Appendix A – Promotional material

Appendix A: Promotional material

Facebook post example



Postcard

Provide feedback on Downtown bike routes

We want your feedback on options for two specific bike routes:

- St. Mary Avenue & York Avenue
- Notre Dame Avenue & Cumberland Avenue



winnipeg.ca/centreplan2050

CentrePlan 2050 – Downtown bike routes

As part of CentrePlan 2050, we are looking at options for key bike routes that will improve connectivity to, from, and within Downtown.

We are now in Phase 2 of this study. Your feedback will help determine the best option and refine the design for each route.

Join us at a virtual event to learn more and share your thoughts.

Virtual event

Date:	Wednesday, February 7, 2024
Time:	7 p.m. to 8:30 p.m.
Format:	Presentation followed by Q&A
Register:	**winnipeg.ca/centreplan2050**

Take the survey or add a pin to the map by February 16.

Scan here for more information or visit:
winnipeg.ca/centreplan2050

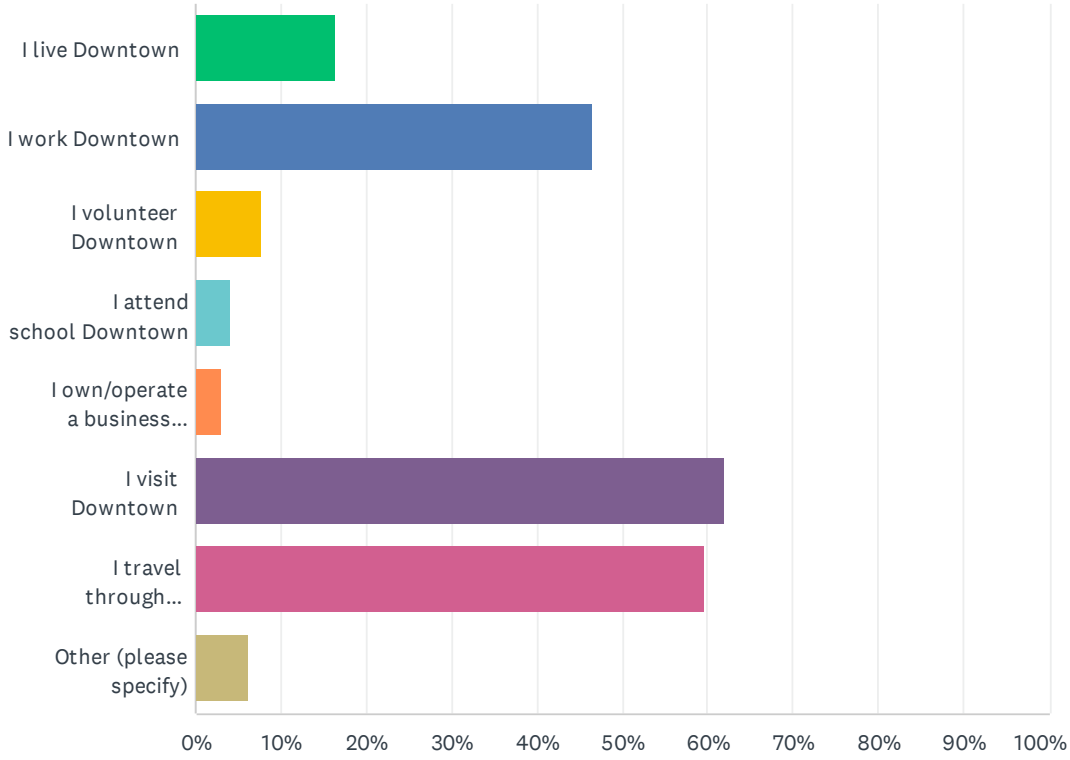
If you have questions or require alternate formats in order to participate, please contact **centreplan2050@winnipeg.ca** or **204-986-4243**.

Appendix B – Survey results

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

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

Answered: 1,280 Skipped: 0



ANSWER CHOICES	RESPONSES	
I live Downtown	16.48%	211
I work Downtown	46.48%	595
I volunteer Downtown	7.66%	98
I attend school Downtown	3.98%	51
I own/operate a business Downtown	2.89%	37
I visit Downtown	62.03%	794
I travel through Downtown to get to where I am going	59.61%	763
Other (please specify)	6.17%	79
Total Respondents: 1,280		

#	OTHER (PLEASE SPECIFY)	DATE
1	Live across the river in Old Saint Boniface	2/16/2024 5:32 PM
2	I ride my bike through downtown	2/16/2024 2:54 PM
3	woseley	2/15/2024 10:03 PM
4	grew up on carlton st. at central park	2/15/2024 4:28 PM

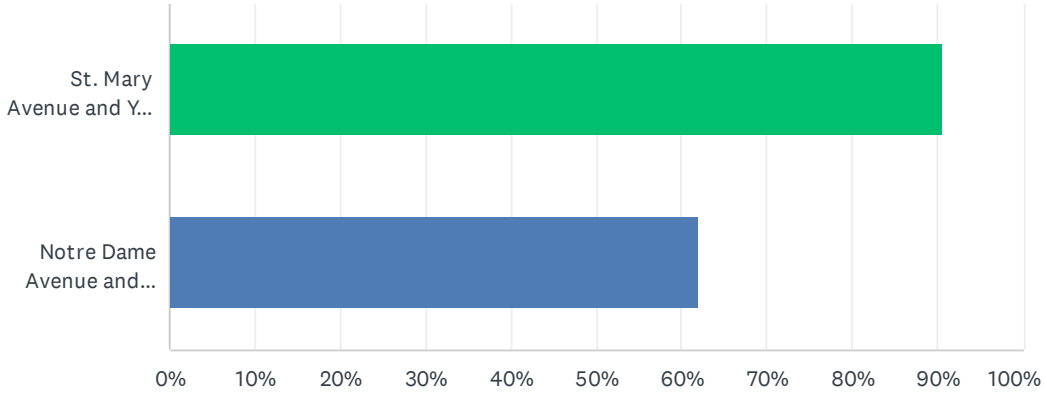
5	I used to work downtown	2/15/2024 3:36 PM
6	I bring my children to activities and school downtown	2/15/2024 11:31 AM
7	Born and raised downtown	2/15/2024 10:21 AM
8	I volunteer Downtown	2/15/2024 10:14 AM
9	I would like to spend time downtown, but the place is in hideous decline.	2/15/2024 8:35 AM
10	I go downtown occasionally for medical appointments and events	2/14/2024 4:28 PM
11	I one real estate in the downtown	2/14/2024 9:07 AM
12	Find it impossible and unecessary to go downtown and do not ride a bike. Hoe many bikers are in Winnipeg?% Busses need wider streets!	2/14/2024 5:53 AM
13	To visit two doctors.	2/13/2024 11:22 PM
14	I shop downtown	2/13/2024 11:29 AM
15	I used to bike to work at Colony and St Mary's	2/13/2024 10:27 AM
16	I believe a strong, vibrant, connected city has a downtown core that reflects that	2/12/2024 10:41 AM
17	I do work downtown, though not located there.	2/9/2024 10:13 AM
18	Used to live downtown for two decades.	2/8/2024 9:55 AM
19	occasional shopping at specific stores downtown	2/7/2024 9:36 PM
20	I shop downtown and visit events	2/7/2024 8:44 AM
21	I used to work Downtown	2/5/2024 8:13 AM
22	Previously lived downtown	2/4/2024 5:56 PM
23	I play and have fun downtown	2/4/2024 8:51 AM
24	I cycle around downtown	2/3/2024 5:23 PM
25	Live near downtown	2/3/2024 3:33 PM
26	I deliver goods to several downtown businesses.	2/3/2024 9:49 AM
27	My kids attend dance and theatre classes downtown most days	2/2/2024 6:34 PM
28	I live near downtown	2/2/2024 3:33 PM
29	Avoid it if possible, too much traffic and congestion, along with too many pedestrians diving across traffic lanes against the lights.	2/2/2024 12:31 PM
30	I have lived in Winnipeg my entire life and only in the last 10 years have I been afraid to go downtown. Bike routes won't make it any better. Get police out there and clear out the bums and criminals.	2/1/2024 2:42 PM
31	Run my errands in downtown	2/1/2024 2:19 PM
32	I love on [redacted]. We already have bicycle paths which are not utilized.	2/1/2024 12:54 PM
33	I live adjacent to downtown	2/1/2024 12:46 PM
34	i worked downtown (east Exchange) for around 40 years	2/1/2024 11:47 AM
35	I live near Downtown	2/1/2024 11:03 AM
36	None, I did work downtown when you could walk the streets and not fear that you would be attacked. Crime is the problem, that's why your adding more security measures at city hall, how about the rest of us?	2/1/2024 10:08 AM
37	I live near downtown (Osborne Village)	2/1/2024 9:45 AM
38	I rarely go downtown	2/1/2024 9:27 AM
39	I live in the core west end close to downtown	2/1/2024 9:27 AM

40	I like biking downtown for recreation	2/1/2024 9:05 AM
41	I work DT many days of the week	2/1/2024 9:04 AM
42	I own apartment buildings on Waterfront	1/30/2024 5:23 PM
43	Stop killing downtown with bike routes no one uses 6 months out of the year. It’s insane.	1/29/2024 10:44 AM
44	used to live in central park	1/28/2024 9:43 AM
45	Only downtown for parades or specific reasons	1/28/2024 8:50 AM
46	I only go downtown if I absolutely have to	1/28/2024 8:47 AM
47	I avoid downtown	1/27/2024 8:54 PM
48	I drive the bus downtown	1/27/2024 6:59 PM
49	Used to work downtown	1/27/2024 3:45 PM
50	I cycle through downtown frequently.	1/27/2024 9:46 AM
51	Gym, work very part-time, go to restaurants/events occasionally	1/27/2024 8:02 AM
52	No connection	1/26/2024 3:25 PM
53	Shop downtown	1/26/2024 2:17 PM
54	Work for Winnipeg Transit, and my wife works downtown.	1/26/2024 1:04 PM
55	Stay as far away from downtown as I can	1/26/2024 12:21 PM
56	I recreationally cycle in downtown	1/26/2024 10:32 AM
57	I live near Downtown	1/26/2024 12:20 AM
58	I ride my bike through downtown regularly	1/25/2024 10:26 PM
59	I drive through to avoid getting killed	1/25/2024 9:01 PM
60	I lived in Winnipeg for a bit and commuted and worked in the area	1/25/2024 3:55 PM
61	I don't live downtown but live close to its perimeter in the west end.	1/25/2024 1:36 PM
62	My wife also works downtown	1/25/2024 1:22 PM
63	I lived and worked downtown for over 10 years but currently do not	1/25/2024 10:29 AM
64	I used to work downtown. Now retired.	1/25/2024 10:16 AM
65	I also drive my daughter to work	1/25/2024 9:58 AM
66	live close to downtown and commute for work without a car	1/25/2024 9:54 AM
67	My daughter goes to u of wpg	1/25/2024 7:39 AM
68	I don't go downtown	1/25/2024 7:31 AM
69	I have family that live downtown	1/24/2024 8:52 PM
70	Live adjacent to downtown	1/24/2024 8:38 PM
71	Live adjacent to downtown	1/24/2024 8:38 PM
72	I cycle through downtown a lot	1/24/2024 6:54 PM
73	I bike through downtown	1/24/2024 6:42 PM
74	I live very close to downtown	1/24/2024 6:07 PM
75	Medical appointments	1/24/2024 4:00 PM
76	Downtown Winnipeg is a archaic concept that time has eclipsed.	1/24/2024 3:30 PM
77	Since I live in this city, it’s my Downtown.	1/24/2024 1:55 PM

78	Formerly lived downyoen 10+ years	1/24/2024 1:39 PM
79	I'm a senior who loves extremely much bike riding.	1/24/2024 12:30 PM

Q2 Which bike routes would you like to provide feedback on?

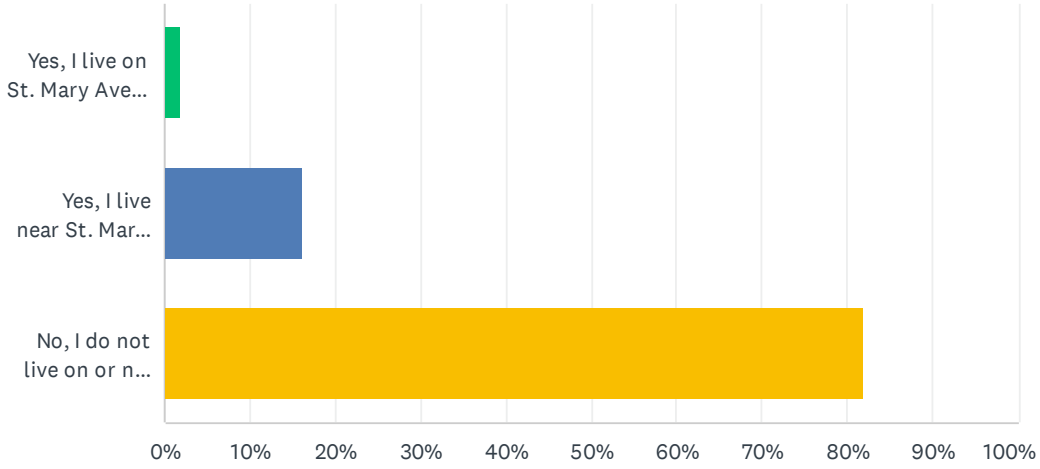
Answered: 1,162 Skipped: 118



ANSWER CHOICES	RESPONSES	
St. Mary Avenue and York Avenue	90.53%	1,052
Notre Dame Avenue and Cumberland Avenue	62.05%	721
Total Respondents: 1,162		

Q3 Do you live on or near St. Mary Avenue and York Avenue?

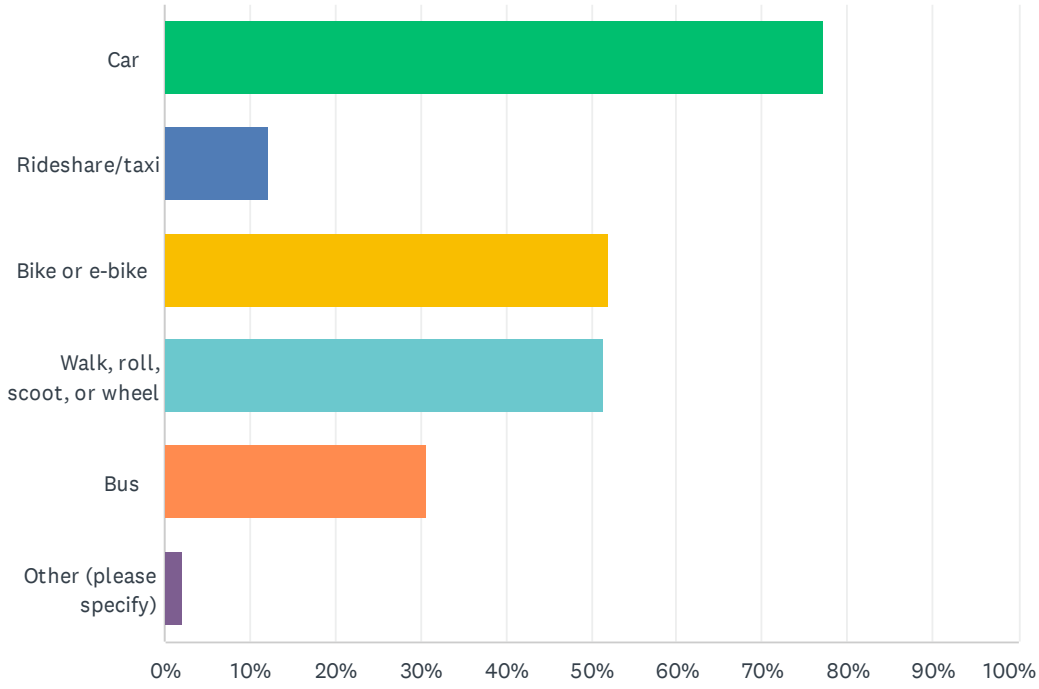
Answered: 1,004 Skipped: 276



ANSWER CHOICES	RESPONSES	
Yes, I live on St. Mary Avenue or York Avenue	1.99%	20
Yes, I live near St. Mary Avenue or York Avenue	16.14%	162
No, I do not live on or near St. Mary Avenue or York Avenue	81.87%	822
TOTAL		1,004

Q4 How do you get around St. Mary Avenue and/or York Avenue? Select all that apply.

Answered: 1,004 Skipped: 276



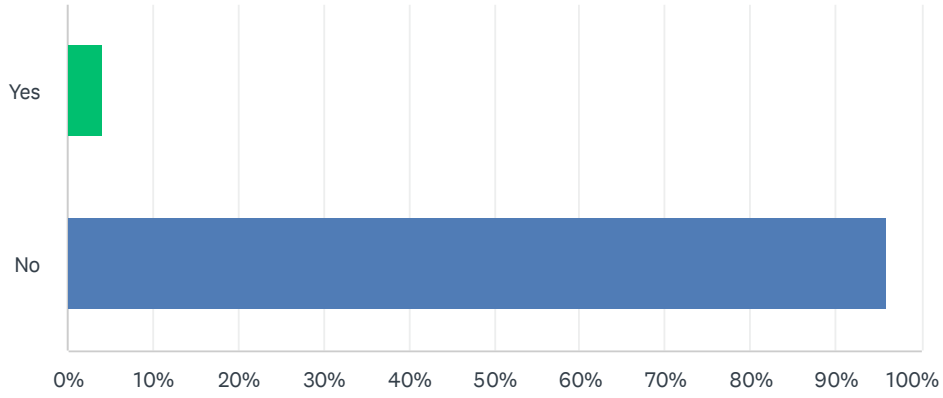
ANSWER CHOICES	RESPONSES	
Car	77.19%	775
Rideshare/taxi	12.25%	123
Bike or e-bike	52.09%	523
Walk, roll, scoot, or wheel	51.39%	516
Bus	30.78%	309
Other (please specify)	2.19%	22
Total Respondents: 1,004		

#	OTHER (PLEASE SPECIFY)	DATE
1	No reason to go down town - a dangerous and unhealthy PLACE TO LIVE	2/14/2024 5:57 AM
2	I biked to work in this area before retiring recently	2/13/2024 10:27 AM
3	Commercial service	2/9/2024 8:43 PM
4	I used to walk downtown but getting stabbed isn't an option I entertain.	2/1/2024 2:43 PM
5	Walk/ bike	2/1/2024 2:20 PM
6	SUV	2/1/2024 10:09 AM

7	Wheelchair user	2/1/2024 9:19 AM
8	I currently avoid it because it is unsafe to use by bike. Bike is my primary form of transportation.	2/1/2024 9:01 AM
9	none	1/30/2024 5:24 PM
10	Running	1/30/2024 3:37 PM
11	These bike lanes are dangerous, cause traffic congestion, and a huge waste of money.	1/29/2024 10:45 AM
12	Carpool	1/28/2024 9:55 AM
13	I don't ride my bike here because I value my life.	1/26/2024 8:36 AM
14	Run	1/26/2024 3:16 AM
15	Truck for business	1/25/2024 10:25 PM
16	avoid	1/25/2024 2:53 PM
17	I don't feel safe	1/25/2024 7:32 AM
18	Run	1/25/2024 6:33 AM
19	Use Skywalk to get as near as possible	1/24/2024 5:55 PM
20	rollerblade	1/24/2024 3:37 PM
21	Walking yes, but only if I can “walk in groups of two or more”, as the WPS states in an email from January 3, 2024.	1/24/2024 2:00 PM
22	walk in winter only	1/24/2024 12:32 PM

Q5 Do you own/operate a business or property on or near St. Mary Avenue or York Avenue?

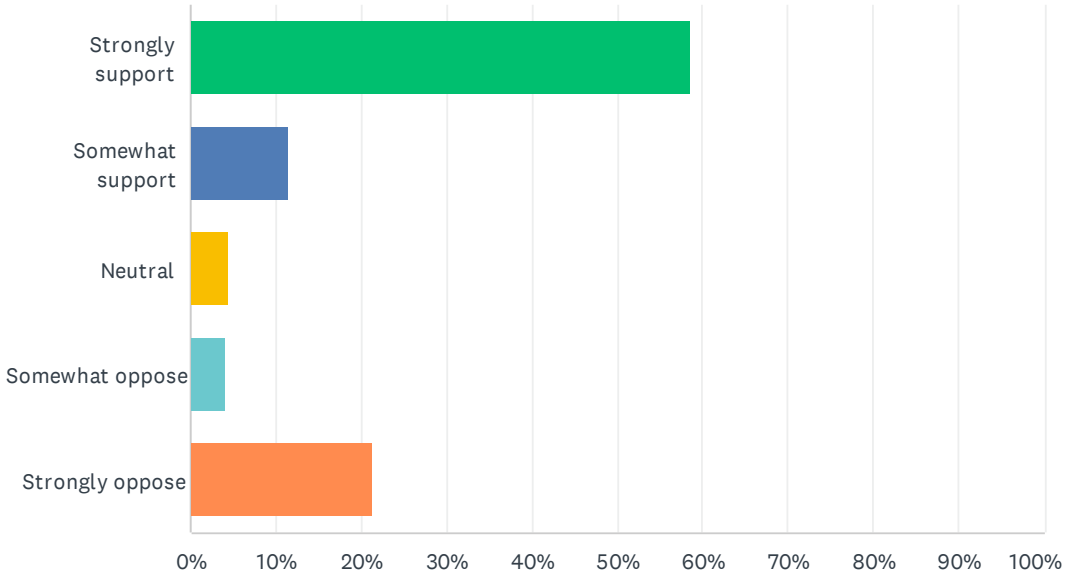
Answered: 1,004 Skipped: 276



ANSWER CHOICES	RESPONSES	
Yes	4.08%	41
No	95.92%	963
TOTAL		1,004

Q6 What is your level of support for the preferred option (one-way protected bike lanes on both St. Mary Avenue and York Avenue)?

Answered: 928 Skipped: 352



ANSWER CHOICES	RESPONSES	
Strongly support	58.73%	545
Somewhat support	11.53%	107
Neutral	4.42%	41
Somewhat oppose	4.09%	38
Strongly oppose	21.23%	197
TOTAL		928

Q7 Following up to the previous question, why do you feel that way?

Answered: 687 Skipped: 593

#	RESPONSES	DATE
1	We need a cross-downtown bike lane that works better than Assiniboine. And I prefer the one-way bike lanes - less confusing for both cyclists and cars.	2/19/2024 8:57 PM
2	For all of the reasons mentioned above.	2/19/2024 12:41 PM
3	Too few cyclists, particularly in winter.	2/18/2024 4:52 PM
4	only have to scan one direction of bike traffic before determining whether it is safe to cross the bike lane	2/18/2024 12:09 PM
5	The safety aspect for both cyclist and driver.	2/18/2024 7:56 AM
6	I like the addition of cycle lanes in central winnipeg. I used to cycle downtown along streets like portage, but was always stressed by the parked cars to my right. Separated lanes will be much nicer.	2/17/2024 9:29 PM
7	One way protected bike lane is the expected flow of traffic for everyone - no need for anyone to anticipate traffic coming from an unexpected direction	2/16/2024 10:40 PM
8	I think that the two-one way cycle track option provides the best level of safety and comfort for people on bikes, and provides the highest capacity for the bike volumes the city hopes to achieve in the future. I don't think that a 3m wide two way bike lane is wide enough to meet the capacity demands of the future.	2/16/2024 10:38 PM
9	It will cause further congestion to traffic.	2/16/2024 9:30 PM
10	It should be easier and safer for bike riders to move in the same direction as vehicles.	2/16/2024 8:38 PM
11	Disruption to vehicular traffic flow, reduction in on-street parking.	2/16/2024 5:48 PM
12	Protected bike lanes are the ony way to keep cars out of them.	2/16/2024 5:42 PM
13	Safer, natural flow, better connections	2/16/2024 4:21 PM
14	Safer	2/16/2024 3:06 PM
15	Aside from downtown lanes, I believe we need more bike paths and lanes in the city	2/16/2024 2:56 PM
16	Agree with all of the above reasons. Particularly that I myself like the fact that I am travelling the same direction as traffic	2/16/2024 1:13 PM
17	I prefer riding the same direction as motor vehicle traffic	2/16/2024 11:42 AM
18	Lesser used area	2/16/2024 4:47 AM
19	these bike lanes are not practical in a climate like ours. We do not have enough cyclists in this city to be spending the money we are on this surveys, proposing ideas especially going forward. Fix our streets, put this money into the school system. This is a waste and taking up space for vehicles and making it dangerous. Let cyclists cycle on the sidewalks again!! it is an inconvenience to city drivers and bus drivers.	2/15/2024 11:21 PM
20	For all the above reasons and that cycling against traffic in a bike lane is not just uncomfortable it is also confusing for the cyclist /cars/pedestrians, when they have to change directions at all, navigate intersections, interact with other cyclists.	2/15/2024 10:27 PM

21	I have apointments in that area and the shits to go into that area Handy cap parking is the [redacted] trafice the [redacted] For number of bike I see using these bike pathes is a JOKE	2/15/2024 10:22 PM
22	I agree with the reasons provided but one way lanes can be awkward for commuting because it is hard to pass and getting stuck behind someone can be a problem.	2/15/2024 7:58 PM
23	Two-way bike lanes are so annoying to cross and I have come a lot closer to being hit by a bike on a two-way lane than any one-way lane	2/15/2024 7:46 PM
24	Safer	2/15/2024 7:09 PM
25	What use does the bike routes get? Has a study been done on the usage? From causal observations bike route are underused and a drain on city coffers. The city is pandering to a vocal few. Most bikers have no idea of the laws governing the road, riding down side walks, the wrong way on one ways. I have seen only two bikes on Princess, both times they were on the Igor lane while the bkike lane is on the left.	2/15/2024 5:13 PM
26	Biking counter-flow on the 2-way Garry bike lane feels unsafe due to drivers, bad signal timing, and turning on/off Garry at intersections (nearly impossible to do safely).	2/15/2024 4:52 PM
27	Not used, take up parking space for cars.	2/15/2024 3:37 PM
28	I get the thought behind it, but this would completely disrupt the flow of traffic negatively as it will slow a LOT of things down and cause of lot of other traffic jam ups/crazily congested areas and possibly even create confusion which will lead to many more accidents. Also, you just truly never see many that many bikes at all downtown.. so it just seems silly and like a HUGE waste of a street!	2/15/2024 3:37 PM
29	Bike lanes are rarely used	2/15/2024 3:12 PM
30	less confusing to all involved	2/15/2024 3:07 PM
31	I find it less confusing to follow traffic than to have both ways on a one-way street, as a bike user and car user	2/15/2024 1:32 PM
32	It's safer and less impactful to traffic.	2/15/2024 12:21 PM
33	Structurally better for motorists. Gives bicycles a clear non-confusing path.	2/15/2024 12:20 PM
34	I cycle to work daily (12 month/year) in this area and motorist can be quite aggressive towards cyclists and I've had regular encounters with this on a monthly so isolating the bike routes helps everyone in this aspect and encourages more to ride their bikes.	2/15/2024 12:19 PM
35	The question is worded poorly. I strongly support the change, but only relative to the sorry state of the existing infrastructure. It's got plenty of problems, and is not significantly preferable to a two-way cycle path on York, which would be a better solution, but only with well-designed intersections that don't give turning motor vehicles a green light at the same time as cyclists whose path they would need to cross.	2/15/2024 11:36 AM
36	Cyclists pay no attention to road laws with downtown cyclists weaving in and out of bike lanes and running lights. Very dangerous to pedestrians	2/15/2024 11:00 AM
37	Because having a protected bike lane on only one or the other means cyclists have to go out of their way to travel safely. There should be safe cycling infrastructure on all major streets.	2/15/2024 10:57 AM
38	I don’t really think there is enough riders to justify the money and time put into this project. Furthermore, we have limits to riding due to extreme weather. Are these lanes going to be cleared properly? Our present sidewalk clearing is shabby at best.	2/15/2024 10:27 AM

39	I'm not opposed to bike routes as long as they start paying for registration of their bikes and getting a license for cyclists so they are aware of the rules of the road.	2/15/2024 9:39 AM
40	one-way provides greater safety	2/15/2024 9:27 AM
41	Safer for bikers,pedestrians,and vehicles.	2/15/2024 9:21 AM
42	Because it's in the same direction as traffic on York and St Mary. I want more bike lanes in general. Don't feel safe cycling on the road and don't feel safe walking on side walks as have been hit couple times by cyclists. Please consider designated cycling lanes in St Boniface, especially around St Boniface Hospital and in and around HSC. Been hit as pedestrian by cyclists here and colleagues hit by cars around St Boniface Hospital. Called 311 to request consideration as is dangerous zone. Very poorly designed car loop to front of hospital and will be more critical incidents if not re-planned. Need crosswalks please around St Boniface with flashing lights.	2/15/2024 9:12 AM
43	I feel safer and drivers of cars anticipate my presence more.	2/15/2024 9:05 AM
44	Feels safer and more convenient	2/15/2024 9:02 AM
45	I can get around safely sharing the road with vehicles because I follow the rules of the road and as a result have never had any problems with sharing the road. Why go to the expense of making dedicated bike lanes and making traffic flow for everyone more complicated?	2/15/2024 9:01 AM
46	It is convenient and easy for everyone to understand	2/15/2024 8:45 AM
47	There are many destinations on York and st Mary's that I would like to visit. I find one way bike lanes very inconvenient when my destination is in the opposite direction of the one way. Ex. I am on st Marys and my destination is 5 mins west on st Marys. Now its at least a 10 min trip because I have to go to York and then back to st Marys	2/15/2024 8:33 AM
48	Streets are for ... car travel and parking. 99% of travel downtown is by car ... we do not need more bike routes	2/14/2024 10:01 PM
49	Roads should be designed for all users. Cyclists need safe routes.	2/14/2024 6:01 PM
50	Biking on this route is safe now and the reduction in parking will cause severe hardship for drivers who need to access services on these streets	2/14/2024 4:30 PM
51	More protected bike lanes will help to alleviate congestion and improve safety.	2/14/2024 1:15 PM
52	If we must have bike lanes, then they should run the dame direction as the regular traffic. 2-way bije lanes have csused serious problems elsewhere.	2/14/2024 10:49 AM
53	It makes driving worse	2/14/2024 10:44 AM
54	The cost of such bike lanes, including maintenance and snow clearing, disruption and reduction of traffic options make drivers more upset	2/14/2024 9:29 AM
55	The business paying taxes downtown need parking and cannot afford to loose existing parking stalls	2/14/2024 9:08 AM
56	Let's be honest, the amount of use the current bike lanes get is less than .001% compared to cars and other motor vehicles. The only thing these bike lanes provide is a headache. Some politician wants to stand on his soap box and say Winnipeg is forward thinking and taking a green initiative. But all they are doing is taking away parking and making it harder to get around downtown. You are actually encouraging people to stay away from downtown with this initiative	2/14/2024 8:50 AM

57	The bike lanes take too much space and aren't used enough.	2/14/2024 8:34 AM
58	i feel that for the handful of people who use bicycles, especially in the winter, that there is no need for more bike routes	2/14/2024 7:58 AM
59	Bikes travel any way anyways. No enforcement to guarantee direction.	2/14/2024 7:06 AM
60	For safety reasons	2/14/2024 7:01 AM
61	I pay 250 per month to park downtown. If you remove 97 parking spots you will be making the parking for Jet games and other events more difficult. People will not switch to biking in January for these events. I am a biker and enjoy the trails we have but i feel that the downtown will suffer if fewer people actually come downtown	2/14/2024 6:03 AM
62	Get serious - Violence Costs of services No places to live Vacancies Drugs Downtown core is not a residential area	2/14/2024 6:01 AM
63	Increase traffic congestion. Reduce parking options	2/14/2024 5:38 AM
64	Anything that creates barriers to accessibility is not good. Curbed bike lanes are barriers to anyone with disabilities who needs handicap parking, needs to be able to get across the street, and so on.	2/14/2024 12:56 AM
65	Any loss of parking will be detrimental to downtown businesses and the Winnipeg Jets, Manitoba Moose and any other events at the Canada Life Centre.	2/14/2024 12:42 AM
66	I don't ride a bike but I subscribe to reducing if not eliminating vehicular traffic downtown, as long as there are alternative means of transportation and hub parking.	2/13/2024 11:24 PM
67	Makes sense to me.	2/13/2024 9:12 PM
68	St Mary Ave and York Ave are the only 2 roads that traffic can travel on relatively well. Assiniboine and Graham have been ruined. Broadway has been a pokey route for 50 years. Portage Ave was narrowed about 20 years ago and there are plans to make it worse for cars, as outlined in the Portage and Main forum last June. That leaves only York and St Mary as decent routes for cars. If you take away travel lanes and parking you are making downtown less desirable for people to use. This will hurt the downtown.	2/13/2024 3:29 PM
69	Because I cycle as the main way of getting around, and the protected lanes are more efficient and safer for all cyclists and drivers	2/13/2024 11:30 AM
70	Better access to downtown locations for cyclists with bike routes protected on two streets.	2/13/2024 10:29 AM
71	Safer option for all	2/13/2024 9:39 AM
72	Safety and it makes more sense for the cyclist	2/13/2024 8:15 AM
73	safer - I find that the 2 way bike lanes on one way streets (Like Garry) are dangerous for bikes and cars, and confusing for cars as they are not looking for bikes coming towards them when turning.	2/12/2024 5:56 PM
74	safer to have bikes and cars going in same direction. For cars, bikes and pedestrians.	2/12/2024 12:08 PM
75	it feels better connected and safer (wider gap to vehicles, traffic all flowing same direction). Also will mean less interruptions to bike lane accessibility during inevitable construction barricades eventually blocking them	2/12/2024 10:44 AM
76	This truly is the only viable option.	2/12/2024 12:03 AM
77	I think a two way bike lane can be safe if traffic signalling appropriately prioritizes bikes and pedestrians with adequate signal priority and prevents cars from turning during red lights. But the one way option also works, I just dont like it as an excuse to prevent cars from turning during red lights which are dangerous for everyone and should be fully banned in downtown.	2/11/2024 6:18 PM

78	It’s a great step forward but ideally it would be wide enough to support two way bike traffic on both streets. While most respect the rules not everyone does. The other issue is during the winter when the sidewalks are not clear pedestrians use the bike lane (understandably). If it were wide enough to allow two way traffic and accommodate pedestrians along with people using various other forms of transportation (walkers, scooters etc) I think we could reduce potential future problems.	2/11/2024 6:17 PM
79	Crossing Memorial by bike is difficult by car and worse by bike and pedestrian.	2/10/2024 9:10 PM
80	Converting York and St Mary to 2 way traffic should be considered with this	2/10/2024 8:53 PM
81	Cycling saves people money vs driving, is better for the environment and people's fitness.	2/10/2024 8:12 PM
82	It slows down traffic	2/10/2024 6:58 PM
83	I think matching a bike lane to the flow of traffic makes logical sense	2/10/2024 5:19 PM
84	I like that one way lanes are safer at intersections but I'd like to see the lanes be as wide as we usually do for two-way bike lane	2/10/2024 5:01 PM
85	cycling can be dangerous with all the bad drivers in winnipeg! bike safety is a concern.	2/10/2024 3:45 PM
86	Safety, and optimized traffic flow	2/10/2024 3:23 PM
87	especially the protected part... it's nice to have a curb or some sort of barrier between a bike and a car	2/10/2024 11:56 AM
88	I think it's more dangerous for cyclists & pedestrians w 2 way paths on bust streets.	2/10/2024 11:39 AM
89	dual one-way protected bike lanes are simpler to navigate and safer for everyone	2/10/2024 10:58 AM
90	Traffic downtown is very congested especially during rush hours. By the changing of a certain part of a downtown street to only buses, created all other streets in the downtown region worse. By creating a bike lane would slow traffic further and risk of more traffic/bike accidents.	2/10/2024 8:34 AM
91	Ease of following traffic	2/10/2024 7:37 AM
92	Unidirectional flow is the safer choice for cycling traffic.	2/9/2024 11:41 PM
93	Prefer the option for both way protected lates on York. It is direct access route to the forks, suggesting that with this arrangement when leaving the Forks west there would not be as direct of an exit point. Two way lanes on York could accomodate this.	2/9/2024 10:12 PM
94	Too expensive to build and maintain permanent infrastructure for very few people who use cycling as transportation for only 4-5 months of the year.	2/9/2024 9:40 PM
95	Lesser of two evils	2/9/2024 9:07 PM
96	Downtown is business centered. Commercial vehicles, customers, emergency services arrive by vehicle. Period. Cyclists, a handful, should not upset safety of clients @ Winnipeg Clinic, and eye ck8nic on opposite side of road. Seniors, mobility challenged, recovering patients are more important.	2/9/2024 8:47 PM
97	agree with protected as those routes are perceived to be 'high speed' by the entitled beasts/ #carsruineverything	2/9/2024 1:23 PM
98	I’m an avid cyclist and share safety concerns. I’m afraid unexpected two way bike traffic is unnecessarily vulnerable, both while hiking and driving	2/9/2024 10:15 AM
99	One way bike lanes in the same direction as the road is safer for bikes and pedestrians.	2/9/2024 7:55 AM
100	Being predictable in movement is always best, especially in high traffic areas	2/8/2024 9:06 PM

101	the ease to implement and the traffic flow	2/8/2024 6:57 PM
102	I disagree with bike lanes or bikes being allowed to drive on roads where motor vehicles drive. Bikes should ride on the side walks.	2/8/2024 6:42 PM
103	As a cyclist and driver I feel safer when bike lanes are only in the direction of vehicular traffic.	2/8/2024 5:03 PM
104	I would mark this has strongly support if there is a plan created prior to construction for how these bike lanes will be cleared of snow promptly. Many cyclists access bike lanes all year round and other protected lanes can become almost impassable with the amount of snow that is allowed to build up.	2/8/2024 4:49 PM
105	The bike lanes - what is currently in place downtown doesn't work. There are too many near misses. Plus for some of the streets that have concrete barriers for the bike lane, this is ridiculous in winter and the snow then impedes onto the roadway for cars. This is a terrible set up. Should have just widened the sidewalks and put a bike lane in that way - like on Dunkirk. Much safer.	2/8/2024 4:36 PM
106	All of the above, plus safety and direct access by bicycle (and mobility scooter, etc.) to two streets instead of one.	2/8/2024 9:57 AM
107	Currently, St Mary is OK and York is horrible (for cycling). Option 1 appears to be very good.	2/8/2024 5:44 AM
108	For the amount of cyclists using these routes, there is no real benefit for dedicated bike lanes in this area other than to appease Bike Winnipeg There will be all kinds of unintended consequences caused by these bike lanes (if built) including more traffic congestion and more vehicle idle time therefore causing more green house gas emissions, as well as the added costs to clear snow from the bike lanes in the winter when they are seldom used If the intent is to have downtown bike lanes incentivize people working in downtown office towers to bike to work - you need to work with the owners of the office towers so they have places for the workers to store/park their bikes during the day as well as having a locker room and a change / shower area in those office towers - people working in the office towers will be wearing business attire while working and will need to have a shower when changing out of their bike gear to office attire, as well, they will want/need to have a safe place for their bikes while working Bike racks outside those buildings do not cut it How often do emergency vehicles use these roads? How will these proposed bike lanes in this area negatively affect emergency vehicles getting to emergency situations in this area? How will these proposed bike lanes negatively affect service and delivery vehicles in this area?	2/7/2024 9:39 PM
109	I like cycling with the flow of traffic.	2/7/2024 8:40 PM
110	I believe that there is less chance of motorists carelessly ignoring unexpected two-way bike traffic.	2/7/2024 8:34 PM
111	Green transportation options should be as easy and as readily accessible as all other transportation options. On every street not limiting road use to cars. Thinking target zero, thinking active transportation thinking ease of use	2/7/2024 3:30 PM
112	With Portage and Broadway presumably being the major east west vehicle traffic thorough-fares, it makes sense to allocate space on St. Mary and York for dedicated bike lanes. Graham is still a question if buses are being removed.	2/7/2024 2:47 PM
113	Additional bike lanes will allow for increased active transportation and reduced car dependency for people going downtown. Reducing potential conflicts between bike users and between bike users and cars is important for encouraging the uptake of bike lanes and routes.	2/7/2024 12:36 PM
114	Safer and more accessible.	2/7/2024 11:10 AM
115	I never cycle downtown because I don't feel it is safe, but I cycled all the time in my home city. There is sufficient space for these bike lanes, and a real need.	2/7/2024 9:11 AM
116	If biking mimics how people drove more people might feel comfortable biking The traffic flow makes more sense	2/7/2024 8:50 AM

117	Both options are good, though having a protected bike lane on both York and St.Mary's provides more flexibility. Though, a bidirectional bike lane is typically wider which is more comfortable to ride in.	2/7/2024 8:49 AM
118	I believe protected bike lanes are more dangerous for cyclists than sharing a wider lane with vehicle traffic. The physicial barriers become an obstacle for faster cyclists passing slowe traffic, and the curbs require differect equipment to cleaning and snow removal from the bike lanes. In my experience, the bike lanes are usually last to be cleaned.	2/7/2024 7:06 AM
119	Safety. Biking two directions on a one-way street like on Fort (or Garry?) is awkward.	2/6/2024 7:53 PM
120	We have two-way bike lanes in Europe and it works well. I'm not sure how having two one-way bike lanes is convenient when you need to go somewhere specific.	2/6/2024 7:49 PM
121	It seems weird and unsafe to have two way bike lane. Just have 2 one ways going with traffic	2/6/2024 6:24 PM
122	Because right now I am stuck using the Assiniboine st protected bike way, since the bike way on St-Mary/York feels unsafe.	2/6/2024 5:22 PM
123	Continual degredation of traffic flow downtown. Commutes have continually lengthened over the years. More should be done to increase capacity and flow of vehicle traffic not reduce it.	2/6/2024 3:42 PM
124	I agree with the stated rationale	2/6/2024 3:13 PM
125	Safety	2/6/2024 2:06 PM
126	Bike routes cut into already congested traffic ways.	2/6/2024 12:25 PM
127	As a cyclist, consistent flow of traffic in one direction keeps safety checks and comfort consistent and simple. As a motorist, being able to understand and predict the pattern of movement of a cyclist which is directed to move in one direction only, is important and simplified.	2/6/2024 11:13 AM
128	Moving with the direction of traffic is less confusing.	2/6/2024 8:28 AM
129	I agree that is feels more natural to follow the flow of traffic while cycling.	2/6/2024 8:25 AM
130	Not Required. Stop taking away from traffic that just keeps increasing and is bottlenecked due to the inferior lack of lanes to move Traffic.	2/5/2024 9:39 PM
131	Safety and comfort ability	2/5/2024 8:25 PM
132	This is a good beginning. A better plan would include ways to redduce traffic volumes on these streets by making a less car dependent city. It is time developers stopped expanding the city as if individual cars are the future and as if cardon prices will go down and not continue to climb as they have and also as if the present infrastructure is not already deficient and grossly mismanaged.	2/5/2024 5:56 PM
133	Like to see some actual stats detailing how many riders actually use bike lanes. Am of the strong opinion the $ spent on bike lanes could be redirected to the major mode of transportation, cars! Lots of potholes and surfaces to be repaired and it never seems to get done.	2/5/2024 4:28 PM
134	On one hand, bike lanes protect cyclists from vehicles, on the other, it is costly to construct and hinders traffic flow. Certain parts can get busy.	2/5/2024 3:35 PM
135	It just makes sense	2/5/2024 2:10 PM
136	Feels safer and takes away less lanes for parking/driving	2/5/2024 9:54 AM
137	Bike lanes are a resource drain. The costs are too high for the minimal return. I'd like to see a clear path to how CYCLISTS will pay for the infrastructure. We know how vehicle drivers pay for roads and infrastructure… how do cyclists? License? Insurance? If they want to be part of the roadways, they should pay the costs too.	2/5/2024 8:46 AM

138	I prefer the one way protected bike lanes as they support biking but also have less impact on traffic	2/5/2024 8:17 AM
139	It's valuable that both streets will be added to the cycling network.	2/5/2024 8:15 AM
140	Traveling in the opposing direction to vehicles causes issues. Drivers often do not pay attention to the signage and do not look in both directions, which makes for dangerous situations.	2/5/2024 8:14 AM
141	how does the volume of car traffic get impacted by adding the bike lane?	2/5/2024 6:20 AM
142	Sounds like the best option.	2/4/2024 10:22 PM
143	It’s easier which way traffic direction is and it feels safer.	2/4/2024 8:06 PM
144	I agree that bike traffic should be in the same direction as car traffic	2/4/2024 7:55 PM
145	Bike lanes are unnecessary and cyclists pose a hazard on the roadway. If a bike lane is put in, a painted line is sufficient for the few cyclists who use this area and contribute nothing towards such infrastructure. Should you want to remove roadway from motorists, then license and insure cyclists who pose a liability.	2/4/2024 7:04 PM
146	The narrowing of the street to accommodate the lane creates a very congested scenario. I find many cyclists ignore one way directions so what is the point?	2/4/2024 6:18 PM
147	It impedes traffic and parking on 2 roads instead of one.	2/4/2024 5:58 PM
148	The more bike lanes the better; regardless if they're one way or not.	2/4/2024 5:58 PM
149	I like going with the	2/4/2024 4:45 PM
150	Maintains the one-way flow of all traffic. Going against vehicle traffic on a bike would be dangerous, even in a protected bike lane	2/4/2024 4:22 PM
151	These are both crucial routes for bicycle traffic, and currently very unpleasant to bike due to fast motor traffic. Adding protected bike lanes is a huge improvement over the status quo. However, the design calls for 3.5 m (11.5 ft) motor lanes. Per NACTO, "Lanes greater than 11 feet should not be used as they may cause unintended speeding and assume valuable right of way at the expense of other modes." What justification is there to violate NACTO guidelines? The design should shrink the motor lanes slightly, and give the saved space to pedestrians.	2/4/2024 4:22 PM
152	Less expensive to build one 2-way path	2/4/2024 2:33 PM
153	Protected one-way bike lanes are the gold-star for bike lane design. I would love to see this design implemented.	2/4/2024 1:12 PM
154	Safety	2/4/2024 1:05 PM
155	It seems to balance the needs of cyclists and drivers better.	2/4/2024 12:57 PM
156	I think this is the easiest to implement.	2/4/2024 12:11 PM
157	safer	2/4/2024 10:06 AM
158	I rarely see exclusive bike lanes that bikes occupy. It’s a total loss of a usable car lane.	2/4/2024 9:11 AM
159	Because one way is easier to scan for traffic. The only issue is that will be cyclists biking on the wrong way or people walking on the lane. How will you enforce it? If you think of parking spots and more space for cars, than the two-way bike lane is better.	2/4/2024 9:00 AM
160	Two way protected lanes are more affordable, less to maintain and clean in winter.	2/4/2024 8:44 AM

161	Safer for the cyclist. The drivers will be aware of lanes on both streets, decreases the width.	2/4/2024 5:58 AM
162	Prefer two-way personally. The points from public engagement about reduction of conflicts is reasonable, but I find people just riding the wrong way on one-way cycling lanes anyway because they just need bike infrastructure on a given street so they use it regardless.	2/3/2024 10:56 PM
163	Safety, security, good linkage.	2/3/2024 9:03 PM
164	Hopefully, by protected bike lanes, you mean some sort of physical barrier, not some magic safety paint. Drivers are distracted far too often, there needs to be a physical barrier.	2/3/2024 6:32 PM
165	bikes r stupid	2/3/2024 4:21 PM
166	Time your done there will be no vehicle traffic downtown	2/3/2024 3:45 PM
167	Many of the bike routes are one way and they work. The two way end up with pedestrians taking over and not the intent.	2/3/2024 3:35 PM
168	Protected lanes are the best	2/3/2024 2:16 PM
169	Safer for cyclists	2/3/2024 12:43 PM
170	Further reducing the flow of traffic on St Mary is a poor idea. Before building more bike lanes, has the City measured the monthly bike traffic on streets such as McDermot? Much of the bike philosophy in Winnipeg is driven by just that, rather than evidence. Success in other place, even Montreal doesn't translate into success in Winnipeg. I would much prefer that Wpg worked on rapid light rail transit that could be used by all citizens, year round. For 30 years I drove from the Kildonan Park area to UM (transit took 1.5 hrs each way). It's just getting worse.	2/3/2024 12:23 PM
171	when bikes are on the street, moving with traffic is better, safer, more logical, more visible	2/3/2024 12:16 PM
172	Cause traffic Congestion	2/3/2024 11:33 AM
173	The flow of traffic for all would be simpler and easier. If cyclists follow the traffic signals. On Assiniboine they do not stop at stop signs so I'm unsure they will but if they do it'll work better.	2/3/2024 11:10 AM
174	If a bike lane is being established on a one-way street the bikes should be going one way as well. Two way bike paths on one way streets would cause confusion.	2/3/2024 10:48 AM
175	A preference for one-way, but I'm not set on it if it goes the other way.	2/3/2024 10:35 AM
176	More cyclists equals more people for businesses	2/3/2024 9:56 AM
177	I agree with the pros and cons presented above EXCEPT that I think the bike lanes should be against the vehicle direction. It's easier/safer for cyclists to see oncoming cars and avoid them. Too many times, cyclists turn or swerve into the path of following cars or cars turn into the path of following cyclists without checking.	2/3/2024 9:54 AM
178	I personally bike on these streets and the current unprotected lanes feel unsafe for me - adding more protected bike lanes will help people feel safe and encourage people to bike more often.	2/3/2024 9:01 AM
179	I prefer to bike in the same direction as traffic, and as an occasional driver, I would be nervous about bikes coming from 2 directions	2/2/2024 7:22 PM
180	For all the same reasons mentioned above: better to have bikes and cars travelling in same direction; easier for pedestrians and those crossing the lanes; simpler signalling.	2/2/2024 4:14 PM
181	One-way bike lanes often feel safer than 2-way ones and as long as there is an easy way to get to each bike lane from perpendicular streets (like the two-way lane on Garry street), this option works well.	2/2/2024 3:55 PM
182	The protected bike lanes seem to be more difficult for the city to clear and maintain. Unfortunately these bike lanes are often the muddiest, snowiest most puddle filled areas on the road way. Please consider the on the ground conditions including the need for drainage, street cleaning snow clearing. Bike lanes don't work if they are the worst maintained/wettest/snowiest place on the road to ride.	2/2/2024 3:41 PM

183	Bikes need to travel the same direction as other traffic. Having a 2 way cycling route on a 1 way street would be confusing to traffic, pedestrains, and cyclists.	2/2/2024 3:34 PM
184	I want bike lanes on both streets - but I think they should be two way bike lane on both street. Micro trips and bike trip distances are short and two way bike lanes allow for more flexibility.	2/2/2024 3:25 PM
185	The presented benefits outweigh the costs as compared to the secondary option. Better for cyclists to follow the flow of traffic - less confusing for motorists.	2/2/2024 3:23 PM
186	Downtown Winnipeg is immense for a metro population of around 915,000 people. The need for active transport connectivity in the core over such large expanses is only heightened by our poor public transit and lack of rail. Can we stop wasting time and money on transit "studies" other successful cities have already implemented and embrace modernity?Just build the infrastructure already! Procrastination is the opposite of cost effectiveness.	2/2/2024 2:33 PM
187	In my biking experience, building infrastructure for one way bike lanes on existing one way streets makes for a smooth ride and seems easier for drivers to work with. As long as there's a priority left-turn light for cyclists ahead of the light changing for drivers :)	2/2/2024 2:08 PM
188	I think it's important for cyclists to be predictable and follow flow of traffic to avoid accidents	2/2/2024 1:36 PM
189	As both a car driver and cyclist, it would incentivize me to choose cycling over driving. It would also open up new avenues and possibilities to travel across the city. It then allows for safer travel by bike, increasing ridership and the use of bikes and their derivatives (bakfiets, etc.)	2/2/2024 1:12 PM
190	I agree biking with the flow of traffic in a protected cycle land is preferable for the above mentioned reasons, also I feel if the york only option is chosen there may be people who choose not to utilize it becuase it is further out of there way, if cycling for commuting not for recreation cyclists generally want to be able to travel in the most direct way possible like motorist traffic	2/2/2024 12:45 PM
191	Reduce confusion for all motorists, cyclists, and pedestrians keeping bike traffic flow direction the same as motor vehicle traffic flow direction.	2/2/2024 12:34 PM
192	Easier and safer for cyclists to follow flow of traffic	2/2/2024 12:13 PM
193	Seems to me that either would be fine, but maybe there would be fewer accidents if cyclists are going in the same direction as drivers.	2/2/2024 10:48 AM
194	I think we need to move straight past bike lanes like this and instead work on creating entire bike streets! Why not shut down one street of downtown to cars and only allow bikes and emergency vehicles? This could allow for a more organic quite community in downtown and allow bikes to pass through in a safe manner.	2/2/2024 10:45 AM
195	not needed	2/2/2024 10:19 AM
196	I don't bike. I mostly drive or walk through the area and I can go either way.	2/2/2024 9:33 AM
197	The reasons you provide for the ease and safety of your preferred option make sense to me.	2/2/2024 9:22 AM
198	Not necessary - city is already broke, spend the money where it counts, not for some minor benefit to a small percentage of the population	2/2/2024 8:48 AM
199	I like the idea of going with the car traffic flow.	2/2/2024 8:37 AM

200	Driving downtown is becoming increasingly difficult due to the bike lanes. Where I used to frequently go downtown for a variety of reasons (shopping, medical, recreational), I no longer do so, due in large part the obstacles created by these bike paths. Additionally, the bike riders rarely follow the rules of the road with respect to obeying their own traffic signals. It also seems that if their is a collision between cyclists and vehicles, it is immediately assumed that the driver of the vehicle is at fault.	2/2/2024 8:27 AM
201	I prefer to travel in the same direction as vehicles when I use protected bike lanes. Two way bioke lanes might require more lanes to be removed from use for vehicles.	2/2/2024 8:14 AM
202	As mentioned conflicts, drivers crossing 2 way bike lanes would be dangerous. I do think there are cyclists that would ignore the one way and drive opposite direction anyway.	2/2/2024 7:06 AM
203	Unless on the boulevard, I do not support at all. Businesses, medical/dental/law offices need the parking spots. Bike lanes are hardly used, the demand is NOT there and never will be. We have bigger priorities. Cause more traffic congestion and less parking means less downtown visitors. Cyclists will NEVER offset the losses in visitors and parking revenue.	2/2/2024 1:11 AM
204	Dedicate streets to bikes and vehicles that cannot maintain the posted speed limit.	2/1/2024 11:42 PM
205	One is enough	2/1/2024 10:12 PM
206	Two one way bike lanes will take two street lanes. One two way bike lane will only take one lane.	2/1/2024 9:44 PM
207	should provide the safest route possible	2/1/2024 9:12 PM
208	Two way more convenient and safer for cyclists.	2/1/2024 8:42 PM
209	There aren't good East/West cycling options downtown other than on Assiniboine so adding more protected lanes would be a big help and make it much easier to cycle downtown.	2/1/2024 8:29 PM
210	I use these roads weekly. Given they are only one block apart and bring all the advantages listed, I can’t think of the need for a two way option on York.	2/1/2024 7:50 PM
211	Consistency with other, existing, one-way routes.	2/1/2024 7:34 PM
212	This preferred option appears to be safer for cyclists at intersection, especially when navigating a turn.	2/1/2024 7:26 PM
213	For all the reasons you stated.	2/1/2024 7:25 PM
214	Just cause	2/1/2024 6:16 PM
215	Bike lanes are not necessary in Winnipeg. Not enough people would use them to make the expense and inconvenience to the majority worth it. Also, bikes belong on the sidewalk. The danger to them is too high on the road.	2/1/2024 6:14 PM
216	Downtown traffic is already highly congested with pedestrian, car, and motorcycle traffic. Bike traffic takes up valuable lane space and should not be considered a necessity or priority.	2/1/2024 6:04 PM
217	Will slow down and bottle up traffic	2/1/2024 5:57 PM
218	Enough room on roads	2/1/2024 5:07 PM
219	All the options presented restrict traffic and parking	2/1/2024 4:51 PM
220	i think one way bike lanes are better, either with traffic or one lane against traffic (which allows bikes to still travel both ways by using a car lane). it meams there isna bike prescense on more streets which imo improves driver behaviour	2/1/2024 4:20 PM
221	Too many bike lanes that no one uses. I have yet to see a bike on a bike lane this winter	2/1/2024 3:56 PM

