/22/2021 3:54 PM
27	Oh yeah, let’s let corporations figure it out. How novel for Winnipeg.	11/22/2021 1:14 PM
28	Private innovation towards public policy should be encouraged, even if it is not ultimately adopted.	11/22/2021 11:36 AM
29	Greater congestion, GHG emissions, and cost.	11/22/2021 11:20 AM
30	Many of these innovations will offload externalities on the city or the environment. If things like RPAS (drone) delivery, increased rideshare activity or more deliveries happen the costs will be on the city and its residents for the convenience of a few.	11/21/2021 7:06 PM
31	I'm a bit wary of whether service providers place sufficient emphasis on safety in their last mile innovations, but I think this area has potential!	11/19/2021 4:39 PM

32	What the heck do you mean here?	11/18/2021 6:14 PM
33	It depends what innovations; innovations alone is meaningless! If the criteria for approving innovation is to reduce GHG, congestion, city costs, and improve safety, then those may be among the outcomes.	11/18/2021 5:15 PM
34	Increase my taxes with no value added improvement to the existing roadways.	11/18/2021 1:07 PM
35	cargo bikes and small vans are all we need.	11/17/2021 4:42 PM
36	I don't know what this means but it doesn't sound good	11/17/2021 4:32 PM

Q45 Strategy 5.4 Prioritize data collection on freight-related issues to help with decision making and, going forward, support the development of improved analytical toolsDo you believe this strategy will support improvements to:

Answered: 631 Skipped: 880

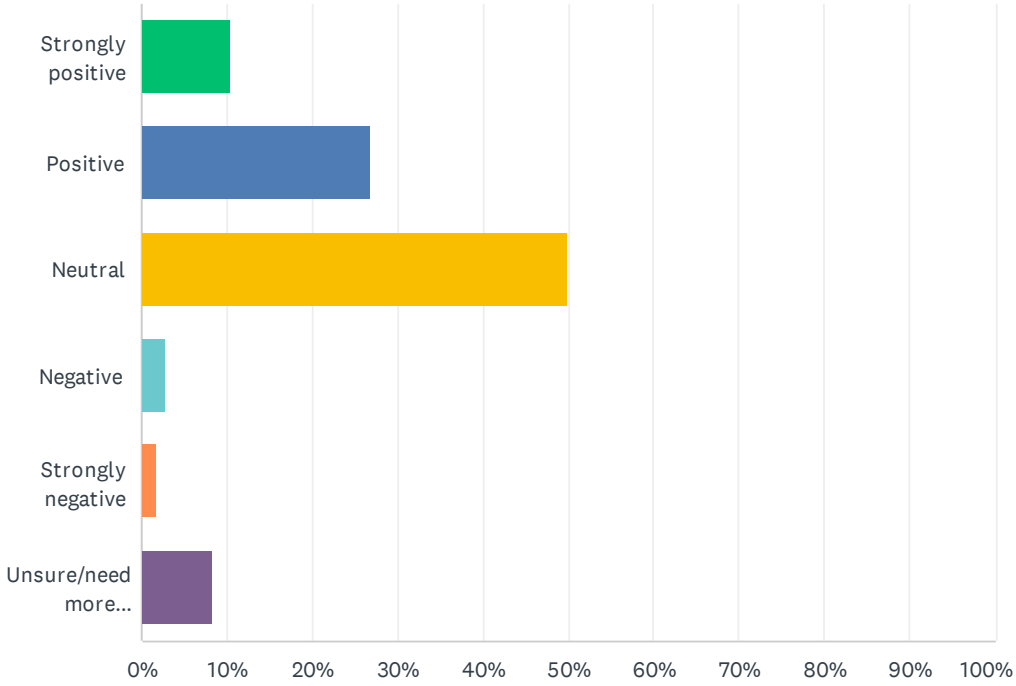




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	20.29% 128	35.82% 226	36.13% 228	4.75% 30	3.01% 19	631	2.34
Road congestion?	21.87% 138	36.93% 233	35.50% 224	3.01% 19	2.69% 17	631	2.28
Overall city costs?	17.43% 110	28.84% 182	42.63% 269	8.08% 51	3.01% 19	631	2.50
Safety?	18.23% 115	32.33% 204	42.79% 270	3.96% 25	2.69% 17	631	2.41

Q46 What impact would this proposed change have on your life?

Answered: 631 Skipped: 880



ANSWER CHOICES	RESPONSES	
Strongly positive	10.46%	66
Positive	26.94%	170
Neutral	49.92%	315
Negative	2.69%	17
Strongly negative	1.74%	11
Unsure/need more information	8.24%	52
TOTAL		631

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	I can just see a private company feeling safe letting government have their data to "prioritize data collection on freight-related issues" and let government that knows nothing of their business or business in general... "...help with decision making". The fear that this data would get into the hands of competitors would be prohibitive to start, and the extra time and cost of playing around with government ***REDACTED*** would be objectionable. Government involvement in net taxes is one time a year, but does not impact on the running of the business. ***REDACTED***	12/16/2021 9:53 PM
2	This is a motherhood statement. You should be doing this now.	12/16/2021 6:43 PM

3	Where there are commercial buildings there will be truck traffic. Last mile package deliver which is not consolidated is not sustainable. Putting more restrictions will restrict economic activity.	12/16/2021 4:11 PM
4	Talk to the freight-related people - and LISTEN	12/9/2021 2:06 PM
5	Big Data is just Big Noise in a suit	12/9/2021 12:49 PM
6	This doesn't represent the low-hanging fruit of this situation. Freight-related issues can come later, after we've fixed the fundamental problems with our city's planning.	12/9/2021 10:50 AM
7	Prioritize over what?	12/8/2021 5:11 PM
8	YOU SHOULD BE BUILDING INFRASTRUCTURE NOT "PRIORITIZING DATA COLLECTION". WHAT DOES THIS EVEN MEAN.	12/8/2021 2:42 PM
9	Don’t want the city accessing more info than they already get.	12/5/2021 11:54 AM
10	Again, MISSION-CREEP! Build proper roads and let the private sector deal with these issues.	12/4/2021 12:09 PM
11	This doesn't affect me.	12/3/2021 2:58 PM
12	Not my area of expertise	11/30/2021 7:16 PM
13	Analysis of usage is helpful.	11/29/2021 9:28 AM
14	I have no idea what you're talking about. Not enough information provided.	11/27/2021 5:20 PM
15	I don’t know exactly what this means...but goods should hv a staging area for pick up & drop off not interspersed at random times downtown causing congestion. Companies should hv to pick up goods at an area strictly for this	11/25/2021 10:05 AM
16	Freeways are the key to moving my goods.	11/25/2021 1:22 AM
17	Costly to city	11/24/2021 8:58 PM
18	why must we study this to death and still do nothing	11/24/2021 9:58 AM
19	Winnipeg isn’t open To new ideas	11/24/2021 9:51 AM
20	I don't know anything about goods movemnet	11/23/2021 12:14 PM
21	Positive: Recently on Winnipeg streets I have been in a few difficult traffic situations caused by large delivery vehicles trying to back into parking lots and maneuver into awkward delivery sites.	11/22/2021 9:57 PM
22	As above	11/22/2021 1:14 PM
23	Greater congestion, GHG emissions, and cost.	11/22/2021 11:20 AM
24	Who trusts the Marxists in the bureaucracy to collect and interpret data fairly? No one does.	11/21/2021 9:36 PM
25	I support data collection because good decisions are based on information.	11/20/2021 9:32 AM
26	What kind of data? Who's collecting? Are they accountable or developer-oriented/on the take? Why not simply obey the FCM's Railway Buffer Zone instead of pretending it doesn't exist? None of your Pollyanna statements protect residents from toxic decision-making in the Planning dept.	11/18/2021 6:14 PM
27	Yes, collecting good data and driving change toward desirable outcomes would definitely help; it would overcome the irrational objections of some road users and businesses.	11/18/2021 5:15 PM
28	Increase my taxes with no value added improvement to the existing roadways.	11/18/2021 1:07 PM
29	how is freight movement not the responsibility of that sector?	11/17/2021 4:42 PM
30	Same as above	11/17/2021 4:32 PM

Q47 Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Answered: 96 Skipped: 1,415

#	RESPONSES	DATE
1	Develop a plan to ban semi trucks from downtown (two rivers/Sherbrooke/NotreDame) by 2025.	12/17/2021 5:47 PM
2	We cannot allow for autonomous semi trucks in the city until the technology is proven safe. Small autonomous delivery vehicles traveling at low speed should be considered. But the best case would be to ensure that the bicycle network is good enough to allow last mile delivery on an E-bike, and hopefully other measures reduce the car mode share to a point that delivery vans have more room on the road.	12/17/2021 1:27 PM
3	Concentrate on the actual infrastructure so that there would be less wear and tear on the physical fleet, and make those traffic lights coordinate for efficiency of movement across the City. Also, don't make any more "curb space"/"street-scaping that takes away from delivery zones, just so that young executives can fly by on their bikes for 6 months of the year...	12/16/2021 9:53 PM
4	Because Winnipeg suffers some of the harshest climate and visibility conditions on our roads, we should push back against efforts by the provincial government to allow automated vehicles which have not been extensively tested in other cities very similar to ours for at least a decade. There needs to be a high bar to clear, because these technologies have been very unreliable in conditions similar to what Winnipeg regularly experiences. I'd rather save a life than save a few loonies on my Amazon Prime membership.	12/16/2021 5:57 PM
5	Impose fees on heavy trucks on roads inside the Perimeter Highway. Move CP yards to northwest edge of City. Designate the North Perimeter as preferred route for trucks driving across provincial borders.	12/14/2021 11:48 PM
6	Yes.	12/14/2021 9:26 PM
7	Allow traffic ease and movement. Increase traffic flows Limit school zones to peak hours ... morning,noon and end of class only. NOT ALL DAY	12/14/2021 7:19 PM
8	ban large trucks from existing routes where there is inadequate separation between residences and sidewalks (e.g. Kenaston Blvd)	12/14/2021 2:26 PM
9	Investing in last mile transportation makes sense. Would also be good to move the rail yard outside of the city	12/14/2021 1:00 PM
10	I do not educated enough in this area to form an opinion, however I do know that the last mile transport is where the heaviest CO2 emissions come from for shipping. Helping make that area more efficient for shipping vehicles would be the best place to start	12/11/2021 3:17 PM
11	You could stop big trucks from constantly tearing up your roads, or beef up your roads so that they're more robust.	12/10/2021 10:57 PM
12	na	12/10/2021 3:43 PM
13	Urge the Government of Manitoba to provide bus transport between cities now that Greyhound is gone.	12/9/2021 7:41 PM
14	apply a tariff to carbon-emitting trucks to encourage use of more sustainable technology	12/9/2021 1:24 PM
15	Moving railyards outside the city would enable a central depot system for pick ups of freight which would be safer and less damaging to the environment, i.e. no Lac Magantic situations	12/9/2021 11:49 AM
16	How about dedicated goods delivery corridors. Similar to Graham Street which is dedicated to bus traffic.	12/9/2021 9:09 AM
17	Regulate times of truck traffic (prioritize night time) Regulate vehicle noise	12/8/2021 10:09 PM

18	n/a	12/8/2021 10:23 AM
19	Is it possible to put limits on the number of Amazon delivery trucks, charge them additional emissions levies or enforce their double parking more vigilantly? There are often several of them lined up on my street when surely one could do the job.	12/8/2021 10:03 AM
20	no	12/8/2021 9:38 AM
21	I don’t think I will have any impact from my answers, so I have put neutral on everything to finish this survey. It seems the city is set on spending money on pet projects and not services which are a necessary. I will probably look at moving away as it seems the city wishes to self implored. Good luck!	12/6/2021 2:37 PM
22	Prioritize people and communities over corporate profit.	12/5/2021 11:06 PM
23	It sounds like you're more interested in high-tech, complicated, costly "solutions" than in actually solving the problem. There is a lot that can be done to reduce car-reliance such as road rolls and prioritizing modes (thus freeing space that can be reserved for commercial traffic). Also, last mile "innovations" don't need to be that innovative... if we've made it safe, easy and convenient for residents to bike (more so than drive), then it's safe, easy, convenient (and cheap) for deliveries to be made by e-cargo bikes, rather than figuring out how to fit flying delivery drones (as a ridiculous example) into our neighbourhoods.	12/5/2021 10:52 AM
24	Smaller truck delivery from larger delivery vehicles. Electrified buses, cars and LRT systems as we approach 1 million	12/4/2021 10:50 AM
25	Non	12/3/2021 1:57 AM
26	It's time we have referendums so city hall is not unduly influenced by so many special interest groups.	12/2/2021 2:31 PM
27	“Supporting economic prosperity” generally decreases local wealth by enriching existing larger corporations and syphoning money out of the local economy. We should instead, promote and fund local cooperative efforts to alter the design and usage of existing infrastructure to accommodate sustainable local growth and wealth retention while efficiently moving goods throughout the city.	12/2/2021 12:58 PM
28	get CP to relocate their yard so there can be more roads running north/south and replace the arlington bridge with a level road	12/2/2021 2:55 AM
29	Electrify transportation systems	12/1/2021 6:51 PM
30	Semis should be able to have easy drop off points. They should only have to deliver to certain roads. Quick In and out. Shouldn’t have to see them on slower streets	11/30/2021 11:07 AM
31	develop policies that encourage goods movements during off peak periods, early morning, evenings etc. Strive to keep large trucks out of congested areas during peak activity times. Develop the inner ring road	11/29/2021 11:25 AM
32	Encourage "buy local" strategies to reduce reliance on imported goods.	11/29/2021 9:29 AM
33	Work toward reducing number of semi's within city limits	11/28/2021 9:13 PM
34	Goods movement should also be tied to climate change adaptation - in emergency situations, ensuring that everyone has access to essentials is crucial. Re. climate change mitigation, efficiency improvement and electrification could reduce fuel use (which is necessary to meet targets)	11/28/2021 12:04 PM
35	Downtown Winnipeg should not be a truck route. Large trucks should not be able to drive through downtown. Deliveries should be make in smaller vehicles	11/28/2021 11:41 AM
36	Stop wasting $$$ ***REDACTED*** tax dollars wasted on **REDACTED*** plans that do not benefit the majority of the voting public.	11/27/2021 5:20 PM
37	Create vehicle size restrictions in the city. Not just transportation for goods, but all passenger vehicles. This will increase safety. Passenger vehicles don't need to be twice the height of an average person	11/26/2021 2:56 PM
38	look at supply chain management in case of potential futre climate/weather related disasters	11/26/2021 10:15 AM

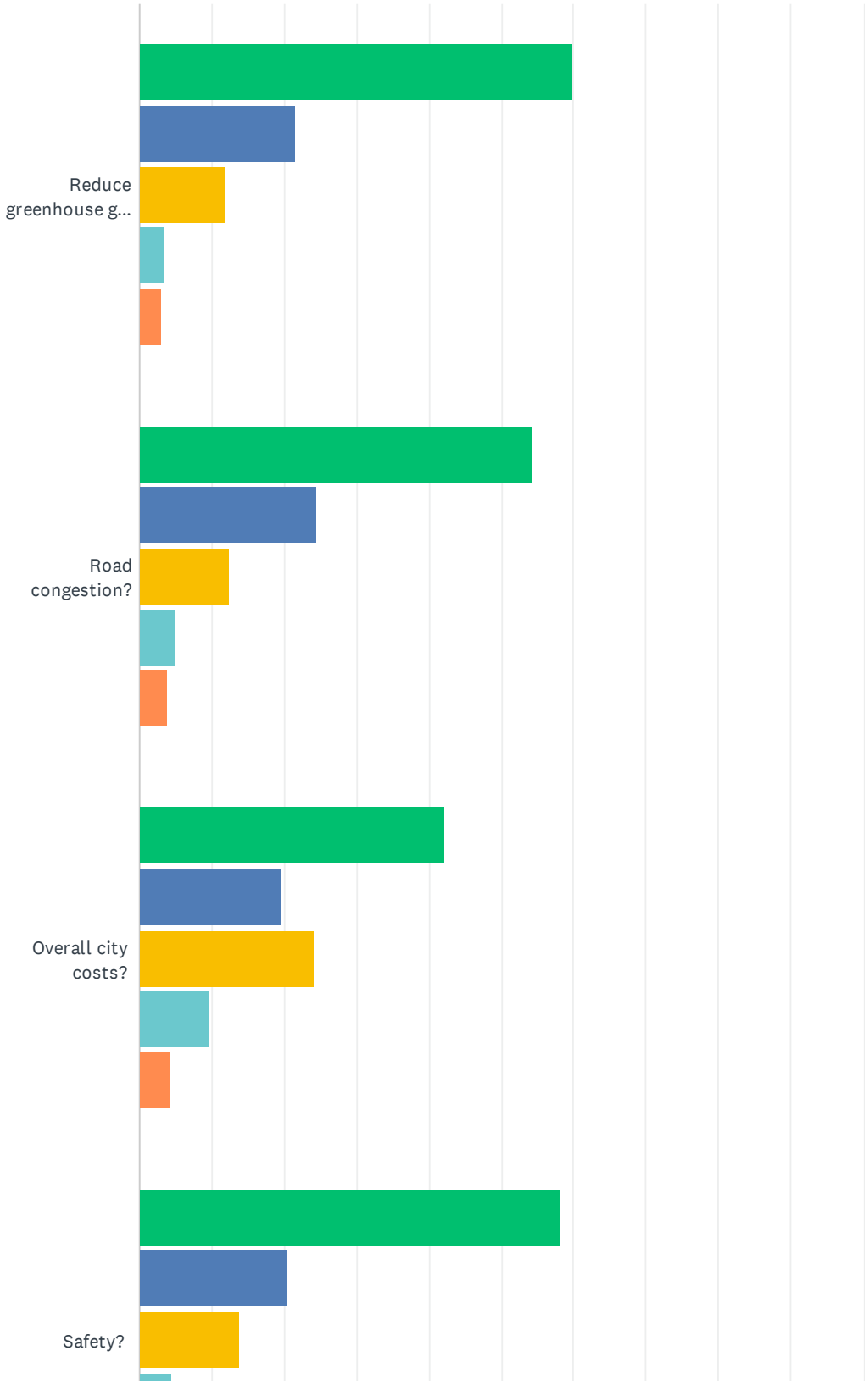
39	keep the large trucks transporting intermodal loads from using routes through downtown when going from Symington yards to trucking company yards in Northwest Winnipeg	11/26/2021 7:54 AM
40	Nope, this section seems pretty common sense & headed in the right direction.	11/25/2021 11:31 PM
41	There are many possibilities for improvement.	11/25/2021 8:26 PM
42	To reduce congestion from goods movement, can more be done after hours when roads are less congested?	11/25/2021 7:43 PM
43	Increase number of routes, availability of routes throughout the day, and frequency of buses along routes, through low income areas. An increase reliable transportation can provide better income opportunities and decrease the likelihood of a person losing work due to transportation limitations. This has been proven in scientific and socioeconomic research papers to increase standards of living and decrease crime. It's a rather simple and cost effective method to mitigate long term costs of crime ***REDACTED***. Moving to easy to clean plastic woven seats and away from cloth seats will increase likelihood of people choosing buses of personal transport. Increased and easier reporting, policing, and handling of uncivilized behavior on buses. From littering and vandalism, to inappropriate and or violent behavior. Other major Canadian citizens have reporting apps to make it easier and more reliably while compensating reporters. Seperation of drivers from the riders. ***REDACTED***	11/25/2021 7:22 PM
44	Yes, please see my letter copied under question #17 four pages back.	11/25/2021 11:18 AM
45	The city should concentrate on maintaining the infrastructure. Planning should have occurred 100 years ago.	11/25/2021 11:17 AM
46	There are too many large semi trucks in the city carring very heavy loads, causing our roads to crumble. Truck size should be limited to smaller (1/2 size trailers) for easier movement, safer movement and less ware and tear on our roads. The large semi trailers should be for highway use only.	11/25/2021 9:25 AM
47	downtown rail networks should be turned into bike paths and parks and rail lines re built in areas that can handle the large trucks and freight. Having freight in central winnipeg is disruptive to pedestrians and traffic and our residential streets cant handle these giant trucks. Erin/Wall street are a particular issue, in a neighbourhood ready to turn these spaces into more community accessible type buisnesses	11/25/2021 8:14 AM
48	Already mentioned.	11/25/2021 7:56 AM
49	Take traffic off of main roads by complete it downtown bypass and ring roads. Then repurpose curb lane as a bike lane with bus stops like Sherbrook.	11/25/2021 1:22 AM
50	"Innovation": yes. How could existing rail lines be maximized in moving goods? What scope might there be for short stretches of light rail for regular hauling? Promote e-assist cargo bikes like crazy. Think outside the delivery truck and try new things. What about the river? Nearly all major cities are built on rivers because that used to be a key transportation route.	11/25/2021 12:01 AM
51	Personally I would say reduce our consumer consumption rates. It is more then clear that we are consuming goods more then we need to. We are at a point where the transportation industry is one of the largest greenhouse emitters and increasing efficiency will only increase the amount of sold consumerism, creating more emissions due to increased transportation.	11/24/2021 11:03 PM
52	Chief Peguis west extension	11/24/2021 8:33 PM
53	no	11/24/2021 11:23 AM
54	See first statement	11/24/2021 9:58 AM
55	Like You would Listen	11/24/2021 9:51 AM
56	**REDACTED**	11/24/2021 9:31 AM
57	Allow fast moving of traffic	11/24/2021 9:28 AM
58	Transportation of goods is key to the success of a city such as Winnipeg that is a transportation and logistics hub. Considering implementing transport only lanes on streets with sufficient amount of lanes as a pilot-project.	11/23/2021 11:33 PM
59	Address with the federal government issue of trains movement through city during rush hours	11/23/2021 6:52 PM

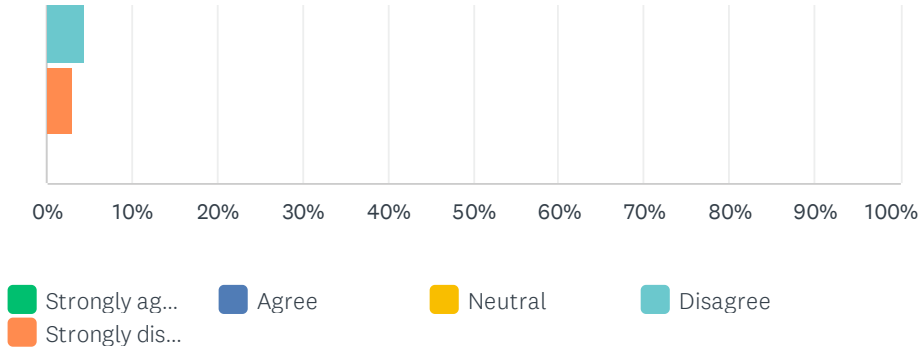
	impacting traffic flow & contributing to green house gases from idling.	
60	Planning and wise budgeting with costs	11/23/2021 6:47 PM
61	Monorail	11/23/2021 6:34 PM
62	Monorail	11/23/2021 6:33 PM
63	Open up traffic lanes for dedicated 'last mile' goods movement	11/23/2021 12:02 PM
64	Improve trucking routes and limit times of days that trucks can pass through urban neighbourhoods. It's just dangerous. Paris restricts them to overnight deliveries.	11/23/2021 8:14 AM
65	See answer to Question #24	11/22/2021 10:57 PM
66	Better site design for deliveries to new commercial streets and businesses including: design of parking lot entrances and lanes for delivery vehicle turning, and signage for delivery drivers.	11/22/2021 9:57 PM
67	1) Exploring "last mile" delivery methods with bicycles, drones, etc could be a major space-saving exercise and a more efficient way of completing deliveries.	11/22/2021 9:34 PM
68	Move the intermodal ports outside of the perimeter!	11/22/2021 8:08 PM
69	***REDACTED***We needed to invest in a proper freeway network 60 years ago. Asking me about green infrastructure is only making me more angry. Wake up.	11/22/2021 7:50 PM
70	Collecting data and ensuring a more sustainable, electrified last-mile delivery process is incredibly intelligent.	11/22/2021 7:28 PM
71	Mode shift to non-automotive uses will naturally free roadways for goods movement. Also bike infrastructure improvements would allow the use of cargo bikes for goods, such as in downtown/exchange areas.	11/22/2021 4:07 PM
72	No	11/22/2021 3:52 PM
73	no	11/22/2021 1:20 PM
74	Get the innovation department in on these	11/22/2021 12:38 PM
75	Monorail and sidewalk cycling.	11/22/2021 11:20 AM
76	Trains	11/22/2021 11:20 AM
77	Make sure any changes don’t impose on existing or new residents otherwise just fix the idea behind 1.2	11/22/2021 10:29 AM
78	No	11/22/2021 12:59 AM
79	I don't really understand this section.	11/21/2021 7:05 PM
80	With Amazon prime deliveries contesting roads more and more, I think the city should incentivize the use of e-cargo bikes for drivers by making it more expensive to drive courrier-type vans in our city.	11/21/2021 3:10 PM
81	I question what I see as numerous trucks leaving from the intermodal sites, especially CN’s on Plessis, travelling thru the city, exiting the city at Headingly and heading west. These heavy trucks continue to damage the city roads. Make these thru trucks go out to the perimeter then head east/west/north or south, staying off city streets, reduce greenhouse gases and improve road congestion. This would necessitate improvement of Plessis and a corridor to the north and south perimeters that is ‘attractive’ to the trucking industry. I also see RM of Springfield installing another industrial park at the edge of city boundary, utilizing all city infrastructure at no cost to them. Regional/city coordination!	11/21/2021 1:17 PM
82	Trucks shouldn’t be moving through the city. Rail shouldn’t be moving through the city. The city should be for people not cars and goods movement	11/21/2021 12:44 PM
83	Subsidies for last-mile delivery by small electric delivery vans, e-bikes, or cargo bicycles could reduce road wear by heavy vehicles.	11/20/2021 3:56 PM
84	No trucks over 5 ton on kenaston. Downtown. And other roads that semis do not belong. See European methods	11/20/2021 7:39 AM

85	-	11/19/2021 1:56 PM
86	Connect the airport with rail terminal and truck terminal.	11/19/2021 8:47 AM
87	Deep clean the Planning department to make every Planner accountable to city bylaws.	11/18/2021 6:14 PM
88	Make sure there are enough delivery zones to accommodate the increase in deliveries and ride hail pickups, so that vehicles don't stop in bike lanes or otherwise create bottlenecks.	11/18/2021 5:15 PM
89	traffic must be able to move swiftly.	11/18/2021 4:50 PM
90	The volume of trucks on the current street system is very high. It would be nice to see this become more efficient, or trucks routed around the city rather than through it, and only come through the city when heading to a destination.	11/18/2021 12:32 PM
91	Technology with smart phones. They are the future. City should expand central traffic control.	11/18/2021 11:54 AM
92	Why do you think I, as a random citizen, have the knowledge or experience to properly assess any of these proposals' effects on things as complex as greenhouse gas and road congestion?	11/18/2021 11:20 AM
93	***REDACTED***	11/18/2021 9:04 AM
94	Mandate the use of large truck side guards so that cyclists and pedestrians aren't intimidated/ injured/killed by large truck wheels.	11/18/2021 5:51 AM
95	Less personal vehicles on the road ways will naturally improve the distribution of goods with less congestion.	11/17/2021 7:08 PM
96	stop paying for roads for trucking companies.	11/17/2021 4:42 PM

Q48 Strategy 6.1 Improve connectivity in the active transportation networksDo you believe this strategy will support improvements to:

Answered: 615 Skipped: 896

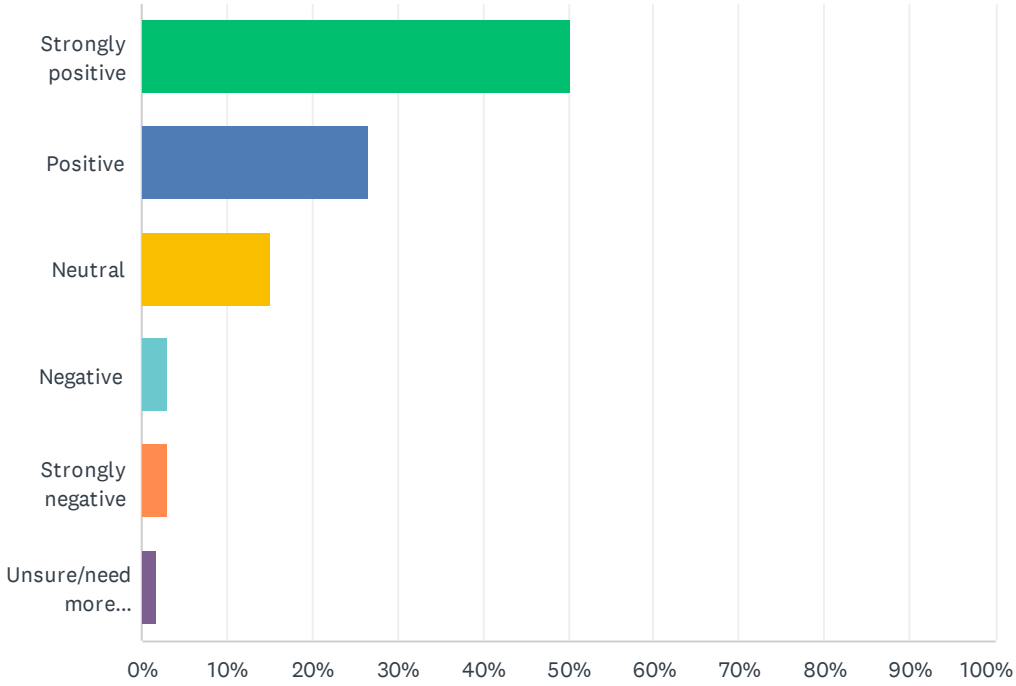




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	59.84% 368	21.63% 133	12.03% 74	3.41% 21	3.09% 19	615	1.68
Road congestion?	54.47% 335	24.55% 151	12.36% 76	4.88% 30	3.74% 23	615	1.79
Overall city costs?	42.28% 260	19.67% 121	24.23% 149	9.59% 59	4.23% 26	615	2.14
Safety?	58.21% 358	20.49% 126	13.82% 85	4.39% 27	3.09% 19	615	1.74

Q49 What impact would this proposed change have on your life?

Answered: 615 Skipped: 896



ANSWER CHOICES	RESPONSES	
Strongly positive	50.24%	309
Positive	26.67%	164
Neutral	15.12%	93
Negative	3.09%	19
Strongly negative	3.09%	19
Unsure/need more information	1.79%	11
TOTAL		615

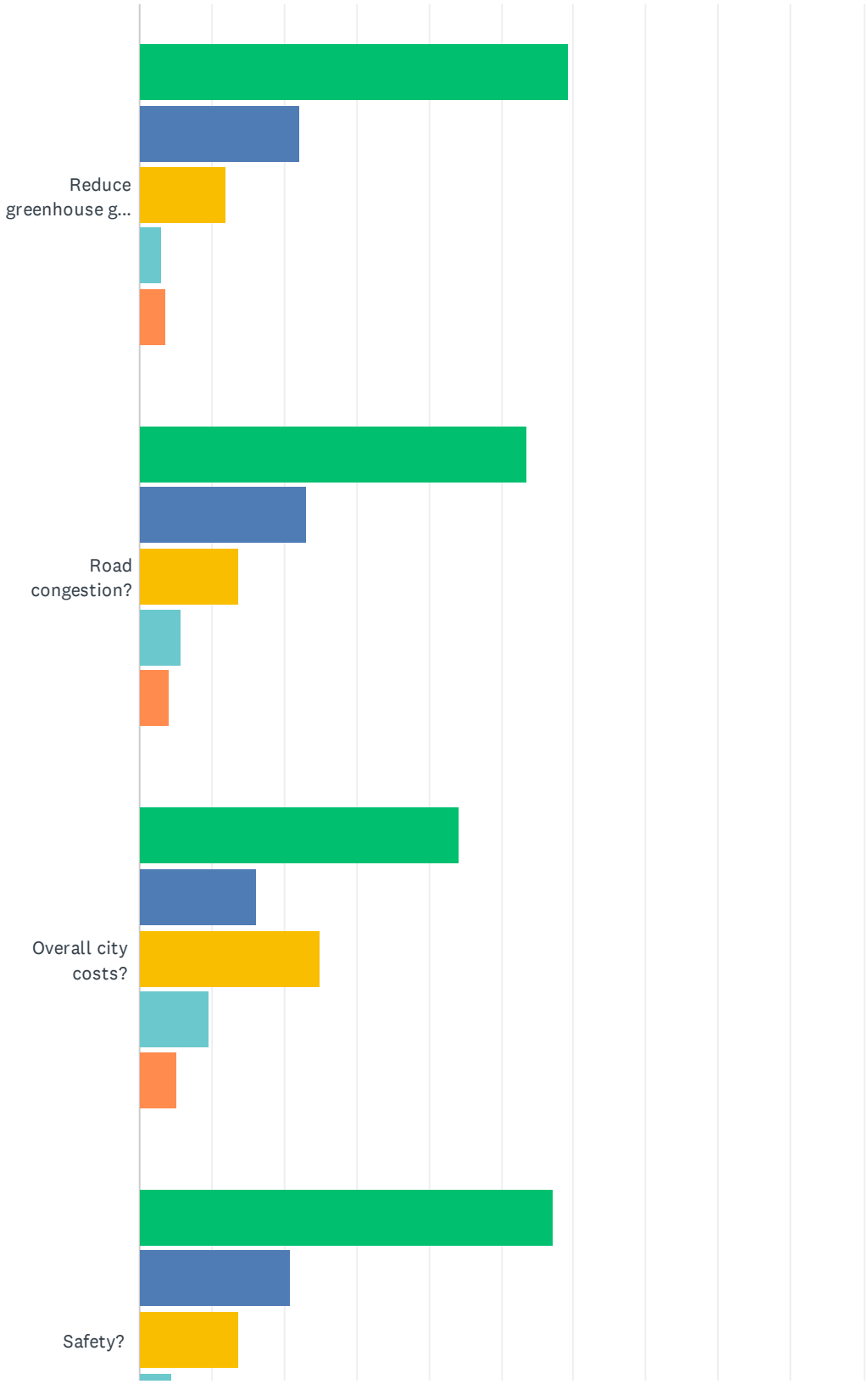
#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	Need to show the practical incentives for "buy in" by the trucking industry, as well as financial incentives as this is yet another burden on the commercial sector.	12/16/2021 10:29 PM
2	It won't work because you're all incompetent.	12/14/2021 9:30 PM
3	Separate the active transport routes from vehicle roads	12/5/2021 11:59 AM
4	I would actually use the corridors if they were connected	12/5/2021 5:05 AM
5	An aging demographic does not bode well for vast expenditures on bike usage.	12/4/2021 10:56 AM
6	Stop treating the "active transportation network" as recreational amenities. A network connects origins to destinations. If there are no destinations on the network it's not valuable.	12/2/2021 10:12 AM

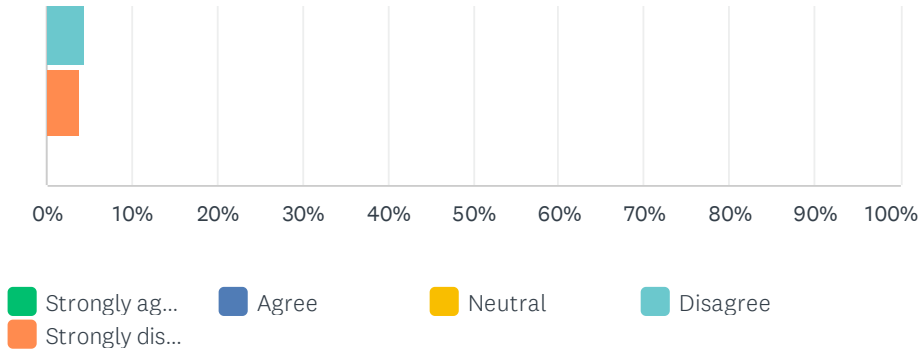
7	people should not be on bikes 5 months of the year, 20% of downtown workers will not be returning, security for bike parking is an issue, lack of shower facilities in the work place is an issue, money needs to be used elsewhere, only creates more congestion, the majority of public don't want it	12/2/2021 3:08 AM
8	In my experience the integration of active transport in our roads makes all these things worse.	11/29/2021 4:01 PM
9	There are no clear targets or timelines on what will be done.	11/29/2021 9:31 AM
10	I can't use any of these anyways. And it seems like a lot is spent on this for very little benefit overall. A small minority of users shouldn't dictate such a large investment.	11/28/2021 1:53 PM
11	More $$ wasted for a small number of people who want this. Bike & walking paths are fine, but making all roads with dedicated bike lines is **REDACTED** wasteful. If the cyclists want them, make them pay a toll fee.	11/27/2021 5:26 PM
12	More connectivity for bike paths would help bike travel. Don't do this at the expense of other travel modes however.	11/27/2021 2:32 PM
13	What a waste of money - cost/benefit analysis on this would show lots spent to benefit just a small percentage of the population. The money could go elsewhere.	11/25/2021 11:41 PM
14	again, this connectivity is not the answer in and of itself -- see previous comments related to efficiency and pleasantness of the use of active transportation routes.	11/25/2021 1:42 PM
15	DO THIS - BIKE LANES	11/25/2021 9:10 AM
16	Sooner now than later.	11/25/2021 1:25 AM
17	Winnipeg needs a well-connected protected bike route network. Other cities we've cycling in (Vancouver, Montreal, Calgary) are much better than Winnipeg.	11/24/2021 8:54 PM
18	"Active Transportation" improvement translates to more absurd (rarely used) bike lanes.	11/24/2021 8:10 PM
19	bike routes on city streets are terrible, aggressive drivers with disregard for the rules still cause havoc	11/24/2021 10:02 AM
20	Monroe ave - rebuild- perfect example- made It harder for people using active transportation- spent millions and made it worse - ***REDACTED***	11/24/2021 9:56 AM
21	Negative because nothing will actually be done	11/23/2021 6:48 PM
22	This is dependent on where these AT connective routes are being planned. If they are closing or restricting streets to vehicles then it affects many negatively.	11/22/2021 8:09 PM
23	Sounds great but won't happen.	11/22/2021 1:21 PM
24	A patchwork system is not efficient. We have had many great AT builds, but the network is only as strong as it's weakest link.	11/22/2021 11:39 AM
25	Greater congestion, GHG emissions, and cost.	11/22/2021 11:21 AM
26	Waste of money, waste peoples time who aren't in the bike lobby.	11/21/2021 9:39 PM
27	It will cost the city a large amount of money to build something only a few will use especially in the winter months.	11/21/2021 9:09 PM
28	We have been focused on the minority and spending money for something that benefits only a few w no community benefit	11/20/2021 8:14 PM
29	I would caution against building any more on-road cycling paths such as on Pembina Highway. The on-road cycling lanes were very expensive and are hardly used at all, chiefly because they are unsafe, and they are not used in the winter because of the climate. Most cyclists on Pembina Highway use the sidewalk and I don't blame them because it is safer.	11/20/2021 9:39 AM
30	View previous comments	11/19/2021 3:50 PM
31	How will you do this and who will do it? *** REDACTED***	11/18/2021 6:20 PM
32	I use bike routes when available and properly maintained, and I am always concerned about safety when I have to get back into vehicle traffic lanes to get to where I am going.	11/18/2021 5:41 PM

33	the most basic and cheap thing you can do.	11/17/2021 4:45 PM

Q50 Strategy 6.2 Increase convenience and comfort for those who travel via active modesDo you believe this strategy will support improvements to:

Answered: 615 Skipped: 896

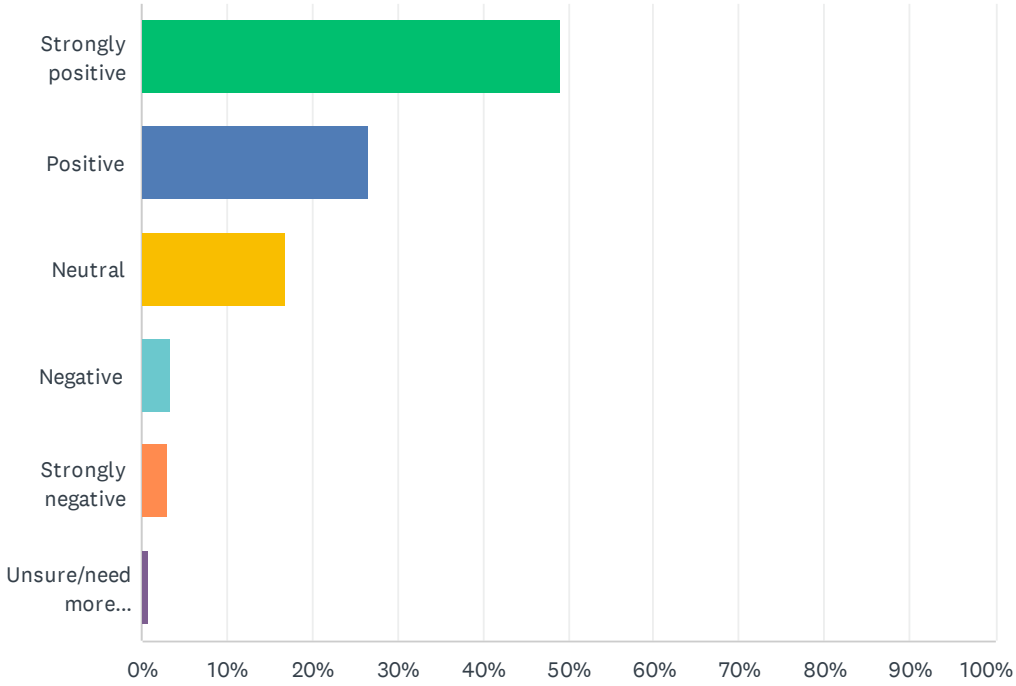




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	59.35% 365	22.11% 136	12.03% 74	2.93% 18	3.58% 22	615	1.69
Road congestion?	53.50% 329	23.09% 142	13.66% 84	5.69% 35	4.07% 25	615	1.84
Overall city costs?	44.07% 271	16.26% 100	25.04% 154	9.59% 59	5.04% 31	615	2.15
Safety?	57.07% 351	20.98% 129	13.66% 84	4.55% 28	3.74% 23	615	1.77

Q51 What impact would this proposed change have on your life?