222	Makes sense to follow traffic flow and limit complexity of intersections. Provides bike lanes on 2 roads instead of 1 for access.	2/1/2024 3:32 PM
223	I find that no matter how many bike lanes you have, there are still too many cyclists still cycling on sidewalks and there are never any consequences.	2/1/2024 3:18 PM
224	1. local climate does not accommodate this investment 2. track record of no maintenance or follow up to projects; will fall into disrepair 3. safety issues/ crime in the city	2/1/2024 3:18 PM
225	I've cycled to work and every where my whole life and realize no matter what you have to know what's going on all around you. That means two blocks ahead, behind, and both sides. I've seen too many close calls envolving cars,cyclists,and pedestrians not watching out for each other. I think some sort of training is needed so that everyone learns to share the road.	2/1/2024 3:15 PM
226	These bike lanes kill businesses, as the parking for vehicles is reduced. The Exchange is the perfect example… I know of two businesses that pulled out due to lack of street parking. We should be thinking of ways to attract business and mandating people back downtown to work. Safety in numbers!	2/1/2024 2:53 PM
227	Bike lanes are a blemish on Winnipeg landscape.	2/1/2024 2:45 PM
228	In my experience on a bike, motorists tend to expect and see people on bikes travelling the same direction as them	2/1/2024 2:37 PM
229	Alot of people skateboard to get around DT and it can be somewhat of an issue for skateboarders and the safety of pedestrians.. I was wondering if you guys would be open to making the bike safe for skateboarder, scooters and bicycles to use the path by making the path large enough for bicycles to pass by skateboards and scooters safely	2/1/2024 2:23 PM
230	As someone who probably won't be biking, I'm pro what bikers would prefer, but I'm not personally invested.	2/1/2024 2:18 PM
231	Makes sense to follow flow of traffic. Or if you want two way, I would just do it on york which connects well to forks.	2/1/2024 1:59 PM
232	Not enough bicyclist usage to support construction of lanes.	2/1/2024 1:35 PM
233	When on a bike I prefer traveling in direction of vehicle traffic. Generally, I always feel more comfortable when cycling on a one-way protected bike lane compared to a two-way bike lane.	2/1/2024 1:32 PM
234	they feel safer than two way	2/1/2024 1:26 PM
235	Not enough bike traffic	2/1/2024 1:21 PM
236	Safety for cyclists and pedestrians, and most user friendly design for all road users	2/1/2024 1:21 PM
237	for all the reasons you suggest - i am a cyclist and driver - and it is safer	2/1/2024 12:43 PM
238	I use cycle paths and routes of all kinds during all seasons. In winter, I am more likely to drive a vehicle. Travelling on two way paths certainly feels more dangerous. Drivers frequently don't look both ways when crossing all bike paths, but on a two-way path like Garry, this is an even bigger problem. Cyclists have to assume that the driver is not looking. It's just not a good option from a safety perspective for everyone involved, including pedestrians.	2/1/2024 12:42 PM
239	As a cyclist, I feel much safer going the same way as traffic. And as a driver, I feel I might be surprised by a cyclist going the opposite direction of traffic even if I knew that it was a two-way bike lane.	2/1/2024 12:34 PM
240	This is easier for car drivers to understand- consequently safer for cyclists at intersections etc	2/1/2024 12:31 PM
241	You listed all the reasons. Seems like a win-win, not sure why you're asking me this.	2/1/2024 12:17 PM

242	Two way routes are dangerous. People walking or driving on one-way streets don't look both ways. transitioning off two-way routes is difficult and not always clear who has the right of way.	2/1/2024 12:09 PM
243	It seems safer for cyclists and vehicle traffic.	2/1/2024 11:55 AM
244	Climate change is real! So to is the rise of type 2 diabetes	2/1/2024 11:55 AM
245	Because the rule of thumb is stay on the Extreme right side of the road while riding a bike. I believe that bike should stay on the extreme right and cars should be parked on the opposite side of the bike Lane reasons for that being is if the bike lane is on the outside of the park cars park cars do not see oncoming bikes when they procedure drive.	2/1/2024 11:54 AM
246	one way couplet is preferable	2/1/2024 11:51 AM
247	There is no need for bike lanes in Winnipeg	2/1/2024 11:50 AM
248	Safety	2/1/2024 11:45 AM
249	You put bike routes on Sherbrook and Westminster streets and that is ridiculous. Creates gridlock and the volume of people using it does not warrant the costs. Ripped up our 3rd lane, for what, so we could sit longer in traffic and help the environment. This was done to accommodate a few folks and piss off the rest. This is Wpg. Sit someone out there to count how many bikers use it year round. Huge waste of money.	2/1/2024 11:39 AM
250	Prefer two way	2/1/2024 11:38 AM
251	Active lanes should be efficient and safe. Why should someone’s personal energy have to carry them around entire blocks to access a business or service? 2 way lanes for bikes with infrastructure that forces vehicles to watch for pedestrians and active modes of transport before they turn across protected lanes.	2/1/2024 11:37 AM
252	Safest	2/1/2024 11:31 AM
253	Agree with the items listed above.	2/1/2024 11:26 AM
254	Bike lanes are the hobbyhorse of fit males, aged between about 20 and 50, who think this is a solution to the transportation problems of this declining city. Bikes are private vehicles, and the few of them on the road with other private vehicles – cars – aren't going to make much difference, other than please some aesthetic consideration of their advocates. (Oooo, we're going be just like Amsterdam!) Build them. Don't build them. Hard to care.	2/1/2024 11:16 AM
255	Vehicle drivers always ignore cyclists, and I don't want to get hit by a car.	2/1/2024 11:12 AM
256	I support bike routes but would seldom use either route as Assiniboine Ave. is my preferred choice as it is in line with my route to and from downtown and has no traffic lights.	2/1/2024 11:11 AM
257	Rush hour traffic is already brutal. It has gotten way worse every where bike lanes have been put in. parking on the street has been way reduced. etc. I don't feel enough people ride through downtown to justify any of the changes that have already happened. I am a cyclist but I ride on pathways in the suburbs or out of town where I know it's safe.	2/1/2024 11:10 AM
258	Less potential for accidents with other cyclists, cars and pedestrians.	2/1/2024 11:04 AM
259	It is safer when crossing as a pedestrian. Also, it is easier when we are riding not having to worry about on-coming cyclists. Also, it fits with the current flow of vehicle traffic.	2/1/2024 10:58 AM
260	I oppose all bike lanes that interfere with auto travel. They consume a whole lane for rare usage, making auto travel more congested and posing difficulty for road clearing… I think sidewalks should be dual usage for bikes (road side) and pedestrians (building side)	2/1/2024 10:55 AM
261	Consistency with vehicular traffic, many cyclists are also drivers therefore are familiar with the patterns of one-ways. Reduced collision chances	2/1/2024 10:49 AM

262	Bicycles are supposed to be (generally) subject to the HTA just like cars and (mostly) equal. Changing the direction of travel on a one-way street is confusing to everyone in the vicinity. It introduces the element of surprise, which is not something you want anywhere bikes and cars meet.	2/1/2024 10:45 AM
263	On protected bike lanes moving in the same direction as motor vehicle traffic there is a blind spot for drivers where they do not see bikes approaching from behind when turning across the bike lane. An example of this is when a driver turns right across a bike lane to their right. I have personally experienced drivers turning in front of me, or even into the side of me. If cyclists were moving contrary to the flow of motor vehicle traffic, drivers could see the oncoming cyclists easily, and cyclists would have the opportunity to make eye contact with drivers when crossing an intersection to be sure they are seen. I have first hand experience in these situations both as a driver and a seasonal bike commuter.	2/1/2024 10:44 AM
264	Safer. The need to look both ways is unsafe and slows everyone down.	2/1/2024 10:43 AM
265	I think bike lanes are a waste of tax payer money. I rarely see them in use and in winter they are not plowed so are certainly not used.	2/1/2024 10:39 AM
266	this design makes the most sense for all users including vehicles	2/1/2024 10:32 AM
267	Several of my friends have been in accidents riding on sidewalks against the traffic flow. Anything that causes congestion or low speeds 30 and below creates dangerous situations for cyclists. Electric bikes are currently legal but will probably be banned as the city does use all the option throughout the city.	2/1/2024 10:31 AM
268	Easier to navigate, safer for both cyclists and cars and pedestrians	2/1/2024 10:29 AM
269	One way bike lanes seem safer than two way. Vehicles struggle to deal with oncoming bikes when either party needs to turn of (for example, into a parking lot).	2/1/2024 10:19 AM
270	Experience crossing other two way bike lanes	2/1/2024 10:18 AM
271	There is entirely too much focus on bicycle transportation. These protected bike lanes take up valuable roadway that is needed to facilitate the movement of motor vehicles.	2/1/2024 10:17 AM
272	Providing protected bike access on both routes is a good outcome, as is offering drivers a visible and familiar alternative by not requiring them to alter their route.	2/1/2024 10:15 AM
273	More protected and connected lanes make it safer to bike downtown	2/1/2024 10:14 AM
274	It's time to pump the brakes on downtown bike lanes and take care of the real concerns of the areas. More Policing and safety measures for the general public!	2/1/2024 10:13 AM
275	One-way lanes are safer for the cyclists themselves, as well as maintaining the same flow of traffic as vehicles.	2/1/2024 10:08 AM
276	It is a lot more comfortable moving with traffic in the same direction when on a bike.	2/1/2024 10:03 AM
277	The bike lanes should go on Graham. We keep hearing about how compatible bike lanes are with buses. This seems like a good way to put it to the test.	2/1/2024 9:50 AM
278	Any additional bike lanes downtown is a terrific plan.	2/1/2024 9:47 AM
279	Bike riders just go where ever they want to without obeying any traffic signals . The bike lanes remove the parking lane, and in the winter the snow accummulation on the curbs pushes the vehicles too close toether where bike lanes have been built. The cost of building and maintaining them does not justifiy the use of them by bike riders , who don't even contribute the cost of a licensing fee to the capital outlay. American cities who installed bike lanes 10 years ago are now removing them. Given our climate the idea of providing bike lanes for use by so few in so few months of the year is just studid and a big waste of money that our city doesn't have. Who is driving this plan anyway?	2/1/2024 9:43 AM

280	Based on your explanation regarding safety, I strongly support this option.	2/1/2024 9:41 AM
281	Bike lanes are only used during 1 season. Cars use the street during all season. Can we find a way to do moveable protected lanes.	2/1/2024 9:41 AM
282	What is the plan for Graham mall? I don't think the city needs a bike route on every downtown street ie Graham and St. Mary. I use Fort, Hargrave and Carlton often . And Assiniboine. It would be good to have one bike route going west/east besides Assiniboine.	2/1/2024 9:39 AM
283	Safety	2/1/2024 9:32 AM
284	These are major vehicle roadways and there is no reason to add bike lanes on these streets, they should be left for vehicles and buses. Put the bikelanes on Broadway where there is lots of room and Graham which is a less important street.	2/1/2024 9:32 AM
285	Currently hi number cycling lanes already in exsistence. Hi number of cyclist do not follow the rules of the road feel exempt from following when bike lanes are present. Use rapid transit lanes for cyclists.	2/1/2024 9:32 AM
286	Safety seems higher on one way lanes. And protected lanes make riders feel safer.	2/1/2024 9:29 AM
287	Cyclists going both directions makes it dangerous to pass slow moving cyclists.	2/1/2024 9:29 AM
288	Safer	2/1/2024 9:25 AM
289	I personally find the one-way bike lanes a lot easier to use. Plus, I think if you were to install a two-way bike lane on York only, cyclists on St. Mary would inevitably end up using the street instead of heading over to York, especially if their destination is on St. Mary or they only need to go in that direction for a few blocks.	2/1/2024 9:24 AM
290	Easier to integrate pedestrian and wheelchair traffic.	2/1/2024 9:24 AM
291	I find going with the flow of traffic safer	2/1/2024 9:22 AM
292	These are busy streets during rush hour so having a protected bike lane on both would be safer for cyclists and clearer for motorists.	2/1/2024 9:22 AM
293	For same reasons as you noted and one way bike lanes take up less infrastructure space of each traffic lane. Although the space is the same in the end (2 way on one street vs one lane on 2 streets), i think the one lanes will blend in better for each street keeping drivers feeling less impacted. I also think more visible bike lanes on more streets promotes use for bikers and awareness for vehicle users.	2/1/2024 9:21 AM
294	One way protected bike lanes are the easiest and safest to cycle.	2/1/2024 9:20 AM
295	This is going to create more traffic	2/1/2024 9:20 AM
296	Safest, most logical option	2/1/2024 9:19 AM
297	there is a nedd to expand active transportation routes in and out of the downtown	2/1/2024 9:17 AM
298	Hate bike lanes.	2/1/2024 9:16 AM
299	Safer option	2/1/2024 9:11 AM
300	Delays trafic	2/1/2024 9:09 AM

301	Safer for cyclists when vehicles and pedestrians only need to look one way. Less likely to be an accident	2/1/2024 9:09 AM
302	i would really support either option, but i like having the 2 way bike lanes like on assiniboine avenue	2/1/2024 9:09 AM
303	it's safer for everyone!	2/1/2024 9:08 AM
304	Whatever you do it still won't feel safe biking down there. We have examples of this already downtown and I've heard of many a cyclist getting hit by cars. Every conflict point whether that's an entrance to a parking lot or intersection is a dangerous spot. Every downtown has a ton of these. Until you get rid of most of the conflict points it won't be safe for cyclists, no matter what is chosen.	2/1/2024 9:08 AM
305	I am generally in favour of two separate one way bike lanes, however I am concerned about how easy it will be to get between these lanes for round trips downtown. The unprotected lanes on Hargrave and Carlton street can be very harrowing to use as most drivers do not recognize that they need to respectfully share the road with other users.	2/1/2024 9:05 AM
306	Although I do enjoy Gary being two ways for bikes, I agree that going in the same direction as traffic should be the norm unless it is impossible to have a one way bike lane in a close parallel street. Altogether, except on major thoroughfares like Portage (especially if/when Graham traffic moves there), any renovation to streets should incorporate bike lanes.	2/1/2024 9:05 AM
307	One way traffic is safer and feels more natural to move with the flow of the street. Leads to less overall confusion.	2/1/2024 9:03 AM
308	Bidirectional bike flow is not consistent with the traffic flow and may create challenges. Also, single direction cycling lanes are much safer (head-on collisions), especially at night. 2050 is too long for this plan. Even if I'm alive by then, I'll be old and infirm.	2/1/2024 9:03 AM
309	York will provide a continue access to Fort and Main St. I hope that York can be extended to Main St. so that it will bring more people to The Forks and the CHRM as a destination. Increase tourism and dollars into the City coffer.	2/1/2024 9:03 AM
310	I agree with your above assessment.	2/1/2024 9:01 AM
311	Protected bike lanes make cyclists feel much safer.	2/1/2024 9:01 AM
312	The situation is simply crazy. A vocal minority and zealots at city hall. Make it easier for cars. Also bike theft is rampant so I won’t take bike down town for that reason. Lane will sit empty	2/1/2024 8:59 AM
313	I understand the preference for biking in the same direction as traffic. But I think that with traffic protections (limited left-turns), it can feel just as safe to have two-direction bike lanes.	2/1/2024 8:59 AM
314	You're wasting everyone's tax dollars to please a few. Give your head a shake [redacted] you live in [redacted] and I know you don't cycle to work.	2/1/2024 8:59 AM
315	I worry that bike lanes will make it more difficult for drivers to enter and leave downtown. Downtown workers are essential for downtown's survival as more than a low-end neighbourhood. Earlier changes in the Exchange where I live already made parking and access to stores more difficult.	2/1/2024 8:57 AM
316	All your reasons	2/1/2024 8:56 AM
317	When I decide to ride my bike part of the reason for this is that I like the idea that I don't have to always follow the flow of traffic and I don't see how a one-way is more confusing than a two-way.	2/1/2024 8:55 AM
318	Car lanes get narrower. Bike lanes not maintained and I witness bicycles using car lanes	2/1/2024 8:55 AM
319	It is a high traffic area and protected lanes would be safer and a good parallel to the network on Assiniboine.	2/1/2024 8:55 AM

320	two way lanes create too many conflicts with car traffic.	2/1/2024 8:55 AM
321	Bikes to follow the direction of traffic	2/1/2024 8:53 AM
322	Protected bike lanes - curbed - make safety for people with mobility issues and disabilities a “non-issue” for cycle lobbyists. The city once again says it does not care about anyone who is not completely physically ablebodied.	2/1/2024 6:26 AM
323	Accessibility for cyclists has always been an issue in Winnipeg. While things are improving we need to continue making improvements and adding more bike lanes.	1/31/2024 4:24 PM
324	It allows bike traffic to move in the same direction as traffic, no confusion with respect to posted signage.	1/31/2024 4:01 PM
325	More bike lanes the better, one ways are annoying but might as well follow the direction of the cars with a protected bike lane than not have one on either routes	1/31/2024 3:03 PM
326	I've seen a cyclist get hit by a car on the Garry Street two-way bike line. Biking through the intersections on Garry does not feel safe.	1/31/2024 1:47 PM
327	I use St Mary to bike out of downtown, as it is the most direct route from my office (on Donald St) to my home in Wolseley. There are many bike routes out of downtown, but I find the path along St Mary to Portage and then down Maryland to be the most open and comfortable experience, preferred over Assiniboine Ave, mostly because of the 2-way bike lane there and the number of cyclists on that route who do not obey traffic rules. If the bike lane was moved OFF of St Mary and onto York, I would likely stop using it and switch to Graham instead. I prefer riding with car or bus traffic over cramped two-way bike lanes.	1/31/2024 1:22 PM
328	It protects cyclists, gets more people cycling, reduces pollution, increases access for people who cant afford or dont have a car, it is a healthy way to be active.	1/31/2024 1:16 PM
329	More bike lanes, which are virtually unused in the winter, are a waste of taxpayer money and contribute to more congestion, road rage, vehicle accidents, difficult winter snow plowing, increase concrete repair, and will reduce the attractiveness for anyone that may need to visit downtown for work.	1/31/2024 12:34 PM
330	Traffic downtown is already a nightmare. Don't make it worse for the many to cater to the few.	1/31/2024 11:06 AM
331	Honestly I feel like we should be planning these initiatives putting businesses, pedestrians and cyclists 1st, and designing around that. Cars should have to drive the inconvenient, further routes so that more human traffic can safely travel directly to where they are going. I agree that scanning 2 directions is more work, but we need a REAL corridor for active transport, not peacemeal bandaids on existing road infrastructure that puts active transport users directly in the grinder with vehicles travelling 60km/hr. Putting up some a weak little curb with yield signs every 10 feet is honestly some poorly implemented garbage. Whoever designed the Garry cyclist corridor should be [redacted]. The intersections are soo poorly designed our own WPS Traffic unit couldn't figure out how to navigate them legally.	1/31/2024 11:06 AM
332	i like that we wouldn't be getting rid of the protected lanes that we already have.	1/31/2024 11:02 AM
333	I think cyclists are going to use both of these streets (depending on where they are going) so it would be great to have infrastructure on both.	1/31/2024 10:59 AM
334	These bike lanes in Wpg are not required. How many people actually ride bikes and also our weather is not suitable for bike lanes. The city needs to focus on fixing street etc, not wasting money on bike lanes.	1/31/2024 10:51 AM
335	prefer one, two way route as opposed to two, single direction.	1/31/2024 10:49 AM
336	There are already numerous bike lanes in downtown Winnipeg. I am downtown every day, and the vast majority of cyclists do not use the bike lanes that are already in place. Adding more at the expense of parking is ridiculous!	1/31/2024 10:39 AM

337	A bike path is better than none, but i would prefer one street or the other. St Mary preferably as there is one already.	1/31/2024 10:33 AM
338	Personally I would prefer both routes converted to two-way streets for cars and bikes, but if that isn't feasible, then a one-way bike route on both streets is preferable.	1/31/2024 10:27 AM
339	Bike lanes in Winnipeg are a hazard	1/31/2024 10:25 AM
340	Bike lanes don't require that much space. They can be made two way on both lanes	1/31/2024 10:23 AM
341	For all the stated reasons, plus it supports the idea that cyclists belong all over the place, not just on few, certain streets	1/31/2024 10:12 AM
342	As a cyclist, pedestrian and automobile driver, I like one-way protected bike lanes as they provide a physical buffer between me and automobile traffic which painted bike lanes do not. I also think that an advance light for cyclists serves as one more layer of protection against being involved in a collision with a car.	1/31/2024 10:10 AM
343	I see the amount of vehicular traffic on both St. Mary and York and don't want to see thru traffic reduced to one lane similar to what was done on Garry. These are busy busy streets, especially during rush hours. It's important to maintain a sufficient number of thru lanes to accommodate the traffic. Turn lanes aren't necessary.	1/31/2024 10:05 AM
344	There is already a large hold up on York Avenue. Adding a bike path that affects vehicles will only slow it down more	1/31/2024 10:02 AM
345	very few people use the bike lanes. We spend a lot of money maintaining them for all season. The money would be better spent on better transit system from the suburbs.	1/31/2024 10:02 AM
346	Do not take street space for bike lanes! Downtown already has too much traffic and bike lanes are usually empty, especially in winter. Cyclists do not follow the rules of the road and put everyone in danger. Cycling should be prohibited downtown, except on specific, separate pathways (not on sidewalks or roads), and on all major roadways.	1/31/2024 9:58 AM
347	St Mary is busier than York. Considering Graham is already bike route (along with buses), York two way provides for better access to and from the Forks and St Boniface/East for cyclists on a roadway which is less busy than St Mary. Also most downtown destinations (e.g. convention centre) can be accessed by York and/or Graham	1/31/2024 9:50 AM
348	Sounds safer	1/31/2024 9:44 AM
349	I think this is a waste of money that could be better invested in more important issues in the city. The bike lane on stradbrook ave is the worst idea, actually they are all not good. Perhaps having drivers that are high on weed would keep the roads safer for everyone not just the cyclist.	1/31/2024 9:34 AM
350	I do not like the raised barrier between bike lanes and traffic. They are difficult to see when it rains at night due to reflection off the wet road, and also when it snows. I would prefer to see the bike lane raised to the level of the sidewalk so there are only two levels as opposed to this road down, barrier up, bike lane down, sidewalk up situation.	1/31/2024 9:34 AM
351	Selfishly, my parkade exit is on York. It's already a bit of a struggle to leave after work, and get to the far right lane to drive home. Any construction there and an added bike lane would complicate that further. I already see cyclists on that road, so not sure why extra work needs to be done.	1/31/2024 9:30 AM
352	Previous protected bike lanes make the Vehicle lanes to narrow. Plus 75% of bikes do not use the protected lanes anyway. Need a better solution for these lanes. Current models do not work	1/31/2024 9:28 AM
353	I think safety issues downtown should be dealt with first. Adding more stress and congestion downtown is not going to change the fact that downtown is unsafe.	1/31/2024 9:28 AM

354	There is no direct connection through Main St. to the Forks.	1/31/2024 9:28 AM
355	I think it is safer to have bikes go the same direction as traffic, and there would be less instances of near miss or actual collisions between other bikes, pedestrians, or vehicles if it was one way protected bike lanes	1/31/2024 9:26 AM
356	Please stop blocking the major arteries for dedicated bike lanes that are only used for part of the year, the bike lanes should be put on secondary roadways	1/31/2024 9:24 AM
357	i ride my bike in the summer and I am looking for a safe way to use my bike and minimized my time in regular traffic	1/31/2024 9:23 AM
358	It is a necessary step for connected active transit routes throughout Winnipeg.	1/31/2024 8:55 AM
359	These bike lanes are barely used and are taking away driving lanes that are needed. They are bottlenecking the routes east/west and north/south vice versa. With the city growing we need to expand the traffic not congest it.	1/31/2024 1:28 AM
360	bike roads are bullshit. No one uses them and they take away parking and roads for cars	1/30/2024 5:24 PM
361	we have more option to use safetly	1/30/2024 4:28 PM
362	Bike safety and comfort	1/30/2024 2:37 PM
363	Bike traffic contralateral to one way street traffic places the rider and driver at significantly higher risk of a collision. Traffic doesn't look for cyclists approaching from the opposite direction when turning, for example. Even with banned right turns on red, this happens daily at other locations with two way bike traffic on one way streets. It's poor practice and your preferred option is correct.	1/30/2024 2:14 PM
364	easier for pedestrians to cross and for traffic to safely locate cyclists to avoid injury/ accidents. York is also a main fairway out of downtown for those driving home from work and gets very backed up.	1/30/2024 2:08 PM
365	Because we need more bike lines to connect the rest of the city	1/29/2024 10:16 PM
366	I like having bike access to both St. Mary and York. Millennium Library is the only place with protected bike parking and you have to enter their parkade from Donald Street, which has traffic going south, so you have to turn onto from St. Mary Ave.	1/29/2024 8:11 PM
367	I like riding to destinations downtown but am not comfortable sharing lanes with cars	1/29/2024 6:50 PM
368	These roads are only a few blocks, Is there really a need for it here?	1/29/2024 4:24 PM
369	Reduced Traffic, Promote Exercise	1/29/2024 4:09 PM
370	riding a bicycle can be perilous in high traffic areas that back up during rush hour and construction periods. Motorists are less patient and more likely to put cyclists at risk. A protected lane reduces that risk.	1/29/2024 12:33 PM
371	Makes it less likely for drivers to bash into people and kill them.	1/29/2024 12:10 PM
372	This is not Amsterdam. It’s Winnipeg. These bike routes are one of the many reasons our downtown is dying.	1/29/2024 10:47 AM
373	It will be safer for cyclists	1/29/2024 10:11 AM
374	Not needed	1/29/2024 9:15 AM

375	Keeping cyclists in the same direction as traffic improves safety	1/29/2024 6:53 AM
376	because bike riders do not follow road rules and it is so maddening to be driving and they are not doing so	1/29/2024 1:26 AM
377	The design appears to consider all modes of transportation.	1/28/2024 6:28 PM
378	It’s a man thoroughfare to the convention centre. Dangerous for bikers.	1/28/2024 5:21 PM
379	I believe it is the safer option for cyclists, pedestrians as well as drivers.	1/28/2024 4:56 PM
380	There are not enough lanes to support traffic hour with a designated bike lane.	1/28/2024 3:51 PM
381	This is a 15 minute city inspired plan. Downtown Wpg is already disgusting, riding a bike will just increase the likelihood of being assaulted. Spend money on reducing crime!	1/28/2024 12:35 PM
382	there is too much traffic on both streets during the weekdays now, and downtown is not even being fully used. Bike Lanes are rarely used between October and April	1/28/2024 12:14 PM
383	Enables bikes to follow established flow of traffic and have more options as opposed to one, two-way bike lane.	1/28/2024 11:39 AM
384	I agree that it feels safer to go the same way as car traffic.	1/28/2024 11:05 AM
385	I feel that having cyclists travel in the same direction as the traffic flow of cars is less confusing for both cyclist and the car, and therefore more safe. I think it is also less confusing for the 'car-centric' cyclist that sometimes uses their bike to get around but knows very well how to navigate around town via the car routes.	1/28/2024 10:11 AM
386	Adding more bike lanes is the pinnacle of ableism in this city. The growth in east & southeast Wpg has made this route a crawl during rush hour. Toss in the multiple trains at Marion and Archibald and boom! A 22 minute commute in the 90s is now often 72 minutes. Toss in parking between Vaughan and Carlton, illegally parked cars with blinkers on because they’re too entitled to park legally, and a protected bike lane means we’ll have 1 lane for vehicular traffic. Not everyone is blessed to have a lifestyle where they can bike everywhere. I can’t give my 78 year old mother in law “a double” on my bike with her walker. There’s already only one lane on Portage for east and southeast traffic and you made us share with the bus lane (until Garry Street).	1/28/2024 9:55 AM
387	Vehicle traffic is bad enough already. Now you want to lose a lane for bicycles?	1/28/2024 9:25 AM
388	York and St Mary Ave have always been one way streets. It's best to keep traffic that way as drivers are used to checking traffic traveling in one direction.	1/28/2024 8:52 AM
389	Because they are a waste of our money and resources for something that will only be used 5-7 months out of the year plus all the potential damage done do to machines not seeing them during snow clearing	1/27/2024 9:47 PM
390	I don't like bikes. I like cars.	1/27/2024 8:55 PM
391	I believe, based on my own experience, that when a street is a one way street, people are likely to believe by default that bike lanes are also one way in the same direction. I sometimes forget to look both ways when walking through two way bike lanes on a one way street. Also, the signage needs to be VASTLY improved when it comes to showing what direction(s) bike lanes travel in, especially for two way. If I see a one way sign, I assume all traffic (except pedestrians obviously) have to travel in that direction. For streets like Garry St., why aren't there additional signs by the one way signs showing the bikes lanes are 2 way traffic?	1/27/2024 7:11 PM

392	Cyclists have as much right to the road as drivers.	1/27/2024 5:40 PM
393	I agree that this is the preferred option.suggest brighter colours for protective bollards/bike land markings though. White blends in and new bike lanes will not be noticed by drivers.	1/27/2024 5:40 PM
394	We have enough protected active transit lanes already. We don't have to put one on every road.	1/27/2024 5:09 PM
395	this way the cyclists stay off the road and safe.	1/27/2024 4:35 PM
396	Safety and access for cyclists! Encourages more active transportation when there is space to do so.	1/27/2024 4:05 PM
397	Seems much safer with all "traffic" going one way	1/27/2024 3:48 PM
398	For all the reasons listed, this seems like a great option	1/27/2024 3:20 PM
399	Can afford to lose an entire lane on either street. But possibly keep all vehicle lanes and find space by reducing small amounts from. Each side walk.	1/27/2024 2:37 PM
400	Just makes sense to go with traffic.	1/27/2024 2:31 PM
401	It be better to used Graham avenue since majority of the way is blocked off to cars and is only for transit...Let riders share the street with busses less disruption to the flow of traffic.	1/27/2024 2:03 PM
402	It's more comfortable using a bike lane instead of interrupting pedestrians	1/27/2024 1:46 PM
403	For the reasons stated. It also creates a win win for cyclists and drivers	1/27/2024 1:09 PM
404	Restricting vehicle traffic downtown will eventually kill small business who rely on accessibility of vehicle traffic.	1/27/2024 12:51 PM
405	I think there will be a lot less confusion for people if these are one-way bike lanes.	1/27/2024 10:05 AM
406	I agree with the points made above.	1/27/2024 9:48 AM
407	Puts cyclists and drivers in the same 'vehicle use' mindset. Also think it may reduce both having to be extra vigilant about looking out for both. Everyone knows who should be where	1/27/2024 9:41 AM
408	Because it will encourage the use of bikes and make them safer.	1/27/2024 9:06 AM
409	You kind of told us why one-way makes more sense but not two-way, so I guess one-way seems OK?	1/27/2024 9:06 AM
410	Seems ok	1/27/2024 8:04 AM
411	Because I pay to drive on the roads and getting around in rush hour is already difficult enough as is let alone with all these protected bike lanes. I used to ride a bike on the road LOOOOONG before these bike lanes came into effect and I had no issues or accidents. There are enough bike paths in the city these people should take their bike else where and allow us to keep all lanes for our cars as we also need to get to where we're going in a timely manner. If you're really concerned about bike lanes put them in areas where bicycling as transportation is the only available option ie) lower income neighbourhood a such as the north end and north point Douglas areas of Winnipeg. I'd rather see city money spent making a difference in their lives and not for some hippies who choose to ride their bike. Furthermore the city should require safety courses for these cyclists so they can have some common sense when riding on the road because trust me a protected bike path makes absolutely zero difference to some of these cyclists. The city should be focusing on efforts to make getting around downtown easier for those who PAY insurance, gas, and upkeep for their vehicles we contribute more to the economy if we're being honest.	1/27/2024 1:23 AM
412	Cyclists need a safe space separated from motor vehicles	1/26/2024 11:11 PM

413	its a waste of space during winter. its a waste of money for the tax payers	1/26/2024 9:50 PM
414	I can see that as the cars have one-way traffic to have bikes mirror that has advantages. But 2 way on just York could be advantageous	1/26/2024 9:32 PM
415	Allowing bicycle traffic to flow as smoothly and safely as possible is worth extra building and maintenance costs.	1/26/2024 9:09 PM
416	Dangerous having metal posts on road and don't believe bikes should have bike path from Nov-March. this is Winnipeg and it is not safe for bikes, pedestrians or cars	1/26/2024 8:43 PM
417	Only a few ride a bike. This is/and will be causing issues for traffic during rush hour. I don't remember having a say.	1/26/2024 8:12 PM
418	I travel from southdale and when I arrive at the forks from archibald way getting to the arena requires a long way around or street or sidewalk shuffeling	1/26/2024 4:39 PM
419	Let the residents and businesses in these areas pay for the bike lanes, not the whole city taxpayers. Why should my suburb taxes be used when I don't live in the area.	1/26/2024 3:29 PM
420	Focus on improving traffic flow and transit before throwing funds at seasonal bike lanes that are rarely used. Not a good use of time or resources.	1/26/2024 2:58 PM
421	Winnipeg has destroyed downtown with current bike routes. No bikers really use them (maybe a very very small few), so for 5 months of bike traffic we get 12 months of havoc for motorists! This infrastructure virtue signalling needs to stop! Y lists bring no value to a dying downtown,,,,and it's virtually dead with City Council placing final daggers with this initiative. The vast majority of Winnipeggers don't want this,,,but go ahead Council, show us all how smart you are.	1/26/2024 2:39 PM
422	Easy to get killed by cars.	1/26/2024 2:19 PM
423	Judging by the current volume of users on existing bike lanes th the city is spending way to much money on per user basis. This is even worse in winter month when usage is almost zero. This money the could be spent on bettering infrastructure. Making our downtown safer.	1/26/2024 2:19 PM
424	For all the positive reasons listed above and I like the proposed width of the one way bike lanes.	1/26/2024 2:06 PM
425	I have experienced too often in two-way bike lanes, that riders will pull alongside on another, forgetting that there are oncoming bikes. The simplicity of one way bike lanes is easier to adapt to.	1/26/2024 1:48 PM
426	In general, while I understand the need for bike safety on streets, I am opposed to the reduction of available lanes for vehicular traffic, especially on "high volume" or feeder routes.	1/26/2024 1:48 PM
427	There is never enough room after new bike lanes are put in.	1/26/2024 1:06 PM
428	I strongly support this option as it is the safest, most comfortable, and most accessible option	1/26/2024 12:45 PM
429	Downtown needs good protected bike lanes.	1/26/2024 12:43 PM
430	This seems like the best option for the safety and comfort of residents and cyclists, giving cycles the most space and safety features at more intersections.	1/26/2024 12:38 PM
431	Safety is a big issue, and it makes sense to have bike traffic follow with the flow of traffic. If its more comfortable for cyclists and vehicles, then that is the most logical.	1/26/2024 12:16 PM
432	We are 'active seniors who live near [redacted]. While we have a car, in season, we tend to walk or cycle everywhere. A safe east west connection south of Portage would be a big help in our efforts to cycle to the south and south east of the city.	1/26/2024 11:53 AM

433	York is currently a one way. It would minimize disruption to keep it that way.	1/26/2024 11:48 AM
434	my current bike routes through downtown do not involve St. Mary Ave or York.	1/26/2024 11:24 AM
435	The City does not need to spend for a few activists. Fix your budget first.	1/26/2024 11:15 AM
436	I personally feel safer on one way routes.	1/26/2024 11:11 AM
437	Whatever lanes are put in, as long as they have physical protection from danger (cars) that is what we need.	1/26/2024 10:57 AM
438	As a cyclist I see no point in a protected bike lane, I find them dangerous at intersections when cars are turning in front of you, I have seen a couple of near misses at these types of intersections. If you need to access a business or other mid block you are required to ride outside of them anyway, as you need to crossover from the right side to the left or vise versa. They make it diffcult to make a left hand turn to a side street when the protected bike lane is on the right hand side.	1/26/2024 10:42 AM
439	Pedestrians and bicycle users need to both be educated on how to share the sidewalk. Make them wider, to support a cycle only part. 1 part for pedestrians, 1 for cycles.	1/26/2024 10:33 AM
440	I agree with all points mentioned above.	1/26/2024 10:31 AM
441	A number of drivers leaving parking lots on Garry do not look in both directions. Going with the flow of traffic will be safer.	1/26/2024 10:11 AM
442	We barely maintain the road way , how does the city figure they'll do any better	1/26/2024 10:07 AM
443	Connected biking infrastructure will provide a safe means of traversing down town by bike. A lack of safe biking spaces is one of the barriers to bike commuting. More bikes mean fewer cars, less traffic, less need for parking, less pollution. If we build bike lanes they must be plowed in the winter or there is no point.	1/26/2024 10:03 AM
444	Two bike lanes are a disaster. The one on Garry is a joke and someone is going to get killed/ hurt. I am a cyclist. My preference is no protected lanes at all. The lanes marked for cyclist like they have on ST Mary right now is sufficient.	1/26/2024 9:50 AM
445	It makes the most sense with traffic flow, and makes it easier to access a larger portion of the downtown via bike.	1/26/2024 9:17 AM
446	Our streets are covered in ice and snow almost half the year. Spend your budget on something useful like doing a proper repair on the roads, not just some shoddy patch job that will break down again in 2 years. Driving here is worse than any city in the world I've ever been to.	1/26/2024 9:16 AM
447	Protected bike lanes are the best way to ensure cyclist safety and increase ridership.	1/26/2024 9:15 AM
448	It is not necessary. Fix the roads instead of wasting tax payers money on stupid projects that we don't need.	1/26/2024 8:48 AM
449	One way protected is the way to go. Flowing with traffic, along with not having another variable for drivers to have to think about with the two way setup. Because drivers are always in a rush and most of them forget to watch for cyclists. Especially in the winter, I commute and cycle in the winter drivers are not expecting people to be cycling, and they're mostly not actively watching for cyclists anyway.	1/26/2024 8:37 AM

450	I have protected lanes means that myself and Children can safely travel through the downtown. The Graham protected by lane is the great example.	1/26/2024 7:48 AM
451	Safer and consistent with what we experienced in Copenhagen which was a wonderful biking experience	1/26/2024 7:44 AM
452	I have used two way lanes in Montreal and they worked very well. Two way lanes are larger and are often more noticeable to vehicles, which makes the bike riders feel safer. The key is to make a physical barrier, not a paint line	1/26/2024 7:04 AM
453	Agree I don't like biking against traffic. Ideally however, ideally it would be a two way bike lane on both sides of the street with st Mary no longer being a one way street (as with rest of downtown). Under current configuration however this is best option.	1/26/2024 6:37 AM
454	People get easily confused as to who has right of way. One way lanes make it easier for both bikes an motorists. Less hassle.	1/26/2024 5:47 AM
455	Most important is that the lane is fully protected, gets priority at lights and that the lights are timed to avoid bikes having to stop at every intersection	1/26/2024 3:18 AM
456	Connectivity and avoidance of biking counter to traffic on York.	1/25/2024 11:57 PM
457	Improved connectivity and comfort with one way facilities, also blends in with existing facilities nearby on memorial and st.mary by the WAG	1/25/2024 11:35 PM
458	feels safer and better flow.	1/25/2024 11:02 PM
459	Least worst option	1/25/2024 10:45 PM
460	I prefer one way bike lanes	1/25/2024 10:27 PM
461	The city need to synchronize traffic lights first. Provide proof of the numbers of year round cyclists	1/25/2024 10:26 PM
462	Gives both routes a road diet which can reduce speeds and make them safer for both cyclists and pedestrians.	1/25/2024 10:14 PM
463	I ride st mary quite often, and I don't feel safe	1/25/2024 10:07 PM
464	You are taking up parking for my business. It already struggles because of lack of street parking. Not nearly enough people use existing bike lanes to justify more	1/25/2024 9:48 PM
465	I use the paint on St. Mary daily on not-snowy days. Even early morning with the minimum of drivers, those drivers are having difficulty making safe decisions. Protected lanes will help.	1/25/2024 9:28 PM
466	One ways feel safer	1/25/2024 9:12 PM
467	Bike lanes will just prolong traffic thru downtown during rush hour and events.	1/25/2024 8:36 PM
468	It's safer and encourages biking which is key to even approaching climate goals	1/25/2024 8:01 PM
469	Your designs are severely disruptive, especially with an unmaintained and inefficient street system. You are destroying our city for the 15 minute city concept. YES, I saw the paperwork	1/25/2024 7:58 PM
470	Waste of taxpayers money they take away street space for vehicles and don't get plowed in the winter so the bikes end up on the streets anyways.	1/25/2024 7:26 PM

471	I strongly support separate bike lanes- I feel this will reduce danger of accidents between cyclists, & cars will not have to look both ways for cyclists before turning or crossing	1/25/2024 7:11 PM
472	Two-way bike lanes provide a sense of safety, facilitate easier passing compared to single lanes, allow riding side by side with a friend when there's no oncoming traffic, and eliminate the need to switch streets for different directions, ensuring a consistent travel route in both directions.	1/25/2024 7:11 PM
473	We need more bike lanes	1/25/2024 7:00 PM
474	The downtown already has issues with congestion, available parking and if this is done, parking will not be available for events and further restrict those of us who actually live downtown and have people visit us etc. The focus is on getting people back downtown and if this happens, people will stay away.	1/25/2024 6:48 PM
475	safet than two way	1/25/2024 6:41 PM
476	Protected lanes need to be defined - if you are referring to lanes with concrete dividers then you reduce parking and access to building for folks with mobility issues - this will not encourage folks to move into the downtown area	1/25/2024 6:29 PM
477	I would ride in the same direction as traffic. The wide widths allow for passing.	1/25/2024 6:26 PM
478	don't remove existing lanes for bike only lanes.	1/25/2024 5:32 PM
479	Do not think more bike lanes are necessary	1/25/2024 5:31 PM
480	No room now	1/25/2024 5:21 PM
481	It is the safest and most comfortable option for cyclists and provides access to more destinations by bike	1/25/2024 5:15 PM
482	It's easier on pedestrians	1/25/2024 5:12 PM
483	Winnipeg does not need protected bike lanes	1/25/2024 5:06 PM
484	Waste of money for a city already in deficit mode, also ads to traffic congestion in the downtown area	1/25/2024 5:06 PM
485	Do to increased trafflic flow especially when construction shuts down every single nearby road for a ten block radius it limits the amount you can move. Surge rush hour during hockey games, parades and fairs etc can really limit movement. The haphazard paving we've done on Stradbrook makes the lanes claustrophobic as well. They were not designed with this in mind.	1/25/2024 4:59 PM
486	I think that adding barricaded bike lanes is a waste of tax dollars when they rarely get used by cyclists. The one added to west minister/ granite has decreased the road size and when cyclists bike outside of the lanes it makes it even more unsafe for vehicle operators and the cyclists. It also is extremely upsetting that many d growth trees end up being removed or disturbed due to rhe construction.	1/25/2024 4:57 PM
487	Im from europe you canadians cant do[redacted] properly. Your cyclists are ignorant fine them	1/25/2024 4:56 PM
488	Cycling is the best way to reduce car traffic and promote the downtown	1/25/2024 4:49 PM
489	I like the solution of the one way lanes in order to protect bike riders, but in the end. Bikes are being treated as a motor vehicle and if we want to encourage more pedestrian/ biking traffic downtown, bikes shouldn't be put on the same routes as cars. They should be able to move freely in both directions.	1/25/2024 4:38 PM

490	Because the bike ones are a waste of tax payers money when those on bikes don't follow the law as it is!	1/25/2024 4:37 PM
491	As a cyclist I feel I would have a higher chance of being seen by motorists	1/25/2024 4:25 PM
492	Because the bike lanes are HARDLY USED!!! The McDermot one and Pembina ones I NEVER see used in the winter and all the times I've been on those streets in the summer I rarely see a bike. Also the Disraeli foot/bike bridge is empty all the time….in fact there's constantly ignorant cyclists ON THE ROAD instead. Do you know how awful that is in rush hour?? And city street bike lanes has posed nothing but problems for businesses because there's no where to park. Epic fail and waste of taxpayer money for MAYBE 2% of the population.	1/25/2024 4:16 PM
493	Great for environment and less congestion if people use bike instead of car	1/25/2024 4:11 PM
494	Bike lanes take away from traffic lanes and are used by a handful of cyclists whereas the traffic lanes are used by thousands and bike lanes will cause more traffic congestion and increase pollution caused by idling and stop and go traffic. The use of bike lanes will do nothing to offset this excess exhaust emissions.	1/25/2024 3:52 PM
495	biking in the same direction as traffic, especially on higher volume routes, is significantly more comfortable, and safer for cyclists. If the other option is chosen, many cyclists will still choose to bike on the street on St. Mary.	1/25/2024 3:14 PM
496	After using the garry bike lane over the years, and many near misses with vehicles who are not accustomed to looking for counter flow traffic, I think one ways on the different blocks is a safer option/	1/25/2024 2:54 PM
497	I think the overall impact to other road users in favour of cyclists is minimal, though would prefer to see more on street parking maintained.	1/25/2024 2:48 PM
498	One way follows traffic.	1/25/2024 2:44 PM
499	Downtown should do away with as many one way streets as possible	1/25/2024 2:34 PM
500	Winnipeg should do all it can to encourage cycling and improve cycling infrastructure.	1/25/2024 2:30 PM
501	City Hall, with its useless city, counsellors and weak mayor are following an international design that does not apply in Canada, against the citizens of Winnipeg, their right to Succinct, traffic, flow and availability of parking. This is some form of mental sickness, mass psychosis of an outright altleft fraud., For the benefit of a couple hundred people for a few months of the year as opposed to the thousands of other people that both live downtown and work or want to attend functions. None of these bike lanes have the best interest of Winnipeg in mind in the current present state north for the future	1/25/2024 2:29 PM
502	Keep it consistent.	1/25/2024 2:21 PM
503	It seems to be the safest way.	1/25/2024 2:18 PM
504	Protected one way lanes going the same way as traffic reduces mortality and severity of car-bicycle collisions. Two way lanes increase the risk of car-bicycle collisions when the cyclist is travelling the opposite direction of cars.	1/25/2024 2:16 PM
505	For most of the year I am cyclist downtown. While the 2-way protected lanes are nice, there have been some close calls with cars that aren't prepared for bikes coming from both directions. It can also get dicey when I'm coming from the opposite direction of street traffic and try to cross an intersection, for example: travelling NB on Garry to get onto WB St. Mary. Trying to stay out of the way of cars, cyclists, and crossing pedestrians can be difficult.	1/25/2024 2:09 PM
506	Smells like a 15 minute city attempt	1/25/2024 2:00 PM
507	A one-way protected bike lane on both St. Mary Avenue and York Avenue is fine but the issue I have is how the protected bike lane on St. Mary Avenue abruptly ends at Colony Street and spits you out into a car lane.	1/25/2024 1:45 PM

508	Safety.	1/25/2024 1:23 PM
509	It provides better bike network 'coverage' downtown (easier access from most blocks), and balances the impact on road traffic going either direction.	1/25/2024 1:13 PM
510	safer	1/25/2024 1:11 PM
511	I love that they are protected lanes, and they connect to existing protected lanes	1/25/2024 1:06 PM
512	It's safer for everyone	1/25/2024 12:58 PM
513	Needed	1/25/2024 12:51 PM
514	Waste of time money	1/25/2024 12:42 PM
515	Bike riders do not follow traffic lights/signals on Carlton and Hargrave and I have observed the same on Edmonton at Graham. They are putting pedestrians and cars in danger when they cross at red lights or switch from a marked bike lane to pedestrian cross walks at whim. Without any accountability I feel they jeopardize my safety downtown in rush hour.	1/25/2024 12:37 PM
516	Concrete barrier on a bike lane is a 100% necessity.	1/25/2024 12:36 PM
517	I'm all for bike lanes but until the City realizes it Is cold, snowy and icy in the winter in Winnipeg. It is difficult for cars looking out for uneven roads, pedestrians, emergency vehicles etc., adding another layer for car drivers to look for is silly. Bicyclists should be off the road when snow tires for cars go on and if cyclists do not want to use public transport (buses) then insurance should be considered as a mandatory necessity for putting car drivers and pedestrians at risk in slippy snowy conditions. In other words common sense, motor cycles come off the road there's a reason. I think better public transport is the answer	1/25/2024 12:22 PM
518	encouraging bike traffic through downtown.	1/25/2024 11:59 AM
519	I believe two-way protected bike lanes will impose a more physical reminder for motorists to be aware of cyclists.	1/25/2024 11:45 AM
520	One way bike lanes are good on one way streets, because when lanes are blocked (and they quite often are) it doesn't force you onto the sidewalk or into oncoming traffic.	1/25/2024 11:17 AM
521	The idea is good but the cyclists should be required to use them. All too often cyclists use the sidewalks even when bike lanes are present. This is very dangerous for pedestrians.	1/25/2024 10:36 AM
522	Back when it was somewhat recommended to bike on the sidewalks (over 25 years ago) I was hit by a car that was only watching the traffic on their left and didn't even glance to their right.	1/25/2024 10:32 AM
523	Riding two way bike lanes on one way streets doesn't feel natural, e.g. on Garry Avenue, especially when riding opposite the car traffic. It feels less safe because car drivers won't naturally look for bicyclists coming towards them, especially when turning across the bike lane.	1/25/2024 10:24 AM
524	There is a bike lane on Assiniboine if needed.	1/25/2024 10:20 AM
525	By having one way bike paths on both routes, it would likely better allow for parked vehicles to provide extra protection for cyclists on a protected bike path. This is preferable over just a simple curb. If a two way bike path could have the same spacing with parked car protection than I would be in favour of that as well. My main concern is that we shouldn't be focusing on moving vehicle traffic rapidly through the area. We should be trying to slow down traffic to reduce risk to pedestrians and cyclists in the area, to empower the downtown economy, encourage people to choose alternatives to driving where possible, etc.	1/25/2024 10:20 AM

526	I am pro following all bike infrastructure best practices. Wider and more straight forward lanes on more streets are incredibly important to me. I appreciate the city adding more bike lanes deeply.	1/25/2024 10:16 AM
527	BIKE LANES ARE A WASTE OF MONEY. OUR CITY MONEY SHOULD BE SPENT ON FIXING EXISTING ROADS AND INPROVING THE FLOW OF TRAFFIC NOT SLOWING EVERYTHING DOWN BY ADDING BIKE LANES THAT CAN ONLY BE USED FOR HALF OF YEAR. NOT TO MENTION HOW MANY BIKE RIDERS IVE SEEN NOT EVEN USING THEM WHEN THEY ARE AVAILABLE. DUMB DUMB DUMB! TAKING AWAY A LANE OF VEHICLE TRAFFIC TO ADD A BIKE LANE IS UNACCEPTABLE. PEOPLE WITH VEHICLES ARE PAYING ALL THESE TAXES TO FIX ROADS, WHAT DO BIKE RIDERS CONTRIBUTE??	1/25/2024 10:15 AM
528	Make it a wide two way path - but if 1 way is only option then I strongly support that	1/25/2024 10:14 AM
529	Convenient access to more destinations downtown and less confusion with one-way protected bike lane than two-way.	1/25/2024 10:04 AM
530	We don't need more bike lanes !! They take traffic lanes away making travel downtown worse that it already is ! and most of the time cyclists don't even use them. They ride on the street or sidewalks. And we sure don't need them in the winter. Downtown traffic is worse than it ever was thanks in part to bike lanes	1/25/2024 10:01 AM
531	I believe multiple protected bike lane options, following the flow of traffic will do more to encourage ridership and safety.	1/25/2024 10:01 AM
532	The one ways follow the flow of traffic and I assume would cause less confusion for drivers who might need to cross bike lanes. Also, they connect well with existing bike lanes.	1/25/2024 9:58 AM
533	It should be 2 way and connected to a network. A bike lane not connected to a network is the equivalent of dead end streets	1/25/2024 9:56 AM
534	safer	1/25/2024 9:51 AM
535	It feels safer, especially for new cyclists. Right now if you aren't comfortable on the road you have to detour pretty far to get where these lanes take you to have a 'safer' option. And even if you are comfortable you still have to contend with angry drivers who hate your existence as a cyclist on the road which is tiresome.	1/25/2024 9:51 AM
536	Those routes across the downtown make more sense than the other options. It would be nice if they extended to Main to be able to access the Forks on the same type of route.	1/25/2024 9:50 AM
537	Bike lanes are needed downtown and one lane bike lanes minimize impact to traffic while accommodating bikes. They can however be inconvenient to bikes when travelling certain routes.	1/25/2024 9:40 AM
538	I used to work right by memorial and st.mary and my office overlooked st.mary's and the amount of times car's almost hit cyclists in the unprotected lanes was astonishing. Plus in the winter the lane was never plowed so cars didn't realize there was a bike lane there.	1/25/2024 9:38 AM
539	It's safer, but needs to be atleast 2m wide.	1/25/2024 9:37 AM
540	cyclists are a traffic hazard. Bicycle paths on roadways use up traffic flow capabilities.	1/25/2024 9:35 AM

541	When I cycle, I feel far more comfortable when following the direction of all the other traffic as well. I concur with the reasons provided by the public service above.	1/25/2024 9:19 AM
542	One way protected bike lanes offer a greater level of safety to cyclists on the road because it provides a clear path for both cars and bikes.	1/25/2024 9:16 AM
543	A two-way protected lane along both roads would be preferred. Having to go a block to go another direction has more of an impact on traveling by bicycle and would restrict route options. As it is a protected bike lane, traveling opposite of traffic is alright. To do this, removing right turns on red lights along the corridor would likely need to be done as drivers are very inattentive when doing that.	1/25/2024 9:08 AM
544	I work on St. Mary. Right now I have to go out of my way and bike on the road to get to work. I would like a safer and more direct bike route to work.	1/25/2024 9:04 AM
545	The City continues to waste money on these bike paths that only benefit a handful of people - invest the money in transit!	1/25/2024 8:55 AM
546	connects to other bike lanes, creates more of a network	1/25/2024 8:39 AM
547	As a cyclist, it feels safer to bike in the same direction as traffic.	1/25/2024 8:39 AM
548	There already is a one way in st Mary but no bike lane going east so I support York lane as I have to either ride in traffic or on sidewalk. Also why does the plan not go right to main st on York? So I still need to go into traffic to get to the forks across main on my daily commute	1/25/2024 8:18 AM
549	When cycling I always feel safer going the same direction as motorized traffic	1/25/2024 8:07 AM
550	We have completely missed on the mark on bike routes all of this and other social economic factors are affecting why our citizens are reluctant to go downtown We should have had a strategy that should have only had pedestrian and bike traffic infrastructure not bikes and motor vehicles	1/25/2024 7:45 AM
551	Bikes don't belong on the road especially in winter	1/25/2024 7:33 AM
552	Two way traffic is riskier for cyclists and drivers	1/25/2024 7:30 AM
553	I feel a two way bike lane is less confusing and easier to find	1/25/2024 7:28 AM
554	Goes the same way as traffic	1/25/2024 7:27 AM
555	It is far safer. Cars routinely ignore or are unaware bike traffic is coming from both directions when on a one way street. It's terrible design to do a 2 way bike line on a 1 way street.	1/25/2024 7:27 AM
556	Following the direction of traffic “feels” right and may avoid people getting confused.	1/25/2024 7:17 AM
557	Graham and Assiniboine are suitable east-west cycling routes in downtown. Improving St Mary & York corridors will do very little to improve conditions getting in to downtown from the south. Disappointed there isn’t anything on that yet as these particular improvements won’t lead me to increase the frequency of biking to work.	1/25/2024 7:04 AM
558	Less dangerous for cyclists to move the same direction as traffic	1/25/2024 7:03 AM
559	I don’t feel putting bike lanes in is right. Traffic is bad already. This will restrict traffic further. There aren’t enough bike riders to warrant this. Not to mention our riding season is very short. Most bicycle riders don’t ride during cold or wet weather.	1/25/2024 6:51 AM
560	One way bike lanes make as much sense as one way sidewalks	1/25/2024 6:34 AM

561	It's the best way o allow us to connect to other bike routes	1/25/2024 6:22 AM
562	Stop putting in bike lanes and reducing lanes that cars can use. Downtown bike lanes are not being utilized enough to justify their existence.	1/25/2024 5:25 AM
563	Takes up lanes and parking.	1/25/2024 5:01 AM
564	Bike lanes are important for a healthy city and city core.	1/25/2024 4:38 AM
565	For the same reasons identified.	1/25/2024 4:24 AM
566	Bike lanes are good, and the one ways work well	1/25/2024 3:55 AM
567	It's a major bike route in the city and protected would catch Wpg up to more modern cities.	1/25/2024 1:46 AM
568	Safest option.	1/25/2024 12:21 AM
569	One-way protected bike lanes on both St. Mary and York would improve cyclability for the downtown core.	1/24/2024 11:14 PM
570	I no would feel safer as a cyclist	1/24/2024 11:13 PM
571	Drivers often do not expect cyclists traveling against traffic on a one-way street	1/24/2024 11:11 PM
572	Safety	1/24/2024 11:08 PM
573	Would love to enter and leave the forks at the main/york intersection	1/24/2024 11:02 PM
574	As our infrastructure exists today, Its easier for all users of the road to understand and predict. The two way on Garry is confusing. Access to more destination in downtown as it covers more ground.	1/24/2024 10:45 PM
575	I would prefer 2 way bike lanes on both.	1/24/2024 10:37 PM
576	easier for cars to see	1/24/2024 10:16 PM
577	Any bike lanes are better than no bike lanes.	1/24/2024 10:12 PM
578	Two way lanes introduce conflict from drivers unexpectedly having contra-flowing cyclists	1/24/2024 10:08 PM
579	I generally think protected bike lanes are a waste of City resources. We can't afford to maintain the infrastructure we have, yet there are funds available to build niche infrastructure that will only be used by a small percentage of the population for at most 50% of the year? Seems imprudent.	1/24/2024 9:48 PM
580	Get it done and catch up with the rest of the world	1/24/2024 9:47 PM
581	Seems practical.	1/24/2024 9:45 PM
582	I agree that it is more difficult for drivers to safely cross a two lane protected bike corridor than it would for a one lane!	1/24/2024 9:45 PM
583	Safety, I've been almost hit several times on the bidirectional Garry St bike lane	1/24/2024 9:43 PM
584	Nice bike coverage through downtown. Just wish there was a stronger connection to The Forks.	1/24/2024 9:41 PM
585	For all the reasons mentioned above - safer for everyone.	1/24/2024 9:03 PM

586	Safer for all pedestrians, bikers, and drivers.	1/24/2024 8:50 PM
587	Bikes are vehicles and should travel the same direction as cars.	1/24/2024 8:49 PM
588	I am a regular cycle commuter who needs more bike lanes to get around better. I fully support this option but would prefer the two way bike lane on St Mary's for a more direct bike route through downtown that is close to Portage.	1/24/2024 8:46 PM
589	Protected bike lanes provide better safety for cyclists.	1/24/2024 8:45 PM
590	I bike as a courier and I feel it would be the fastest for cars and bikes. I much prefer to just flow with traffic	1/24/2024 8:42 PM
591	We need way more bike lanes and a more integrated bike network in Winnipeg	1/24/2024 8:28 PM
592	Two way bike lanes are a problem for those of us who move slower. Too many aggressive riders	1/24/2024 8:23 PM
593	Drivers and pedestrians struggle with the concept of a two-way bike lane on a one way street (Garry being a perfect example.)	1/24/2024 8:11 PM
594	I use Winnipeg bike lanes every day to get to and from work and other activities	1/24/2024 7:46 PM
595	This is a wise investment of city resources and will improve downtown and traffic overall	1/24/2024 7:42 PM
596	I feel that it is a wise investment of city resources and prioritized cyclist convenience and safety	1/24/2024 7:42 PM
597	bike lanes are necessary here and i'm honestly not too fussed about how they're done	1/24/2024 7:31 PM
598	safer and easier for car drivers to see bikers	1/24/2024 7:29 PM
599	Protected bike lanes are the only option. This option is good, but please consider intersection geometry and parking lot exits.	1/24/2024 7:26 PM
600	Seems to be the safer option of the 2	1/24/2024 7:25 PM
601	Both streets don't have many destinations for me and I would mainly use them as thoroughfares so I don't have a big preference. St. Mary is further away from the existing bike path on Assiniboine and closer to actual destinations along Graham and Portage, so slightly more useful.	1/24/2024 7:23 PM
602	Safer	1/24/2024 7:18 PM
603	For the safety of cyclists I think a bigger cyclist zone is going to be easier for cars to identify and yield where necessary.	1/24/2024 6:59 PM
604	Cars only have to,look one way for bikes	1/24/2024 6:59 PM
605	Cyclists are always at the mercy of Winnipeg's awful drivers who don't look for bicycles or motorcycles. Cyclists need protection since drivers choose to be ignorant	1/24/2024 6:56 PM
606	I feel that this option would feel the safest for traveling. Ideally. A route entirely closed from cars would be the most ideal. The this is a safer option that a two way protected lane on York	1/24/2024 6:52 PM
607	Enough with the bike lanes.	1/24/2024 6:48 PM
608	Scary enough to ride my bike without setups that drivers may not expect.	1/24/2024 6:47 PM
609	Access to destinations on both streets. Also, 2-way bike lanes usually involve awkward crossing of the street at the start and end.	1/24/2024 6:38 PM

610	More protected access, less risk of collision with cyclists going the other way. Easier to navigate while driving	1/24/2024 6:38 PM
611	not riding against traffic	1/24/2024 6:36 PM
612	If you want to remove all business and ability for the majority of people to get there keep doing what you are doing. When downtown becomes a complete no-go zone remember that you are responsible for it.	1/24/2024 6:31 PM
613	Bikes don't pay to use the road, traffic is already crazy downtown. I bike all the time down town and avoid the bike lane due to parked cars blinding traffic to the bikers.	1/24/2024 6:25 PM
614	I feel more comfortable and safe biking with traffic	1/24/2024 6:12 PM
615	We live in a city that is covered in snow for 6 months of the year. Why would the city spend millions of tax payer dollars to create bike lanes that are not used for half of the year?	1/24/2024 6:11 PM
616	My only concern is cyclists downtown ignore one way bike paths (Princess St is a good example.) I wonder if installing two-ways as the status quo would lessen the accidents and confusion that these cyclists already cause.	1/24/2024 6:00 PM
617	Biggest waste of money no more bike lanes please this isn't California. Nobody uses bike lanes other than maybe one [redacted] on a stolen bike.	1/24/2024 5:59 PM
618	I feel that this is a good option as long as there are easy to access routes between the two proposed routs that's are also safe for cyclists. This plan would be a great step towards having a bike network that can be used for commutes and not just recreation. It's also a good area to get drivers used to seeing and driving around these types of cycling infrastructure	1/24/2024 5:58 PM
619	Because the roads are not designed for one-way protected bike lanes and cause crowding and traffic jams which endangers civilians and bikers.	1/24/2024 5:56 PM
620	Lower potential for accidents and injuries.	1/24/2024 5:48 PM
621	Having the bike lanes on both avenues is great because that way both get to receive the benefits of protected infrastructure.	1/24/2024 5:46 PM
622	One-way bike lane follows the traffic flow, create less confusion to cyclist, drivers and pedestrian.	1/24/2024 5:46 PM
623	Traffic is horrible getting out of downtown. This would make traffic worse.	1/24/2024 5:38 PM
624	easier to naviagate	1/24/2024 5:33 PM
625	Safer	1/24/2024 5:25 PM
626	Stop removing lanes of traffic. Its gone way beyond ridiculous already.	1/24/2024 5:24 PM
627	For exactly what has been mentioned above, more secure for everyone, less scanning has to be done	1/24/2024 5:17 PM
628	I'm a cyclist and I'm all too familiar with the issues of bidirectional bike lanes	1/24/2024 5:00 PM
629	Easier and safer to navigate	1/24/2024 4:58 PM
630	I think the safest option is one that has bicycles and vehicles traveling in the same direction.	1/24/2024 4:57 PM

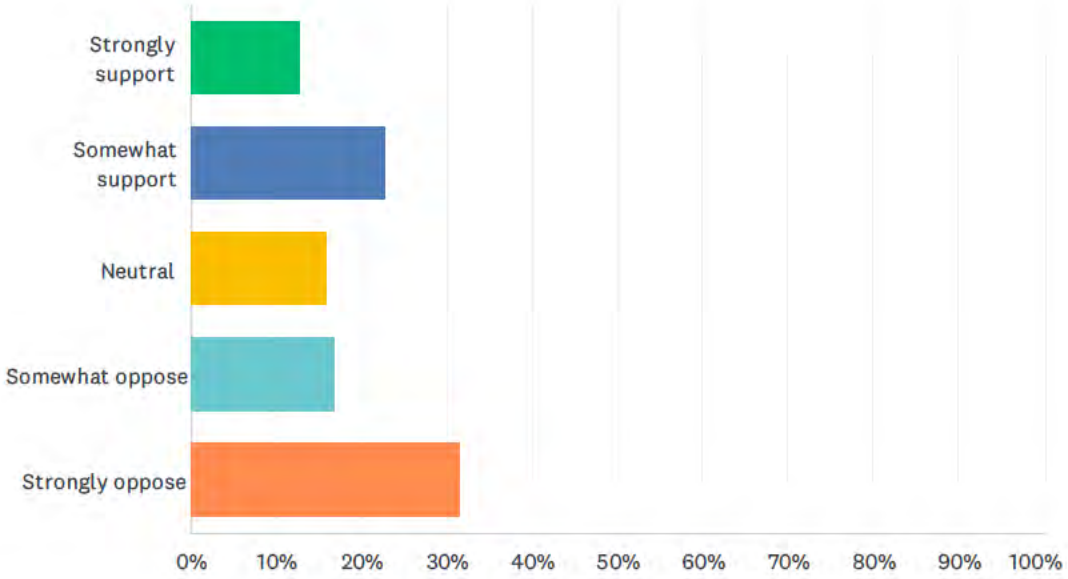
631	Should be 2 way	1/24/2024 4:53 PM
632	If they're less expensive and safer, maybe we'll get more of them.	1/24/2024 4:44 PM
633	Same reasons as above. Reduces conflicts makes it more intuitive/easier which is essential to drive use	1/24/2024 4:44 PM
634	It isn't the governments job to facilitate cycling. Stop wasting and stealing taxpayers money on this garbage.	1/24/2024 4:42 PM
635	Protects bikers, less worry for cars, better for environment	1/24/2024 4:26 PM
636	Happy to see protected bike lanes go in - not fussy about which of the proposed implementations is selected.	1/24/2024 4:10 PM
637	If those are the options two way bike lanes sounds like accidents waiting to happen Sounds like a public nuisance that drivers only allowed to travel one direction will need to be extra vigilant and because of blind spots in vehicles and people may forget bikes can move in both directions you will see more collisions	1/24/2024 4:08 PM
638	There should not be any protected bike lanes anywhere - Streets are for motorized vehicles.	1/24/2024 3:52 PM
639	Safer option for all transportation modes	1/24/2024 3:47 PM
640	Uni Directional lanes are safer for cyclists, as cars are flowing in the same direction.	1/24/2024 3:44 PM
641	It's not necessary	1/24/2024 3:43 PM
642	paint doesn't do any good. need physical barriers	1/24/2024 3:37 PM
643	one way lanes are much better and safer. Two-way ones create more conflict and are far less safe for cyclists.	1/24/2024 3:33 PM
644	These are not streets that can properly accommodate bike lanes	1/24/2024 3:33 PM
645	Feels safer as a cyclist knowing drivers don't need to think more, as that can be dangerous (forcing drivers to think about more than 1 thing).	1/24/2024 3:31 PM
646	As a cyclist, one way bike lanes in the direction of traffic are more comfortable, less confusing, and safer.	1/24/2024 3:28 PM
647	bike lanes are a failed experiment, the costs in no way justify any alleged benefit	1/24/2024 3:22 PM
648	Keeping bikes flowing the same direction as vehicle traffic will be safer. Drivers are less likely to be watching for bikes heading the opposite direction	1/24/2024 3:21 PM
649	Current bike routes are not being used as most riders are using public sidewalks on Portage, Graham, Smith, etc.	1/24/2024 3:18 PM
650	I feel like the proposed option is a good choice based on the clear limitations placed on the design team. However, considering the long term health of the city/downtown, I feel like they represent a half measure towards overall improvement in our public/active transport. I believe a comprehensive re-imagining of the movement of people downtown is needed. One-way streets, three lanes dedicated to cars, minimal dedication for bus lanes, etc. are all issues that should be viewed in coordination with the implementation of optimized cycling infrastructure. The biking infrastructure is fine. I understand there are limitations. But the city as a whole needs to take our over-reliance on personal vehicles seriously, and I'm not sure spending time, money, and resources on a half step is really going to be helpful.	1/24/2024 3:18 PM
651	I use the two-way bike lanes on Garry St and Princess St and appreciate them. I would rather have two-way bike lanes any time (over one-way) if the lanes were cleaned, swept, regularly maintained, paved well, lines painted seasonally, etc.	1/24/2024 2:52 PM

652	Because the roadways are one-way there is really little choice. One ways are dangerous and encourage people to speed. It would be nice to see downtown streets converted to two way and eliminate the ability to turn right on red.	1/24/2024 2:50 PM
653	because having to bike down graham is dangerous and the buses hold up bike traffic	1/24/2024 2:48 PM
654	Narrow one way bike lanes still often see cyclist use them in the wrong direction, creating the risk of collisions. two way bike lanes provide more room to navigate.	1/24/2024 2:42 PM
655	I feel Graham Avenue would the best choice for an exclusive bike/pedestrian corridor; once buses are moved onto Portage Avenue. York and St. Mary Ave should be better utilized as vehicle routes in and out of downtown to help alleviate congestion on Portage Avenue (and provide room for a Transit corridor) as well as congestion on Broadway.	1/24/2024 2:41 PM
656	It prioritizes safety and ease for those users of city streets who are more vulnerable than others, that is, it is safer for cyclists and pedestrians who are trying to share the road with vehicle drivers.	1/24/2024 2:38 PM
657	For the reasons listed above. I bike to work and I would be most comfortable biking with the same direction as traffic. I think the Garry street bike lanes have shown that that approach is not ideal.	1/24/2024 2:29 PM
658	Traffic is already slow along these routes. Taking away a lane of traffic will cause more delays. In addiiton, cars idling along the route cause more pollution.	1/24/2024 2:26 PM
659	It is best practice.	1/24/2024 2:22 PM
660	Stop wasting the tax payers money on the bike lanes, allow them to access the sidewalks as they are wide enough for both walkers and bikes, repair the roads already, Winnipeg is an embarassment to any and all visitors	1/24/2024 2:18 PM
661	I would replace the word "comfort" with "safety" since the 2-way bike lane on Garry is incredibly dangerous. We should avoid this in our future designs.	1/24/2024 2:16 PM
662	First of all, it's offensive that you refer to cyclist 'comfort' when the issue is truly cyclist *safety*. However, on a question of cyclist comfort, it is in fact more *comfortable* to have two way bike lanes so you don't have to bike an whole block out of the way, just to reach a suitable street. So both options have pros and cons as far as I am concerned; protected bike lanes would be an improvement, however they are implemented.	1/24/2024 2:16 PM
663	As an avid commuter one way protected bike lanes will be safest option for me and fellow cyclists	1/24/2024 2:15 PM
664	One way bike lanes on one way streets are generally more predictable for drivers and pedestrians using the same street so there are fewer surprises/conflicts. Drivers turning across the bike lane don't always yield and signal phasing can be an issue with very long reds for cyclists that arrive after the green bike light phase.	1/24/2024 2:12 PM
665	Both those street have a phenomenal amount of vehicle traffic, all day long,to reduse one lane would add to more frustrated drivers having to wait longer and being annoyed with the bike lanes taking over(especially when those bike lanes are rarely used!)	1/24/2024 2:10 PM
666	Safer option	1/24/2024 2:07 PM
667	Given the Car centric favoritism that Winnipeg has always been, promotes careless drivers. Therefore cyclists can not trust them. Will only bicycle ride if there is protected lanes	1/24/2024 2:00 PM
668	these roads are both scary and unsafe for cyclists right now	1/24/2024 1:55 PM
669	More protection and clear where to go when traveling in either direction.	1/24/2024 1:50 PM
670	When cycling I feel safest in a protected bike lane going the same direction as traffic.	1/24/2024 1:46 PM
671	I have cycled on both Yor and St Mary many times, a one way would benefit safety and line up with the one way streets	1/24/2024 1:41 PM

672	this is already a one-way street with sufficient room for cyclists to share the road in existing lanes	1/24/2024 1:21 PM
673	Idiotic concepts. Traffci jams will be impossible to navigate. The volume of potential users does not warrant it.	1/24/2024 1:16 PM
674	While a two-way bike lane is easier for cyclists to navigate, in my experience, there are more incidents of hits or near misses compared to a one-way bike lane.	1/24/2024 1:13 PM
675	The bi-directional Garry Street lane is obnoxious and dangerous with various vehicles trying to turn left or right through the lane. It is also narrow for bi-directional traffic after snow begins to collect on the edges	1/24/2024 1:08 PM
676	Much safer to have the one-way lanes on the two streets.	1/24/2024 1:03 PM
677	It's not safe to ride a bike in Winnipeg.People in cars don't watch out for bike riders.Any bike lanes are needed bad.	1/24/2024 12:58 PM
678	Disagree with feeling more comfortable with one way traffic. Doubling the cost based on anonymous 'feelings' is ludicrous	1/24/2024 12:48 PM
679	Would allow for the best of all worlds for users	1/24/2024 12:45 PM
680	EVERY road should have protected bike lanes. So let's get protected bike lanes on each of these options as a start. (in addition to the strong case re: reducing conflict and improving safety by following the flow of traffic)	1/24/2024 12:37 PM
681	everybody is going the same way. I don't have to make sure I haven't slipped into to the wrong lane.	1/24/2024 12:34 PM
682	Wide uni directional protected cycling paths that allow for riders to comfortably pass, ride along side eachother on both west and east bound roads	1/24/2024 12:28 PM
683	it feels safest and also respects traffic flow	1/24/2024 12:18 PM
684	There are enough bike paths that aren't used! Using a vehicle for work, the reduction in lanes, parking, etc, makes it difficult and more time consuming!	1/24/2024 12:15 PM
685	St Mary Ave and York impact businesses more than a two-way on York. If the belief is that a cyclist can't branch off on a route safely to access North/South connections then you will require this City to have protected facilities on every street in the downtown. Functionally this is not a necessity.	1/24/2024 11:49 AM
686	Want to be able to bike on both streets. Feel safer in a one-way bike lane	1/24/2024 11:46 AM
687	We need more green based transportation downtown. York can be a direct route to the forks	1/24/2024 11:29 AM

Q8 What is your level of support for the alternate option (two-way protected bike lane on York Avenue)?

Answered: 903 Skipped: 377



ANSWER CHOICES	RESPONSES	
Strongly support	12.85%	116
Somewhat support	22.81%	206
Neutral	15.95%	144
Somewhat oppose	16.94%	153
Strongly oppose	31.45%	284
TOTAL		903

Q9 Following up to the previous question, why do you feel that way?

Answered: 640 Skipped: 640

#	RESPONSES	DATE
1	A two-way bike lane is better than no bike lane	2/19/2024 8:58 PM
2	For the risks identified on the previous page, and that this option provides no protection for cyclists continuing to travel on St. Mary Ave.	2/19/2024 12:42 PM
3	same answer - too little cycle traffic.	2/18/2024 4:54 PM
4	scan both directions not desirable	2/18/2024 12:10 PM
5	Not as safe for cyclists as this is a one way street and drivers are already complacent with that fact.	2/18/2024 7:57 AM
6	traffic jams	2/18/2024 12:49 AM
7	I would be comfortable with riding along this option. One would have to get used to going against traffic flow, but I think that can be managed.	2/17/2024 9:31 PM
8	Two way bike traffic is introducing needless complexity for both drivers & pedestrians and puts cyclists at more risk for collisions	2/16/2024 10:42 PM
9	I do not feel that a two way bike lane on the right had side of the road is very safe, and it certainly will not provide the needed capacity.	2/16/2024 10:39 PM
10	It will cause further congestion to traffic.	2/16/2024 9:32 PM
11	Not safe	2/16/2024 8:40 PM
12	Disruption to vehicular traffic flow. Reduction in on-street parkin.	2/16/2024 5:49 PM
13	Protected is great. Matching car flow is easier and feels safer.	2/16/2024 5:43 PM
14	Conflicts, not natural, less connections	2/16/2024 4:22 PM
15	Two way bike lanes feel like they oppose traffic	2/16/2024 3:06 PM
16	I like one lane only and with traffic	2/16/2024 1:14 PM
17	these bike lanes are not practical in a climate like ours. We do not have enough cyclists in this city to be spending the money we are on this surveys, proposing ideas especially going forward. Fix our streets, put this money into the school system. This is a waste and taking up space for vehicles and making it dangerous. Let cyclists cycle on the sidewalks again!! it is an inconvenience to city drivers and bus drivers.	2/15/2024 11:23 PM
18	Its a joke	2/15/2024 10:33 PM
19	One way bike lanes that follow traffic are safer and make more sense for all the reasons mentioned in the last page.	2/15/2024 10:28 PM
20	I find the 2-way lanes easier to navigate as a cyclist, but I wish it could be further North, further from Assiniboine and closer to Portage to make the Northern part of downtown more accessible.	2/15/2024 8:01 PM
21	I don't like two-way bike lanes as I feel less safe crossing them	2/15/2024 7:46 PM
22	Goes against traffic, less access, less comfortable bike lane.	2/15/2024 7:12 PM
23	See previous reason	2/15/2024 5:14 PM
24	See previous answer.	2/15/2024 4:52 PM
25	I get the thought behind it, but this would completely disrupt the flow of traffic negatively as it will slow a LOT of things down and cause of lot of other traffic jam ups/crazily congested areas	2/15/2024 3:38 PM

	and possibly even create confusion which will lead to many more accidents. Also, you just truly never see many that many bikes at all downtown.. so it just seems silly and like a HUGE waste of a street! Don't take away our York!!	
26	Not used	2/15/2024 3:37 PM
27	Again, bike lanes are rarely used	2/15/2024 3:12 PM
28	takes up more space on roadway	2/15/2024 3:08 PM
29	Passing danger and accidents	2/15/2024 3:04 PM
30	I think for flow of traffic, car user understanding way of right, and making turns confusing to cross traffic, I think this isn't the right option	2/15/2024 1:35 PM
31	Also a good option to keep cyclists safe	2/15/2024 12:23 PM
32	Not my preference but more bike lanes are needed.	2/15/2024 12:21 PM
33	Harder for motorists to see all the potential bike traffic.	2/15/2024 12:21 PM
34	This would be a huge improvement over the existing road, but falls far short of being a high quality piece of cycling infrastructure. The most important thing that will almost certainly be botched with this design is that turning motor vehicles will be given a green light at the same time as cyclists whose path they will cross. Separating them in time as well as space is extremely important.	2/15/2024 11:42 AM
35	There should be protected bike lanes on both routes, AND the bike lanes should include two lanes -- a slow lane and a passing lane. Also, merging at intersections against motor traffic is potentially dangerous.	2/15/2024 11:00 AM
36	Lack of riders. Weather Maintenance	2/15/2024 10:28 AM
37	S/A	2/15/2024 9:39 AM
38	if "protected", it should be safe	2/15/2024 9:29 AM
39	Again safety	2/15/2024 9:21 AM
40	Against traffic and unsafe in winter/slippery conditions. Have another bike lane going opposite way. I usually go up Assiniboine. Would be nice if all Assiniboine Ave was just for cyclists and pedestrians from Main to leg. Then don’t need one way bike routes on York and st Mary’s. Have them up Smith as that’s a prime route. I used to cycle on Smith Street when I lived there but now too dangerous with traffic.	2/15/2024 9:15 AM
41	One way bike lanes are causes of conflict but better than paint.	2/15/2024 9:07 AM
42	Same as my previous explanation	2/15/2024 9:05 AM
43	I think that just having one street be affected is better than having both be affected. It may please drivers more to know that only one street is being modified. As a biker, I prefer the two way bike paths because then I don’t have to go too far out of my route to get to my destination (I like the most direct route) and I feel that a two way bike path will help achieve that. I also think it flows better knowing I can go both directions on the path as opposed to potentially going down the wrong way on the path, as with one-way systems	2/15/2024 8:59 AM
44	Better to have the bike network mirror the car network. This is easier for people to plan and navigate.	2/15/2024 8:40 AM
45	Its dangerous. I would prefer it if the road was converted to a two way for cars as well. I understand that this is not going to be considered.	2/15/2024 8:34 AM
46	Because I think the other option is more flexible for riders	2/15/2024 8:30 AM
47	We do not need more D/T bike routes.	2/14/2024 10:02 PM
48	Could be a viable option.	2/14/2024 6:02 PM
49	Same as for other option	2/14/2024 4:33 PM
50	It causes more traffic problems. More parking problems.	2/14/2024 10:48 AM

51	we need the existing parking to remain	2/14/2024 9:08 AM
52	same as the previous answer.	2/14/2024 8:52 AM
53	Takes too much space and not used enough. Make side walks dual use with bikes.	2/14/2024 8:37 AM
54	same as previous question	2/14/2024 7:58 AM
55	This will take up too much space of the roadway.	2/14/2024 7:08 AM
56	It is less safe for cyclists and pedestrians. It is confusing to have motorized vehicles going in one direction and bikes going in two and the possibility of accidents is greater.	2/14/2024 7:03 AM
57	Because it is less invasive and a reasonable compromise	2/14/2024 6:05 AM
58	Loss of street parking. More car lineups as people travel through downtown. More traffic on Portage	2/14/2024 5:39 AM
59	see previous question. Creates so many extra dangers for pedestrians, drivers. Far too few cyclists obey red lights, check for right-of-way, check for cars or pedestrians.	2/14/2024 1:00 AM
60	Any loss of parking will be detrimental to downtown businesses and the Winnipeg Jets, Manitoba Moose and any other events at the Canada Life Centre.	2/14/2024 12:44 AM
61	I don't ride a bike downtown.	2/13/2024 11:26 PM
62	from personal experience, bikes traveling against the flow of car traffic are at higher danger of being hit because motorists tend not to look the other way	2/13/2024 10:05 PM
63	Makes less sense than one-way.	2/13/2024 9:13 PM
64	For the same reasons I stated in the previous question. Your plan is a war on cars and it will make more people want to avoid the downtown altogether.	2/13/2024 3:32 PM
65	Safer!!!! More efficient for all	2/13/2024 11:31 AM
66	Less access to downtown locations for cyclists without resorting to sidewalks or roadways without protection	2/13/2024 10:32 AM
67	Unsafe for all	2/13/2024 9:39 AM
68	Too confusing to both cyclists and drivers	2/13/2024 8:16 AM
69	see answer before - 2 way bike lanes on one way streets don't make sense.	2/12/2024 5:57 PM
70	not as safe for cars, bikes, or pedestrians to have bikes going in two directions on a one way street.	2/12/2024 12:10 PM
71	doesn't feel as safe or as well connected as the other option. Also if construction goes up, blocking it, you've lost both lanes of bike traffic rather than just one	2/12/2024 10:47 AM
72	This will suck beyond all belief.	2/12/2024 12:04 AM
73	Drivers aren’t looking for cyclists coming from the opposite direction.	2/11/2024 6:24 PM
74	I think this is also a decent option. Ideally we would get bi-directional bike lanes on both streets.	2/11/2024 6:20 PM
75	Preference would be to have sidewalk on one side of street removed to make 'bike lane' on one side / pedestrian lane on other side.	2/10/2024 9:13 PM
76	Pedestrian and cycling traffic does not function as linearly as vehicle traffic, so making York a bidirectional bike route is preferable. It also creates a more direct route to waterfront and the forks.	2/10/2024 8:56 PM
77	it slows down traffic	2/10/2024 7:00 PM
78	Obviously a lot better than no bike lane	2/10/2024 5:20 PM
79	cycling can be dangerous with all the bad drivers in winnipeg! bike safety is a concern.	2/10/2024 3:46 PM
80	It’s the second best option	2/10/2024 3:24 PM
81	Any bike infrastructure is preferable to none. But the more bike paths there are, the easier bike	2/10/2024 12:05 PM

	transport will be and the more Winnipeg drivers will become accustomed to sharing the road	
82	There will be people who bike which ever way the want regardless of 1 or 2 way but it is safer w a 1 way.	2/10/2024 11:43 AM
83	having bike lanes on both York and St Mary allows you to safely access businesses on both streets	2/10/2024 10:59 AM
84	Same as my previous answer. Traffic is bad downtown, especially during rush hour. City eliminated a part of a downtown street to buses only creating a backlog on all the other streets. I believe it will slow traffic further and may cause more car/bike accidents.	2/10/2024 8:39 AM
85	Higher likelihood of cyclist collisions.	2/9/2024 11:43 PM
86	Contains the bike infrastructure ina clear way, does not require remembering the correct lane/direction to apply when biking, can allow better investment in quality protect in the dual lane then spend less on two separate lanes not as adequately protected. Direct access route in and out of the Forks from the downtown.	2/9/2024 10:15 PM
87	Same reason as the previous response. Infrastructure investment should focus on public transportation which benefits a much greater number of residents.	2/9/2024 9:48 PM
88	Cyclists, few, commercial, private vehicles, many.	2/9/2024 9:09 PM
89	Absurd	2/9/2024 8:48 PM
90	less ideal for passing cyclists	2/9/2024 1:23 PM
91	See previous answer	2/9/2024 10:17 AM
92	Something is better than nothing.	2/9/2024 7:57 AM
93	I think it's best to go with "best practices"	2/8/2024 9:06 PM
94	safety	2/8/2024 6:58 PM
95	I disagree with bike lanes or bikes being allowed to drive on roads where motor vehicles drive. Bikes should ride on the side walks.	2/8/2024 6:43 PM
96	Two way bike traffic is more likely to have accidents.	2/8/2024 5:04 PM
97	Cycling in the opposite direction of traffic is alarming for drivers unfamiliar with cyclists on the road. Drivers are less attentive and more likely to hit a cyclist because they aren't paying attention for two way traffic on a one way street.	2/8/2024 4:51 PM
98	Could you have come up with a more stupid idea? Rhetorical	2/8/2024 4:37 PM
99	Two-way cycleway on a one-way street feels unsafe. I have seen problems reported on and feel less safe using the Garry Street two-way cycleway.	2/8/2024 10:04 AM
100	I assume the painted bike lane on St Mary remains.	2/8/2024 5:49 AM
101	For the amount of cyclists using these routes, there is no real benefit for dedicated bike lanes in this area other than to appease [redacted] There will be all kinds of unintended consequences caused by these bike lanes (if built) including more traffic congestion and more vehicle idle time therefore causing more green house gas emissions, as well as the added costs to clear snow from the bike lanes in the winter when they are seldom used If the intent is to have downtown bike lanes incentivize people working in downtown office towers bike to work - you need to work with the owners of the office towers so they have places for the workers to store/park their bikes during the day as well as having a locker room and a change / shower area in those office towers - people working in the office towers will be wearing business attire while working and will need to have a shower when changing out of their bike gear to office attire, as well, they will want/need to have a safe place for their bikes while working Bike racks outside those buildings do not cut it How often do emergency vehicles use these roads? How will these proposed bike lanes in this area negatively affect emergency vehicles getting to emergency situations in this area? How will these proposed bike lanes negatively affect service and delivery vehicles in this area?	2/7/2024 9:42 PM
102	Opposite direction bikes going against a one way seems like a very counter intuitive idea to me.	2/7/2024 9:03 PM

103	bike lane would be narrower and would be not always with the flow of traffic.	2/7/2024 8:42 PM
104	I live along St Mary, which already features two separate bike lanes	2/7/2024 8:41 PM
105	It would be nice to have two way on both streets.	2/7/2024 3:32 PM
106	Im more worried about safety in this scenario	2/7/2024 3:12 PM
107	It feels like this part of downtown would be underserved in bike access if all traffic was concentrated that far south from Portage avenue.	2/7/2024 2:49 PM
108	Two-way bike lanes cannot support as many users at once, and may increase potential conflicts, but any protected bike lane is better than no protection	2/7/2024 12:38 PM
109	Two one-way bike lanes on St. Mary and York would be safer and more efficient for cyclists.	2/7/2024 11:13 AM
110	It's closer to my house so it would be faster for me to get to the bike lane going towards the university but a one way makes more sense to me	2/7/2024 9:43 AM
111	I agree with the assessment that it feels better as a cyclist to ride with the direction of traffic, and a single Direction bike lane is easier to cross for pedestrians.	2/7/2024 9:13 AM
112	I like the other idea more but am excited for a bike lane regardles	2/7/2024 8:51 AM
113	I do not support the idea of protected bike lanes. The amount of upkeep (cleaning and snow removal requires diffrent equipment, more time consuming) and repair (concrete and signage damaged from snow removal equipment). There are better ways to spend money on cyclist transport routes.	2/7/2024 7:10 AM
114	Prefer one way on two streets	2/6/2024 7:55 PM
115	It's a model well implemented in European cities like Strasbourg and it works very well. To me, it seems more flexible as a cyclist to use one on those bike lanes instead of two bike lanes on two different streets depending on the direction I'm going to.	2/6/2024 7:51 PM
116	Just poor design. I don't see bikes travelling the opposite direction of other bikes AND cars being safe whatsoever	2/6/2024 6:25 PM
117	It is dangerous to have a bike lane that is two-way on a street that is a one-way street.	2/6/2024 5:25 PM
118	Continual degredation of traffic flow downtown. Commutes have continually lengthened over the years. More should be done to increase capacity and flow of vehicle traffic not reduce it.	2/6/2024 3:44 PM
119	Including St Marys will provide better access to areas downtown and to the Uof W	2/6/2024 3:15 PM
120	Two way bike traffic in a one-way street would present safety concerns, more difficult intersections and lane switching	2/6/2024 2:07 PM
121	I'm neutral because this option is better than NO bike lane, but the prefferred option is better	2/6/2024 1:13 PM
122	I think the previous option is better, but this option is better than no bike lanes	2/6/2024 12:31 PM
123	Bike routes cut in to congested traffic ways and cut down on parking in the area	2/6/2024 12:26 PM
124	It is important for both bikes and vehicles to be traveling in the same direction, observing the same hazards and being of the same mindset as one another while on a roadway. Having counter-flow traffic (of either a bike or vehicle) creates an unnecessary hazard, especially give the close proximity or roads that allow one to travel in the opposite direction.	2/6/2024 11:20 AM
125	The wider width of a protected two-way bike lane is more comfortable to cycling.	2/6/2024 10:24 AM
126	If not going with traffic we are making cyclists go out of their way again.	2/6/2024 8:29 AM
127	Not Required. We need to move Traffic Not! Bikes. Stop moving backward to an even more antiquated system of traffic movement! We are so far behind on moving traffic it's disgusting!	2/5/2024 9:42 PM
128	I don't mind the north south double on Fort.	2/5/2024 8:27 PM
129	Building bike lanes on both St Mary's and York would provide cyclists and people with accessiblity issues who will use these lanes greater choice and access to parts of the city.	2/5/2024 6:00 PM
130	Not required.	2/5/2024 4:29 PM

131	The section downtown for St Mary and York are hard to get to with a vehicle, where do you park? How long? Is it safe? Are bikes safe?	2/5/2024 3:43 PM
132	Confusing	2/5/2024 2:12 PM
133	Challenge crossing streets and takes up a lot of space.	2/5/2024 9:55 AM
134	Same answer. Cyclists need to fund the infrastructure.	2/5/2024 8:51 AM
135	I find the two way lane confusing at times and doesn't help with traffic	2/5/2024 8:21 AM
136	I like having two-way protected bike lanes, but it's more important that our cycling network's reach be expanded to more streets.	2/5/2024 8:16 AM
137	I only do not strongly oppose because two way traffic makes it possible to reach certain destinations without requiring one to loop all the way around.	2/5/2024 8:16 AM
138	Seems more complicated.	2/4/2024 10:23 PM
139	Two way is also good because you don't have to find where the bike lane or traffic goes next or where it is connected to.	2/4/2024 8:08 PM
140	Again - the risks of accidents- pedestrians do not look both ways on a one way street- I have seen accidents of this type when 2 way bike lanes are on a 1 way street	2/4/2024 7:56 PM
141	See previous answer.	2/4/2024 7:06 PM
142	York allows egress to The Forks and St. Boniface. Any restriction of traffic will create un-necessary congestion.	2/4/2024 6:19 PM
143	It's one less bike lane. It's not too bad as there's not too many alleyways which would likely be most dangerous.	2/4/2024 6:00 PM
144	Better than nothing	2/4/2024 4:46 PM
145	I prefer one-way bike lanes	2/4/2024 4:23 PM
146	Any protected bike lane is better than none, but the York-only path fails to connect to many important destinations, such as the library, True North Square, the Bay redevelopment, or any of the apartments along or close to St Mary.	2/4/2024 4:22 PM
147	Trickier to navigate especially going against the flow of traffic	2/4/2024 2:34 PM
148	First design was better because it was one-way bike lanes.	2/4/2024 1:12 PM
149	Cars are not watching and don't realize the bike lane is two way. This already happens on Gary street with the two lane bike path. It's dangerous.	2/4/2024 1:07 PM
150	It will work too as an option but it seems to me the other one is better	2/4/2024 1:01 PM
151	I don't think this is as good of a design. Counter traffic flows seems to really confuse winnipeg drivers (I've had cars go the wrong way on Garry in the two way bike lane)	2/4/2024 12:12 PM
152	Two one-way bike lanes would expand the network more and would rest in a safe cycling network.	2/4/2024 12:09 PM
153	if it is the best option in regards to safety then i agree	2/4/2024 10:07 AM
154	They are simply not used based on observation.	2/4/2024 9:13 AM
155	If that means keeping more parking available in one or the other street, I would agree with keeping a two way bike lane. That would also be good to avoid ppl biking the wrong way	2/4/2024 9:00 AM
156	Simple, lower cost, less maintenance.	2/4/2024 8:47 AM
157	Cyclists crossing over intersections at risk	2/4/2024 5:59 AM
158	Only need to keep track of one street for east-west movement one my bike commute rather than having to recall York in one direction, St. Mary in the other.	2/3/2024 10:57 PM
159	I have experience with bi-directional cycling tracks and they work very well.	2/3/2024 9:05 PM
160	Not a good idea.	2/3/2024 6:35 PM

161	people who ride bikes r stupid	2/3/2024 4:21 PM
162	Time you are done there will be no vehicle traffic downtown.	2/3/2024 3:46 PM
163	Still better than status quo	2/3/2024 3:35 PM
164	Why not consider Broadway, where bike lanes were just added last summer.	2/3/2024 12:25 PM
165	always a danger when travelling opposite to the majority of traffic	2/3/2024 12:17 PM
166	It is confusing for a driver to be looking so many ways and may throw some off.	2/3/2024 11:11 AM
167	Pedestrians and motorists would find it easier if the direction of bike traffic is the same as vehicle traffic.	2/3/2024 10:52 AM
168	A preference for one-way, but I'm not set on it if 2-way is chosen.	2/3/2024 10:36 AM
169	I'm not sufficiently familiar with York Ave traffic flow and businesses to provide a considered opinion.	2/3/2024 9:57 AM
170	One way bike lanes in a circle is safer for cyclists	2/3/2024 9:56 AM
171	I am not a fan of two-way bike lanes, this feels like a worse option than a lane on both St Mary and York.	2/3/2024 9:04 AM
172	Better than no lanes at all!	2/2/2024 7:22 PM
173	This would be better than no bike lane on either York or St. Mary.	2/2/2024 4:14 PM
174	This option also works well and I would prefer a two-way lane on York rather than St Mary.	2/2/2024 3:57 PM
175	I support it if it means it will be done at a higher quality.	2/2/2024 3:44 PM
176	same as response to quetion # 7 - too confusing	2/2/2024 3:35 PM
177	Once again - just build two way bike lanes on both streets. We want to encourage a downtown that is easy to get around.	2/2/2024 3:26 PM
178	Less benefit to both motorists and cyclists.	2/2/2024 3:24 PM
179	A one - street solution is preferable only when the actual directional flow of bicycle traffic is separated; ie the bike lanes are protected from one another either by a physical barrier in the middle, or having the two lanes each running close to the sidewalks and far apart from one another.	2/2/2024 2:44 PM
180	danger and confusion for cyclists and non-cyclists	2/2/2024 2:26 PM
181	Any bike lane feels like a step forward at this point. It might be more confusing at first, but people will get used to it.	2/2/2024 2:12 PM
182	It is somewhat support in the fact that I support the one way protected system better. This is still a great suggestion and has my full support	2/2/2024 1:16 PM
183	An additional protected bike route anywhere is Winnipeg is welcome and needed but would prefer lanes on both st.mary and york.	2/2/2024 12:54 PM
184	Too confusing on a one way street to allow bikes to go the opposite way	2/2/2024 12:35 PM
185	Prefer the one ways (safer and more convenient)	2/2/2024 12:14 PM
186	Previous comment.	2/2/2024 10:45 AM
187	not needed	2/2/2024 10:19 AM
188	I'm in favour of any protected bike lane, a better option than what's there right now. Biking on the unprotected lane on St Mary feels very unsafe, and that lane has pretty consistently been interrupted by construction, rendering it mostly useless.	2/2/2024 9:27 AM
189	Same as previous, money should be spend repairing roads for cars that 99% of the population uses.	2/2/2024 8:49 AM
190	The advantage of this over two one-way paths is some cyclist will go the wrong way down a one-way because the location of the path is more convenient	2/2/2024 8:40 AM

191	The bike lane would cause less disruption to traffic if implemented on only one street.	2/2/2024 8:31 AM
192	I think cyclist may ignore 1 way.	2/2/2024 7:07 AM
193	I do not support at all. Businesses, medical/dental/law offices need the parking spots. Bike lanes are hardly used, the demand is NOT there and never will be. We have bigger priorities. Cause more traffic congestion and less parking means less downtown visitors. Cyclists will NEVER offset the losses in visitors and parking revenue. Two-way cycling on a one way street is a recipe for disaster.	2/2/2024 1:13 AM
194	bike lanes should follow the one way route	2/1/2024 9:13 PM
195	Adding more cycling routes downtown is a good thing, but I believe the individual lanes are better for cycling flow.	2/1/2024 8:56 PM
196	As per previous response	2/1/2024 8:42 PM
197	Given vehicles will still drive on York and the pedestrian traffic related to the Convention Centre, it may be too congested and dangerous.	2/1/2024 7:53 PM
198	Inconsistent with other one-way streets that have bike lanes.	2/1/2024 7:34 PM
199	A 2-way bike lane is better than no bike lane at all on York. But the two lane option is not as safe as the option with single way bike lanes on York and St Mary.	2/1/2024 7:29 PM
200	Better than nothing, but not ideal	2/1/2024 7:25 PM
201	Turning off or on, in the opposite direction of traffic will likely confuse car drivers	2/1/2024 6:19 PM
202	Bike lanes are not necessary in Winnipeg. Not enough people would use them to make the expense and inconvenience to the majority worth it. Also, bikes belong on the sidewalk. The danger to them is too high on the road.	2/1/2024 6:14 PM
203	Downtown traffic is already highly congested with pedestrian, car, and motorcycle traffic. Bike traffic takes up valuable lane space and should not be considered a necessity or priority.	2/1/2024 6:04 PM
204	Will slow down and bottle up traffic	2/1/2024 5:57 PM
205	No barrier	2/1/2024 5:07 PM
206	All the options present restrict traffic and parking	2/1/2024 4:54 PM
207	confusion for drivers and causing additional distractions	2/1/2024 4:33 PM
208	Lesser of two evils as you are going to force a bike lane either way.	2/1/2024 3:57 PM
209	I think two-way bike traffic would feel fine and make navigating less confusing if your destination is downtown around/between these 2 roads.	2/1/2024 3:35 PM
210	I find that no matter how many bike lanes you have, there are still too many cyclists still cycling on sidewalks and there are never any consequences.	2/1/2024 3:21 PM
211	Same as previous	2/1/2024 3:20 PM
212	I feel it forces people to be aware at all times what is going on around you. And it sounds like two way bike lanes may be more efficient for the entire system in general.	2/1/2024 3:18 PM
213	Again, messing with parking and forcing people to go else where	2/1/2024 2:54 PM
214	Bike lanes are a blemish on Winnipeg landscape.	2/1/2024 2:45 PM
215	It seems less safe then one lane travelling the same direction down the two separate streets. It seems like less options for getting around. Like if you have somewhere on St. Mary's Ave to go, you have to line it up with what cross street you go down, instead of just going down St. Mary's Ave. to where you need to go	2/1/2024 2:40 PM
216	People who would actually use the lanes should have priority on options.	2/1/2024 2:20 PM
217	Less construction/disruption	2/1/2024 1:59 PM
218	it's a one way for autos. makes no sense for having two traffic for bikes. too risky.not enough bicyclists uise the street	2/1/2024 1:37 PM

219	I feel the one-way bike lane would on both York and St. Mary would be a better option.	2/1/2024 1:33 PM
220	I did rather have that than not having a protected bike lane at all...we do need one here!	2/1/2024 1:29 PM
221	Not enough bike traffic	2/1/2024 1:22 PM
222	Preference for other option, but having some type of bike lane in that area is very needed.	2/1/2024 1:22 PM
223	a one way provides a higher degree of safety for cyclists and easier for drivers to understand the flow of bike traffic	2/1/2024 12:43 PM
224	A two-way bike lane is much better than nothing at all, but much worse than a one-way bike lane. If we are going to do this, I feel that we should be doing it right and following best practices.	2/1/2024 12:43 PM
225	I feel it's much less safe for cyclists.	2/1/2024 12:35 PM
226	The added complexity will be harder for vehicle drivers to avoid cyclists at intersections	2/1/2024 12:33 PM
227	not natural and poses more risks	2/1/2024 12:23 PM
228	Not even sure why you're offering this. Where's the list of pros? Are there any?	2/1/2024 12:19 PM
229	Two-way routes are dangerous and confusing for cyclists, drivers and pedestrians	2/1/2024 12:10 PM
230	Bike lanes good. Saving valuable real estate for parking bad.	2/1/2024 12:00 PM
231	It feels less safe to have a two way bike lane for both cyclists and vehicles to cross	2/1/2024 11:58 AM
232	As to my previous answer in regards to the one-way is my option	2/1/2024 11:57 AM
233	more complicated operationally	2/1/2024 11:52 AM
234	There is no need for bike lanes in Winnipeg. They won't be used and they are hurting business by taking away parking.	2/1/2024 11:51 AM
235	Safety	2/1/2024 11:46 AM
236	More bikes lanes, the better	2/1/2024 11:38 AM
237	Forcing bikes to go the long way around, as cars do, is an unfair approach. Our movement is predicated on momentum and at the expense of our own energy. We want safety and efficiency.	2/1/2024 11:37 AM
238	I would prefer bike access on both the streets	2/1/2024 11:31 AM
239	See last remarks.	2/1/2024 11:16 AM
240	as previously stated, Assiniboine Ave is my referred route	2/1/2024 11:13 AM
241	Having a bike lane is better than not having one.	2/1/2024 11:13 AM
242	Same as above. In addition if you impoverish the downtown social problems will increase. I live to near to downtown. We need a plan for downtown. Visit the seawall in Vancouver to see how dangerous it is to walk. Especially as a senior. I have to use sidewalks on St Mary's rd south of the bridge. With the increase in bike traffic I feel safer using my car for local trips that I used to walk to. If you speak with driver examiners they do not answer questions about drivers dealing with bike lanes at intersections because there is no right answer. If you read social media posts by cyclists they believe drivers should always be at fault for intersection accidents. If you stop at the legal stop line you might notice that in many cars the post for the windshield and the roof exactly blocks out sidewalks and bike lanes at distances where cyclists are at risk. The designers of cars did not plan for anyone traveling 30 or above on the shoulders of the road. There is however visibility looking out the drivers window to see cyclists traveling with the traffic. The first time the city is sued millions of dollars for bad engineering they will also incurred the cost of removing 2 way lanes and the wrath of a very militant cycling community .	2/1/2024 11:06 AM
243	It doesn't move with vehicle traffic, it is more dangerous when crossing as a pedestrian, it introduces conflicts when cyclists approach one another, and it is confusing to drivers who are not familiar with downtown.	2/1/2024 11:00 AM
244	See above	2/1/2024 10:55 AM

245	see previous comment	2/1/2024 10:46 AM
246	It is difficult for motorists to see cyclists moving in two directions when crossing a bike lane at intersections. Recommend bike contraflows to traffic.	2/1/2024 10:45 AM
247	See previous comment. And I used to be a daily biker to work from Norwood to Ellice near Sherbrooke.	2/1/2024 10:40 AM
248	narrowing York and not St Mary does not make sense, nor does having two-way bike traffic on a one-way street for cars.	2/1/2024 10:33 AM
249	The city is missing a lot of opportunities to integrate bike lanes on streets. It's important because it's dangerous biking in Winnipeg.	2/1/2024 10:33 AM
250	Doesn't seem intuitive. Concerned about cyclist collisions with other cyclists. Doesn't seem safer for cyclists, pedestrians or cars.	2/1/2024 10:30 AM
251	This is better than no option, but not as good as one way (as stated previously)	2/1/2024 10:20 AM
252	There is entirely too much focus on bicycle transportation. These protected bike lanes take up valuable roadway that is needed to facilitate the movement of motor vehicles.	2/1/2024 10:19 AM
253	Experience with this design informed my preference	2/1/2024 10:18 AM
254	Public safety is more of a concern than bike lanes, what's wrong with you people.	2/1/2024 10:17 AM
255	It's better than nothing! But I would be concerned that a single two-way lane bottlenecks cyclists, as it does on busy days on Balmoral before it splits into separate lanes on Westminster.	2/1/2024 10:10 AM
256	Put it on Graham - bike and bus lanes should be together	2/1/2024 9:51 AM
257	Prefer the one way option but this is ok too	2/1/2024 9:48 AM
258	See previous question. Same response.	2/1/2024 9:44 AM
259	Takes more lanes from vehicle traffic and the road is too narrow.	2/1/2024 9:42 AM
260	I don't feel comfortable going against the traffic. It's better than no route though.	2/1/2024 9:40 AM
261	It is a one way street so it doesn't make sense to have two way bike traffic on it, that will create confusion for drivers and pedestrians. one way on the sidewalk area protected from traffic would be the best option. But don't take away lanes for vehicle traffic. It is already congested during rush hour.	2/1/2024 9:35 AM
262	cycling against vehicle traffic is not safe unless there is a barrier separating cyclist from vehicles	2/1/2024 9:34 AM
263	You only need one 2 lane cyclist path. Why overly impede traffic that currently has no alternate routes to move the centre of the city.	2/1/2024 9:34 AM
264	Safety	2/1/2024 9:32 AM
265	Worried abt drivers not expecting bi directional bike traffic	2/1/2024 9:30 AM
266	It would be better than no bike lane.	2/1/2024 9:30 AM
267	More awkward for pedestrians.	2/1/2024 9:29 AM
268	Less bike lanes is safer for drivers since they never look for bike lanes. If there's one maybe drivers will know it exists	2/1/2024 9:28 AM
269	If need be, a two-way protected lane on York only is still better than nothing!	2/1/2024 9:26 AM
270	Safety factor	2/1/2024 9:25 AM
271	I'm equally supportive of both the one-way lanes option or this two-way lane option on either York or St. Mary.	2/1/2024 9:24 AM
272	Prefer the single bike lanes for both St Mary and York	2/1/2024 9:24 AM
273	It would be better than no bike lane. But not as good as one way bike lanes on both streets	2/1/2024 9:23 AM

274	Although I do prefer one way protected bike lanes, I do appreciate any protected lanes.	2/1/2024 9:21 AM
275	Better for traffic york is mainly fir buses	2/1/2024 9:20 AM
276	It is workable but not the most desireable	2/1/2024 9:20 AM
277	Cycling traffic needs to be accessible to access places. Not just move through places. If I need to attend a place on St. Mary Ave by bike, it would be more difficult if there is only a bike lane on York.	2/1/2024 9:20 AM
278	There are more businesses on St Mary than on York. Plus it would take up more space on the street.	2/1/2024 9:19 AM
279	It's hard enough to get motorist to cooperate with cyclists, cyclists going different directions is a problem as well. The dumb cyclists on McDermott and bannatyne go whatever direction they want even though they are only a block apart	2/1/2024 9:16 AM
280	Other stakeholders crossing York may be more likely to only look in one direction. Two way traffic would make it less safe for the cyclists.	2/1/2024 9:12 AM
281	Trafic delays	2/1/2024 9:10 AM
282	i would be happy with just a one way lane if that makes more sense for the traffic, etc, but i like the 2 way lanes more	2/1/2024 9:10 AM
283	there are so many feeder streets into York and many cars will be trying to turn left/right. they wont be looking in the opposing direction to see if bikes are coming	2/1/2024 9:09 AM
284	Same answer as before	2/1/2024 9:09 AM
285	I am in favour of the safety benefits of following the direction of traffic completely to minimize conflict, but I do enjoy the ease of use two-way bike lanes.	2/1/2024 9:07 AM
286	Cannot justify expense on new bike lanes when existing road conditions and traffic flow in general in this city are generally bad	2/1/2024 9:06 AM
287	As indicated before: if it is possible to do one way each direction on parallel streets, that's what should be done.	2/1/2024 9:06 AM
288	It's not as preferable to option 1 but it is still cycling safety infrastructure which is desperately needed.	2/1/2024 9:04 AM
289	Same reason as indicated in my answer to #7	2/1/2024 9:04 AM
290	I am happy with any protected bike lanes.	2/1/2024 9:03 AM
291	Likewise, your previous logistical considerations are sound.	2/1/2024 9:02 AM
292	Ludicrous to give up so much parking and driving for tiny minority of bike users. Will make it more difficult for people to get and leave downtown, for little or no benefit. Throw in some bus stops to really block traffic!	2/1/2024 9:02 AM
293	Waste of tax dollars. This is not Amsterdam, it's Winnipeg.	2/1/2024 9:01 AM
294	Same as before. Advantage to two-way is to concentrate the cycling traffic, which helps to make the street feel more designated and safe for cycling.	2/1/2024 9:00 AM
295	No need	2/1/2024 8:57 AM
296	See previous comment	2/1/2024 8:57 AM
297	Yes this makes most sense and is the best option.	2/1/2024 8:56 AM
298	Same answer as previously stated	2/1/2024 8:56 AM
299	How am I supposed to bike if I want to acces something on st Mary? Drivers are going to act weird and get into accidents with a 2-way bike lane	2/1/2024 8:55 AM
300	I think it would take away much needed walking space	2/1/2024 8:55 AM
301	What about curbs that block accessibility to get safely across streets, to have safe handicap parking spots, for those with disabilities?	2/1/2024 6:29 AM