Answered: 615 Skipped: 896



ANSWER CHOICES	RESPONSES	
Strongly positive	49.11%	302
Positive	26.67%	164
Neutral	16.91%	104
Negative	3.41%	21
Strongly negative	3.09%	19
Unsure/need more information	0.81%	5
TOTAL		615

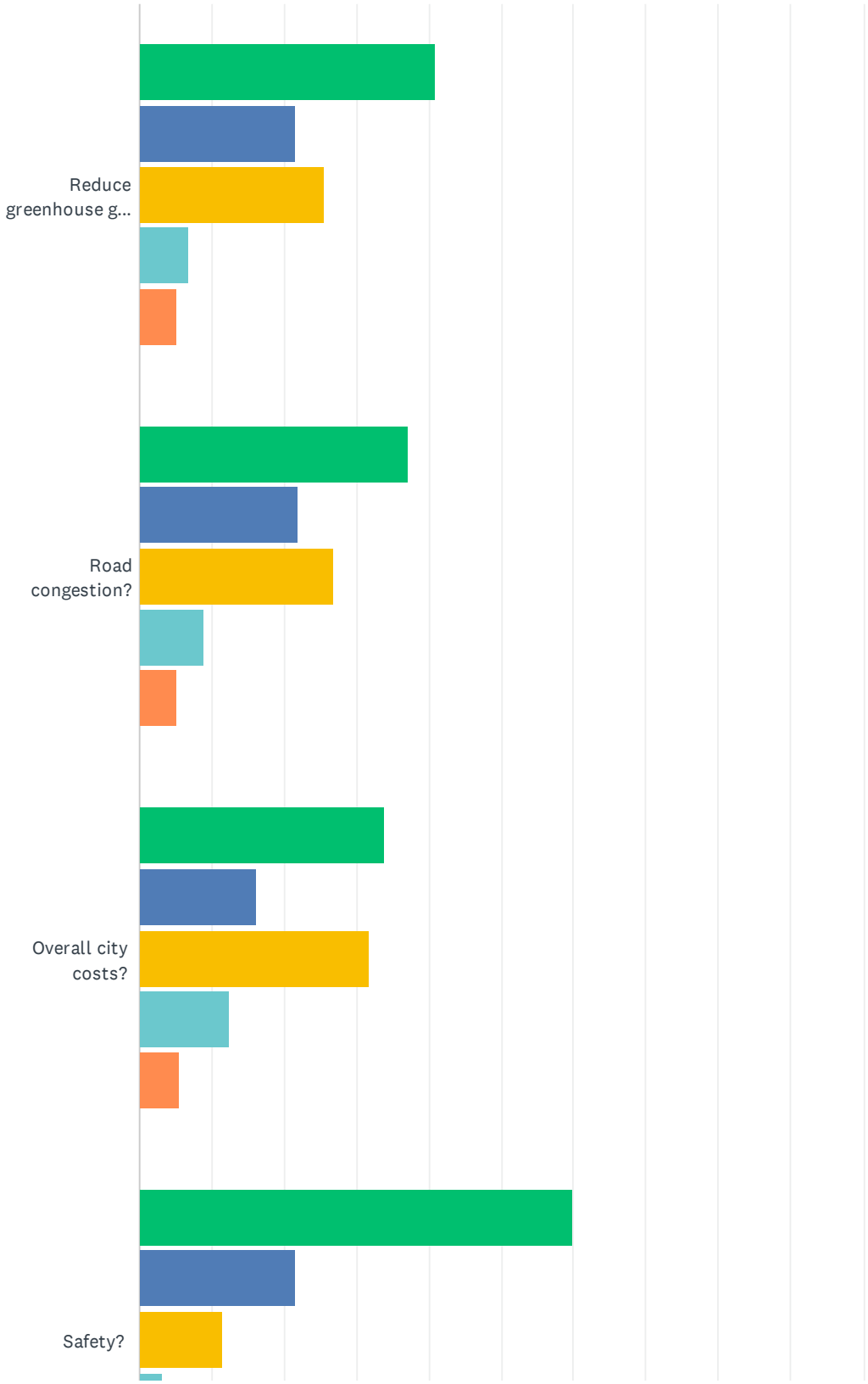
#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	Tautology, really, and redundant. There would be no "buy in" by any other users than are forced to be subjected to those who "travel via active modes", if there is no increased convenience and/or comfort. ***REDACTED***	12/16/2021 10:29 PM
2	***REDACTED***	12/14/2021 9:30 PM
3	Not negative, just wanting to point out that "convenience" for those who travel via active modes includes supplying more attractive, closer destinations.	12/9/2021 10:54 AM
4	comfort shouldn't be considered when planning for public transportation. Buses with WiFi are not needed. More buses are needed. Spend the funds wisely.	12/8/2021 8:57 AM
5	I don't think people will take up biking in winter	12/7/2021 2:21 PM

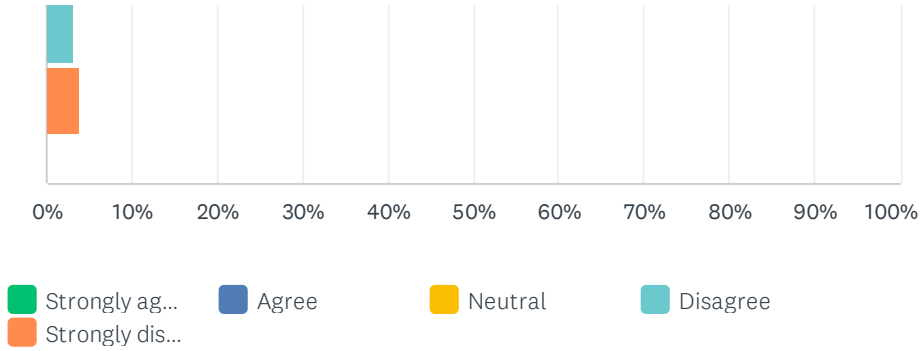
6	Are you proposing heated routes? It is too cold for too long to justify spending lots of money on this.	12/5/2021 11:59 AM
7	Cyclists do not follow the rules of the road.	12/5/2021 11:27 AM
8	Believing there will be a major shift away from cars to bikes is a fairy tale the city has been sold buy a loud well organized “fringe” lobby group.	12/5/2021 7:56 AM
9	cost and vehicle congestion.	12/3/2021 11:10 AM
10	If you consider the resources and carbon footprint associated with winter snow clearing for active transportation it is likely that they exceed the carbon benefits. Similarly, traffic congestion caused by active transportation routes in some areas has resulted in increased carbon emmisions.	12/2/2021 2:33 PM
11	your negatively affecting vehicle traffic, parking, and convenience with a flawed and underproductive plan	12/2/2021 3:08 AM
12	It is likely this will be at the cost of drivers and make travel in Winnipeg even worse	11/30/2021 12:31 PM
13	Same reason as above.	11/29/2021 4:01 PM
14	There are no clear targets or timelines on what will be done.	11/29/2021 9:31 AM
15	Other modes of transport besides cars are uncomfortable and inconvenient by nature. Such things such as weather, heat, cold are simply outside the city's control.	11/28/2021 1:53 PM
16	I see only more tax increase here.	11/27/2021 5:26 PM
17	The fact is not everyone will be able to embrace active transportation and hardly anyone will embrace it during winter.	11/27/2021 2:32 PM
18	Again, more wasted money on a small percentage of the population. If you wanted to be comfortable, you would have just driven your car. Bikes don't have A/C.	11/25/2021 11:41 PM
19	"Active modes" are not appropriate for many people, and many trips. All modes need to be supported.	11/25/2021 8:20 PM
20	see above. But also note that social interactions -- both positive and negative -- make a big difference. If one must cycle or walk in single file, conversation becomes difficult. If e-bikes are allowed on these multi-use trails, or ***REDACTED*** bikes as fast as they can go (especially in groups), safety is reduced for all. So the increase in convenience also comes with a need to address potential abuse/misuse.	11/25/2021 1:42 PM
21	"increase convenience" for active transport means a loss of convenience for vehicular transportation. A mistake for an aging population with mobility issues.	11/24/2021 8:10 PM
22	taxes	11/24/2021 10:02 AM
23	Will do This only If it Does not affect people driving	11/24/2021 9:56 AM
24	No city should attempt to increase convenience and comfort for certain modes only. It is possible to increase convenience and comfort for all modes of transportation (Sherbrook street is an excellent example). Prioritizing some modes over others smells of paternalism and political manipulation. Improve all modes. Let citizens choose freely.	11/23/2021 9:05 AM
25	No one rides on the special bike lanes!	11/22/2021 9:29 PM
26	As if this city has ever cared about the people who ride the bus, or wait for the bus that never comes, or, because there’s no money for any sort of safet net, have to sleep in the bus shelters.	11/22/2021 1:21 PM
27	Increased convenience means more direct routes between A and B. Those routes would have to cut through major motor vehicle transportation routes. They would almost certainly use at-grade crossings, which means they would cause more traffic congestion. At-grade crossings are the least safe, so it wouldn't improve safety.	11/22/2021 11:43 AM
28	Greater congestion, GHG emissions, and cost.	11/22/2021 11:21 AM
29	Stop catering to ***REDACTED*** bike lobbyists	11/21/2021 9:39 PM

30	Will cost significant amount of money and reduce driving lanes for cars.	11/21/2021 9:09 PM
31	It is obvious that the whole intention of this survey is to promote bicycle routes	11/19/2021 3:50 PM
32	What do you mean? ***REDACTED***	11/18/2021 6:20 PM
33	You can’t expect Winnipeggers to walk and bike in the winter.	11/18/2021 5:57 PM
34	A higher standard of service for AT is essential to get more Winnipeggers to chose to travel by bike. Top of the list is better year around maintenance -- which will be helped by better drainage design. The desirable outcome is that fewer Winnipeggers put away their bikes when the first snow comes.	11/18/2021 5:41 PM
35	someone needs to quantify the users. economic analysis will indicate if this is $ well spent	11/17/2021 5:15 PM
36	less pollution more trees.	11/17/2021 4:45 PM

Q52 Strategy 6.3 Make roads safer and more accessible for vulnerable usersDo you believe this strategy will support improvements to:

Answered: 615 Skipped: 896

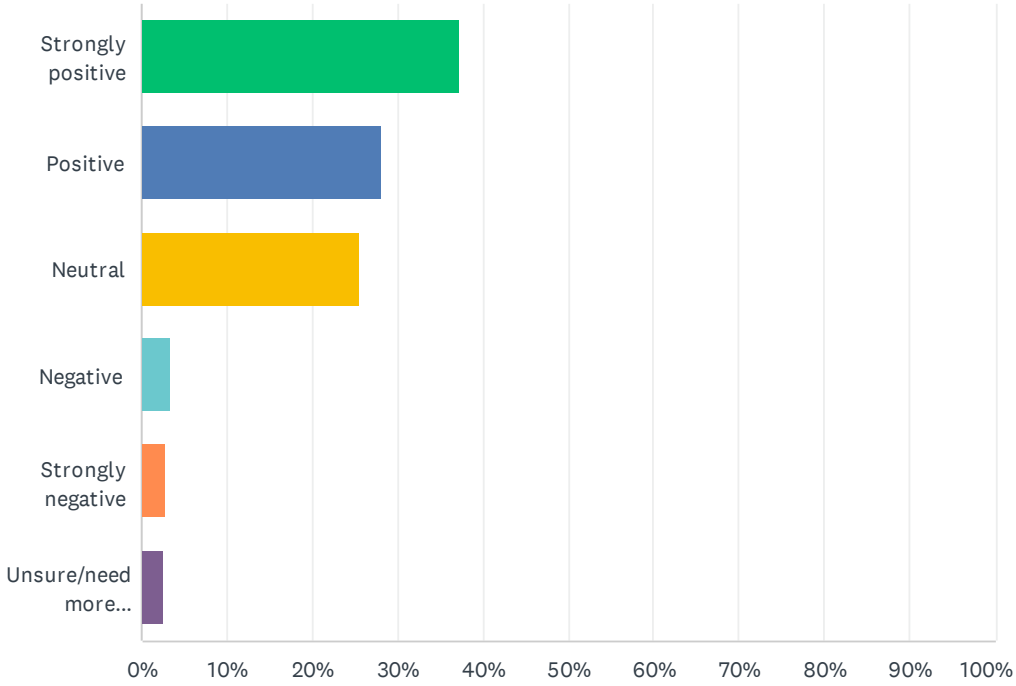




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	40.98% 252	21.63% 133	25.53% 157	6.83% 42	5.04% 31	615	2.13
Road congestion?	37.07% 228	21.95% 135	26.83% 165	8.94% 55	5.20% 32	615	2.23
Overall city costs?	33.98% 209	16.26% 100	31.87% 196	12.36% 76	5.53% 34	615	2.39
Safety?	59.84% 368	21.63% 133	11.54% 71	3.25% 20	3.74% 23	615	1.69

Q53 What impact would this proposed change have on your life?

Answered: 615 Skipped: 896



ANSWER CHOICES	RESPONSES	
Strongly positive	37.40%	230
Positive	28.13%	173
Neutral	25.69%	158
Negative	3.41%	21
Strongly negative	2.76%	17
Unsure/need more information	2.60%	16
TOTAL		615

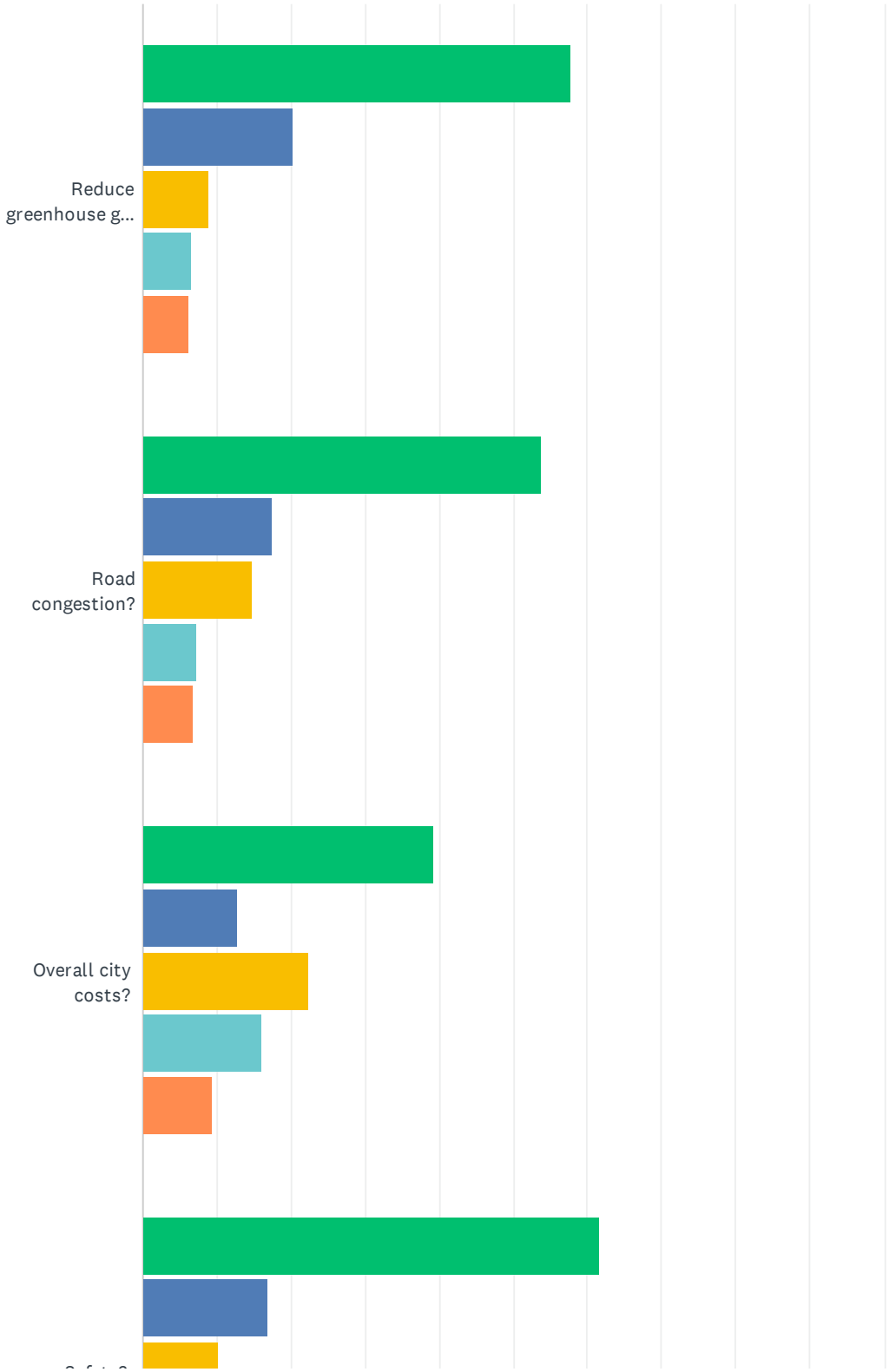
#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	If this cannot be accomplished, as is the present tense, then they are not safe for anyone. ***REDACTED*** I found this out when I stepped off a curb into what should have been a small puddle, but was actually a large break in the side of the road, and wound up injured in hospital from a severely twisted ankle. Just lucky that my leg wasn't broken. I was offered the cost of an ankle brace, about $20.00. No wonder that people do not venture on the sidewalks/roads, and feel they need to get right into a solid vehicle on 4 wheels with excellent suspension, as one takes one's health and life in one's hands as the roads and sidewalks haven't been kept up for 50 years, just "repaired" on an "as needed"/someone broke their neck... basis. Even driving down some roads and backlanes is like a "carnival ride" of ups, downs and bumps. ***REDACTED***	12/16/2021 10:29 PM

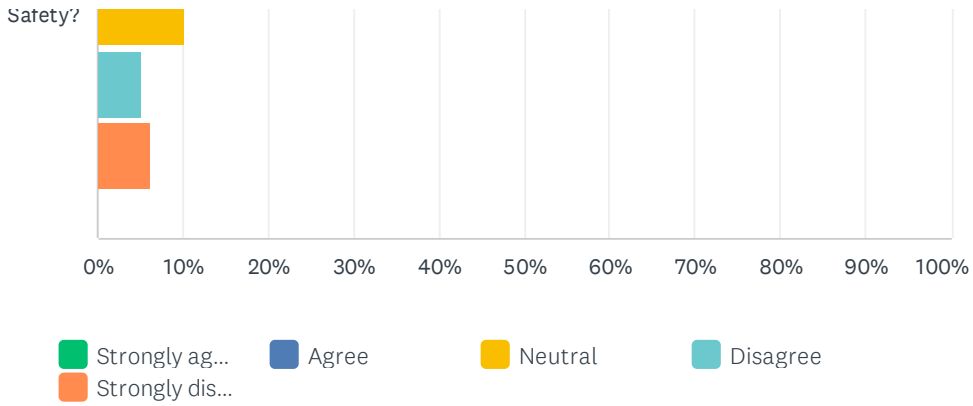
	Just going around a corner in my Jeep two years ago, I lost a tire on a broken roadway that had a jagged piece of rebar sticking out of the curb. We keep our CAA memberships up-to-date religiously, just to get towed to the dealership for catastrophic repairs like that. Lost a tire that time. And almost the axel.	
2	***REDACTED*** a vulnerable user?	12/14/2021 9:30 PM
3	This is a no-brainer!! Of course safety for vulnerable users is important.	12/9/2021 2:09 PM
4	Not negative, just highlighting that the changes made to reduce overall traffic may be sufficient for improving the safety of vulnerable users.	12/9/2021 10:54 AM
5	Who are these vulnerable users? People who are trying to cross the road on foot or on a bicycle?	12/8/2021 5:14 PM
6	What is a vulnerable user on the road? Should they be there?	12/5/2021 11:59 AM
7	We need calming circles in our area: Airlies Street in proximity to tot lots and lowering speed in and around these areas	12/4/2021 10:56 AM
8	vulnerable users = handicapped.	12/3/2021 11:10 AM
9	Instead of using "VRU" for Vulnerable Road Users, use DRU for Dangerous Road Users (drivers).	12/2/2021 10:12 AM
10	negative on vehicle travel	12/2/2021 3:08 AM
11	The use of cars should be discouraged, and infrastructure for cyclists and pedestrians should be separated from the roadway.	11/29/2021 10:09 AM
12	There are no clear targets or timelines on what will be done.	11/29/2021 9:31 AM
13	Too often it seems like these "vulnerable users" are the ones putting themselves in danger by their own actions and arrogance. I don't see how the city will be able to change this.	11/28/2021 1:53 PM
14	I already see people considered "vulnerable" on my bus. ***REDACTED*** Cater to the tax-paying citizens first.	11/27/2021 5:26 PM
15	Who are vulnerable users? Keeping them separate will be better for all.	11/27/2021 2:32 PM
16	Same as above, small benefit for big cost. Will probably come at the expense of lanes of traffic and freedom of movement for cars.	11/25/2021 11:41 PM
17	Winter cycling without a barrier to protect people is just plain dangerous and a fatal accident waiting to happen. Not just because the bicycle is harder to use in these conditions, but also because there is an increase in driver caused accidents during this time of year as well. Allowing cyclists to put themselves in such dangerous situations is gross negligence on the part of the regulatory bodies as far as I am concerned. When it happens, just remember these words and the fact that you have always had the ability to do something to prevent it.	11/25/2021 8:01 AM
18	They will still need the same unreliable infrastructure we need.	11/25/2021 1:25 AM
19	"increasing accessibility" translates to slowing down vehicular traffic. Is it really necessary to incite a war against cars?	11/24/2021 8:10 PM
20	using same the road for vulnerable users is not increasing safety	11/24/2021 10:02 AM
21	You won’t Clear the snow a- curb to curb - on Rothesay overpass - like Your policy says - to make it better for bikes So why would you do this - in fact I Was Told to ride on the sidewalk	11/24/2021 9:56 AM
22	High cost of implementation and will lead to higher taxes	11/23/2021 7:21 PM
23	Vulnerable people should not be on the road.	11/22/2021 9:29 PM
24	Roads should only be for vehicles. Vulnerable users should have separate paths, specially during winter.	11/22/2021 8:18 PM
25	Educate and enforce the laws for the so-called “vulnerable users and they will be less vulnerable. Per capita there are far more cyclists and pedestrians that break traffic laws than drivers. There are laws in the HTA for them. They just need to enforce them.	11/22/2021 8:09 PM
26	This city doesn’t even have consistant curb cuts for people using mobility aids. It’s full of	11/22/2021 1:21 PM

	hostile architecture ***REDACTED***	
27	Make roads safer and more accessible for vulnerable users by jamming them onto streets? Some streets ok but jamming them onto higher speed streets designed for vehicles does not seem safe.	11/22/2021 12:51 PM
28	For some reason, the City is under the impression that the only way to improve safety is to slow down motor vehicle traffic, or install more traffic control lights. This is ineffective. These methods increase GHG emissions and road congestion.	11/22/2021 11:43 AM
29	Unsure of the definition of vulnerable user.	11/22/2021 11:39 AM
30	Greater congestion, GHG emissions, and cost.	11/22/2021 11:21 AM
31	Usually making things safer is code for segregated bike lanes, which are not actually safer.	11/21/2021 1:27 AM
32	View previous comments	11/19/2021 3:50 PM
33	I don't believe it is possible. We think this is a happy thought designed to get survey numbers.	11/18/2021 6:20 PM
34	Yes, the main reason Winnipeggers choose not to bike is because they don't FEEL safe on the road, so making the roads safer -- where separated infrastructure is not available -- will be key to mode shift.	11/18/2021 5:41 PM
35	I have a physical disability and can barely leave my house in the winter because of icy sidewalks and in the summer the pollution and car noise makes everything miserable.	11/17/2021 4:45 PM

Q54 Strategy 6.4 Enable walking and cycling in all seasons through improved operations and maintenanceDo you believe this strategy will support improvements to:

Answered: 615 Skipped: 896

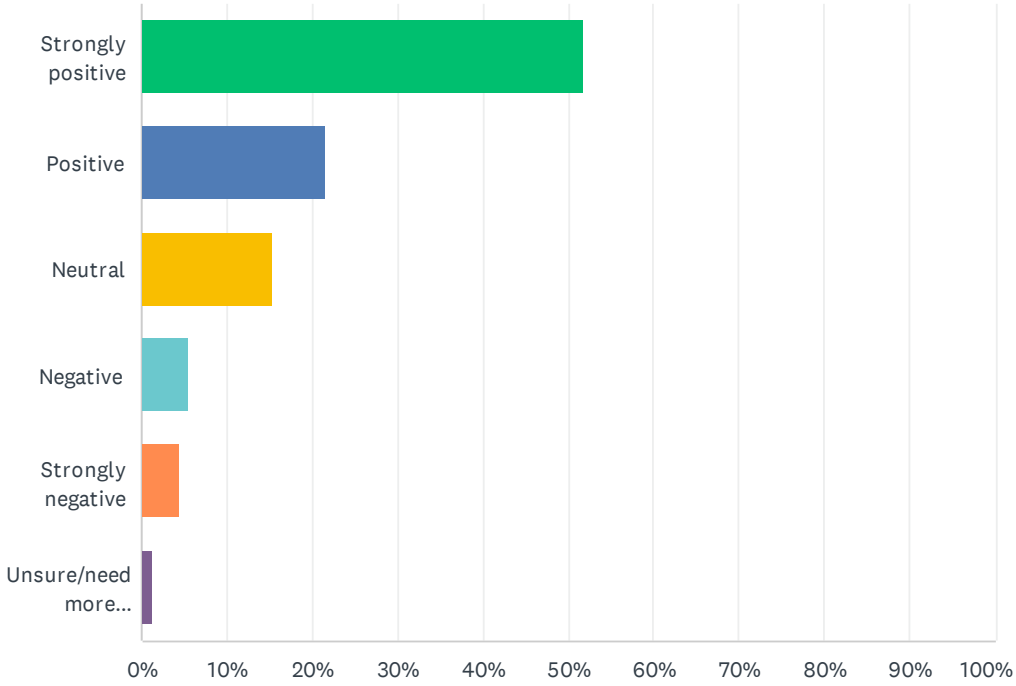




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	57.89% 356	20.33% 125	8.94% 55	6.67% 41	6.18% 38	615	1.83
Road congestion?	53.82% 331	17.40% 107	14.80% 91	7.15% 44	6.83% 42	615	1.96
Overall city costs?	39.19% 241	12.85% 79	22.44% 138	16.10% 99	9.43% 58	615	2.44
Safety?	61.63% 379	16.91% 104	10.24% 63	5.04% 31	6.18% 38	615	1.77

Q55 What impact would this proposed change have on your life?

Answered: 615 Skipped: 896



ANSWER CHOICES	RESPONSES	
Strongly positive	51.87%	319
Positive	21.46%	132
Neutral	15.28%	94
Negative	5.53%	34
Strongly negative	4.55%	28
Unsure/need more information	1.30%	8
TOTAL		615

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	***REDACTED*** Winnipeg is a winter city with at least 6 months of totally unreliable and severe weather, and very frequently impassable roads to the extent that "snow days" have to be called as the citizens are literally "snowed in". That's at least once per year, though climate-warming allegedly is going to make that less frequent, with more hurricanes..So "improved operations and maintenance" is not going to "enable walking and cycling" (by which is meant the able-ist "cycling"), in all seasons. Maybe 6 months of the year, tops. And yet millions and millions have been spent for these few hundred elite and apparently "entitled" able-ists to enjoy the joy of their pursuits "all year round", while the other 750,000 citizens can freeze as they stumble over the sidewalk ruts (if they can find the sidewalks due to lack of plowing), and risk their lives crossing slippery roadways while these fortunate few fly by, though actually also not out either as the bike routes are also impassable. ***REDACTED***	12/16/2021 10:29 PM

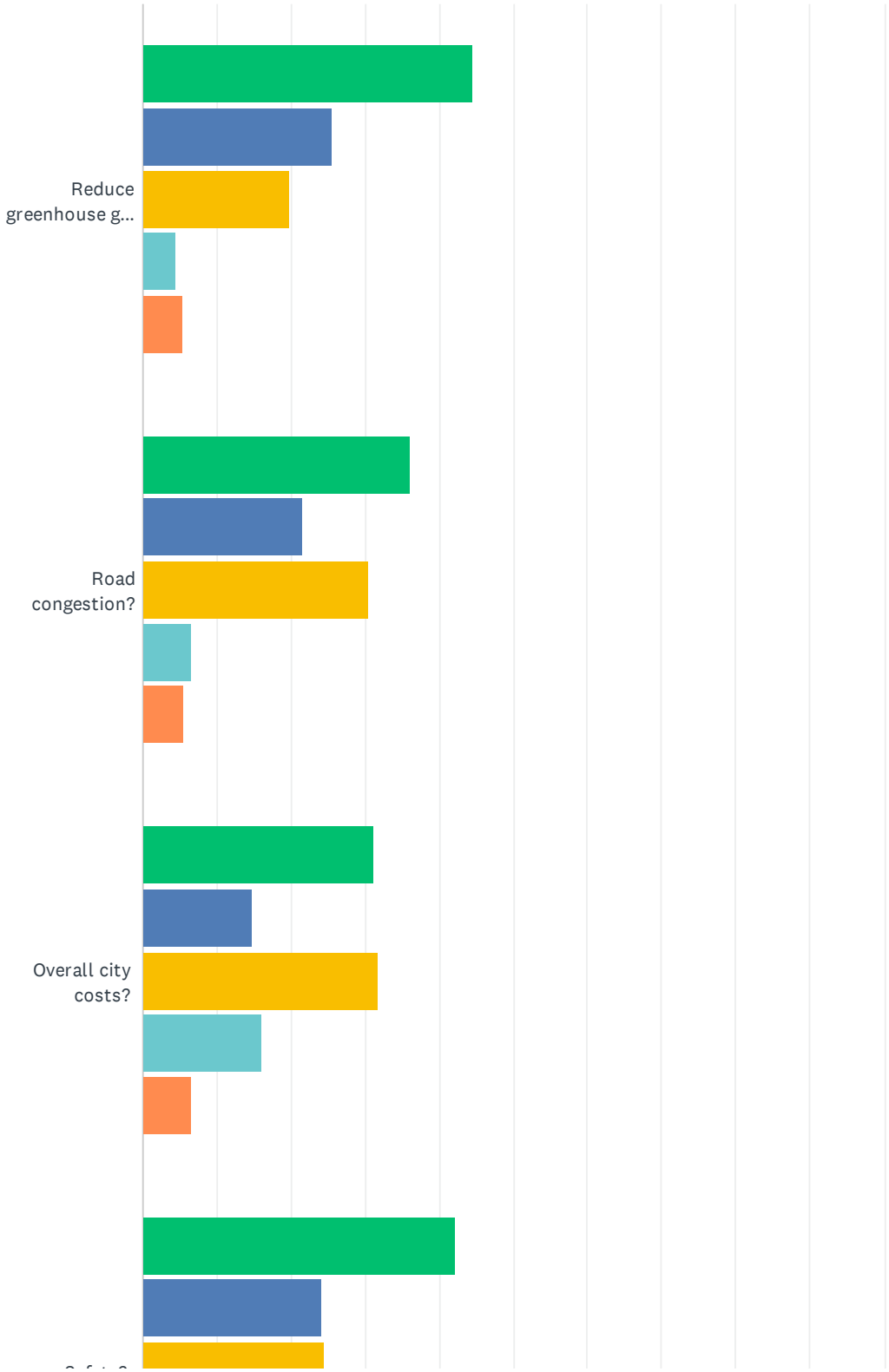
2	While this is a laudable objective the existing service standards were intended to provide a reasonable level of service at a reasonable cost. This measure will be very costly and benefit very few.	12/16/2021 6:48 PM
3	NO one bicycles in WInnipeg in the WINTER months. It is ridiculous to have bicycle lanes in the winter months!	12/16/2021 3:23 PM
4	No.	12/14/2021 9:30 PM
5	Very few tax payers would use these bike lanes due to our cold harsh winters therefore being a waste of money as only as few will actually use these options from nov to april.	12/14/2021 7:30 PM
6	It's too cold here for this to be a viable solution all year long and therefore a waste of money. We are not Amsterdam or Copenhagen, both which have completely different climates. They are old cities with dense central areas; higher populations and therefore much bigger tax bases and large visitors numbers also bringing in revenue.	12/10/2021 3:25 PM
7	Not negative, this will be cost intensive for the snow clearing required, and will unlikely reduce congestion in the streets, as the majority of people will still drive due to the lack of destinations local to a neighborhood	12/9/2021 10:54 AM
8	we need safer walking/cycling paths for users. More individuals would use these services if they new it was safe and clean!	12/8/2021 8:57 AM
9	Biking is simply unfeasible for many people. Cannot afford to live downtown and biking in winter isn't realistic	12/7/2021 2:21 PM
10	Winnipeg is a - wait for it - winter city. No, I'm not hauling groceries walking through -20 (or -15 or -10 etc.) weather. A to B. As fast (and comfortable) as possible. Period.	12/6/2021 4:13 PM
11	Its Winnipeg! nobody walks in -40!	12/4/2021 12:13 PM
12	motorcycles are put away for the winter, why not bicycles?	12/4/2021 11:30 AM
13	Cyclists of whom there are few create problems for cars and pedestrians. We do not live in Amsterdam, Bangkok or such that have around the year bicycle weather.	12/4/2021 10:56 AM
14	Cost more for maintenance cost for ex: normally the street need plow onetime to remove now you need specific machine to plow bike lane second time will it effectively and efficiency?	12/4/2021 9:24 AM
15	not for cyclists in winter	12/3/2021 11:10 AM
16	don't worry about bike lanes, streets are more important.	12/2/2021 12:49 PM
17	taking money away from where it is needed Cycling is NOT the answer	12/2/2021 3:08 AM
18	Waste of space	11/30/2021 4:12 PM
19	I don’t think many people are that interested in active transport during the winter. So if we use up road space for active transport it won’t get used very much for half the year. I frequent a place with designated bike lanes and they just are a waste of space. They are hardly ever used.	11/29/2021 4:01 PM
20	There are no clear targets or timelines on what will be done.	11/29/2021 9:31 AM
21	Again, due to such factors as frostbite, and winter in general, it doesn't seem possible for the city to enable such things. And a waste of money to try.	11/28/2021 1:53 PM
22	With our winters, keeping more cycling paths open for these Eco-warriors is a waste of money.	11/27/2021 5:26 PM
23	Impossible to improve winter months enough to facilitate drivers giving up their cars in favour of biking or walking.	11/27/2021 2:32 PM
24	wasted tax money - cyclists don't use bike lane in winter because they are not clean. Solution is more money to clean bike lanes for very small amount of winter riders = increased tax waste	11/26/2021 7:57 AM
25	The City cannot possibly enable this - it gets way to cold, that is simply out of the City's control. Waste of money to try.	11/25/2021 11:41 PM