302	Connecting Colony to York would make it much easier to navigate downtown/	1/31/2024 4:25 PM
303	Having a gap in the bike infrastructure would force some cyclists to use the sidewalk. Your goal is to keep cyclists in the designated lanes, and people will not respect the gap. They will use the sidewalk and push pedestrians to the side or off the sidewalk.	1/31/2024 4:05 PM
304	Two ways are preferred but I like to bike everywhere, and protected bike lanes are what I prefer on both routes	1/31/2024 3:04 PM
305	the one lane will be less dangerous for all parties when looking for traffic on a current one way street. but if we go with option two at least it's something so neutral.	1/31/2024 1:28 PM
306	It is inefficient for my personal commute, I like the efficiency of the path straight to Portage Ave.	1/31/2024 1:25 PM
307	Same reasons i put before	1/31/2024 1:17 PM
308	See previous answer.	1/31/2024 12:34 PM
309	USE THE WHOLE STREET	1/31/2024 11:08 AM
310	See previous answer	1/31/2024 11:07 AM
311	it gives no safer option to go down St Marys	1/31/2024 11:04 AM
312	People are going to use St. Mary anyway (if they are using a bike lane as an alternative to Portage, or if they are accessing any businesses between Portage and Broadway), so might as well have infrastructure on it.	1/31/2024 11:02 AM
313	would agree that it feels safer to bike in the same direction as car traffic.	1/31/2024 10:53 AM
314	Downtown is already congested, these bike lanes are not needed to make traffic worse.	1/31/2024 10:53 AM
315	less cars, more bikes is good for everyone except the oil companies.	1/31/2024 10:49 AM
316	There are already numerous bike lanes in downtown Winnipeg. I am downtown every day, and the vast majority of cyclists do not use the bike lanes that are already in place. Adding more at the expense of parking is ridiculous!	1/31/2024 10:39 AM
317	A two way protected lane would be awesome, however it would be great to have it on St Mary as its closer to portage and people are not going too far out of their way. We seem not to want to do that for vars when its people we should focus on as it takes longer for walking or biking out of your way than it does driving.	1/31/2024 10:34 AM
318	Too dangerous and unnecessary	1/31/2024 10:26 AM
319	two way bike lanes don't take that much space. Both options are plausible.	1/31/2024 10:24 AM
320	There is a higher risk of conflict on York, and there is higher risk of conflict on St. Mary because it has no infrastructure.	1/31/2024 10:15 AM
321	Even a two-way protected bike lane is still better than none at all.	1/31/2024 10:11 AM
322	It makes more sense to have cyclists going in the same direction as traffic.	1/31/2024 10:10 AM
323	York is such a busy street during rush hour that is becomes stalled during rush hour. Few people use bikes lanes in the City.	1/31/2024 10:04 AM
324	Same answer as before. York is so congested, adding more cycling paths, making lights longer for motorists, makes it almost impossible to move, especially during rush hour	1/31/2024 10:03 AM
325	Same as previous. Bike lanes are a bad idea overall.	1/31/2024 10:00 AM
326	York two way provides for better access to and from the Forks and St Boniface/East for cyclists on a roadway which is less busy than St Mary. Also most downtown destinations (e.g. convention centre) can be accessed by York and/or Graham	1/31/2024 9:50 AM
327	Sounds less safe	1/31/2024 9:44 AM
328	They are a wast of money. There are more pressing issues that need to be addressed.	1/31/2024 9:39 AM
329	I do not like the raised barrier between bike lanes and traffic. They are difficult to see when it rains at night due to reflection off the wet road, and also when it snows. I would prefer to see	1/31/2024 9:34 AM

	the bike lane raised to the level of the sidewalk so there are only two levels as opposed to this road down, barrier up, bike lane down, sidewalk up situation.	
330	this option is way worse than option 1.	1/31/2024 9:31 AM
331	Same as the previous, but this one would impact be more I think.	1/31/2024 9:31 AM
332	See previous comments	1/31/2024 9:29 AM
333	I think having two way bike traffic on a one way street may be confusing to drivers and pedestrians, and it may result in more collisions or near misses of collisions	1/31/2024 9:27 AM
334	As per previous answer	1/31/2024 9:25 AM
335	I am in support of protected bike lanes	1/31/2024 9:24 AM
336	It's will be gonna against the flow of traffic.	1/31/2024 9:21 AM
337	I am okay with either a 1- or 2-way option. It can be quite inconvenient for cyclists to have to go way out of their way and can further disincentivise cycling, and people will often just go the "wrong" way on a bike path anyways. But I am happy if there is a bike lane at all.	1/31/2024 8:57 AM
338	Better than what it is currently	1/31/2024 8:45 AM
339	Same answer as last question.	1/31/2024 1:31 AM
340	Bullshit	1/30/2024 5:25 PM
341	I prefer to protect both streets	1/30/2024 4:28 PM
342	For reasons previously mentioned	1/30/2024 2:15 PM
343	less safe and less pedestrian friendly. would take a whole lane away from drivers.	1/30/2024 2:14 PM
344	I think it's important to have bike access on both streets.	1/29/2024 8:12 PM
345	Same response as 7	1/29/2024 4:25 PM
346	The double lane on York makes sense as I think that St. Mary has a higher volume of traffic.	1/29/2024 12:35 PM
347	Still means more bike safety and alternate transit options.	1/29/2024 12:12 PM
348	Bike routes choke traffic and are very dangerous. This winter my girlfriend hit a random unmarked bike curb on a bike lane on Pembina, which was hidden by snow. Nobody even uses these lanes in the winter. Insanity.	1/29/2024 10:49 AM
349	Not needed	1/29/2024 9:16 AM
350	If the option to not build bike lanes on both streets isn't available, I would still support building the two way bike lane to increase accessibility for cyclists.	1/29/2024 6:54 AM
351	It looks more complicated. Although, any protected bike lane is better than none.	1/28/2024 6:30 PM
352	Still a main thoroughfare to convention centre and law courts. Hindrance to have bike lanes in high volume, congested traffic areas.	1/28/2024 5:27 PM
353	It’s less safe than one-way; yet I have watched the bike traffic on Garry, and people seem to navigate this in a safe manner.	1/28/2024 4:59 PM
354	There is not enough roadway to support a designated bike lane during traffic hour.	1/28/2024 3:57 PM
355	Wpg downtown is crime ridden and money would be better spent cleaning it up verses implementing an obvious 15 minute city plan.	1/28/2024 12:37 PM
356	Too much car traffic now and not enough parking reducing parking and driving lanes will make it worse. Bike lanes are rarely used Between October and April.	1/28/2024 12:15 PM
357	It would be better than nothing.	1/28/2024 11:40 AM
358	Anything that closes the absurd bike-lane gap on on St. Mary's @ Colony - and avoiding the crazy intersection at Memorial/Osborne/St. Marys/ who knows what else will help	1/28/2024 11:06 AM
359	See my previous response.	1/28/2024 9:55 AM

360	How is vehicle traffic supposed to flow when you take away one lane for bicycles?	1/28/2024 9:27 AM
361	Keep bicycle traffic one way on streets that is one way for cars	1/28/2024 8:54 AM
362	Same as answer 7 waste of money	1/27/2024 9:48 PM
363	I don't like bikes. I like cars.	1/27/2024 8:55 PM
364	As I mentioned, people are IMHO more likely to believe that bike lanes on a one way street go only in the same direction, not both, especially considering the insufficient signage around existing 2 way bike lanes such as on Garry St.	1/27/2024 7:56 PM
365	Two-way protected bike lanes on a one-way street could cause many conflict points, increasing chances of cyclist-vehicular injuries.	1/27/2024 5:44 PM
366	This is also acceptable.	1/27/2024 5:41 PM
367	We have enough protected active transit lanes. We don’t need more.	1/27/2024 5:10 PM
368	two way bike lane will need more signage and traffic signals that will confuse car drivers.	1/27/2024 4:40 PM
369	It may confuse some, especially out of towners coming in for medical appointments, Concerts, shopping and such	1/27/2024 3:55 PM
370	I prefer option 1 for rider comfort and less impact on traffic flow	1/27/2024 3:22 PM
371	Just doesn't make sense to go against traffic when going one way.	1/27/2024 2:32 PM
372	You will be hindering the flow of rush hour traffic with less lanes.	1/27/2024 2:08 PM
373	Avoiding pedestrian interruptions	1/27/2024 1:47 PM
374	I would support a two lane bike lane as long as it is as wide as one car lane - otherwise I do not feel that is a safe option	1/27/2024 1:10 PM
375	Making downtown a vehicle free zone is unrealistic in a winter city.	1/27/2024 12:53 PM
376	Two way would be better than no bike lane work, but my preference would be one-way.	1/27/2024 10:05 AM
377	It has cyclists on one road which is good. I would then like to see pedestrian traffic on only one side to allow for widest roads for both cars and bikes. This also means the bike lanes are together with both directions divided by a no pass line. So it would be walkers/vehicles/bikers. The bike lane closer to vehicles would ride in same direction. Bikers going other direction closets to curb. Would that work?	1/27/2024 9:46 AM
378	Because it will encourage the use of bikes and make them safer.	1/27/2024 9:07 AM
379	any additional bike lanes seem good?	1/27/2024 9:07 AM
380	Riding against traffic and right next to cyclists going the opposite direction is not favourable.	1/27/2024 8:06 AM
381	Same reason as earlier	1/27/2024 1:24 AM
382	See previous answer	1/26/2024 11:12 PM
383	waste of tax payers money. useless during winter	1/26/2024 9:51 PM
384	The Preferred Option is... preferred.	1/26/2024 9:13 PM
385	Feel protected lanes with metal barriers are dangerous and impede traffic and problem in winter	1/26/2024 8:44 PM
386	Same comment previously.	1/26/2024 8:13 PM
387	These are oneways I still think like a driver on my bike	1/26/2024 4:41 PM
388	York Ave. Is to narrow for 2way protected bike lanes. Who benefits with bike la nes?	1/26/2024 3:34 PM
389	Focus on improved traffic flow and public transit before funding seasonal bike lanes that are rarely used.	1/26/2024 3:00 PM
390	See previous follow up question	1/26/2024 2:41 PM
391	Cars kill cyclists.	1/26/2024 2:21 PM

392	See my previous comment.	1/26/2024 2:20 PM
393	Due to the complexity of putting a two bike lane on a one way street and the loss of proximity to destinations on St Mary Ave. Each direction will also be narrower than the one way bike lanes.	1/26/2024 2:09 PM
394	I live on Good Street just south of St Mary's. This last summer (2023) the bike lanes on St. Mary's between Portage and Osborne were completed. Currently the eastbound land terminated by ramping onto the sidewalk at Good street and then just dies out. Biking down St Mary's in a one lane to then become a two lane on york seems probelmatic.	1/26/2024 1:54 PM
395	Minimizing the number of affected streets by having a two-way bike lane seems a bit more appealing, although I still oppose the general concept of vehicular lane closures or narrowing for bike lane(s) on a higher volume street.	1/26/2024 1:52 PM
396	Option 1 is better, but option 2 is still an improvement over the current street layout	1/26/2024 1:28 PM
397	Would strongly prefer option 1, but this is decent too	1/26/2024 1:23 PM
398	There is never enough room for traffic and lanes that need to accommodate buses after bike lanes are put in.	1/26/2024 1:07 PM
399	Although I would support any additional infrastructure for cyclists, this design compromises on space for cyclists, making it less comfortable and safe.	1/26/2024 12:49 PM
400	Although I strongly prefer option 1, I marked strongly support as this would be a significant improvement on the status quo, even though option 1 is much better still	1/26/2024 12:46 PM
401	Any protected bike lanes in Downtown is an improvement.	1/26/2024 12:44 PM
402	Breaking up the traffic on York would be a disturbance for flow - and safety (I can already see cars trying to break through lights).	1/26/2024 12:18 PM
403	Unfortunately, cyclists in Winnipeg do not follow the rules of the road and, as a result, this option is very dangerous.	1/26/2024 11:51 AM
404	I don't use this route	1/26/2024 11:25 AM
405	Waste of money for a few people in our climate.	1/26/2024 11:16 AM
406	Two, one-way lanes, I think would be safer	1/26/2024 10:57 AM
407	Having a bike come at you in the opposite direction on a one way street is dangerous, they are not anticipated. Again how does someone on a bike access a business or other.	1/26/2024 10:51 AM
408	Again, educational for cyclists and pedestrians on how to share the sidewalk	1/26/2024 10:34 AM
409	One way with the flow of traffic is safer.	1/26/2024 10:32 AM
410	Less safe then option 1 but still a huge improvement over the current situation	1/26/2024 10:12 AM
411	These don't do much the majority other than the fringe who can drive there bikes.	1/26/2024 10:08 AM
412	I support all biking infrastructure. When the two way bike lanes end, it dumps half the cyclists into the wrong direction on a one-way street, and results in frustration.	1/26/2024 10:08 AM
413	Two way bike lanes are dangerous and vehicles get confused as to what is going on. Someone will get hurt.	1/26/2024 9:50 AM
414	It would be better than nothing but the first option is better.	1/26/2024 9:18 AM
415	Same as last, a waste of funds	1/26/2024 9:16 AM
416	For reasons the survey has identified, cycling with the flow of traffic feels safer.	1/26/2024 9:16 AM
417	Not worth it. Stop wasting tax payers money. Fix the roads instead.	1/26/2024 8:49 AM
418	One-way seems like the better option for everyone.	1/26/2024 8:37 AM
419	Better than the current experience but not ideal	1/26/2024 7:45 AM
420	Same as previous	1/26/2024 7:06 AM

421	If you were going to put a two way anywhere it should be on St Mary. I don't love the detour but it's not the end of the world.	1/26/2024 6:38 AM
422	It's inconvenient to access and limits access to most of the destinations downtown which you can get to on st Mary	1/25/2024 11:59 PM
423	Prefer one way but any bike lane is better than nothing.	1/25/2024 11:03 PM
424	Completely disrupts traffic and makes the entire area unappealing	1/25/2024 10:47 PM
425	It's still a good option	1/25/2024 10:28 PM
426	Allow bikes on divided sidewalks	1/25/2024 10:27 PM
427	It is farther from my destinations on Portage & graham	1/25/2024 10:09 PM
428	No bike lanes are necessary. You will be taking up street parking for my business	1/25/2024 9:48 PM
429	The side of the bike lanes that flows opposite to the cars is so slow with stopping and waiting at every intersection. Obeying the traffic signals there is like punishment when cycling is usually rewarding. It could be different this time, my opinion formed on Smith st.	1/25/2024 9:46 PM
430	One was feel safer but I'd take protected over nothing.	1/25/2024 9:13 PM
431	Bike lanes are hideous with the cement blocks and signage every 5 feet.	1/25/2024 8:37 PM
432	It's the cowards way out. The urban design equivalent of school boards voting to ban books so nutjobs don't get mad.	1/25/2024 8:02 PM
433	See response to last question, you work for us, NOT the WEF or Trudeau.	1/25/2024 8:00 PM
434	I don't feel safe biking on two way bike lanes.	1/25/2024 7:41 PM
435	They take away street space for parking and vehicles driving , the bike lanes don't get plowed in the winter time so the bikes end up on the streets anyways	1/25/2024 7:28 PM
436	I prefer the other option, but any bike lane is better than none	1/25/2024 7:12 PM
437	Same reason, do not take away parking and further congest traffic etc.	1/25/2024 6:49 PM
438	not safest	1/25/2024 6:42 PM
439	Protected lanes need to be defined - if you are referring to lanes with concrete dividers then you reduce parking and access to building for folks with mobility issues - this will not encourage folks to move into the downtown area	1/25/2024 6:33 PM
440	I prefer the 2x with-flow lanes but if I can only get a 2 way with-flow and contra-flow, I will take it!	1/25/2024 6:30 PM
441	This option would also be fine, but I find that one way protected bike lanes on each street would be easier to navigate on bicycle.	1/25/2024 6:16 PM
442	cycling against traffic is uncomfortable	1/25/2024 5:57 PM
443	don't remove existing lanes for bike only lanes.	1/25/2024 5:33 PM
444	So not think more bike lanes are necessary	1/25/2024 5:32 PM
445	Bikes don't need their own lane.	1/25/2024 5:21 PM
446	It would take a long time for pedestrians and motorists to get used to.	1/25/2024 5:19 PM
447	I marked strongly support. Although I would much rather have the preferred option (one-way lanes on both York and St. Mary), this would still be a significant improvement over the current state.	1/25/2024 5:16 PM
448	Winnipeg does not need protected bike lanes	1/25/2024 5:07 PM
449	Waste of money for a city already in deficit mode, also ads to traffic congestion in the downtown area	1/25/2024 5:06 PM
450	Same reasons as prior page.	1/25/2024 4:59 PM
451	The same as my last answer. It's a waste of tax dollars when most cyclists don't even use	1/25/2024 4:59 PM

	them, resulting in increased risks of accidents due to the road size being decreased and cars having to still operate around the cyclists .	
452	Keep status quo	1/25/2024 4:57 PM
453	Would prefer separate direction paths	1/25/2024 4:50 PM
454	After seeing this I feel like the previous option is better. I still don't understand why cyclists are being treated as vehicles.	1/25/2024 4:42 PM
455	Those that bike do not follow the law and contribute to more accidents because of this.	1/25/2024 4:38 PM
456	As previously stated I feel I would have more visibility on a bike lane that is flowing with vehicle traffic	1/25/2024 4:28 PM
457	Same as last answer	1/25/2024 4:17 PM
458	Great for the environment and less congestion if more people will use bikes	1/25/2024 4:13 PM
459	Once again, bike lanes cause traffic congestion and increased pollution.	1/25/2024 3:54 PM
460	I would prefer to bike on a regular traffic lane going in the same direction as traffic.	1/25/2024 3:14 PM
461	This is more dangerous than keeping bicycles flowing with traffic	1/25/2024 2:55 PM
462	People tend to ride side by side making it awkward to pass in either firection	1/25/2024 2:45 PM
463	Cyclists use one way bike lanes in both directions anyways seems like bike lanes/downtown roads should be 2 way	1/25/2024 2:44 PM
464	cyclists should follow the same traffic pattern as other vehicles	1/25/2024 2:43 PM
465	Prefer the two one-way protected bike lanes as a cyclist.	1/25/2024 2:30 PM
466	It is obviously ridiculous, not in the best interest of us living downtown. See previous comment	1/25/2024 2:30 PM
467	We should have consistent solutions that are easy for people to use and expect.	1/25/2024 2:23 PM
468	The plan for a single lane on Mary and York makes more sense.	1/25/2024 2:19 PM
469	Would prefer one-way.	1/25/2024 2:10 PM
470	Smell like an attempt to push the 15 minute city crap.	1/25/2024 2:01 PM
471	For either option, the transition when heading east on St. Mary (from Portage) to Colony needs some serious thought because it is not designed well for cyclists and spits them out into traffic.	1/25/2024 1:51 PM
472	Lack of safety	1/25/2024 1:24 PM
473	I still think it would be a worthwhile solution, but I favour the other approach as this seems like it would congest car traffic in one direction.	1/25/2024 1:18 PM
474	if one not feasible than 2way better than nothing	1/25/2024 1:13 PM
475	Other ones are poorly designed and have very confusing intersections.	1/25/2024 12:53 PM
476	Nobody is riding the bike on St Mary Ave or York	1/25/2024 12:43 PM
477	Drivers are less spooked with one lane of bike traffic	1/25/2024 12:38 PM
478	same reason as before: Bike riders do not follow traffic lights/signals on Carlton and Hargrave and I have observed the same on Edmonton at Graham. They are putting pedestrians and cars in danger when they cross at red lights or switch from a marked bike lane to pedestrian cross walks at whim. Without any accountability I feel they jeopardize my safety downtown in rush hour.	1/25/2024 12:38 PM
479	Any bike lanes would be appreciated either way.	1/25/2024 12:36 PM
480	As long as it's used in the summer	1/25/2024 12:25 PM
481	winter hazard	1/25/2024 12:01 PM
482	A two way system creates a larger imposition to motorists to be aware of cyclists. This also	1/25/2024 11:47 AM

	funnels cycle traffic onto one street adding the benefit of increasing route density and as such safety.	
483	I think one ways on both street would better serve the community, giving multiple options for streets that are capable of protecting cyclists. My priority would to be provide the safest means of protecting pedestrians and cyclists with using parked cars as well as a curb to maximize protections.	1/25/2024 11:22 AM
484	Having a two way bike lane on a one way street is dangerous when these lanes are often not cleared properly or blocked by cars cyclists are forced onto the sidewalk or potentially oncoming traffic	1/25/2024 11:19 AM
485	It would be difficult to check for cyclists when driving or walking across bike lanes.	1/25/2024 10:38 AM
486	In addition to my points last question, there's also more chance of collision between bikes, and less width available for drivers.	1/25/2024 10:36 AM
487	Two-way bike traffic on a one-way street seems scary/dangerous and potentially confusing.	1/25/2024 10:34 AM
488	better to have it all in one lane	1/25/2024 10:20 AM
489	This would be a palatable option as long as the lane is twice as wide as the alternative and this alternative allows for faster more focused snow clearing.	1/25/2024 10:19 AM
490	make it link up to other paths for COMMUNTING not simply leisure	1/25/2024 10:16 AM
491	Any protected bike lane is better than none.	1/25/2024 10:05 AM
492	I don't believe it makes more sense to funnel riders toward York rather than having riders split between York and St Mary	1/25/2024 10:04 AM
493	See previous comment	1/25/2024 10:02 AM
494	I would rather have this then nothing. It honestly feels more dangerous having an E-Bike flying toward you in a two way bike lane than riding in traffic. Two way lanes are also less ideal in winter, since the ride-able part of the bike lane gets smaller and meeting oncoming bike traffic is annoying/tricky.	1/25/2024 10:00 AM
495	This could work fine. I don't have a strong opinion on it, but do prefer the one way.	1/25/2024 9:59 AM
496	Going a street over is much more inconvenient on a bicycle especially with an unconnected bike Network	1/25/2024 9:57 AM
497	Better than not having it, but a bike route that matches the direction of traffic makes more sense.	1/25/2024 9:50 AM
498	I think having two separate lanes would be best. More lanes in the city.	1/25/2024 9:49 AM
499	Oncoming traffic won't expect it.	1/25/2024 9:38 AM
500	Same as #8	1/25/2024 9:37 AM
501	I think there should be cycling options on as many streets as possible - don't confine them to specific streets. People who chose to cycle shouldn't have to try and remember special routes; they should be able to safely use the exact same routes, just on a bike instead.	1/25/2024 9:23 AM
502	I would be fine with two way protected lanes for bikes , if they are clearly marked. As long as the lane is inaccessible to motor vehicles then this proposed route is fine.	1/25/2024 9:20 AM
503	More confusing for motorists who only expect traffic to be coming from one direction. Reduces safety for cyclists.	1/25/2024 9:19 AM
504	This has similar issues to the previous suggestion as access to buildings along St Mary would be more difficult, but 2 way bike lanes are preferred overall	1/25/2024 9:09 AM
505	Do not waste the money on a protected bike lane - if you look on the return on investment, it is not worth spending tax payers $ on this - invest in transit!	1/25/2024 8:56 AM
506	While I would prefer one-way protected lanes, I think any bike lane is better than no bike lane.	1/25/2024 8:40 AM
507	One way bike lanes are safer	1/25/2024 8:32 AM

508	There's already a west bound bike lane on st Mary. We just need an east bound bike lane and that should be York. Why spend more and take away more driving lanes on York or st Mary's to make a 2 way lane	1/25/2024 8:20 AM
509	When bike lanes don't follow the flow of vehicle traffic, people get confused, and confusion leads to unsafe behaviour	1/25/2024 8:09 AM
510	I am all for alternate transportation but ripping up infrastructure and the cost associated with our current strategy is not effective while we sit on our hands and do nothing about traffic light synchronization and compound congestion and longer traffic idelling as a result of bike lanes and this type of transportation not paying into insurance and costs to be on the road	1/25/2024 7:55 AM
511	It is a worse option than the preferred, as it can more easily be blocked by cars and drivers do not expect cyclists against the flow of traffic.	1/25/2024 7:41 AM
512	Most cyclist don't obey the rules of the road	1/25/2024 7:34 AM
513	I use Assiniboine when traveling east west but would use this route if it was protected	1/25/2024 7:30 AM
514	I don't want to die when a car crosses the lane without looking in the other direction.	1/25/2024 7:29 AM
515	Someone's always going to be going the wrong on a one way	1/25/2024 7:28 AM
516	I prefer one-way, but wouldn't oppose a two-way.	1/25/2024 7:19 AM
517	I don't support bike lanes at all	1/25/2024 6:52 AM
518	Because two way routes will be adopted faster and used.	1/25/2024 6:34 AM
519	The two 1-way streets is a better choice, but this would also help	1/25/2024 6:23 AM
520	Stop putting in bike lanes and reducing lanes that cars can use. Downtown bike lanes are not being utilized enough to justify their existence.	1/25/2024 5:25 AM
521	Takes up more lanes and parking.	1/25/2024 5:02 AM
522	Any protected bike lane is better than none.	1/25/2024 4:25 AM
523	One ways are easier to use as a cyclist	1/25/2024 3:56 AM
524	Prefer previous option. Still support all protected options.	1/25/2024 1:46 AM
525	Not the safest option.	1/25/2024 12:22 AM
526	More dangerous for cyclists. Less ability to adjust routes due to road closure.	1/24/2024 11:34 PM
527	Two-way protected offers the ability to travel either direction on York in connection with another pathway network. This streamlines the flow of cyclists.	1/24/2024 11:16 PM
528	I would feel safer as a cyclist.	1/24/2024 11:14 PM
529	Safety	1/24/2024 11:08 PM
530	It's not [redacted] stupid	1/24/2024 10:59 PM
531	I would take it over nothing, but it doesn't cover as much ground and can be confusing to all users. However, I would eventually like to see all the one ways downtown turned into two ways to slow traffic down and make it less confusing overall.	1/24/2024 10:45 PM
532	I prefer 2 way bike lanes, but would rather have protected lanes on more streets.	1/24/2024 10:42 PM
533	A two-way path creates conflict for drivers who are not paying attention to contra-flowing cyclists	1/24/2024 10:10 PM
534	I think it is a huge safety issue to have two-way bike traffic on a one-way road. Presumably drivers will be crossing the bike lanes at intersections and I think it is asking for accidents for drivers to have to suddenly watch for oncoming bike traffic only when turning.	1/24/2024 9:51 PM
535	Get it done and catch up with the rest of the world	1/24/2024 9:48 PM
536	Less disruption to traffic during construction, and keeps all the cyclists on one route rather than multiple.	1/24/2024 9:47 PM

537	I understand that it may be more convenient for car drivers, but I love the community it brings for cyclists!	1/24/2024 9:47 PM
538	Safety - see my answer in support of single-direction lanes.	1/24/2024 9:45 PM
539	Two-way would be a nice direct option to and from the Forks. It would be nice if there was a stronger connection to The Forks via Smith Street.	1/24/2024 9:43 PM
540	Less safe	1/24/2024 9:22 PM
541	As a cyclist I feel somewhat unsafe using 2-way lanes.	1/24/2024 9:09 PM
542	It's not as good as the one way options.	1/24/2024 9:04 PM
543	two-way lanes are more prone to accidents	1/24/2024 8:51 PM
544	Drivers, cyclists, and pedestrians will not understand the layout of the lanes, leading to high risk of collisions.	1/24/2024 8:50 PM
545	I prefer this option as it's a more direct bike route through downtown that is close to Portage.	1/24/2024 8:48 PM
546	I feel it would turn out similar to the Garry lane where you get caught on lights frequently depending on which way you go. Right now at Mary's and York flow well enough when riding them that it isn't an issue keeping up with traffic	1/24/2024 8:45 PM
547	two lane bike lane seems a bit dangerous for cyclists	1/24/2024 8:44 PM
548	We need way more bike lanes and a more integrated bike network in Winnipeg	1/24/2024 8:29 PM
549	The one nice thing about a two-way bike lane is that drivers are less likely to cut cyclists off while making a turn when they can see the cyclist coming at them. Drivers routinely cut off cyclists going in the same direction. Again, see Garry as the example.	1/24/2024 8:17 PM
550	Either one works.	1/24/2024 7:47 PM
551	Any bike lanes are good lanes	1/24/2024 7:42 PM
552	It is better than the status quo but not as good as the preferred option	1/24/2024 7:42 PM
553	it doesnt seem superior to the other option	1/24/2024 7:31 PM
554	less safe	1/24/2024 7:30 PM
555	I feel less comfortable on the existing two way lane on Garry, especially at drive way crossings since they aren't looking in my direction if I'm countering traffic.	1/24/2024 7:28 PM
556	Less safe than option 1,	1/24/2024 7:26 PM
557	Protected bike lane is better than parking on the street but one way streets are safer as less is going on	1/24/2024 7:19 PM
558	2 lanes on 1 street vs 1 lane on 2 street is easier for the cars to be aware of and to yield at intersections/turns. Looks safer	1/24/2024 7:04 PM
559	Don't like cars having to look out for both directions	1/24/2024 6:59 PM
560	Cyclists need protection from psychotic Winnipeg drivers	1/24/2024 6:57 PM
561	It will be confusing for cyclist and motorists on a one way street	1/24/2024 6:55 PM
562	two-way lane would be unexpected by other traffic and therefore at more risk at intersections	1/24/2024 6:47 PM
563	It makes westbound travel awkward.	1/24/2024 6:41 PM
564	I used to bike these routes but found it to dangerous to continue doing so. Dedicated bike lanes will make things safer.	1/24/2024 6:39 PM
565	I still want the bike lanes, so whatever way we can get them I will take.	1/24/2024 6:38 PM
566	Same as previous answer. Bicyclist don't pay for licensing and traffic is already crazy down town.	1/24/2024 6:36 PM
567	You are destroying downtown to appease a small group supported by morons in the press.	1/24/2024 6:34 PM

568	I would rather have any bike lane period, rather than no bike lane	1/24/2024 6:12 PM
569	This would be a great option if bike infrastructure was more normalized in the commuter culture of the city. The problem I see with this option is opposition from drivers because they would be losing a lane. This option would work if we had transportation infrastructure that took vehicles off the road; this rout would then be a good compliment to that type of transportation system	1/24/2024 6:06 PM
570	Same as previous awnser.	1/24/2024 6:00 PM
571	I don't think it's necessary to have so many bike lanes when the winter is 6 months long.	1/24/2024 5:57 PM
572	I think the network of protected bike infrastructure should literally be everywhere downtown. Having the one-way lanes on both is preferential not only because it is able to serve another street but, also due to the simplicity benefits in way-finding.	1/24/2024 5:52 PM
573	Greater risk of accidents and injury.	1/24/2024 5:49 PM
574	If one way bike lane is not favorite by the public, then 2 way bike lane is still good.	1/24/2024 5:48 PM
575	Construction; in the summer it took 45 mins just to get on to Main Street from Hargrave.	1/24/2024 5:41 PM
576	Prefer option 1 but this would still be a huge improvement on the current state	1/24/2024 5:37 PM
577	easier to navigate	1/24/2024 5:34 PM
578	Not as safe	1/24/2024 5:26 PM
579	Same reason. There's a perfectly good route on Graham already. Dive your bike over there and leave the goddamn vehicle lanes the way they are!!!	1/24/2024 5:26 PM
580	I think this is more confusing	1/24/2024 5:14 PM
581	I prefer one way, but two way is better than nothing	1/24/2024 5:03 PM
582	It's convenient but I believe it might create too much hazards during rush hour	1/24/2024 4:59 PM
583	Winnipeg bike riders don't seem up to the challenge of parsing this out.	1/24/2024 4:58 PM
584	Takes away bike infrastructure from St Mary	1/24/2024 4:54 PM
585	Better than nothing but poor choice	1/24/2024 4:44 PM
586	This is insane. Stop it.	1/24/2024 4:43 PM
587	Single lane is way is better, faster, safer	1/24/2024 4:26 PM
588	Makes more sense than 2 one way lanes where people will use the one way lanes as two way anyway. Less bus traffic on York.	1/24/2024 4:26 PM
589	IThink that just adds one more thing drivers wil nee to watch out for which could lead to more accidents	1/24/2024 4:17 PM
590	Happy to see protected bike lanes go in - not fussy about which of the proposed implementations is selected.	1/24/2024 4:10 PM
591	This is not best practice, but it's better than nothing.	1/24/2024 4:02 PM
592	Same reason as to the previous scenario	1/24/2024 3:53 PM
593	Seems a more complicated option and less safe	1/24/2024 3:50 PM
594	Not as safe as unidirectional lanes. Need to be wider travel lane as well. York is also one block further away from Portage and main corridors.	1/24/2024 3:49 PM
595	It's not necessary	1/24/2024 3:43 PM
596	Generally find drivers too impatient or inattentive for 2 way bike lanes to feel safe	1/24/2024 3:42 PM
597	need physical barriers cars park in the lanes.	1/24/2024 3:38 PM
598	because two way lanes are dangerous and confusing to all users.	1/24/2024 3:34 PM
599	Makes zero sense at all.	1/24/2024 3:33 PM

600	You eliminate access to St Mary; which hurts businesses there by losing potential cyclists or making it more dangerous for a cyclist who needs to make their way to St Mary.	1/24/2024 3:32 PM
601	Two way bike lanes are less safe, more confusing for both cyclists and drivers.	1/24/2024 3:30 PM
602	see previous response, cost does not produce any benefit. bike ridership is so low it is just throwing money away. If ridership is so high publish the numbers and not the ones where they double count each bike under the premiss that they will also be riding home	1/24/2024 3:24 PM
603	Prefer the first option, but this is a good back-up.	1/24/2024 3:23 PM
604	Same reason. I think drivers are less likely to watch for bikes headed the opposite direction when crossing bike lanes	1/24/2024 3:22 PM
605	under utilization of current bike routes and lack of enforcement to keep bikes off public sidewalks	1/24/2024 3:19 PM
606	Same as last feedback. Would be nice to have one way on either side of the street with a two way street. Because the roadways are one-way there is really little choice. One ways are dangerous and encourage people to speed. It would be nice to see downtown streets converted to two way and eliminate the ability to turn right on red.	1/24/2024 2:51 PM
607	less accessible to where i actually want to do downtown	1/24/2024 2:50 PM
608	In addition to the one way/two way point, the path is closer to Broadway. There is a cycling path on Assiniboine and cyclists are permitted on Graham, so this is closer to to a mid-way point between them.	1/24/2024 2:45 PM
609	I feel Graham Avenue would the best choice for an exclusive bike/pedestrian corridor; once buses are moved onto Portage Avenue. York and St. Mary Ave should be better utilized as vehicle routes in and out of downtown to help alleviate congestion on Portage Avenue (and provide room for a Transit corridor) as well as congestion on Broadway.	1/24/2024 2:43 PM
610	As a cyclist, I prefer to move with the flow of traffic rather than against it. As someone who has lived in Wpg for a long time, it is easier for my brain to think about travelling down streets I know to be one-way in a certain direction in that direction, rather than being pushed into two-way cycling traffic on a one-way street. It feels less counter-intuitive.	1/24/2024 2:41 PM
611	2 ways seems to be tad more dangerous for pedestrians	1/24/2024 2:33 PM
612	I don't like the idea of biking against the flow of traffic on a one way street. I think it increases the chances of collisions. I would find using this bike lane stressful.	1/24/2024 2:31 PM
613	Same response. More delays and more pollution from cars idling.	1/24/2024 2:29 PM
614	A two way protected lane allows the cyclist to go more directly where they are going. Riding an extra block or two simply to match poor car infrastructure is not as negligible when you are moving entirely on your own steam and fairly unprotected by the elements as it is in a car when mere grams of pressure with your foot control tremendous speeds in your climate controlled easy chair.	1/24/2024 2:19 PM
615	Fix the roads	1/24/2024 2:18 PM
616	More bike lanes for vehicles to watch out for speeding bike riders! Less lanes for going into down town from Main St by vehicle, it is also used by semi trucks delivering goods to businesses and they cannot stop fast for speeding bikes! There is not that many bike riders in the city to warrent 2 lanes for them! Even one lane!	1/24/2024 2:18 PM
617	Increased safety risk to bike lane users.	1/24/2024 2:17 PM
618	Two way bike lane will create confusion for drivers and cyclists alike. plus some cyclists travel in both lanes so a one way will take away from the confusion	1/24/2024 2:17 PM
619	As a cyclist I always enjoy being able to travel both ways on a street. It also makes way finding and connections easier if I'm traveling through the area.	1/24/2024 2:14 PM
620	less safe and less convenient	1/24/2024 2:08 PM
621	This is an improvement ver the painted lanes on the road now. However, some people will want to continue using st mary if they are cycling westbound because it's more direct, and they will not benefit from any protection.	1/24/2024 1:57 PM

622	Protected bike lane is good, but if it is a two way bike lane on a one way street, I think that is a recipe for disaster as cars will forget to look both ways for cyclists.	1/24/2024 1:46 PM
623	Two way increases chance of collisions in my opnion	1/24/2024 1:42 PM
624	i worked on the hsc canpus which has two-way bike lanes on a one-way street. it is dangerous for cyclists and motorists. and fyi, cyclists regularly used the sidewalks.	1/24/2024 1:25 PM
625	Two way protected on both streets would be ideal.	1/24/2024 1:19 PM
626	Create gridlock, kill downtown. Have any of these anti-car, anti-commerce leftists promoting this ever owned a bricks and mortar business?	1/24/2024 1:19 PM
627	It is easier for cyclists to navigate and as the same route both ways it will decrease the cyclists who just willingly ride against traffic for a quicker route	1/24/2024 1:14 PM
628	Same as answer before this.	1/24/2024 1:09 PM
629	Not as safe as the one-way option.	1/24/2024 1:06 PM
630	Bike lanes needed bad	1/24/2024 12:58 PM
631	Important to have the infrastructure in place for cycling, so either option works for me	1/24/2024 12:46 PM
632	this option does not connect well with the link built behind Muse	1/24/2024 12:39 PM
633	If a 2-way is the way to go then by all means. I feel safer in a bike lane.	1/24/2024 12:37 PM
634	This limits the cycling network.	1/24/2024 12:30 PM
635	Motorists turning across bikelane without looking both ways; especially when turning prohibited by signage or lights that are being ignored.	1/24/2024 12:23 PM
636	it isn't congruent with existing traffic patterns and cars will inevitably forget that cyclists may be moving in different directions	1/24/2024 12:20 PM
637	see question 7 response	1/24/2024 12:17 PM
638	More effective than creating single routes on two corridors when the lanes have yet to prove volumes and safety efficiencies while navigating through the downtown. Do not believe there is excessive speed concerns that are creating this desire for seperation.	1/24/2024 11:55 AM
639	Still great to have an east-west protected bike lane	1/24/2024 11:46 AM
640	Same as previous question	1/24/2024 11:30 AM

Q10 Is there anything else we should keep in mind when determining the recommended option for the St. Mary Avenue and York Avenue bike route?

Answered: 412 Skipped: 868

#	RESPONSES	DATE
1	Will Winnipeg remove the car one-ways at some point? I hope so	2/19/2024 8:58 PM
2	consider the huge cost to rate payers.	2/18/2024 4:54 PM
3	none	2/18/2024 12:10 PM
4	N/A	2/18/2024 7:57 AM
5	Keep the bike lanes & bus stops from conflicting	2/16/2024 10:42 PM
6	Please make sure that you design the intersections following best practices for protected intersections.	2/16/2024 10:39 PM
7	Cars are still the primary means of transportation and car traffic should not be further impeded.	2/16/2024 9:32 PM
8	How often will this be used and are cyclist going to follow the road rules?	2/16/2024 8:40 PM
9	yes the space it is going to take up for parking for offices that conduct businesses. It is a nightmare already and this is going to make this an even worse mess!	2/15/2024 11:23 PM
10	Use the money for something that will benifit the City in stead ofsrewing it up more	2/15/2024 10:33 PM
11	Signage. Speed limits for e-bikes and other modes of travel using bike lanes.	2/15/2024 7:12 PM
12	Cars, trucks, buses.	2/15/2024 5:14 PM
13	Maybe add a bike route as an option as well as a regular normal lane ?	2/15/2024 3:38 PM
14	Bike lanes not needed	2/15/2024 3:37 PM
15	I am in this area several times a week and RARELY see any bike traffic.	2/15/2024 3:08 PM
16	Protected lanes are important with such heavy traffic	2/15/2024 1:35 PM
17	consider a consistent snow plowing plan with maximum snow depths for these routes otherwise no one will use them.	2/15/2024 12:23 PM
18	The design of the cycle path isn't great (its width is effectively much less than stated because of the 90° curbs. It ought to be raised to the same level as the pedestrian sidewalk instead)	2/15/2024 11:42 AM
19	As I mentioned, each protected bike lane should include two lanes: a slow lane and a passing lane, to allow riders of different abilities/speeds to use the protected lane easily.	2/15/2024 11:00 AM
20	S/A	2/15/2024 9:39 AM
21	Be mindful that bike lanes are A) not maintained for garbage and autumn leaf debris; B) J walking pedestrians and wrong way traveling cyclists; C) a driving hazard when curbing is snow covered.	2/15/2024 9:32 AM
22	rules apply 24/7, not different rules for different hours or different days or holidays	2/15/2024 9:29 AM
23	Would be nice to have cat eyes on the cycling path so cyclists can see the road at night and know the right direction. Please ensure there's a barrier between cyclist path and car path. Also having the cyclist path cross bus stops path to get on/off bus in other areas is dangerous. Please do not do this here.	2/15/2024 9:15 AM
24	Cargo bikes are wider and often used to transport children. Please ensure these 2 way bike lanes are wide enough to accommodate cargo bikes. Also please clear snow from these lanes	2/15/2024 9:07 AM

	so that we can use them year round!	
25	Moving forwards on any future bike routes - why do you not make provisions to perhaps widen a boulevard so that bikes and pedestrians share a path that is separated from vehicle traffic, easier to clear snow from in Winter (as opposed to separate dedicated bike lanes on the same level as traffic). I recently came back from Orlando, Florida and that is what they have done in many areas and it works wonderfully and less expensive too.	2/15/2024 9:05 AM
26	Do what's best for not only bikers, but also for vehicles. Safety is most important.	2/15/2024 8:59 AM
27	Please ensure it's a fully protected bike lane, and it would be great if there were a way to remind drivers to check for cyclists. I use the bike lane on Fort all the time, and I've been nearly hit several times by people ignoring cyclists.	2/15/2024 8:36 AM
28	Tight turn radius for cars turininf into the bike lane please!	2/15/2024 8:34 AM
29	I think your survey is biased because it is not promoted to the general public and lends itself to undue bias toward special interest minority groups of passionate bicycle supporters	2/14/2024 4:33 PM
30	All bikes operated on city streets MUST be licensed, or the oeners should use the bus... just like cars.	2/14/2024 10:52 AM
31	If you want to attract more people coming downtown don't make it worse for cars.	2/14/2024 10:48 AM
32	How about don't do it. The city doesn't have the money	2/14/2024 9:30 AM
33	Save the tax payers money and people who drive downtown regularly the pain and inconvenience of dealing with under used, useless bike routes	2/14/2024 8:52 AM
34	Provide an elevated pathway for cyclists. Above the sidewalk area.	2/14/2024 7:08 AM
35	No	2/14/2024 6:05 AM
36	Don't let the lobbyists win and create barriers for others.	2/14/2024 1:00 AM
37	Many bike routes are killing businesses. If you want to rejuvenate the downtown make it easier for people to do business there. Bike routes do the opposite and are not particularly safe.	2/14/2024 12:44 AM
38	Access to, and parking for, the Winnipeg Clinic and other medical centres.	2/13/2024 11:26 PM
39	No.	2/13/2024 9:13 PM
40	Yes, do not put a bicycle path on either of those streets. DO NOT DO IT!	2/13/2024 3:32 PM
41	The proposed changes to the intersection at Colony and York are really needed. I found southbound traffic at Colony to be negligent about yielding to bikes and the roadway was never cleared of gravel properly, forcing a cyclist to "take the lane" of traffic going around the corner.	2/13/2024 10:32 AM
42	Has the city considered limiting car traffic in the downtown area? This would also make it safer for both bikes and pedestrians.	2/12/2024 12:10 PM
43	bike racks to lock up to as well as lanes, if you actually want folks riding downtown	2/12/2024 10:47 AM
44	Keep in mind that option 2 sucks.	2/12/2024 12:04 AM
45	Please keep it wide enough so cyclists will have space to pass other cyclists going the wrong way or pedestrians who will likely use it, especially in the winter.	2/11/2024 6:24 PM
46	I support any plan that allows for as many new protected and grade separated bike lanes as possible.	2/11/2024 6:20 PM
47	Keep in mind - that for safety I would prefer to drive my car than ride my bike to go downtown. (especially because if I can not put my bike indoors, locking it is ALWAYS an issue)	2/10/2024 9:13 PM
48	Consider converting York and St Mary to 2 way traffic. The traffic counts show that downtown has excess road capacity.	2/10/2024 8:56 PM
49	yes. charge cyclist a fee for using the streets	2/10/2024 7:00 PM
50	This makes me think of Garry, and I hope that the solution for traffic signals can be improved. I think that on Garry when the light changes to allow left turning cars to go, it should go to a flashing yellow to indicate that a cyclist can go if it's safe. The experience of getting to a red	2/10/2024 5:05 PM

	light when pedestrians are still allowed to cross and there are no cars waiting to turn left is frustrating. Tbh when it's safe to go I just run the red, and most mornings I'm not alone in that	
51	cycling can be dangerous with all the bad drivers in winnipeg! bike safety is a concern.	2/10/2024 3:46 PM
52	No	2/10/2024 3:24 PM
53	I frequently have people jogging,walking(not because of snow),using scooters,electric wheelchairs, baby buggies etc. There should be signs saying what is not allowed in the lanes.	2/10/2024 11:43 AM
54	The only way this would work is by areas where you have the ability to widen streets to allow bike routes to happen. This should be foe any street.	2/10/2024 8:39 AM
55	In general the crossings at York and Memorial, York and Osborne are much quieter then at St. Mary's. St. Mary's and Osborne is a very complicated/confusing intersection which presents several opportunities for bike/vehicle conflicts. This further supports the idea of a dual bike lane being installed on York. To me the south side of York makes more sense for the bike lane than the North, as it will line up more directly with accessing the primary areas of the Forks, such as the market, Human Rights Museum, etc.	2/9/2024 10:15 PM
56	Enforce the Highway Traffic Act as it applies to cyclists	2/9/2024 9:48 PM
57	Yes! Traffic flow! Bikes , yes I ride, are so very few. Why do they rule the road?	2/9/2024 9:09 PM
58	Emergency services! Commercial vehicles!	2/9/2024 8:48 PM
59	Especially downtown, I'm like to see bike storage of some sort, even if only bike racks be incorporated into the plan to allow for greater interaction with local businesses	2/9/2024 10:17 AM
60	Please ensure proper drainage or consider raising the bike lane to avoid the pooling that happens in spring and thaw seasons.	2/9/2024 7:57 AM
61	Bikes on the road pose life-threatening hazards to themselves and drivers.	2/8/2024 6:43 PM
62	These need to have a physical barrier protecting the bike lane, painted lines are useless in a city that a) experiences winter for 4-5 months a year with roads covered and b) that loses painted lines almost every year.	2/8/2024 4:51 PM
63	Actually speak to drivers and cyclists. I am both and this is a ridiculous design.	2/8/2024 4:37 PM
64	Regarding "A future connection across Main Street will be studied as part of the Rapid Transit (Downtown Corridors) Preliminary Design study": please stop treating cycling infrastructure as secondary, to be built piecemeal, and as acceptable with major and dangerous gaps. We already know the city spent decades and tens of millions moving light standards around intersections for no reason, so now put a little energy into AT infrastructure that actually pays for itself by giving us useful alternatives to driving a motor vehicle.	2/8/2024 10:04 AM
65	Why do they stop at Garry? A link to the York underpass is needed for those of us coming from (going to) the east and needing to cross Main St into St B, Transcona, ...	2/8/2024 5:49 AM
66	Have you gone personally to each office / business in the office towers in these areas and had a genuine conversation with them about your proposals and how they would benefit or cause problems for their businesses? That should happen - numerous times we have heard business owners / proprietors complaining the city never did that Have you surveyed all the workers in those buildings???? They would be the people you are targeting to ride downtown - check with them - how many will truly ride downtown if bike lanes are built???? How many would ride if their office building has a secure bike storage facility as well as a shower facility? How many will not ride because their building does not have secure bike storage and a shower facility??? What are the current numbers of cyclists in this area and what are the target numbers if / when these bike lanes are built??? How certain are you about reaching your target numbers if the bike lanes are built??? DON'T BUILD IF YOU DON'T KNOW Will there be a TRUE cost benefit analysis done prior to any construction of these bike lanes??? THERE NEEDS TO BE Construction of these bike lanes will cost millions of taxpayer dollars to build - there are many other priorities in this city and if there is only going to be a minimal cycling increase in this area then this idea should be scrapped. Are there other options other than creating these bike lanes? I have witnessed some European communities that have a portion of the sidewalk designated for cyclists – is there any reason that can't work here? It would be a lot cheaper and would not create all the unintended consequences this current proposal will create. Cyclists have survived for years without these types of proposed bike lanes – do we really	2/7/2024 9:42 PM

	need them now. Why not try something different that actually works in other areas of the world. Or at least try it out in an area downtown as a PILOT for a couple of years to see how it actually works before creating a mess downtown with these currently proposed bike lanes.	
67	Think of accessiblity for older adults including the width of the paths as well as mobility scooters and escooter parking and stopping. In many other cities these types of transportation take up the space in the bike lanes. It would be nice to have parking for these as well as benches and garbage cans accessible.	2/7/2024 3:32 PM
68	Please keep building protected bike lanes!	2/7/2024 12:38 PM
69	The safety and convenience of cyclists should be prioritized over drivers.	2/7/2024 11:13 AM
70	Just that these bike lanes need to be protected, highly visible, and easy for pedestrians to see and not stand in	2/7/2024 9:13 AM
71	Protected bike lanes essentially make cyclist traffic invisible to vehicle traffic, because they are not sharing road. Although bike traffic has right of way, and vehicle are supposed to yield to bikes when vehicle is turning (especially right turns) they cannot see bikes coming up behind the vehicle. It's the simple concept of yielding to the traffic ahead of you, and protected bike lanes disrupt this.	2/7/2024 7:10 AM
72	Protected bike Lanes keep bikers safer, and more people will bike when they feel safe, thus reducing traffic.	2/6/2024 7:55 PM
73	The most important thing, I think, it's that they need to be protected, well designed and well connected to similar bike lanes.	2/6/2024 7:51 PM
74	Nope	2/6/2024 6:25 PM
75	Please make sure that the access to York Avenue is obvious and plain to see when coming from the West on St-Mary (West of Memorial). It is not so right now, and the whole segment feels terribly awkward.	2/6/2024 5:25 PM
76	It should not proceed. To provide capacity for a service that will be sparingly used and seasonally as well, at the expense of increasing commute times year round is a waste of resources.	2/6/2024 3:44 PM
77	If you are going to build a bike lane, make sure it directly benefits the cyclists and not the cars on other routes	2/6/2024 1:13 PM
78	Do not do it	2/6/2024 12:26 PM
79	The lanes NEED to be on the right side of the road. The current bike lane on the left side of the road on Smith (Southbound) is very dangerous, and goes against all tradition and conventional learned practices. I have personally experiences numerous scenarios as both a cyclist and motorist which exist solely because of this design. ***this route (Smith S/B) should be adapted and bike lane moved to the right side of the road as soon as possible***	2/6/2024 11:20 AM
80	Safety of cyclists. Distance we are pushed off out routes.	2/6/2024 8:29 AM
81	Reducing traffic volumes, accessibility of these routes by people with scooters and accessibility concerns	2/5/2024 6:00 PM
82	Yes, don't waste money on these unless you can justify it based on rider counts.	2/5/2024 4:29 PM
83	The neighborhood itself is questionable, lots of panhandlers and criminals, parking policies make it too difficult to go there, plus exorbitant fees in private lots. Vulnerable people can easily be victims when alone. Easing parking restrictions, lowering taxes and increasing security may give hope to invite those of us that left back.	2/5/2024 3:43 PM
84	People who are not commuters will continue to ride on the sidewalks and in any direction regardless of the cycling options provided to them.	2/5/2024 2:12 PM
85	Ensure accessible parking spots remain / add more if taking away general parking	2/5/2024 9:55 AM
86	It's already difficult to move through downtown. More lights. Fewer lanes. Less parking. This will not help.	2/5/2024 8:51 AM
87	Cyclists have to work for every meter they travel. Causing them to route longer distances is always unwanted.	2/5/2024 8:16 AM

88	The roads are already small enough (especially in winter) and cyclists only pose a hazard and a liability. North American roads were not built for cyclists.	2/4/2024 7:06 PM
89	One-Way left turns at red lights. As both a cyclist and a motorist, the Gary St/York Av light is burdensome.	2/4/2024 6:00 PM
90	If you're doing either option, if they happen to be on the left side of the street, you may want the background signal colour to be green instead of black. I've seen motorists interpret it as a left turn light instead.	2/4/2024 6:00 PM
91	Maximize the ease of connecting to important destinations.	2/4/2024 4:22 PM
92	I know that it was not in scope for this project, but the York- Main street crossing needs to be included. At the very least, give pedestrians and cyclists a priority light in the interim. People using the york st bike route are left abandoned at garry st. I live in st.b and would like to be able to get to the provencher bridge safely (on foot and by bike) but crossing Main at York is dangerous.	2/4/2024 1:01 PM
93	If the bike lanes were temporary in the summer it would make sense but they are there in the winter when no one uses them	2/4/2024 9:13 AM
94	Look at parking spots and more space for cars. If it makes sense to have only one street disrupted with a two way bike lane, that could make baby boomers happy	2/4/2024 9:00 AM
95	The protected 2 way bike routes smaller footprint also impacts less businesses and traffic.	2/4/2024 8:47 AM
96	Safety to the cyclists	2/4/2024 5:59 AM
97	Either option works; just make them happen.	2/3/2024 9:05 PM
98	Wherever you choose to make it, there needs to be a physical barrier, and wherever drivers are permitted turns across bike lanes, there should be adequate signs to indicate that cyclists have the right of way	2/3/2024 6:35 PM
99	Connectivity to nearby bike routes.	2/3/2024 5:24 PM
100	whenever possible keep away from bus lanes and stops	2/3/2024 2:16 PM
101	Evidence-based decisions please, rather than responding to a lobby group.	2/3/2024 12:25 PM
102	Add additional patrols on to make sure they follow the rules. I cycle as well but stop. Many think the rules do not apply to them.	2/3/2024 11:11 AM
103	The public should be advised of the new routes in a very visible fashion. This has not been the case with the inception of bike paths in Winnipeg.	2/3/2024 10:52 AM
104	Be sure bike lane(s) are included in any redesign of Graham Ave.	2/3/2024 9:57 AM
105	The intersection at Memorial and St Mary does not feel very safe for pedestrians or cyclists.	2/3/2024 9:04 AM
106	One problem with other existing bike lanes is the lack of space/infrastructure for turning left from a bike lane. I think this would be particularly important to consider on busy downtown roads.	2/2/2024 3:57 PM
107	if it is a two lane, it will be big enough to park in and create possible conflict with delivery drivers, police, and other loading zone type drivers.	2/2/2024 3:44 PM
108	Just build it on both!!!!	2/2/2024 3:26 PM
109	Cyclists should benefit the most from cycling infrastructure.	2/2/2024 3:24 PM
110	Why are you asking me? Urbanists and professional scholars already know what successful cities do to become dense, vibrant, safe, walkable, and, chiefly - livable. Time to stop scratching our heads, and invest in our core already. We are asking questions about city building that have been answered many times before. It is becoming embarrassing to live here and my spouse and I are considering moving our family to a more progressive city with better transit.	2/2/2024 2:44 PM
111	Not specific to these routes - but like, can we please get some sort of better connecting from Osborne onto this route? One of the only things that stops me and others I know from biking more often to routes like this is just because biking across the Osborne bridge to hit the	2/2/2024 2:12 PM

	downtown lanes feels like entering Mad Max Fury Road for 20 seconds. Not only do you have to compete with cars, but you end up competing with cars who have decided to start driving 60KM because idk they made it through the village and can finally rev their engines to make it to the next red light faster? I appreciate this isn't directly about this route, but connecting to the route smoother would also be a huge asset.	
112	Intersections are safe for cyclists. Cars still do not pay attention even with protected lanes.	2/2/2024 1:16 PM
113	Consider the additional safety benefit for vulnerable road users of making the downtown area a "no right on red" zone	2/2/2024 12:54 PM
114	Motor Vehicle traffic can only go one way. Bicycles need to follow the same rules - traffic lights etc.	2/2/2024 12:35 PM
115	How are cyclists to transition in and out of the bike route to other bike infrastructure	2/2/2024 12:14 PM
116	Previous comment.	2/2/2024 10:45 AM
117	Recently bike lanes have been installed on Stradbrook in Osborne Village. This has been done by reducing the width of the car lanes. it is especially noticeable in winter where those parking on Stradbrook often encroach on the east bound left side lane because there just is not enough space for cars to ark (because of snow). we can see that the same will be true for river Avenue. The parking lane is encroaching on the driving lane. Your engineers need to measure more accurately. But when I as a driver have to move over into an adjoining lane because one lane has been made too narrow that is dangerous for everyone.	2/2/2024 9:38 AM
118	The other disadvantage of a two way bike lane is that people more commonly decide to park or make temporary stops in the bike lane. I see this pretty frequently in two-way lanes on Assiniboine and Garry, for example. If you decide to go with the two-way option on York alone, have barricades high enough to disincentivize using the bike lane as a parking or loading zone would be an important consideration. People can get a bit overwhelmed and inconsiderate trying to stop downtown, and sometimes they need really strong cues to know what's not allowed.	2/2/2024 9:27 AM
119	Make it the thin barricade rather than the thick cement pads unless you can incorporate street parking with it. Streets with lane, street parking, then the bike lanes are always esthetically pleasing.	2/2/2024 9:08 AM
120	The fact that the rainy day fund is depleted!! I don't want to see a property tax increase for this - all from the city that says they can't fund the police budget!	2/2/2024 8:49 AM
121	Please consider pedestrians, seniors, parents with young children and a multitude of other individuals who are unable to use active transportation for reasons such as health. They are all being negatively impacted for a minority who have the ability to navigate the roads much easier that the individuals noted above who are already dealing with challenges.	2/2/2024 8:31 AM
122	Loss of parking will also adversely affect parking for convention centre and Canada Life Centre customers.	2/2/2024 1:13 AM
123	no	2/1/2024 9:13 PM
124	On Assiniboine in the winter, the divider between the bike lane and vehicle lane gets covered in snow and is difficult to see for drivers. Regardless of the option an improvement on this design would be welcome for winter cyclists and (I assume) for snow clearing professionals.	2/1/2024 8:56 PM
125	The left turns from Carlton onto York can be tricky for pedestrians and bikes given cars speeding around the corner and swinging onto any one of three lanes.	2/1/2024 7:53 PM
126	no	2/1/2024 7:29 PM
127	Will it get bottle necked at Osborne? How will it tie in with the forks, Bannatyne and McDermot, and that shitty lane that magically appears and disappears on Princess?	2/1/2024 6:19 PM
128	Bike lanes are not necessary in Winnipeg. Not enough people would use them to make the expense and inconvenience to the majority worth it. Also, bikes belong on the sidewalk. The danger to them is too high on the road.	2/1/2024 6:14 PM
129	Bike traffic does not belong downtown.	2/1/2024 6:04 PM
130	Focus on side walks	2/1/2024 5:07 PM

131	Why is the city continuing to reduce traffic and parking lanes in a city that is growing? Why do we not limit pedestrian sidewalks to one side of the street and convert the other sidewalk to a bike lane thereby allowing for safer bike traffic while maintaining the size of our roadways. traffic is congested enough and parking is limited enough before we worsen both by putting in new bike lanes.	2/1/2024 4:54 PM
132	please also consider a how the lanes will need to change in a potential future where 1-ways are converted to 2-ways downtown	2/1/2024 4:21 PM
133	Less is more.	2/1/2024 3:57 PM
134	It seems that no two bike lanes are alike making it a mishmash and please don't make them wider than motor vehicle lanes. Eg. Assiniboine, Garry	2/1/2024 3:21 PM
135	Don't do it.	2/1/2024 2:45 PM
136	Motorists aren't expecting people on bikes coming the opposite way, just seems more dangerous to me	2/1/2024 2:40 PM
137	Need to ensure we don't create gridlock for vehicle traffic on these routes by reducing car lanes. This just leads to frustration and aggravation from drivers and resentment for bikes. Also need to ensure the bike routes are plowed in winter to foster winter use and ensure all levels of cyclists can use them appropriately.	2/1/2024 2:20 PM
138	Favour the opinion of people who live in the area! (I am not one of them)	2/1/2024 2:20 PM
139	Ensure it easily connects with forks	2/1/2024 1:59 PM
140	cancel your plans	2/1/2024 1:37 PM
141	no	2/1/2024 1:29 PM
142	Fix the roads	2/1/2024 1:22 PM
143	Having two one-way bike lanes would require adequate signage for cyclists to ensure they travel the right direction.	2/1/2024 12:48 PM
144	Clear signage to help vehicle drivers understand their interactions with cyclists	2/1/2024 12:33 PM
145	Please take more into consideration than the financial bottom line. From the way this survey is structured, seems like the answer is pretty clear. It's two-one ways.	2/1/2024 12:19 PM
146	Business owners will thank you. Its known that people who bike of walk are more likely to visit a shop as compared to those who drive a vehicle.	2/1/2024 12:00 PM
147	There should be a border separating vehicles from the bike lane. The light timing should be a few minutes earlier than the timing for the vehicles to leave the lights so that the bikes have the first option to leave for earlier without confrontation with a vehicle	2/1/2024 11:57 AM
148	.	2/1/2024 11:52 AM
149	There is no need for bike lanes in Winnipeg. They won't be used and they are hurting business by taking away parking.	2/1/2024 11:51 AM
150	No	2/1/2024 11:46 AM
151	DON'T DO IT.	2/1/2024 11:41 AM
152	More bike lanes = more people.	2/1/2024 11:37 AM
153	No	2/1/2024 11:16 AM
154	Reduce speeds on the street, so vehicles don't hit cyclists.	2/1/2024 11:13 AM
155	Two-directional traffic under the Convention Centre tunnel seems like a bad idea for pedestrians.	2/1/2024 11:06 AM
156	Thankyou for the survey. I would hate to see a bad design happen with the costs and embarrassing situation that would follow.	2/1/2024 11:06 AM
157	see previous comment	2/1/2024 10:46 AM
158	Cyclists often breeze through red lights.	2/1/2024 10:44 AM

159	The more bike routes, the better it is for everyone!	2/1/2024 10:20 AM
160	Do a physical count on any winter day: How many motor vehicles travel on these streets and how many bikes? Where should the priority be?	2/1/2024 10:19 AM
161	Sidewalks	2/1/2024 10:18 AM
162	In all honesty, you could have every person in Wpg disagree with this, but you will just push it through with NO regards to what Winnipegers really think and say.	2/1/2024 10:17 AM
163	The Winnipeg transit system uses this lane for bus traffic. It it is converted to bikes, the bus will be competing with cars . Why are the bike riders given priority over people in cars and those using public transit?	2/1/2024 9:44 AM
164	Moveable bike lanes for seasons.	2/1/2024 9:42 AM
165	Thank you for asking for our imput.	2/1/2024 9:40 AM
166	It would be better to put bike lanes on Portage Avenue on the sidewalks and on Broadway and Ellice.	2/1/2024 9:35 AM
167	Never forget the need for wheelchair access, i.e. loading and unloading from vehicles to the sidewalk.	2/1/2024 9:29 AM
168	I think you've done a great job outlining the reasons why it's better to have two one-way lanes (one on York and one on St. Mary). I'd be using them on a daily basis, so I would GREATLY appreciate them!	2/1/2024 9:26 AM
169	Really good signage needed for the cyclists so they stay in their correct lanes.	2/1/2024 9:24 AM
170	N/a right now	2/1/2024 9:24 AM
171	As stated above, the more routes there are the easier it is to access businesses. Planning shouldn't only be seen as a way through a space by bike but also a way to get to places by bike.	2/1/2024 9:20 AM
172	Take Assiniboine for bikes	2/1/2024 9:10 AM
173	keep in mind how people access these new bike lanes from other main roads as well.	2/1/2024 9:10 AM
174	maintain connectivity all the way to the forks	2/1/2024 9:09 AM
175	Removing conflict points between vehicles and cyclists	2/1/2024 9:09 AM
176	Do something about intersections to make them safer.	2/1/2024 9:05 AM
177	No	2/1/2024 9:04 AM
178	Consider the flow of a bike and where people are going. I normally would bike down Assiniboine avenue and then get to York to travel to the exchange district.	2/1/2024 9:03 AM
179	Extremely clear signage so that there's no confusion about which way people should be going.	2/1/2024 9:02 AM
180	The critical importance of facilitating movement of the majority of people to and from downtown. City is pandering to a small minority because of delusions of people like Bellamy and very poorly designed surveys that bike enthusiasts co-opted to render useless.	2/1/2024 9:02 AM
181	Leave infrastructure as is.	2/1/2024 9:01 AM
182	Just get it done!	2/1/2024 8:57 AM
183	One way lanes are safer.	2/1/2024 8:57 AM
184	Just like buses bikes should have a special light at red lights that allow them to start peddling prior to the green light the cars get.	2/1/2024 8:56 AM
185	Create bike lanes on existing sidewalks	2/1/2024 8:56 AM
186	With the snow piles there already isn't enough space to walk, putting in double bike planes would reduce the space further	2/1/2024 8:55 AM
187	accessibility and inclusion for people who cannot hop on a bike	2/1/2024 6:29 AM

188	Cyclists do not like to go out of their way. It has to be conveniently located. Otherwise they will use the sidewalk.	1/31/2024 4:05 PM
189	Crossing Main Street is important. Access to the Forks, Provencher Bridge.	1/31/2024 1:48 PM
190	do it. we need better bike infrastructure in winnipeg	1/31/2024 1:17 PM
191	Do not waste anymore tax dollars on more bike lanes.	1/31/2024 12:34 PM
192	Limit the amount of interaction with cars. Deny access for cars This city can't afford cars	1/31/2024 11:08 AM
193	the safest, option for the bikers, and the option that provides the most freedom to out bikers.	1/31/2024 11:04 AM
194	It may not be ideal, but some of the braver/more aggressive cyclists will likely use both streets as bi-directional lanes to get where they're going more efficiently, so the wider the better!	1/31/2024 11:02 AM
195	The city needs to focus on fixing streets, sidewalks etc. Stop wasting money on these bike lanes. So much money wasted on these bike lanes. People using these bike lanes should have insurance to help cover the costs.	1/31/2024 10:53 AM
196	A protected two way lane on St Mary is preferable as it gets people closer to downtown than York.	1/31/2024 10:34 AM
197	They are already much busy streets, especially at rush hours. Lots of parking lots exit onto York and can be challenging to exit as they are now	1/31/2024 10:26 AM
198	Stop sacrificing vehicular traffic to such a great extent to accommodate these protected lanes. Take a look at countries like The Netherlands to see how they accommodate the vast number of cyclists they have on city streets. One meter of curbing is NOT necessary between bike paths and traffic lanes.	1/31/2024 10:10 AM
199	The bike routes are not a replacement for better transit. They aren't even used most of the year.	1/31/2024 10:04 AM
200	Consider the costs vs. benefits. Very, very few people ride their bikes downtown, whereas many cars and pedestrians use the roads and sidewalks. Bike lanes severely limit vehicle traffic and parking. We lose so much to gain so little.	1/31/2024 10:00 AM
201	Clearing the snow in the winter lol	1/31/2024 9:44 AM
202	Yeah dont wast tax payers money on things that are a huge waste of money and taking up space for nothing really.	1/31/2024 9:39 AM
203	Fix the other issues the downtown is facing. Bike lanes are not a useful project or expense for the city.	1/31/2024 9:31 AM
204	No bike lanes, cyclists already use the roads...	1/31/2024 9:31 AM
205	For me, the key word is "protected". Drivers don't seem to respect painted lines.	1/31/2024 9:30 AM
206	Make sure vehicle lanes can support cars bigger than a Smart Car. Take Goulet for example, not sure who thought that was a good idea.	1/31/2024 9:29 AM
207	What is the cost difference between the two projects?	1/31/2024 9:27 AM
208	Graham could accommodate a bike lane since it is blocked off to traffic.	1/31/2024 9:25 AM
209	Build bike lanes that do not impede Transit buses.	1/31/2024 9:21 AM
210	If you compare it to Sherbrook and Maryland, many people simply cycle against the "direction" of the bike path. I do that myself when I am getting close to my destination because going all the way over to the other street often involves waiting for several light cycles, and is quite inconvenient, so I just don't do it.	1/31/2024 8:57 AM
211	Why is this city not using the already available sidewalk infrastructure? Use one side as pedestrian corridor and the other as cyclist corridor, not n the cyclist side pedestrians would treat it like cars must treat a diamond lane. They can only use it to enter or exit a biking and must cross to the pedestrian side at the nearest intersection. Only allowing the pedestrian to possibly be on the cyclist corridor for the single block. These leaves the roadways intact for vehicle traffic and caters to the pedestrians and cyclists with much less spending necessary. Perhaps some signage and lights.	1/31/2024 1:31 AM

212	Waste of money.	1/30/2024 5:25 PM
213	no	1/30/2024 4:28 PM
214	Please don't let the opinions of business owners and motorists overly influence the decision. No opinions without data should be accepted as reasoning to justify a decision. For example - plenty of data shows bike lanes have no negative effect on businesses.	1/30/2024 2:15 PM
215	please ensure driving lanes are still wide enough to be an actual lane. Stradbrook bike lane developments have made the driving/parking lanes too narrow and unrealistic to drive in when there is snow or if someone parks too far from curb.	1/30/2024 2:14 PM
216	Only protected parking in the area is at Millennium Library parkade which you have to enter from Donald Street which has south traffic so you have to turn onto Donald from St. Mary.	1/29/2024 8:12 PM
217	No	1/29/2024 4:25 PM
218	Reduce all vehicle speed limits to 30 kph throughout the city.	1/29/2024 12:12 PM
219	Stop trying to design a city that is impossible to get around for the vast majority of people.	1/29/2024 10:49 AM
220	That it is unnecessary	1/29/2024 9:16 AM
221	dont do them	1/29/2024 1:26 AM
222	I know that some people with advocate for a two way bike lane because of the ability to pass, so perhaps if the single lanes are wide enough to do this, that could sway opinion towards the two single one way lanes, which definitely look better in terms of ease of use and design.	1/28/2024 6:30 PM
223	For many months (winter) bike lanes in Winnipeg would be greatly underutilized.	1/28/2024 5:27 PM
224	I oppose bike lanes. They are not utilized a full 365 days a year. Until the chief peguis extension is fully operational. The only option is down town or north perimeter.	1/28/2024 3:57 PM
225	This is a biased survey. Maybe ask if we want either of them instead of leading questions for either one or the other. People are not unintelligent.	1/28/2024 12:37 PM
226	Allow manual bikes to be ridden on the sidewalks on these streets.	1/28/2024 12:15 PM
227	Transitions at ends of the bike lane, and making connectivity to West Broadway better (especially at the intersection of York and Portage, which unfortunately was designed without W Broadway cycling network in mind).	1/28/2024 11:40 AM
228	Colony/ York will probably need traffic control. The unsafe slip lines are madness - and people just zoom around the curves. I can't even get through it with a stroller - they just ignore me and my kid.	1/28/2024 11:06 AM
229	Can the traffic lights be synchronized for the average cyclist's speed? This is one thing that I find annoying which discourages me from using bike lanes downtown. I would rather take a longer distance bike route (and possibly less safe) than a shorter one if the traffic lights are not synchronized for the average cyclist.	1/28/2024 10:18 AM
230	There's already an unprotected bike lane on St Mary Avenue, why not expand that to a two-way protected bike lane? As someone who goes down St Mary in the AM and down York in the PM, I can tell you that traffic is LESS IMPACTED with a St Mary lane removal. I'm convinced the city makes the decision on how to build bike lanes based on how much more you can bottleneck traffic in the east and southeast. There's already protected bike lanes feeding the protected bike lane on Assiniboine.	1/28/2024 9:55 AM
231	Designate one of the sidewalks for bicycles.	1/28/2024 9:27 AM
232	Impact on the space available for vehicle travel. Losing lanes in streets that already suffer traffic jams is not ideal.	1/28/2024 8:54 AM
233	Keep in mind this is winterpeg that's because we have snow more often then not	1/27/2024 9:48 PM
234	Avoid it	1/27/2024 8:55 PM
235	Stop narrowing the remaining traffic lanes so much when redesigning roadways to include bike lanes. Bike lanes may help take some cars off the road, but bike lanes do not remove large vehicles that will always need to use the road & need plenty of width for not only the vehicles' bodies, but also their mirrors. Such large vehicles include delivery trucks, transport trucks	1/27/2024 7:56 PM

	(with semi-trailers), buses, pickup trucks, fire trucks & other emergency vehicles, other service trucks, & more. Make sure that signs are placed such that vehicles with large mirrors are not on a collision course for simply being close to the curb. It's a huge shame that the city & its contractors have signs for new bike lanes (among other places) that continuously get hit by mirrors etc. resulting in black-marked, bent, missing, destroyed signs & damaged mirrors in some cases. These signs when hit make the city look dumpy & incompetent. Perhaps in a few cases, these collisions could result in personal injury. And all that was needed to prevent this was some foresight in determining the height of the sign, placement, or other factors to get it out of the way & keep them in place & looking new.	
236	One-way bike lanes on one-way streets minimize the risk of conflict points with drivers and cyclists.	1/27/2024 5:44 PM
237	Please put up reminders for pedestrians to stay off bike lanes.	1/27/2024 5:41 PM
238	Auto traffic congestion	1/27/2024 5:10 PM
239	see through all angles. the less the hinderance to traffic due to bikes, the better.	1/27/2024 4:40 PM
240	Safety! Both of these streets start and end at major routes.	1/27/2024 3:55 PM
241	Their is less riders in winters and taking away an extra lane that could be use for traffic doesn`t make a sense. Their is a close friend of the family that bikes everywhere from spiring to october and he himself said it doesn`t make sense to take away a lane from a major route for traffic and prefers they go one block over from the main artery like they do in Vancouver.	1/27/2024 2:08 PM
242	Put in on practice our feedback	1/27/2024 1:47 PM
243	Make the bike lanes as wide as possible	1/27/2024 1:10 PM
244	Ensure they're protected bike lanes so vehicles aren't trying to drive/park in them.	1/27/2024 10:05 AM
245	Don't narrow St Mary any more. York is longer so more 'runway' for the cyclists.	1/27/2024 9:46 AM
246	They should connect to a safe bike lane to Osborne Village. The current lanes across the bridge are ridiculous and unsafe.	1/27/2024 9:07 AM
247	Nothing I can think of.	1/27/2024 8:06 AM
248	Tell them to get a drivers license and stop mooching off the city	1/27/2024 1:24 AM
249	think where are you going to get your funds. dont use oublic funds if you want a useless bike lane	1/26/2024 9:51 PM
250	It's connecting to other routes that is imperative	1/26/2024 9:34 PM
251	n/a	1/26/2024 9:13 PM
252	This is Winnipeg not Vancouver or Toronto.	1/26/2024 8:13 PM
253	Both are one way Aves. Turn the south sadewalk into a bike lane period and enforce it's use.	1/26/2024 3:34 PM
254	That area is already a mess of congestion and lacks appropriate (and safe) public transit.	1/26/2024 3:00 PM
255	Yes, keep in mind that downtown is dying, and cyclist initiatives like this only add to the death of downtown. Wake up City Council! Wake up!	1/26/2024 2:41 PM
256	The corner of St Mary's and Colony will be very interesting to see how it is dealt with. At Good the protected lane ends and the bikes are ramped up onto the sidewalk. But at Colony, the next block over the lane has no where to go as the side walk is narrowed by a building at the corner. The blind corner is already dangerous so I hope this is being accounted for.	1/26/2024 1:54 PM
257	Are there any other side streets that could be used for bike lanes?	1/26/2024 1:52 PM
258	Width of a bus + distance from a curb needed by a bus (at least 6 inches) + snow bank size.	1/26/2024 1:07 PM
259	Parking and roadway space has taken away from the fabric of downtown and the well being of residents for decades. Prioritize safe and active transportation options for residents of downtown over parking.	1/26/2024 12:49 PM
260	N/A	1/26/2024 12:18 PM

261	I honestly don't care much. I want a protected bike lane. That is my first, second and third priority. We use the Bannatyne and McDermot routes a lot, bur for many of our trips, these new options would both increase our safety and security.	1/26/2024 11:55 AM
262	Please ticket cyclists who do not follow the rules of the road.	1/26/2024 11:51 AM
263	The financial state of the City of Winnipeg	1/26/2024 11:16 AM
264	Cyclists want access to the city. Make these bike routes fun and it will bring more life to the area.	1/26/2024 11:12 AM
265	Again, both options are better than none. As long as they are protected	1/26/2024 10:57 AM
266	Yes, why encourage cycling on two heavily used routes by motor vehicles to access downtown and travel through downtown? There is no real reason for me to commute down those roads. I would ride down Assiniboine and then take a street north to get to where I am going. If access to the U of W is desired then it would be the same, just further up Assiniboine, under the Osborne Street bride then a side street to the University.	1/26/2024 10:51 AM
267	Yes, widen the sidewalks, make 1 lane for bikes, 1 for pedestrians	1/26/2024 10:34 AM
268	How much are cyclists using vs cost and does it make sense	1/26/2024 10:08 AM
269	Build physical barriers between bike lane(s) and traffic. Plow them in the winter. Advanced biking light to enter intersections.	1/26/2024 10:08 AM
270	Stop wasting money on something only 1% or less of the population use.	1/26/2024 9:16 AM
271	Fix the roads instead.	1/26/2024 8:49 AM
272	Just make sure protected means protected, having a high curb between cyclists and motorists is paramount. None of those painted on lanes crap like on Harrow. That's a death waiting to happen. And while we're talking about it, please get rid of all painted bike lanes and put up some curbs or people will die.	1/26/2024 8:37 AM
273	N/a	1/26/2024 7:45 AM
274	Physical separation, good signage, especially around the convention centre	1/26/2024 7:06 AM
275	Make Hargrave protected to MTS Centre at same time.	1/26/2024 6:38 AM
276	Please ensure the lights are timed so that cyclists don't have to stop at every intersection. The more convenient you make it, the people will use it.	1/26/2024 3:20 AM
277	Visibility and predictability of cycling direction.	1/25/2024 11:59 PM
278	Traffic flow to reduce vehicle idling times and therefore reducing emissions	1/25/2024 10:47 PM
279	Stop taking up parking spaces	1/25/2024 10:27 PM
280	Might be hard to get to from portage/graham west of Garry	1/25/2024 10:09 PM
281	That the eastbound St. Mary Ave bike lane will go somewhere other than onto a sidewalk that goes nowhere (actually to the crosswalk). Talk about a pointless bike lane that only adds to the city bike lane stats but doesn't actually serve the cycling community in a meaningful way.	1/25/2024 9:52 PM
282	No to bike lanes	1/25/2024 9:48 PM
283	Try to imagine the experience of the cyclist when exiting, i.e. turning left or right, from the protected lane to their destination. How exposed are they while waiting for their chance? How much time, etc. Do they need two light cycles to go left for example.	1/25/2024 9:46 PM
284	Keeping them wide enough for equipment to clear them in the winter.	1/25/2024 9:13 PM
285	A unified look.	1/25/2024 8:37 PM
286	How many people use the bike routes v.s. cost to implement and maintain???	1/25/2024 8:00 PM
287	Ya don't do it unless you will make the sidewalks the bike lanes and leave the streets alone	1/25/2024 7:28 PM
288	Stop doing this downtown. It is not attracting people to come here by bike.	1/25/2024 6:49 PM
289	ensure to retain full two lanes of traffic at all times and adequate parking	1/25/2024 6:42 PM

290	Folks who live downtown usually walk to work - many of these options appear to want to appease folks who live outside of the downtown - what is your goal - if it is to encourage downtown development - you are missing the needs of the downtown folks	1/25/2024 6:33 PM
291	Consider PROPER graded drainage. The cycle track at Assiniboine at Garry can be a big and dangerous headache because water and ice can form there. The drainage isn't effective.	1/25/2024 6:30 PM
292	make sure its protected please	1/25/2024 5:57 PM
293	One way bike lanes seem to have the less disruption (and I assume cost) to motorists.	1/25/2024 5:42 PM
294	These are highly travelled routes. don't remove existing lanes for bike only lanes.	1/25/2024 5:33 PM
295	More bike lanes are not necessary	1/25/2024 5:32 PM
296	Personally I'm of the opinion instead of losing a road for the cyclists, they should have used one side of the street sidewalk. Lose the sidewalk and level it with the street and put barriers so cars wouldn't be able to use it. Losing a lane is ridiculous. Our population is increasing.	1/25/2024 5:19 PM
297	Don't add repaving if you're going to do this.	1/25/2024 4:59 PM
298	Just don't do it. It's a waste of money, I think the funds would be better used for road repairs, unhoused people or making a system to hold cyclists accountable for using the bike lanes.	1/25/2024 4:59 PM
299	Keep it as is improve transit	1/25/2024 4:57 PM
300	Overhead protection. The new bike lane on St. Mary from Portage to memorial is great but it's a desert there are no trees. Cyclists will feel the heat of the sun in the summer and the wind in the winter. Esthetically it's also ugly the entire stretch of road between st. Mary and memorial/north Osborne is void of trees. Keep this in mind on York and st. Mary that trees need to be incorporated into the plan.	1/25/2024 4:42 PM
301	Bike lanes are a waste of tax payers money. Goulet st had one put in and it doesn't get used at all. Let alone the majority of people who bike do not follow the law, bikers should be required to have insurance just like those that drive for when they cause accidents.	1/25/2024 4:38 PM
302	Single lanes in both roads would take less space from traffic in my opinion and hopefully less opposition from motorists	1/25/2024 4:28 PM
303	What a waste of money in our climate! This isn't Vancouver you know!!	1/25/2024 4:17 PM
304	Implement traffic rules to bikers for everyone's safety. More safety patrols in downtown to make it safe for everyone. People get afraid of using nike because of safety concerns	1/25/2024 4:13 PM
305	Educate cyclists on how to ride in harmony with vehicular traffic and follow the rules and ride defensively.	1/25/2024 3:54 PM
306	be sure to calculate how much my life is worth when calculating the risk to cyclists	1/25/2024 2:55 PM
307	Keep in mind that the bike lobbyists and "experts" are not actual experts and should be open to listening to real experts, likely from outside of Winnipeg. These bike routes should not only be for better access by cycling but also to enhance the overall public realm today and in the future.	1/25/2024 2:43 PM
308	Stop wasting our tax dollar time, and tax dollars, fix the roads without bike lanes	1/25/2024 2:30 PM
309	Don't make it look like McDermot with signage every 10'. That is the worst quasi bike corridor.	1/25/2024 2:23 PM
310	Yes, don't bother!	1/25/2024 2:01 PM
311	See above.	1/25/2024 1:51 PM
312	the traffic light system	1/25/2024 1:13 PM
313	It would lead to confusion and accidents	1/25/2024 1:00 PM
314	Raised pedestrian crosswalks would also help keep cyclists and pedestrians safe by forcing drivers to slow down. As well, right angle instead of sloped cubs would have minimal negative impact to drivers and large positive impacts for cyclists and pedestrians	1/25/2024 12:38 PM
315	Provide light signals specifically directed to bicycles and enforce compliance in the first years through ticketing.	1/25/2024 12:38 PM

316	Most people have a budget and spend it wisely, I'd like to know what's the state of the budget and how it's going to affect what is supposed to be property taxes. Bike paths are not a priority for the couple of hundred people who are avid riders	1/25/2024 12:25 PM
317	the more routes, the better.	1/25/2024 12:01 PM
318	Enforce no parking in bike lanes.	1/25/2024 11:47 AM
319	Consider indoor outdoor bike parking options, use trees to provide foliage sun protection in the summer and wind protection in the winter.	1/25/2024 11:22 AM
320	The city needs to consider that these bike lanes need to be clear. City vehicles, snow, glass, parked cars- if these things are blocking a cyclists path they can't use the bike lane. If they are going on the path opposite to the direction the car traffic is flowing, they have no other way to go down the street. If you're gonna make cycling infrastructure (and please do) just please keep it clear and upkeep it. Also please consider that cyclists need to turn left. Our infrastructure makes it very difficult to do that in a protected lane next to car traffic.	1/25/2024 11:19 AM
321	Remember there are pedestrians too. Walking is also part of active transport but is often completely overlooked.	1/25/2024 10:38 AM
322	Need a safe way for bicyclists to cross East across Main Street at York where it changes 1 way to 2 way and there are lots of vehicles making a right turn onto Main South. Also, it would be nice to have a bike path behind where Earl's was to take riders traveling West on York from the Human Rights building to Main and St Mary where they can cross Main safely with the pedestrians, rather than having to travel a block north on Main Street and have to turn left with the vehicle traffic.	1/25/2024 10:36 AM
323	Keep it as simple as possible for everyone.	1/25/2024 10:34 AM
324	Increased bike traffic and walking traffic improves business for store-fronts. Parking is not a human right, and should not be subsidized by people who cannot afford cars and live in the core.	1/25/2024 10:19 AM
325	designer need to think like COMMUTERS not like the path is for recreation riding	1/25/2024 10:16 AM
326	We need to keep rider safety paramount to all decisions, and encourage alternative means of travel by following examples in cities like Copenhagen	1/25/2024 10:04 AM
327	Don't have any bike lanes at all !!! Why ruin the streets for motorists. No wonder people hate coming downtown. Driving downtown is a nightmare	1/25/2024 10:02 AM
328	The bike lane should have the same lights as the cars, turning cars should always have to yield to bikes. If we only get green for the first little bit and then turning cars get a green and we get a red the bike lane is no longer useful it is just significantly slowing bike traffic down, I will just bike in traffic and the cars will be annoyed at me... Crossing Main St on Bannatyne or Mcdermot is an example of good lights, the lights on the garry two way bike lane are an example of bad lights, which results in me being on the road with the cars.	1/25/2024 10:00 AM
329	Downtown should focus on public transit, cycling and walking. Automobile through traffic schould be eliminated	1/25/2024 9:57 AM
330	Left turns from St. Mary Ave to Osborne St. Often a source of conflict for cyclists trying to get over from the bike lane all the way into the left turning lane between Vaughan and Memorial. Witnessed many unsavoury interactions between angry drivers and cyclists because a bike wasn't in the bike lane but there is no option for the cyclist based on where the existing lane is.	1/25/2024 9:49 AM
331	Make sure the one way bike lane is 2.2m or wider to allow for adequate space in order for cyclists to pass each other.	1/25/2024 9:38 AM
332	Keep cyclists off of streets particularly hi volume traffic routes.	1/25/2024 9:37 AM
333	Bike parking!	1/25/2024 9:23 AM
334	Make the lanes for bike inaccessible to cars, so they don't block the bike lane. If a vehicle can park in the bike, lane they will.	1/25/2024 9:20 AM
335	Time frame it may start in 2025? Extend the lanes to Main Street.	1/25/2024 8:20 AM
336	All bike lanes need to be protected with barriers year round. The current painted on lines on St.	1/25/2024 8:09 AM

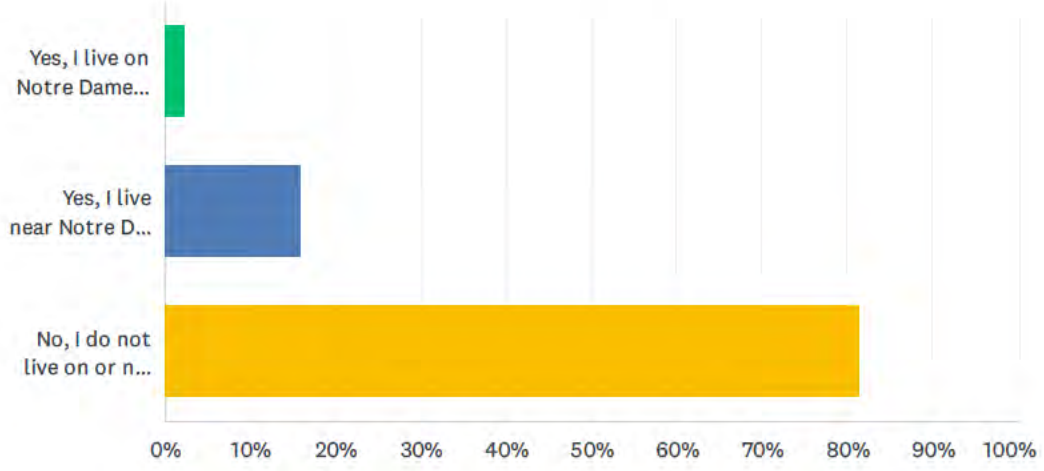
	Mary are almost never respected by cars	
337	Use Kennedy and Graham instead and look at outdoor cafes and bars on those streets don't mix bikes with cars	1/25/2024 7:55 AM
338	No	1/25/2024 7:34 AM
339	Make sure there is a connection to the forks	1/25/2024 7:30 AM
340	Ensure people don't block the bike lanes, and that they are cleared in winter.	1/25/2024 7:19 AM
341	I oppose the bike lane project.	1/25/2024 6:52 AM
342	Think of how it'll be used in reality not fantasy land.	1/25/2024 6:34 AM
343	Please give priority to bikes in terms of traffic lights (to prevent things like right hooks)	1/25/2024 6:23 AM
344	Stop putting in bike lanes and reducing lanes that cars can use. Downtown bike lanes are not being utilized enough to justify their existence.	1/25/2024 5:25 AM
345	No	1/25/2024 1:46 AM
346	If streamlining the flow of cyclists is preferred, a two-way lane is better.	1/24/2024 11:16 PM
347	No	1/24/2024 11:14 PM
348	Allows cyclists to access from forks bike routes	1/24/2024 11:03 PM
349	Increasing connectivity between protected bike lanes should be high priority. I commute into downtown year round by bike, and my commute distance is greatly increased by trying to stay on protected bike lanes, which is still not entirely possible. It winter this makes parts of my commute extremely dangerous.	1/24/2024 10:42 PM
350	Make sure to follow best Dutch/Danish practices by having the bike lane at the height of the sidewalk. Consider raising the sidewalk/bike lane at intersections to create a natural speed table to slow vehicles down. There is no reason vehicles need to be travelling on downtown roads at high speed.	1/24/2024 10:10 PM
351	Consider not spending extremely scarce resources on niche infrastructure that most citizens find annoying.	1/24/2024 9:51 PM
352	Easy to navigate, and tying it into existing bike infrastructure.	1/24/2024 9:47 PM
353	Please ensure there is sufficient space made for cyclist left turns. The protected lane absolutely needs to have concrete separating it from car traffic, like Sherbrook	1/24/2024 9:45 PM
354	I'm a regular cyclist through this area. I would love this infrastructure for safety and to encourage others to cycle more.	1/24/2024 8:48 PM
355	Go with the option of a 1way bike lane on each road	1/24/2024 8:29 PM
356	Don't screw it up with "this lane must turn" like you did SB Garry at York. That sign gets ignored all the time, including by police.	1/24/2024 8:17 PM
357	More bike lanes the better	1/24/2024 7:47 PM
358	Protected bike infrastructure, not just paint. Need more trees there too	1/24/2024 7:42 PM
359	no	1/24/2024 7:31 PM
360	Do not hide bike lanes with parking spots.	1/24/2024 7:30 PM
361	Please consider intersection and driveway geometry to make things safe.	1/24/2024 7:28 PM
362	Do it better than where eastbound Wellington turns to stradbrook. The lanes are way too small, especially the parking lane	1/24/2024 6:57 PM
363	I am confused where this is all connecting to on portage Ave. I don't know who this lane will serve. I love the assiniboine route because it is uninterrupted and connects to routes from downtown all the way through Wolseley and Polo Park. Unless portage Ave itself is designed to be safer for cyclists I think this route will see much less traffic outside of those who live downtown	1/24/2024 6:55 PM

364	Possibly removing right turns and left turns on red lights to make it safer for cyclists	1/24/2024 6:52 PM
365	This is more phony consultation from the City. The City has already decided what will be done.	1/24/2024 6:50 PM
366	Make sure the lanes are wide enough to plow in winter.	1/24/2024 6:38 PM
367	There is already a bike path by the river, North south paths are fine.	1/24/2024 6:36 PM
368	I know you will discard whatever anyone who disagrees says and that I am wasting my time but it is my time to waste. Everytime you people announce that you are "saving downtown" it gets worse. There are no exceptions to this, every single "effort" has made it worse, this will be no different.	1/24/2024 6:34 PM
369	How many people will use this bike plan per day in the winter months?	1/24/2024 6:12 PM
370	The two one-way lane would need to be wide enough for people to safely pass each other in case of slower cyclists. Either option is good in my opinion and I feel that the biggest issue is making sure it is accepted so that people get comfortable with future expansion to the bike network which should eventually connect all areas of the city to the downtown	1/24/2024 6:06 PM
371	No bike lanes please.	1/24/2024 6:00 PM
372	I take Hargrave almost every day there not yo many people that use the bike like on that street.	1/24/2024 5:41 PM
373	Transit master plan and how this would align	1/24/2024 5:37 PM
374	no	1/24/2024 5:34 PM
375	Ensure safety for all	1/24/2024 5:26 PM
376	Yes. Leave the lanes as they are and direct cyclists to use the road they have all to themselves!!!	1/24/2024 5:26 PM
377	Listen to cyclists not drivers. We all know one way bike lane is best. Unfortunately the more the city tries to compromise to make everyone happy, the more inaccessible, unsafe, and unpleasant bike lanes become	1/24/2024 5:03 PM
378	Stop jamming bike routes into already crowded streets. You need to address freeing up the streets of parking before you shove bike lanes onto it. All new building construction downtown should be required by law to also include either underground or above ground parkades into its structure.	1/24/2024 4:55 PM
379	2 ways on both streets	1/24/2024 4:54 PM
380	Yes, you're all insane. Stop with the bike lanes.	1/24/2024 4:43 PM
381	Having bike traffic coming in one direction is beneficial to both directions whether the bike lane is moving the same direction as vehicle traffic or against the direction vehicles are travelling.	1/24/2024 4:17 PM
382	Streets are for cars/buses/trucks!!	1/24/2024 3:53 PM
383	Proper signals for cyclings and signage for turning vehicles warning of cyclists.	1/24/2024 3:50 PM
384	Safety!! Cyclist Safety!!! Leave door zones clear..dooring from parked cars next to bike lanes is a problem. Provide leading signals for cyclists & pedestrians at intersections. (3 second lead for active transportation users!)	1/24/2024 3:49 PM
385	Stop wasting money.	1/24/2024 3:33 PM
386	Ensure signage and wayfinding is consistent across the cycling network, especially downtown. Make sure connections to existing bike routes and places of interest (The Forks, UofW) are made, rather than having "bike lanes to nowhere".	1/24/2024 3:30 PM
387	traffic is the priority in an already congested downtown	1/24/2024 3:24 PM
388	Start reevaluating why we have one-way streets. Also, why we allow heavy truck traffic downtown. It would be nice to convert the downtown streets to two way and disallow through truck traffic.	1/24/2024 2:51 PM
389	consider having properly attached bike racks in downtown.. they can currently be taken up with common cordless powertools	1/24/2024 2:50 PM

390	The previously planned St. Mary Av underpass between Main St and The Forks should be built. A significant amount of traffic would be removed from Portage Avenue and Main Street and allow the reopening of the intersection.	1/24/2024 2:43 PM
391	Intersections with turn signals tend to be pain points for cyclists and vehicles.	1/24/2024 2:41 PM
392	Please	1/24/2024 2:33 PM
393	I think one of the key drivers of adding bike infrastructure is to reduce the conflicts between cyclists and drivers. I don't like the idea of two way bike traffic on a one way street as both a frequent driver and cyclist on this road.	1/24/2024 2:31 PM
394	Why are more bike lanes needed? They are not well used outside of the two nice months a year.	1/24/2024 2:29 PM
395	Make the lanes wide enough! If they are bi-directional, make sure two cyclists can *safely* and comfortably pass in the given space. If the lanes are unidirectional, still ensure they are wide enough for not only cycling comfort but also for snow, gravel and leaf debris clearing equipment.	1/24/2024 2:19 PM
396	Fix the roads	1/24/2024 2:18 PM
397	There will be less parking for people who have to go down town. Worse traffic jams and irritated drivers caused by speeding bike riders!	1/24/2024 2:18 PM
398	Consider bollards at each entryway to discourage motorists from parking/traveling in the bike lane	1/24/2024 2:17 PM
399	This area desperately needs more cycle crossings on main. There is a bicycle gutter on the portion of York east of Main that has no connections, no protection, no signalling, and no signage. I commute through this area and avoid that "bike lane" because it is unsafe and doesn't provide access to anything useful. Connecting across main would make my commute safer and easier.	1/24/2024 2:14 PM
400	it's hard to evaluate a preferred option without knowing what the connection across the tracks to st b/the forks will look like. we really need to see that.	1/24/2024 1:57 PM
401	st mary and york are efficient, one-way routes that do not need additional separation for bike lanes. there is sufficient space to share the road. i can see a painted line working but the ridiculous, curbed and traffic-lit lanes are a waste of money and do not encourage more cyclists to use them.	1/24/2024 1:25 PM
402	Yes. Ambulances use those streets, have you spoken with the drivers? I bet not.	1/24/2024 1:19 PM
403	Make it curb protected and one way. At the same time construct a one way curb protected lane on Fort Street, uni directional and turn Garry St. into a uni-directional.	1/24/2024 1:09 PM
404	Make sure that both your options enable safe access to the Forks and back.	1/24/2024 1:06 PM
405	No	1/24/2024 12:58 PM
406	That road is already weird. Putting a 2 way lane on it would only make it more complicated (west of Osborne). I walk that every day. This proposal would make that more challenging	1/24/2024 12:39 PM
407	It would be awesome on York for me.	1/24/2024 12:37 PM
408	Stop building a city only for cars. The city surely can see it’s not sustainable, nor does it align with climate goals	1/24/2024 12:30 PM
409	consider something like a "1.5 lane" approach. single lane is vastly preferred but it also needs to be acknowledged that people WILL cycle in both directions. this extra couple feet of space makes for safer passing.	1/24/2024 12:20 PM
410	Why cannot sidewalks, be divided for bikes on one side , pedestrians on the other?	1/24/2024 12:17 PM
411	If the decision is moving forward regardless, York provides opportunity for growth in the future to key locations such as the Forks	1/24/2024 11:55 AM
412	Well marked bike lines	1/24/2024 11:30 AM

Q11 Do you live on or near Notre Dame Avenue and Cumberland Avenue?

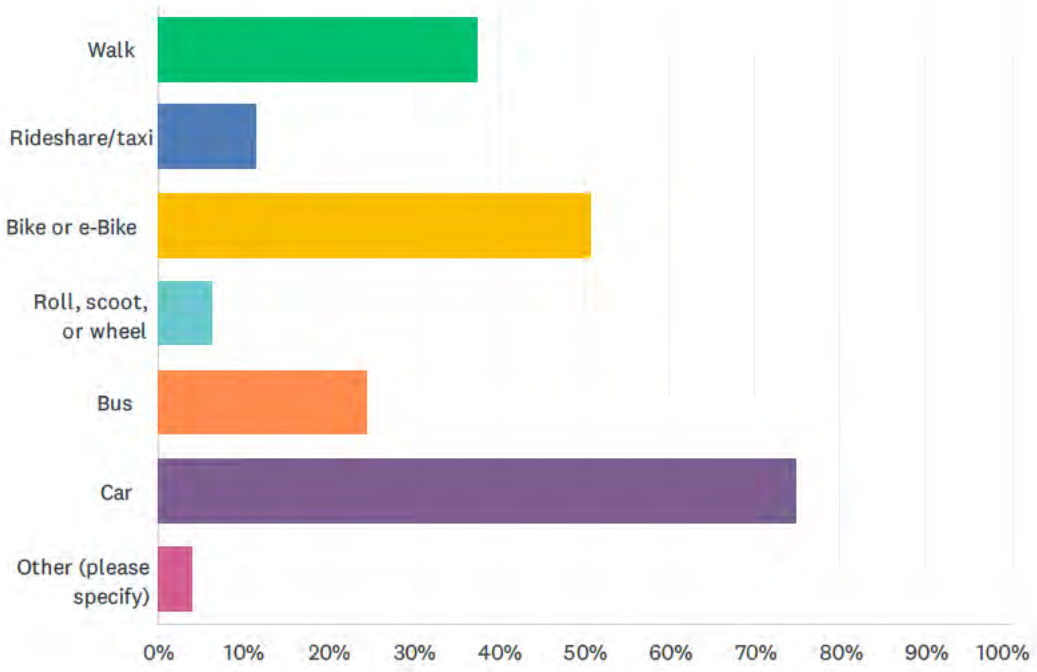
Answered: 622 Skipped: 658



ANSWER CHOICES	RESPONSES	
Yes, I live on Notre Dame Avenue or Cumberland Avenue	2.41%	15
Yes, I live near Notre Dame Avenue or Cumberland Avenue	16.08%	100
No, I do not live on or near Notre Dame Avenue or Cumberland Avenue	81.51%	507
TOTAL		622

Q12 How do you get around Notre Dame Avenue and/or Cumberland Avenue? Select all that apply.

Answered: 622 Skipped: 658



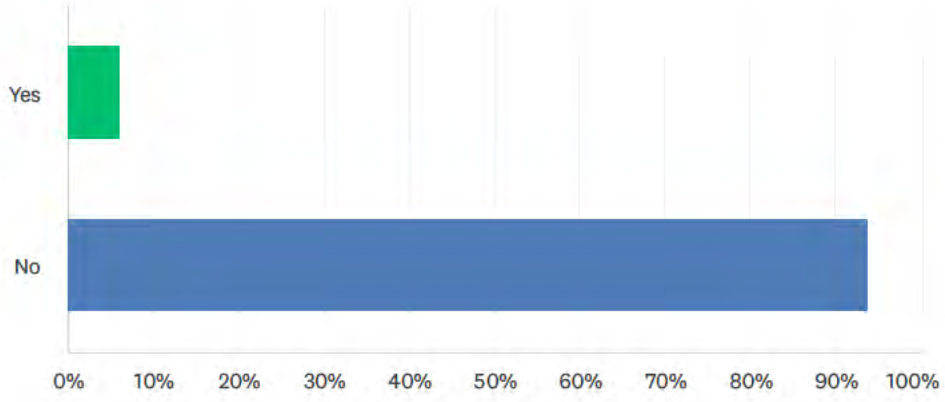
ANSWER CHOICES	RESPONSES	
Walk	37.46%	233
Rideshare/taxi	11.58%	72
Bike or e-Bike	50.80%	316
Roll, scoot, or wheel	6.43%	40
Bus	24.60%	153
Car	74.92%	466
Other (please specify)	4.02%	25
Total Respondents: 622		

#	OTHER (PLEASE SPECIFY)	DATE
1	I don not go there	2/15/2024 10:36 PM
2	Carpool	2/10/2024 10:44 AM
3	This bike route is not convenient for my route	2/4/2024 9:11 AM
4	carpool	2/3/2024 7:09 PM
5	While delivering to area businesses.	2/3/2024 10:00 AM
6	Catch bus on Notre Dame from school	2/2/2024 12:36 PM

7	Wheelchair user	2/1/2024 9:30 AM
8	Occasionally use the notre dame bike lane but it is rare for me	2/1/2024 9:25 AM
9	And it’s annoying all the bike lanes plus makes it confusing and tight to get around specially in the winter months.	1/31/2024 9:40 AM
10	Bike lanes that take entire lanes of traffic and idiotic.	1/29/2024 10:49 AM
11	Carpool	1/28/2024 9:55 AM
12	Recreational bike riding in the area	1/26/2024 10:51 AM
13	I don't presently but would use the bike lane if created	1/26/2024 10:29 AM
14	I dont	1/26/2024 9:17 AM
15	I don't ride my bike here because I value my life.	1/26/2024 8:37 AM
16	I don't go anywhere near there.	1/26/2024 7:52 AM
17	Run	1/26/2024 3:20 AM
18	pogo stick	1/25/2024 2:44 PM
19	rollerblade	1/24/2024 3:42 PM
20	Drive	1/24/2024 1:39 PM
21	Car	1/24/2024 1:36 PM
22	Why isn't "drive" a listed option? Is this an intentional oversight	1/24/2024 1:22 PM
23	Drive	1/24/2024 12:49 PM
24	vehicle	1/24/2024 12:17 PM
25	Car-was personal vehicle purposely missed in this selection option?	1/24/2024 11:56 AM

Q13 Do you own/operate a business or property on or near Notre Dame Avenue or Cumberland Avenue?

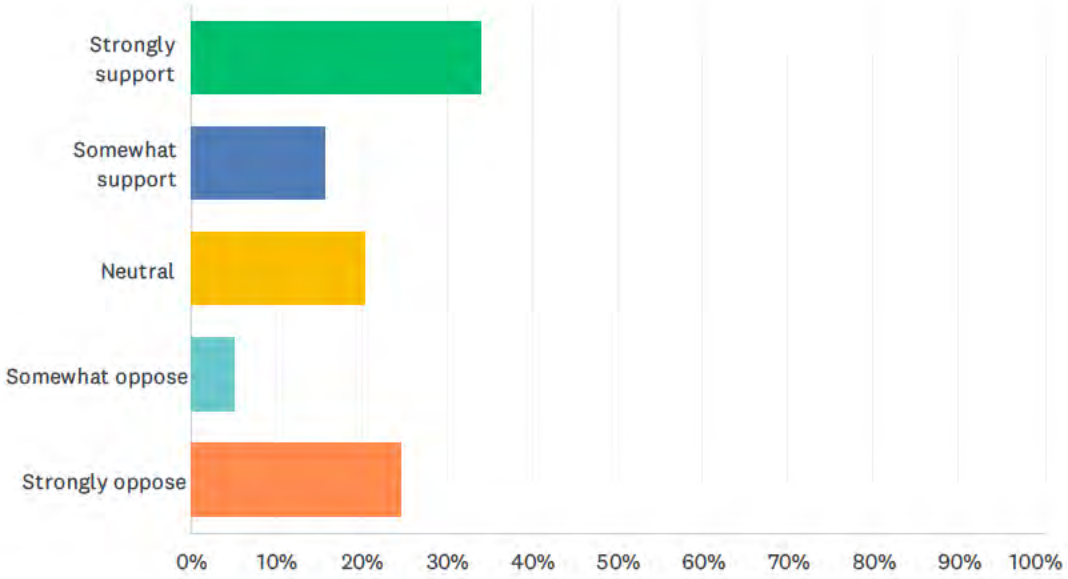
Answered: 622 Skipped: 658



ANSWER CHOICES	RESPONSES	
Yes	6.27%	39
No	93.73%	583
TOTAL		622

Q14 What is your level of support for Option 1 (protected bike lane on south side of Cumberland Avenue)?