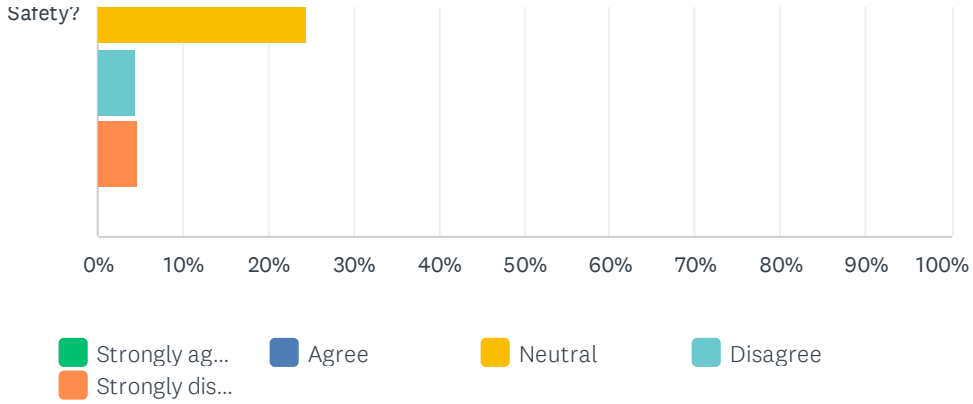
26	Cyclist don’t always use roadways dedicated to them so this is a bit of a waste.	11/25/2021 8:59 PM
27	Increase taxes and costs	11/25/2021 8:14 PM
28	could you waste more of my tax dollars	11/25/2021 5:26 PM
29	you've forgotten the word "timely" -- clearing sidewalks and trails as the last priority five days after a storm helps no one. And not having the equipment to remove ice helps no one (my dog has wiped out three times this week and been unable to get back up -- imagine someone with mobility issues).	11/25/2021 1:42 PM
30	This sound costly.	11/25/2021 11:34 AM
31	Previous comment	11/25/2021 8:01 AM
32	If the Finns can do it, so can we!	11/25/2021 7:44 AM
33	It’s dangerous to bike in the winter they should take Transit.	11/25/2021 1:25 AM
34	Very expensive to keep pathways clean in winter	11/24/2021 9:04 PM
35	The city should NOT be promoting walking and cycling in all seasons. The able bodied proponents will regret the necessary restrictions based on the anti-car movement in a few decades.	11/24/2021 8:10 PM
36	If people feel safe walking and cycling all year, they are more likely to mode-shift. This in turn affects emissions and road congestions. It can also save money for the city in the long run. Less wear and tear on roads, fewer car accidents, heathier people, more engaged people, etc.	11/24/2021 5:00 PM
37	See last answer	11/24/2021 9:56 AM
38	Winter maintenance of active transportation is not viable in our city. The cost to maintain the system running for the low percentage of users during the winter is a waste of money	11/23/2021 7:21 PM
39	Especially the walking part!	11/22/2021 11:02 PM
40	We wive in a winter climate.	11/22/2021 9:29 PM
41	Bad enough looking out for cyclists and pedestrians when roads are good than when they are snow covered and icy.	11/22/2021 8:09 PM
42	This question should be asked separately. While a lot of people would walk in all seasons, very few bike (although the few who bike are very vocal, and younger in demographic and know how to manipulate multi media to push their agenda through)	11/22/2021 2:01 PM
43	Plow a ***REDACTED*** sidewalk, ***REDACTED***.	11/22/2021 1:21 PM
44	This will definitely increase winter maintenance costs	11/22/2021 12:51 PM
45	Yes. Winnipeg's winter weather can occur from Oct to Apr. We can't have AT options closed for 6 months if people are expected to adopt them for commuting and regular travel.	11/22/2021 11:39 AM
46	Greater congestion, GHG emissions, and cost.	11/22/2021 11:21 AM
47	Improving walking is great. Catering to the bike lobby is ***REDACTED***	11/21/2021 9:39 PM
48	It will increase costs when limited benefits	11/20/2021 8:14 PM
49	Citizens will simply not walk and cycle very far in the winter, or in the hot period of the summer, because of Winnipeg's climate.	11/20/2021 9:39 AM
50	We've already experienced the complete failure of these strategies, because Winnipeg has an extreme climate.	11/19/2021 6:43 PM
51	Roads and sidewalks do not get cleared properly now but if circling is involved they will magically become better maintained	11/19/2021 3:50 PM
52	I don't think it makes any sense to focus on bicycle infrastructure in winter. For my answers apply to pedestrians for this question	11/19/2021 2:15 PM
53	Cyclist should not be on the road where main traffic is travelling unless they are licensed and	11/19/2021 11:13 AM

	have a registration for the vehicle that they are operating.	
54	Absolutely impossible. ***REDACTED***	11/18/2021 6:20 PM
55	Cycling year round is impossible here	11/18/2021 5:57 PM
56	Ask any senior; walking in the city gets dangerous when the sidewalks are icy. They can't risk falling, so they are either stuck at home, or use a vehicle. Likewise for cycling; ice on bike paths and the travel area for bicycles on roads is too risky for most cyclists. Oulu, Finland has developed means of maintaining their cycle paths so that everyone can ride and walk. Adopt their best practices. This will be a popular change. BTW Calgary clears its bike paths right away, so that the many cycle commuters don't jump in their trucks on snowy days when the roads are narrowest and most congested. BTW, in the summer, many cyclists avoid the big streets by travelling on parallel residential streets. Unfortunately, in the winter, those streets are often not well plowed, so limiting choices. More well maintained bike routes down residential streets are needed.	11/18/2021 5:41 PM
57	too much accomodation for bikes.	11/18/2021 4:53 PM
58	This is not a popular option - a subway or light rail system woul d be much better.	11/18/2021 12:41 PM
59	Keep bike routes off roads. Especially high traffic volume roads.	11/18/2021 11:58 AM
60	This plan doesn't go far enough to curb cars and make active transportation a priority.	11/18/2021 10:33 AM
61	Stop building bike lanes.	11/17/2021 11:41 PM
62	again, this is so easy and cheap.	11/17/2021 4:45 PM

Q56 Strategy 6.5 Create more vibrant communities through attractive streetscapes and healthy built environmentsDo you believe this strategy will support improvements to:

Answered: 615 Skipped: 896

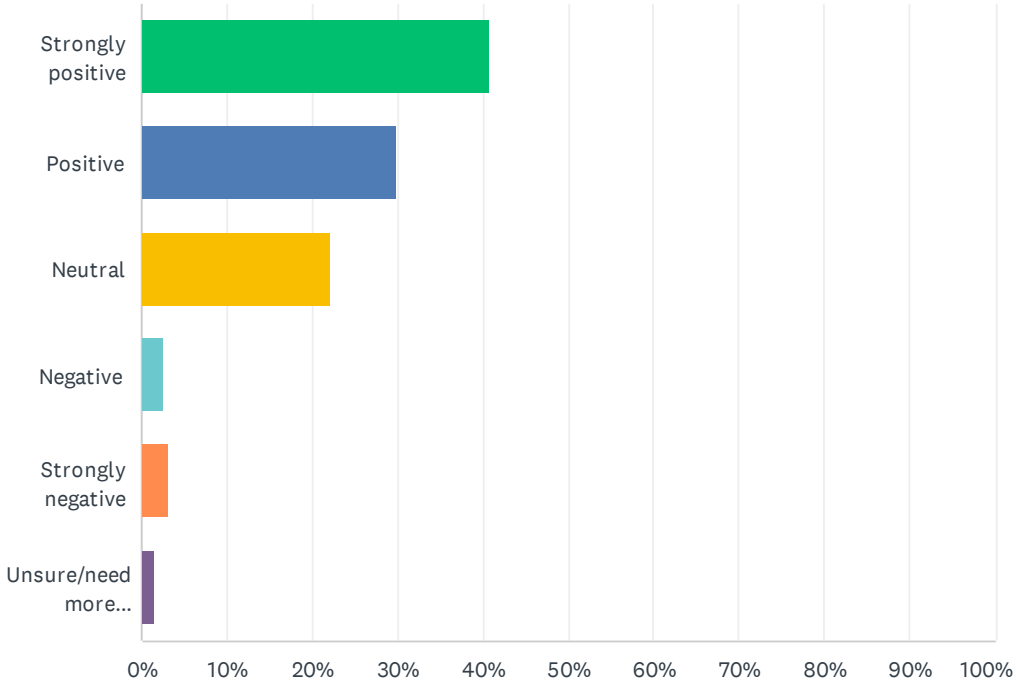




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	44.55% 274	25.69% 158	19.84% 122	4.55% 28	5.37% 33	615	2.00
Road congestion?	35.93% 221	21.63% 133	30.41% 187	6.50% 40	5.53% 34	615	2.24
Overall city costs?	31.06% 191	14.63% 90	31.71% 195	15.93% 98	6.67% 41	615	2.53
Safety?	42.28% 260	24.07% 148	24.55% 151	4.39% 27	4.72% 29	615	2.05

Q57 What impact would this proposed change have on your life?

Answered: 615 Skipped: 896



ANSWER CHOICES	RESPONSES	
Strongly positive	40.65%	250
Positive	29.92%	184
Neutral	22.11%	136
Negative	2.60%	16
Strongly negative	3.25%	20
Unsure/need more information	1.46%	9
TOTAL		615

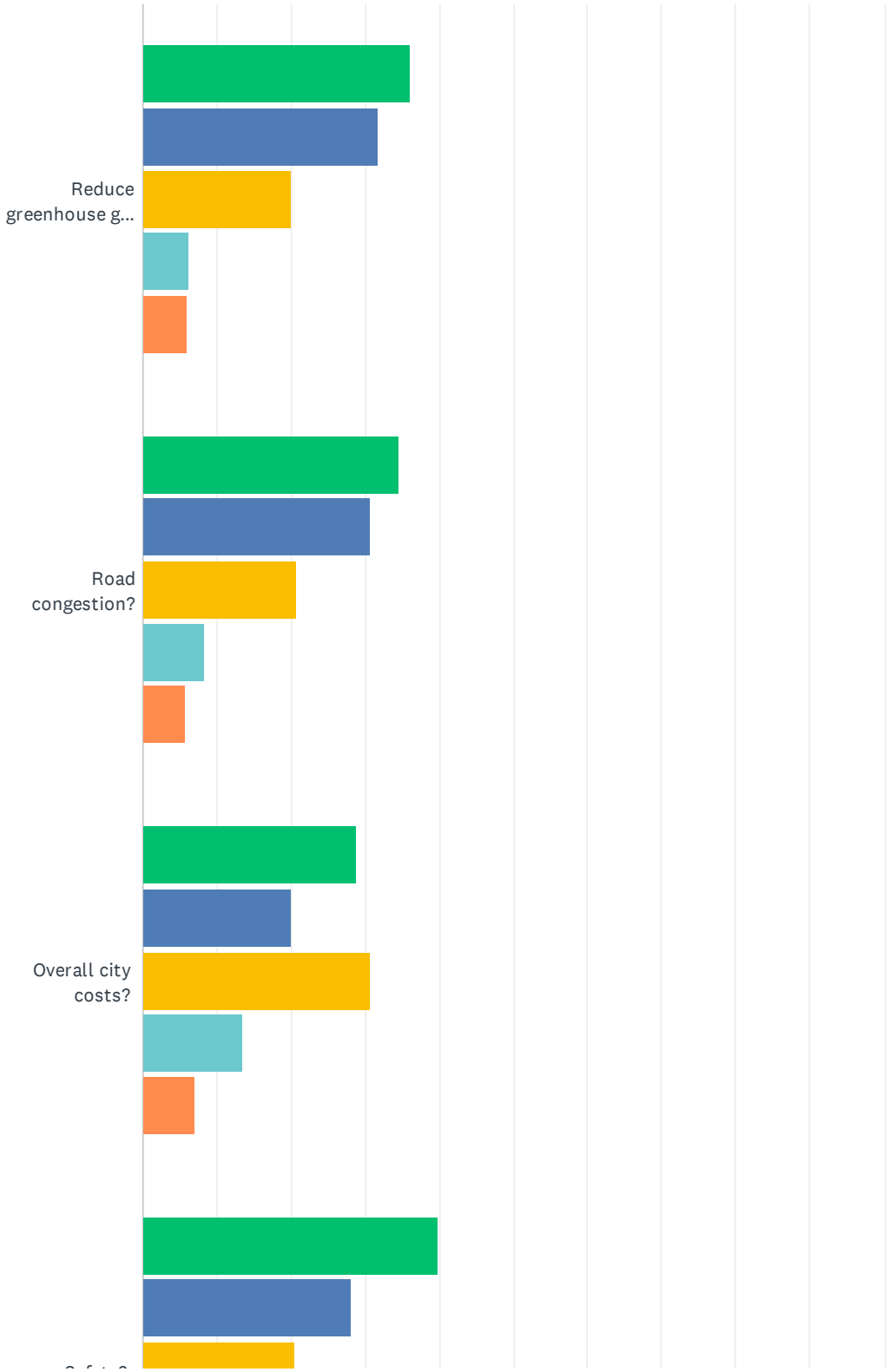
#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	"Attractive streetscapes" and "healthy built environments" are being experienced as dangerous for pedestrians, bikers and drivers, as they are presently constituted/constructed. What we actually need are safe and maintained roads and sidewalks, which these jigsaw curb structures, etc., are certainly not, and also seem to be much more difficult to keep clear of ice and snow, to be visible so that they are not run into or over, causing damage to people and vehicles that are depending on straight, reliable paths.	12/16/2021 10:29 PM
2	Overall city costs should not be mutually exclusive to the long term benefits of healthy and safe built environments	12/10/2021 10:35 AM
3	Streetscape management is one of the most important things the city should be doing	12/9/2021 3:20 PM
4	I am not sure this is working out for you guys.	12/9/2021 12:50 PM

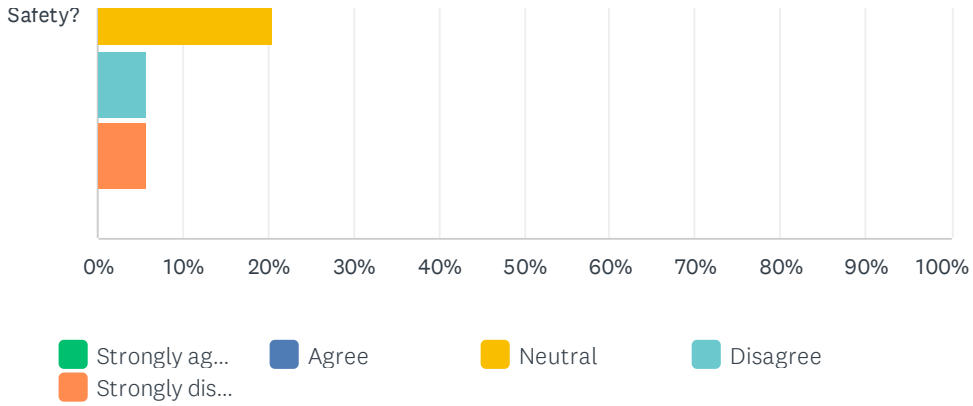
5	Winnipeg is quite green already - this is easy to see through a satellite map. Adding trees to a road is unlikely to make a pedestrian feel safer about the thousands of cars tearing by them at 60 km/h.	12/9/2021 10:54 AM
6	Streetscapes are equivalent to cosmetic surgery.	12/8/2021 12:56 PM
7	some of the issues is that the garbage on walking/cycling paths makes it unsafe. We need maintained clean safe spaces.	12/8/2021 8:57 AM
8	I don't know what "vibrant" means. Is there a specific, exacting definition? Or just silly subjective examples (which are usually wrong - the nature of subjectivity, of course).	12/6/2021 4:13 PM
9	the streets and sidewalks are for moving people not for beatification, they need to be well maintained with lighting	12/5/2021 8:33 PM
10	Go back to building back lanes so the front yards are not all driveways. That is a nicer streetscape than anything else you could do and homeowners care for the yards, not city workers	12/5/2021 11:59 AM
11	Waste of taxpayer dollars.	12/4/2021 12:13 PM
12	Better lighting and repaired sidewalks and parks promote a desire to walk.	12/4/2021 10:56 AM
13	I don't see how beautifying streetscapes results in improvements to fundamental transportation concerns.	12/3/2021 2:24 PM
14	crews watering potted plants on medians are safety hazards.	12/3/2021 11:10 AM
15	Do not waste money on making things look nice. Instead fix the roads. I don't want my tax dollars going towards ornamental planters on Boulevards. This enrages me. Fix the curb lane instead so I'm not hitting massive pot holes when I'm driving.	12/3/2021 10:00 AM
16	the city cannot properly maintain existing, so don't make more work.	12/2/2021 12:49 PM
17	too open ended to answer	12/2/2021 3:08 AM
18	Waste of tax dollars	11/30/2021 4:12 PM
19	If the city was really interested in this, they would allow bigger yards & stop promoting "densification" of neighbourhoods.	11/28/2021 1:53 PM
20	Trees are nice, and useful. I enjoy this on the walking paths, but the communities need more safety by keeping criminals off the streets.	11/27/2021 5:26 PM
21	Yes this would encourage citizens to walk around more but not to significantly impact necessary transportation behaviours...the winter factor, the physical mobility factor, the distance factor. Plus this would obviously be expensive.	11/27/2021 2:32 PM
22	These types of strategies seem to think money grows on trees. Just keep existing the way it is and spend the money on the police force! This is getting silly.	11/25/2021 11:41 PM
23	if you want to get people out of their cars, you have to make the outside environment as comfortable for them, including temperature management (shade), soundscape (insulation from and reduction of transportation noise), amenities (water, food, somewhere to sit, garbage disposal, music -- nature sounds would be better, like moving water, wind in tress, maybe some music in the underpasses), lighting (not glaring down on your from 50 ft in the air, but on a human scale), sightlines, etc.	11/25/2021 1:42 PM
24	This has nothing to do with transportation.	11/25/2021 11:34 AM
25	Cost would exceed benefits	11/24/2021 9:04 PM
26	I think that this will actually save the city money in the long run. Attractive streets encourage more people to walk and cycle and interact with their local community and businesses. More people out and about cycling and walking in turn also makes streets safer, decreases road congestion, and of course reduces greenhouse gas emissions.	11/24/2021 5:00 PM
27	taxes	11/24/2021 10:02 AM
28	More sprawl	11/24/2021 9:56 AM
29	If investments are only made in new developments then there really won't be an equitable	11/23/2021 7:19 PM

	distribution of the proposed improvements... right? core areas and older neighborhoods deserve some attention too!	
30	It would look nice but not help transportation	11/22/2021 11:02 PM
31	Positive: Strongly believe this will help build more vibrant communities in Winnipeg. Have seen this in other cities. Have happily walked and cycled in many other cities.	11/22/2021 10:35 PM
32	This city won’t do anything more than cosmetic - and concrete planters don’t fix anything.	11/22/2021 1:21 PM
33	Greater congestion, GHG emissions, and cost.	11/22/2021 11:21 AM
34	Marxists planning of neighborhoods never works in favor of the actual residents and businesses in the neighborhoods	11/21/2021 9:39 PM
35	Wpg being auto-centric. Definitely. Earlier, there was a comment about trying to get people to walk more, a 45-minute walk. People won't do that. People want to get where they are going now, not in 45 minutes.	11/20/2021 2:52 PM
36	This strategy will significantly support liveability in Winnipeg, and Winnipeg is built for the people who live here.	11/20/2021 9:39 AM
37	None of the last 15 years of infill has done this. There is no competent oversight. Developers trash trees and nearby streets before, during & after construction. Until there is a profound improvement in Planning, Zoning & Bylaw Enforcement, this is meaningless patronisation. Shame on you.	11/18/2021 6:20 PM
38	Yes, as a "grid" city, our downtown streets are not very friendly; they could use any help to be more attractive streetscapes.	11/18/2021 5:41 PM
39	street scaping reduces	11/18/2021 4:53 PM
40	The plan does not go far enough for greening the city and beautifully adorning it with vegetation and wildlife all while curbing cars	11/18/2021 10:33 AM
41	this also requires proper care. we don't care for the roads but now we'll care for the green spaces?	11/17/2021 5:15 PM

Q58 Strategy 6.6 Increase education and awareness around walking and cycling as safe, attractive modes of travelDo you believe this strategy will support improvements to:

Answered: 615 Skipped: 896

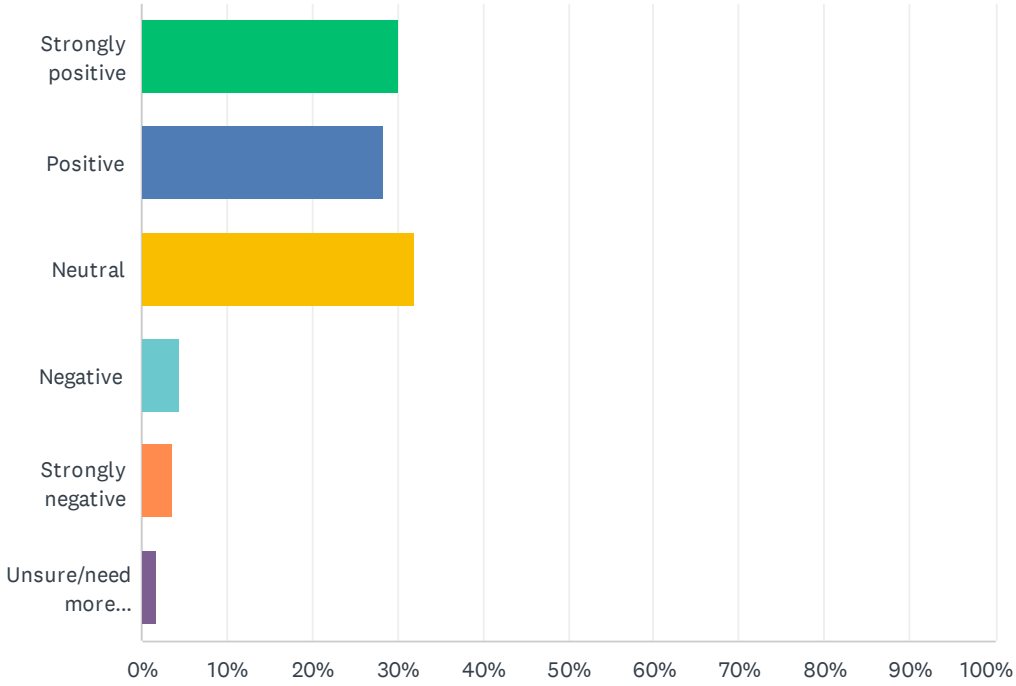




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	36.10% 222	31.71% 195	20.00% 123	6.18% 38	6.02% 37	615	2.14
Road congestion?	34.63% 213	30.73% 189	20.65% 127	8.29% 51	5.69% 35	615	2.20
Overall city costs?	28.78% 177	20.00% 123	30.73% 189	13.50% 83	6.99% 43	615	2.50
Safety?	39.84% 245	28.13% 173	20.49% 126	5.85% 36	5.69% 35	615	2.09

Q59 What impact would this proposed change have on your life?

Answered: 615 Skipped: 896



ANSWER CHOICES	RESPONSES	
Strongly positive	30.08%	185
Positive	28.29%	174
Neutral	32.03%	197
Negative	4.39%	27
Strongly negative	3.58%	22
Unsure/need more information	1.63%	10
TOTAL		615

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	Walking and cycling are not safe and attractive modes of travel as long as we have 6 months of winter and no investment in keeping them clean from snow, ice, and other hazards. ***REDACTED***	12/16/2021 10:29 PM
2	It just seems like a waste of money to tell people to change their transportation modes. Everyone knows this stuff, it's just that active modes of travel are so unbearably unpleasant in this city that***REDACTED*** you really need to focus on making active and sustainable transportation options not be absolutely horrible. If that happens people will just change naturally.	12/16/2021 9:57 PM

3	Telling people the benefits of something is not helpful. We need to change the environment; get people out there so that people see it's easy. Education for behaviour change is the least helpful of everything listed so far.	12/16/2021 8:01 AM
4	***REDACTED*** but you're already doing it.	12/14/2021 9:30 PM
5	Regardless of whether walking or cycling is safe; our lifestyles are not in sync with them.	12/10/2021 3:25 PM
6	We don't need education we need biking/walking/public transit infrastructure.	12/9/2021 3:20 PM
7	We are past the time where citizens learn and grow. Make them behave themselves.	12/9/2021 12:50 PM
8	This is a waste of time and money at this point. You can't just tell people walking and cycling are safe and attractive, you have to make changes required to make them more safe and attractive (reducing overall automobile traffic, providing closer walking destinations to people's homes). The change in behavior will follow. As it is, if you were to advertise that walking or cycling were safe and attractive, citizens might give it a try and be disappointed, or might realize there's no substance to the marketing to begin with.	12/9/2021 10:54 AM
9	You can't advertise something into existence... build infrastructure that prioritizes walking and biking before you try to teach people how to walk and bike. If you build it they will come.	12/8/2021 2:45 PM
10	We need to highlight these safe routes. Education will pay off.	12/8/2021 8:57 AM
11	I don't think people are unaware of biking and walking, but rather they chose not to do it. Cost of living close to downtown, safety and winter are realities that prohibit many people from engaging in those forms of transportation	12/7/2021 2:21 PM
12	"Awareness" has near-zero benefits... and entirely insufficient. Negative just for the pestering, nagging, and general being annoying.	12/6/2021 4:13 PM
13	sounds costly just reading these surveys	12/5/2021 8:33 PM
14	Cyclists and pedestrians need to understand they are destined to lose any vehicle interaction and should not be **REDACTED** around cars.	12/5/2021 11:59 AM
15	Continued waste of taxpayer money	12/4/2021 12:13 PM
16	Bicycling is dangerous to all. ***REDACTED***.	12/4/2021 10:56 AM
17	Educating road users and "we all share the road" has historically been used to shift responsibility away from safe and complete road network design. If the network exists and doesn't suck, people will start using it without being need to be told. Children are the canary in the coal mine; in neighbourhoods were even kids who have few other options can't bike or walk to their local schools, all the education in the world won't convince their families that it's safe.	12/3/2021 11:43 PM
18	propaganda costs.	12/3/2021 11:10 AM
19	As an active senior that walks a lot I would really appreciate not having to compete with cyclists on sidewalks and foot paths.	12/2/2021 2:33 PM
20	not going to change the numbers and be a waste of money and not accurate. Better to teach pedestrians to stay off their phones and look before crossing and sometimes wait to allow a few cars to pass instead of just walking out causing vehicles to slam to a halt and get in accidents while not looking up at the phone. enforce traffic laws on cyclists and they should have to pay a license to help finance these initiatives and helmets should be mandatory	12/2/2021 3:08 AM
21	***REDACTED***	11/30/2021 4:12 PM
22	Same things I've already said.	11/29/2021 4:01 PM
23	Apart from straight out lying to people, this isn't possible. The car is a far more safe and attractive mode of transportation. Another waste of money that will accomplish very little, if anything.	11/28/2021 1:53 PM
24	I believe that this type of education could be helpful, however, it has to be true - walking and cycle do have to be safe and attractive, which they may not be now. The education piece should also include educating drivers about their role in pedestrian and cyclist safety.	11/28/2021 12:13 PM
25	No amount of brainwashing will erase the memory I have of cycling 16 miles on an average winter day in Winnipeg. Re-education cannot change that fact that getting around on foot or by	11/27/2021 2:32 PM

	bike year round is only an option for very few citizens. Expanding the river ice trail would be a cheap option and a few of the hardier ones could skate to work, if they worked near the river. This is actually more viable than cycling in winter and realistically would probably serve an equal number of people As mentioned above	
26	The only way to do this would be to lie to people, because that just isn't true. Driving will always be superior. Again - cost / benefit analysis on this, I bet not even one person stops driving because of "education & awareness" training, not one!	11/25/2021 11:41 PM
27	waste of money	11/25/2021 5:26 PM
28	Sorry, but it's not the people who are already walking and cycling that you need to educate -- it's the drivers who need to be made aware that they don't rule the frigging world (starting with the motorcycle packs, for one).	11/25/2021 1:42 PM
29	Government already provides plenty of propaganda.	11/25/2021 11:34 AM
30	Individual responsibility is key as well	11/25/2021 10:08 AM
31	In many areas of the city, walking and cycling are NOT currently safe, attractive modes of travel. They are desperately inconvenient - e.g. you have to be an adrenaline junkie to cycle in the winter. It has gotten a bit better in recent years - e.g. with dedicated bike lanes (but these are often sheets of slippery ice and snow). As these modes of transport become safe, accessible, convenient, etc. they will be utilised more frequently.	11/25/2021 10:05 AM
32	Don't just advertise. Build the bike lanes.	11/25/2021 9:10 AM
33	It's less that we need to be taught and more that we need to normalize. e.g., CBC has started to regularly talk about wind and other factors that affect bike commuters in their traffic report. Start acting and talking as though walking, biking and taking the bus are totally normal ways of getting around.	11/25/2021 12:10 AM
34	Large element of crime makes walking dangerous	11/24/2021 9:04 PM
35	Education is absolutely not needed and a waste of time and energy. Everyone knows that walking, biking and bussing is better. Billboards don't make cyclists, safe infrastructure does.	11/24/2021 8:50 PM
36	Creating a bias against motor vehicle use is a disservice to those who don't know any better (i.e. their spandex won't fit in 20 years).	11/24/2021 8:10 PM
37	I think people know biking and walking are healthier and cheaper. But it's not convenient to do so	11/24/2021 6:38 PM
38	Positive energy can really help people to make the choice to mode-shift. There are already many more people biking to work than 20 years ago. I also think that more understanding helps everyone to travel together more easily.	11/24/2021 5:00 PM
39	You Mean recreational biking NOT transportation biking right	11/24/2021 9:56 AM
40	I chose "Negative" because of the vague use of "education and awareness." Too often this means attempting to indoctrinate people into a particular way of thinking and living. Education and awareness should strive to show people what is available and the benefits of effective planning so that they can then choose modes of transport freely. Attempting to tell people what is good for them is totally inappropriate, as is incentivizing certain behaviours, which is an attempt to purchase behaviour. Both directions are insulting to citizens, serving only paternalism and political soapboxing.	11/23/2021 9:05 AM
41	You would only be "preaching to the choir" - those that already believe in this. Not a real positive driver for change, in my opinion. You've actually got to make good changes and then support with information.	11/22/2021 11:02 PM
42	Poorly worded 56. Strategy 6.6 Saying it is safe does not mean anything. The city has to have safe routes before promoting that it is safe to walk and cycle in Winnipeg. New cyclists need to learn how to be safe community cyclists. Many new immigrants need to be taught how to be safe walkers and cyclists here. In other countries the safety rules and expectations are different. I feel safe walking and cycling in some areas of Winnipeg and not in others. Some of it is due to infrastructure and some due to gang activity.	11/22/2021 10:35 PM
43	Increase education and require cyclists to pay a nominal fee and get a licence plate do they can be held accountable for accidents they cause.	11/22/2021 8:09 PM

44	Cycling and walking in this city are death traps. Increasing “education and awareness” isn’t the issue.	11/22/2021 1:21 PM
45	Greater congestion, GHG emissions, and cost.	11/22/2021 11:21 AM
46	People who want to bike will bike without education.	11/21/2021 9:09 PM
47	Increase education and awareness. These are changes for the upcoming generation, those that will be starting their careers/marriages/families in 2050. You're going to have to also teach the parents of that generation because the parents will be their influencer. It takes time to change attitudes.	11/20/2021 2:52 PM
48	People like to walk and cycle when it is safe and possible to do so. Increasing awareness of these transportation modes will not make much of a difference in the number of people who decide to use these modes.	11/20/2021 9:39 AM
49	Increasing taxes and throwing money at a problem that cannot be solved. The largest barriers continue to be the climate and lack of population density. No amount of money spent on education will change these two things.	11/19/2021 6:43 PM
50	Don't spend money telling everyone why bikes are good. Many people can't ride them safely.	11/19/2021 2:15 PM
51	cycling is unsafe in winter. walking is unsafe for women year-roudn.	11/18/2021 6:20 PM
52	Waste of money	11/18/2021 6:17 PM
53	This only makes sense once AT is possible for all users in all seasons. Can't encourage seniors to walk when the sidewalks are icy. Can't encourage people to bicycle when the routes are icy. As a social scientist, I strongly recommend that the first step would be a professionally managed "anthropological" ongoing study to learn how various target Winnipeggers perceive walking and cycling as a means of transport. That will tell you what perceptions and attitudes you need to change, but no point starting education until the service levels are adequate year-long.	11/18/2021 5:41 PM
54	It must first be a safe and attractive mode of travel before education is provided on the topic that encourages people to use these modes of travel	11/18/2021 2:12 PM
55	**REDACTED**	11/18/2021 12:41 PM
56	Keep bike routes away from roads. Especially high traffic volume roads.	11/18/2021 11:58 AM
57	traveling not in a vehicle will be safe once they rid the city of all the zombies wandering around	11/17/2021 5:15 PM
58	You don't need to educate, if you make it safe then people will use it full stop	11/17/2021 4:34 PM
59	The barrier to AT is that infrastructure is not connected and is poorly maintained especially in winter. It is not an awareness problem.	11/17/2021 3:13 PM

Q60 Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Answered: 138 Skipped: 1,373

#	RESPONSES	DATE
1	Connectivity beyond city limits. The Winnipeg Metropolitan Region Plan has a section on Transportation that includes transit, active transportation, and regional roads Re: support coordination of infrastructure with surrounding RMs. The Gateway active transportation corridor is a positive example that extends from Winnipeg to Birdshill. Safe connections for non-vehicle traffic are needed at all the river crossings on the 101 highway and at the Harte Trail, which is deadly. These crossing must be made safe and passable for people and wildlife.	12/17/2021 11:33 PM
2	lets get one thing clear, people walking or cycling around a neighbourhood for recreation or physical activity is NOT Active Transportation (AT). Walking or riding a bicyle to and from work is AT. The city needs to properly explain what AT is, and STOP misleading the public about it.	12/17/2021 8:50 PM
3	Promote density around existing centers of business and retail. (Tax breaks for building residential towers in mall parking lots) Promote small commercial development in residential areas (for those that serve the community like a grocery store, restaurant, or small retail) so that residents don't need to go more than 1km for their daily needs.	12/17/2021 1:32 PM
4	Need to include a 8 to 80 lens for all decisions as well as including a gender analysis. Need to know who is using what route and why or is they would prefer a different route if one was available.	12/17/2021 1:20 PM
5	30km/h residential streets	12/17/2021 9:50 AM
6	Fully protected bike lanes! Not just paint but medians and bollards.	12/17/2021 9:37 AM
7	La ville de Winnipeg devrait boucler les routes cyclables qui ne sont pas complètés	12/16/2021 11:13 PM
8	It all comes down to "put your money where your mouth is" in terms of infrastructure investment, as Winnipeg has had nothing but "restraints", and the results are readily apparent in the emergency departments and auto repair departments, as well as required surgeries and long-term recoveries.	12/16/2021 10:29 PM
9	I just want to say, PLEASE, so much, to all of this. Please let us have this. Please. Please make this city less horrible. Please make streets that are actually pleasant to be out on. Right now it takes intense resolve (or being poor) to not go everywhere by car, and no one has the energy for that (I'm too poor to have an option, and I also don't have the energy). Please. It's so bad.	12/16/2021 9:57 PM
10	I love biking, go figure, but I enjoy biking in the winter - it's fine. What sucks is being forced onto Pembina Highway or Maryland (and more) when the bike lane isn't cleared and is MORE treacherous than (shoulder checking, signalling, and changing lanes to) riding in traffic. THAT SUCKS and is entirely avoidable - no one I speak to enjoys that and drivers get really angry when they don't see the dangerous (or walking-speed) conditions of the bicycle facilities.	12/16/2021 4:42 PM
11	Better maintain active transportation routes through the winter. Watch this video! https://www.youtube.com/watch?v=Uhx-26GfCBU&t=2s Reduce speed limits of any streets adjacent to active transportation route to 30kms.	12/15/2021 3:14 PM
12	A elevated electric train system that runs along the 4 major routes North, East, South, West and build using the boulevards as raised T with stations. Rapid transit is too far off regular routes, it needs to be on the main drags.	12/15/2021 9:32 AM
13	General improvement/incentives for safe bike storage/reduction of bicycle theft (e.g., city-operated bicycle lockers downtown, bike lock purchase incentives/rebates, automatic bicycle registry at time of purchase)	12/15/2021 8:45 AM