Answered: 584 Skipped: 696



ANSWER CHOICES	RESPONSES	
Strongly support	34.08%	199
Somewhat support	15.75%	92
Neutral	20.38%	119
Somewhat oppose	5.14%	30
Strongly oppose	24.66%	144
TOTAL		584

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

Answered: 356 Skipped: 924

#	RESPONSES	DATE
1	Big fan of this. Cumberland is a low-automobile-traffice street and a great neighbourhood connector option.	2/19/2024 8:59 PM
2	As long as the bike lane is protected, that's all that matters.	2/18/2024 7:58 AM
3	Very supportive of bike infrastructure. I don't really have an opinion regarding the side of the street.	2/17/2024 9:33 PM
4	I do not feel that the south side two-way bike lane is as safe as a north side two way bike lane.	2/16/2024 10:41 PM
5	More conflicts with cars	2/16/2024 4:24 PM
6	I am notbsure if south or north is best	2/16/2024 3:07 PM
7	We need it for safety for people on bikes etc	2/16/2024 3:00 PM
8	these bike lanes are not practical in a climate like ours. We do not have enough cyclists in this city to be spending the money we are on this surveys, proposing ideas especially going forward. Fix our streets, put this money into the school system. This is a waste and taking up space for vehicles and making it dangerous. Let cyclists cycle on the sidewalks again!! it is an inconvenience to city drivers and bus drivers. taking away much needed parking	2/15/2024 11:24 PM
9	The north side has parking to compete with the south side does not. Also making a left turn as a cyclist from the north lane can be more dangerous because a car turning left is not going to expect you to be coming up on their left and can turn right in front of you. Also cars making a left turn in general are not used to looking for any traffic coming up on their left and will likely turn right in front of cyclists who are going straight or wanting to turn left.	2/15/2024 10:34 PM
10	I don't feel safe crossing two-way bike lanes	2/15/2024 7:49 PM
11	Bike lanes not used, take up alot of space	2/15/2024 3:38 PM
12	Bike lanes are rarely used	2/15/2024 3:13 PM
13	Because we need to complete a network of safe cycling infrastructure in order to get people to consider it as a practical means of transportation.	2/15/2024 12:56 PM
14	Because it would be easier to cycle south onto the street(s) crossing Portage Avenue, and also it would run alongside Central Park, making it a safe way for families to access that space.	2/15/2024 11:04 AM
15	I would prefer it to be Notre dame	2/15/2024 9:22 AM
16	Note Dame only. More likely to get jumped/assaulted on bike on Cumberland than Notre Dame.	2/15/2024 9:20 AM
17	Two-way bike lanes are terrible but better than paint.	2/15/2024 9:09 AM
18	Unclear to me how these bike lanes do anything more than advance an aesthetic beloved of fit, middle-class males besotted by the idea of turning Winnipeg into Amsterdam. Good luck!	2/15/2024 8:39 AM
19	We do not need more bike routes. Bike travel is insignificant ...	2/14/2024 10:03 PM
20	Follows the direction of traffic.	2/14/2024 6:06 PM
21	It will make it more unpleasant for car drivers	2/14/2024 10:54 AM
22	existing business that pay taxes require the parking stalls	2/14/2024 9:10 AM
23	same as previous answer	2/14/2024 8:53 AM
24	Make sidewalks dual use with bikes.	2/14/2024 8:39 AM

25	the interest in bicycling is very small and the costs of creating infrastructure and the interference with car travel does not justify creating all these designated bike lanes	2/14/2024 8:00 AM
26	Too much roadway lost.	2/14/2024 7:10 AM
27	Both Options present pros and cons. Both will require change in navigation habits.	2/14/2024 7:05 AM
28	Lots of traffic going to HSC -bike routes do not decrease the traffic to any significant level.	2/14/2024 5:40 AM
29	Curbed bike lanes create barriers for people with disabilities	2/14/2024 1:03 AM
30	Feels more natural with the traffic flow.	2/13/2024 9:15 PM
31	I oppose this for the same reasons I oppose the York-St Mary bike paths. These are major thoroughfares and traffic has to move. If you stifle it you will be creating gridlock. That is not a productive use of time for the vast majority of people in Winnipeg.	2/13/2024 3:36 PM
32	Because it's safer, and encourages more active transport in a neighbourhood with lower economic wealth.	2/13/2024 3:15 PM
33	Cumberland is a busy street both with vehicle and pedestrian traffic due to large apartment blocks 360, 411, 461 Cumberland and nearby schools (St. Aidan's Christian School, Muslim school) that use Central Park during the week for recess and other outdoor activities. My personal preference would be to not add a bike lane on Cumberland but on Notre Dame where I feel pedestrian traffic is lighter.	2/12/2024 8:04 PM
34	through or turning at every intersection in the study feels safer and less complicated than the north lane option	2/12/2024 11:00 AM
35	I dont really have a preference. If there is a way to determine which side will result in less conflicts between cars the bicycles that would be ideal. But I do prefer the south side as it is closer to Central Park.	2/11/2024 6:26 PM
36	Having bike lanes on the right most is most intuitive, although it does create conflict with right turn traffic	2/10/2024 8:57 PM
37	it will slow down traffic	2/10/2024 8:21 PM
38	I think the whole area is a bit confusing as a cyclist	2/10/2024 5:22 PM
39	Safety, traffic flow	2/10/2024 3:26 PM
40	Yay bike paths!	2/10/2024 12:08 PM
41	Considering all the pedestrian movement on the south side,the north is better.	2/10/2024 11:47 AM
42	indifferent	2/10/2024 11:04 AM
43	I t doesn't make a difference	2/10/2024 10:45 AM
44	Bike lanes should be created on all streets that can be widened. Eliminating any lanes in the city will create traffic issues and risk more bike/accidents.	2/10/2024 8:44 AM
45	Directly accessible from Central Park, not requiring you to cross the street to access Central Park.	2/9/2024 10:21 PM
46	It could be a useful connector to existing bike lanes	2/9/2024 8:40 PM
47	They already have a bike route on McDermott Ave. Why on notre dame	2/9/2024 6:39 PM
48	Bike lanes still leave cyclists vulnerable. You need to add to sidewalk areas, not roads to make bike paths. A cyclist hit by a car won't survive, whereas if a cyclist accidentally hits a pedestrian, 9 times out of ten, both will survive. The majority of Winnipegers do not want these bike lanes, waste if time and money	2/9/2024 10:47 AM
49	interaction with slip lanes and busses makes it difficult for cyclists and pedestrains	2/9/2024 7:58 AM
50	like neither would prefer 1 way bike lanes on both avenues	2/8/2024 7:02 PM
51	I disagree with bike lanes or bikes being allowed to drive on roads where motor vehicles drive. Bikes should ride on the side walks.	2/8/2024 6:44 PM
52	I don't have any preference on location if it's a two way lane.	2/8/2024 5:07 PM

53	My same feelings apply here as the St Mary's version. It will be a death trap. I'm a cyclist and a driver and I wouldn't feel safe in either respect.	2/8/2024 4:38 PM
54	Dangerous slip lanes from entering streets, and sharp-angle cross streets between Carlton and Isabel. If the slip lanes were all removed, and the street crossings realigned to a right angle at Kennedy and York, then I would feel less strongly about this.	2/8/2024 10:19 AM
55	It's much better than the current situation.	2/8/2024 5:51 AM
56	This is a busy street funneling traffic to the downtown area The destination for some of that traffic is the downtown area and for other traffic it will be passing through the downtown core to get to other areas of the city Emergency service vehicles (police, fire, ambulance) all use this road, as well as delivery and service vehicles - these are all over and above the regular traffic What will the unintended consequences be for the emergency, service and delivery vehicles if this bike lane is built? What will be the unintended consequences for regular traffic if this bike lane is built? Taking away a travel lane for vehicles and making only for cyclists will slow down and back up traffic, it will cause problems for emergency vehicles and create more idle time for vehicles thereby creating more greenhouse gas emissions. Furthermore - Cumberland is a one-way street - why would you want to have two-way bike traffic on a one-way street??? It is a recipe for disaster for some cyclist. Whatever happened to people riding their bikes on the right side of the road - people have been doing that safely for decades. What statistics is there that support the need for a protected two-way bike lane on Cumberland? How many people ride bikes on Cumberland now? Are they recreational or commuters? Do you know? What is the cost to construct these bike lanes for the few who ride bikes on this street? What are the numbers of cyclists who use this road now and how many do you anticipate riding bikes on these bike lanes if/when built? Will there be a true cost benefit analysis done prior to bringing this proposal forward? Other than to appease Bike Winnipeg – what will be the real benefit to having two-way protected bike lanes in this area.	2/7/2024 10:24 PM
57	just want to make sure that parking is impacted as little as possible. It's all confusing for drivers and pedestrians and difficult to navigate for cyclists.	2/7/2024 8:38 PM
58	I think practicality or logistics should decide which side of Cumberland the dedicated bike lane should be built on. My opinion should not matter.	2/7/2024 2:51 PM
59	The highest priority should be minimizing conflicts between pedestrians, bike users, and cars, because a safer bike lane will attract more users.	2/7/2024 12:43 PM
60	I think it's safer and more convenient than the north side but not as good as one-way protected bike lanes on both Notre Dame and Cumberland.	2/7/2024 11:18 AM
61	I don't have a strong opinion about whether the North or the South side is better, I just really want there to be protected lands ASAP	2/7/2024 9:14 AM
62	I don't know the pros and cons or other considerations for this option	2/7/2024 8:55 AM
63	Some concern about staff working at HSC and extra bike traffic	2/6/2024 6:05 PM
64	Continual degredation of traffic flow downtown. Commutes have continually lengthened over the years. More should be done to increase capacity and flow of vehicle traffic not reduce it. This is already a congested area for vehicle traffic.	2/6/2024 3:46 PM
65	Not Required. Learn how to move traffic not find ways to impede traffic movement.	2/5/2024 9:45 PM
66	Maybe easier to get on to Donald from the south side heading east.	2/5/2024 8:29 PM
67	This provides a precariously safe route for a very small portion of Cumberland Ave.	2/5/2024 6:06 PM
68	This is a busy road. It is hard to walk in this area due to traffic. I could imagine it being way more challenging for cyclists.	2/5/2024 3:49 PM
69	I find the bike lane on McDermot to be detrimental to business and a safety concern when it comes to emergency vehicles. Not opposed to bike lanes but need to be well planned and some are not.	2/5/2024 9:45 AM
70	I would prefer 2 one way	2/5/2024 9:23 AM
71	No need for it. Make the sidewalk accessible.	2/5/2024 8:55 AM
72	I strongly support this option, but don't prefer it to the alternative being proposed.	2/5/2024 8:18 AM

73	how does the bike lane impact the cars on the road? are there going to be less lanes for traffic?	2/5/2024 6:24 AM
74	See previous answers	2/4/2024 7:08 PM
75	You may have to worry about right turns with cars at Balmoral, and Carlton.	2/4/2024 6:07 PM
76	I really like the proposal of a protected bike lane, and the direct connections to Central Park, but the right turn at Balmoral will be dangerous for cyclists unless they are given an advance signal combined with no rights on red for motorists.	2/4/2024 4:32 PM
77	Either option is fine with me	2/4/2024 2:35 PM
78	Bikes do not belong on the roadways. Less sidewalks, more bikepaths instead of narrowing roads. Tired of Winnpegs, just stop, mentality.	2/4/2024 12:21 PM
79	good to get bikes off of notre dame as it is so busy	2/4/2024 10:08 AM
80	They are a nuisance and barely used	2/4/2024 9:14 AM
81	More good and safe cycling infrastructure means more cyclists and less traffic	2/4/2024 9:12 AM
82	Good option!	2/4/2024 9:04 AM
83	Central Park is on the south side, parking can be eliminated on south side.	2/4/2024 8:52 AM
84	Parking on Cumberland as it passes Central Park is currently on the north side. If south side bike lane keeps parking in the same location that seems best.	2/3/2024 11:03 PM
85	it doesn't make a difference	2/3/2024 7:11 PM
86	Your have east / west bike lanes on McDermott. You don't need bike lanes on every street	2/3/2024 3:47 PM
87	Please see my detailed responses regarding lack of evidence.	2/3/2024 12:27 PM
88	The bike lanes present on one-way streets downtown streets are all on the RIGHT SIDE. To avoid more confusion, new lanes on one-way streets should be on the RIGHT SIDE (in this case, the south side of Cumberland)	2/3/2024 11:40 AM
89	More natural for bikes to be on the right side of the traffic, but I'm not strong on that preference.	2/3/2024 10:42 AM
90	The south side would be in the shade, especially in winter, making the travel path slipperier with unmelted snow and ice.	2/3/2024 10:08 AM
91	Ease pedestrian traffic	2/2/2024 9:53 PM
92	Anything to improve bike lanes in that area for safety because it's [redacted] nuts along there. Hardcore cyclists are on the street. Everyone else is on the sidewalk.	2/2/2024 6:40 PM
93	Maybe slightly better access from the Sherbrook St. bike lane?	2/2/2024 4:18 PM
94	there is more pedestrian and other human traffic on that side, and its closer to more residential areas.	2/2/2024 3:56 PM
95	Better connection to Maryland St via Wellington Ave	2/2/2024 3:27 PM
96	Two smaller protected lanes should be implemented; one direction in a designated lane on the north side of Cumberland, and the other direction in it's own designated lane on the south side of Cumberland. Separating the opposing directional traffic flow of the bicycle lanes is the safest option. Every city knows this already.	2/2/2024 2:49 PM
97	As Cumberland is a one-way street, vehicle traffic is heavier turning south off Cumberland. Safer for cyclists and motorists on the north side.	2/2/2024 12:44 PM
98	Prefer one protected bike lane on each side to allow cyclists to merge in and out of traffic easier	2/2/2024 12:17 PM
99	Either seems like it would be a pretty similar experience for cyclists.	2/2/2024 10:50 AM
100	No new bike lanes, they just cause issues for the 99% driving cars. Again, use this money for the police budget, or one of the many more deserving initiatives	2/2/2024 8:52 AM

101	As I attempt cycling on both roads often and it is incredibly dangerous currently.	2/2/2024 8:09 AM
102	Bike lanes are not getting used. Bike lane presence only causes congestion and unnecessary vehicle idling.	2/2/2024 1:18 AM
103	There are no connections to existing bike paths?	2/1/2024 9:50 PM
104	for consistency, bike lanes should be to the right of vehicle traffic.	2/1/2024 7:36 PM
105	Cumberland has less traffic- maybe would breath in fewer fumes. But Cumberland is kind of awkward as it angles downtown. Maybe people would find it inefficient	2/1/2024 6:23 PM
106	Bike lanes are not necessary in Winnipeg. Not enough people would use them to make the expense and inconvenience to the majority worth it. Also, bikes belong on the sidewalk. The danger to them is too high on the road.	2/1/2024 6:15 PM
107	Prefer North side	2/1/2024 6:06 PM
108	So have some parking	2/1/2024 5:04 PM
109	It’s about time.	2/1/2024 4:57 PM
110	All options restrict traffic and parking	2/1/2024 4:56 PM
111	Same as St. Mary Ave	2/1/2024 3:20 PM
112	stop making these curbs to create bike lanes. It is dangerous. What is needed if you insist in dirtying up our city with bike lanes is a 2 to 4 foot high wall not a 6 inch curb. No one can see that.	2/1/2024 2:49 PM
113	Due high traffic on Cumberland once it comes off Notre Dame Avenue going East this is not a very good option. The majority of bicycle traffic that I have seen still ride their bikes on the sidewalks and don't worry about pedestrians,	2/1/2024 12:59 PM
114	Traveling east in the direction of traffic, it just feels right to be on the right-hand side of the road.	2/1/2024 12:54 PM
115	I feel it's more common to have the bike lane of the right side of the street. More predictable = better. Also, it would be easier for cyclists to turn right (south) which is probably more common for cyclists traveling East on Cumberland.	2/1/2024 12:39 PM
116	Any increase in cycling infrastructure increases safety and ridership on routes	2/1/2024 12:36 PM
117	Why two way? The previous section of the survey makes it pretty clear that one-ways are the best option.	2/1/2024 12:21 PM
118	Busy area	2/1/2024 12:07 PM
119	Same as option one	2/1/2024 11:58 AM
120	There is no need for bike lanes in Winnipeg. They won't be used and they are hurting business by taking away parking.	2/1/2024 11:51 AM
121	The traffic jams in other bike lane streets prove this is not environmentally friendly. I worked at Misericordia. Excellent biking opportunities. Parkade was often full to capacity but the little bike locker room had 2-5 bikes in it and that was summer, ideal conditions. Do the math and quit this stupidty. These few people can take our SAFE transit system and ride bikes in the burbs or the gym.	2/1/2024 11:49 AM
122	I have no preference.	2/1/2024 11:40 AM
123	I want to feel safe while cycling.	2/1/2024 11:15 AM
124	Don’t like two way lanes	2/1/2024 11:08 AM
125	It is better than nothing, but it is easier when cycling on the right hand side of the street.	2/1/2024 11:03 AM
126	See above	2/1/2024 10:56 AM
127	side closer to other bike lanes also running E-W	2/1/2024 10:51 AM
128	Recommend single direction bike lanes running contrary to the flow of traffic so both cyclists and motorists can see each other coming.	2/1/2024 10:47 AM

129	Leave things alone. Car need to ....MOVE. without any hinderance from bike lanes reducing the travel capacity of cars. And then the bike users expect the snow to be cleared???? Get the streets ---FIXED--- for smooth easy travel for those that pay the taxes to use them. Bike users pay nothing and yet have demands and expectations.	2/1/2024 10:43 AM
130	I am not sure why Cumberland is being chosen over Notre Dame (or one way bike lanes). Cumberland may be less busy but only has three lanes whereas Notre Dame has four. Also Notre Dame already has the two way protected bike lane that abruptly ends at Adelaide.	2/1/2024 10:31 AM
131	Conflicts with transit stops on bike routes can be frustrating for users of both types of infrastructure. The map appears to show bus stops only on the south side of Cumberland.	2/1/2024 10:22 AM
132	I like bike lanes	2/1/2024 10:21 AM
133	There is entirely too much focus on bicycle transportation. These protected bike lanes take up valuable roadway that is needed to facilitate the movement of motor vehicles.	2/1/2024 10:20 AM
134	I live in the West End just north of Ellice. If I want to get downtown (which is my daily commute) on a protected bike lane, I need to bike 5+ minutes south to Westminster, or 5+ minutes north to McDermot - crossing vehicle-heavy streets both ways on unprotected streets (Ruby and Banning is NOT protected infrastructure). This would be much safer, and a much more direct commute.	2/1/2024 10:13 AM
135	It is simply important that there is a protected bike lane for many students that live in this areas to be able to bike to school at DMCI	2/1/2024 10:04 AM
136	There's already a bike lane on McDermot. There is no need for one on Cumberland or Notre Dame	2/1/2024 9:52 AM
137	Traffic on this street is already congestsed and chaotic.	2/1/2024 9:46 AM
138	There is space however we would loose street parking.	2/1/2024 9:44 AM
139	you could expropriate some of this neighbourhood to add lanes for vehicles, bikes and other active or electric transportation, and buses, and it would improve the city and get rid of some old dilapidated buildings and neighbourhood. There is little on Cumberland worth saving.	2/1/2024 9:42 AM
140	Why protected? Hinders traffic flow. Excessively limits traffic flow when emergency vehicles are present. Why not expand bike lanes to sidewalks	2/1/2024 9:38 AM
141	Bike lane is better than no bike lane.	2/1/2024 9:35 AM
142	Likely wouldnt be using it often enough to notice design impact, however, if doing in on the south side it would merge better onto Donald if taking the bike lane that far and you ever decided to develop a bike lane on Donald which does access City Place and the Jets arena.	2/1/2024 9:33 AM
143	Biking along Cumberland right now is a little bit dicey and I'd feel a lot safer in a protected lane.	2/1/2024 9:28 AM
144	Protected lanes are necessary to encourage more active transportation.	2/1/2024 9:24 AM
145	I think it would be helpful for the lane to be on the side with more residential use to encourage people to use bikes to get through their neighbourhood. If someone wants to go to a business between Notre Dame and Cumberland, they can simply cross when they reach a point across from their destination.	2/1/2024 9:14 AM
146	i support any new bike lanes	2/1/2024 9:11 AM
147	The south lanes on Cumberland are more heavy for car traffic so this would disrupt more and put bikes where cars feel they should be.	2/1/2024 9:09 AM
148	See my comments for York and St Marys. Downtown, where I live, is heavily dependent on office workers to maintain amenities. City is doing its best to disrupt traffic.	2/1/2024 9:07 AM
149	Protected lanes are the only way to get more people using bikes. They need to feel safe.	2/1/2024 9:06 AM
150	In my experience, the south side of Cumberland is somewhat more chaotic, with busses and people frequently turning in and out; it also often becomes an artery for people to access Cumberland in order to bypass Sherbrook when there are emergencies on that street, which seems to be a pretty frequent occurrence. I therefore think a north-side lane would be safer.	2/1/2024 9:06 AM
151	Bias for traffic flow is to the right.	2/1/2024 9:06 AM

152	Infrastructure in Winnipeg is made to slow traffic down, not speed up.	2/1/2024 9:06 AM
153	no preference	2/1/2024 9:02 AM
154	I like the two-way option best and on either side is fine in my opinion	2/1/2024 8:59 AM
155	see previous comments	2/1/2024 6:30 AM
156	Not needed, traffic is congested enough without losing a lane of traffic	1/31/2024 5:47 PM
157	Connecting Cumberland to these existing bike routes would be greatly beneficial.	1/31/2024 4:26 PM
158	Keeps the bike lane in the outer right curb lane like north side Notre Dame Avenue.	1/31/2024 4:09 PM
159	same reasons as before	1/31/2024 1:18 PM
160	See previous answer.	1/31/2024 12:35 PM
161	why can't we have both options?	1/31/2024 11:07 AM
162	It feels intuitive to be on the right hand side of the street	1/31/2024 11:07 AM
163	Waste of time and money. Traffic needs to flow easier without the bike lanes. Weather in Wpg is not good for bike lanes.	1/31/2024 10:57 AM
164	There are already numerous bike lanes in downtown Winnipeg. I am downtown every day, and the vast majority of cyclists do not use the bike lanes that are already in place. Adding more at the expense of parking is ridiculous!	1/31/2024 10:40 AM
165	Love a two way bike path	1/31/2024 10:35 AM
166	Notre dame is a busy street that always backs up. Very few people use the bikes lanes in the exchange, I don't see these would be used anymore. money would be better spent on transit.	1/31/2024 10:08 AM
167	I think all bike routes downtown aren't a great idea..... traffic is terrible to begin with. The snow/ice/lack of street cleaning makes it even more challenging. Traffic slows to a crawl, making everyone's commute longer & more frustrating	1/31/2024 10:05 AM
168	As your map indicates, there is already bike lane on McDermot and Bannatyne going east/west linked to north/south bike routes. Putting a bike lane on a busy vehicular roadway congests traffic, increases bike/vehicle/pedestrian conflict at intersections, and is not supported by the amount of cyclists potentially using the lane. In my over 20 years working and driving in this area, cyclists from this area are not likely to follow/use bike lanes. Winnipeg's cycling community is loud for projects but the actual usage is low. This suggested lane is an example.	1/31/2024 9:57 AM
169	It’s just something we do t need.	1/31/2024 9:43 AM
170	I do not like the raised barrier between bike lanes and traffic. They are difficult to see when it rains at night due to reflection off the wet road, and also when it snows. I would prefer to see the bike lane raised to the level of the sidewalk so there are only two levels as opposed to this road down, barrier up, bike lane down, sidewalk up situation.	1/31/2024 9:35 AM
171	What connects the Notre Dame protected bikeway to either north or south protected Cumberland bike lane?	1/31/2024 9:33 AM
172	There are far less trees on the south side of Cumberland, perhaps because of sun exposure or other site conditions. I think it would be wise to disturb as few trees as possible, as it is a challenging site to establish trees. I also think that the sound side lends naturally to slower traffic (right lane) and might be more intuitive for drivers to look for cyclists in this lane when crossing intersections.	1/31/2024 9:33 AM
173	vehicle traffic is sooo conjested on the best of days. taking lanes from driver's doesn't seem to help	1/31/2024 9:21 AM
174	I support almost all active transit infrastructure projects.	1/31/2024 8:58 AM
175	Most west bound travel will head south in order to link with other bike lanes. The McDermot lane serves the area north of Notre Dame	1/31/2024 8:48 AM
176	Taking away important vehicle routes. Clogging up traffic. I live in the east but work in the	1/31/2024 1:35 AM

	west. Many other must travel across the city as well. We can't give up our careers to get new jobs closer to home. We can't all move closer to work either. My spouse lives close to work if we moved he would be the one stuck driving clear across the city it's a lose lose. Also land transfer taxes are insane it's not worth trying to move in this province.	
177	I prefer to protect both options	1/30/2024 4:30 PM
178	Bike safety and comfort	1/30/2024 2:38 PM
179	Assuming north is up in the attached map, it would make sense to have the lane on the south side. Cyclists wishing to access the block north of this bike lane would logically go down McDermot and turn south.	1/30/2024 2:19 PM
180	I often use this artery to shuttle to portage Avenue, MEC, and other east portage destinations. This road never feels safe on a bike. Also… There is a lot of lower income population density in this area that could benefit from bicycle transportation. I also believe that the southside of Cumberland would be a good option to provide an additional buffer between the traffic and children playing in Central Park and at the waterpark etc.	1/30/2024 8:02 AM
181	Either way would be an improvement.	1/29/2024 12:14 PM
182	Dismantle all bike lanes.	1/29/2024 10:51 AM
183	Not needed	1/29/2024 9:17 AM
184	There are not enough lanes to support it, especially during rush hour traffic.	1/28/2024 4:01 PM
185	I support whatever option is best for increasing and enabling future connection to a city-wide network.	1/28/2024 11:42 AM
186	They(bikes) don't obey traffic lights	1/28/2024 11:32 AM
187	seems like a good spot	1/28/2024 11:08 AM
188	As a driver I find it easier to remember there's a bike lane on my right, also, it is easier to take a right off Cumberland than a left	1/28/2024 10:04 AM
189	No cyclist concerned for their personal safety is going to use this route.	1/28/2024 9:59 AM
190	little or no bus traffic on cumberland makes for easier building bike a good and safe bike route, since its mostly cars and trucks passing thru.	1/28/2024 9:51 AM
191	Stop making bicycle lanes.	1/28/2024 9:30 AM
192	Based on the plan, it makes no difference whether the bike lane is north or south	1/28/2024 8:56 AM
193	Waste of money	1/27/2024 9:49 PM
194	I don't like bikes. I like cars.	1/27/2024 8:56 PM
195	I'm not a fan of 2-way bike lanes (as opposed to 1 way). If it absolutely has to be 2-way, then it should go on the side of the street with the least amount of traffic turning.	1/27/2024 8:15 PM
196	I'm rarely in that neighborhood so I don't know how many protected lanes they already have	1/27/2024 5:12 PM
197	two way bike lanes may cause confusion among different road users	1/27/2024 4:52 PM
198	I strongly support a bike lane but it doesn't matter a lot to me which side of the street it is on.	1/27/2024 2:35 PM
199	limiting the flow of vehicles to cause more traffic conjestion is not the route to go with a protected bike lane...make use of the sidewalk	1/27/2024 2:14 PM
200	My work is on the south side and I would be on my bike going against the flow of traffic with no need to cross traffic vehicles going down Cumberland.	1/27/2024 1:46 PM
201	Because it's such a busy street, I've often felt unsafe riding my bike down here - especially in Winter.	1/27/2024 10:08 AM
202	It is very hard to get around in the city. The roads we have are junk, and hard on cars. I'd rather repair what is currently broken than build new for bikes	1/27/2024 9:40 AM
203	There are no alternative routes to get around this area notredame needs a bike path but put it in the boulevard.	1/27/2024 1:25 AM

204	I think either option would be good	1/26/2024 9:35 PM
205	Don't feel protected bike paths are safe for cars or cyclists	1/26/2024 8:45 PM
206	Please see other comments.	1/26/2024 8:17 PM
207	Need a protected lane to cycle safely.	1/26/2024 6:38 PM
208	Again make one sidewalk a bike lane only and enforce its use.	1/26/2024 3:40 PM
209	They have been repeatly PROVEN to be the safest option.	1/26/2024 3:30 PM
210	See previous comment. Bike lanes also mess up traffic flow, which at the best of times is poor so why make it worse?	1/26/2024 2:23 PM
211	Based on where we live and places we go, locating it on the south side is more convenient for us.	1/26/2024 2:14 PM
212	A separate protected bike path is safer.	1/26/2024 2:10 PM
213	Goes with traffic	1/26/2024 1:25 PM
214	There is never enough room for traffic and lanes that need to accommodate buses after bike lanes are put in.	1/26/2024 1:15 PM
215	No strong preference one way or the other, would be a good addition to the cycling network.	1/26/2024 12:53 PM
216	Either is fine	1/26/2024 12:46 PM
217	South side would work, but would interact with all the bus stops on Cumberland.	1/26/2024 12:33 PM
218	We live just south of Cumberland on Langside. Selfishly, this would be the perfect option for us to travel from our primary north south route on Sherbrook and Maryland to our home. This section of Cumberland is terrifying on a bike during rush hour. we have had one serious accident on it and seen a near miss that could easily have been fatal.	1/26/2024 12:00 PM
219	I am not in the area often enough.	1/26/2024 11:54 AM
220	no strong feelings, both are good	1/26/2024 11:00 AM
221	There is lots of vehicles turning right to access downtown off of Cumberland.	1/26/2024 11:00 AM
222	Education of sharing the widened sidewalks with pedestrians and cyclists needs to take place	1/26/2024 10:35 AM
223	Buses and bikes don't mix. Buses drive fast, but make frequent stops. Going around a bus at a stop is dicey as they often pull out with little warning and are not looking for bikes. At stops, bikes have to wait or go around them which requires bikes to enter the road (and defeats the purpose of the bike path). Buses have large blind spots. Pedestrians stand on bike paths while waiting at bus stops. Riding a bike is physically challenging, so there is a penalty when you have stop frequently.	1/26/2024 10:16 AM
224	The street is already small and congested with regular day to day traffic	1/26/2024 9:30 AM
225	It works better with flow of traffic	1/26/2024 9:20 AM
226	Same as before	1/26/2024 9:17 AM
227	Fix the roads instead. Waste of tax payers money.	1/26/2024 8:49 AM
228	Seems like the better option for cyclists and motorists	1/26/2024 8:37 AM
229	Bike lanes in this city are rarely used and poorly planned and dangerous to alll. This is a city that stays indoors more than half the year. They inconvenience more people than they help people.	1/26/2024 7:54 AM
230	It A major street and it needs to be for cars and trucks	1/26/2024 4:09 AM
231	How does a cyclist get from Cumberland to Maryland? It's already quite terrible to get from southbound Sherbrook to Maryland.	1/26/2024 3:26 AM
232	Arrows on the map above indicating which is the north side and which is the south side would be useful.	1/26/2024 12:26 AM

233	Most residential connections and Central Park are on the south side. Put the infrastructure where the people are and need to access/exit the facility.	1/26/2024 12:04 AM
234	We live in a city that is viable for roughly 6 months a year. There are enough roads through this city that could be shared with a bicycle. We pay taxes through fuel, insurance, and everything else. Bike lanes are not needed. Unless you start putting license plates on them and charging them their own insurance. They can pay for their own lanes. One pissed off taxpayer.	1/25/2024 11:15 PM
235	Provides an easier right turn onto Carlton St. when heading into downtown.	1/25/2024 11:15 PM
236	Either way seems good though a one way bike lane would be nice as well. Just strong protected bike lanes.	1/25/2024 11:04 PM
237	Traffic is already congested adding seldom used bike lanes will cause traffic gridlock. I travel the city a lot and have seen many bike lanes and so far have seen 2 bikes using these lanes. 99.9% of the time no bike is using them.	1/25/2024 10:56 PM
238	Street parking is already tough and you will make it hard for my business to survive because of a vanity project. Not nearly enough people bike in the vicinity to justify bike lanes	1/25/2024 9:50 PM
239	Either side is better than what we have now.	1/25/2024 9:15 PM
240	Bikes do not obey rules of any kind.	1/25/2024 9:05 PM
241	Why not take some traffic lanes and turn them over to one-way lanes?	1/25/2024 8:03 PM
242	Justify, use vs cost to implement and maintain. Show me the study.	1/25/2024 8:01 PM
243	Conflict with bus passengers	1/25/2024 7:47 PM
244	Bike lanes are a waste of money unless you make the sidewalks bike lanes , they take away space for the vehicles and parking plus don't get plowed in the winter so the bikes end up on the streets anyways	1/25/2024 7:31 PM
245	From my experience, traffic on Cumberland tends to feed east or north, less than to the south. A south side bike lane may ensure less congestion or chance of collision	1/25/2024 7:15 PM
246	We need more bike travel in Winnipeg. Cars hate bikes on the road. Pedestrians hate bikes on the sidewalk	1/25/2024 6:46 PM
247	Don't need bike lanes	1/25/2024 5:22 PM
248	Waste of money for a city already in deficit mode, also ads to traffic congestion in the downtown area	1/25/2024 5:07 PM
249	As mentioned in my previous answers I believe it a waste of money.	1/25/2024 5:00 PM
250	Waste of money	1/25/2024 4:58 PM
251	Enforce laws on bikers and insurance and I would probably change my mind.	1/25/2024 4:40 PM
252	Parking lane is on the north side and I am think motorists would have higher chance of colliding with cyclists if the lane is on the south side if they are turning right	1/25/2024 4:31 PM
253	Bike lanes take away from traffic lanes, cause increased congestion and therefore pollution.	1/25/2024 3:57 PM
254	It's a fine route, but the intersections seem overly complicated.	1/25/2024 3:16 PM
255	it would tie into the bike lane on Carlton easily	1/25/2024 2:51 PM
256	The two-way bike lanes I am aware of in Winnipeg are on the south side of the street.	1/25/2024 2:33 PM
257	See previous comments	1/25/2024 2:31 PM
258	Don't like 2 way bike lanes on major cooridirs.	1/25/2024 2:25 PM
259	Don't think there is a significant difference between the 2 plans.	1/25/2024 2:22 PM
260	not enough room on the road as it is.	1/25/2024 1:51 PM
261	Bikes would be able to connect to downtown without having to cross traffic	1/25/2024 1:21 PM
262	safer for cyclist	1/25/2024 1:17 PM

263	Safer and more accessible to downtown based routes for cyclists. It also provides better access to Maryland and Sherbrook.	1/25/2024 11:55 AM
264	It addresses an area that lacks cycling infrastructure	1/25/2024 11:40 AM
265	More bike accessibility options are critical to improving safety, reducing carbon footprint, boosting local economy's and reducing car dependency. Either option works well for me.	1/25/2024 11:27 AM
266	We need protected cycling infrastructure .	1/25/2024 11:21 AM
267	A bike lane in this location is unnecessary with the McDermott one so close. Protecting the Sherbrook and Maryland lanes is far more beneficial and important.	1/25/2024 11:06 AM
268	Two way traffic on a bike lane won't work. Makes it difficult for cyclists, pedestrians and vehicles especially when crossing the lanes.	1/25/2024 10:42 AM
269	I disagree with two way bike lanes on 1 way streets. More dangerous for the bicyclists and less room for the drivers.	1/25/2024 10:42 AM
270	Feels like cyclists are "always on the right".	1/25/2024 10:37 AM
271	I suspect the natural inclination to travel along along Mcdermot would lead to better use on the north side, but I do not know.	1/25/2024 10:22 AM
272	there is a bike lane on McDermot	1/25/2024 10:21 AM
273	Not concerned about which side of street - simply make it protected and maintain it	1/25/2024 10:18 AM
274	It fills in a missing gap. You wouldn't need to detour all the way to McDermot to get to/from the Sherbrook/marland bike lanes. I also think it would be nice for avoiding all the HSC traffic.	1/25/2024 10:09 AM
275	I strongly support either option	1/25/2024 10:06 AM
276	See previous comments. I might add why all this fuss for such a small group of people. !!!! How may bikes vs cars are there out there. And again, screw up streets most cyclists won't or can't use, especially in the winter.	1/25/2024 10:05 AM
277	Should be two lanez	1/25/2024 9:58 AM
278	required to cross the street when transferring from the notre dame ave lane	1/25/2024 9:53 AM
279	Same as #8 & 9	1/25/2024 9:38 AM
280	Prefer one-way bicycle lanes.	1/25/2024 9:20 AM
281	Both sides is best.	1/25/2024 9:10 AM
282	Do not build more dedicated bike infrastructure - it is a waste of taxpayers $ - invest in transit!	1/25/2024 8:58 AM
283	I ride on Cumberland often and I support any bike lane on that street.	1/25/2024 8:46 AM
284	This area is very unsafe and therefore I would not use a bike route there. The first thing that must happen is make the area safe - priority!	1/25/2024 8:04 AM
285	We have missed the mark on our active transportation and roundabouts which are not modelled to ones found at n Europe	1/25/2024 8:02 AM
286	Both are fine.	1/25/2024 7:42 AM
287	I oppose bike lanes.	1/25/2024 6:53 AM
288	The roads are not wide enough for cars. Roads are partially paid for with tax dollars Open up the side walks to bikes.	1/25/2024 6:31 AM
289	Good connections to other bike lanes	1/25/2024 6:24 AM
290	Stop putting in bike lanes and reducing lanes that cars can use. Downtown bike lanes are not being utilized enough to justify their existence.	1/25/2024 5:26 AM
291	I am not really sure what difference it makes, North or South. I would rather have Notre Dame all the way up given the choice :)	1/25/2024 4:28 AM
292	People in vehicles are more likely to turn south from Cumberland, increasing contact points	1/25/2024 3:59 AM

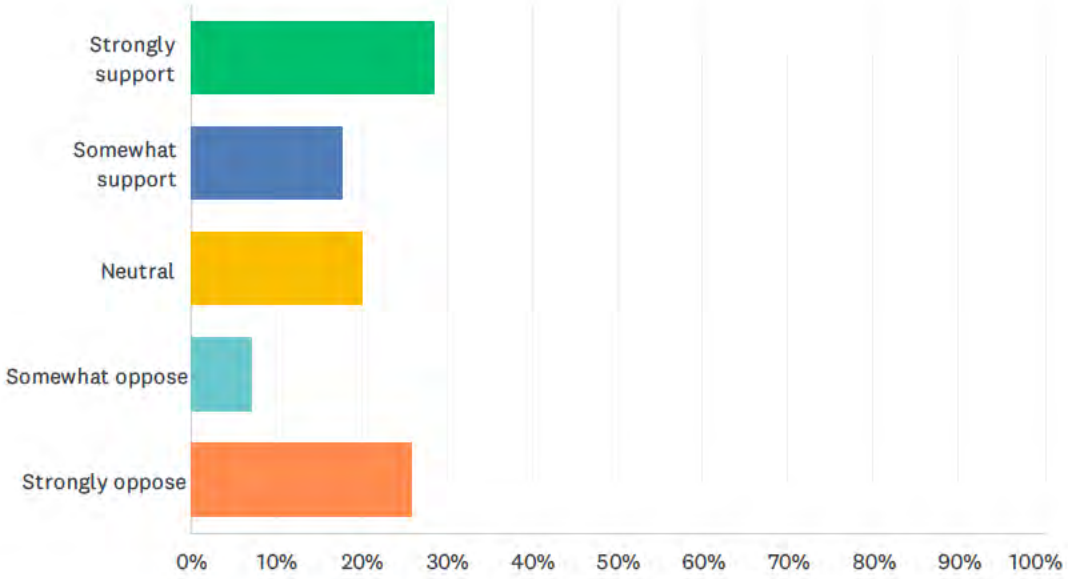
	with cyclists	
293	Strongly support either protected option.	1/25/2024 1:48 AM
294	Access to Sherbrooke is more complex	1/25/2024 1:02 AM
295	Protected bike lanes are the best but ideally they should travel in the same direction as traffic. I would much rather prefer two separate one way bike lanes.	1/25/2024 12:25 AM
296	Too disruptive to car and bus traffic	1/25/2024 12:03 AM
297	This route follows a more scenic flow and also provides greater safety for cyclists as a result of lower and slower traffic flows.	1/24/2024 11:19 PM
298	Sounds like a good idea	1/24/2024 11:16 PM
299	Cyclists are generally used to traveling to the right side of vehicle traffic. When a bike lane ends, it is dangerous to be on the left hand side of a multi lane road	1/24/2024 11:14 PM
300	I don't live in this area but use bike lanes to get everywhere. More option is better, but I don't have a preference on the side of the street its on.	1/24/2024 10:47 PM
301	Bike routes have made a mess of downtown You don't need to expand this further	1/24/2024 10:11 PM
302	South side for eastbound street is where traffic expects bikes, so less likely to run me over because they don't expect me to be there.	1/24/2024 10:10 PM
303	Better connection to Maryland.	1/24/2024 10:01 PM
304	Get it done and catch up with the rest of the world	1/24/2024 9:49 PM
305	Both options are fine, however for *my* purposes specifically the south side option would make turns to and from downtown easier as this is more my typical route	1/24/2024 9:49 PM
306	The south option would connect with downtown better.	1/24/2024 9:05 PM
307	It's a one way street and making right turns would be easier	1/24/2024 8:56 PM
308	a southern route provides easier access with less left-turns crossing traffic to get downtown, i deem this safer than a north side option	1/24/2024 8:53 PM
309	I feel a bike lane on the south side would line up with Central Park better(youth and children going to the park would be better protected). Also it would make turning onto Carlton very easy and wouldn't be to much more work at Hargrove to turn left than it would be with the lane on the north side.	1/24/2024 8:52 PM
310	I tried to imagine different scenarios where one would be preferable to the other but nothing readily came to mind.	1/24/2024 8:42 PM
311	We need way more bike lanes and a more integrated bike network in Winnipeg	1/24/2024 8:30 PM
312	I think it's more intuitive for drivers to have the bike lane on their right, regardless of it being two-way. It probably simplifies the tie-in at Wellington, too.	1/24/2024 8:21 PM
313	It is a wise investment, more cycling is good for our roads and our citizens	1/24/2024 7:46 PM
314	Not enough room	1/24/2024 7:44 PM
315	I don't know which is better, ask a city planner, just put bike lanes in.	1/24/2024 7:44 PM
316	Protected bike lanes are the only safe option, I like this design, but please consider intersection geometry. Drainage and geometry are problems on the Bannatyne Bike lane.	1/24/2024 7:31 PM
317	Cyclists need protection from psychotic Winnipeg drivers	1/24/2024 6:58 PM
318	Cumberland Ave is not designed like McDermot is with beautiful trees, residential feeling street, safe and secure street, less cars going downtown and moving. To get to Cumberland, coming from the north, you have to cross busy intersections.	1/24/2024 6:49 PM
319	Better access to Central Park.	1/24/2024 6:46 PM
320	In the past, I've biked on the sidewalk to avoid the fast moving traffic. I would not do so if there were a dedicated bike lane.	1/24/2024 6:42 PM

321	I have used the path on McDermot and hated it. Was almost t-boned three times due to cars turning into me around parked cars. When it rains it always covered in water. No proper drainage.	1/24/2024 6:39 PM
322	If you are trying to create a "chaos tourism" industry in this city you are on the right track, keep doing what you are doing.	1/24/2024 6:35 PM
323	Carleton street access is safer.	1/24/2024 6:04 PM
324	Waste of money please expand car lanes not bike lanes.	1/24/2024 6:01 PM
325	No preference	1/24/2024 5:50 PM
326	Because McDermot is a great place to ride your bike: away from traffic. Stop removing lanes of traffic to accommodate cyclists who won't use the lanes anyway.	1/24/2024 5:30 PM
327	Winter city	1/24/2024 5:17 PM
328	Would prefer one way bike lane	1/24/2024 5:04 PM
329	Longer and more continuous bike lane which makes it easier for cyclists to use and stick to it rather than having to jump between streets to be on a bike lane	1/24/2024 5:02 PM
330	My opinion is that most of the traffic traveling on Cumberland is turning south towards Portage and a south lane will keep cyclists safer.	1/24/2024 5:00 PM
331	Why is a two way lane considered here? Seems odd in light of the benefits of one way lane in the other case	1/24/2024 4:47 PM
332	This is insane. Stop it.	1/24/2024 4:46 PM
333	I don't have any preference for a protected bike lane on the north or south side of the street	1/24/2024 4:29 PM
334	Good idea, but it should be on Notre Dame	1/24/2024 4:27 PM
335	Happy to see protected bike lanes go in - not fussy about which of the proposed implementations is selected.	1/24/2024 4:11 PM
336	right turns off of the bike lane will be more common.	1/24/2024 3:49 PM
337	Not necessary	1/24/2024 3:44 PM
338	I support a bike lane on Cumberland, but if a two way bike lane is placed on the south side, then the cyclists closest to traffic will be going in the opposite direction of traffic, which is more confusing and less comfortable.	1/24/2024 3:37 PM
339	Two-way lanes should not be built anywhere. They're dangerous and inferior.	1/24/2024 3:35 PM
340	Dumb!	1/24/2024 3:35 PM
341	no real preference	1/24/2024 3:33 PM
342	Similar to previous feedback. All of these one-eays create this line of questioning. The simplest way is to have two way streets.	1/24/2024 2:54 PM
343	I feel the current bike lanes on Bannatyne and McDermot are under utilized and serve the area well already. Notre Dame/Cumberland are main vehicle routes that are already overflowing with traffic.	1/24/2024 2:49 PM
344	The only option currently is to bike on the sidewalk because of the fast moving traffic	1/24/2024 2:39 PM
345	Because Cumberland is an east-bound one way, having the bikes on the south side, riding along with traffic has a logic to it.	1/24/2024 2:23 PM
346	FIX THE ROADS FIRST	1/24/2024 2:19 PM
347	When cycling/scooting through this area I am often entering/exiting this corridor from the south so this option would provide good access for me. Additionally there are many parking lot entrances along the north side of Cumberland that would be dangerous conflict points with much more traffic than the residential streets along the south side.	1/24/2024 2:19 PM
348	I anticipate dangerous turns in front of traffic at intersections	1/24/2024 2:13 PM

349	These bike lanes are useless and take up valuable road space. I rarely, if ever see people using them in other areas around the city. Those should be taken down and these new propsed ones SHOULD NOT be put in place. They are a waste of money.	1/24/2024 1:53 PM
350	I enjoy biking and would do more if it was safer	1/24/2024 1:38 PM
351	More stupidity. Gridlcok from right hand turns being delayed. How dumb are your planners?	1/24/2024 1:26 PM
352	Safer for cyclists as vehicle left turn across bike lane would be difficult. Also keeps bike traffic adjacent to Central Park.	1/24/2024 1:13 PM
353	Bike lanes needed to keep bike riders safe	1/24/2024 12:59 PM
354	In the other consultation, you explained how two way lanes lead to more conflict and less safety. Why can't you have protected lanes on each side of the street - going in the direction of traffic ? Is it because this is a poor neighbourhood?	1/24/2024 12:42 PM
355	Not sure what value this proposed location provides to drawing cyclists to which focused destination and/or additional corridor connections	1/24/2024 12:00 PM
356	Better design at Sherbook, connection to the park is great	1/24/2024 11:48 AM

Q16 What is your level of support for Option 2 (protected bike lane on north side of Cumberland Avenue)?

Answered: 584 Skipped: 696



ANSWER CHOICES	RESPONSES	
Strongly support	28.60%	167
Somewhat support	17.98%	105
Neutral	20.21%	118
Somewhat oppose	7.19%	42
Strongly oppose	26.03%	152
TOTAL		584

Q17 Following up to the previous question, why do you feel that way?

Answered: 323 Skipped: 957

#	RESPONSES	DATE
1	South side feels more intuitive	2/19/2024 8:59 PM
2	As long as the bike lane is protected, that's all that matters.	2/18/2024 7:58 AM
3	I feel that this is the safer option, with better options for connectivity.	2/16/2024 10:41 PM
4	Less conflicts with traffic flow	2/16/2024 4:24 PM
5	these bike lanes are not practical in a climate like ours. We do not have enough cyclists in this city to be spending the money we are on this surveys, proposing ideas especially going forward. Fix our streets, put this money into the school system. This is a waste and taking up space for vehicles and making it dangerous. Let cyclists cycle on the sidewalks again!! it is an inconvenience to city drivers and bus drivers. taking away much needed parking	2/15/2024 11:24 PM
6	I don't feel safe crossing two-way bike lanes	2/15/2024 7:49 PM
7	Bike lanes note used, take up a lot of space for car parking	2/15/2024 3:38 PM
8	As above	2/15/2024 3:13 PM
9	Because we need to complete a network of safe cycling infrastructure in order to get people to consider it as a practical means of transportation.	2/15/2024 12:56 PM
10	It's better than not having a protected lane but I'm not sure it would be as easy for cyclists to navigate intersections, given the flow of traffic.	2/15/2024 11:04 AM
11	I would prefer it to be on Notre dame	2/15/2024 9:22 AM
12	Same as above	2/15/2024 9:20 AM
13	Two-way bike lanes are terrible but better than paint.	2/15/2024 9:09 AM
14	What difference does it make? Bicycles are private vehicles. This city needs decent public transportation.	2/15/2024 8:39 AM
15	An option if #1 is not approved.	2/14/2024 6:06 PM
16	It will make it more unpleasant for car drivers	2/14/2024 10:54 AM
17	we need the existing parking stalls	2/14/2024 9:10 AM
18	Same reason as above	2/14/2024 8:39 AM
19	same as 15	2/14/2024 8:00 AM
20	Too much roadway lost.	2/14/2024 7:10 AM
21	Both Options present pros and cons. Both will require change in navigation habits.	2/14/2024 7:05 AM
22	see previous comment	2/14/2024 1:03 AM
23	Feels less natural with the traffic flow.	2/13/2024 9:15 PM
24	Same as my answer for #15.	2/13/2024 3:36 PM
25	Because it’s safer, and encourages more active transport in a neighbourhood with lower economic wealth.	2/13/2024 3:15 PM
26	Any bike lane on Cumberland should not take away any street parking. Residential Parking Pass holders, service vehicles, visitors, and others) are already challenged to find parking on Cumberland.	2/12/2024 8:04 PM
27	keeps the bikes away from transit stops	2/12/2024 5:58 PM

28	parking winds up next to Central Park which is great for park users, and bike lane and transit aren't trying to share space	2/12/2024 11:00 AM
29	Also support but I like the south side for proximity to Central Park.	2/11/2024 6:26 PM
30	It will slow down traffic	2/10/2024 8:21 PM
31	One less intersection to cross when getting to Cumberland from Notre-Dame	2/10/2024 5:07 PM
32	Safety	2/10/2024 3:26 PM
33	Yay bike paths!	2/10/2024 12:08 PM
34	See above. Less pedestrian traffic.	2/10/2024 11:47 AM
35	less intersections, safer, lower capital cost	2/10/2024 11:04 AM
36	It doesn't make a difference	2/10/2024 10:45 AM
37	Bike lanes should be created on all streets that can be widened. Eliminating any lanes in the city will create traffic issues and risk more bike/accidents.	2/10/2024 8:44 AM
38	Just seems to allow more needs to cross streets generally, based on how I believe the route would be commonly used. If using this to go north via HSC there is already fantastic bike infrastructure along McDermot.	2/9/2024 10:21 PM
39	It's not as useful to me as a South side lane...but it still works	2/9/2024 8:40 PM
40	Nil	2/9/2024 6:39 PM
41	See above	2/9/2024 10:47 AM
42	Safer for cyclists and less interaction with busses and slip lanes	2/9/2024 7:58 AM
43	would like 1 way bike lanes on both avenues	2/8/2024 7:02 PM
44	I disagree with bike lanes or bikes being allowed to drive on roads where motor vehicles drive. Bikes should ride on the side walks.	2/8/2024 6:44 PM
45	I don't have any preference on location if it's a two way lane.	2/8/2024 5:07 PM
46	North side avoids crossing several slip lanes at crossing streets.	2/8/2024 10:19 AM
47	Your points convinced me.	2/8/2024 5:51 AM
48	This is a busy street funneling traffic to the downtown area The destination for some of that traffic is the downtown area and for other traffic it will be passing through the downtown core to get to other areas of the city Emergency service vehicles (police, fire, ambulance) all use this road, as well as delivery and service vehicles - these are all over and above the regular traffic What will the unintended consequences be for the emergency, service and delivery vehicles if this bike lane is built? What will be the unintended consequences for regular traffic if this bike lane is built? Taking away a travel lane for vehicles and making only for cyclists will slow down and back up traffic, it will cause problems for emergency vehicles and create more idle time for vehicles thereby creating more greenhouse gas emissions. Furthermore - Cumberland is a one-way street - why would you want to have two-way bike traffic on a one-way street??? It is a recipe for disaster for some cyclist. Whatever happened to people riding their bikes on the right side of the road - people have been doing that safely for decades. What statistics is there that support the need for a protected two-way bike lane on Cumberland? How many people ride bikes on Cumberland now? Are they recreational or commuters? Do you know? What is the cost to construct these bike lanes for the few who ride bikes on this street? What are the numbers of cyclists who use this road now and how many do you anticipate riding bikes on these bike lanes if/when built? Will there be a true cost benefit analysis done prior to bringing this proposal forward? Other than to appease Bike Winnipeg – what will be the real benefit to having two-way protected bike lanes in this area.	2/7/2024 10:24 PM
49	just want to make sure that parking is impacted as little as possible. It's all confusing for drivers and pedestrians and difficult to navigate for cyclists.	2/7/2024 8:38 PM
50	I think practicality or logistics should decide which side of Cumberland the dedicated bike lane should be built on. My opinion should not matter.	2/7/2024 2:51 PM

51	The highest priority should be minimizing conflicts between pedestrians, bike users, and cars, because a safer bike lane will attract more users.	2/7/2024 12:43 PM
52	Southside would be better for cyclists.	2/7/2024 11:18 AM
53	I don't know the pros and cons or other considerations for this option	2/7/2024 8:55 AM
54	Need to know when that street is busiest morning or afternoon - based on previous answer	2/6/2024 6:05 PM
55	Continual degredation of traffic flow downtown. Commutes have continually lengthened over the years. More should be done to increase capacity and flow of vehicle traffic not reduce it. This is already a congested area for vehicle traffic.	2/6/2024 3:46 PM
56	I don't know enough about this area to choose one over the other	2/6/2024 12:33 PM
57	If the bike lane is on the south side, then a cyclist has to cross two lanes of traffic to access it when merging onto this road.	2/6/2024 8:27 AM
58	See question 15. Stop moving Winnipeg further backward on traffic movement.	2/5/2024 9:45 PM
59	This provides a precarious safe route for a very small portion of Cumberland Ave.	2/5/2024 6:06 PM
60	Again, safety from busy traffic but also being around the hospital poses additional safety risks. It is costly to create and may disrupt traffic even temporarily.	2/5/2024 3:49 PM
61	Bike lanes shouldn't impede emerg vehicles like they do on McDermot Ave.	2/5/2024 9:45 AM
62	No need for it.	2/5/2024 8:55 AM
63	I strongly support this option, but don't prefer it to the alternative being proposed.	2/5/2024 8:18 AM
64	how does the bike lane impact the cars on the road? are there going to be less lanes for traffic	2/5/2024 6:24 AM
65	See previous answers	2/4/2024 7:08 PM
66	You will definitely have to worry about left turns with cars at Sherbrook	2/4/2024 6:07 PM
67	Avoids the risk of being murdered by inattentive or impatient motorists at Balmoral.	2/4/2024 4:32 PM
68	Either option is fine with me	2/4/2024 2:35 PM
69	I very much support the decision to add a bike lane but am not a fan of the two way lanes as I mentioned earlier. But a two way lane is still a great improvement!	2/4/2024 1:11 PM
70	Same reasons	2/4/2024 12:21 PM
71	same as 15	2/4/2024 10:08 AM
72	They are not used in other areas	2/4/2024 9:14 AM
73	More good and safe cycling infrastructure means more cyclists and less traffic	2/4/2024 9:12 AM
74	Indifferent on the side. It should flow with traffic	2/4/2024 9:04 AM
75	Bike lanes on the north side will impact parking more on the north side due to apartment bldgs.	2/4/2024 8:52 AM
76	Would not want a north side bike lane to displace parking to the south side of Cumberland due to impacts this would have on Central Park as a major neighbourhood hub. Also, north side sidewalk on Cumberland in the same area near Central Park is already a wide hard surface sidewalk/boulevard with less greenery, so I wouldn't want it even more robbed of green. The one upside to the north side I think would be less conflicts merging from the bike lane to NB Hargrave.	2/3/2024 11:03 PM
77	it doesn't make a difference	2/3/2024 7:11 PM
78	Same as #15	2/3/2024 3:47 PM
79	Please see previous responses.	2/3/2024 12:27 PM
80	See answer to #7	2/3/2024 11:40 AM
81	More natural for bikes to be on the right side of the traffic, but I'm not strong on that preference.	2/3/2024 10:42 AM

82	The north side would receive more sun to help keep the bike lane clean.	2/3/2024 10:08 AM
83	Not sure	2/2/2024 9:53 PM
84	Anything to improve bike lanes in that area for safety because it's [redacted] nuts along there. Hardcore cyclists are on the street. Everyone else is on the sidewalk.	2/2/2024 6:40 PM
85	No big opinion.	2/2/2024 4:18 PM
86	I don't think it would be used as much, that side of the street has less traffic I feel. with the exception of near the grocery store.	2/2/2024 3:56 PM
87	There are fewer benefits as outlined in the slides.	2/2/2024 3:27 PM
88	Two smaller protected lanes should be implemented; one direction in a designated lane on the north side of Cumberland, and the other direction in it's own designated lane on the south side of Cumberland. Separating the opposing directional traffic flow of the bicycle lanes is the safest option. Every city knows this already.	2/2/2024 2:49 PM
89	This route can be very heavy with motor vehicle traffic. Cyclists on the North side would be safer, considering the volume of motorists turning south at Isabel/Balmoral, Carlton and continuing through to Donald Street. The volume turning north off Cumberland is less, thus likelihood of danger to the cyclists would be less on north side.	2/2/2024 12:44 PM
90	Prefer one protected bike lane on each side to allow cyclists to merge in and out of traffic easier	2/2/2024 12:17 PM
91	Rainy day fund gone, city spent it's way through that pretty quick. Again, fund the police so we can have a safe city without people being stabbed or shot!!	2/2/2024 8:52 AM
92	Same as above	2/2/2024 8:09 AM
93	Bike lanes are not getting used. Bike lane presence only causes congestion and unnecessary vehicle idling.	2/2/2024 1:18 AM
94	Inconsistent with other routes.	2/1/2024 7:36 PM
95	No feelings	2/1/2024 6:23 PM
96	Bike lanes are not necessary in Winnipeg. Not enough people would use them to make the expense and inconvenience to the majority worth it. Also, bikes belong on the sidewalk. The danger to them is too high on the road.	2/1/2024 6:15 PM
97	Better flow	2/1/2024 6:06 PM
98	No commt	2/1/2024 4:57 PM
99	all options restrict traffic and parking	2/1/2024 4:56 PM
100	Same as above	2/1/2024 3:20 PM
101	Bike lanes are dangerous and unsightly.	2/1/2024 2:49 PM
102	Please the reason in number 7.	2/1/2024 12:59 PM
103	A bike lane on the left of the street is less common. Also, I think not as many cyclists would be turning left (North) when traveling on Cumberland.	2/1/2024 12:39 PM
104	Any increase to cycling infrastructure is important for safety and increased ridership	2/1/2024 12:36 PM
105	As a cyclist, let me just say that two-ways aren't as safe or as convenient as one-ways.	2/1/2024 12:21 PM
106	safety	2/1/2024 12:07 PM
107	Same as option one.	2/1/2024 11:58 AM
108	There is no need for bike lanes in Winnipeg. They won't be used and they are hurting business by taking away parking.	2/1/2024 11:51 AM
109	I have no preference	2/1/2024 11:40 AM
110	I want to feel safe while cycling.	2/1/2024 11:15 AM

111	I believe there is a bus route along part of it. It might be OK, but something is better than nothing.	2/1/2024 11:03 AM
112	See above	2/1/2024 10:56 AM
113	Recommend single direction bike lanes running contrary to the flow of traffic so both cyclists and motorists can see each other coming.	2/1/2024 10:47 AM
114	Leave things alone. Car need to ....MOVE. without any hinderance from bike lanes reducing the travel capacity of cars. And then the bike users expect the snow to be cleared???? Get the streets ---FIXED--- for smooth easy travel for those that pay the taxes to use them. Bike users pay nothing and yet have demands and expectations.	2/1/2024 10:43 AM
115	Same statement as above however the Northside is somewaht better because it allows people to merge from their bike more easily if they are coming from the bike lane on Notre Dame (don't have to cross traffic) but the would have to cross traffic coming from Sherbrook.	2/1/2024 10:31 AM
116	Better flow from Ellen St., appears to have less transit stop conflicts.	2/1/2024 10:22 AM
117	While both options are good, I think the north side would be slightly better for the way it connects to other bike lanes north of it.	2/1/2024 10:21 AM
118	There is entirely too much focus on bicycle transportation. These protected bike lanes take up valuable roadway that is needed to facilitate the movement of motor vehicles.	2/1/2024 10:20 AM
119	I don't think it makes a difference to me if it is on the South or North side of the street, as long as it's two-way (although two one-way lanes would be even better).	2/1/2024 10:13 AM
120	No need for a bike lane here - there is already one on McDermot	2/1/2024 9:52 AM
121	Traffic on this street is already congested and chaotic	2/1/2024 9:46 AM
122	Loose parking	2/1/2024 9:44 AM
123	Any renewal in this area would help to improve the city.	2/1/2024 9:42 AM
124	Bike lane is better than no bike lane.	2/1/2024 9:35 AM
125	I likely wouldnt notice design impact due to not using it often.	2/1/2024 9:33 AM
126	I would personally prefer the south side option because my destinations are generally south of Cumberland (so a north side lane would involve having to cross Cumberland to get where I'm going), but that's just a personal preference. I'd be very grateful for either option.	2/1/2024 9:28 AM
127	It probably makes more sense for the bike lane to be on the opposite side of the street from the bus stops since visibility could be trickier for cyclists with buses cutting in and out for their stops.	2/1/2024 9:26 AM
128	Either north or south side work for me as long as entry and exiting lanes are safe and do not include crossing over major traffic lanes.	2/1/2024 9:24 AM
129	This option is perfectly fine, but I think it makes more sense to have the bike lane closer to residential areas.	2/1/2024 9:14 AM
130	both work work well	2/1/2024 9:11 AM
131	This is less busy of a lane for cars and makes the Sherbrook/Cumberland intersection safer for bikes as we will have to cross Cumberland first. This avoids further interaction/congestion in the slip lane from Sherbrook (which is already risky enough).	2/1/2024 9:09 AM
132	Same as above.	2/1/2024 9:07 AM
133	See above	2/1/2024 9:06 AM
134	Above reasons.	2/1/2024 9:06 AM
135	Bias for traffic flow is to the right.	2/1/2024 9:06 AM
136	Tear down all bike paths, only a few cyclists use them.	2/1/2024 9:06 AM
137	no preference	2/1/2024 9:02 AM
138	see previous comments	2/1/2024 6:30 AM

139	Not needed, losing a lane of traffic will increase the amount of congestion on those streets	1/31/2024 5:47 PM
140	I take the bus occasionally on Notre Dame and drive a lot after work on Notre Dame.	1/31/2024 4:09 PM
141	same reasons	1/31/2024 1:18 PM
142	See previous answer.	1/31/2024 12:35 PM
143	why can't we have both options.	1/31/2024 11:07 AM
144	It's still good but doesn't feel as intuitive. This is a busy street and cyclists need to be as visible and predictable as possible	1/31/2024 11:07 AM
145	Wanted of time and money. How many people actually ride bicycles in that area. Money should be spent on fixing streets etc.	1/31/2024 10:57 AM
146	There are already numerous bike lanes in downtown Winnipeg. I am downtown every day, and the vast majority of cyclists do not use the bike lanes that are already in place. Adding more at the expense of parking is ridiculous!	1/31/2024 10:40 AM
147	A 2 way bike path would be great	1/31/2024 10:35 AM
148	Notre dame is a busy street that always backs up. Very few people use the bikes lanes in the exchange, I don't see these would be used anymore. money would be better spent on transit.	1/31/2024 10:08 AM
149	Same as above	1/31/2024 10:05 AM
150	same comments as 15	1/31/2024 9:57 AM
151	It’s a waste. Sorry but you never see people using the bike lanes it’s like 1or 2 people using them. It’s a waste of money.	1/31/2024 9:43 AM
152	I do not like the raised barrier between bike lanes and traffic. They are difficult to see when it rains at night due to reflection off the wet road, and also when it snows. I would prefer to see the bike lane raised to the level of the sidewalk so there are only two levels as opposed to this road down, barrier up, bike lane down, sidewalk up situation.	1/31/2024 9:35 AM
153	Without a safe way to connect Notre Dame bike lane to proposed Cumberland bike lane there will be no safe E-W corridor. Already in the Exchange the intermittant bike lanes create danger. Motorists don't expect a bike lane for a couple of blocks and cyclists wonder if they're expected to levitate to the next bike way.	1/31/2024 9:33 AM
154	Would lead to increased disturbance, and probably decline and removal of many more trees. Active transportation is linked to environmental improvements, as are trees. I would argue that increased tree disturbance is not environmentally friendly and does not align with active transportation/bike lane environmental values.	1/31/2024 9:33 AM
155	Streets are already to narrow in that area.	1/31/2024 9:30 AM
156	vehicle traffic is sooo conjested on the best of days. taking lanes from driver's doesn't seem to help	1/31/2024 9:21 AM
157	Same as last question	1/31/2024 1:35 AM
158	I prefer to protect both options	1/30/2024 4:30 PM
159	Bike safety and comfort	1/30/2024 2:38 PM
160	It seems a natural assumption most cyclists would want to access streets south of Cumberland, otherwise they would use McDermot. Placing the lane on the south side of the street would minimize crossing traffic to turn south.	1/30/2024 2:19 PM
161	Also high population density, but I think the majority of kids would be on the southside, and I feel all this adds to the safety factor	1/30/2024 8:02 AM
162	Either way would be an improvement.	1/29/2024 12:14 PM
163	If bike riders want to take up roads they should pay taxes like people with cars do. Why should we have to subsidize the lives of hippies who throw soup at the Mona Lisa?	1/29/2024 10:51 AM
164	Not needed	1/29/2024 9:17 AM

165	There are not enough lanes to support it, especially during rush hour traffic	1/28/2024 4:01 PM
166	I support whatever option is best for increasing and enabling future connection to a city-wide network.	1/28/2024 11:42 AM
167	See #7	1/28/2024 11:32 AM
168	seems like a good spot	1/28/2024 11:08 AM
169	Again,.taking a left off Cumberland onto a two way street can be difficult already without having to worry about a cyclist.	1/28/2024 10:04 AM
170	No cyclist concerned for their personal safety is going to use this route.	1/28/2024 9:59 AM
171	cumberland is a 1way east so south side is more logical	1/28/2024 9:51 AM
172	Vehicle traffic is more important.	1/28/2024 9:30 AM
173	Makes no difference if north or south	1/28/2024 8:56 AM
174	Waste of money	1/27/2024 9:49 PM
175	I don't like bikes. I like cars.	1/27/2024 8:56 PM
176	I'm not a fan of 2-way bike lanes (as opposed to 1 way). If it absolutely has to be 2-way, then it should go on the side of the street with the least amount of traffic turning.	1/27/2024 8:15 PM
177	I'm rarely in that neighborhood so I don't know how many protected lanes they already have	1/27/2024 5:12 PM
178	two way bike lanes may cause confusion among different road users	1/27/2024 4:52 PM
179	Same as above	1/27/2024 2:35 PM
180	limiting the flow of vehicles to cause more traffic conjestion is not the route to go with a protected bike lane...make use of the sidewalk	1/27/2024 2:14 PM
181	A separated bike lane here would still benefit my bike commute through downtown.	1/27/2024 1:46 PM
182	Downtown is unsafe and filthy fix that first.	1/27/2024 12:55 PM
183	We need safe/accessible transportation routes for EVERYONE! Not just vehicle users.	1/27/2024 10:08 AM
184	Same as answer to 8	1/27/2024 9:40 AM
185	As long as there is a separated bike lane	1/26/2024 9:35 PM
186	Unsafe --Metal barriers and having bike paths in winter are dangerous for everyone	1/26/2024 8:45 PM
187	Please see other comments.	1/26/2024 8:17 PM
188	Need a protected bike lane to cycle safely.	1/26/2024 6:38 PM
189	Again make one sidewalk a bike lane only and enforce its use.	1/26/2024 3:40 PM
190	See #7	1/26/2024 3:30 PM
191	Slightly less convenient personally than south side. I do like that this option results in more parking spaces being removed.	1/26/2024 2:14 PM
192	I just want a seperate bike path. It is safer.	1/26/2024 2:10 PM
193	goes against traffic, uncomfortable	1/26/2024 1:25 PM
194	There is never enough room for traffic and lanes that need to accommodate buses after bike lanes are put in.	1/26/2024 1:15 PM
195	No strong preference one way or the other, would be a good addition to the cycling network.	1/26/2024 12:53 PM
196	This makes more sense - cyclist traffic splits at Sheerbrook (with those continuing south waiting at the light and those turning onto Cumberland without waiting). No bus stops means less impeding issues with pedestrians. I know north would impact parking and loading zones, but I think this is the safer of the options.	1/26/2024 12:33 PM
197	I just want a safe, protected bike lane.	1/26/2024 12:00 PM

198	I am not in the area often enough.	1/26/2024 11:54 AM
199	no strong feelings, both are good	1/26/2024 11:00 AM
200	Better option, as less left turning vehicles.	1/26/2024 11:00 AM
201	Education of sharing the widened sidewalks with pedestrians and cyclists needs to take place	1/26/2024 10:35 AM
202	Buses and bikes don't mix. Buses drive fast, but make frequent stops. Going around a bus at a stop is dicey as they often pull out with little warning and are not looking for bikes. At stops, bikes have to wait or go around them which requires bikes to enter the road (and defeats the purpose of the bike path). Buses have large blind spots. Pedestrians stand on bike paths while waiting at bus stops. Riding a bike is physically challenging, so there is a penalty when you have stop frequently.	1/26/2024 10:16 AM
203	Same reasons stated above	1/26/2024 9:30 AM
204	Same as before	1/26/2024 9:17 AM
205	Not worth it. Waste of tax payers money. Fix the roads instead	1/26/2024 8:49 AM
206	You are taking away for parking	1/26/2024 4:09 AM
207	How does a cyclist get from Cumberland to Maryland? It's already quite terrible to get from southbound Sherbrook to Maryland.	1/26/2024 3:26 AM
208	Easier to link with the random, half existing bicycle lane on NDAve.	1/26/2024 12:26 AM
209	Protection is great, just prefer the south side.	1/26/2024 12:04 AM
210	See above	1/25/2024 11:15 PM
211	Results in a more difficult right turn onto Carlton St. when heading into downtown.	1/25/2024 11:15 PM
212	Traffic is already congested adding seldom used bike lanes will cause traffic gridlock. I travel the city a lot and have seen many bike lanes and so far have seen 2 bikes using these lanes. 99.9% of the time no bike is using them.	1/25/2024 10:56 PM
213	Bikes feel they own the road	1/25/2024 9:05 PM
214	Bawk. Bawk bawk.	1/25/2024 8:03 PM
215	Justify, use vs cost to implement and maintain. Show me the study.	1/25/2024 8:01 PM
216	bike traffic along car lanes going in same direction	1/25/2024 7:47 PM
217	Bike lanes are a waste of money unless you make the sidewalks bike lanes , they take away space for the vehicles and parking plus don't get plowed in the winter so the bikes end up on the streets anyways	1/25/2024 7:31 PM
218	If the plan is to connect with the bike lane on notre dame, it will be easier to connect the bike lane from Cumberland to notre dame if the bike lane is on the north side of Cumberland	1/25/2024 7:15 PM
219	We need more bike travel in Winnipeg. Cars hate bikes on the road. Pedestrians hate bikes on the sidewalk	1/25/2024 6:46 PM
220	This is just idiotic	1/25/2024 5:22 PM
221	Waste of money for a city already in deficit mode, also ads to traffic congestion in the downtown area	1/25/2024 5:07 PM
222	As mentioned I believe it's a waste of money as cyclists barely use them	1/25/2024 5:00 PM
223	See above	1/25/2024 4:58 PM
224	Enforce laws on bikers and insurance and I would probably change my mind.	1/25/2024 4:40 PM
225	Better protection for cyclists with the parking lane between the lanes	1/25/2024 4:31 PM
226	Once again, Nike lanes cause increased traffic congestion and pollution.	1/25/2024 3:57 PM
227	The intersections are less complicated, and moving away from the side with Transit stops is easier.	1/25/2024 3:16 PM

228	it wouldn't tie into the bike lane on Carlton as easily	1/25/2024 2:51 PM
229	See previous comments	1/25/2024 2:31 PM
230	Same as above	1/25/2024 2:25 PM
231	Don't think there is a significant difference between the 2 plans.	1/25/2024 2:22 PM
232	not enough room on the road as it is.	1/25/2024 1:51 PM
233	Bike traffic would have to cross traffic on Cumberland to connect with downtown. Otherwise I support the idea of a protected bike lane here.	1/25/2024 1:21 PM
234	believe south makes more sense as majority of riders would be exiting the south as already a patch on mcderm	1/25/2024 1:17 PM
235	Given that very few cars turn left off Cumberland, but many turn right, it may be safer on the North	1/25/2024 11:40 AM
236	More bike accessibility options are critical to improving safety, reducing carbon footprint, boosting local economy's and reducing car dependency. Either option works well for me	1/25/2024 11:27 AM
237	We need protected cycling infrastructure.	1/25/2024 11:21 AM
238	Same as answer to question 15.	1/25/2024 10:42 AM
239	Same as above. I would much prefer 1 way bike lines in the direction of the traffic on one way streets.	1/25/2024 10:42 AM
240	Just "feels" wrong but no real reason.	1/25/2024 10:37 AM
241	I suspect the natural inclination to travel along along Mcdermot would lead to better use on the north side, but I do not know.	1/25/2024 10:22 AM
242	there is a bike lane on McDermot	1/25/2024 10:21 AM
243	Not concerned about which side of street - simply make it protected and maintain it	1/25/2024 10:18 AM
244	It fills in a missing gap. You wouldn't need to detour all the way to McDermot to get to/from the Sherbrook/marland bike lanes. I also think it would be nice for avoiding all the HSC traffic.	1/25/2024 10:09 AM
245	I strongly support either option	1/25/2024 10:06 AM
246	See previous comments	1/25/2024 10:05 AM
247	Should be two way and connected to other bike lanes..	1/25/2024 9:58 AM
248	Same as #8, 9 & 15	1/25/2024 9:38 AM
249	Prefer one-way bicycle lanes.	1/25/2024 9:20 AM
250	Both sides is best.	1/25/2024 9:10 AM
251	Do not build any more protected bike lanes - expensive to maintain for very limited benefit - spend the money on transit!	1/25/2024 8:58 AM
252	I ride on Cumberland often and I support any bike lane on that street.	1/25/2024 8:46 AM
253	This area is even more unsafe. Would not bike in this area because very unsafe - needs to be cleaned up as well - too many old ugly houses.	1/25/2024 8:04 AM
254	Once again we are reducing our throughput for vehicles and increasing idelling of vehicles	1/25/2024 8:02 AM
255	Both are fine.	1/25/2024 7:42 AM
256	It is better for the way I turn from ellen	1/25/2024 7:30 AM
257	I oppose bike lanes.	1/25/2024 6:53 AM
258	Bikes and pedestrians have more in common then bikes and cars on the roadway	1/25/2024 6:31 AM
259	Either way would make for good connections	1/25/2024 6:24 AM
260	Stop putting in bike lanes and reducing lanes that cars can use. Downtown bike lanes are not	1/25/2024 5:26 AM

	being utilized enough to justify their existence.	
261	See above. North or south makes no difference to me if it is a two way lane either side.	1/25/2024 4:28 AM
262	Should be the calmer side	1/25/2024 3:59 AM
263	Strongly support either protected option.	1/25/2024 1:48 AM
264	I enjoy getting around the city on a bike when I can, it's a nice route to be on and feels safer when accessing Sherbrooke	1/25/2024 1:02 AM
265	Protected bike lanes are the best but ideally they should travel in the same direction as traffic.	1/25/2024 12:25 AM
266	Too disruptive to xar and bus traffic	1/25/2024 12:03 AM
267	Notre-Dame is a relatively congested thoroughfare where many drivers often use excess speeds. This is a detractor for the safety of cyclists.	1/24/2024 11:19 PM
268	Eutral	1/24/2024 11:16 PM
269	Ease of turning off Cumberland while continuing south	1/24/2024 11:05 PM
270	I don't live in this area but use bike lanes to get everywhere. More option is better, but I don't have a preference on the side of the street its on.	1/24/2024 10:47 PM
271	Bike routes have made a mess of downtown You don't need to expand this further	1/24/2024 10:11 PM
272	Better that than none at all. Maybe.	1/24/2024 10:10 PM
273	Either option is fine	1/24/2024 10:07 PM
274	Get it done and catch up with the rest of the world	1/24/2024 9:49 PM
275	Still a good option, just less convenient for me personally	1/24/2024 9:49 PM
276	Okay, not as good as south option.	1/24/2024 9:05 PM
277	Lots of business parking lot entrances on north side of the street making it. More dangerous	1/24/2024 8:56 PM
278	see above	1/24/2024 8:53 PM
279	Having it on the north side would brake turning onto Carlton way harder. Also concerns about Central Park users having to cross the street if they are taking their bike	1/24/2024 8:52 PM
280	I tried to imagine different scenarios where one would be preferable to the other but nothing readily came to mind.	1/24/2024 8:42 PM
281	We need way more bike lanes and a more integrated bike network in Winnipeg	1/24/2024 8:30 PM
282	See above.	1/24/2024 8:21 PM
283	It seems a bit less intuitive to me but honestly please just do whatever the planners say is best	1/24/2024 7:46 PM
284	Charge a cycling tax to pay for this. I'm a bike rider and support this.	1/24/2024 7:44 PM
285	Same as alternate option.	1/24/2024 7:31 PM
286	Cyclists need protection from psychotic Winnipeg drivers	1/24/2024 6:58 PM
287	Cumberland Ave is not designed like McDermot is with beautiful trees, residential feeling street, safe and secure street, less cars going downtown and moving.To get to Cumberland, coming from the north, you have to cross busy intersections.	1/24/2024 6:49 PM
288	More convenient as a detour from Notre Dame.	1/24/2024 6:46 PM
289	In the past, I've biked on the sidewalk to avoid the fast moving traffic. I would not do so if there were a dedicated bike lane.	1/24/2024 6:42 PM
290	Same as above	1/24/2024 6:39 PM
291	Keep at it, you are screwing it all up.	1/24/2024 6:35 PM
292	Carleton street access is safer.	1/24/2024 6:04 PM

293	[redacted] bike lanes.	1/24/2024 6:01 PM
294	No preference	1/24/2024 5:50 PM
295	You really don't have to keep asking this question. The answer is always going to be the same. There are routes for cyclists that don't involve closing lanes of traffic. The cyclists won't use the lanes, they'll just drive in traffic anyway.	1/24/2024 5:30 PM
296	Winter city	1/24/2024 5:17 PM
297	Would prefer one way bike lane	1/24/2024 5:04 PM
298	Small bike lane, doesn't go all the way like the south one does	1/24/2024 5:02 PM
299	My opinion is that most of the traffic traveling on Cumberland is turning south towards Portage and a south lane will keep cyclists safer.	1/24/2024 5:00 PM
300	You're all insane. Stop with the bike lanes that nobody will use.	1/24/2024 4:46 PM
301	Good idea, but it should be on Notre Dame	1/24/2024 4:27 PM
302	Happy to see protected bike lanes go in - not fussy about which of the proposed implementations is selected.	1/24/2024 4:11 PM
303	South is preferred as I believe there will be fewer car/bike interactions	1/24/2024 3:49 PM
304	Not necessary	1/24/2024 3:44 PM
305	Given the choice between the two, a two bike lane on the north side would keep the lane of cyclists closest to traffic in the direction of traffic, which is less confusing for cyclists and drivers.	1/24/2024 3:37 PM
306	Two-way lanes should not be built anywhere. They're dangerous and inferior.	1/24/2024 3:35 PM
307	Dumb!	1/24/2024 3:35 PM
308	no real preference	1/24/2024 3:33 PM
309	Same as above	1/24/2024 2:54 PM
310	I feel the current bike lanes on Bannatyne and McDermot are under utilized and serve the area well already. Notre Dame/Cumberland are main vehicle routes that are already overflowing with traffic.	1/24/2024 2:49 PM
311	Either side are ok as long as its protected	1/24/2024 2:34 PM
312	Why can't we have a protected lane on both sides? Wouldn't that be safer than a bi-directional lane on one side?	1/24/2024 2:23 PM
313	FIX THE ROADS FIRST	1/24/2024 2:19 PM
314	This would provide good access to businesses like No Frills and would be more approachable for users entering the corridor from the north. I worry that this option would have excessive conflict points between drivers and cyclists.	1/24/2024 2:19 PM
315	I anticipate dangerous turns in front of traffic at intersections	1/24/2024 2:13 PM
316	These bike lanes are useless and take up valuable road space. I rarely, if ever see people using them in other areas around the city. Those should be taken down and these new propsed ones SHOULD NOT be put in place. They are a waste of money!	1/24/2024 1:53 PM
317	I support all protected bike lanes	1/24/2024 1:38 PM
318	Not necessary whatsoever.	1/24/2024 1:26 PM
319	Difficult for drivers to adjust to left turn across bike lanes, unless the bike lane had exclusive green light priviledge.	1/24/2024 1:13 PM
320	To be safe	1/24/2024 12:59 PM
321	In the other consultation, you explained how two way lanes lead to more conflict and less safety. Why can't you have protected lanes on each side of the street - going in the direction of traffic ? Is it because this is a poor neighbourhood?	1/24/2024 12:42 PM

322	Not sure what value this proposed location provides to drawing cyclists to which focused destination and/or additional corridor connections	1/24/2024 12:00 PM
323	Just in support of a protected bike lane here, either side.	1/24/2024 11:48 AM

Q18 Is there anything else we should keep in mind when determining the recommended option for the Notre Dame Avenue and Cumberland Avenue bike route?

Answered: 242 Skipped: 1,038

#	RESPONSES	DATE
1	Please look at ways to extend the bike route all the way west to the corner of Maryland and Olivia.	2/16/2024 10:41 PM
2	the danger it will cause and the take away of much needed parking. The businesses will suffer due to this.	2/15/2024 11:24 PM
3	Bikes should have to be Plates on them	2/15/2024 10:43 PM
4	Traffic flow	2/15/2024 3:13 PM
5	The sharp 90° curbs on the edges of the cycle path are terrible, and cut down on the effective width drastically. either a gentle (<45°) curb, or (better yet) raising the cycle path to the level of the pedestrian sidewalk would be far superior.	2/15/2024 12:56 PM
6	Both protected bike lanes shoild have two lanes each: a "slow" lane and a passing lane, for cyclists of different abilities/speeds to safely use.	2/15/2024 11:04 AM
7	Road maintenance more likely more often on Notre Dame. Plus for cyclists too if no potholes. Advocate for Notre Dame separate cycling lane.	2/15/2024 9:20 AM
8	Signs to remind drivers to lookout for people in the bike lane. Make sure it's a fully protected bike lane, not painted lines.	2/15/2024 8:37 AM
9	Ensure that cyclists can make safe turns.	2/14/2024 6:06 PM
10	There are many better ways to spend my tax dollars. Maintain the roads, recreation facilities etc.	2/14/2024 10:54 AM
11	Provide elevated pathway for cyclists above sidewalk area.	2/14/2024 7:10 AM
12	don't create more barriers	2/14/2024 1:03 AM
13	No.	2/13/2024 9:15 PM
14	Stop waging a war on cars. Pick routes for bikes that are on less-busy streets.	2/13/2024 3:36 PM
15	Build it and they will come!	2/13/2024 3:15 PM
16	There are alot of pedestrians (individuals, parents with children, those with mobility issues etc) crossing Cumberland and not necessarily at pedestrian or signalized crossings especially in front of 411 and 427 Cumberland. And car traffic can be fast so any additional barriers (new boulevards to accomodate a bike path) could increase the chance of accidents.	2/12/2024 8:04 PM
17	making sure the pedestrian signals at the intersections before & after Central Park allow enough time for crossing, especially if all the parking will be moved to the north side of the street	2/12/2024 11:00 AM
18	Allow cyclists and pedestrians to have signal priority.	2/11/2024 6:26 PM
19	yes cancel the bike routes	2/10/2024 8:21 PM
20	No	2/10/2024 3:26 PM
21	I think either side would make sense here.	2/10/2024 12:08 PM
22	Lighting would be good because of the areas level of violence & proximity of juice bars or vendors.	2/10/2024 11:47 AM

23	No	2/10/2024 10:45 AM
24	Bike lanes should be created on all streets that can be widened. Eliminating any lanes in the city will create traffic issues and risk more bike/accidents. This goes for any street project.	2/10/2024 8:44 AM
25	.	2/9/2024 8:40 PM
26	Whi would pay for the up keep of the route. We should charge a licensing fee for the cyclists to pay for these bike routes	2/9/2024 6:39 PM
27	Keep bikes off the roads. Modify sidewalks to accommodate bikes.	2/9/2024 10:47 AM
28	Drainage or raised bike lanes	2/9/2024 7:58 AM
29	safety and simplicity as well as the costs as well as access to businesses on the avenues	2/8/2024 7:02 PM
30	If you're fit and abme to ride a bike, then you're fit and able to go around or pull over breifly for walking pedestrians on the sidewalk where it's safer to ride a bike.	2/8/2024 6:44 PM
31	Why doesn't this include a connection between Maryland and Sherbrook (on both Cumberland and Notre Dame)? Please stop taking the lazy path, and build cycling *routes*, not just segments punctuated with dangerous gaps at intersections. And what about the connection from northbound Hargrave to westbound Cumberland? Cyclists will not go around the block to Notre Dame, but ride on the sidewalk or against traffic on Cumberland. Maybe add a route on Qu'Appelle or something if there's a reason not to do it on Cumberland (and why is there an inconsistency on this between the Study Route map and the Mapping Tool map?).	2/8/2024 10:19 AM
32	It is needed.	2/8/2024 5:51 AM
33	What is the bike use in these areas now? Is it recreational or workers commuting? Do you even know? What are the numbers for current users? What are the numbers for summer users vs. winter users? Do you know? What are the target numbers? What is the vehicle traffic in this area? Is it workers commuting, residential or people going to and from the HSC to work, for treatment or to visit patients? How will these proposed bike lanes negatively affect traffic to and from the HSC? If the bike lanes are built – what are the target numbers for the reduction of vehicles off the roads and having more people riding bikes? Have you surveyed property owners, business owners and residents of the area? Have you surveyed employees working in the area to see how many of them will ride to work in the area if the bike lanes are built? How often do emergency vehicles use these roads? How will these proposed bike lanes in this area negatively affect emergency vehicles getting to emergency situations in this area? How will these proposed bike lanes negatively affect service and delivery vehicles in this area If built – what is the cost to build and what are the annual maintenance costs (including snow clearing)? Speaking of snow clearing – if these bike lanes are built – is there sufficient snow storage for clearing the bike lane(s), the road and the sidewalk? Or, will snow need to be removed because the bike lanes won't allow for snow storage? Are these bike lanes a 'NEED to HAVE' or a 'NICE to HAVE'? Or are they being proposed to appease Bike Winnipeg?	2/7/2024 10:24 PM
34	Connecting the existing Notre Dame Bike route to the Cumberland bike route?	2/7/2024 8:46 PM
35	I'm a cyclist and I find that the current cycling infrastructure is patchy and not always connected. Hopefully as more is added it makes more sense. This is a bit off topic, but the downtown cycling infrastructure does not in any way connect to north Winnipeg, particularly those that use Main Street. There are no good cycling routes through that area. You can pick from a residential street with stop signs at every intersection, sharing the transit lanes with busses, or going through Point Douglas which is patchy and included the impassable route under the Redwood Bridge. These options would not be acceptable to residents of south Winnipeg, but somehow they are ok for us north end and West Kildonan residents.	2/7/2024 8:38 PM
36	Both options should include traffic calming to make walking and cycling in that area safer.	2/7/2024 11:18 AM
37	Cyclist and pedestrian safety, minimizing conflicts	2/7/2024 9:14 AM
38	Consider schools and students crossing these busy streets to head north/south	2/7/2024 7:33 AM
39	Yes comuters to HSC complex	2/6/2024 6:05 PM
40	A connector is required between Maryland Street bike route and Bannatyne going South. Right now, you can only ride to Bannatyne, then the bike land disappears and there's no safe way to get to Maryland.	2/6/2024 3:48 PM

41	Not to proceed. As someone who drives in this area on a near daily basis, the existing bike lanes on Princess Street are extremely rarely used while have significantly reduced vehicular traffic capacity.	2/6/2024 3:46 PM
42	Besides the traffic on Cumberland, what will be done to help alleviate the poverty in this area to make these paths more desirable? Will the city be doing more than funding its cash cows of departments Streets and the Police?	2/5/2024 6:06 PM
43	How safe are cyclists there? Are there secure places nearby to lock bikes? Being around the hospital poses threats to things being stolen or vandalized. It wasn't safe for me to go there before, so I tend to avoid that area. If taxes for businesses were dropped, there were more parks or nature to enjoy, that would encourage more of us to come back.	2/5/2024 3:49 PM
44	Too much emphasis on unused bike lanes and not enough on keeping sidewalks clear for pedestrians. Waste of taxpayer dollars with no return on investment.	2/5/2024 9:45 AM
45	Who is paying for this? The 12 cyclists that go to or from work downtown? And then demand snow clearing for their lanes? Please make it make sense.	2/5/2024 8:55 AM
46	As long as connections to other routes make sense, both options are workable.	2/5/2024 8:19 AM
47	Should you want to remove roadway from motorists and provide it to cyclists, then cyclists should be licensed and insured.	2/4/2024 7:08 PM
48	Both these options are weird with having it not link up truly to the existing two-way bike lane on Notre Dame., Balmoral, and Hargrave	2/4/2024 6:07 PM
49	Overall connectivity is similar, so pick the option that is safest and fastest for bike commuters.	2/4/2024 4:32 PM
50	Consider the condition of the roadways before creating another headache.	2/4/2024 12:21 PM
51	I would prefer to keep a two-way bike lane and keep notre dame free for car. Better to keep inner-streets for pedestrians and bikes and have less conflict with car-driven people	2/4/2024 9:04 AM
52	Connectivity with other routes	2/4/2024 8:52 AM
53	no	2/3/2024 7:11 PM
54	DO NOT ADD MORE No right turn on red signs. ****these are currently ridiculous on the one way streets (esp for people who live downtown—during the many non-rush). The numerous no turn on red signs cause traffic congestion, and assume both cyclists and drivers are stupid and don't watch traffic.	2/3/2024 11:40 AM
55	Do a before and after count of bike lane usage: does all the time and money really increase bike usage, especially in winter when maintenance is much higher. I'm skeptical of the cost/benefit of developing year round bike lanes when there's snow on the ground for five months.	2/3/2024 10:08 AM
56	How it affects pedestrian traffic	2/2/2024 9:53 PM
57	If you're deciding between north side or south side, go south because of the school	2/2/2024 6:40 PM
58	Either option is better than NEITHER option.	2/2/2024 4:18 PM
59	definitely keep in mind where people are going to coming from and how the bike lane could make that trip nicer. destinations around there include grocery store, hospital, also with the beer vendor closing at balmoral the nearest one will be on Maryland just at the end of the proposed bike lane. so Its an active transport route already. add some nice features, make it cool.	2/2/2024 3:56 PM
60	Just to keep in mind that these routes end in areas that are quite inhospitable to active transport at the moment, hopefully future plans support extending the network of Notre dame out to Mcphillips and ideally some North/south infrastructure on major routes as currently there is no way to cycle safely into downtown from the north end of the city (main st/Mcphillips/ salter/ arlington)	2/2/2024 1:00 PM
61	Either way, you would need to install more traffic lights for the westbound cyclists since this is a one way eastbound traffic route at present. This could potentially be very confusing for new motorists and pedestrians alike.	2/2/2024 12:44 PM
62	need to allow cyclists (especially those going against the flow of car traffic) safe route to	2/2/2024 12:17 PM

	transition in/out of lane	
63	Whatever imposes the least disruptions should be the one chosen obviously. It must done, but let's make it as painless as physically possible.	2/2/2024 9:09 AM
64	Look at the amount of assaults in the area, maybe the money should go elsewhere?	2/2/2024 8:52 AM
65	Don't just stop bike lanes in the middle of nowhere, as currently is the case for most existing protected lanes. Zero natural end to them.	2/2/2024 8:09 AM
66	How many parking spots will be lost on each road? Have traffic studies been done with one fewer lane? How much will vehicle idling increase if right turns on red are no longer allowed?	2/2/2024 1:18 AM
67	Connecting to existing networks safely year round.	2/1/2024 6:23 PM
68	Bike lanes are not necessary in Winnipeg. Not enough people would use them to make the expense and inconvenience to the majority worth it. Also, bikes belong on the sidewalk. The danger to them is too high on the road.	2/1/2024 6:15 PM
69	given our city is growing we need to minimally maintain and preferably increase traffic lanes and parking rather than do anything to restrict them. Why not keep pedestrians on one side and convert the other sidewalk to bike traffic?	2/1/2024 4:56 PM
70	Is anyone going to use this?	2/1/2024 3:58 PM
71	Don't do it.	2/1/2024 2:49 PM
72	Bike paths should be raised to avoid tripping hazards and easier snow removal	2/1/2024 1:39 PM
73	Bus traffic. Number of large apartments and rooming houses on Cumberland. Young children, seniors, disabled.	2/1/2024 12:59 PM
74	I am unclear why two one-way bike lanes (similar to St Mary and York) are not on the table for Cumberland and Notre Dame.	2/1/2024 12:54 PM
75	Proper signage so that vehicle drivers understand how to interact with cyclists on the path.	2/1/2024 12:36 PM
76	People who live in the area are not going to care about using bike lanes. They use bikes as their primary mode of transportation. It isn't a hobby or choice. Give people wide, clean, safe, well-lit roads and they'll be fine.	2/1/2024 12:22 PM
77	Yes, do two-one ways instead of a two-way.	2/1/2024 12:21 PM
78	They will connect to the network, right?!?	2/1/2024 12:02 PM
79	Same as option one	2/1/2024 11:58 AM
80	There is no need for bike lanes in Winnipeg. They won't be used and they are hurting business by taking away parking.	2/1/2024 11:51 AM
81	Integration into the existing cycling path's	2/1/2024 11:15 AM
82	Put the route on Notre Dame	2/1/2024 11:08 AM
83	Cars need to ---MOVE !!!!!!	2/1/2024 10:43 AM
84	Same statement as above. I think it is important to have bike routes that make it accessible to get to place and not just through places. It makes it harder to access either Notre Dame or Cumberland if the bike lane is only one street.	2/1/2024 10:31 AM
85	The area around Central Park has a lot of pedestrian traffic, including young children. Sight lines from the bike lane to surroundings should be open to prevent surprise collisions with pedestrians, and pedestrian and bike spaces should be clearly differentiated or separated.	2/1/2024 10:22 AM
86	Use the available road space to maximize the movement of vehicles. Not that many people ride a bike to and from work on a daily basis.	2/1/2024 10:20 AM
87	Please ensure the lanes are protected with infrastructure so cars cannot drive into the lane.	2/1/2024 10:13 AM
88	Continue the bike lane through to Wellington to make a safe student priority bike street that will facilitate more active transportation for the 8 schools that feed off Wellington.	2/1/2024 10:04 AM
89	We don't want one.	2/1/2024 9:46 AM

90	notre Dame's sidewalks are barely used and the street seems to have a high level of truck traffic and air pollution from the traffic and dust and dirt. The area needs to be cleaned up and the sidewalks could be partly turned into bike lanes and active transportation corridors. We should get rid of parking on most of Notre Dame East, McPhillips, Portage Avenue and Pembina. Sidewalks do not have to be as big as they are.	2/1/2024 9:42 AM
91	Regular street cleaners. I would get weekly flats on my bicycle when I used to commute down Bannatyne and McDermot to HSC because of alcoholic glass bottles.	2/1/2024 9:35 AM
92	Never forget the need for wheelchair loading/unloading from vehicle to sidewalk.	2/1/2024 9:33 AM
93	See comments above regarding bike access to city place and Jets arena for future bike lane development.	2/1/2024 9:33 AM
94	I strongly support a bike lane on Cumberland (and understand that here, two ways makes most sense). I have no preference with regards to whether it is on the south or north sides of the avenue.	2/1/2024 9:10 AM
95	That office workers and others driving to and from downtown are far more critical for its survival as more than a have-not area than the handful of cyclists. City has already ruined many streets downtown, arguably worsening the environment. Getting rid of right turning lanes for cyclists means more cars lining up and idling.	2/1/2024 9:07 AM
96	Again, exceptionally clear signage, and in the case of the route being split as indicated, making sure there are safe ways for cyclists to get between routes (rather than simply merging with aggressive rush-hour traffic with little warning, as seems to be the M.O. where bike lanes end elsewhere in the city).	2/1/2024 9:06 AM
97	You still need to make it safe for cyclists to make left turns as going left leads to the exchange which is a popular cycling area.	2/1/2024 9:06 AM
98	Construct a bike path from Scotty's door step to city Hall.	2/1/2024 9:06 AM
99	The early light option like buses makes sense to me.	2/1/2024 8:59 AM
100	see previous commenrs	2/1/2024 6:30 AM
101	Not to bother adding any bike lanes in that area	1/31/2024 5:47 PM
102	Notre Dame already has estabished lanes downtown up to the Town Cinema. Why change the side?	1/31/2024 4:09 PM
103	The bi-directional bike lanes are dangerous at intersections. Cars do not look for cyclists.	1/31/2024 1:51 PM
104	do it. Great cities have built in bike infrastructure	1/31/2024 1:18 PM
105	Do not waste any more tax dollars on bike lanes.	1/31/2024 12:35 PM
106	why can't we have both? it would provide the safest path for bikers.	1/31/2024 11:07 AM
107	I'd love to see Notre Dame bike lanes continue as well so it's unfortunate that you aren't also considering that.	1/31/2024 11:07 AM
108	STOP WASTING MONEY ON BIKE LANES. OUR TAX MONEY SHOULD BE USED FOR IMPORTANT THINGS, NOT THIS.	1/31/2024 10:57 AM
109	I rarely see people in the bike lanes. The money spent on this is not a great investment while the city budget is in debt. Redirect the money to transit.	1/31/2024 10:08 AM
110	Keep in mind businesses need parking for their customers. People already don't come to downtown because of parking and now there's no room . Leave it as is and spend that money on more important things.	1/31/2024 9:43 AM
111	Cycle the proposed route repeatedly during your decision process. The plan has to translate from paper to potholes.	1/31/2024 9:33 AM
112	Find another option.	1/31/2024 9:30 AM
113	all drivers pay taxes/tire tax/etc. to update roads. maybe bikes need to have insurance/tire tax/etc. as well to help recover costs for these lanes.	1/31/2024 9:21 AM

114	Why is this city not using the already available sidewalk infrastructure? Use one side as pedestrian corridor and the other as cyclist corridor, not n the cyclist side pedestrians would treat it like cars must treat a diamond lane. They can only use it to enter or exit a biking and must cross to the pedestrian side at the nearest intersection. Only allowing the pedestrian to possibly be on the cyclist corridor for the single block. These leaves the roadways intact for vehicle traffic and caters to the pedestrians and cyclists with much less spending necessary. Perhaps some signage and lights.	1/31/2024 1:35 AM
115	protect both	1/30/2024 4:30 PM
116	I ride the Notre Dame route quite regularly. where the bike currently ends heading west, Notre Dame becomes a three lane. Although the road is quite busy, riding bike in the northern lane is actually not too bad without a bike lane, except for the odd parked car, which makes passing dangerous. I'm not convinced that an extended bike lane is absolutely necessary	1/30/2024 8:02 AM
117	Bike access only please. Cars should not be allowed on this stretch of road.	1/29/2024 12:14 PM
118	Stop killing downtown traffic	1/29/2024 10:51 AM
119	It is not necessary	1/29/2024 9:17 AM
120	I oppose bike lanes. We don't have enough roadways to support rush hour traffic.	1/28/2024 4:01 PM
121	Future connectivity.	1/28/2024 11:42 AM
122	No bike routes	1/28/2024 11:32 AM
123	As long as the interchanges are well done, I don't see how it maters which side of the street it is on.	1/28/2024 11:08 AM
124	Don't just stop the bike lane, make it go all the way. That area is pretty unsafe for cyclist right now so we need safe options so we can continue to ride safely	1/28/2024 10:04 AM
125	Crime and gang activity	1/28/2024 9:59 AM
126	abundant signs thru the whole route is a must to make motorists aware	1/28/2024 9:51 AM
127	Emergency vehicles need priority. What you have done on Assiniboine is ridiculous.	1/28/2024 9:30 AM
128	Ensuring vehicle traffic still has enough lanes to travel	1/28/2024 8:56 AM
129	Yea nobody will use them	1/27/2024 9:49 PM
130	Make sure that signs are placed such that vehicles with large mirrors are not on a collision course for simply being close to the curb. It's a huge shame that the city & its contractors have signs for new bike lanes (among other places) that continuously get hit by mirrors etc. resulting in black-marked, bent, missing, destroyed signs & damaged mirrors in some cases. These signs when hit make the city look dumpy & incompetent. Perhaps in a few cases, these collisions could result in personal injury. And all that was needed to prevent this was some foresight in determining the height of the sign, placement, or other factors to get it out of the way & keep them in place & looking new.	1/27/2024 8:15 PM
131	two way protected bike-lanes are a great idea but they may cause too much confusion on the road that's why i slightly oppose them. however, i don't know how they will be designed, maybe after seeing the design and safety considerations, i can change my mind to support option 1.	1/27/2024 4:52 PM
132	Flow of traffic and the fact that majority of bike season is spring to fall. Winnipeg is notorious for losing the full width of the street with snow all ready and you want to narrow that even more with bike lanes which does not make sense.	1/27/2024 2:14 PM
133	A complete waste of tax payers funds that should go to improving safety .	1/27/2024 12:55 PM
134	Fix what we have first instead of building new for bikes lanes that are primarily empty	1/27/2024 9:40 AM
135	This is Winnipeg not Vancover or Toronto.	1/26/2024 8:17 PM
136	Bike lanes need to be plowed in the winter.	1/26/2024 6:38 PM
137	Winter. Snow clearing of these proposed bike lanes, will only the business and residents in those areas pay for their clearing and upkeep.	1/26/2024 3:40 PM
138	We have to do this ASAP.	1/26/2024 3:30 PM

139	I don't like the slip lanes from Sherbrook and Balmoral onto Cumberland and would love to see their removal incorporated into the project.	1/26/2024 2:14 PM
140	No	1/26/2024 2:10 PM
141	lane width that a City bus requires, plus minimum distance to the curb (6 in.), plus snow bank width	1/26/2024 1:15 PM
142	N/A	1/26/2024 12:33 PM
143	I just want a safe protected bike lane. And slower traffic on Cumberland.	1/26/2024 12:00 PM
144	As long as it protected, that is great!	1/26/2024 11:00 AM
145	Yes, why protected bike lanes on busy streets? As a cyclist I do not want to be near higher volumes of traffic. Travel down side/less used streets is more desireable. McDermott or Bannatyne are better options for cycling. Quieter and more tree lines, more comfortable ride and less wind swept area for riding then use Carlton or like if needing to go south.	1/26/2024 11:00 AM
146	How does the proposed two way connect safely with existing bike paths.	1/26/2024 10:34 AM
147	Look at Cumberland Ave where would you put this bike path? Even if you eliminate all parking it's ridiculous	1/26/2024 9:30 AM
148	Any bikes lanes in this area will be used by wheelchairs and strollers as well and they will.need to be well maintained and ploughed often.	1/26/2024 9:20 AM
149	Stop wasting money on useless bike lanes	1/26/2024 9:17 AM
150	Fix the roads instead.	1/26/2024 8:49 AM
151	High curbs	1/26/2024 8:37 AM
152	Remove all bike routes downtown	1/26/2024 7:54 AM
153	Don't stop short of a connection to Maryland (and make that protected too)	1/26/2024 6:40 AM
154	Please ensure that the path along Cumberland is completely protected and convenient for cyclists. Give cyclists priority at intersections and make sure they aren't required to have frequent stops. How does a cyclist get from Cumberland to Maryland? It's already quite terrible to get from southbound Sherbrook to Maryland.	1/26/2024 3:26 AM
155	Please, proper signage to link the NDAve bicycle lane to the CAve bicycle lane is important. I've found myself going the wrong way so often (on a bicycle even) in Winnipeg because there are like no signs, or misleading signs.	1/26/2024 12:26 AM
156	Yeah, quit adding bike lanes to the city and taking out regular lanes of traffic you idiots. This city is a snarl in rush-hour as it is. A bunch of circus monkeys could plan this [redacted] city better than you clowns!	1/25/2024 11:15 PM
157	How many people ride bikes? Does the small number of bike users warrant such an expense and think of the traffic congestion when 1 of 2 useable lanes are taken away for bike lanes never used.	1/25/2024 10:56 PM
158	Consider peak traffic flow. Based on personal observations, more cars tend to turn south off Cumberland towards downtown which could cause delays or accidents with bicycle cross-traffic	1/25/2024 10:14 PM
159	No to bike lanes	1/25/2024 9:50 PM
160	Winter snow clearing.	1/25/2024 9:15 PM
161	No bike lanes	1/25/2024 9:05 PM
162	Justify, use vs cost to implement and maintain. Show me the study.	1/25/2024 8:01 PM
163	Don't mess with the streets instead make the sidewalks multipurpose with bike lanes	1/25/2024 7:31 PM
164	Not at this time	1/25/2024 6:46 PM
165	ensure to maintain current traffic lanes, space and parking	1/25/2024 6:43 PM

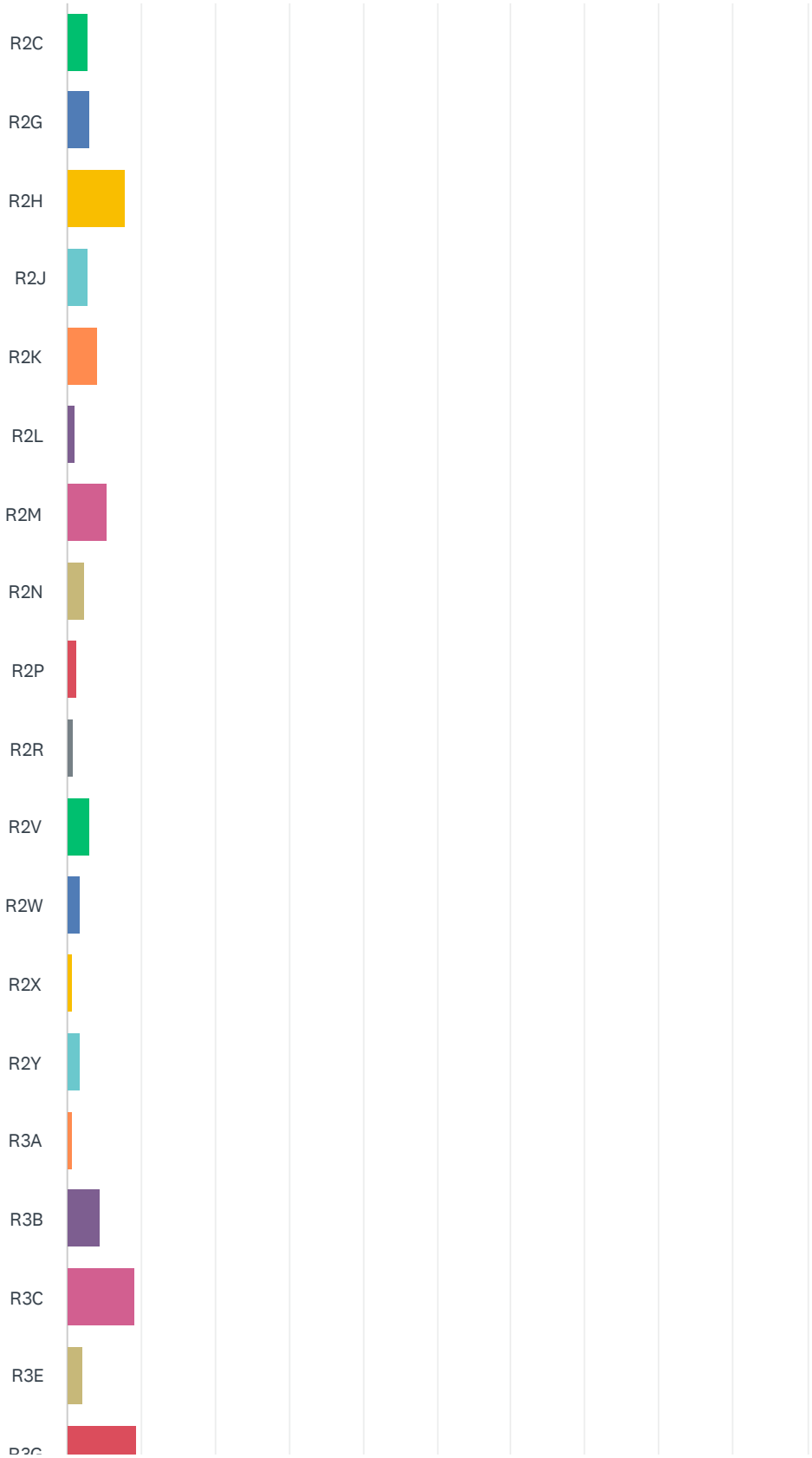
166	Don't do it, use the money to upkeeping roads and side walks.	1/25/2024 5:00 PM
167	Clean the needles	1/25/2024 4:58 PM
168	Enforce laws on bikers and insurance and I would probably change my mind.	1/25/2024 4:40 PM
169	It would be great if all bike lanes had the green light before motorists to allow them to move out of the turning traffic and reduce collisions	1/25/2024 4:31 PM
170	Enforcing traffic rules to all riders fir tge safety of everyone, an improving safety in general to encourage people to use bikes	1/25/2024 4:15 PM
171	Educate cyclists on how to ride safely and legally in conjunction with vehicle traffic.	1/25/2024 3:57 PM
172	Lots more bike lanes please!	1/25/2024 2:33 PM
173	See previous comments	1/25/2024 2:31 PM
174	not enough room on the road as it is, bike lanes are used less then 6 month out of the year.	1/25/2024 1:51 PM
175	traffic lights	1/25/2024 1:17 PM
176	Raised pedestrian crosswalks would also help keep cyclists and pedestrians safe by forcing drivers to slow down. As well, right angle instead of sloped cubs would have minimal negative impact to drivers and large positive impacts for cyclists and pedestrians	1/25/2024 12:39 PM
177	The route should continue onto Wellington and terminate at McGee. This is so it can provide safe and direct access to Maryland and Sherbrook, two main routes for urban cyclists. Also, the McDermot line should connect to the Maryland line via protected lane. Both Maryland and Sherbrook should be made protected due to vehicle flow. This will make cycling more appealing for commuters since both these roads during rush hour lock up.	1/25/2024 11:55 AM
178	Again, consider trees by the bike lanes for protection and car noise pollution reduction. Raised bike lane should be considered so that those in vehicles that cross into the bicycles intersections are forced to slow down.	1/25/2024 11:27 AM
179	Keep lanes clear of snow, debris and cars. Keep in mind cyclists also need to turn left, make that possible at intersections.	1/25/2024 11:21 AM
180	Don’t just consider cyclists. Others (pedestrians and vehicles) also use the area. Don’t recreate a nightmare that Nassau Street has become.	1/25/2024 10:42 AM
181	My preference would be a single bike lane with the traffic on both Notre Dame and Cumberland.	1/25/2024 10:42 AM
182	Safety for cyclists. A car will win every time should there be an accident and we don't want deaths (obviously).	1/25/2024 10:37 AM
183	I love that my city is adding protected bike lanes. While I wish we were being as aggressive as Edmonton with our planning, I am still happy the work is being done and understand as an activist that full connective networks don't happen over night.	1/25/2024 10:22 AM
184	think like COMMUTERS of all ages not recreational riders	1/25/2024 10:18 AM
185	I don't know who to fix the problem. But having bus stops pretty much on the bike lane is dangerous for both the cyclist and the people at the bus stops.	1/25/2024 10:09 AM
186	Downtown should focus on public transit, cycling and walking. Automobile through traffic schould be eliminated	1/25/2024 9:58 AM
187	Why not just a 1-way bike lane on both sides of the street?	1/25/2024 9:40 AM
188	As above	1/25/2024 9:38 AM
189	Why not both?	1/25/2024 9:10 AM
190	I also ride on Notre Dame, and it's very annoying that the two-way lane stops at Adelaide Street instead of connecting to the bike lane on Ellen Street.	1/25/2024 8:46 AM
191	This area of the city is very unsafe and unsightly - it needs to be cleaned up before I would bike there.	1/25/2024 8:04 AM