14	Use parks as a means to connect networks when possible. Expropriate land if required. Build active transportation only bridges across Red River - not part of a bridge for motorized vehicles. Use boulevards and/or widen sidewalks Build sidewalks in old suburbs	12/15/2021 12:00 AM
15	maybe there are already City bike maps available, but if so, I have not run across them. They should be widely advertised	12/14/2021 10:32 PM
16	Yes.	12/14/2021 9:30 PM
17	Limit railway transportation during peak traffic rushes	12/14/2021 7:23 PM
18	Infrastructure should be improved before educating people on the attractiveness of active transportation - right now, I don't know if it's very attractive	12/14/2021 1:02 PM
19	The ease and increased safety with moving around on bike during the low traffic times of the pandemic and increased numbers of cyclists shows active transportation deserves a high priority.	12/13/2021 12:30 PM
20	1. Slip lanes for cars turning right at intersections are unfriendly to pedestrians because they need to make multiple crossings to cross one road, and higher vehicle speed makes it more dangerous. These should be removed. 2. If we build bike lanes, they need to be physically separated. Both motorists and cyclists would prefer that because it's safer and cars won't get stuck behind slow bikes on the road. Painted-line bike lanes are unsafe. 3. Intersections should have priority signals for bikes. 4. Sidewalks should be mandated in parking lots. Winnipeg has some huge parking lots (like at the Home Depot and Sobeys on St. Anne's) that have no sidewalk for some reason, so pedestrians are forced to walk alongside all the cars.	12/12/2021 12:40 AM
21	Safety and litter is what makes the walkways undesirable. Garbage is everywhere downtown and major walkways, and I don’t think I’ll ever choose to walk downtown as the crime rate is too high and don’t trust.	12/11/2021 3:19 PM
22	Trams. Build light rail.	12/10/2021 10:59 PM
23	clear sidewalks faster, provide more benches to rest, more bus shelters	12/10/2021 6:04 PM
24	na	12/10/2021 3:45 PM
25	I think the City would get a bigger bang for its buck by putting in or subsidizing EV charging stations and provide rebates for EVs. Unless there is an apocalypse; the transit system improves substantially; or parking becomes completely unaffordable - we aren't getting out of our cars. If someone has waited 3 years to get a parking space at their workplace, they aren't going to give it up.	12/10/2021 3:25 PM
26	There are a lot of knowledgeable and talented educators/non-profits that the City can partner with on education and awareness for all	12/10/2021 10:35 AM
27	I don't see this direction reflected in the "Draft Roads and Bridges" map. Seems to identify mainly suburban roads and widenings for cars. Converting certain streets into multi-modal streets needs to be identified on this map as this map is typically used to direct major capital investments in road renewal projects.	12/10/2021 9:21 AM
28	For older people like me (I’m 75), make it easier to get to Rapid Transit Stations. For example make route 16 go into Plaza Station.	12/9/2021 7:47 PM
29	Prioritize active modes over automobiles at key locations (e.g. the opposite of pedestrian signal lights - make walking/cycling the default mode and force drivers to wait for their turn)	12/9/2021 1:27 PM
30	With respect to greenscaping, I pay for sewage equal to water and two bills annually are very high as my property and the boulevard strip are ecologically planted to offer beauty, food, habitat, and reduce sewer strain and runoff. I have been penalized financially for this for well over a decade. Ecosystem sensitive planning and planting can reduce maintenance, and absolutely reduce sewage burden thus reducing costs. There are people with this expertise here. The province subsidized attendance to an online “Edible Ecosystem Design course which was a fabulous idea to educate people. If something similar could be done for a more limited urban area, it could be really valuable in many ways: reducing greenhouse gases, reducing sewage processing needs, reducing sidewalk and street maintenance due to the above. With Elm trees being removed, diversified plantings MUST be established. I am a PhD Plant Pathologist and I assure you that any other strategy is simply another problem developing. Consult local Arborists, consult with Zack Loeks of Ecosystems University, who	12/9/2021 11:32 AM

	has developed programs and plantings globally but also has a property in south Winnipeg (near Fort White)	
31	Bike lock stations, bike rental stations, canoe docks and locking stations along river routes during summer months, ebike charging stations	12/9/2021 9:13 AM
32	Better signage for bicycle routes - many are almost invisible (the green paint is great) Less heiroglyphics on the road signs for drivers not to cut off bikes when turning right. Sign should say in English "On right turn, yield to cyclist in bike lane beside you"	12/8/2021 10:13 PM
33	Should mandate property owners to clear snow on city sidewalks in front of owners' properties.	12/8/2021 4:26 PM
34	no	12/8/2021 9:40 AM
35	Actually invest the required funds instead of making largely empty gestures compared to the massive subsidies given to anti-social car dependent development.	12/5/2021 11:07 PM
36	The city should partner with the Project 529 bike registry program to protect against bike theft.	12/5/2021 9:03 PM
37	More lighting around restaurants and bars, and in intersections where people cross.	12/5/2021 11:59 AM
38	Prioritize these modes over others. We cannot afford the roads we have, and so we need to prioritize the modes that cost us the least, so that people use them the most. Don't forget that the greatest barrier to AT is proximity to fast-moving traffic... the answer is to slow and deprioritize that car traffic. People are just trying to get to the "stuff", so isolating AT routes from that "stuff" is counter-productive.	12/5/2021 10:56 AM
39	Related to question 56, increased awareness for vehicle drivers to increase safety around cyclists (ie signage to share the road/not drive in bike lanes, etc)	12/3/2021 9:37 AM
40	Non	12/3/2021 2:03 AM
41	Seprate cyclists and pedestrians and enforce traffic by-laws	12/2/2021 2:33 PM
42	It's time we have referendums so city hall is not unduly influenced by so many special interest groups.	12/2/2021 2:32 PM
43	Regularly incentivize active transport via funded programs to provide options and instruct about possibilities.	12/2/2021 1:00 PM
44	Less people on the roads is always better.	12/2/2021 12:49 PM
45	Make the side streets and sidewalks safe for people to walk at any time of the year. Frustrating to see large cracks in many of the sidewalks.	12/2/2021 12:03 PM
46	more pedestrian and cyclist bridges and underpasses instead of intersections. use abandoned rail bridges for active transportation routes, expand on skating and walking trails and riverbank access onto safe ice to cross or follow the rivers	12/2/2021 3:08 AM
47	Reduce and enforce speed limits on residential streets	12/1/2021 6:54 PM
48	Just want to re-iterate that this is such a crucial and important key direction. Its something we need a heavier focus and investment on now, not 30 years from now.	11/30/2021 7:18 PM
49	it is vital that sidewalks are maintained to a high level during winter. they should have equal priority with roads as need to ensure people can access bus routes. poor sidewalk maintenance is a major deterrent to winter walking and bus use. more money and resources need to be assigned to this. look to other jurisdictions for solutions.	11/30/2021 1:43 PM
50	Go trains. A shuttle that drives to a couple specific locations. Doesn’t have to stop at every bus stop. From polo park to u of m. Or from st vital mall to Canada life centre	11/30/2021 11:11 AM
51	Construct a series of Bicycle parking facilities in high use areas that are indoors and watched by an attendant or cameras	11/29/2021 10:09 AM
52	Vastly increase the number of bike lanes. Make public transit free for all users.	11/29/2021 9:31 AM
53	This entire direction seems at odds with reality. Cars are simply the most effective method of travel, and always will be. Plans should be based on the majority of users, as opposed to a small minority. No one wants to walk or ride to the grocery store in -40 simply to get needed supplies.	11/28/2021 1:53 PM

54	Could consider the accessibility of bikes, helmets, and appropriate footwear and clothing to vulnerable populations. These may be barriers preventing them from participating in active transportation.	11/28/2021 12:13 PM
55	30k on shared zones (ie Lyndale, wellington) instead of one block in order to discourage speeding and increase all users' safety	11/28/2021 9:30 AM
56	As mentioned above, more river travel. It's direct and cheap. In the summer, equip busses with easily usable bike racks so riders could use bikes for one way or partial trips.This doesn't work if only some busses have the racks as it is then difficult to plan. Also the method of putting the bike on the rack should be widely publicized	11/27/2021 2:32 PM
57	Re-think those yellow slabs with raised dots at intersections with lights. Very dangerous for pedestrians in the winter as ice builds up. Have heard so many folks that I know have slipped and fallen on them. I have arthritis and find walking difficult at the best of times. I don't need the City installing things like this to help me fall.	11/27/2021 11:38 AM
58	Consider a truck tax so that man-children have to pay for the bike lanes	11/26/2021 8:54 PM
59	Maintain and expand open streets program	11/26/2021 6:31 PM
60	This key direction should be abandoned completely. It is full of ridiculous ideas & outright lies. Plus it has absolutely nothing for anyone that can't bike. Walking to perform even the simplest of errands like grocery shopping would be out of reach for many. Biking isn't much better. This just outright ignores the realities of so many citizens, it's almost insulting!	11/25/2021 11:41 PM
61	snow and ice removal from bike lanes is important	11/25/2021 8:43 PM
62	Perhaps? more opportunity for carpool parking?	11/25/2021 8:28 PM
63	Increase number of routes, availability of routes throughout the day, and frequency of buses along routes, through low income areas. An increase reliable transportation can provide better income opportunities and decrease the likelihood of a person losing work due to transportation limitations. This has been proven in scientific and socioeconomic research papers to increase standards of living and decrease crime. It's a rather simple and cost effective method to mitigate long term costs of crime prone neighborhoods most often associated with low income housing. Moving to easy to clean plastic woven seats and away from cloth seats will increase likelihood of people choosing buses of personal transport. Increased and easier reporting, policing, and handling of uncivilized behavior on buses. From littering and vandalism, to inappropriate and or violent behavior. Other major Canadian citizens have reporting apps to make it easier and more reliably while compensating reporters. Seperation of drivers from the riders. NewFlyer can make electric buses. Stop playing.	11/25/2021 7:25 PM
64	Stop wasting money on studies.	11/25/2021 11:34 AM
65	Yes, please see my letter copied under question #17 five pages back.	11/25/2021 11:19 AM
66	Bike paths need a physical barrier from cars/trucks.	11/25/2021 9:28 AM
67	Bike lanes!!!	11/25/2021 9:10 AM
68	poortage avenue needs help! between polo and the university is a VERY active bike and walk area, that is incredibly unsafe for bikers, so most just ride on the sidewalk... a practice we know to be unsafe. but the road is also incredibly unsafe. sharing a lane with Taxis and busses is NOT adequate bike safety.	11/25/2021 8:16 AM
69	Previous comments.	11/25/2021 8:01 AM
70	Prioritize active transport at intersections and crossings.	11/25/2021 7:44 AM
71	Make roads safer for more vulnerable users… How is that even a question? Encouraging cycling has to be counterbalance with the fact my neighbours had three bicycles stolen this year. Encouraging walking has to be counterbalance with the overall poverty level and the increase in negative encounters with marginal displaced people. Same thing for the bus… Are used to take the bus to work three days a week and while I paused at the beginning of Covid it was the "Mayham" and the buses that made me stop I'm 6 foot two 270 pounds X military.	11/25/2021 7:30 AM
72	"Connectivity" sounds so banal but you realize how important it is when the lovely separated bike lane you were travelling in vaporizes and spits you into four lanes of vehicular traffic travelling at high speeds.	11/25/2021 12:10 AM

73	ensure civic budgets meet planning goals.	11/24/2021 10:25 PM
74	Also, where there isn't a protected bike lane or multi-use pathway, cyclists must be safe on the road. The easiest way is for a cyclist to use a residential street with a low speed that is traffic-calmed.	11/24/2021 8:54 PM
75	THIS is what I want all transportation to focus on. Busses and bike, to the detriment of personal vehicles. Make bike infra where car infra is. We all want to access Portage and St Mary's, not Assiniboine and Silver. Cycle infra on isolate side streets isn't valuable. Bikes go where people go; businesses, schools, density...	11/24/2021 8:50 PM
76	Chief Peguis west extension	11/24/2021 8:37 PM
77	I don't think it is just structures, signs, lanes that make safe interactions. They are a large part. But of course, expectations for travelers are important. 30 km/h would make cycling/walking safer and more enjoyable (less noise). It also works towards reducing emissions in 2 ways. 1) It makes driving less desirable and walking/cycling more viable 2) In residential areas, cars use a lot of energy speeding up and slowing down for intersections. It is more efficient to drive consistently at 30 km/h in a residential neighbourhood. This is also cost-effective and doesn't require huge changes in the road.	11/24/2021 5:00 PM
78	Increasing investment in the winter river walk, extending it to either end of the city if the river permits. Also, building more pedestrian and cycling bridges across the rivers. Connect communities.	11/24/2021 3:21 PM
79	no	11/24/2021 11:25 AM
80	Incentives for active transportation	11/24/2021 10:02 AM
81	Grid system	11/24/2021 9:28 AM
82	Reduce the amount of through-streets in neighbourhoods with physical barriers for cars	11/23/2021 11:36 PM
83	Education is less important than actually doing things, like making walking and cycling safe (removing snow and ice), attractive, etc.	11/23/2021 8:18 PM
84	The community I serve is comprised of older adults with mobility issues- this endeavor would have little to no impact on their quality of life and is not a viable transportation method for them.... think about it by 2030 our will 55+ age group will be the largest subset of our population- by 2050 MOST won't drive or be able to afford it! You might want to install scooter charging stations because they wont be buying groceries on their bikes! And transit plus is completely unreliable with the new changes being implemented so if changes aren't made, then folks end up paying out of pocket to catch a cab home. When you live on a pension ***REDACTED***. They deserve better	11/23/2021 7:19 PM
85	Winter road and walkways (sidewalks) be looked at an brought back to quality service Winnipeg had back in the 1960's and 70's ..... Police Presence in Communities to make all areas of Winnipeg Safe, especially in high crime areas	11/23/2021 6:55 PM
86	Monorail	11/23/2021 6:36 PM
87	Monorail	11/23/2021 6:35 PM
88	1) The city should strongly consider imposing a 30km/h limit on neighbourhood side streets. Most auto trips only involve a small portion of the drive on these roads, so it would not increase drive times by much. It would also help achieve many of the goals listed above; better safety, more vibrant neighbourhoods, etc...	11/23/2021 1:35 PM
89	Fulfill this commitment	11/23/2021 9:35 AM
90	Cycling infrastructure must be built every where. Active transport is cheaper to build, cheaper to maintain, and lasts much longer than roads. They better And safe it is, the more people will start cycling	11/22/2021 11:14 PM
91	See answer to Question # 24	11/22/2021 11:02 PM
92	The city website should post all interruptions of the AT network due to construction. All AT path and sidewalk blockages due to construction should have warning signs and alternate routes posted. I was badly injured when a cycle path was blocked without warning due to nearby building construction and there was no safe way out.	11/22/2021 10:35 PM

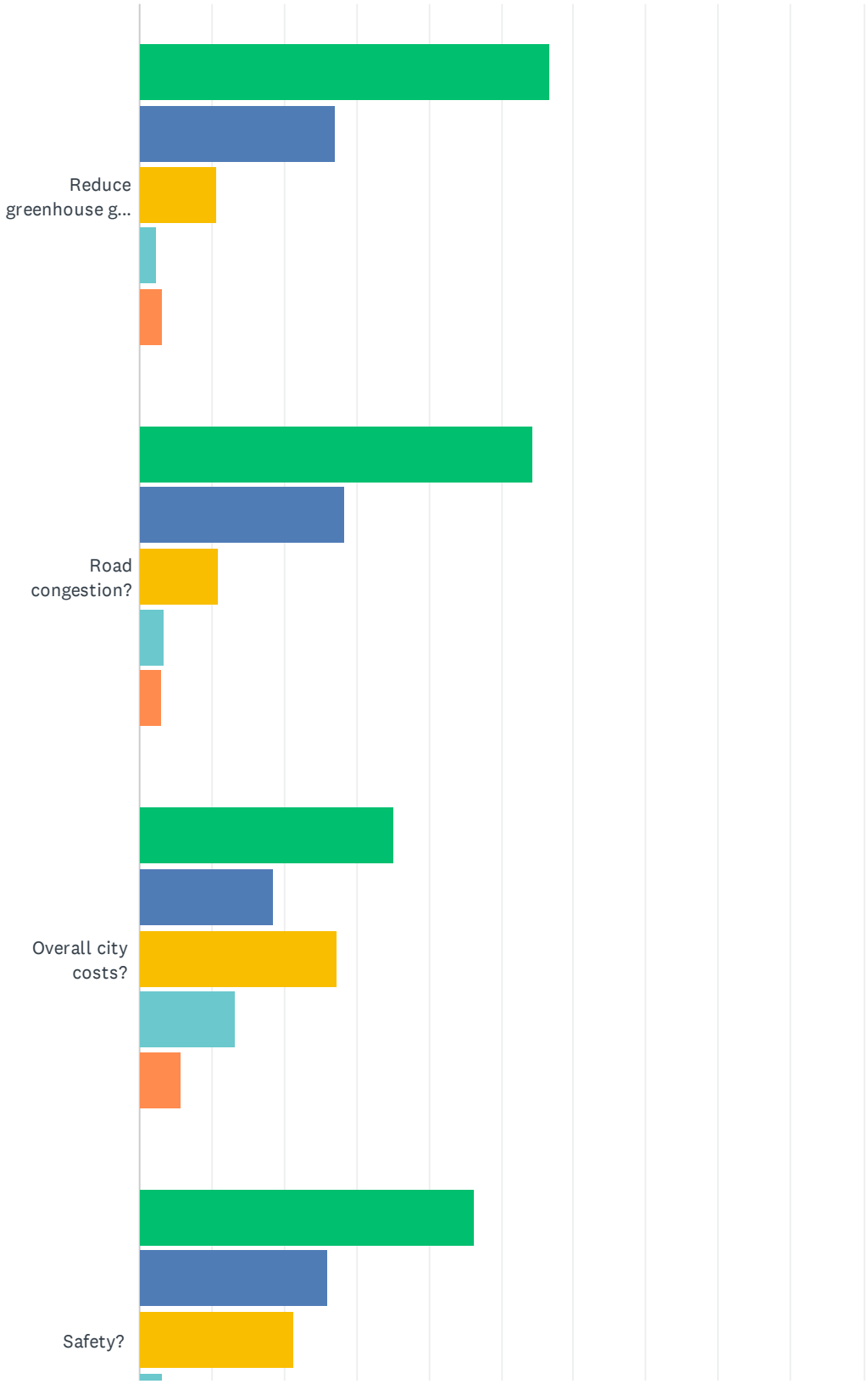
93	Flying cars	11/22/2021 7:51 PM
94	Why do we promote "safe" cycling with people wearing helmets when drivers of vehicles would do just as well with helmets, considering the stats on vehicle head/neck injuries. Making people who ride bikes feel safe means allowing for a cycling culture where it's not advertised as a danger. There are just as many or more dangerous aspects to driving a motorized vehicle, yet you don't see this. Distracted driving is a concern, for sure, but just general dangerousness of motorized transportation seems to be neglected in public ads, so a better contrast/comparison to cycling would be a creative notion.	11/22/2021 7:32 PM
95	The recent snow fall has shown that clearing of sidewalks and AT paths is not a priority, and users suffer as a result. Connectivity of AT infrastructure is also key so that "normal people" (i.e. not "bikers") feel comfortable making bike and walking trips, not just for leisure/exercise but for daily working/shopping/etc trips also.	11/22/2021 4:12 PM
96	No	11/22/2021 3:53 PM
97	more bike paths	11/22/2021 1:24 PM
98	Lite rail. Actual bike and active transport lanes. Get the money by removing the cops.	11/22/2021 1:21 PM
99	I would like to see more and better data regarding AT infrastructure particularly during winter months	11/22/2021 12:51 PM
100	Separate, dedicated active transport infrastructure	11/22/2021 11:43 AM
101	Public transport needs to move bikes	11/22/2021 11:22 AM
102	Teach newcomers how to drive.	11/22/2021 11:21 AM
103	Everything about this section is good on paper please do all you can to ensure this remains untouched in the transportation master plan.	11/22/2021 10:30 AM
104	lack of connectivity and planning. Wall St was just resurfaced with no attempt to put in a bike lane to connect disjointed network for example	11/22/2021 9:43 AM
105	Many of these will cost money. It is worth spending money on.	11/22/2021 9:04 AM
106	no	11/22/2021 1:00 AM
107	See previous comment re: street trees	11/21/2021 10:01 PM
108	Better bike lanes! Painted lanes shared with cars are unsafe, as are bike lanes that disappear without warning. We need bikes lanes to connect to each other, with physical separation from cars.	11/21/2021 9:43 PM
109	Enforcement of existing traffic laws by the Winnipeg Police Service, including investigations of unsafe driving (using traffic management cameras) and the many threats/assaults from motorists to cyclists and pedestrians. Currently these are not prioritized by the WPS.	11/21/2021 7:08 PM
110	Walking, cycling, and transit should be given the highest priority on all non-"expressway" roads. If the goal of the TMP is to move as many *people* (not vehicles) as efficiently as possible, on roads where there "isn't enough space" for (more) AT infrastructure – that is a lie. Remove a lane of traffic/parking – the space of one vehicle lane can accomodate way more potential users through transit, walking, and cycling than it can through personal vehicles.	11/21/2021 5:39 PM
111	Have speed limits for sidewalks for small-wheeled electric modes of transportation. You should be allowed to go slowly on the sidewalk on an e-scooter or hoverboard. These modes of transportation in conjunction with transit can really revolutionize how people get around as long as it is not to the detriment of people walking. Nice wide sidewalks would mean room for both.	11/21/2021 3:14 PM
112	Street cars	11/21/2021 12:24 PM
113	Create more secure bike parking. Make strip malls have bike racks. Too few places to lock up Downtown. Parking meters used to be great for bike locking but we don't have those anymore.	11/21/2021 1:27 AM
114	Any new residential developments should be required by the city to provide high-quality active transport paths, and ensure that those paths are connected to the existing network. More focus should be given on active transport pathways that take people to work. Recreational paths are nice, but if people are to make active transport part of their commute, paths have to actually take them to where their jobs, schools, or chores are. Relaxing zoning laws to allow	11/20/2021 4:07 PM

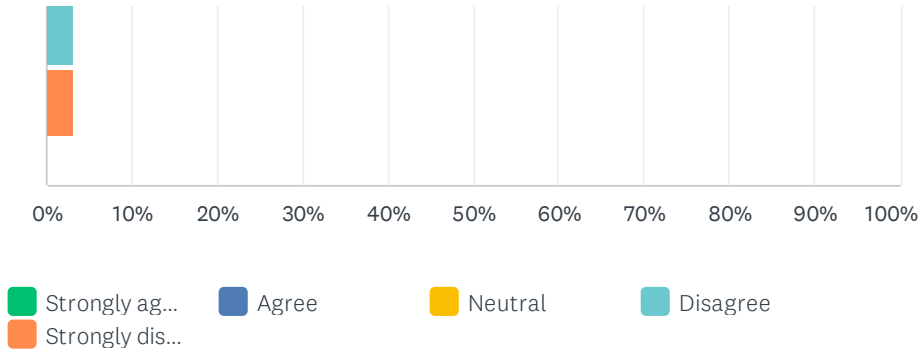
	more low-impact commercial activity, like small grocery stores and coffee shops in residential areas will make more destinations within comfortable walking or biking distance.	
115	But can you really make it safer? There's a major crime problem here. You can't even address the number of assaults or indecent acts on busses or in shelters with what you have now.	11/20/2021 7:42 AM
116	Education about walking/cycling as safe modes of transit is only useful if that is true. The infrastructure is not there yet and it's easy for new active transit users to get discouraged when they encounter bad conditions. The education piece will be useful one day, but it should be the final step.	11/19/2021 4:41 PM
117	Prioritize these modes over others in order to see an actual shift towards transit and SOV trips.	11/19/2021 4:22 PM
118	Focus less on public education and more on the effectiveness of the infrastructure	11/19/2021 2:15 PM
119	-	11/19/2021 2:01 PM
120	Increased availability and requirements for cyclist education courses and increased vulnerable road users content in drivers education courses.	11/19/2021 10:13 AM
121	More education aimed at motorists around respecting pedestrians and cyclists. Right to be on the road, cross the road.... target men in pick up trucks.... even the city bus drivers....	11/19/2021 9:37 AM
122	Make ridership safe, efficient and cheaper.	11/19/2021 8:49 AM
123	I would prefer to bike everywhere. I cannot for two main reasons. 1. The bike lanes are not maintained. It took over a week from that last snow storm for the City to plow them. 2. The bike lanes are not safe. They are mixed in with the cars and the sidewalks so I am constantly being threatened by cars and pedestrians.	11/18/2021 7:05 PM
124	Stop this survey. Instead work to build trust by being realistic, not on-trend.	11/18/2021 6:20 PM
125	The key to effective mode change is successfully tackling winter for walking, biking and transit. That is where resources should go first. Do what it takes to change the outcomes in winter. Do it now. It will take time to make the changes, and for Winnipeggers to a perceive the changes. 2030 and 2050 are very close on that time scale.	11/18/2021 5:41 PM
126	This is moving the city in the right direction.	11/18/2021 12:34 PM
127	Reconsider your climate change presuppositions. You can can easily incorporate the changes needed based on Winnipegers infrastructure requests for a number of reasons, but not one that imposes a potentially faulty ideology on ALL Winnipeg residents, which by definition is an inequitable strategy to implement.	11/18/2021 12:13 PM
128	Provide separate safe cycling pathways alongside roadways, not just a lanes on the roadway with painted bicycles on them. Also provide stoplights for cyclists where available; such as the ones along the rapid transit corridor. Another great example is in Montreal.	11/18/2021 12:12 PM
129	Keep bike routes away from roads. Especially high traffic volume roads. Example - bikes should not be allowed on Pembina Hwy. Move bike path to side streets.	11/18/2021 11:58 AM
130	Cycling during the winter on a regular road is dangerous and should be outlawed. Get cyclists off the road in the winter.	11/18/2021 11:53 AM
131	This survey is too long. The same results could be obtained by simply asking participants if they support active transportation or if you will need to pry their lifted pickup truck from their cold, dead hands.	11/18/2021 11:22 AM
132	30 KPH default speed limit on residential streets	11/18/2021 5:54 AM
133	Speed up funding and implementation of the Ped and Bike Strategies to enable more Winnipeggers to bike or bike more often and longer throughout the year.	11/17/2021 5:00 PM
134	This is the number one way the City will lower emissions, reduce congestion, save money, and improve safety.	11/17/2021 4:45 PM
135	streetcars	11/17/2021 4:45 PM
136	The biggest threat to everyone's safety is cars, reduce the amount of cars and safety will increase for sure no matter what	11/17/2021 4:34 PM

137	consider options to imrove streetscaping along major routes. This could be as simple as placing sod or rock over the dirty sand and weeds that fill the median of bishop grandin or lagimodiere. This will help with the city's image and reputation.	11/17/2021 3:13 PM
138	Improve the cycling network from people's residences to transit hubs to encourage "Bike and Ride" instead of "Park and Ride". Change policies for existing developments, like changing zoning laws in R1 (single family) zones to increase density and introduce commercial developments, promoting overall walkability. Collaborate with businesses to provide facilities or infrastructure that promote active transportation modes, such as more bicycle parking.	11/17/2021 12:27 PM

Q61 Strategy 7.1 Expand the reach and convenience of Winnipeg Transit servicesDo you believe this strategy will support improvements to:

Answered: 606 Skipped: 905

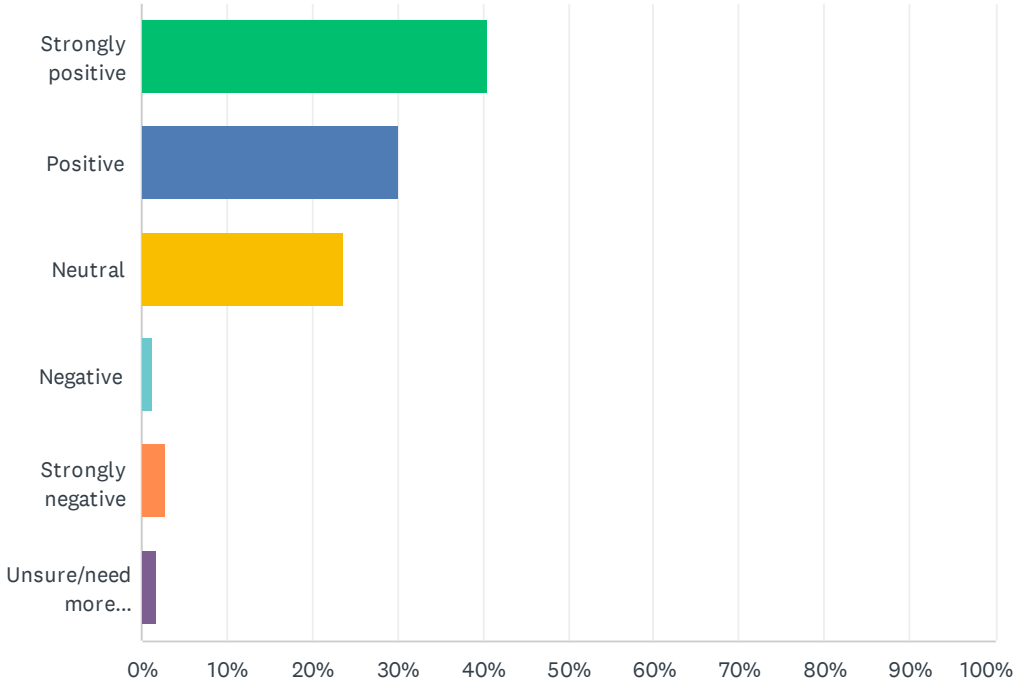




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	56.77% 344	27.06% 164	10.56% 64	2.31% 14	3.30% 20	606	1.68
Road congestion?	54.29% 329	28.38% 172	10.89% 66	3.47% 21	2.97% 18	606	1.72
Overall city costs?	35.15% 213	18.65% 113	27.23% 165	13.20% 80	5.78% 35	606	2.36
Safety?	46.37% 281	25.91% 157	21.29% 129	3.14% 19	3.30% 20	606	1.91

Q62 What impact would this proposed change have on your life?

Answered: 606 Skipped: 905



ANSWER CHOICES	RESPONSES	
Strongly positive	40.43%	245
Positive	30.03%	182
Neutral	23.76%	144
Negative	1.32%	8
Strongly negative	2.81%	17
Unsure/need more information	1.65%	10
TOTAL		606

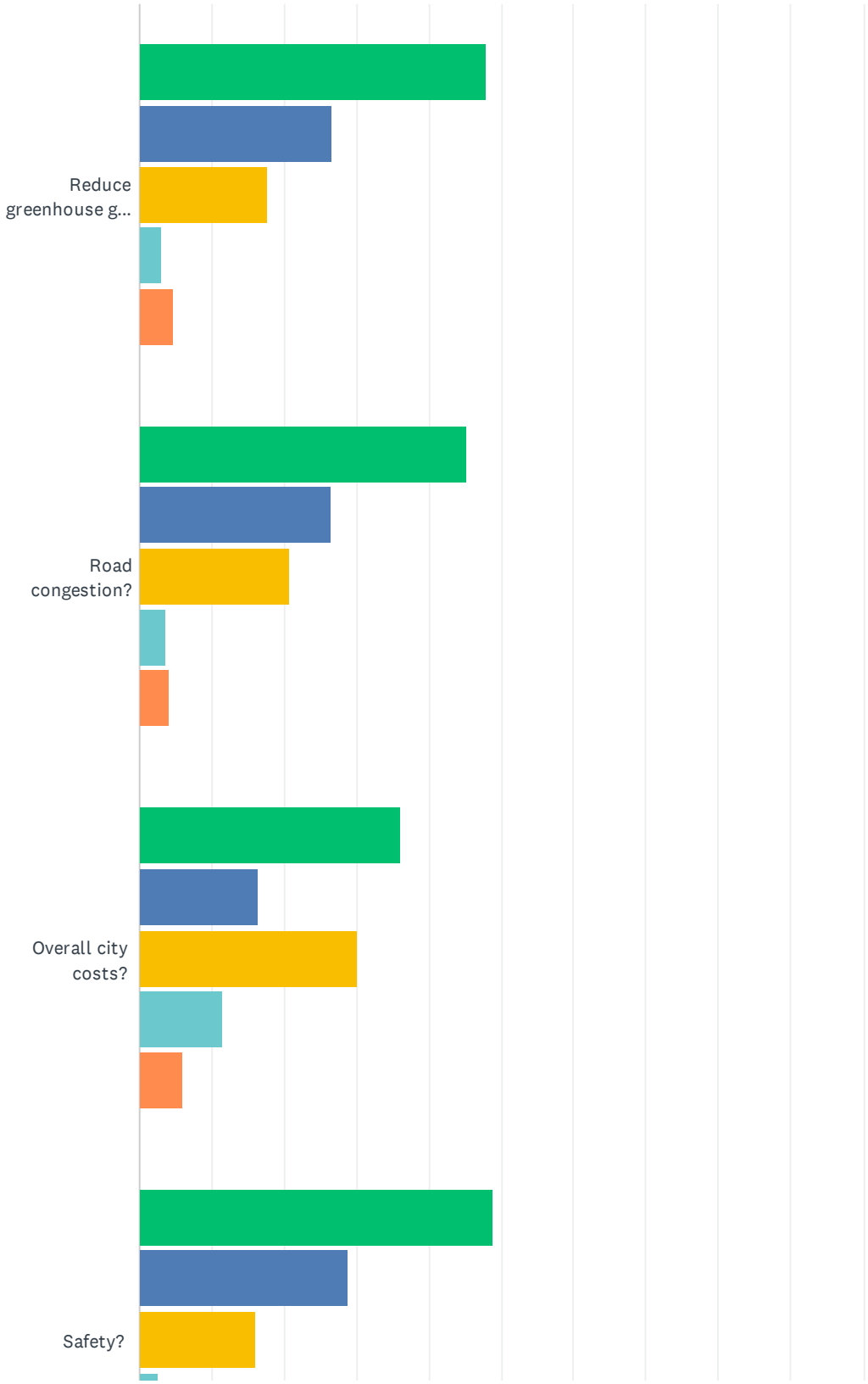
#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	Winnipeg doesn't not even have the capacity to serve the lightly dense suburbs and ex-burbs, so this is irrelevant. And unless the City was going to get into the "taxi" business", which would be strongly objected by the commercial taxi companies, or try more of the "call in" small bus services, that is a non-starter. Just keep the streets clear of snow and ice in basic neglected infrastructure, as people can hardly make it to the bus stops for 6 months of the year...And waiting is increasingly dangerous for women, the elderly, and marginalized ethnic groups like POC and Indigenous people.	12/16/2021 11:23 PM
2	I don't take the bus now because it isn't safe. Until it is I'll walk or drive.	12/16/2021 6:53 PM
3	Lets have an urban transport system, not a farm town system.	12/9/2021 12:51 PM
4	Not negative, just wanted to point out that a bus only public transit system is ridiculous.	12/9/2021 10:58 AM

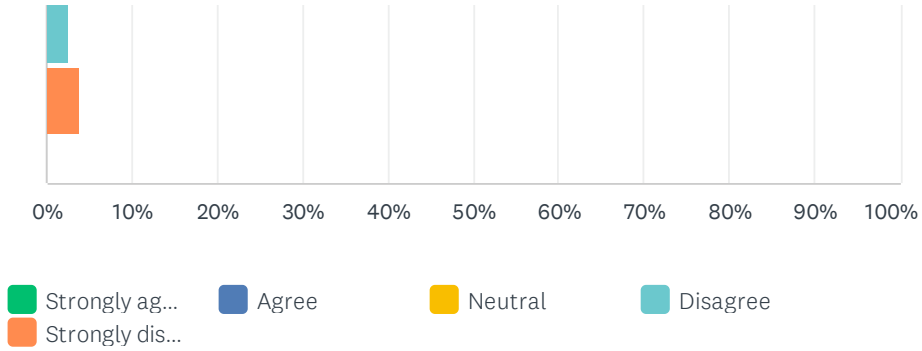
	Especially from an environmental perspective. A light rail system was the way to go, and the transit corridor system we went with instead is a joke, serving a small fraction of the overall area of the city at a tremendous cost.	
5	Convenience is more important than reach. Reach may promote further sprawl	12/8/2021 10:16 PM
6	This question should be way higher.	12/8/2021 2:46 PM
7	Buses do not run on time and, particularly in the downtown, bus shacks have been taken over by the transient population which makes it feel unsafe	12/7/2021 2:23 PM
8	No one wants to take bus, especially one that winds around a neighborhood taking way too long to get to the destination.	12/5/2021 12:02 PM
9	Get with the electric bus, LRT program versus wasting money on bike lanes for an aging population.	12/4/2021 11:00 AM
10	I agree with the convenience, but not the reach.	12/3/2021 1:35 PM
11	"Expand the reach" could mean prioritizing coverage over frequency - that would be a negative	12/2/2021 10:38 AM
12	transit master plan is flawed, actually makes my transit experience worse, will create more traffic congestion, and does not serve key areas of the city	12/2/2021 3:16 AM
13	Already too many buses on the road	11/30/2021 4:14 PM
14	I've had experiences with very dangerous bus drivers. And the safety concerns of riding busses limits people's interest in them.	11/29/2021 4:03 PM
15	Rapid transit doesn't even serve the majority of Winnipeg. Nor are there even plans to improve this in a meaningful manner.	11/28/2021 1:56 PM
16	Depends on frequency of service, if it access is there, but the bus comes once every hour, people will scarcely use it.	11/28/2021 4:50 AM
17	Bus ridership is low because it's not safe, too expensive, and not convenient. Giving free or low-cost passes to some will only increase the cost for many.	11/27/2021 5:31 PM
18	Will only work if busses are made safe	11/27/2021 2:37 PM
19	Usually you have to get off your bus and walk to to a Rapid Transit Station which at the Corydon intersection is quite far for someone with a walking disability. Previously to connect to a bus I needed, I only had to walk a few steps. I do not like the idea of proposed idea of bus moving from Graham to in front of train station. Rather than take one bus and be downtown and get off at your location, this is going to require transfer to another bus. Not convenient especially in Winnipeg winters.	11/27/2021 11:45 AM
20	Don't want to be stabbed, not taking the bus. Taking the bus when I was younger was what motivated me to work hard and buy a car! Making the bus slightly faster is areas of the city that I don't live in does nothing. Not on Portage = No care!	11/25/2021 11:45 PM
21	I prefer to walk or bike, because I have severe fragrance allergies and transit has no policy, education around or means of enforcing a fragrance-free environment on transit. Just last night I was assaulted by the stench of the typical young male who took a bath in Axe body spray and had my stop not been coming up in a few minutes, would have had to leave the bus. Safety in general is a big issue, as unruly passengers are not uncommon, can COVID rules often flouted too. Having smaller buses might help with some of these issues simply by limiting the number of interactions per trip, but there's no easy answer to others. But you know, the good old-fashioned semi-open trolley car would be a step up in many cases, even in winter,	11/25/2021 1:56 PM
22	More taxes are needed to run empty busses.	11/25/2021 11:40 AM
23	Transit isn't safe. Transit police are needed on many routes day and night. More mainline frequency. Cut all feeder routes and make the en in demand.	11/25/2021 1:30 AM
24	Buses becoming increasingly dangerous due to high crime and less desirable riders	11/24/2021 9:09 PM
25	Winnipeg only takes money away from transit it does not improve transit	11/24/2021 9:59 AM
26	Not going to happen. It's "wait 30 mins for your overcrowded bus" until the end of time in this city.	11/22/2021 1:25 PM

27	The proliferation of people using bus shelters to the detriment of transit users does not support safety.	11/22/2021 12:57 PM
28	Increased transit use helps everyone, including those who do not use transit by taking cars off the road.	11/22/2021 11:40 AM
29	Greater congestion, GHG emissions, and cost.	11/22/2021 11:22 AM
30	this could have been implemented decades ago without another survey. Feels manipulative.	11/18/2021 6:23 PM
31	Improve current routes and correct issues in existing routes before expanding	11/18/2021 2:15 PM
32	Expand the convenience but not the reach. Transit being spread too thin is not a good solution.	11/18/2021 9:10 AM
33	What does that even mean?	11/18/2021 9:04 AM
34	Expanding convenience is important but be careful about reach - it is better to focus on improving existing service and better service to denser areas rather than directing limited resources towards more services in far-flung suburbs where ridership is low anyway.	11/17/2021 3:16 PM

Q63 Strategy 7.2 Make Transit accessible for people of all ages and abilitiesDo you believe this strategy will support improvements to:

Answered: 606 Skipped: 905

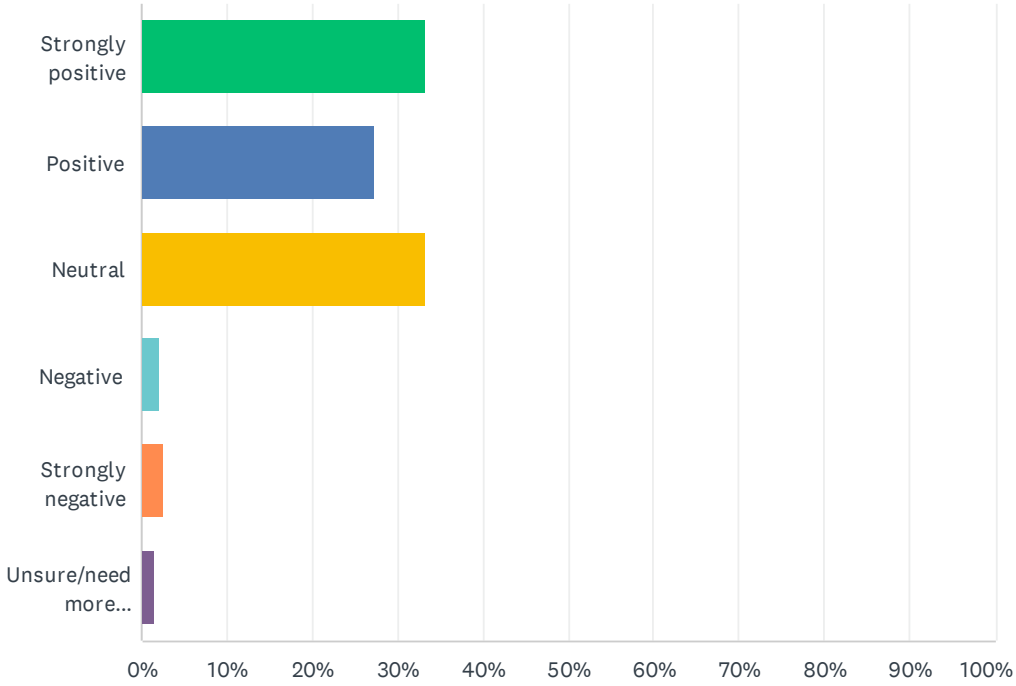




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	48.02% 291	26.57% 161	17.66% 107	2.97% 18	4.79% 29	606	1.90
Road congestion?	45.21% 274	26.40% 160	20.63% 125	3.63% 22	4.13% 25	606	1.95
Overall city costs?	36.14% 219	16.34% 99	30.03% 182	11.55% 70	5.94% 36	606	2.35
Safety?	48.84% 296	28.88% 175	16.01% 97	2.48% 15	3.80% 23	606	1.83

Q64 What impact would this proposed change have on your life?

Answered: 606 Skipped: 905



ANSWER CHOICES	RESPONSES	
Strongly positive	33.33%	202
Positive	27.39%	166
Neutral	33.17%	201
Negative	2.15%	13
Strongly negative	2.48%	15
Unsure/need more information	1.49%	9
TOTAL		606

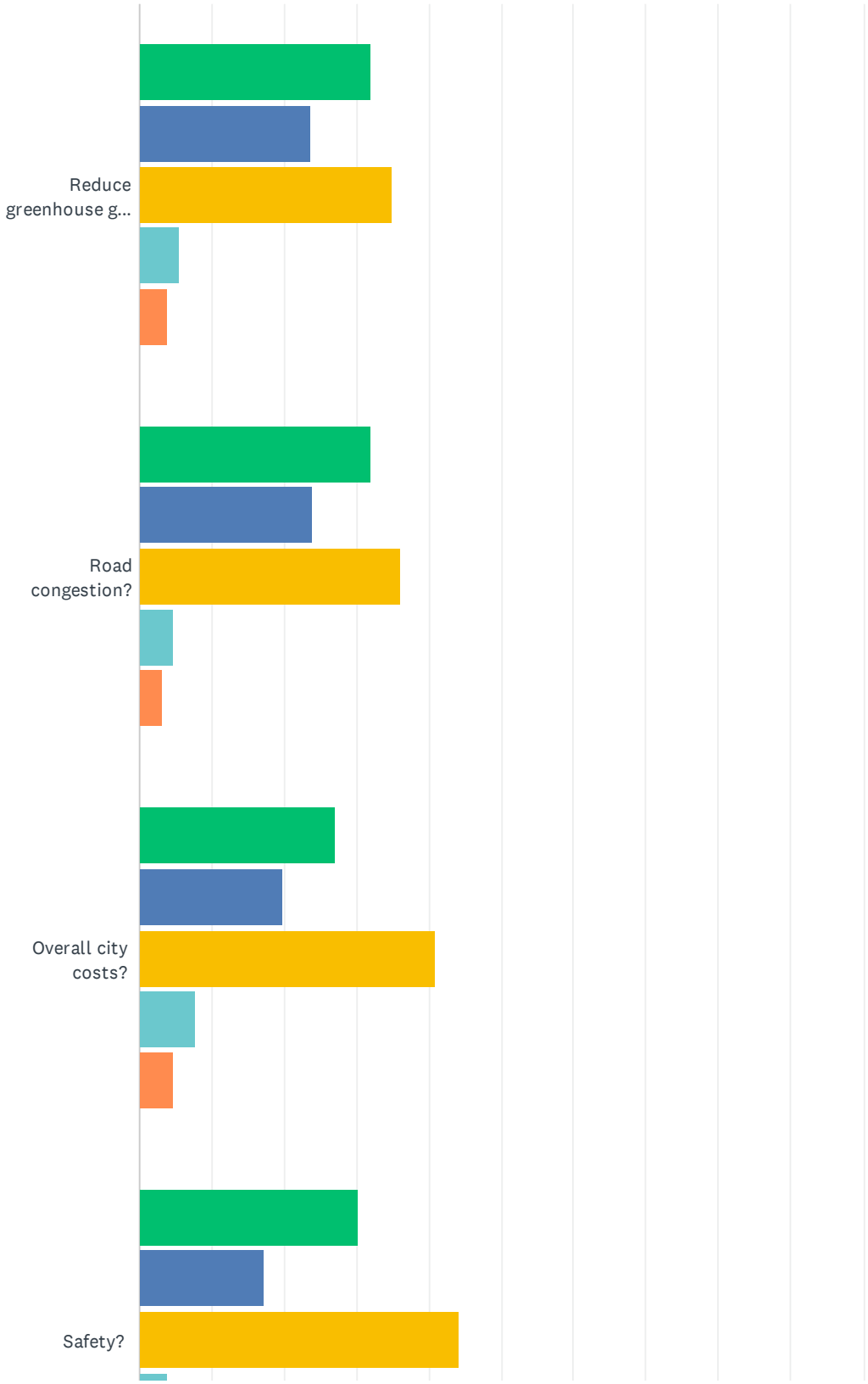
#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	This would appear to be a core necessity, but needs work. Lots of work. And money, especially since the City bust its Union and made snow removal private for profit. You don't do that for critical necessities...	12/16/2021 11:23 PM
2	It's supposed to be accessable now, but it isn't safe.	12/16/2021 6:53 PM
3	Why is this a question? This is a guiding principle for most Canadian metropolitan cities.	12/10/2021 10:42 AM
4	Pretty accessible now,	12/9/2021 2:12 PM
5	we need bus stops and sidewalks that are accessible to everyone, including those in wheel chairs, with walking aides, parents with strollers, etc.	12/8/2021 9:03 AM
6	Isn’t it already? If not, why not?	12/5/2021 12:02 PM

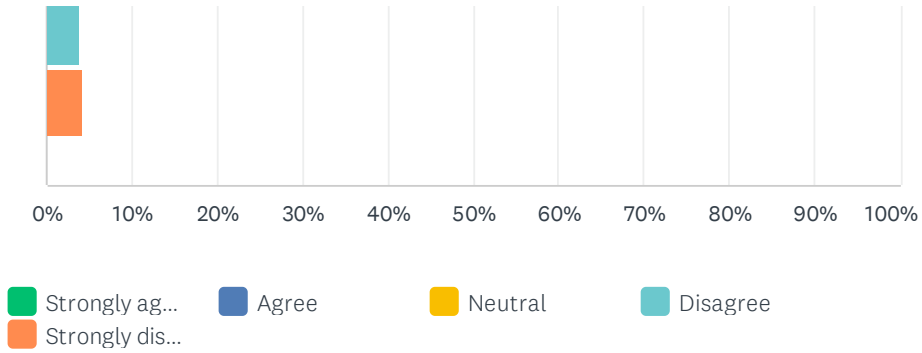
7	If the city truly wanted to make Transit accessible to all people, it wouldn't have put rapid transit where it does.	12/4/2021 12:15 PM
8	Bus access must also give consideration to bus safety for riders given rising criminal activity on buses.	12/4/2021 11:00 AM
9	Make transit free for everyone, always. Travel within the city should be a right.	12/3/2021 2:59 PM
10	all? fine now.	12/3/2021 11:16 AM
11	It already is	12/2/2021 3:16 AM
12	More money spent on transit that has no benefit for the vast majority of us who do not use it and will likely never use it.	11/30/2021 12:35 PM
13	Bus ridership is low because it's not safe, too expensive, and not convenient. Giving free or low-cost passes to some will only increase the cost for many. ***REDACTED***.	11/27/2021 5:31 PM
14	Just another colossal waste of money. Rapid transit serves such a small portion of the city for the huge expenditure it took! One of the biggest wastes of dollars & you want to keep wasting?!?	11/25/2021 11:45 PM
15	no impact at the moment, unless Handi-Transit became a more frequently used option (but I know some people would rather just participate like a fully able person and not have special treatment. That said the slow loading of some stroller, walker and wheelchair options is a bit of an aggravation and kind of a safety issue on full buses. What if the City instead had a fleet of those roil-your-wheelchair-in little cars (oh, but they'd have to be self-driving to be hailed by users since they only hold one person -- but maybe they could be added to the car co-op fleet and parker in accessibie locations? Just spit-balling :))	11/25/2021 1:56 PM
16	But not in its' present state!	11/25/2021 10:13 AM
17	Slows down buses loading and unloading. Should expand Handi Transit for them	11/25/2021 1:30 AM
18	Very expensive	11/24/2021 9:09 PM
19	I believe it is as much as it needs to be	11/24/2021 8:52 PM
20	See last answer	11/24/2021 9:59 AM
21	city planners need to prioritize pathway clearing for seniors blocks, They cannot access side walks or roadways to get to a transit pick up OR you prioritize front door service to underserved locations to ensure accessibility. You can SAY you'll strive to be accessible but the reality is able bodies persons make up the bulk of your riders... if you want ridership for those with accessibility issues to increase then you need to make service improvements that can improve access points.	11/23/2021 7:32 PM
22	High cost that will come out of taxes.	11/23/2021 7:24 PM
23	Re-instate the #38 Salter route to the Southall Loop.	11/22/2021 5:16 PM
24	***REDACTED***	11/22/2021 1:25 PM
25	Greater congestion, GHG emissions, and cost.	11/22/2021 11:22 AM
26	Giant baby strollers and wheelchairs already slow down the buses and take up multiple seats.	11/21/2021 1:41 AM
27	Making it accessible also means financially accessible. I have my post-sec pass, so that's good and a good price. But there's a lot out there who can't afford a monthly pass. That's why there's such an increase in people asking to get on for free.	11/20/2021 3:20 PM
28	Too expensive	11/19/2021 7:51 AM
29	why isn't this already done? Explain.	11/18/2021 6:23 PM
30	Safety should include being able to get to the bus stop without slipping on ice	11/18/2021 5:45 PM
31	You have to improve the entire city for this to work well	11/18/2021 2:15 PM
32	accessible for people of all ages and abilities?? not sure how it isn't??	11/18/2021 1:59 PM

33	Bus service should be free. Paid for from Prov and federal gas taxes.	11/18/2021 12:00 PM

Q65 Strategy 7.3 Simplify Winnipeg Transit's fare structure and policiesDo you believe this strategy will support improvements to:

Answered: 606 Skipped: 905

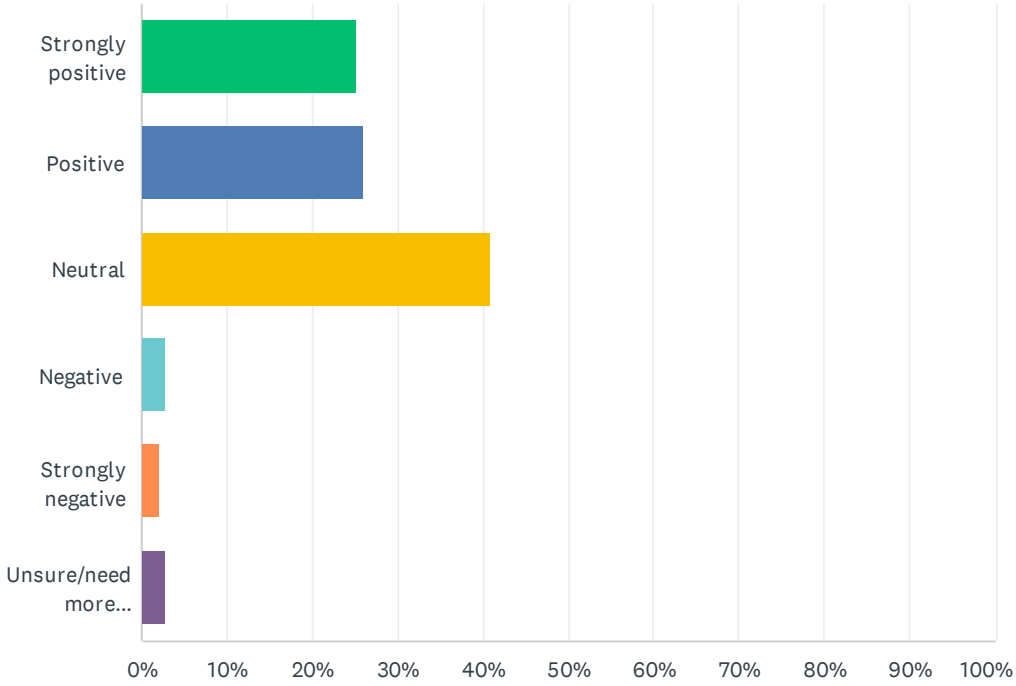




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	32.01% 194	23.60% 143	34.98% 212	5.61% 34	3.80% 23	606	2.26
Road congestion?	32.01% 194	23.93% 145	35.97% 218	4.79% 29	3.30% 20	606	2.23
Overall city costs?	27.06% 164	19.80% 120	40.92% 248	7.59% 46	4.62% 28	606	2.43
Safety?	30.36% 184	17.33% 105	44.22% 268	3.80% 23	4.29% 26	606	2.34

Q66 What impact would this proposed change have on your life?

Answered: 606 Skipped: 905



ANSWER CHOICES	RESPONSES	
Strongly positive	25.25%	153
Positive	26.07%	158
Neutral	40.92%	248
Negative	2.81%	17
Strongly negative	2.15%	13
Unsure/need more information	2.81%	17
TOTAL		606

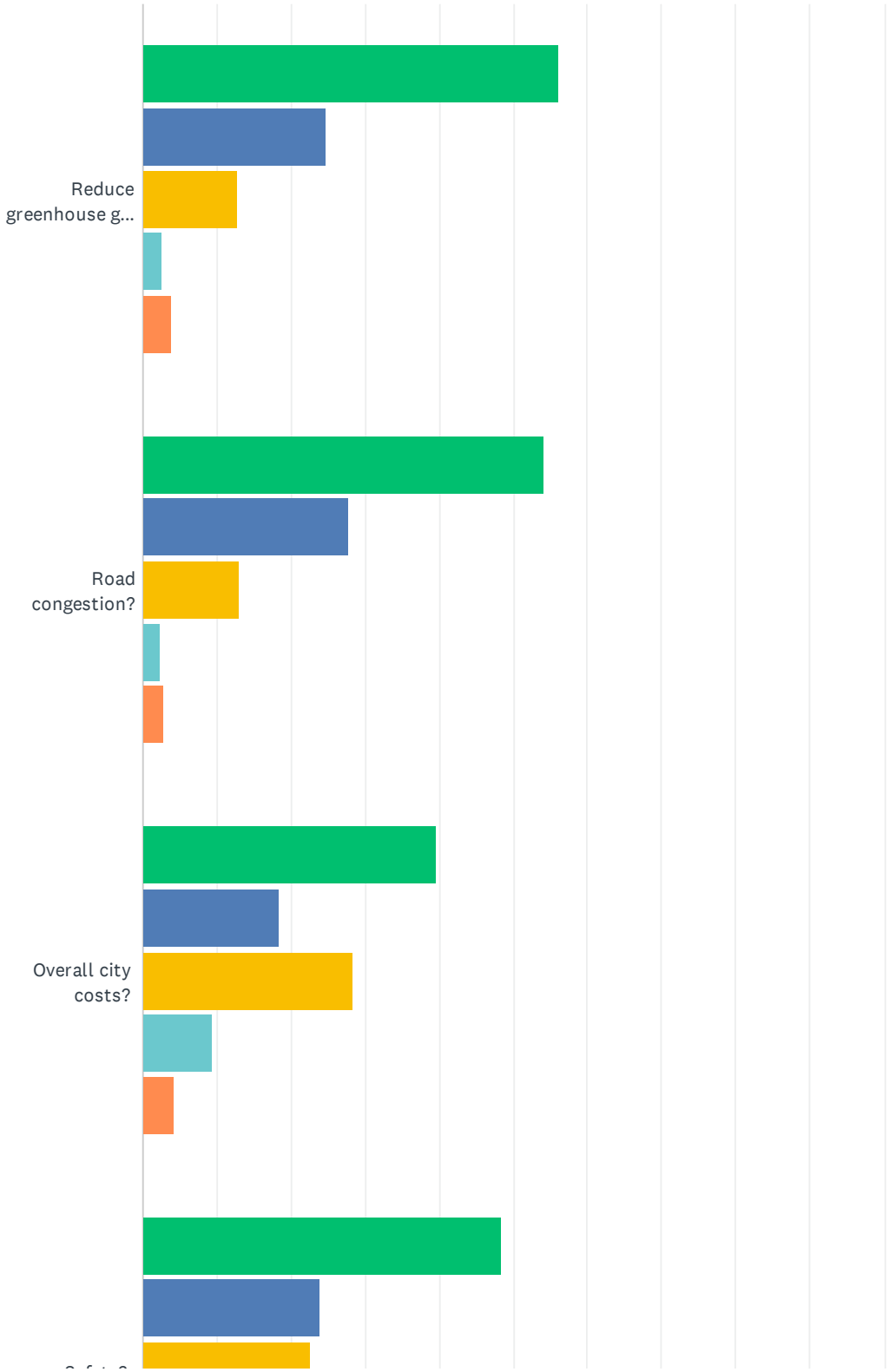
#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	The City of Victoria has an interesting and innovative fee and structure/onboard system. And in the interests of people being able to seek and retain employment, there should be free tickets for the first 6 months of employment so that they can establish themselves.	12/16/2021 11:23 PM
2	I'm not sure what simplify means ... we NEED a low income solution; so if simplify means getting ride of that then I'm strongly opposed.	12/16/2021 8:04 AM
3	Simplify how? Making transit free would be simple, is that whay you mean? Making all tickets tho same price, but more expensive, would not improve accessibility.	12/14/2021 1:06 PM
4	Is there really something wrong with our fares? We could probably introduce a daily rate, and while I don't have the numbers, I'd imagine anyone taking transit more than once a day buys a weekly or monthly pass.	12/9/2021 10:58 AM

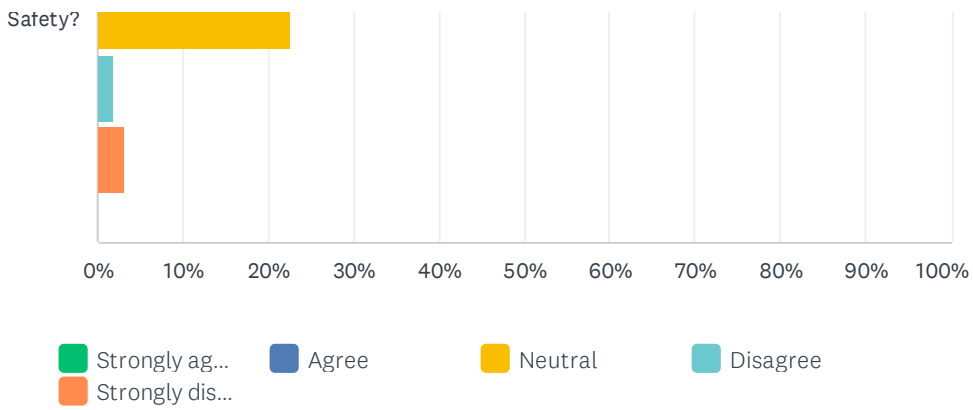
5	Don't try to charge Toronto subway or Calgary rail fares in Winnipeg. A long wait for a crappy slow bus in freezing weather? Price appropriately.	12/6/2021 4:16 PM
6	How much simpler can it get?	12/5/2021 12:02 PM
7	It will make my taxes go up.	12/5/2021 11:29 AM
8	transit is not safe,comfortable, or convenient this does not solve those issues nor does the new plan	12/2/2021 3:16 AM
9	I don't see this as a particular problem.	11/29/2021 4:33 PM
10	And make it free. (Covered in taxation)	11/28/2021 9:32 AM
11	Not sure what this would mean in practice...	11/28/2021 4:50 AM
12	Eliminate passes based on income. ***REDACTED***	11/27/2021 5:31 PM
13	Disabled spaces on the bus take up too much space - fact is they make up like 0.1% of the population - the rest of us shouldn't have to suffer to accommodate them	11/26/2021 8:55 PM
14	I don't see the issue frankly -- but free transit would be a great goal to work for, as transit riders probably reduce the wear and tear on the roads in general, and might do so even more if we had trolley cars and less heavy buses).	11/25/2021 1:56 PM
15	Not sure what is meant by simplify	11/25/2021 11:40 AM
16	I am not sure what this means.	11/25/2021 11:20 AM
17	It is always increasing but the service faltering accompanied with constant safety problems	11/25/2021 10:13 AM
18	Simplest is 'free'	11/25/2021 7:45 AM
19	Transit is expensive, unsafe to use. People who have no fare or no reason to be in a bus should be refused boarding. Transit police needed.	11/25/2021 1:30 AM
20	Expensive to implement	11/24/2021 9:09 PM
21	The pricing structure is pretty straightforward as it is	11/24/2021 6:42 PM
22	See second last answer	11/24/2021 9:59 AM
23	If this shift is intended to be made with the sole focus being on peggo- there are accessibility issues you need to rethink. not everyone has internet access to reload. Low income families, students and seniors deserve a break!	11/23/2021 7:32 PM
24	I don't ride the bus.	11/23/2021 6:03 PM
25	MAKE. IT. FREE.	11/22/2021 1:25 PM
26	Greater congestion, GHG emissions, and cost.	11/22/2021 11:22 AM
27	Best solution would be free transit.	11/21/2021 1:41 AM
28	See above	11/20/2021 3:20 PM
29	Don't just simplify it, make it accessible	11/19/2021 2:49 PM
30	what policies are you talking about? how can we agree to a chimera?	11/18/2021 6:23 PM
31	more important to make it easy to pay; let me tap my phone or my credit card.	11/18/2021 5:45 PM
32	I do not understand. Although, make fares affordable so that the quality of service matches the cost to take transit.	11/18/2021 2:15 PM
33	Bus service should be free. Paid for from Prov and federal gas taxes.	11/18/2021 12:00 PM
34	Important to note that details on this are difficult to access. Free at point of access transit is the proven best way to encourage people to use it, and best support vulnerable populations however.	11/18/2021 10:49 AM
35	The WINNPass needs to be addressed given the $70 monthly bus pass appears to be insufficient to help low income riders (plus the barrier of coming up with $70 at once). Would	11/17/2021 5:04 PM

	also like to see the U-Pass expanded to other post-secondary institutions such as RRC Polytech and CMU. Finally, would like to see the EcoPass program heavily promoted to employers and institutions but improvements need to be made first to the Peggo administration system as it is currently too onerous for large workplaces.	

Q67 Strategy 7.4 Enhance the transit user experience by improving predictability, reliability, and comfortDo you believe this strategy will support improvements to:

Answered: 606 Skipped: 905

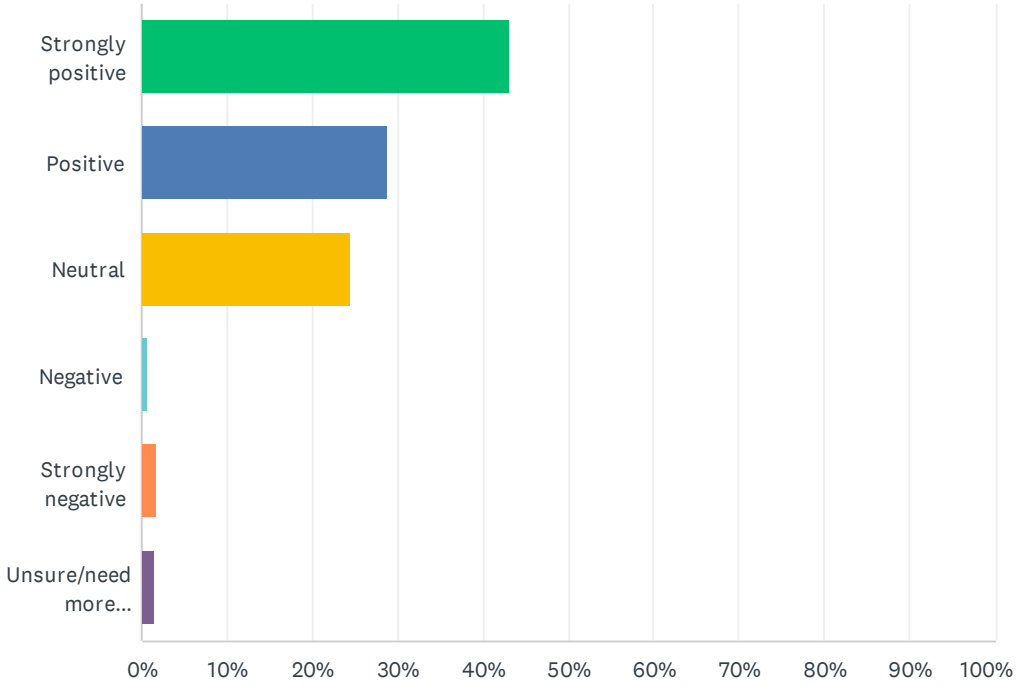




	STRONGLY AGREE	AGREE	NEUTRAL	DISAGREE	STRONGLY DISAGREE	TOTAL	WEIGHTED AVERAGE
Reduce greenhouse gas emissions?	56.11% 340	24.75% 150	12.87% 78	2.48% 15	3.80% 23	606	1.73
Road congestion?	54.13% 328	27.72% 168	13.04% 79	2.31% 14	2.81% 17	606	1.72
Overall city costs?	39.60% 240	18.32% 111	28.38% 172	9.41% 57	4.29% 26	606	2.20
Safety?	48.35% 293	23.93% 145	22.61% 137	1.82% 11	3.30% 20	606	1.88

Q68 What impact would this proposed change have on your life?

Answered: 606 Skipped: 905



ANSWER CHOICES	RESPONSES	
Strongly positive	43.07%	261
Positive	28.71%	174
Neutral	24.42%	148
Negative	0.66%	4
Strongly negative	1.65%	10
Unsure/need more information	1.49%	9
TOTAL		606

#	IF NEGATIVE, PLEASE TELL US WHY	DATE
1	"Improving predictability, reliability, and comfort" is a core value and not up for negotiation or discussion.	12/16/2021 11:23 PM
2	So now I'll be comfortable while I get beaten and robbed by a meth addict??	12/16/2021 6:53 PM
3	Why not?	12/9/2021 12:51 PM
4	Not negative, just providing notes: We buy used busses from other jurisdictions, and run them infrequently and unreliably on our inadequate transit schedule. Changes in this area will *obviously* improve ridership, thus improving emissions/congestion/cost/safety.	12/9/2021 10:58 AM
5	transit does not need to be comfortable, but it needs to be safe. It needs to be reliable and predictable.	12/8/2021 9:03 AM

6	For someone to use the bus to commute they need to know the bus will arrive on time, every time, otherwise it isn't feasible for work	12/7/2021 2:23 PM
7	It'd be great for a bus to get me somewhere on time. Just great. But why do we need a project to get that done?!	12/5/2021 12:02 PM
8	I'm afraid to use public transit given bus related violence	12/4/2021 11:00 AM
9	just going to create more traffic congestion. A bus every 5 minutes will just lead to empty buses. not going to walk half a kilometer to catch a bus and not going to walk to a feeder bus with an inconvient schedule. Why go through all that and take 30 min to 60 min to reach a destination, ***REDACTED*** when I can drive 10 minutes and park close to the door of the place I'm going and not have to worry ***REDACTED***	12/2/2021 3:16 AM
10	The biggest concern for most people who do not use transit is safety which is only getting worse and puts people especially seniors at risk	11/30/2021 12:35 PM
11	Don't like the fact that timetables all require the use of a cellphone. Believe it or not not everyone has or can afford a cellphone. There should be an option of either the rolling timetable up above at certain stops and some kind of timetable bus schedule at all other stops.	11/27/2021 11:45 AM
12	Here's a thought: have garbage and recycling cans on every bus and at every bus stop and ban eating and drinking on the bus (but all that comes with the issue of the need for enforcement, which can't be foisted on the driver).	11/25/2021 1:56 PM
13	Get rid of buses period...incorporate an entirely new system including sky train/subway/electric units smaller in capacity like a bullet but with more frequency	11/25/2021 10:13 AM
14	Would need to have increased technology at great expense	11/24/2021 9:09 PM
15	Not comfort. Prioritize predictability and comprehensibility by implementing the Transit Master Plan, especially separate lanes, priority and queue jumps everywhere, and high frequency, immediately	11/24/2021 8:52 PM
16	Winnipeg has been improving transit for 30 Years and you still need basically two hours on a bus to get anywhere	11/24/2021 9:59 AM
17	Don't tease me like this, winnipeg. You and I both know it's not going to happen.	11/22/2021 1:25 PM
18	Improved transit reliability and simplicity will increase ridership and revenue.	11/22/2021 11:40 AM
19	Greater congestion, GHG emissions, and cost.	11/22/2021 11:22 AM
20	Snow, storms, traffic congestion, incidents with riders - there certainly are reasons why operators can fall behind on their schedules. But I've been taking the bus for more than a few years and I see how operators will leave their points late because they are outside texting, or they'll be early because their shift is ending. I routinely no longer rely on the buses being even close to on time. Using Navigo to check out a transfer/wait times between buses is a joke, because those are what the times are supposed to be, and - like I said, I just don't rely on it anymore. I also wonder if the whole technology/software/programming needs another overhaul. I remember when Navigo was introduced and it was great then, but seems to have outlived its use with the changing times. Somehow those operators need to realize it's important to people that they get where they are going, and get there when they said they would be there - not half an hour later because the rider didn't make their transfer. Maybe it's the culture we live in - one lacking a sense of responsibility, reliability, ethic??	11/20/2021 3:20 PM
21	I strongly support this strategy. All buses in Winnipeg should be air conditioned. Furthermore to improve the user experience, I believe all buses should be specified with the maximum noise insulation and much quieter exhaust systems to reduce noise. These two steps will significantly reduce fatigue among riders. Reduced noise from buses will improve liveability in the city and reduce objections from residents about buses operating in their neighborhood.	11/20/2021 9:44 AM
22	Predictability means nothing if buses are over 20 minutes apart and you have to transfer. We see you omitted the term "frequency"	11/18/2021 6:23 PM

23	Yes, predictability and reliability are currently major issues	11/18/2021 5:45 PM
24	I agree, although I do not think any of this is achievable for buses in Winnipeg. Look at different transportation options.	11/18/2021 2:15 PM
25	Technology will make a huge difference. Please embrace technology.	11/18/2021 12:00 PM

Q69 Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Answered: 150 Skipped: 1,361

#	RESPONSES	DATE
1	L. R. T.	12/17/2021 8:51 PM
2	30km/h residential streets	12/17/2021 9:52 AM
3	Accessibility comes before any of this, as that is a core value that isn't really being met as dependent on other areas of City Services. Maybe better coordination is called for...	12/16/2021 11:23 PM
4	Use a transit far card system similar to Montreal's where users can easily reload cards immediately for quick and easy travel. Peggo is dated, slow, inconvenient ***REDACTED***.	12/16/2021 10:58 PM
5	Again, PLEASE!!!! We just need all of this so bad. Also more enforcement of mask wearing on buses. Buses are major infection sites and I hate being trapped with people not wearing masks and having coughing fits. It's a huge stress and makes me feel helpless and scared. And I've even seen bus drivers themselves not wearing their masks. It makes the bus feel unsafe.	12/16/2021 10:02 PM
6	Climate change, that is, the climate crisis is inconclusive as warrant for any infrastructure concern. Infrastructure restraints are to some degree warranted however, but if business competitiveness is properly heeded and promoted, the business community will feel the pinch of infrastructure deterioration, and invest in its correction to promote their bottom line. So, invest in small business and reduce regulatory measures, which include restraints, to some degree imposed on the public coin.	12/16/2021 7:37 PM
7	Transit has improved with the South-End Rapid Transit routes; let's keep this momentum going (and get busses OUT OF TRAFFIC).	12/16/2021 4:43 PM
8	Consider options to improving safety during COVID ... cleaning; ventilation - are there are innovations happening around the world?	12/16/2021 8:04 AM
9	I'm unaware how much the balance between fare collection costs versus revenue there is, but free fares would remove those costs and improve onboard times and reduce fare conflicts	12/15/2021 8:05 PM
10	An elevated electric train or trolley system that runs on main streets North, East, South, West and then connects to street level bussing to access areas.	12/15/2021 9:35 AM
11	Continue to explore options beyond Bus Rapid Transit (e.g., LRT, subterranean metro, etc.)	12/15/2021 8:47 AM
12	Use smaller buses where ridership just does not warrant a larger bus Get data so can reduce service on some routes Make express buses EXPRESS - fewer stops in area already serves by a regular bus Provide better bus service between South St Vital and U of M, Polo Park and Airport and Margaret Grant Pool	12/15/2021 12:09 AM
13	Yes.	12/14/2021 9:31 PM
14	Encourage car pooling	12/14/2021 7:23 PM
15	Make transit free. Improve reliability and frequency of transit in low-income areas	12/14/2021 1:06 PM
16	Education about the cost savings that come with choosing riding transit vs car, especially for commuters going downtown or other areas well served by transit.	12/13/2021 12:33 PM
17	If you want to improve usage of transit you need to sort out the safety issues and the homeless using the shelters to sleep in.	12/13/2021 10:34 AM
18	Need heated bus shelters.	12/12/2021 12:23 PM
19	I believe our transit already is accessible to all types of people, however my main concern is	12/11/2021 3:22 PM

	the safety of transit in Winnipeg as I've had experiences that weren't the best. Making fare more accessible as the fare is becoming almost as expensive as my car costs.	
20	Winnipeg transit should destroy all the buses they currently have from New Flyer as not fit for purpose and commission new buses ***REDACTED***	12/10/2021 11:06 PM
21	more shelters (sorry, I put it on the previous page as well)	12/10/2021 6:08 PM
22	na	12/10/2021 3:47 PM
23	Go with EVs.	12/10/2021 3:28 PM
24	If there is funding from other sources such as metered parking or Provincial we should prioritize public transit at the least as it is a lifeline for many. ***REDACTED*** I see accessibility issues around bus stops, sidewalks and construction areas. ***REDACTED***	12/10/2021 10:42 AM
25	Continue to provide protection against Covid with mask requirements. Look into seating arrangements that support social distancing.	12/9/2021 7:51 PM
26	Larger electric bus and Green Hydrogen bus fleet	12/9/2021 9:19 AM
27	Bus rapid transit should be strongly championed. Rather than building extensive new infrastructure, dedicate existing lanes or roads to buses, and engineer traffic signals so that the bus always has the green light.	12/8/2021 10:16 PM
28	make transit cheaper and build more transit routes into farther-off areas of the city to reduce peoples' dependence on commuting by car.	12/8/2021 5:36 PM
29	Free at point of service!	12/8/2021 2:46 PM
30	This is not a solution. Just a comment regarding Transit. People avoid transit for different reasons. I started cycling in winter because of COVID. People need to be re-convinced that it is a safe method of travel. As well, there have been an increasing number of reported incidents on transit busses. Safety needs to increase for riders and drivers. This might be a hard task to accomplish. Perhaps just having more people riding each bus again will make it hard for people feel like they can get away with brazen actions, but a bit of an investment needs to be made to also educate people on the fence about trying transit or re-joining the transit user population.	12/8/2021 2:03 PM
31	more electric transit displays showing upcoming busses, they're really good	12/8/2021 1:18 PM
32	no	12/8/2021 12:06 PM
33	Explore subway/monorail options	12/8/2021 11:09 AM
34	See previous comments about an underground transport network.	12/8/2021 10:56 AM
35	Abolish fares for Winnipeg transit	12/6/2021 12:00 PM
36	Public transportation is a Public Good. Everyone (even those anti-social people with car dependent lifestyles) benefits, so it should be free and of high quality. Our planet depends on this kind of pro-social investment in the public good. The massive investment should be made immediately. It also addresses widespread and historic equity issues and thus should be a very high budget priority for the city.	12/5/2021 11:10 PM
37	More direct bus routes and make it free if the bus is late.	12/5/2021 12:02 PM
38	Don't forget about the part of the transit trip that happens outside of a bus. Every transit trip begins and ends with a walk... transit doesn't work if the bus can get to the stop but the rider can't. It is therefore VERY important to improve the pedestrian environment in order to improve transit (that's why pedestrians are at the top of the priority hierarchy).	12/5/2021 10:58 AM
39	LRT and electric transit is needed. ***REDACTED*** street cars and trolley buses. Bring these back.	12/4/2021 11:00 AM
40	55% of trips being "sustainable" by 2050 appears absolutely ridiculous now, in the wake of the world's new climate commitments and simple math. This needs to happen so much faster.	12/3/2021 11:47 PM

	2030 even. Accelerate, accelerate, accelerate. We keep delaying and outright refusing the transformation that is necessary.	
41	Non	12/3/2021 2:08 AM
42	Personal safety of riders	12/2/2021 2:35 PM
43	Tax single use vehicle traffic to support transitioning to better public and rapid transit systems.	12/2/2021 1:02 PM
44	Buses must be kept as clean as possible, especially since the beginning of COVID	12/2/2021 12:05 PM
45	Frequency is king. We need more frequent service with longer span. Development Oriented Transit (build transit where we already have people, not the theoretical future person). Be more like an airline -- pay more for more distance, pay more for more expensive services (express routes where deadheading is needed), pay more for peak hour service.	12/2/2021 10:18 AM
46	I'm not taking the bus	12/2/2021 3:16 AM
47	winter access to bus stops!	11/30/2021 1:47 PM
48	in the design of the transit infrastructure, put priority on pedestrians and transit not cars and good movements.	11/29/2021 11:28 AM
49	Make access to public transit free for all users. Implement more reserved lanes for buses.	11/29/2021 9:32 AM
50	Switch to electric buses	11/28/2021 9:17 PM
51	Seniors need good bus routes. Bus shelters with seats. And public safety. Walking routes that don't have panhandling. Bike routes are useless for seniors. Wider sidewalks for scooters. Buses that reliable.	11/28/2021 5:04 PM
52	Rapid Transit was one of the City's biggest wastes of money on record. Why would we continue to throw good money after bad? Please fund the police service instead! That would increase safety alot more than anything else mentioned here.	11/28/2021 1:56 PM
53	transit needs to be frequent and reliable. Free would be better	11/28/2021 11:42 AM
54	Make transit free, covered in taxes.	11/28/2021 9:32 AM
55	It would be a giant step forward to make sure that what we already have actually works, e.g. bus shelter safety, electronic signs predicting arrival times, clean climate controlled busses, feeling of safety instead of danger	11/27/2021 2:37 PM
56	Half empty or empty buses driving around is not environmentally sound practice.	11/27/2021 9:54 AM
57	I would like to propose that Wpg Transit increase the expiry TIME on the transfer ticket from 1 hr 15 minutes to 1hr to 30 MINUTES. Or 2 hours expiry time. Why? To take a bus from Transcona to Pan am clinic or Corydon ave. Plaza Or to IKEA, will take more than 1 hour. Especially in the winter time, bus maybe slow/ not on time/ broken? Also, if bus is broken, pls send a REPLACEMENT bus, ASAP so passengers do not freeze outside n wait for another 30 minutes to 1 hour plus. Pls use common sense and action. My very BAD EXPERIENCES with Wpg Transit Bus, ESPECIALLY during Winter time. Also, pls Update the lighted bus schedule as Late/ broken /cancelled, instead of Due! & Online, So passengers can take alternate bus to go to work/go home. Or, send a bus transit alert via cellphone ie: bus 11 POLO PARK-st Charles is broken/late, take alternate bus?/REPLACEMENT bus coming in 10 minutes? Common Sense & ACTION MUST PREVAIL☹	11/26/2021 8:05 PM
58	clearing the windrows caused by snowplows, especially at bus stops. Making sure to clear the whole bus stop site so that getting off at the back door of the bus is as safe as getting off at the front door.	11/26/2021 10:19 AM
59	Ya, all this is just a big waste. Like no one learned from the last rapid transit **REDACTED** Please Stop!!	11/25/2021 11:45 PM
60	predictability and reliability is important for improving peoples confidence in the bus system	11/25/2021 8:47 PM
61	Electric vehicle charging stations should be one size fits all . Not- separate charging stations for Tesla ..etc. this is poor future thinking.	11/25/2021 8:30 PM
62	bus service to the perimeter, park and ride at these spots by commute communities (st. adolphe). Bike lanes to perimeter. Overpass/underpass at perimeter.	11/25/2021 7:31 PM

63	Increase number of routes, availability of routes throughout the day, and frequency of buses along routes, through low income areas. An increase reliable transportation can provide better income opportunities and decrease the likelihood of a person losing work due to transportation limitations. This has been proven in scientific and socioeconomic research papers to increase standards of living and decrease crime. It's a rather simple and cost effective method to mitigate long term costs of crime prone neighborhoods **REDACTED**. Moving to easy to clean plastic woven seats and away from cloth seats will increase likelihood of people choosing buses of personal transport. Increased and easier reporting, policing, and handling of uncivilized behavior on buses. From littering and vandalism, to inappropriate and or violent behavior. Other major Canadian citizens have reporting apps to make it easier and more reliably while compensating reporters. Seperation of drivers from the riders. **REDACTED**	11/25/2021 7:26 PM
64	when some people have to pay and others are just let on busses **REDACTED**	11/25/2021 5:28 PM
65	The use of electric buses	11/25/2021 4:20 PM
66	Provide taxi like service on low use routes.	11/25/2021 11:40 AM
67	Yes, please see my letter copied under question #17 six pages back.	11/25/2021 11:20 AM
68	A note on 65: It would be great if there were a way of accessing transit schedules without a cellular / data connection. I'm sure the QR codes are useful for many, but as someone who does not have a great phone plan, taking the bus from a stop without a screen showing next buses makes it an endeavour fraught with guess work and long waits.	11/25/2021 10:07 AM
69	Express buses going in a loop between our four malls would reduce the amount of vehicles that travel between two malls. For example, people who like in Garden city area and work in the Polo Park area have no easy way to commute by transit. If there was one express bus that goes from GC to PP (one bus, no transfer and wait), a park and ride option would be well recieved and a great way to ge tto work.	11/25/2021 9:39 AM
70	Safety on buses is the most important issue. A Transit Police force is a must. Current Supervisors are by-law officers, but do not have the right to detain and cannot (should not) do anything if someone has a weapon or is threatening people. People will only start coming back to the buses if they are safer, and we find a solution to house the homeless so that they are not living in bus shelters meant to protect riders from the elements.	11/25/2021 8:45 AM
71	its not so much reach-routes-- as it is the fullness of busses! i would wait on portage while pregnant and 3 full busses would pass by totalyl full before i could actually get on one. it was so rough i bought a car for the first time when 8 months pregnant. if this problem hadnt arisen, i would have stayed a transit and active transport commuter.	11/25/2021 8:17 AM
72	In the winter consider the use of snow plow attachments to the front of select busses to ensure the ability to maintain some reliability on major routes. Less snow days are good for the economy.	11/25/2021 8:04 AM
73	Commuter rail would be amazing.	11/25/2021 7:45 AM
74	Buy only electric buses.	11/25/2021 1:30 AM
75	"Improve predictability and reliability". YES! I dream of the day when the response to a major snowfall is "the roads will be terrible; I'm taking the bus because I wont' have to fight traffic, shovel out my car, or scrape ice" instead of "the roads will be terrible but I don't want to stand shivering at a bus stop for an hour and arrive at my destination 2 hours late."	11/25/2021 12:14 AM
76	On-demand transit in far-flung suburbs. Hopefully, autonomous vans in the not-to-distant future.	11/24/2021 8:57 PM
77	Chief Peguis west extension	11/24/2021 8:38 PM
78	Make transit a free service. Defund the police.	11/24/2021 7:21 PM
79	Make use of Free Bus or reduced fare bus services from suburb to city centre. Implement a much more robust bus cleaning program to clean seats handles and bars and take buses off the services that are visibly filthy to be able to properly sanitize them completely.	11/24/2021 4:29 PM
80	Focus on increasing the wellbeing and happiness of transit drivers. Launch campaigns to increase the way the public sees transit operators. Provide more training opportunities in communication and community building, conflict management, interpersonal relations, etc.	11/24/2021 3:25 PM

	Increase support. Work with the province to implement fare-free transit to increaser ridership. Build more bike lanes and cycling and pedestrian bridges to increase access and connectivity between communities and various routes.	
81	free transit for all	11/24/2021 11:46 AM
82	no	11/24/2021 11:25 AM
83	Create more rapid transit corridors across the city. Utilize the train tracks within the city to either implement train transit service or converting train tracks to rapid transit corridors. Add smaller buses to the fleet but increasing frequency of service. Create mini-hubs across the city to make it easier for passengers to switch buses - currently most connections happen in downtown.	11/24/2021 10:56 AM
84	***REDACTED***	11/24/2021 9:33 AM
85	Monorail	11/24/2021 9:29 AM
86	Move away from diesel buses and go towards light rail options	11/24/2021 8:51 AM
87	Consider last mile connections (creating facilities for ride share or cycling and major transit stops)	11/23/2021 11:37 PM
88	I know the city is reluctant to have police remove people camping in bus shelters because I see it all the time. I understand why, because those people require shelter. But they should be provided with other shelters. Because if you can't have a bus shelter for bus users ***REDACTED*** that serves its intended purpose and you will lose bus riders and that will hurt the city and planet overall.	11/23/2021 8:20 PM
89	Main Issue to bring riders back to Transit is SAFETY. Fares are very reasonable, ***REDACTED***	11/23/2021 7:00 PM
90	Monorail	11/23/2021 6:37 PM
91	Monorail	11/23/2021 6:36 PM
92	More routes to outlying suburbs.	11/23/2021 6:31 PM
93	You've got "make it accessible to people of all ages and abilities", what about income levels?	11/23/2021 5:19 PM
94	1) Nowhere in the Key Directions and Strategies #7 does it state integration with bike infrastructure, nor creating a more reliable bike-rack program on busses, nor bike parking at bus stop facilities or stations. This must be considered if the city wants to integrate different forms of travel and create a more efficient transportation network.	11/23/2021 1:44 PM
95	The only way to improve congestion is to get cars off the road. Make other modes more appealing. But actually do that, don't say you';ll do that with a bunch of fluffy language and then don't do anything.	11/23/2021 12:18 PM
96	The city should prepare for the coming wave of E-Bikes, E-Scooters, etc, and make sure we have safe, legal pathways for them to use effectively.	11/23/2021 7:55 AM
97	A partnership should be made with other levels of government to fund major transit projects. RT should be expanded as soon as possible	11/22/2021 11:16 PM
98	Bus users need to feel safe while waiting at bus stops downtown. Shorter wait times will help. Disabled people may need access to benches while waiting.	11/22/2021 10:56 PM
99	If you want people to start taking the bus again, clear the homeless out of bus shacks, clean the busses, enforce fairs, and get the busses running on time.	11/22/2021 7:54 PM
100	Vibrant, large metropolitan cities have very popular and well-used public transportation. Winnipeg has suffered from years of underfunding transit, reducing convenience, and increasing fares. This needs to stop. A proper feeder system with frequent small loop routes that tie into larger grids needs to happen. No bus should be travelling all the way from one end of the city to the other. No bus should have the same route number and go to two or three different destinations.	11/22/2021 7:34 PM
101	Southall loop removal doesn’t improve rider use. Re-instate it so seniors in this area can use Transit more frequently.	11/22/2021 5:16 PM

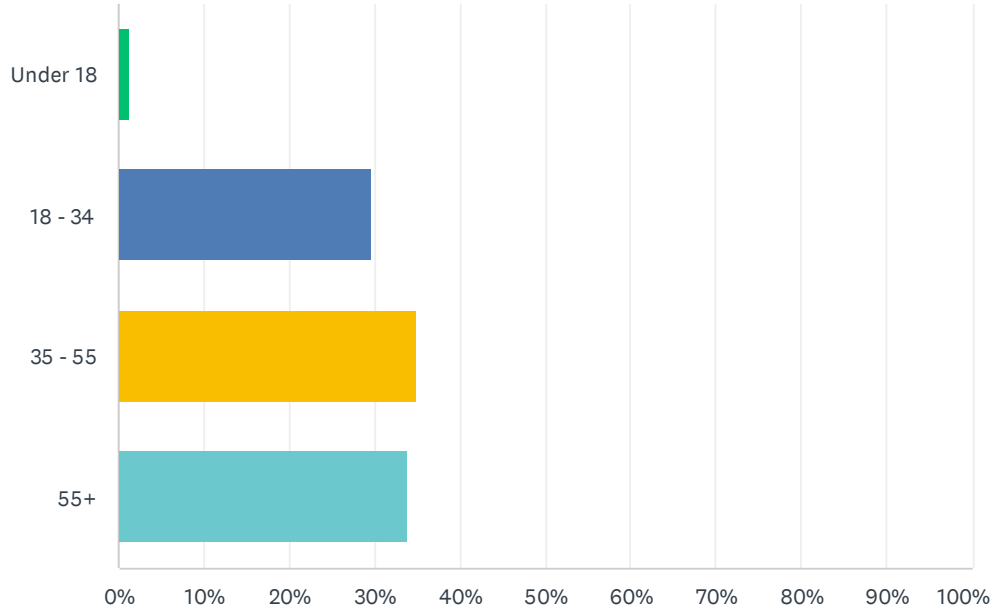
102	Transit needs to be low cost, convenient and frequent in order to encourage mode shift from personal vehicles. Planning trips by transit should not be complicated - walk to the nearest bus stop and there will be a bus in a few minutes. This one seems easy - redirect road budget to transit and you'll have a great transit system.	11/22/2021 4:16 PM
103	Sure. Tonnes. But the city won't listen. I've said them throughout this survey.	11/22/2021 1:25 PM
104	I do not use transit even though it is very close to my home. The timing and availability is simply not convenient. Plus, I never carry money anymore and I would have no way to pay. Need to have a tap option for those of us who might take transit on occasion but simply do not carry cash, or the right amount or type of cash.	11/22/2021 12:57 PM
105	The next BRT corridor that should be a priority is the Orange Line, specifically the southeast corridor. Increasing ridership with fast, reliable service should be prioritized over increased convenience for people who already use public transit. Increased ridership = increased funds = build other corridors faster.	11/22/2021 12:04 PM
106	A monthly pass equivalent to 2-weeks bus transportation using tickets. The monthly pass is currently too expensive compared to the single ticket use. People need to calculate in each situation if it is worth it or not. Make it clear that it is getting the montly pass has a better value! Then people will not think twice before taking the bus. 28 day is also definitely more worth it that monthly pass (especially in February). Make also possible to have peggo customer service after 4:30 pm (people work...). Change the time schedule to really match with road congestion: it is clearly predictable in some cases.	11/22/2021 11:29 AM
107	Monorail.	11/22/2021 11:22 AM
108	Trains/ streetcars	11/22/2021 11:22 AM
109	Simplicity in transit is essential to increase ridership. One thing I would recommend is if we can pay our fee before entering the bus. Since this is 2021 and the future is now the Winnipeg Transit app should provide the option of putting our Peggo card funds within the app. Then you can select which route you want to pay for. When purchasing then you can select a seat within the app and once purchased you can get a receipt with the seat number and QR code so the bus driver can verify once you get onboard. This theoretically will make entering and exiting a bus far more efficient and reduce extraneous wait times as we experience because of people having to scan their peggo cards.	11/22/2021 10:36 AM
110	No	11/22/2021 1:01 AM
111	Make public transit free for all!	11/21/2021 9:44 PM
112	Transit is still unreliable, difficult to use and a challenge. In winter, accessibility to the bus is hindered by curbside windrows and icy sidewalks.	11/21/2021 7:09 PM
113	Transit must be the absolute highest priority for our city.	11/21/2021 7:06 PM
114	Build out the entire proposed 3-line RT network in 5 years. Considering the majority of it is half baked improvements to on-street facilities and not dedicated transitways, there's no reason this can't be fast-tracked to show how good RT really is. The first phase of RT has largely been perceived by most as a failure as it took 8 years to build and still technically isn't even done as it stops before downtown, the place where busses see the most delayed. Just like a lot of bike lanes have been built quickly using movable curbs to accomodate change, build out the on-street RT network quickly and efficiently so we can start reaping the benefits sooner, and make cheap adjustments if needed before permanent infrastructure is built, and costly to change.	11/21/2021 5:44 PM
115	It's way too expensive to ride the bus. I think transfers should last longer. Women are more likely to do multiple errands on transit instead of just going to and fro from one place. The transfers need to last longer. Further, it's a great first step to make transit free for kids. It should be free or much reduced for adults. I think 2$ should be the most people have to pay for transit. I think there would be a huge increase in ridership, especially at off rush hour times. I think the more the price increases, the more people opt to walk or to drive to save money. These increases disproportionately affect people experiencing poverty.	11/21/2021 3:17 PM
116	Public transit is infrastructure. Make it cheap or free. Elevate people. Encourage people to bus because it's cheapest and most convenient. 3 dollars is too much for one ride. So people just drive.	11/21/2021 12:47 PM

117	Free transit. Do fares collected cover the admin & financial costs of the collection?	11/21/2021 12:15 PM
118	If the City of Winnipeg is looking to streamline the Transit fares, this must take into consideration it does not impact low income citizens who rely on public transportation to get around our city the most.	11/21/2021 11:16 AM
119	Need more buses. Biggest problems are that headway is often too long to be convenient. Also, during rush hour, buses are currently packed. This is discouraging people from taking transit. It has already reached peak ridership unless you get more buses running more often.	11/21/2021 1:41 AM
120	Consider partnering with Peg City Car Co-op to have cars available at Rapid Transit stations for last-mile journeys.	11/20/2021 4:08 PM
121	Overhaul transit.	11/20/2021 3:20 PM
122	Elevated rail	11/20/2021 7:43 AM
123	If you don't already do this, I think the city should look into partnering with major employers to get reduced-cost transit passes to employees and collaborating to plan service at peak times.	11/19/2021 4:47 PM
124	Improve connections for bicycles and transit.	11/19/2021 4:23 PM
125	address personal safety concerns about use of transit	11/19/2021 2:11 PM
126	-	11/19/2021 2:04 PM
127	Reduce fare cost to improve ridership usage. Make it cheap, make it safe, make it efficient	11/19/2021 8:51 AM
128	The fare cost should change based on income. Poor people should have free transit.	11/18/2021 8:55 PM
129	Build more bus lanes and install bus priority lights on major streets so buses can pass congested cars and show drivers that bus travel is fast	11/18/2021 5:45 PM
130	As stated earlier, I think Winnipeg will only succeed in major usage growth by converting major public transit corridors o light rail. If every other major city in Canada is moving in this direction, Winnipeg has to also to remain livable and competitive.	11/18/2021 3:34 PM
131	I think investment in transit pays off in cost savings in other ways, so any improvements to transit are worth it.	11/18/2021 2:34 PM
132	The Transit Master Plan is fantastic, and I love how this master plan supports it.	11/18/2021 12:36 PM
133	Transit's new plan looks great. Would love to see more bike infrastructure connected to it in order for its impact to multiply.	11/18/2021 12:20 PM
134	Reconsider your climate change presuppositions. You can can easily incorporate the changes needed based on Winnipegers infrastructure requests for a number of reasons, but not one that imposes a potentially faulty ideology on ALL Winnipeg residents, which by definition is an inequitable strategy to implement.	11/18/2021 12:15 PM
135	Bus service should be free. Paid for from Prov and federal gas taxes.	11/18/2021 12:00 PM
136	***REDACTED*** don't allow the transit users access to a dry warm space because of this. Transit riders are not scrutinized enough ***REDACTED***... not a safe environment	11/18/2021 11:58 AM
137	Improving public transit should be a top priority for Winnipeg. It's benefits far outweigh any costs.	11/18/2021 11:33 AM
138	Transit should be free. And if that's too extreme - the city should mail 10 bus tickets to every Winnipeg resident each year. For those who use the bus, it'll be a welcome gift. For those who never use the bus, it might convince them to at least try it a couple of times.	11/18/2021 11:24 AM
139	I will not take public transport as ai don't feel it is safe - germ wise and physically ***REDACTED***	11/18/2021 11:08 AM
140	Shortening transit time and reach are the two keys	11/18/2021 10:27 AM
141	One thing that needs to be considered is implementing a tap on tap off fare option that can be used with just your credit card. We need to make taking transit as convenient as possible and no one carries cash anymore.	11/18/2021 10:12 AM

142	Make buses physically safer to ride. This means more security at bus stops, ON busses, and **REDACTED** bus stop shelters. This is a major disincentive to many people taking the bus.	11/18/2021 10:02 AM
143	Very low transit ridership areas (far suburbs) should have on-demand transit rather than routes with empty buses.	11/18/2021 5:58 AM
144	Free transit for all users would get people out of cars and off the roads, saving billions$ each decade.	11/17/2021 7:13 PM
145	those who want to take the bus do. ***REDACTED***	11/17/2021 5:16 PM
146	Implement the Winnipeg Transit Master Plan faster; take advantage of the federal funds available (and the change in leadership in Manitoba).	11/17/2021 5:04 PM
147	Frequency in inner city grid layout neighbourhoods is key. Focus the city's resources on neighbourhoods and areas where taking transit is practical and makes sense. There is very little sense in investing in transit in the deep suburbs because it is so impractical to use. Focus on areas like Wolsely, West Broadway, South Osborne, Osborne, St. B., downtown. Areas where the roots of strong transit ridership exist. Further, make it so I can just tap my credit card to get on the bus. See Vancouver transit. Further, invest in transit lanes. To get people to stop driving, transit will need to be more convenient or as convenient. As a result, the convenience of driving will have to go down and the convenience of transit will have to go up. This is done by taking space and money away from cars and investing it in transit.	11/17/2021 4:49 PM
148	If you build good transit people will use it, if it takes them shorter to take transit then drive they will use it. That means using grade separated transit like LRT or subways	11/17/2021 4:36 PM
149	safety on public transit is also becoming a major concern. people should be able to ride the bus without being exposed to violence, erratic behaviour, drug use, and people who contribute to making buses unsafe need to be removed.	11/17/2021 3:16 PM
150	Design our network in a way where transit doesn't get stuck in the same traffic as cars. Buses that get stuck in traffic function like a worse car that has to make frequent stops to pick up passengers. The rapid transit route is an excellent example of how much more reliable buses can be when it's not stuck in traffic. Identify roads parallel or nearby high traffic roads to convert into bike and bus-only lanes, such as Harrow vs. Stafford. Harrow is parallel to Stafford and would allow buses to reach the same major intersections but without competing with other cars. Harrow could become a friendlier road for cyclists as well. Emergency vehicles can use this network to get to their destinations quicker with fewer conflicts in traffic. Improve traffic lights so that buses approaching get priority every time, as they would be transporting more people than cars.	11/17/2021 12:33 PM

Q70 What is your age?

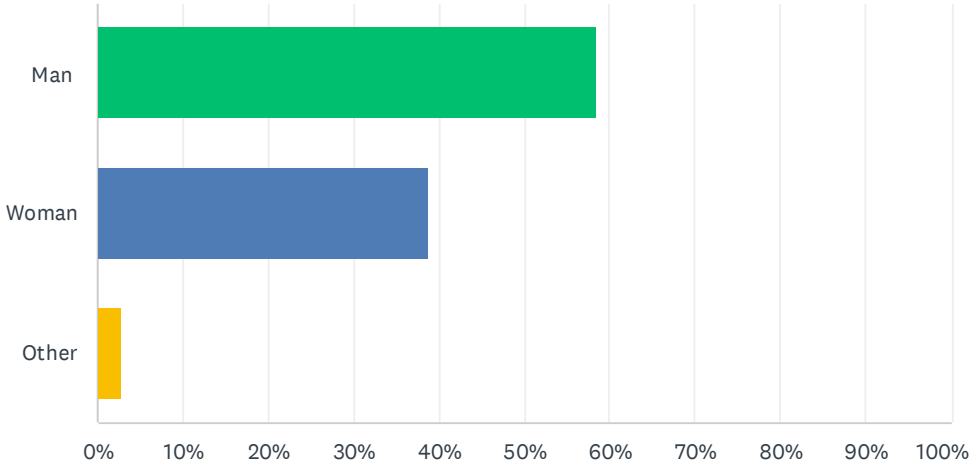
Answered: 941 Skipped: 570



ANSWER CHOICES	RESPONSES	
Under 18	1.28%	12
18 - 34	29.65%	279
35 - 55	35.07%	330
55+	34.01%	320
TOTAL		941

Q71 Please indicate your gender.

Answered: 940 Skipped: 571



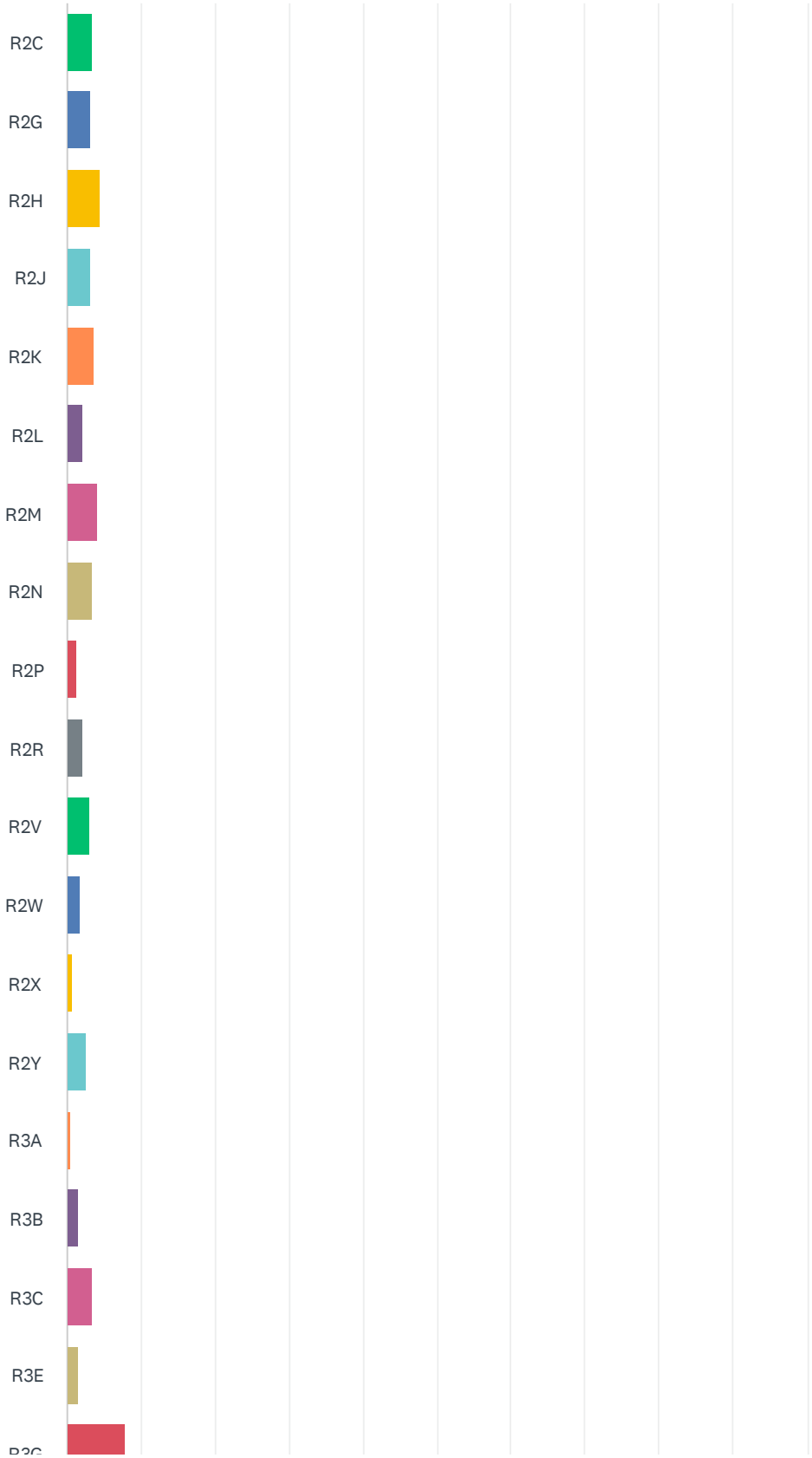
ANSWER CHOICES	RESPONSES	
Man	58.40%	549
Woman	38.83%	365
Other	2.77%	26
TOTAL		940

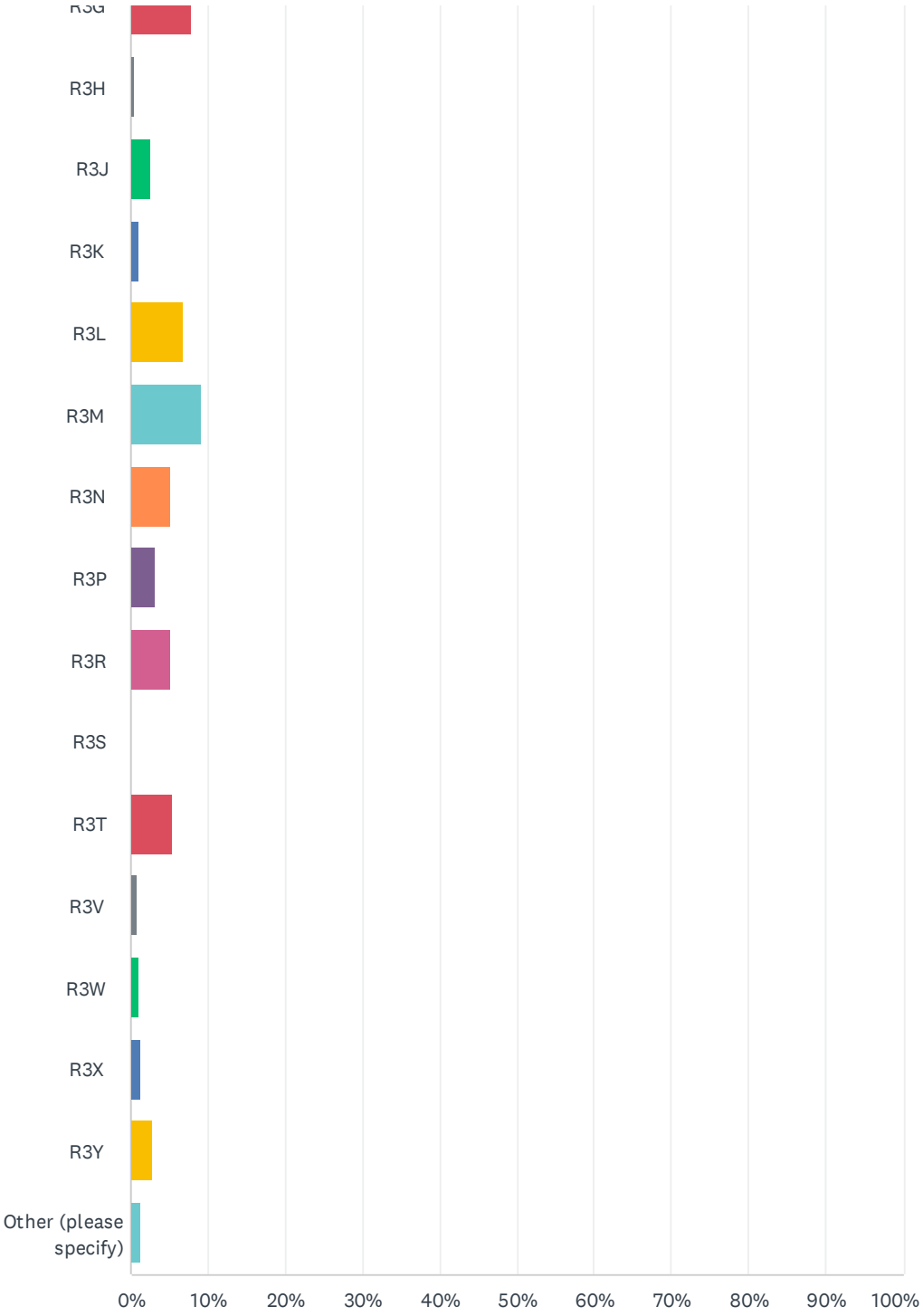
#	OTHER	DATE
1	Delete cars	12/17/2021 5:43 PM
2	Prefer not to say	12/17/2021 12:57 PM
3	Non-binary	12/17/2021 9:39 AM
4	Why does it matter? I'm male.	12/16/2021 9:28 AM
5	Non Binary	12/8/2021 4:31 PM
6	Agender	12/6/2021 12:03 PM
7	trans pan sexual	12/2/2021 2:35 PM
8	Fack off	12/1/2021 2:52 PM
9	R3R	11/26/2021 8:25 PM
10	Non binary	11/26/2021 3:13 PM
11	isn't it racist to ask	11/25/2021 5:29 PM
12	Queer.	11/25/2021 8:35 AM
13	Non binary	11/25/2021 8:21 AM
14	queer	11/24/2021 3:27 PM
15	Transfem EnbyGirl	11/24/2021 1:45 PM

16	Nonbinary	11/24/2021 11:06 AM
17	N	11/24/2021 10:00 AM
18	na	11/24/2021 9:30 AM
19	your survey is bias- google gender identity- it's 2021!	11/23/2021 7:36 PM
20	Non-binary	11/23/2021 5:20 PM
21	Genderqueer.	11/22/2021 1:26 PM
22	n/a	11/22/2021 11:23 AM
23	Other	11/22/2021 9:24 AM
24	o	11/21/2021 12:16 PM
25	other	11/18/2021 6:42 PM
26	I don't see why gender is asked in this questionnaire!	11/18/2021 11:14 AM

Q72 Please provide the first three characters of your postal code.

Answered: 913 Skipped: 598




R3G
R3H
R3J
R3K
R3L
R3M
R3N
R3P
R3R
R3S
R3T
R3V
R3W
R3X
R3Y
Other (please specify)
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

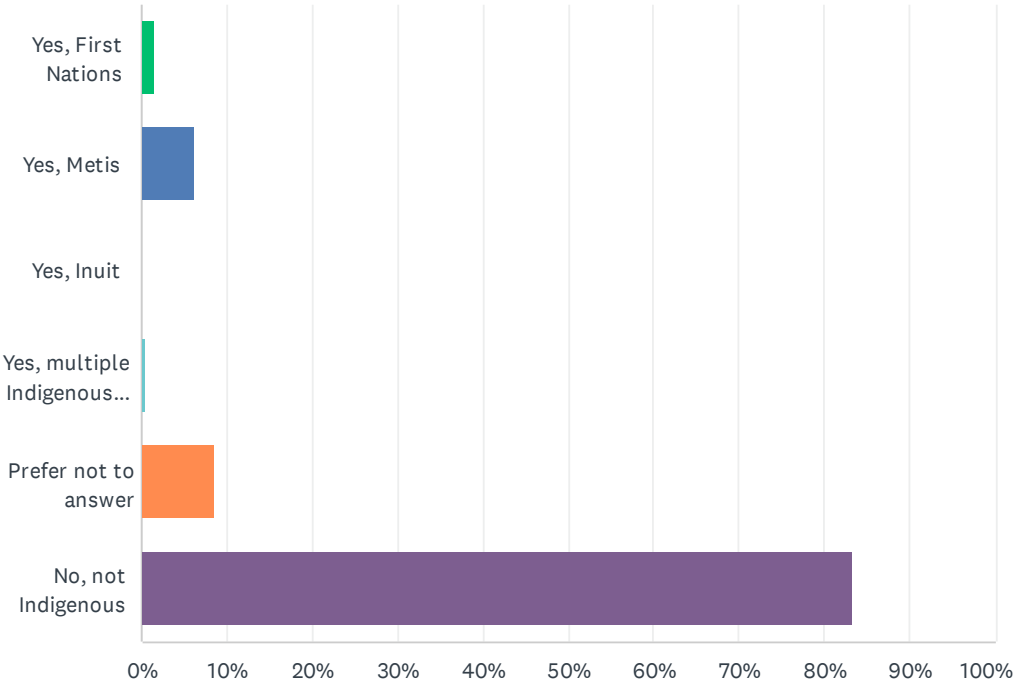
ANSWER CHOICES	RESPONSES	
R2C	3.50%	32
R2G	3.18%	29
R2H	4.49%	41
R2J	3.29%	30
R2K	3.72%	34
R2L	2.19%	20
R2M	4.05%	37
R2N	3.50%	32
R2P	1.31%	12
R2R	2.08%	19
R2V	3.07%	28
R2W	1.64%	15
R2X	0.66%	6
R2Y	2.63%	24
R3A	0.44%	4
R3B	1.53%	14
R3C	3.50%	32
R3E	1.53%	14
R3G	8.00%	73
R3H	0.33%	3
R3J	2.63%	24
R3K	1.10%	10
R3L	6.90%	63
R3M	9.09%	83
R3N	5.04%	46
R3P	3.18%	29
R3R	5.04%	46
R3S	0.00%	0
R3T	5.26%	48
R3V	0.77%	7
R3W	1.10%	10
R3X	1.20%	11

R3Y	2.85%	26
Other (please specify)	1.20%	11
TOTAL		913

#	OTHER (PLEASE SPECIFY)	DATE
1	R0G	12/17/2021 9:18 AM
2	R0A	12/16/2021 10:18 AM
3	r0e	12/8/2021 11:31 AM
4	R0G	12/5/2021 4:38 AM
5	R5K	11/30/2021 6:45 PM
6	F2U	11/25/2021 7:22 PM
7	R0A	11/23/2021 7:12 PM
8	R0C	11/23/2021 6:25 PM
9	r0c	11/22/2021 10:35 AM
10	R0A	11/20/2021 4:20 PM
11	r1a	11/19/2021 12:34 PM

Q73 Do you identify as an Indigenous Person? By this we mean First Nations (status or non-status), Metis or Inuit.

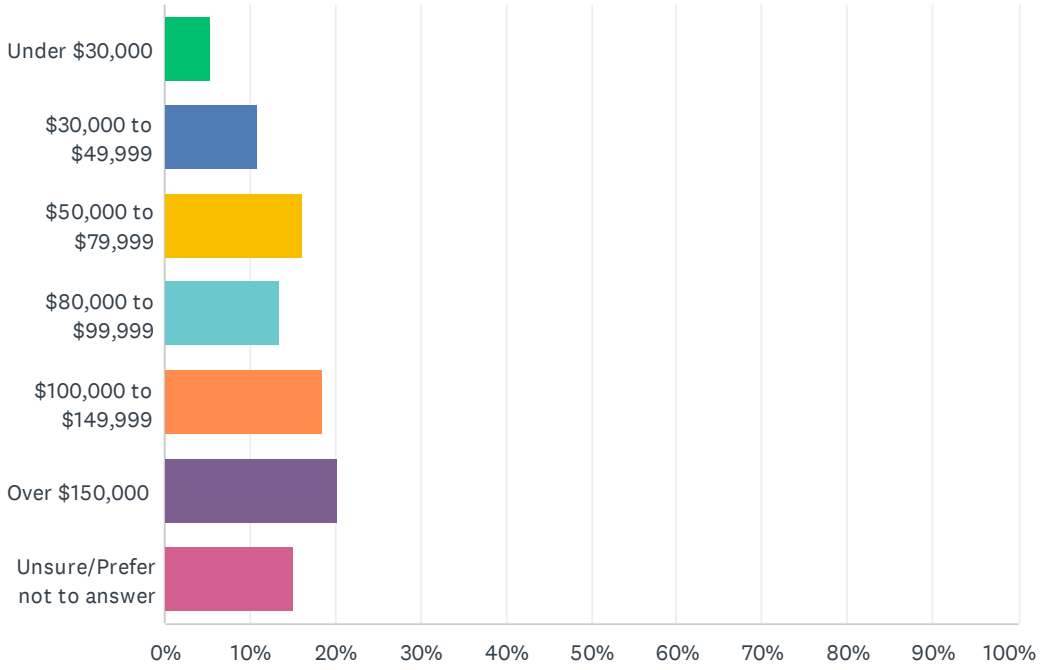
Answered: 931 Skipped: 580



ANSWER CHOICES	RESPONSES	
Yes, First Nations	1.40%	13
Yes, Metis	6.23%	58
Yes, Inuit	0.00%	0
Yes, multiple Indigenous identities	0.43%	4
Prefer not to answer	8.59%	80
No, not Indigenous	83.35%	776
TOTAL		931

Q74 Which of the following categories best describes your family income? That is, the total income before taxes of everyone in your household?

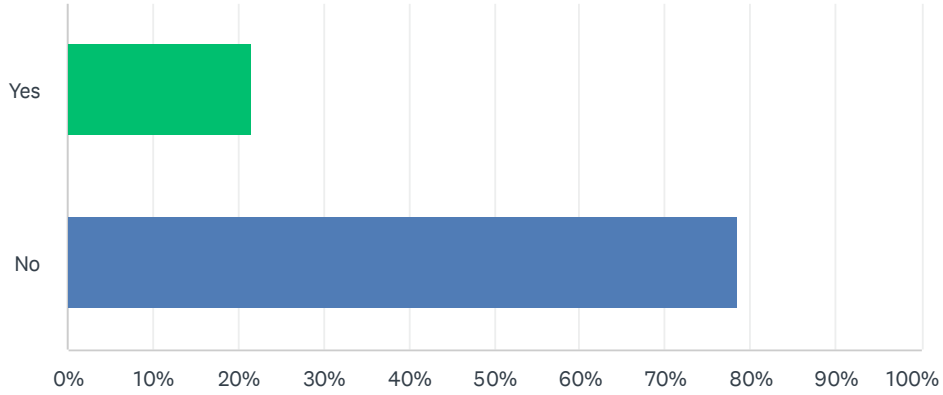
Answered: 941 Skipped: 570



ANSWER CHOICES	RESPONSES	
Under $30,000	5.31%	50
$30,000 to $49,999	10.84%	102
$50,000 to $79,999	16.26%	153
$80,000 to $99,999	13.50%	127
$100,000 to $149,999	18.60%	175
Over $150,000	20.30%	191
Unsure/Prefer not to answer	15.20%	143
TOTAL		941

Q75 Do you have a child aged 12 or under in your home?

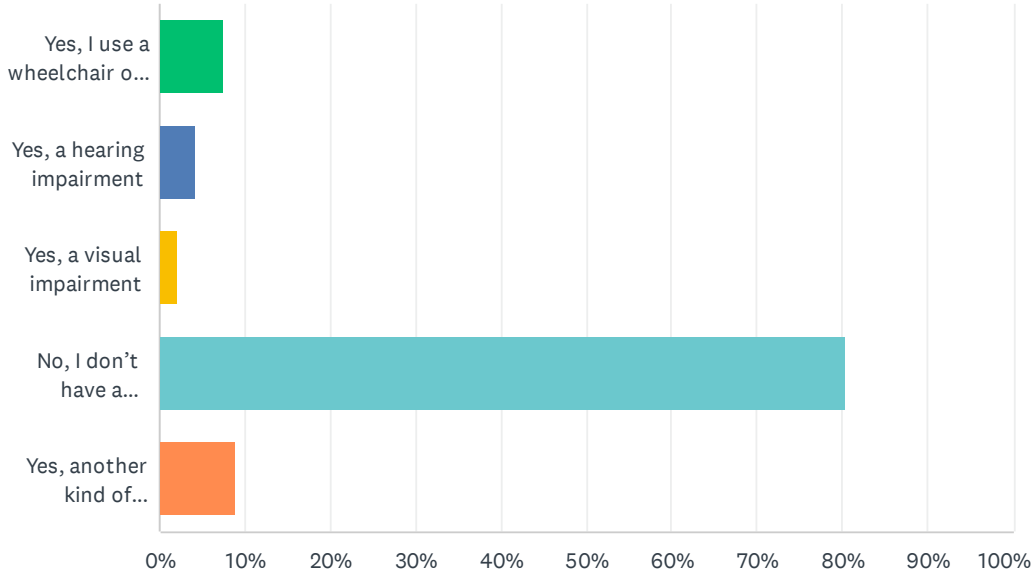
Answered: 940 Skipped: 571



ANSWER CHOICES	RESPONSES	
Yes	21.49%	202
No	78.51%	738
TOTAL		940

Q76 Do you have a disability?

Answered: 917 Skipped: 594



ANSWER CHOICES	RESPONSES	
Yes, I use a wheelchair or have mobility issues	7.42%	68
Yes, a hearing impairment	4.36%	40
Yes, a visual impairment	2.18%	20
No, I don't have a disability	80.48%	738
Yes, another kind of disability (please specify, if you wish)	9.05%	83
Total Respondents: 917		

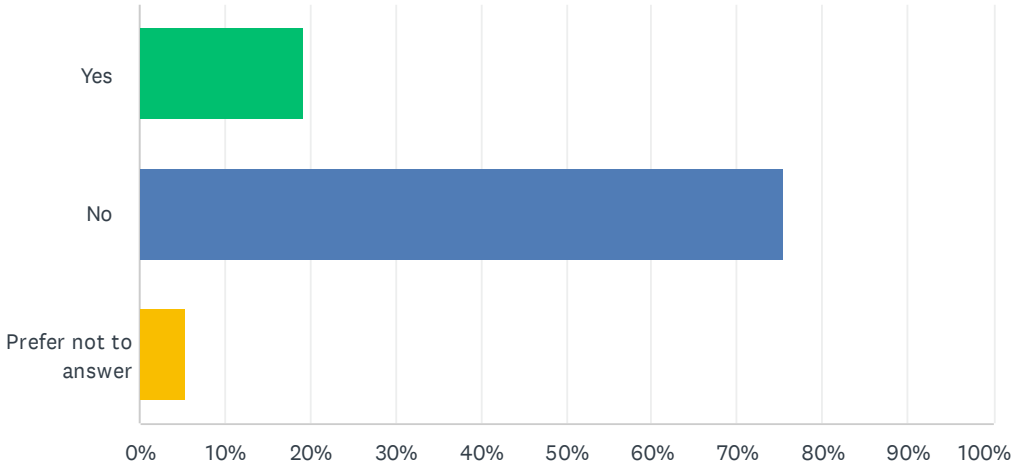
#	YES, ANOTHER KIND OF DISABILITY (PLEASE SPECIFY, IF YOU WISH)	DATE
1	mobility issues because of arthritis	12/17/2021 8:55 PM
2	Mental health	12/17/2021 5:43 PM
3	medical conditions	12/17/2021 2:06 PM
4	Some days the arthritis is bad and I avoid walking - other day I am good. Need to careful to avoid falls.	12/17/2021 1:27 PM
5	Learning	12/16/2021 6:47 PM
6	I do not wish to specify.	12/16/2021 6:01 PM
7	No comment	12/16/2021 4:58 PM
8	brain injury	12/15/2021 12:16 PM
9	chronic illness	12/15/2021 8:40 AM
10	Old wrist injuries prevent me from riding a bicycle.	12/13/2021 8:53 PM

11	Mental	12/10/2021 12:21 PM
12	invisible	12/10/2021 10:13 AM
13	-	12/9/2021 5:21 PM
14	Victim of poor leadership	12/9/2021 12:52 PM
15	brain injury	12/9/2021 11:56 AM
16	Age and gender. Sigh	12/9/2021 11:35 AM
17	chronic mental illness	12/8/2021 5:37 PM
18	Depression	12/8/2021 3:16 PM
19	Copd	12/8/2021 3:09 PM
20	PTSS and dyslexia	12/8/2021 10:34 AM
21	Autism + chronic illnesses	12/6/2021 12:03 PM
22	no thanks	12/5/2021 11:11 PM
23	Severe arthritis in my feet which limits my walking shorter distances.	12/5/2021 8:57 PM
24	i don't wish	12/5/2021 8:37 PM
25	Learning	12/3/2021 2:22 PM
26	limited mobility	12/3/2021 11:20 AM
27	Do not wish to disclose	12/3/2021 8:58 AM
28	Foot Care Issues	12/2/2021 12:00 AM
29	I trusted politicians... currentlyin treatment.	12/1/2021 2:52 PM
30	A family member has mobility issues	11/30/2021 4:35 PM
31	Arthritis	11/29/2021 9:49 AM
32	Old worn out joints from too much active transportation	11/27/2021 2:40 PM
33	Tinnitus	11/26/2021 8:56 PM
34	I hate woke government	11/26/2021 8:25 PM
35	DIFFICULTY in WALKING, osteoporosis, tailbone compression, cataract eyes surgery, high blood pressure, cholesterol, sore right arm due to fall at Costco parking lot & still under Dr follow up, Nov26,2021	11/26/2021 8:13 PM
36	Hidden disability	11/26/2021 3:13 PM
37	Yes, it seems like I'm the last person around with any desire to be fiscally prudent!!	11/25/2021 11:47 PM
38	***REDACTED*** robocalls ***REDACTED***	11/25/2021 7:22 PM
39	no	11/25/2021 7:16 PM
40	None of your business	11/25/2021 5:29 PM
41	Disabled	11/25/2021 12:43 PM
42	Chronic pain	11/25/2021 8:35 AM
43	Mental health and behavioural	11/24/2021 4:30 PM
44	I have a sensory processing disorder.	11/24/2021 11:06 AM
45	Arthritis	11/24/2021 8:56 AM
46	Physical impairment	11/23/2021 10:23 PM
47	multiple co-mobilities that cause frequently shortness of breath	11/23/2021 11:49 AM

48	non-visible bleeding disorder	11/22/2021 4:17 PM
49	V	11/22/2021 2:45 PM
50	Arthritis	11/22/2021 1:58 PM
51	“If you wish” and the comment is mandatory? F that.	11/22/2021 1:26 PM
52	social anxiety	11/22/2021 11:49 AM
53	injured knee	11/22/2021 11:23 AM
54	Other	11/22/2021 9:24 AM
55	autism and severe anxiety	11/22/2021 8:57 AM
56	Acquired Brain Injury	11/22/2021 1:02 AM
57	How come it says please specify if you wish and then won't except my answer ***REDACTED****	11/21/2021 9:42 PM
58	vertigo	11/21/2021 4:07 PM
59	Don't wish to specify	11/20/2021 9:03 AM
60	Arthritis in knees.	11/19/2021 9:22 PM
61	prefer not to say	11/19/2021 4:24 PM
62	I do not believe you have the right to ask questions 75,72,76	11/19/2021 3:54 PM
63	Need knee replacement	11/19/2021 3:06 PM
64	I do not wish	11/19/2021 2:50 PM
65	allergies caused by pollution	11/19/2021 10:01 AM
66	IF YOU WISH… come on	11/18/2021 6:42 PM
67	financial...paying my taxes	11/18/2021 4:55 PM
68	Prefer not to specify	11/18/2021 1:21 PM
69	joint replacements, spinal arthritis	11/18/2021 12:23 PM
70	Hip disabled	11/18/2021 12:16 PM
71	A relative with a disability.	11/18/2021 12:15 PM
72	-	11/18/2021 12:10 PM
73	Forward thinking	11/18/2021 12:02 PM
74	do not wish to disclose (this shouldn't be a required field?)	11/18/2021 11:25 AM
75	Invisible disability - affects energy, grip strength, etc.	11/18/2021 11:00 AM
76	Chronic pain and light mobility issues.	11/18/2021 10:50 AM
77	Balance and motor skills from a brain hemorrhage	11/18/2021 10:30 AM
78	Anxiety disorder	11/18/2021 10:06 AM
79	Arthritis	11/17/2021 7:15 PM
80	I	11/17/2021 7:04 PM
81	Heart	11/17/2021 5:18 PM
82	anxiety around fast moving traffic from being in a car accident	11/17/2021 4:46 PM
83	I have a condition called flat feet, making it difficult for me to travel long distances by foot	11/17/2021 12:36 PM

Q77 Does anyone in your household face any physical challenges to mobility?

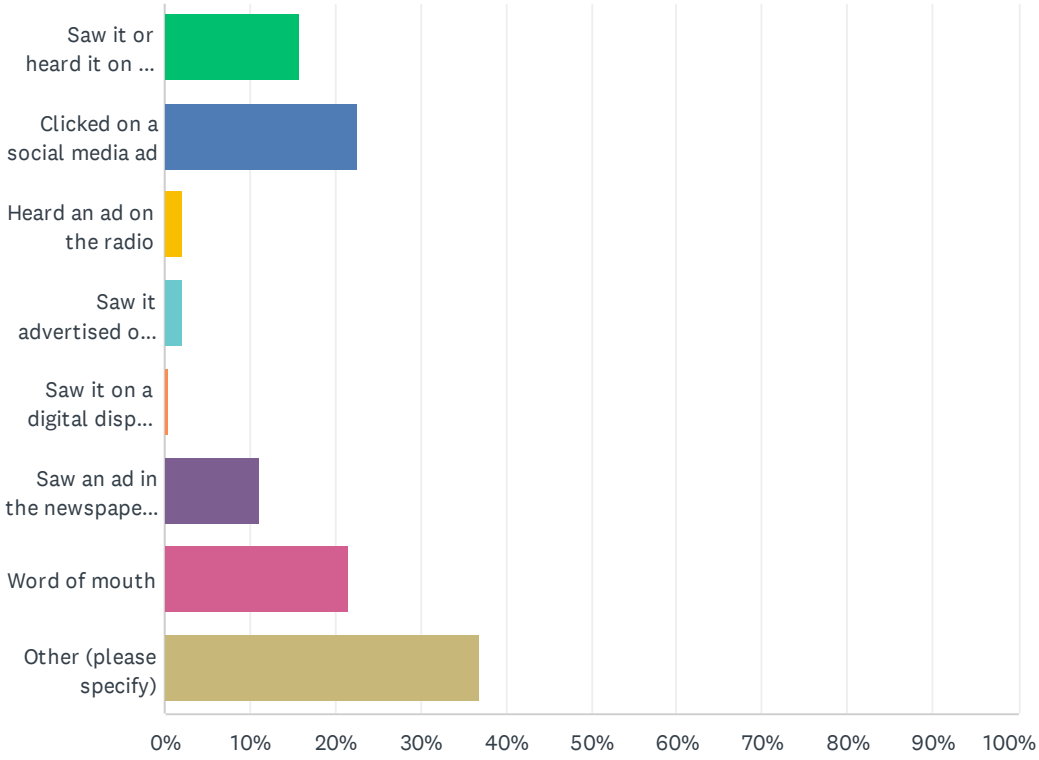
Answered: 935 Skipped: 576



ANSWER CHOICES	RESPONSES	
Yes	19.14%	179
No	75.51%	706
Prefer not to answer	5.35%	50
TOTAL		935

Q78 How did you hear about this project? Please check all that apply.

Answered: 928 Skipped: 583



ANSWER CHOICES	RESPONSES	
Saw it or heard it on the news	15.84%	147
Clicked on a social media ad	22.52%	209
Heard an ad on the radio	2.05%	19
Saw it advertised on a transit bus or shelter	2.16%	20
Saw it on a digital display at a pool or community centre	0.32%	3
Saw an ad in the newspaper or online	10.99%	102
Word of mouth	21.44%	199
Other (please specify)	36.96%	343
Total Respondents: 928		

#	OTHER (PLEASE SPECIFY)	DATE
1	On City engagement mailing list	12/17/2021 11:33 PM
2	the city needs to hold community meetings throughout the city on this topic before anything gets going on this. Making decisions based on a survey monkey should not happen. It is a starting point to move forward.	12/17/2021 8:55 PM
3	contact with activist organizations	12/17/2021 7:23 PM

4	Email from the city.	12/17/2021 7:13 PM
5	Website	12/17/2021 5:08 PM
6	Email newsletter	12/17/2021 3:42 PM
7	Newsletter City of Wpg	12/17/2021 2:18 PM
8	engagement email	12/17/2021 1:27 PM
9	not sure	12/17/2021 12:58 PM
10	email	12/17/2021 12:57 PM
11	direct email from City	12/17/2021 11:48 AM
12	Email	12/17/2021 11:34 AM
13	E-newsletter	12/17/2021 9:18 AM
14	Twitter	12/17/2021 8:08 AM
15	engagement email	12/17/2021 5:03 AM
16	I have following this issue for years.	12/17/2021 1:21 AM
17	I receive the COW public engagement emails.	12/16/2021 11:33 PM
18	Got an email.	12/16/2021 11:26 PM
19	J'ai recu l'annonce per courriel	12/16/2021 11:17 PM
20	Residents Association	12/16/2021 10:43 PM
21	suscribe to emails about public engagement news	12/16/2021 10:03 PM
22	twitter	12/16/2021 9:47 PM
23	Saw it on internet	12/16/2021 9:15 PM
24	on "engagement" list	12/16/2021 8:28 PM
25	Bike Winnipeg email	12/16/2021 8:24 PM
26	Received by city program.	12/16/2021 7:41 PM
27	Email notification	12/16/2021 6:47 PM
28	City of Winnipeg website	12/16/2021 6:01 PM
29	signed up online	12/16/2021 5:08 PM
30	City of Winnipeg Bicycle-based Web Pages	12/16/2021 4:44 PM
31	on email list	12/16/2021 4:27 PM
32	City sent me the survey	12/16/2021 3:59 PM
33	email from city of winnipeg	12/16/2021 3:41 PM
34	email	12/16/2021 3:37 PM
35	Email from City of winnipeg	12/16/2021 3:29 PM
36	e-mail	12/16/2021 3:25 PM
37	Bike Winnipeg newsletter	12/16/2021 10:51 AM
38	via newsletter	12/16/2021 8:04 AM
39	I wish more people knew about the survey. Given such a small portion of people who were aware of it I have to wonder how much the results should affect planning. Main objective in planning should be to stop aggravating drivers by lowering speed limits and adding traffic lights. Add overpasses instead. Safer and less aggravating for all users in the end. Electric	12/15/2021 9:38 PM

	cars are going to be the norm soon so don't get so hung up on reducing cars for traffic emissions.	
40	bike wpg	12/15/2021 6:39 PM
41	Got the email bruv	12/15/2021 5:01 PM
42	Bike Winnipeg e-newsletter	12/15/2021 3:16 PM
43	Social media post	12/15/2021 12:09 PM
44	Email	12/15/2021 11:46 AM
45	City email	12/15/2021 9:35 AM
46	pop up ad	12/15/2021 4:25 AM
47	City website	12/15/2021 12:12 AM
48	Friend	12/14/2021 8:45 PM
49	Social media post by 3rd party (not city of winnipeg)	12/14/2021 1:07 PM
50	Provided as part of Duties at work.	12/14/2021 9:37 AM
51	next door neighborhood internet group	12/13/2021 8:53 PM
52	Actively interested in public works. I sought this out	12/13/2021 11:35 AM
53	www.Winnpeg.ca	12/13/2021 10:36 AM
54	Annoying popup	12/11/2021 6:42 AM
55	email	12/10/2021 6:10 PM
56	City email	12/10/2021 4:38 PM
57	Received email notice via the City's email notices.	12/10/2021 9:24 AM
58	Forwarded by a political party	12/9/2021 8:50 PM
59	email	12/9/2021 5:21 PM
60	Engage Winnipeg email	12/9/2021 2:26 PM
61	I work for the City - promotes participation in survey	12/9/2021 2:13 PM
62	A friend posted it on Facebook	12/9/2021 1:42 PM
63	receive a e-mail	12/9/2021 11:48 AM
64	Neighborhood App posting	12/9/2021 11:35 AM
65	receive a e-mail	12/9/2021 11:34 AM
66	Green Party ;rpmpt	12/8/2021 8:21 PM
67	university professor told class about it	12/8/2021 5:37 PM
68	Email from Green Party	12/8/2021 5:18 PM
69	Spotify ad	12/8/2021 4:31 PM
70	received email from city	12/8/2021 4:30 PM
71	Email	12/8/2021 4:26 PM
72	Email	12/8/2021 3:09 PM
73	Email notification	12/8/2021 2:03 PM
74	email at work	12/8/2021 1:25 PM
75	courriel du conseiller	12/8/2021 1:07 PM
76	Email to City staff via Three Things Today	12/8/2021 12:53 PM

77	City of Winnipeg staff newsletter	12/8/2021 12:46 PM
78	Work	12/8/2021 12:32 PM
79	city email - 3 things today	12/8/2021 11:31 AM
80	Work email	12/8/2021 11:10 AM
81	Three Things Today	12/8/2021 10:56 AM
82	I work for the city	12/8/2021 10:01 AM
83	workplace	12/8/2021 10:00 AM
84	through city of winnipeg email	12/8/2021 9:51 AM
85	Through work	12/8/2021 9:48 AM
86	Link from work	12/8/2021 9:37 AM
87	On my COW email	12/8/2021 9:35 AM
88	Work communication	12/8/2021 9:32 AM
89	3 things to do today email	12/8/2021 9:30 AM
90	through the daily city e-mail	12/8/2021 9:24 AM
91	emailed by employer	12/8/2021 9:20 AM
92	email	12/8/2021 9:20 AM
93	U of M Sustainability department newsletter	12/8/2021 9:04 AM
94	email from university	12/8/2021 1:29 AM
95	I believe there was a phone message too. The newspaper ad was a reminder.	12/7/2021 11:28 PM
96	city	12/7/2021 7:58 PM
97	u of m center on aging newsletter	12/7/2021 9:58 AM
98	Heard it on spotify and did this. :)	12/6/2021 6:31 PM
99	Engage Winnipeg email newsletter	12/6/2021 5:20 PM
100	City's website calendar of events	12/6/2021 3:01 PM
101	Bike Winnipeg	12/6/2021 7:55 AM
102	Google ads	12/5/2021 9:33 PM
103	Subscribed to City of Winnipeg Engage newsletter	12/5/2021 9:05 PM
104	I probably saw something on Twitter tho I doubt it was an ad. I follow several cyclists	12/4/2021 7:08 PM
105	Popped up on a website I was using	12/4/2021 12:09 PM
106	Public Engagement Newsletter	12/3/2021 11:48 PM
107	saw it on the website	12/3/2021 3:00 PM
108	Green Action Centre Instagram post	12/3/2021 12:51 PM
109	Distribution of engagement email from City.	12/3/2021 10:17 AM
110	city's twitter account, it was not an ad	12/2/2021 10:27 PM
111	E-mail	12/2/2021 7:28 PM
112	email	12/2/2021 4:40 PM
113	email	12/2/2021 2:36 PM
114	had to find it myself on city website. Why do you always try and hide what you are doing	12/2/2021 2:35 PM

115	email	12/2/2021 1:17 PM
116	email from the city	12/2/2021 1:10 PM
117	Green Action Centre social media	12/2/2021 1:04 PM
118	Functional Transit Winnipeg	12/2/2021 12:13 PM
119	Email from city of Winnipeg	12/2/2021 11:40 AM
120	received an email from the City of Winnipeg	12/2/2021 11:32 AM
121	Email newsletter	12/2/2021 10:39 AM
122	email from "engage"	12/2/2021 10:19 AM
123	Manitoba Eco Network Bulletin	12/1/2021 12:17 PM
124	South Valour Residents Association facebook page	12/1/2021 11:42 AM
125	received email	12/1/2021 7:27 AM
126	Twitter	11/30/2021 8:33 PM
127	phone call	11/30/2021 4:35 PM
128	Found it myself	11/30/2021 4:15 PM
129	Phone call from city	11/29/2021 11:36 PM
130	I think I saw it on Reddit Winnipeg.	11/29/2021 4:35 PM
131	University Class	11/29/2021 2:06 PM
132	work	11/29/2021 1:00 PM
133	Sent by professor	11/29/2021 11:01 AM
134	Called regarding meeting on Nov 25	11/29/2021 9:59 AM
135	Twitter - Green Action Centre	11/29/2021 9:45 AM
136	Email mailing list	11/29/2021 12:59 AM
137	Shared by colleague via social media	11/28/2021 2:16 PM
138	Via Manitoba Energy Justice Coalition	11/28/2021 12:16 PM
139	twitter	11/28/2021 11:43 AM
140	email	11/27/2021 7:34 PM
141	Received a phone call	11/27/2021 11:47 AM
142	I got a call	11/27/2021 10:13 AM
143	active interest in what's going on in the city to get vulnerable traffic users commuting safely!	11/26/2021 8:35 PM
144	Facebook	11/26/2021 8:13 PM
145	Phone call relating to the town hall	11/26/2021 3:01 PM
146	City email	11/26/2021 2:45 PM
147	newsletter	11/26/2021 1:50 PM
148	Reposted on Facebook	11/26/2021 11:40 AM
149	received an email form the City of Winnipeg	11/26/2021 10:21 AM
150	Winnipeg 3 things email	11/26/2021 8:00 AM
151	Signed up for the emails	11/25/2021 11:47 PM
152	Received a phone invitation for a town hall meeting.	11/25/2021 9:18 PM

153	picked up town hall call	11/25/2021 8:50 PM
154	town hall meeting	11/25/2021 8:31 PM
155	don't know	11/25/2021 8:24 PM
156	I received a call then I looked it up	11/25/2021 8:16 PM
157	Online	11/25/2021 8:10 PM
158	I was called directly out of the blue. No idea how they got my number. I'm just glad its not a scam call.	11/25/2021 7:40 PM
159	Phone call prior to this November 25 Town Hall	11/25/2021 7:30 PM
160	Recieved Automated Phonecalls	11/25/2021 7:27 PM
161	received a phone call from Alex	11/25/2021 7:22 PM
162	***REDACTED*** robocall to a number I have never provided nor authorized calls on	11/25/2021 7:22 PM
163	called	11/25/2021 7:16 PM
164	Received a robotic telephone invitation	11/25/2021 7:11 PM
165	Received a telephone call.	11/25/2021 6:57 PM
166	email from city	11/25/2021 4:14 PM
167	on a social media but not an ad	11/25/2021 2:38 PM
168	social media	11/25/2021 11:57 AM
169	Through Bike Winnipeg.	11/25/2021 11:21 AM
170	link was shared by someone in a facebook group	11/25/2021 10:08 AM
171	work email	11/25/2021 10:07 AM
172	recorded telephone message	11/25/2021 10:06 AM
173	Friend posted on social media	11/25/2021 10:01 AM
174	received a phone call	11/25/2021 9:40 AM
175	City email	11/25/2021 8:45 AM
176	email	11/25/2021 8:34 AM
177	Shared on Facebook by a friend	11/25/2021 8:21 AM
178	Received a phone call.	11/25/2021 8:05 AM
179	From my MLA on social media	11/25/2021 7:47 AM
180	You’re robot phone dialler called me with less than 24 hours notice to participate in the Townhall… Because you know… People don’t make plans or anything	11/25/2021 7:32 AM
181	Phone Call	11/24/2021 11:09 PM
182	Not sure but I have always been interested	11/24/2021 9:55 PM
183	email	11/24/2021 9:13 PM
184	I don't remember	11/24/2021 9:08 PM
185	City of winnipeg email	11/24/2021 9:02 PM
186	facebook link	11/24/2021 8:54 PM
187	I was looking to see when Chief Peguis west extension was getting done and found this survey	11/24/2021 8:42 PM
188	got a robot phone call	11/24/2021 8:11 PM
189	phone call message about upcoming town hall	11/24/2021 7:49 PM

190	phone call re town hall	11/24/2021 7:47 PM
191	telespam	11/24/2021 7:32 PM
192	Shared on Social Media	11/24/2021 7:31 PM
193	Received a phone call about the town hall	11/24/2021 7:16 PM
194	Herald newspaper	11/24/2021 6:04 PM
195	Reddit	11/24/2021 4:47 PM
196	employer	11/24/2021 4:30 PM
197	i got an email	11/24/2021 3:27 PM
198	Email	11/24/2021 2:12 PM
199	Friend posted on FB	11/24/2021 2:05 PM
200	email	11/24/2021 10:05 AM
201	City Employee - City Three Things email	11/24/2021 10:04 AM
202	City of Winnipeg employee	11/24/2021 9:42 AM
203	CoW Three Things Today	11/24/2021 9:38 AM
204	I work for the City and they send emails	11/24/2021 9:27 AM
205	Internal email from City	11/24/2021 9:26 AM
206	discussions on social media (reddit/forums)	11/24/2021 12:49 AM
207	skyscraper forum	11/23/2021 11:38 PM
208	I got an email from you	11/23/2021 8:21 PM
209	work referral	11/23/2021 7:36 PM
210	Interest in wanting and helping the city to improve its transportation.	11/23/2021 7:25 PM
211	I’m signed up to receive emails about it	11/23/2021 5:42 PM
212	forum	11/23/2021 12:38 PM
213	City Engage newsletter	11/23/2021 11:52 AM
214	Saw it in the CoW Public Engagement News	11/23/2021 11:29 AM
215	City of Wpg website	11/23/2021 9:37 AM
216	Referred by councillor	11/22/2021 11:29 PM
217	reddit.com/r/Winnipeg	11/22/2021 11:17 PM
218	saw an encouragement to fill out this survey on NextDoor website	11/22/2021 11:06 PM
219	email	11/22/2021 10:58 PM
220	Received an email update about it.	11/22/2021 7:35 PM
221	Online forum	11/22/2021 5:10 PM
222	Email notification, Twitter	11/22/2021 4:17 PM
223	Online forum (reddit)	11/22/2021 4:16 PM
224	Heard about it from my wife	11/22/2021 3:56 PM
225	Link through social media participants.	11/22/2021 2:10 PM
226	online forum	11/22/2021 1:27 PM
227	Grassroots transit group on Twitter. Nothing from the city itself, quelle surprise	11/22/2021 1:26 PM

228	Email	11/22/2021 1:02 PM
229	I am on an email list for COW projects.	11/22/2021 12:58 PM
230	Reddit	11/22/2021 12:55 PM
231	reddit	11/22/2021 12:05 PM
232	email forwarded by city of winnipeg	11/22/2021 11:49 AM
233	Reddit	11/22/2021 11:41 AM
234	Reddit	11/22/2021 11:41 AM
235	Email	11/22/2021 11:39 AM
236	your mom	11/22/2021 11:23 AM
237	Reddit	11/22/2021 11:23 AM
238	reddit	11/22/2021 11:10 AM
239	online forum	11/22/2021 11:08 AM
240	Reddit post	11/22/2021 11:07 AM
241	Reddit	11/22/2021 11:02 AM
242	***REDACTED***	11/22/2021 10:52 AM
243	Reddit	11/22/2021 10:46 AM
244	Saw it from a reddit post on the r/Winnipeg subreddit	11/22/2021 10:37 AM
245	Social Media Post	11/22/2021 10:24 AM
246	Reddit post	11/22/2021 10:11 AM
247	Other	11/22/2021 9:24 AM
248	reddit	11/22/2021 9:05 AM
249	Online	11/22/2021 8:57 AM
250	Reddit	11/22/2021 8:42 AM
251	Functional transit Winnipeg	11/21/2021 11:34 PM
252	email	11/21/2021 11:24 PM
253	City Councillor	11/21/2021 10:04 PM
254	email	11/21/2021 4:07 PM
255	Received email	11/21/2021 2:22 PM
256	Came across it while looking online at city of Winnipeg	11/21/2021 1:40 PM
257	city newsletter	11/21/2021 1:29 PM
258	Email from City of Winnipeg	11/21/2021 9:26 AM
259	Received an email from engagement hq	11/20/2021 6:45 PM
260	Engagement mailing list	11/20/2021 4:10 PM
261	Wpg Free Press	11/20/2021 3:21 PM
262	city of winnipeg engagement email	11/19/2021 10:56 PM
263	On the City's mailing list	11/19/2021 8:00 PM
264	Part of neighbourhood advisory committee and was also sent by my partner	11/19/2021 4:48 PM
265	City of Winnipeg Engagement Newsletter	11/19/2021 4:18 PM

266	E-Mail	11/19/2021 3:06 PM
267	Newsletter	11/19/2021 2:52 PM
268	email	11/19/2021 2:40 PM
269	Email newsletter	11/19/2021 1:19 PM
270	twitter	11/19/2021 12:34 PM
271	city public engagement email	11/19/2021 10:17 AM
272	Engagement news by e-mail	11/19/2021 10:01 AM
273	Public Health distribution	11/19/2021 9:40 AM
274	Email	11/19/2021 8:54 AM
275	Email	11/18/2021 9:28 PM
276	Email	11/18/2021 9:23 PM
277	Someone posted link on twitter	11/18/2021 9:14 PM
278	received an email from the City	11/18/2021 7:07 PM
279	came in an email notice	11/18/2021 6:24 PM
280	Email	11/18/2021 6:19 PM
281	email	11/18/2021 4:52 PM
282	Emailed to me	11/18/2021 4:04 PM
283	Email	11/18/2021 3:38 PM
284	email from the city	11/18/2021 3:35 PM
285	Email	11/18/2021 3:35 PM
286	via email and signage on Wellington Crescent	11/18/2021 2:54 PM
287	email	11/18/2021 2:51 PM
288	Enrolled in email from Engage Winnipeg	11/18/2021 2:35 PM
289	email	11/18/2021 2:16 PM
290	Email subscription to city engagements	11/18/2021 2:14 PM
291	Email/Social Media	11/18/2021 1:58 PM
292	Email	11/18/2021 1:18 PM
293	received email	11/18/2021 1:05 PM
294	researching for a project	11/18/2021 12:49 PM
295	facebook	11/18/2021 12:42 PM
296	City of Winnipeg email	11/18/2021 12:37 PM
297	E-mail list	11/18/2021 12:27 PM
298	email list	11/18/2021 12:25 PM
299	I'm on the city's public engagement email list	11/18/2021 12:21 PM
300	Forwarded by City of Winnipeg by email	11/18/2021 12:16 PM
301	received an email	11/18/2021 12:15 PM
302	On a pre-existing email list.	11/18/2021 12:15 PM
303	I’m on the mailing list.	11/18/2021 12:10 PM

304	I subscribe to City of Winnipeg emails.	11/18/2021 12:09 PM
305	Email	11/18/2021 12:02 PM
306	Received it from the city in an email	11/18/2021 11:48 AM
307	e-mail from city	11/18/2021 11:40 AM
308	e-mail updates	11/18/2021 11:37 AM
309	subscribe to city transportation emails	11/18/2021 11:31 AM
310	received an email	11/18/2021 11:25 AM
311	Email from city	11/18/2021 11:17 AM
312	Email from the city	11/18/2021 11:13 AM
313	e-newsletter	11/18/2021 11:08 AM
314	email	11/18/2021 11:07 AM
315	Emailed to me	11/18/2021 10:53 AM
316	I make it a point to keep myself engaged.	11/18/2021 10:50 AM
317	email	11/18/2021 10:42 AM
318	Got the email	11/18/2021 10:30 AM
319	OurWinnipeg	11/18/2021 10:21 AM
320	you e-mailed me	11/18/2021 10:19 AM
321	Email	11/18/2021 10:18 AM
322	email	11/18/2021 10:15 AM
323	email	11/18/2021 10:15 AM
324	Received an email	11/18/2021 10:13 AM
325	Email	11/18/2021 10:12 AM
326	Email	11/18/2021 10:09 AM
327	Email	11/18/2021 10:07 AM
328	I don't remember	11/18/2021 10:04 AM
329	my city councillor's office	11/18/2021 9:59 AM
330	I got an email.	11/18/2021 9:58 AM
331	City website	11/18/2021 9:17 AM
332	Social media post by a city councilor	11/18/2021 9:05 AM
333	City of winnipeg email	11/18/2021 8:06 AM
334	engagement email	11/18/2021 5:59 AM
335	You emailed me	11/17/2021 11:22 PM
336	Friend on Facebook shared your post	11/17/2021 9:31 PM
337	Via email	11/17/2021 7:15 PM
338	Twitter	11/17/2021 7:14 PM
339	Got it in an email newsletter	11/17/2021 5:45 PM
340	association	11/17/2021 5:17 PM
341	You emailed me	11/17/2021 5:13 PM

342	Through my work	11/17/2021 5:04 PM
343	Bike Winnipeg	11/17/2021 12:36 PM

Appendix N

ONLINE SURVEY DATA TABLES

Appendix X – Data Tables

Key issues

Question 1: Climate change

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Comments	Responses
Not concerned with climate change	82
More important issues	55
Traffic in Winnipeg not enough to impact climate change	34
Climate change is important	25
Traffic congestion	14
Convenience	13
Roads	12
Electric vehicles	11
Affordability	11
Public transit	9
Safety	8
Federal/Provincial responsibility	6
Cars	6
Alternative modes of transportation	5
Health	4
Accessibility	3
Active transportation network/bike lanes	3
Priorities	2
Traffic control devices	1
Weather	1
Other	26

Question 2: Traffic congestion

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Comments	Responses
Alternatives to cars	92

Congestion not a concern	72
Active transportation network/bike lanes	47
Traffic congestion	41
Cars	37
City planning	22
Roads	20
Convenience	18
More important issues	16
Affordability	10
Climate change	10
Safety	8
Accessibility	6
Work from home	5
Traffic control devices	4
Equity/inclusion	3
Health	3
Parking	2
Speeds	1
Other	3

Question 3: City finances

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Comments	**Responses**
Priorities	88
Affordability	50
Public transit	31
Active transportation network/bike lanes	19
Roads	16
Climate change	10
Safety	5
Alternative transit	4
City planning	4
Cars	3
Private businesses	3
Accessibility	2
Convenience	1
Parking	1
Rural connection to Winnipeg	1

Snow/ice clearing	1
Traffic congestion	1
Traffic control devices	1
Weather	1
Other	43

Question 4: Safety

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Comments	**Responses**
Active transportation network/bike lanes	28
Priorities	19
Roads	10
Transportation network is safe	9
Cars	9
Public transit	7
Education	6
Accessibility	4
Behaviour	4
Convenience	4
Speeds	4
Affordability	3
Enforcement	3
Weather	3
City planning	2
Snow/ice clearing	2
Traffic control devices	2
Equity/inclusion	1
Electric vehicles	1
Traffic congestion	1
Other	16

Pedestrian use

Question 6: What could the City do to encourage you to walk rather than drive for just one commuting trip a week? Please choose all that apply.

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Comments	Responses
Active transportation network/bike lanes	125
Safety	43
Policies/by-laws	29
Transit improvements	25
City planning	21
Speeds	19
Enforcement	15
Accessibility	12
Infrastructure improvements	11
Snow/ice clearing	11
Weather	10
Improvement to environment	9
Cars	8
Education	7
Roads/construction	7
Parking	6
Incentives	5
Affordability	4
Convenience	3
Congestion	2
Research	2
Other	75

Question 7: You indicated that a shift to walking more is not an option for you. Please tell us if any of these reasons apply:

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Comments	Responses
Convenience	12
Cars	11
Weather	7
Rural commute	4
AT network	3
Behaviour	2
Safety	2
Accessibility	1
Environment	1
Public transit	1

Work from home	1
Other	2

Bike use

Question 9: What could the City do to encourage you to cycle rather than drive for just one commuting trip a week?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Bike lanes	90
Safety	80
Active transportation network	56
Roads	25
Education	21
Speeds	19
Affordability	16
Convenience	16
Snow/ice clearing	13
Cars	11
Traffic control devices	10
Parking	9
Public transit	5
Environment	3
Priorities	2
City planning	1
Other	112

Question 10: You indicated that a shift to biking more is not an option for you. Please tell us if any of these reasons apply:

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Don't bike	14
Convenience	11
Health	10
Safety	8
Snow/ice clearing	2
Education	1

Weather	1
Other	6

Key Direction 1: Integrate Land Use and Transportation

Strategy 1.1 Incorporate mechanisms into the development process to ensure multimodal transportation options are viable, planned for, and provided

Question 14: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Affordability	19
Convenience	19
Active transportation network/bike lanes	19
Cars	16
Safety	15
Traffic congestion	15
Roads	11
Priorities	9
Climate change	8
Public transit	8
Weather	8
Parking	6
Traffic control devices	5
City planning	4
Alternative modes of transportation	3
Health	3
Environment	2
Electric vehicles	2
Snow/ice clearing	2
Enforcement	1
Speeds	1
Other	14

Strategy 1.3 Manage off-street parking to support Complete Communities and multimodal transportation

Question 16: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Parking	21
Affordability	18
Cars	14
Safety	14
Active transportation network/bike lanes	13
Convenience	12
Public transit	12
Weather	9
Roads	4
Traffic congestion	4
City planning	3
Climate change	3
Accessibility	2
Behaviour	2
Research	2
Snow/ice clearing	2
Alternative modes of transportation	1
Environment	1
Electric vehicles	1
Priorities	1
Private businesses	1
Speeds	1
Traffic control devices	1
Other	26

Strategy 1.4 Collaborate with partners to support regional land use and transportation integration

Question 18: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Cars	10
Affordability	9
Rural connection to the city	9

City planning	8
Public transit	6
Traffic congestion	6
Active transportation network/bike lanes	6
Climate change	5
Roads	3
Accessibility	2
Environment	2
Equity/inclusivity	2
Parking	2
Priorities	2
Behaviour	1
Convenience	1
Private businesses	1
Safety	1
Snow/ice clearing	1
Speeds	1
Work from home	1
Other	29

Question 19: Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Active transportation network/bike lanes	165
Public transit	97
Affordability	67
Roads	66
City planning	60
Alternative modes of transportation	58
Safety	57
Parking	51
Electric vehicles	40
Speeds	25
Traffic congestion	25
Cars	21
Climate change	20
Traffic control devices	18

Convenience	16
Snow/ice clearing	16
Environment	15
Priorities	11
Weather	11
Education	10
Research	10
Health	8
Private businesses	7
Behaviour	5
Enforcement	5
Rural connection to Winnipeg	4
Work from home	1
Other	21

Key Direction 2 – Provide safe & sustainable mobility options for all

Strategy 2.1 Increase travel choices available to all residents to improve mobility and reduce auto dependence

Question 21: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Cars	26
Safety	12
Active transportation network/bike lanes	14
Affordability	11
Weather	10
Health	8
Public transit	6
City planning	6
Traffic congestion	5
Roads	4
Alternative modes of transportation	4
Better infrastructure	4
Parking	4
Snow/ice clearing	4
Accessibility	2

Convenience	2
Parking	2
Priorities	1
Education	1
Health	1
Behaviour	1
Rural connection to Winnipeg	1
Traffic control devices	1
Other	5

Strategy 2.3 Provide an inclusive transportation system that offers access to opportunities to all Winnipeg residents

Question 23: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Affordability	14
Public transit	9
Safety	8
Cars	8
Convenience	4
Accessibility	3
Active transportation network/bike lanes	3
Roads	2
Efficiency	2
Priorities	2
Snow/ice clearing	2
City planning	2
Education	1
Environmentally sustainable	1
Equity/inclusion	1
Health	1
Roads	1
Parking	1
Other	9

Strategy 2.5 Continue progress on the Towards Zero commitment to improve safety for all road users

Question 25: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Safety	15
Affordability	8
Priorities	8
Behaviour	7
Active transportation network/bike lanes	7
Cars	6
Weather	5
Convenience	4
Environment	4
Health	3
Roads	3
Speed	3
Public transit	2
City planning	2
Enforcement	2
Electric vehicles	2
Parking	2
Research	2
Speeds	2
Traffic congestion	2
Equity/inclusion	1
Other	5

Question 26: Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Active transportation network/bike lanes	49
Public transit	43
Alternative modes of transportation	42

Affordability	28
Electric vehicles	27
Safety	25
Roads	24
Speeds	14
City planning	13
Cars	12
Education	9
Snow/ice clearing	9
Priorities	9
Parking	8
Accessibility	7
Research	5
Traffic congestion	5
Weather	4
Enforcement	3
Equity/inclusion	3
Climate change	3
Rural connection to Winnipeg	2
Convenience	2
Environment	2
Behaviour	2
Private businesses	2
Health	1
Traffic control devices	1
Other	28

Key Direction 3 – Transform & optimize transportation corridors

Strategy 3.1 Balance the needs of all users in transportation corridors

Question 28: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Cars	48
Priorities	18
Active transportation network/bike lanes	18
Traffic congestion	14

Climate change	11
Safety	11
Public transit	9
Affordability	8
Roads	8
Convenience	7
Accessibility	3
Weather	3
Parking	2
Traffic control devices	2
Alternative modes of transportation	1
City planning	1
Equity/inclusivity	1
Speeds	1
Other	16

Strategy 3.2 Mange curbside space to accommodate appropriate uses while supporting access and mobility

Question 30: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Parking	19
Active transportation network/bike lanes	13
Traffic congestion	8
Cars	7
Accessibility	6
Safety	6
Affordability	5
Roads	5
Convenience	4
Private businesses	4
Climate change	2
Public transit	2
City planning	1
Environment	1
Priorities	1
Snow/ice clearing	1

Other	22

Strategy 3.3 Implement non-capital-intensive opportunities to enhance operations of existing corridors

Question 32: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Active transportation network/bike lanes	11
Roads	8
Priorities	5
Traffic congestion	4
Climate change	3
Safety	3
Affordability	2
Cars	2
Environment	2
Public transit	2
Accessibility	1
Convenience	1
Parking	1
Speeds	1
Traffic control devices	1
Weather	1
Other	38

Strategy 3.4 Minimize the need for new infrastructure and reduce the transportation infrastructure deficit

Question 34: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Priorities	26
Roads	26
Active transportation network/bike lanes	17

Public transit	16
Cars	11
Traffic congestion	11
Affordability	9
City planning	9
Safety	7
Alternative modes of transportation	5
Convenience	4
Climate change	2
Accessibility	1
Parking	1
Snow/ice clearing	1
Speeds	1
Weather	1
Work from home	1
Other	17

Question 35: Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Active transportation network/bike lanes	43
Roads	35
Public transit	20
Alternative modes of transportation	19
Cars	16
Affordability	14
City planning	12
Safety	12
Priorities	11
Parking	10
Electric vehicles	9
Convenience	8
Environment	8
Traffic control devices	7
Equity/inclusion	6
Snow/ice clearing	6
Speeds	6

Climate change	5
Accessibility	1
Behaviour	1
Education	1
Enforcement	1
Private businesses	1
Research	1
Weather	1
Other	23

Key Direction 4 – Revitalize the road network & bridges

Strategy 4.1 Maximize the use and efficiency of the existing road network through advanced technology and operational improvements

Question 37: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Cars	15
Roads	10
Active transportation network/bike lanes	9
Traffic control devices	6
City planning	4
Affordability	4
More important issues	2
Public transit	1
Prioritize users	1
Speed	1
Safety	1
Traffic congestion	1
Other	15

Question 38: Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Active transportation network/bike lanes	30
Roads	27
Traffic control devices	15
Public transit	15
Cars	11
Alternative modes of transportation	11
Traffic congestion	5
Reduce speeds	4
Snow/ice clearing	3
Climate change	2
Safety	2
Education	2
City planning	1
Convenience	1
Electric vehicles	1
Parking	1
Environment	1
Affordability	1
Other	29

Key Direction 5 – Support goods movement & economic prosperity

Strategy 1.2 Protect the viability of goods movement in land use planning and development

Question 40: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Not supportive	14
Rules for semi-trucks	12
Climate change	4
Last mile transport	4
Traffic congestion	3
Roads	2
Cars	1
Equity/inclusion	1

Traffic control devices	1
Other	17

Strategy 5.2 Collaborate and coordinate with regional partners to increase goods movement safety, efficiency, reliability, and planning

Question 42: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Not supportive	14
Climate change	2
Federal/provincial responsibility	2
Public transit	1
Private businesses	1
Traffic congestion	1
Other	14

Strategy 5.3 Allow for service provider innovations that safely and economically improve “last mile” goods movement

Question 44: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Not supportive	8
Last mile transport	5
Climate change	2
Roads	2
Affordability	1
Active transportation network/bike lanes	1
Safety	1
Other	16

Strategy 5.4 Prioritize data collection on freight-related issues to help with decision making and, going forward, support the development of improved analytical tools

Question 46: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Not supportive	11
Supportive	6
Other	13

Question 47: Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Rules for semi-trucks	31
Roads	13
Traffic Congestion	8
Active transportation network/bike lanes	8
Climate change	7
Last mile transport	7
Alternative modes of transportation	5
Public transit	4
Cars	2
Electric vehicles	2
Speed	1
Traffic control devices	1
Other	29

Key Direction 6 – Enhance active transportation opportunities

Strategy 6.1 Improve connectivity in the active transportation networks

Question 49: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Active transportation network/bike lanes	17

Costs too much	7
Weather	3
Safety	2
Health	1
Cars	1
Efficiency	1
Roads	1
Climate change	1
Traffic congestion	1
Work from home	1
Other	8

Strategy 6.2 Increase convenience and comfort for those who travel via active modes

Question 51: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Costs too much	7
Weather	5
Traffic congestion	4
Convenience	3
Pollution	3
Active transportation network/bike lanes	3
Equity/inclusivity	2
Safety	2
Snow/ice clearing	2
Health	1
Public transit	1
Education	1
Parking	1
Research	1
Environment	1
Cars	1
Other	10

Strategy 6.3 Make roads safer and more accessible for vulnerable users

Question 53: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Roads	4
Costs too much	3
Cars	3
Education	1
Enforcement	1
Environment	1
Other	10

Strategy 6.4 Enable walking and cycling in all seasons through improved operations and maintenance

Question 55: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Weather	23
Affordability	21
Active transportation network/bike lanes	8
Snow/ice clearing	7
Safety	3
Roads	2
Cars	2
Alternative modes of transportation	2
More important issues	2
Convenience	1
Climate change	1
Traffic congestion	1
Other	9

Strategy 6.5 Create more vibrant communities through attractive streetscapes and healthy built environments

Question 57: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Affordability	9
Safety	7
Maintenance	6
Environment	4
Cars	2
Roads	2
Health	2
City planning	2
More important issues	1
Priorities	1
Negative impact	1
Snow/ice clearing	1
Weather	1
Other	16

Strategy 6.6 Increase education and awareness around walking and cycling as safe, attractive modes of travel

Question 59: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Safety	15
Better infrastructure	11
Costs too much	11
Winter weather	7
Active transportation network/bike lanes	4
Convenience	3
Snow/ice clearing	3
Cars	2
Enforcement	1
Education	1
Alternative modes of transportation	1
Other	17

Question 60: Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Active transportation network/bike lanes	48
Alternative modes of transportation	19
Safety	13
Snow/ice clearing	12
Better infrastructure	8
Education	8
Speed	8
Affordability	8
Public transit	7
Cars	4
City planning	4
Roads	4
Enforcement	3
Traffic control devices	3
Weather	3
Maintenance	2
Research	2
Convenience	2
Accessibility	1
Climate change	1
Environment	1
Electric vehicles	1
Private businesses	1
Rural connection to Winnipeg	1
Traffic congestion	1
Other	23

Key Direction 7 – Connect the city with frequent & rapid transit

Strategy 7.1 Expand the reach and convenience of Winnipeg Transit services

Question 62: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Convenience	13
Safety	11
Public transit	10
Alternative modes of transportation	3
Affordability	2
Snow/ice clearing	1
Weather	1
Other	4

Strategy 7.2 Make Transit accessible for people of all ages and abilities

Question 64: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Affordability	9
Safety	4
Convenience	3
Accessibility	2
Better infrastructure	2
Snow/ice clearing	2
Alternative modes of transportation	1
Other	13

Strategy 7.3 Simplify Winnipeg Transit's fare structure and policies

Question 66: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Affordability	19
Convenience	3
Safety	3
Accessibility	2
Comfort	1

Alternative modes of transportation	1
Other	11

Strategy 7.4 Enhance the transit user experience by improving predictability, reliability, and comfort

Question 68: What impact would this proposed change have on your life?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Safety	4
Alternative modes of transportation	3
Technology	2
Traffic congestion	2
Convenience	2
Accessibility	1
Affordability	1
Cars	1
Weather	1
Other	12

Question 69: Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Respondents had the option to leave comments for this question. These comments were grouped into the common themes below.

Affordability	34
Public transit improvements	33
Alternative modes of transportation	22
Safety	24
Convenience	13
Technology	10
Electric vehicles	8
Active transportation network/bike lanes	9
Snow/ice clearing	4
Accessibility	3
Enforcement	3

Roads	3
Traffic control devices	3
Cars	2
Education	2
Priorities	2
Private businesses	2
Climate change	1
Rural connections to Winnipeg	1
Speed	1
Weather	1
Other	20

Appendix O

ONLINE SURVEY QUESTIONS

Transportation Master Plan: 2050 – Phase 2

Introduction

How do we get where we want to be? In Phase 1 you told us about what you value, and how and why you move around Winnipeg. Now we want to talk about balancing the needs of different road users and modes as well as aligning with the broader direction laid out for transportation in OurWinnipeg and the Climate Action Plan. Help us confirm TMP2050's key directions and strategies, and participate in turning ideas into actions that will shape the future of transportation in Winnipeg.

LEARN MORE:
If you haven't yet, please review the Key Directions & Strategies booklet to support your understanding of the guiding factors behind development of TMP2050.

The public feedback gathered in this phase will influence the final draft of the Transportation Master Plan, shaping the development of Winnipeg's transportation network for the next thirty years.

The core Phase 2 survey scratches the surface of topics included in TMP2050; once you answer a few core questions you will have the opportunity to either submit your feedback as-is or continue to a more in-depth experience that will allow you to provide additional input on the proposed strategies. The initial survey should take roughly nine minutes of your time, while the longer survey should take an additional 23 minutes.

The survey will be open until December 17, 2021.

This survey is available in French and English. Please select your preferred language by clicking on drop down menu in the top right corner. / Ce sondage est offert en français et en anglais. Veuillez choisir la langue que vous préférez en cliquant dans le menu déroulant en haut à droite.

Transportation Master Plan: 2050 – Phase 2

Key issues

Winnipeg's transportation network (its roads, bridges, sidewalks, and pathways) is currently facing issues and challenges and must accommodate future growth and mobility needs as outlined in OurWinnipeg 2045 and the Climate Action plan.

These guiding documents and our Phase 1 discussions outline four key issues facing the City's transportation network:

1. Climate change
2. Traffic congestion
3. City finances
4. Safety

Recommendations of TMP2050 will be guided by these concerns.

Direction for future transportation projects, initiatives, and maintenance will seek to balance these issues. As an example, replacement of the aging Louise Bridge will include considerations not just for existing vehicle use, but an assessment of the volume and requirements of all road users.

Do you agree that these four key issues are the top concerns Winnipeg faces when it comes to its transportation network?

* 1. Climate change

- ○ Yes
- ○ No

If no, why not?

* 2. Traffic congestion

- Yes
- No

If no, why not?

* 3. City finances

- Yes
- No

If no, why not?

* 4. Safety

- Yes
- No

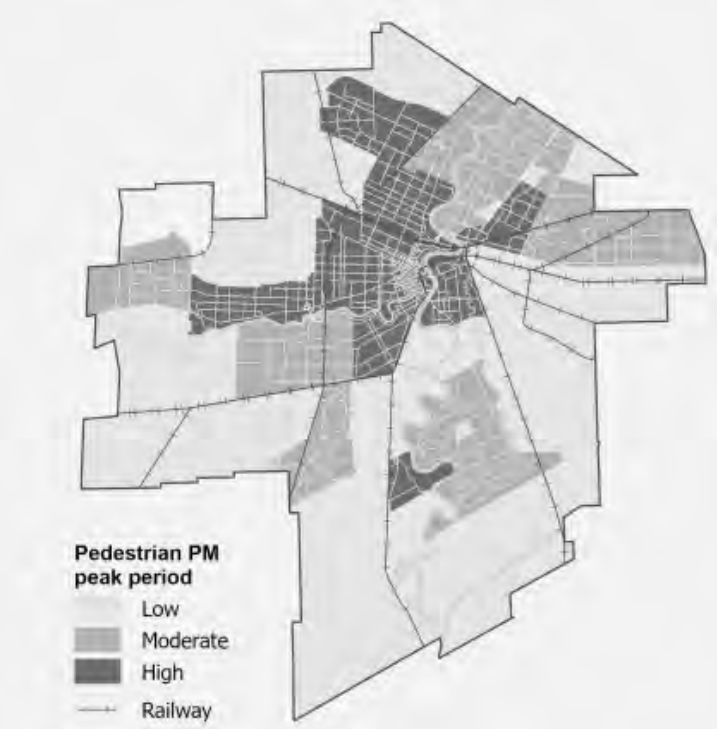
If no, why not?

Winnipeg

Transportation Master Plan: 2050 – Phase 2

Integrating land use and transportation - pedestrian use

Based on the map below: tell us if you live an area with high, moderate, or low levels of pedestrian activity.



Source: TMP:2050 Current State Report (2021), image 4.3: Levels of pedestrian activity

* 5. I live in an area with:

- ( ) High levels of pedestrian activity
- ( ) Moderate levels of pedestrian activity
- ( ) Low levels of pedestrian activity
- ( ) Unsure
- ( ) I don't live in Winnipeg

In Phase 1 of public engagement on TMP2050, Winnipeggers told us the things that most prevent them from traveling on foot (or with a mobility device) are poor snow removal, sidewalks in poor condition, and the fact that trips by foot just take longer.

The majority of Winnipeggers also said that 16-30 minutes is the most reasonable expected daily commute time. We have learned that 29% of single occupancy vehicle trips in Winnipeg are used for trips roughly five kilometers or less, or what is roughly a forty-five-minute or less walk.

* 6. What could the City do to encourage you to walk rather than drive for <u>just one</u> commuting trip a week? Please choose all that apply.

- [ ] Improve sidewalk connectivity
- [ ] Improve sidewalk maintenance through all seasons
- [ ] Increase convenience and comfort for those who walk. Examples: Safe barrier crossing over roads or rail lines, increased separation from vehicles, or increased lighting
- [ ] Make roads safer and more accessible for vulnerable users such as pedestrians, cyclists, school children and older adults
- [ ] Create more attractive streetscapes and plan for pedestrian options in new developments
- [ ] Maintain the use of sidewalks through Construction Zones
- [ ] Increase education and awareness around walking as a safe and attractive mode of travel
- [ ] Reduce the opportunities for free parking
- [ ] That change is not possible for me
- [ ] Other (please specify)

Integrating land use and transportation - pedestrian use cont'd

* 7. You indicated that a shift to walking more is not an option for you. Please tell us if any of these reasons apply:

- [ ] I can't reduce the amount I drive because I don't drive
- [ ] I don't want to
- [ ] I don't have the time
- [ ] I don't live that close to any of my common destinations
- [ ] I don't feel safe
- [ ] Lack of sidewalks that connect me to my destination
- [ ] I have a personal mobility issue that makes it difficult to walk
- [ ] I am always transporting heavy items
- [ ] I am always transporting dependents such as children
- [ ] I am always visiting multiple destinations
- [ ] Other (please specify)

Winnipeg

Transportation Master Plan: 2050 – Phase 2

Integrating land use and transportation - bike use

Based on the map below: tell us if you live an area with high, moderate or low levels of cycling activity.



Source: TMP:2050 Current State Report (2021), image 4.5: Levels of bicycle activity

* 8. I live in an area with:

- ( ) High levels of cycling activity
- ( ) Moderate levels of cycling activity
- ( ) Low levels of cycling activity
- ( ) Unsure
- ( ) I don't live in Winnipeg

In Phase 1 of engagement on TMP2050, Winnipeggers indicated to the things that most prevented them from traveling by bike are drivers not following road rules, need for better connections between bike infrastructure, and poor road conditions.

The majority of Winnipeggers also said that a commute time of 16-30 minutes is most reasonable. We also learned that 57% of single occupancy vehicle trips in Winnipeg are used for trips roughly ten kilometers or less, or what is roughly a thirty-five-minute bike ride.

* 9. What could the City do to encourage you to cycle rather than drive for <u>just one</u> commuting trip a week?

- [ ] Improve bike lane connectivity
- [ ] Improve bike lane maintenance through all seasons
- [ ] Increase convenience and comfort for those who bike. Example: Separation from vehicle, wider lanes for passing/riding side by side, or improved bike lane surfacing
- [ ] Make roads safer and more accessible for vulnerable users such as pedestrians, cyclists, school children and older adults
- [ ] Create more attractive streetscapes and plan for cycling options in new developments
- [ ] Maintain the use of bike lanes through Construction Zones
- [ ] Increase education and awareness around biking as a safe and attractive mode of travel
- [ ] Reduce the opportunities for free parking
- [ ] That change is not possible for me
- [ ] Other (please specify)

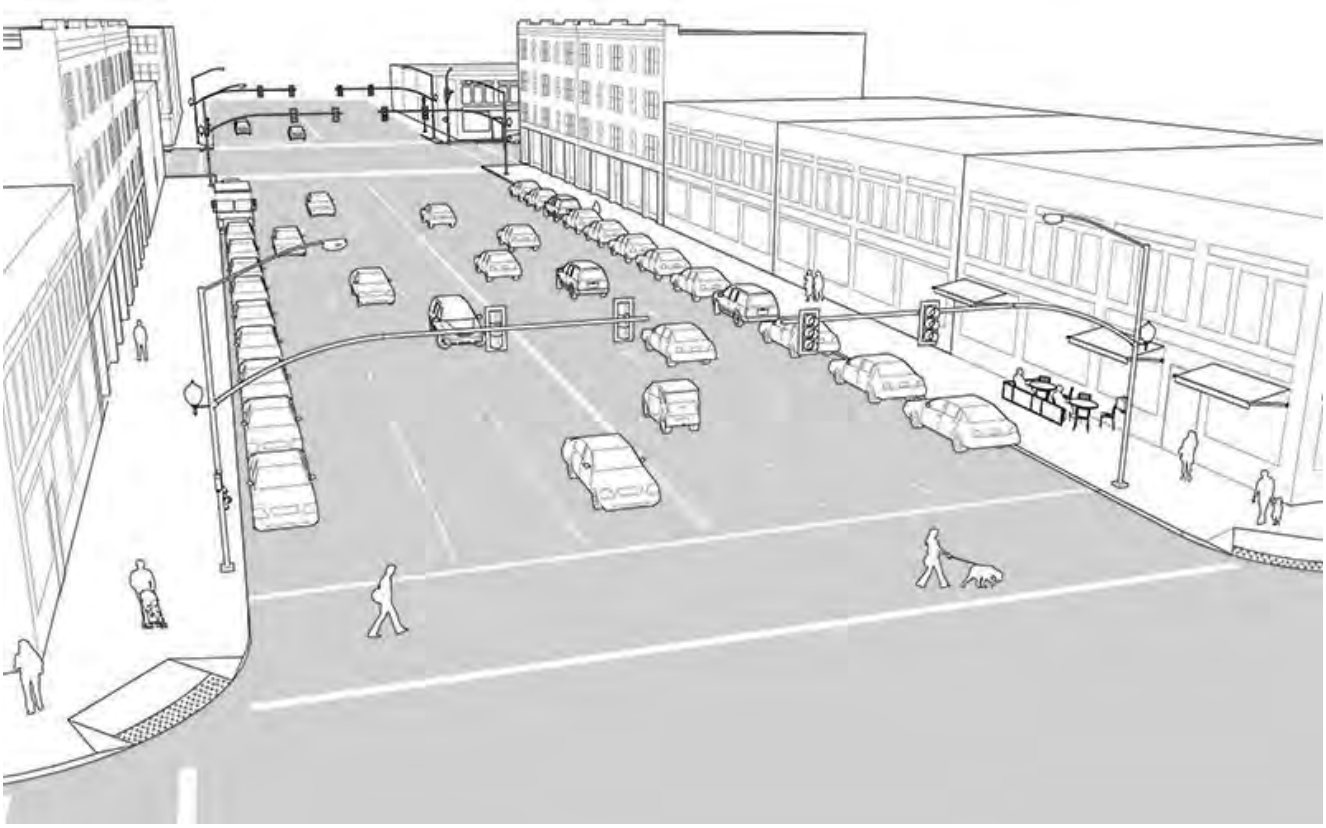
Integrating land use and transportation - bike use cont'd

* 10. You indicated that a shift to biking more is not an option for you. Please tell us if any of these reasons apply:

- [ ] I already don’t drive
- [ ] I don’t want to
- [ ] I don’t bike in the winter
- [ ] I don’t have the time
- [ ] I don’t live that close to any of my common destinations
- [ ] I don’t feel safe
- [ ] There isn’t a continuous bike route to my common destination
- [ ] I have a personal mobility issue that makes it difficult to bike
- [ ] I am always transporting heavy items
- [ ] I am always transporting dependents such as children
- [ ] I am always visiting multiple destinations
- [ ] Other (please specify)

Transform and optimize transportation corridors

Example: Vehicle-centric thoroughfare



Source: https://nacto.org/publication/urban-street-design-guide/streets/downtown-thoroughfare/. Accessed July 21, 2021

Example: Rebalanced thoroughfare



Source: https://nacto.org/publication/urban-street-design-guide/streets/downtown-thoroughfare/. Accessed July 21, 2021

Some of Winnipeg's streets are already wide enough to add additional space for the safe and dedicated use of transit, biking or walking while maintaining the same level of service for motor vehicles. However, other roads do not have the extra space.

* 11. When there isn't enough space to accommodate all road users, which elements do you believe the City should prioritize? Please rank the following from most important to least important:

Vehicle lane capacity – spaces for single-use cars, trucks, buses and motorcycles

Diamond vehicle lane capacity – spaces for carpool use, taxis and buses

Bike lane capacity – space for the safe use of bikes

Loading zones

On-street parking

Boulevard and median greenery

Sidewalk width

Transportation Master Plan: 2050 – Phase 2

End of the core survey

Thank you! You have completed the core questions of our survey.

Should you choose to continue, the second half of this survey will ask you to review some of the draft strategies through the lens of alignment with the key issues and any personal impact.

* 12. What would you like to do?

- ○ Submit my responses to the core questions only
- ○ Continue answering questions on the draft strategies

Transportation Master Plan: 2050 – Phase 2

Key Direction 1 – Integrate land use & transportation

This direction guides us in building a connected city. It talks about the relationship between transportation planning, development and growth, and mobility for all modes.

There are a total of four strategies under this direction. Below are a few strategies the project team believe Winnipeggers may be most interested in. To review the full list, review this handout.

* 13. **Strategy 1.1** Incorporate mechanisms into the development process to ensure multimodal transportation options are viable, planned for, and provided.

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 14. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 15. Strategy 1.3 Manage off-street parking to support Complete Communities and multimodal transportation

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?					
Road congestion?					
Overall city costs?					
Safety?					

* 16. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 17. Strategy 1.4 Collaborate with partners to support regional land use and transportation integration

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 18. What impact would this proposed change have on your life?

- ○ Strongly positive
- ○ Positive
- ○ Neutral
- ○ Negative
- ○ Strongly negative
- ○ Unsure/need more information

If negative, please tell us why

19. Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Transportation Master Plan: 2050 – Phase 2

Key Direction 2 – Provide safe & sustainable mobility options for all

This direction guides us in supporting transportation equity. It talks about providing safe and accessible transportation options for all Winnipeggers.

There are a total of four strategies under this direction. Below are a few strategies the project team believe Winnipeggers may be most interested in. To review the full list, review this handout.

* 20. Strategy 2.1 Increase travel choices available to all residents to improve mobility and reduce auto dependence

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 21. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 22. Strategy 2.3 Provide an inclusive transportation system that offers access to opportunities to all Winnipeg residents

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?					
Road congestion?					
Overall city costs?					
Safety?					

* 23. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 24. Strategy 2.5 Continue progress on the Towards Zero commitment to improve safety for all road users

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 25. What impact would this proposed change have on your life?

- ○ Strongly positive
- ○ Positive
- ○ Neutral
- ○ Negative
- ○ Strongly negative
- ○ Unsure/need more information

If negative, please tell us why

26. Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Transportation Master Plan: 2050 – Phase 2

Key Direction 3 – Transform & optimize transportation corridors

This direction further guides us in building a connected city. It talks about Complete Streets, which means planning and designing vibrant streets that support thriving communities and accommodate safe and efficient movement of people and goods.

There are a total of four strategies under this direction. Below are a few strategies the project team believe Winnipeggers may be most interested in. To review the full list, review this handout.

* 27. Strategy 3.1 Balance the needs of all users in transportation corridors

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 28. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 29. Strategy 3.2 Mange curbside space to accommodate appropriate uses while supporting access and mobility

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?					
Road congestion?					
Overall city costs?					
Safety?					

* 30. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 31. Strategy 3.3 Implement non-capital-intensive opportunities to enhance operations of existing corridors

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?					
Road congestion?					
Overall city costs?					
Safety?					

* 32. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 33. Strategy 3.4 Minimize the need for new infrastructure and reduce the transportation infrastructure deficit

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?					
Road congestion?					
Overall city costs?					
Safety?					

* 34. What impact would this proposed change have on your life?

- ○ Strongly positive
- ○ Positive
- ○ Neutral
- ○ Negative
- ○ Strongly negative
- ○ Unsure/need more information

If negative, please tell us why

35. Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Transportation Master Plan: 2050 – Phase 2

Key Direction 4 – Revitalize the road network & bridges

This direction guides us in improving the network for longevity and a high level of service. It talks about revitalizing our road network and bridges, and ensuring network infrastructure both supports growth and will serve Winnipeg well into the future.

There is one strategy under this direction. To review the full list, review this handout.

* 36. Strategy 4.1 Maximize the use and efficiency of the existing road network through advanced technology and operational improvements

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 37. What impact would this proposed change have on your life?

- ○ Strongly positive
- ○ Positive
- ○ Neutral
- ○ Negative
- ○ Strongly negative
- ○ Unsure/need more information

If negative, please tell us why

38. Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Transportation Master Plan: 2050 – Phase 2

Key Direction 5 – Support goods movement & economic prosperity

This direction guides us in updating the city-wide trucking map and making goods movement safer and more efficient. It talks about creating a safe, efficient, and reliable transportation system that supports business and industry in terms of both people movement and goods movement.

There are a total of four strategies under this direction. Below are a few strategies the project team believe Winnipeggers may be most interested in. To review the full list, review this handout.

* 39. Strategy 1.2 Protect the viability of goods movement in land use planning and development

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 40. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 41. Strategy 5.2 Collaborate and coordinate with regional partners to increase goods movement safety, efficiency, reliability, and planning

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?					
Road congestion?					
Overall city costs?					
Safety?					

* 42. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 43. Strategy 5.3 Allow for service provider innovations that safely and economically improve “last mile” goods movement

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 44. What impact would this proposed change have on your life?

- ○ Strongly positive
- ○ Positive
- ○ Neutral
- ○ Negative
- ○ Strongly negative
- ○ Unsure/need more information

If negative, please tell us why

* 45. Strategy 5.4 Prioritize data collection on freight-related issues to help with decision making and, going forward, support the development of improved analytical tools

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 46. What impact would this proposed change have on your life?

- ○ Strongly positive
- ○ Positive
- ○ Neutral
- ○ Negative
- ○ Strongly negative
- ○ Unsure/need more information

If negative, please tell us why

47. Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Transportation Master Plan: 2050 – Phase 2

Key Direction 6 – Enhance active transportation opportunities

This direction guides us in updating the Pedestrian and Cycling Strategies. It talks about supporting active mobility, and ensuring long-term planning focuses on environmental sustainability and shifting away from our collective reliance on cars.

There are a total of six strategies under this direction. Below are a few strategies the project team believe Winnipeggers may be most interested in. To review the full list, review this handout.

* 48. Strategy 6.1 Improve connectivity in the active transportation networks

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 49. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 50. Strategy 6.2 Increase convenience and comfort for those who travel via active modes

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?					
Road congestion?					
Overall city costs?					
Safety?					

* 51. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 52. Strategy 6.3 Make roads safer and more accessible for vulnerable users

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 53. What impact would this proposed change have on your life?

- ○ Strongly positive
- ○ Positive
- ○ Neutral
- ○ Negative
- ○ Strongly negative
- ○ Unsure/need more information

If negative, please tell us why

* 54. Strategy 6.4 Enable walking and cycling in all seasons through improved operations and maintenance

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 55. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 56. Strategy 6.5 Create more vibrant communities through attractive streetscapes and healthy built environments

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?					
Road congestion?					
Overall city costs?					
Safety?					

* 57. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 58. Strategy 6.6 Increase education and awareness around walking and cycling as safe, attractive modes of travel

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 59. What impact would this proposed change have on your life?

- ○ Strongly positive
- ○ Positive
- ○ Neutral
- ○ Negative
- ○ Strongly negative
- ○ Unsure/need more information

If negative, please tell us why

60. Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Transportation Master Plan: 2050 – Phase 2

Key Direction 7 – Connect the city with frequent & rapid transit

This direction guides us in ensuring all Winnipeggers are well-served by public transit. It talks about integrating the Winnipeg Transit Master Plan with larger transportation network planning, and improving the link between areas of the city with frequent, reliable, and rapid transit service.

There are a total of four strategies under this direction. Below are a few strategies the project team believe Winnipeggers may be most interested in. To review the full list, review this handout.

* 61. Strategy 7.1 Expand the reach and convenience of Winnipeg Transit services

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 62. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 63. Strategy 7.2 Make Transit accessible for people of all ages and abilities

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?					
Road congestion?					
Overall city costs?					
Safety?					

* 64. What impact would this proposed change have on your life?

- Strongly positive
- Positive
- Neutral
- Negative
- Strongly negative
- Unsure/need more information

If negative, please tell us why

* 65. Strategy 7.3 Simplify Winnipeg Transit’s fare structure and policies

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 66. What impact would this proposed change have on your life?

- ○ Strongly positive
- ○ Positive
- ○ Neutral
- ○ Negative
- ○ Strongly negative
- ○ Unsure/need more information

If negative, please tell us why

* 67. Strategy 7.4 Enhance the transit user experience by improving predictability, reliability, and comfort

Do you believe this strategy will support improvements to:

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Reduce greenhouse gas emissions?	○	○	○	○	○
Road congestion?	○	○	○	○	○
Overall city costs?	○	○	○	○	○
Safety?	○	○	○	○	○

* 68. What impact would this proposed change have on your life?

- ○ Strongly positive
- ○ Positive
- ○ Neutral
- ○ Negative
- ○ Strongly negative
- ○ Unsure/need more information

If negative, please tell us why

69. Are there other transportation solutions that you think the City should explore under this Key Direction and that align with the City's climate change, mode-shift and infrastructure investment restraints?

Transportation Master Plan: 2050 – Phase 2

Demographics

Please tell us about yourself. Your answers to these questions are not required, but will help us in determining which segments of Winnipeg's population we are hearing from so we can improve engagement in the future.

70. What is your age?

- ○ Under 18
- ○ 18 - 34
- ○ 35 - 55
- ○ 55+

71. Please indicate your gender.

- ○ Man
- ○ Woman
- ○ Other

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

73. Do you identify as an Indigenous Person? By this we mean First Nations (status or non-status), Metis or Inuit.

- ○ Yes, First Nations
- ○ Yes, Metis
- ○ Yes, Inuit
- ○ Yes, multiple Indigenous identities
- ○ Prefer not to answer
- ○ No, not Indigenous

74. Which of the following categories best describes your family income? That is, the total income before taxes of everyone in your household?

- ○ Under $30,000
- ○ $30,000 to $49,999
- ○ $50,000 to $79,999
- ○ $80,000 to $99,999
- ○ $100,000 to $149,999
- ○ Over $150,000
- ○ Unsure/Prefer not to answer

75. Do you have a child aged 12 or under in your home?

- ○ Yes
- ○ No

76. Do you have a disability?

- ☐ Yes, I use a wheelchair or have mobility issues
- ☐ Yes, a hearing impairment
- ☐ Yes, a visual impairment
- ☐ No, I don’t have a disability
- ☐ Yes, another kind of disability (please specify, if you wish)

77. Does anyone in your household face any physical challenges to mobility?

- ○ Yes
- ○ No
- ○ Prefer not to answer

78. How did you hear about this project? Please check all that apply.

- ☐ Saw it or heard it on the news
- ☐ Clicked on a social media ad
- ☐ Heard an ad on the radio
- ☐ Saw it advertised on a transit bus or shelter
- ☐ Saw it on a digital display at a pool or community centre
- ☐ Saw an ad in the newspaper or online
- ☐ Word of mouth
- ☐ Other (please specify)

Transportation Master Plan: 2050 – Phase 2

Thank you

Thank you for providing your input. A summary of the results will be posted online after the survey closes. Your time is appreciated!

For more information, please visit: winnipeg.ca/TMP2050