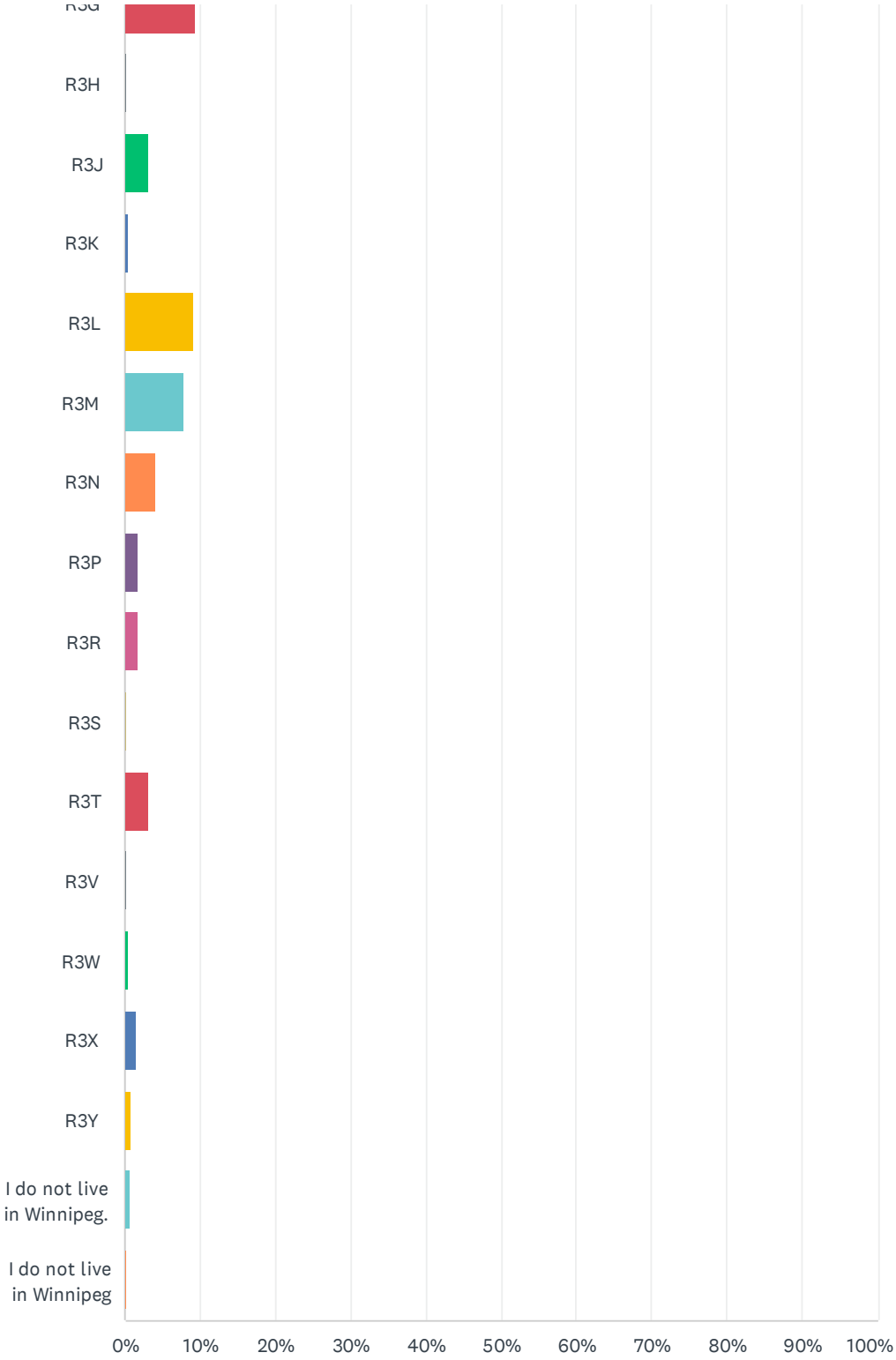
192	Please take a look at volume of bikes using infrastructure none of this makes sense without efficiency and accountability to the taxpayers and insurance payers which are not cyclists	1/25/2024 8:02 AM
193	Bollards to prevent parking in the two way lane will be essential.	1/25/2024 7:42 AM
194	the current lack of connection from Bannatyne to Maryland is terrible. IN the summer I take my chances on the road but in the winter I backtrack southward along the Sherbrooke bike lane to cross westward on the sidewalk at Cumberland	1/25/2024 7:16 AM
195	I oppose bike lanes	1/25/2024 6:53 AM
196	Stop putting in bike lanes and reducing lanes that cars can use. Downtown bike lanes are not being utilized enough to justify their existence.	1/25/2024 5:26 AM
197	No	1/25/2024 1:48 AM
198	Try to make all of notre dame to Erin a protected bike lane.	1/25/2024 1:03 AM
199	Mostly access to other bike lanes, which is it easier to join the path on, which this is not clear on the map, whichever requires less crossing of traffic to turn on to Sherbrooke/Maryland for example is optimal.	1/25/2024 1:02 AM
200	We should have one way protected bike lanes on both sides that follow the same direction as other traffic.	1/25/2024 12:25 AM
201	Safety of cyclists and pedestrians should be prioritised in the decision making process.	1/24/2024 11:19 PM
202	No	1/24/2024 11:16 PM
203	Traffic	1/24/2024 10:20 PM
204	Bike routes have made a mess of downtown You don't need to expand this further	1/24/2024 10:11 PM
205	There is a big grocery store on the north side, and nothing on the south side (I think), so it would be nice to not have to mingle with the traffic that comes out of the grocery store street. Same further east at the Balmoral.	1/24/2024 10:10 PM
206	Keep it simple.	1/24/2024 9:48 PM
207	Strongly support either option. More cycling infrastructure is needed everywhere in this city.	1/24/2024 8:49 PM
208	Maybe.	1/24/2024 8:42 PM
209	Again please just go with the 1way bike lane on each road for safety reasons	1/24/2024 8:30 PM
210	Please make this path well protected because drivers around here are idiots	1/24/2024 7:46 PM
211	Register bikes.	1/24/2024 7:44 PM
212	i have no preference here	1/24/2024 7:32 PM
213	Please consider intersection geometry and drainage. Bannatyne is a great bike lane but huge problems with pooling water make it unsafe. And some intersections are sketchy.	1/24/2024 7:31 PM
214	Don't make the lanes too narrow like where eastbound Wellington turns into stradbrook. Parking lane and driving lanes are far too narrow	1/24/2024 6:58 PM
215	I have less of an opinion on this other than I think more protected lanes are good	1/24/2024 6:57 PM
216	Build first access to safe bike roads coming from the north end. I am not sure why these options are looked into when McDermot offers a easy and safe bike route already.	1/24/2024 6:49 PM
217	Keep in mind that this is your fault when it all goes sideways.	1/24/2024 6:35 PM
218	Please no more bike lanes. Quit wasting money.	1/24/2024 6:01 PM
219	Stop closing lanes of traffic. I cannot even fathom why anyone would welcome this idiot idea.	1/24/2024 5:30 PM
220	Safety	1/24/2024 5:27 PM
221	Winter city 5 months a year path	1/24/2024 5:17 PM
222	Listen to cyclists not drivers. We all know one way bike lane is best. Unfortunately the more the city tries to compromise to make everyone happy, the more inaccessible, unsafe, and	1/24/2024 5:04 PM

	unpleasant bike lanes become	
223	Why a two way lane here? This is arguably a lower income area of the city and some may perceive this to be another example of worse service delivery for areas with lower SES	1/24/2024 4:47 PM
224	They are completely unnecessary and a criminal waste of taxpayers money.	1/24/2024 4:46 PM
225	Good idea, but it should be on Notre Dame	1/24/2024 4:27 PM
226	Proper signals for cyclists at all intersections and signage for turning vehicles.	1/24/2024 3:50 PM
227	Safety for cyclists! Provide lead signals for cyclists (and pedestrians) at signalized intersections	1/24/2024 3:49 PM
228	More important than either of my preferences above is ensuring smoothness of the connections to other bike lanes, like those on Fort and Garry. The wayfinding, signage, and type of lanes used should be as similar as possible.	1/24/2024 3:37 PM
229	Stop wasting money.	1/24/2024 3:35 PM
230	Two way. Please stop prioritizing cars getting through areas versus getting to downtown. Prioritize pedestrians and cyclists. Allow cars as guests. Slow speeds, no trucks and tow way traffic with traffic calming measures.	1/24/2024 2:54 PM
231	Potential cyclist/vehicle conflicts at intersection, especially uncontrolled intersections or intersections without lights.	1/24/2024 2:44 PM
232	Cyclist comfort is nice -- it is a deserving consideration -- but cyclist *safety* is imperative and is a necessary consideration. And don't forget to ensure lanes are *wide enough* for both their intended users and for the equipment needed to properly and promptly maintain them.	1/24/2024 2:23 PM
233	FIX THE ROADS FIRST	1/24/2024 2:19 PM
234	Connections between this corridor and nearby bike lanes are critical. There is a fair amount of cycle traffic that would make use of this if it integrates safely and clearly with the rest of the cycling infrastructure nearby.	1/24/2024 2:19 PM
235	Waste of money	1/24/2024 1:53 PM
236	There are more people biking then estimated and even this winter there are lots of bikes around. There's no reason why Winnipeg can't be the winter biking capital of the world.	1/24/2024 1:38 PM
237	The biggest impact will be the ease of cyclists getting onto or off of the north or south side of the street.	1/24/2024 1:34 PM
238	Major routes, trucks, ambulances, all impacted. Stop catering to the bike lobby.	1/24/2024 1:26 PM
239	Check the traffic patterns for cars on Cumberland and see which of the turns (south or north) has the most traffic. If the north option is picked, use exclusive bike lights.	1/24/2024 1:13 PM
240	No	1/24/2024 12:59 PM
241	Put protected lanes on both sides of the street.	1/24/2024 12:42 PM
242	Connectivity to other bike lanes in the area	1/24/2024 12:19 PM

Q19 Please provide the first three characters of your postal code.

Answered: 846 Skipped: 434




R3G
R3H
R3J
R3K
R3L
R3M
R3N
R3P
R3R
R3S
R3T
R3V
R3W
R3X
R3Y
I do not live in Winnipeg.
I do not live in Winnipeg
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

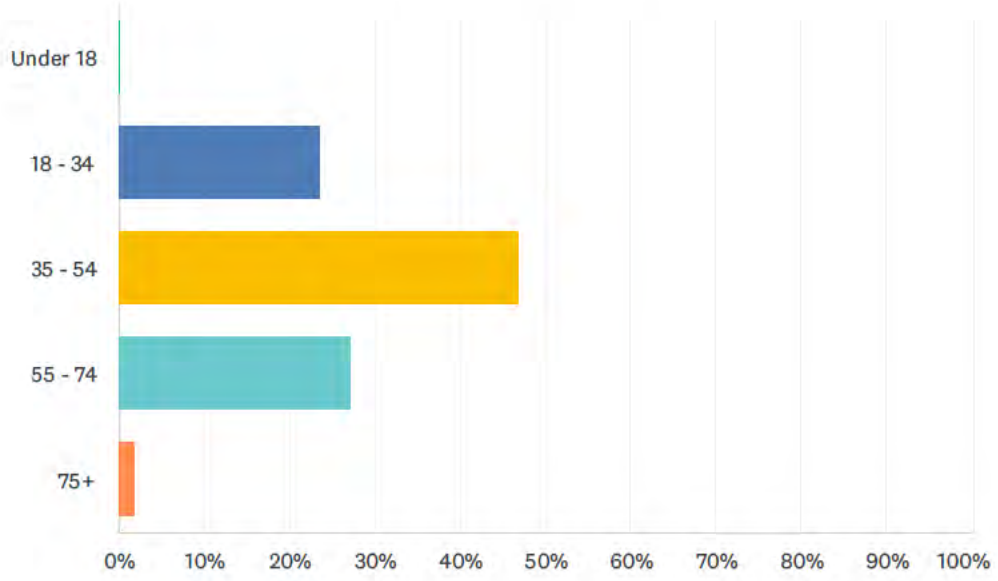
ANSWER CHOICES	RESPONSES	
R2C	2.72%	23
R2G	3.07%	26
R2H	7.92%	67
R2J	2.72%	23
R2K	4.14%	35
R2L	1.06%	9
R2M	5.32%	45
R2N	2.36%	20
R2P	1.30%	11
R2R	0.95%	8
R2V	3.07%	26
R2W	1.77%	15
R2X	0.71%	6
R2Y	1.65%	14
R3A	0.59%	5
R3B	4.49%	38
R3C	9.10%	77
R3E	2.13%	18
R3G	9.34%	79
R3H	0.12%	1
R3J	3.19%	27
R3K	0.35%	3
R3L	9.10%	77
R3M	7.92%	67
R3N	4.02%	34
R3P	1.77%	15
R3R	1.77%	15
R3S	0.24%	2
R3T	3.19%	27
R3V	0.24%	2
R3W	0.47%	4
R3X	1.42%	12

R3Y	0.95%	8
I do not live in Winnipeg.	0.71%	6
I do not live in Winnipeg	0.12%	1
TOTAL		846

#	I DO NOT LIVE IN WINNIPEG	DATE
1	R0j	1/25/2024 10:51 PM

Q20 What is your age?

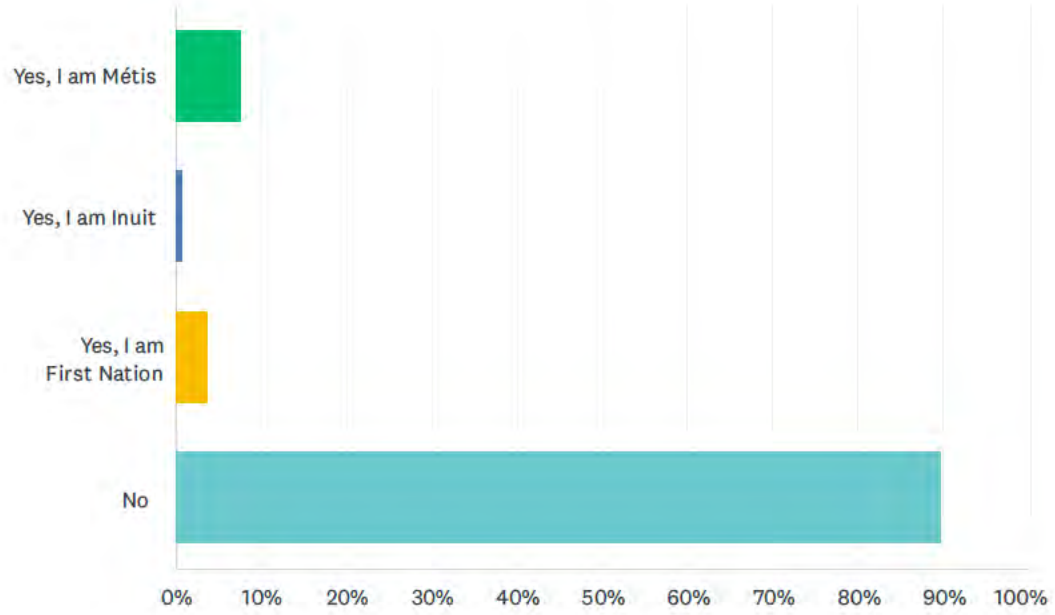
Answered: 932 Skipped: 348



ANSWER CHOICES	RESPONSES	
Under 18	0.11%	1
18 - 34	23.71%	221
35 - 54	47.00%	438
55 - 74	27.36%	255
75+	1.82%	17
TOTAL		932

Q21 Indigenous Peoples: An Indigenous person is a member or citizen of a First Nation, the Métis Nation, or Inuit Homeland. Are you an Indigenous person?

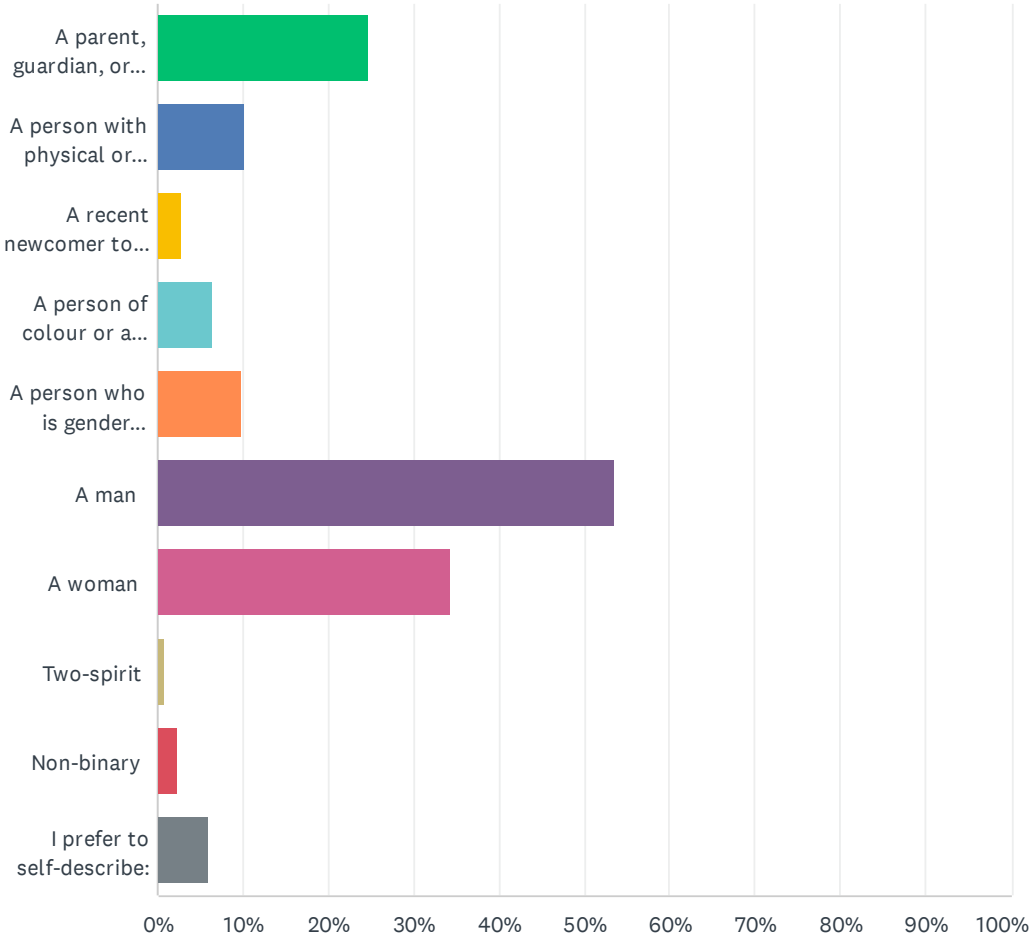
Answered: 903 Skipped: 377



ANSWER CHOICES	RESPONSES	
Yes, I am Métis	7.64%	69
Yes, I am Inuit	0.78%	7
Yes, I am First Nation	3.77%	34
No	89.70%	810
Total Respondents: 903		

Q22 Please self-identify as you feel comfortable.

Answered: 894 Skipped: 386



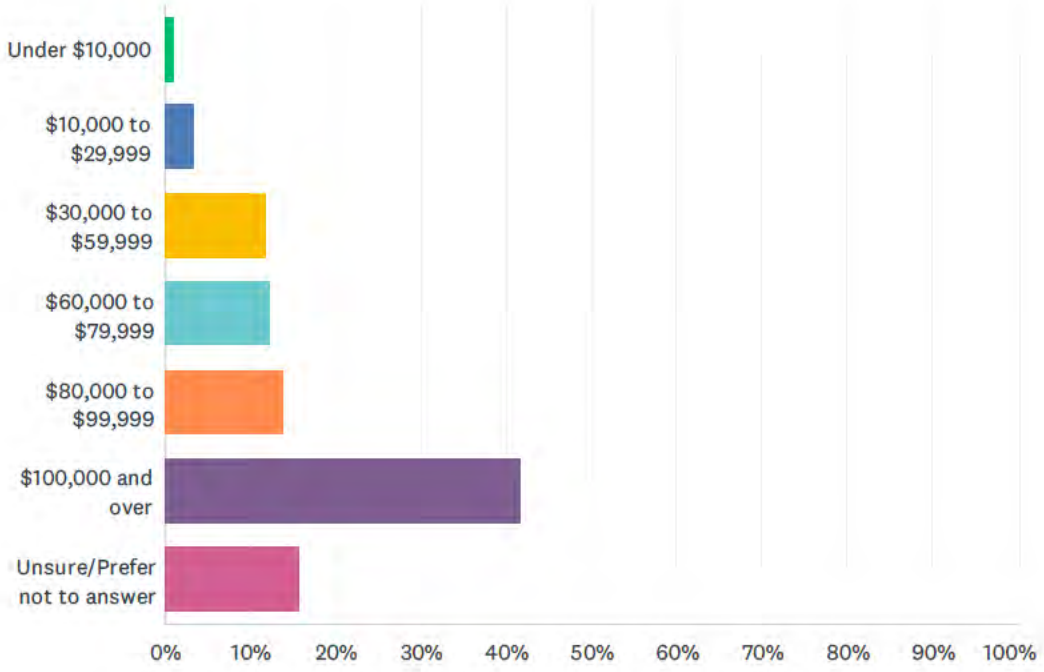
ANSWER CHOICES	RESPONSES	
A parent, guardian, or caregiver of a dependent	24.83%	222
A person with physical or non-visible disabilities	10.18%	91
A recent newcomer to Winnipeg	2.68%	24
A person of colour or a person who is racialized	6.38%	57
A person who is gender and/or sexually diverse (2SLGBTQQIA+)	9.73%	87
A man	53.58%	479
A woman	34.34%	307
Two-spirit	0.78%	7
Non-binary	2.35%	21
I prefer to self-describe:	5.93%	53
Total Respondents: 894		

#	I PREFER TO SELF-DESCRIBE:	DATE
1	stop collecting information on me	2/14/2024 9:31 AM
2	Human Being	2/14/2024 8:37 AM
3	A person of colour who works hard to NOT be racialized	2/12/2024 12:06 AM
4	'please use my name to identify me'	2/10/2024 9:15 PM
5	many	2/8/2024 7:04 PM
6	I am an advocate for transportation options for Older adults	2/7/2024 3:33 PM
7	No	2/7/2024 3:13 PM
8	neurodiverse	2/5/2024 6:08 PM
9	Canadian, Manitoban, Winnipegger.	2/5/2024 9:01 AM
10	Francophone	2/4/2024 1:01 PM
11	unihorn	2/3/2024 4:22 PM
12	What bearing do this have on my opinion	2/3/2024 3:48 PM
13	This question is irrelevant to this survey, as is the one above	2/2/2024 10:06 PM
14	What has the above hot to do with this survey? Nothing! Keep it to the basics please. Same with Q 21	2/1/2024 9:54 PM
15	This is a ridiculous question that shouldn't be included in this survey as it should have no bearing on the results	2/1/2024 6:17 PM
16	A person	2/1/2024 6:08 PM
17	ridiculous question	2/1/2024 3:22 PM
18	Really???	2/1/2024 2:56 PM
19	Have you lost your mind. What difference does this make!!!	2/1/2024 2:52 PM
20	supporter of people living with poverty and disabilities	2/1/2024 12:23 PM
21	I identify as a kumquat.	2/1/2024 11:17 AM
22	An ordinary citizen, motorist and taxpayer.	2/1/2024 10:22 AM

23	Na	2/1/2024 10:19 AM
24	I'm really not sure why this information is relevant	2/1/2024 9:54 AM
25	Alien from planet Zork, why not?	2/1/2024 9:21 AM
26	No	2/1/2024 9:15 AM
27	A concerned resilient native born Canadian citizen devoid of the Victimhood mindset and 'woke' ideologies.	1/31/2024 11:17 AM
28	I don't feel this question is appropriate given the subject matter	1/31/2024 10:11 AM
29	Gay	1/31/2024 10:09 AM
30	no	1/31/2024 9:58 AM
31	a Manitoban and a Canadian	1/31/2024 9:23 AM
32	Human with a car	1/29/2024 10:52 AM
33	this is none of your business	1/28/2024 12:38 PM
34	A Canadian tax payer	1/28/2024 9:32 AM
35	Shouldn't matter	1/27/2024 8:57 PM
36	A person with mental health challenges	1/27/2024 8:18 PM
37	Taxpayer	1/27/2024 9:41 AM
38	Nobody's business	1/26/2024 8:46 PM
39	What does it matter?	1/26/2024 6:39 PM
40	Why is question 21 relevant	1/26/2024 3:43 PM
41	Pissed off taxpayer!	1/25/2024 11:16 PM
42	This is a stupid survey	1/25/2024 9:07 PM
43	Unicorn	1/25/2024 2:49 PM
44	Human	1/25/2024 2:02 PM
45	N/a	1/25/2024 11:28 AM
46	Not relevant	1/25/2024 6:38 AM
47	7	1/25/2024 12:04 AM
48	Atomic bomb	1/24/2024 10:13 PM
49	not stupid	1/24/2024 6:36 PM
50	A person who can't drive	1/24/2024 5:52 PM
51	Irrelevant Citizen of Winnipeg	1/24/2024 3:36 PM
52	A Jew.	1/24/2024 1:27 PM
53	N/a	1/24/2024 11:34 AM

Q23 Which of the following categories best describes your family income? That is, the total income before taxes of all persons in your household?

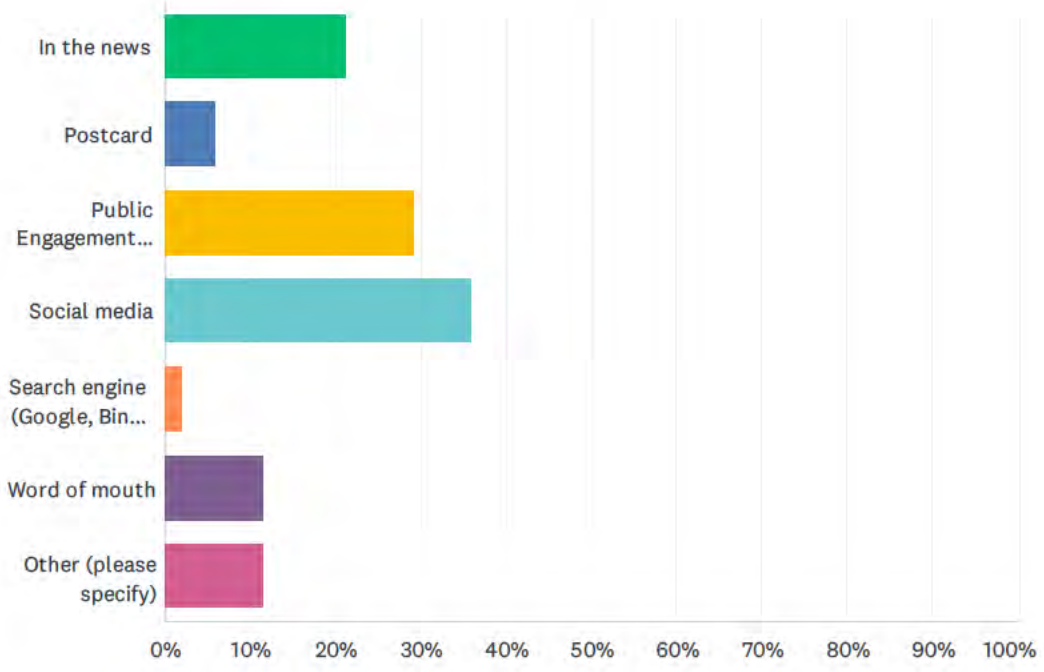
Answered: 928 Skipped: 352



ANSWER CHOICES	RESPONSES	
Under $10,000	0.97%	9
$10,000 to $29,999	3.45%	32
$30,000 to $59,999	11.96%	111
$60,000 to $79,999	12.28%	114
$80,000 to $99,999	13.79%	128
$100,000 and over	41.81%	388
Unsure/Prefer not to answer	15.73%	146
TOTAL		928

Q24 How did you hear about this project? Select all that apply.

Answered: 935 Skipped: 345



ANSWER CHOICES	RESPONSES	
In the news	21.28%	199
Postcard	5.88%	55
Public Engagement Newsletter	29.20%	273
Social media	36.04%	337
Search engine (Google, Bing, etc.)	2.14%	20
Word of mouth	11.55%	108
Other (please specify)	11.44%	107
Total Respondents: 935		

#	OTHER (PLEASE SPECIFY)	DATE
1	Email	2/15/2024 9:10 AM
2	Email	2/15/2024 9:00 AM
3	Email	2/15/2024 8:31 AM
4	Friend	2/14/2024 6:06 PM
5	business associate of mine	2/14/2024 8:55 AM
6	WRREB	2/13/2024 8:16 AM
7	Construction forum	2/11/2024 6:27 PM

8	email	2/10/2024 9:15 PM
9	I work for the CoW libraries and got a notification in my work email	2/10/2024 12:09 PM
10	email	2/10/2024 11:05 AM
11	Emailed	2/10/2024 8:45 AM
12	Variety of sources and resources	2/9/2024 9:51 PM
13	Facebook	2/9/2024 10:49 AM
14	I work at the University of Winnipeg	2/9/2024 8:02 AM
15	email	2/8/2024 9:07 PM
16	avid cyclist but not with bike winnipeg	2/8/2024 7:04 PM
17	I volunteered to participate as a member of University of Winnipeg	2/7/2024 2:52 PM
18	University of Winnipeg sustainability office newsletter	2/7/2024 12:43 PM
19	Through uofw	2/7/2024 9:44 AM
20	Work	2/7/2024 8:51 AM
21	UW student New Letter	2/7/2024 8:49 AM
22	university of winnipeg email	2/7/2024 7:10 AM
23	Through the UofW	2/6/2024 6:26 PM
24	UW newsletter.	2/6/2024 5:26 PM
25	University of Winnipeg newsletter	2/6/2024 3:49 PM
26	UW	2/6/2024 3:42 PM
27	Bike Winnipeg	2/6/2024 3:16 PM
28	skyscraperpage	2/6/2024 1:14 PM
29	City of Winnipeg Email	2/6/2024 11:21 AM
30	just looking to see how Winnipeg's tax and funds are being poorly invested.	2/5/2024 6:08 PM
31	email	2/5/2024 11:01 AM
32	work in the Exchange where bike lanes have become the norm even when detrimental to emerg vehicles and pedestrian safety (sidewalks are ignored while bike lanes are cleared)	2/5/2024 9:47 AM
33	Email	2/5/2024 9:24 AM
34	email invitation	2/4/2024 6:20 PM
35	I'm on your email list	2/3/2024 10:10 AM
36	Other	2/2/2024 10:06 PM
37	Our City Newsletter	2/2/2024 3:28 PM
38	An urbanist website	2/2/2024 2:51 PM
39	email	2/2/2024 12:45 PM
40	email	2/2/2024 10:45 AM
41	I am on an email list and get notices.	2/2/2024 9:40 AM
42	Emails from the city	2/2/2024 8:54 AM
43	City email list	2/2/2024 8:41 AM
44	Employer newsletter	2/2/2024 7:17 AM
45	Email subscriber	2/1/2024 8:43 PM

46	Soouse	2/1/2024 4:58 PM
47	City employee email distribution	2/1/2024 3:36 PM
48	Email	2/1/2024 2:56 PM
49	email	2/1/2024 12:23 PM
50	email from engage	2/1/2024 12:11 PM
51	email	2/1/2024 11:52 AM
52	email	2/1/2024 11:27 AM
53	I am on your mailing list	2/1/2024 11:08 AM
54	e-mail	2/1/2024 10:45 AM
55	Email	2/1/2024 10:31 AM
56	Inside information from city hall employee	2/1/2024 10:20 AM
57	Email to me	2/1/2024 10:19 AM
58	Email from city	2/1/2024 10:04 AM
59	email from the City engagement site	2/1/2024 9:43 AM
60	Email	2/1/2024 9:42 AM
61	email sent to me	2/1/2024 9:40 AM
62	webmail	2/1/2024 9:36 AM
63	Emails from city engagement because i complete a lot of these surveys	2/1/2024 9:34 AM
64	email	2/1/2024 9:07 AM
65	Bike Winnipeg	2/1/2024 9:00 AM
66	Email	1/31/2024 1:59 PM
67	Work Newsletter	1/31/2024 1:29 PM
68	I work for the city	1/31/2024 11:08 AM
69	internal city email	1/31/2024 10:50 AM
70	"3 Things Today" email that came to me as I work for the city	1/31/2024 10:08 AM
71	3 things	1/31/2024 9:34 AM
72	City email	1/31/2024 9:27 AM
73	through my work	1/31/2024 9:25 AM
74	Waste of money	1/30/2024 5:26 PM
75	city of winnipeg website	1/30/2024 1:56 PM
76	The Wpg Free Press	1/28/2024 10:21 AM
77	city of wpg website	1/28/2024 9:53 AM
78	searched on the internet about how to engage with winnipeg city and came across this website and poll.	1/27/2024 4:56 PM
79	Email	1/27/2024 8:07 AM
80	E-mail	1/26/2024 8:18 PM
81	Emailed to my inbox	1/26/2024 6:39 PM
82	city website	1/26/2024 2:15 PM

83	City of Winnipeg online newsletter	1/26/2024 1:53 PM
84	It was emailed to me	1/26/2024 1:16 PM
85	Looking at the Newsroom section of CofW website.	1/26/2024 12:27 AM
86	I'm annoyed when I see a bike lane & no one using it	1/25/2024 9:07 PM
87	Radio	1/25/2024 8:38 PM
88	received an email	1/25/2024 2:52 PM
89	bathroom stall.	1/25/2024 2:49 PM
90	Winnipeg subreddit	1/25/2024 12:37 PM
91	Winnipeg Free Press today, Page B3	1/25/2024 10:43 AM
92	radio	1/25/2024 9:05 AM
93	News	1/25/2024 8:02 AM
94	Email	1/25/2024 7:39 AM
95	reddit	1/24/2024 11:09 PM
96	Reddit	1/24/2024 10:08 PM
97	Reddit	1/24/2024 10:02 PM
98	Reddit	1/24/2024 9:50 PM
99	Reddit	1/24/2024 8:57 PM
100	Reddit	1/24/2024 8:50 PM
101	stupidity spreads fast.	1/24/2024 6:36 PM
102	Reddit	1/24/2024 5:52 PM
103	Reddit	1/24/2024 5:14 PM
104	City website	1/24/2024 3:50 PM
105	Wpg Free Press online	1/24/2024 3:36 PM
106	Yes	1/24/2024 3:36 PM
107	Office colleague.	1/24/2024 2:54 PM

Appendix C – Survey analysis

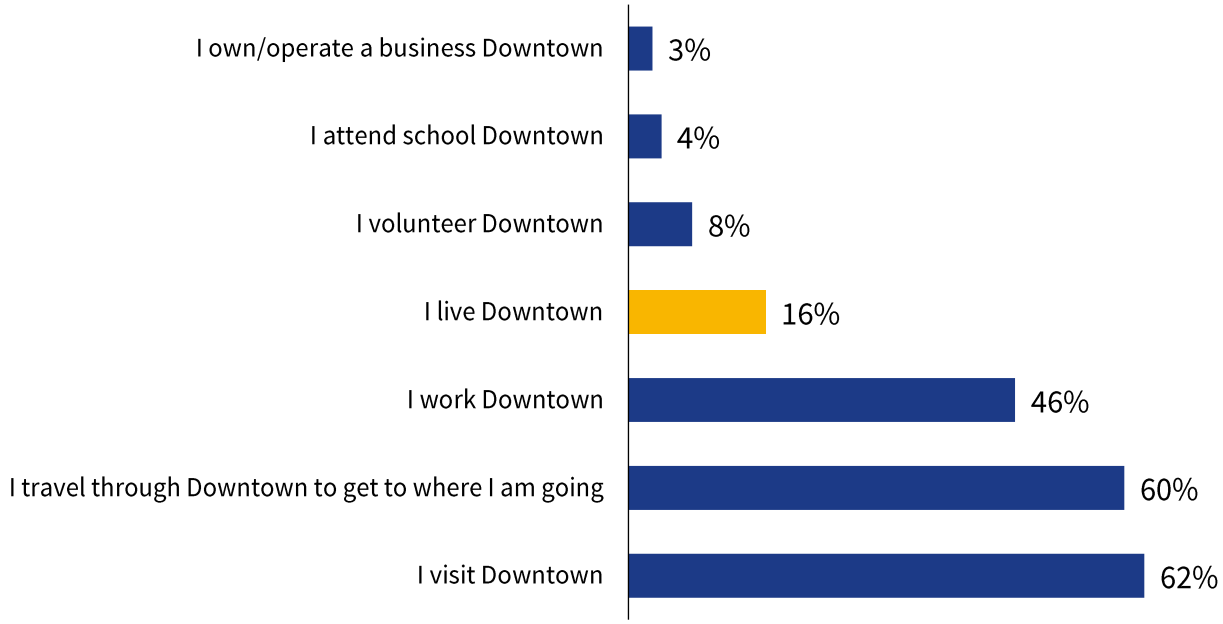
Appendix C: Survey Analysis

Who We Heard From:

During the period that the survey was open, we received 1,280 responses. We asked participants their connection to downtown. Around 16% of survey respondents live downtown. The majority of respondents work, visit businesses, or travel through downtown (**Figure 1**).

Figure 1. Connection to Downtown Winnipeg

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



St. Mary Avenue and York Avenue Bike Routes:

Respondents indicated whether they live on or near St. Mary Avenue or York Avenue:

2% (20 respondents) ***live on*** St. Mary Avenue or York Avenue

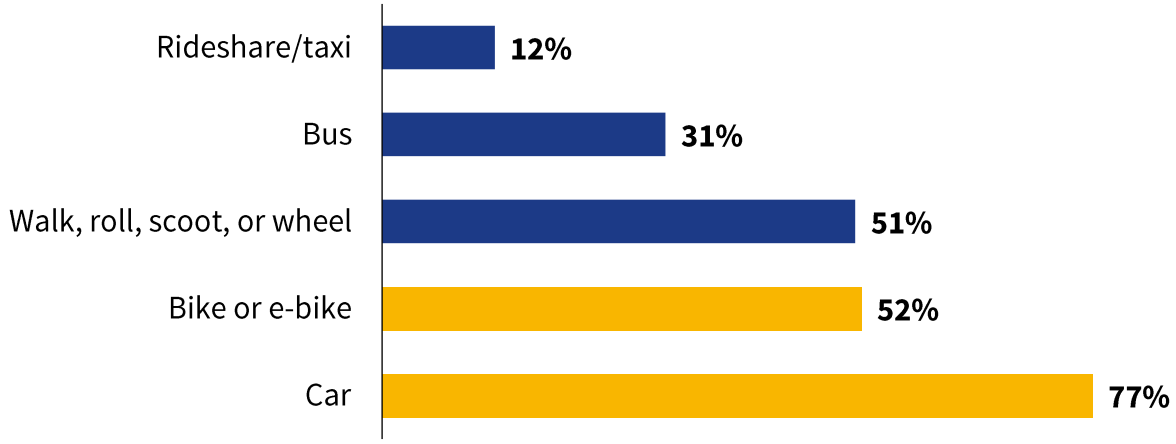
16% (162 respondents) ***live near*** St. Mary Avenue or York Avenue.

4% (41 respondents) indicated they own or operate a business or property on or near St. Mary Avenue or York Avenue.

Overall, most respondents get around St. Mary Avenue or York Avenue by car (775 respondents) or by bike or e-bike (523 respondents) (**Figure 2**).

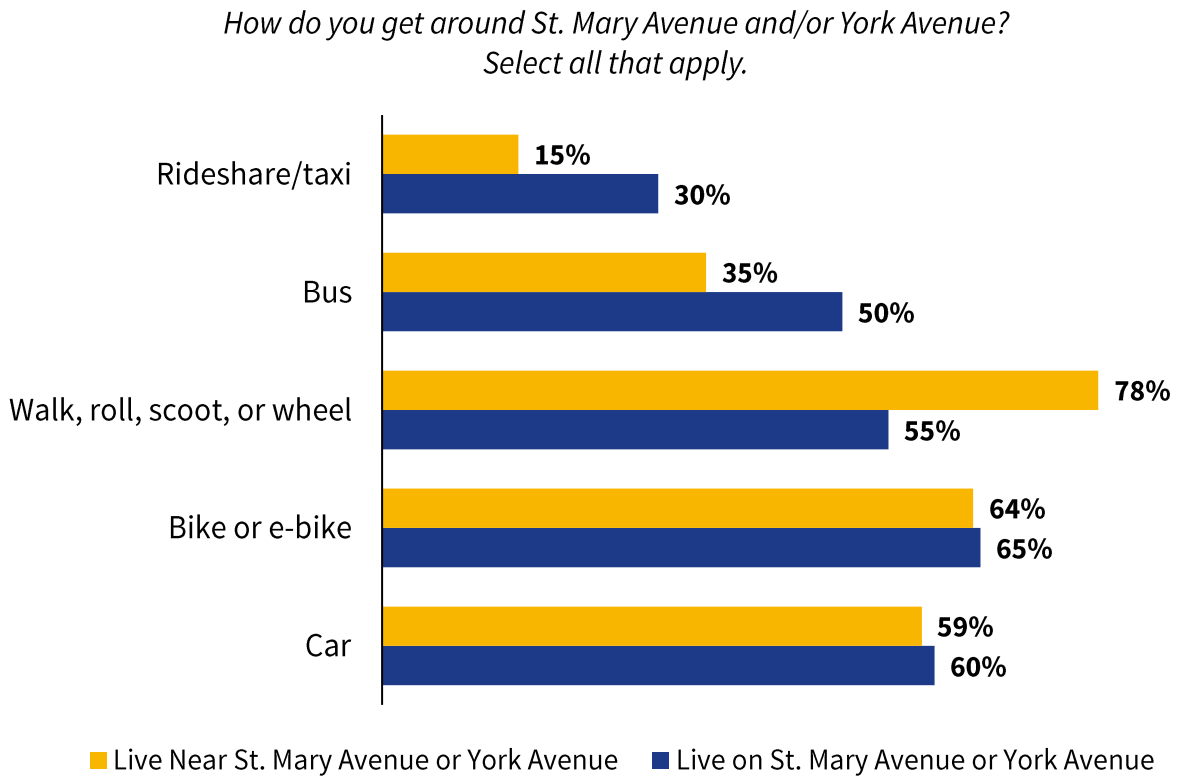
Figure 2. Getting around St. Mary Avenue and York Avenue

How do you get around St. Mary Avenue and/or York Avenue? Select all that apply.



A higher percentage of residents who live near St. Mary Avenue or York Avenue get around by walking, rolling, scooting, or wheeling (**Figure 3**).

Figure 3. Getting around St. Mary Avenue and York Avenue (Residents who live on or near St. Mary Avenue or York Avenue)

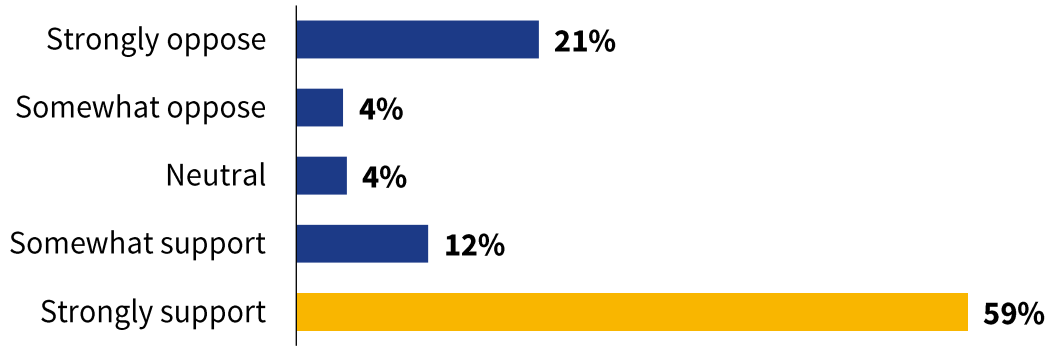


Preferred Bike Lane Option (One-Way Protected Bike Lanes on Both St. Mary Avenue and York Avenue)

One-way protected bike lanes on both St. Mary Avenue and York Avenue was presented as the preferred option. Overall, survey respondents indicated support for the preferred option with 71% (652 respondents) indicating they somewhat or strongly support the option (**Figure 4**).

Figure 4. Level of Support for the Preferred Bike Lane Option

What is your level of support for the preferred option (one-way protected bike lanes on both St. Mary Avenue and York Avenue)?



"I like the addition of cycle lanes in central Winnipeg. I used to cycle downtown along streets like portage, but was always stressed by the parked cars to my right. Separated lanes will be much nicer."
- Survey respondent

Overall, respondents indicated the following top themes in response to *"Following up to the previous question, why do you feel that way?":*

Positive:

- Support for the preferred plan/one-way bike lanes (319 responses)
- Increased cycling comfort (164 responses)
- Increased connectivity and proximity (75 responses)
- Less conflicts at intersections/access points (62 responses)
- Negative associated costs (45 responses)
- Less impact on traffic operations (44 responses)

Negative:

- Do not want any bike lanes (133 responses)

- Negative impact on traffic operations (85 responses)
- Increased conflicts at intersections/access points (56 responses)
- Too few cyclists to merit bike lanes (53 responses)
- Support for the two-way bike lane option on York (44 responses)

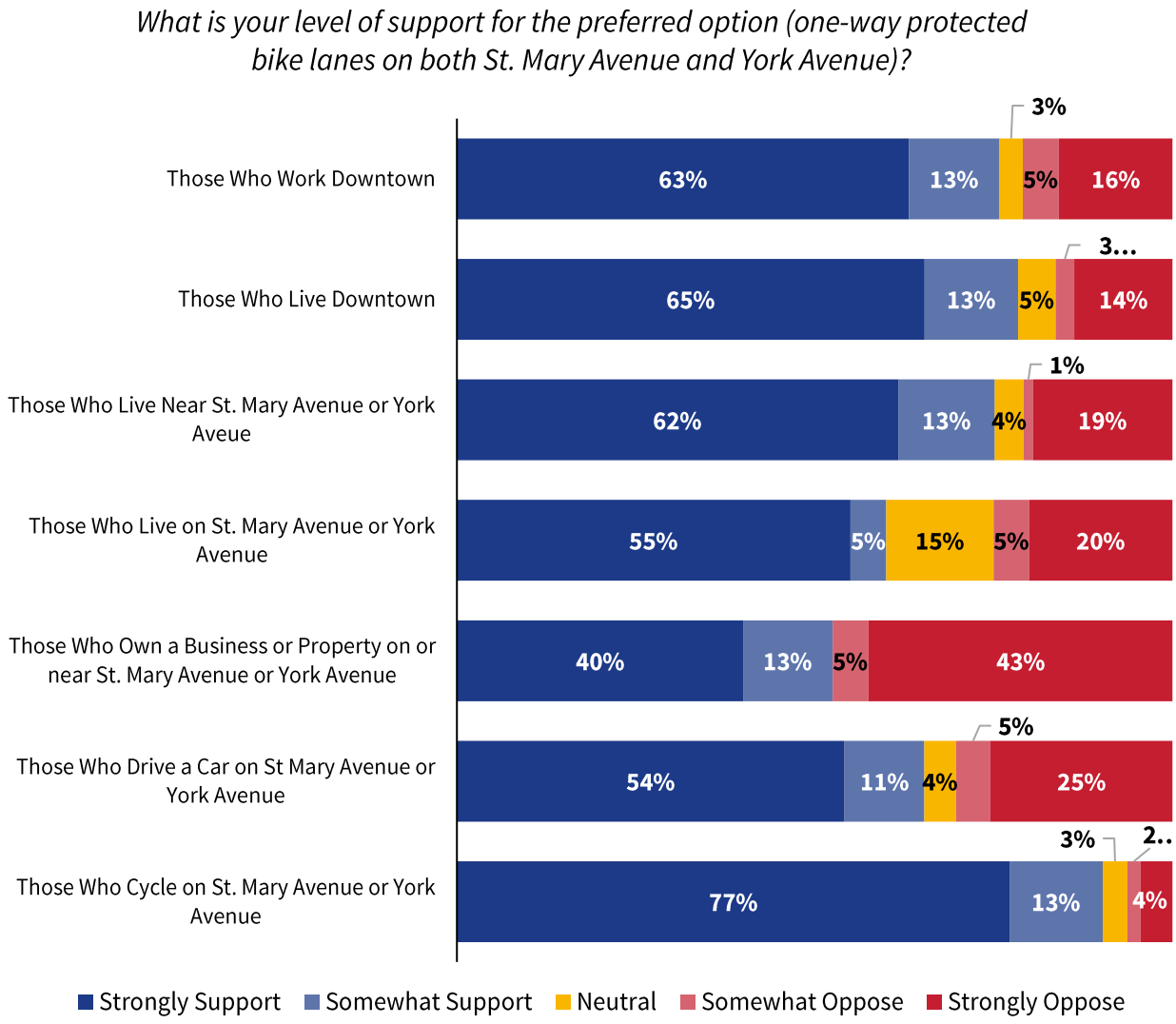
"I feel that having cyclists travel in the same direction as the traffic flow of cars is less confusing for both cyclist and the car, and therefore more safe. I think it is also less confusing for the 'car-centric' cyclist that sometimes uses their bike to get around but knows very well how to navigate around town via the car routes."
- Survey respondent

To better understand levels of support for the preferred option, responses to this question were broken down by different user types including those who live on or near the affected streets, those who live or work downtown, those who own a business or property on St. Mary Avenue or York Avenue, or those who drive or cycle on the affected streets (**Figure 5**).

Overall, the majority of the respondent types strongly supported the preferred option. Those who own or operate a business or property on or near St. Mary Avenue or York Avenue (40 respondents) more strongly opposed the preferred option (43% or 17 respondents).

"The cost of such bike lanes, including maintenance and snow clearing, disruption and reduction of traffic options make drivers more upset"
- Survey respondent

Figure 5. Level of Support for the Preferred Bike Lane Option by Respondent Type



The table below shows the top three themes in response to *"Following up to the previous question, why do you feel that way?"* separated by different users of downtown and/or St. Mary Avenue and York Avenue. Overwhelmingly, most user groups indicated support for the preferred bike lane option. Those who cycle on St. Mary Avenue or York Avenue were the only group which did not indicate "do not want any bike lanes" as a top three theme.

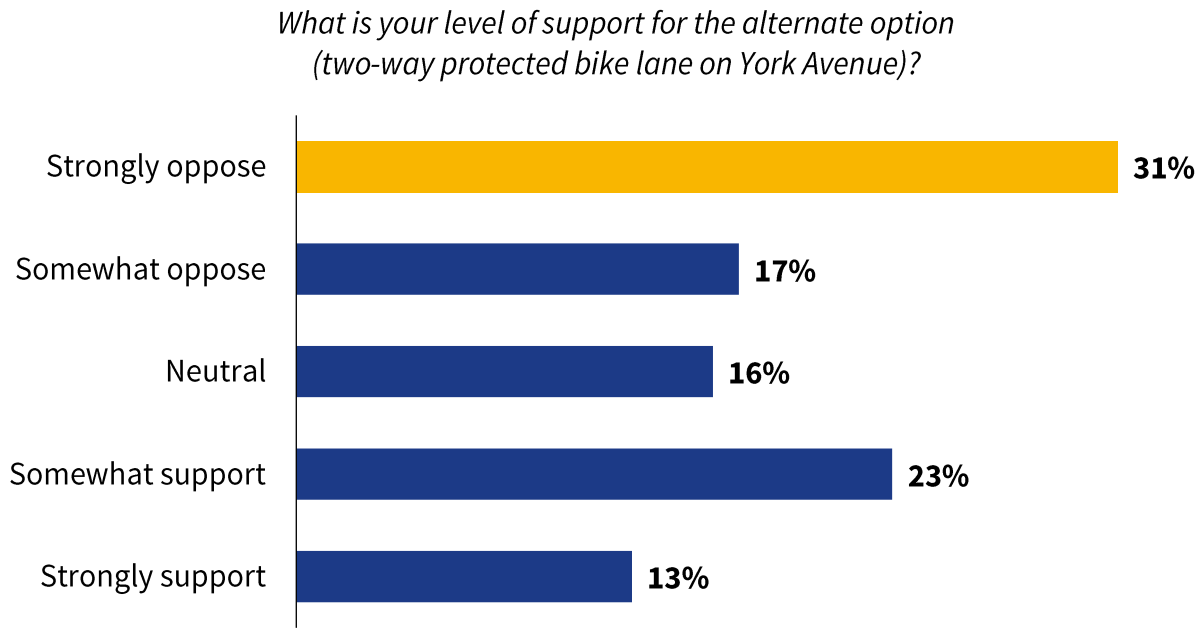
Connection to Downtown, St. Mary Avenue, and York Avenue	Top three themes
I work downtown (334)	• Support the one-way bike lanes (183 responses) • Increased cycling comfort (89 responses) • Do not want any bike lanes (53 responses)
I live downtown (113)	• Support the one-way bike lanes (63 responses) • Increased cycling comfort (34 responses) • Do not want any bike lanes (12 responses) • Increased connectivity and proximity (12 responses)
I live near St. Mary Avenue or York Avenue (113)	• Support the one-way bike lanes (61 responses) • Increased cycling comfort (32 responses) • Do not want any bike lanes (17 responses)
I live on St. Mary Avenue or York Avenue (14)	• Support the one-way bike lanes (4 responses) • Increased cycling comfort (3 responses) • Do not want any bike lanes (3 responses) • Suggested design changes (2 responses)
I own a business or property on or near St. Mary Avenue or York Avenue	• Do not want any bike lanes (12 responses) • Support the one-way bike lanes (9 responses) • Negative associated costs (5 responses)
I drive a car on St. Mary Avenue or York Avenue	• Support the one-way bike lanes (223 responses) • Do not want any bike lanes (125 responses) • Increased cycling comfort (120 responses)
I cycle on St. Mary Avenue or York Avenue	• Support the one-way bike lanes (221 responses) • Increased cycling comfort (119 responses) • Increased connectivity and proximity (53 responses)

Note: respondents could select more than one user type and responses could be coded with more than one theme.

Alternative Bike Lane Option: Two-Way Protected Bike Lane on York Avenue

Overall, survey respondents more strongly opposed the alternate option of a two-way protected bike lane on York Avenue, with 48% (437 respondents) indicating they somewhat or strongly oppose the option (**Figure 6**).

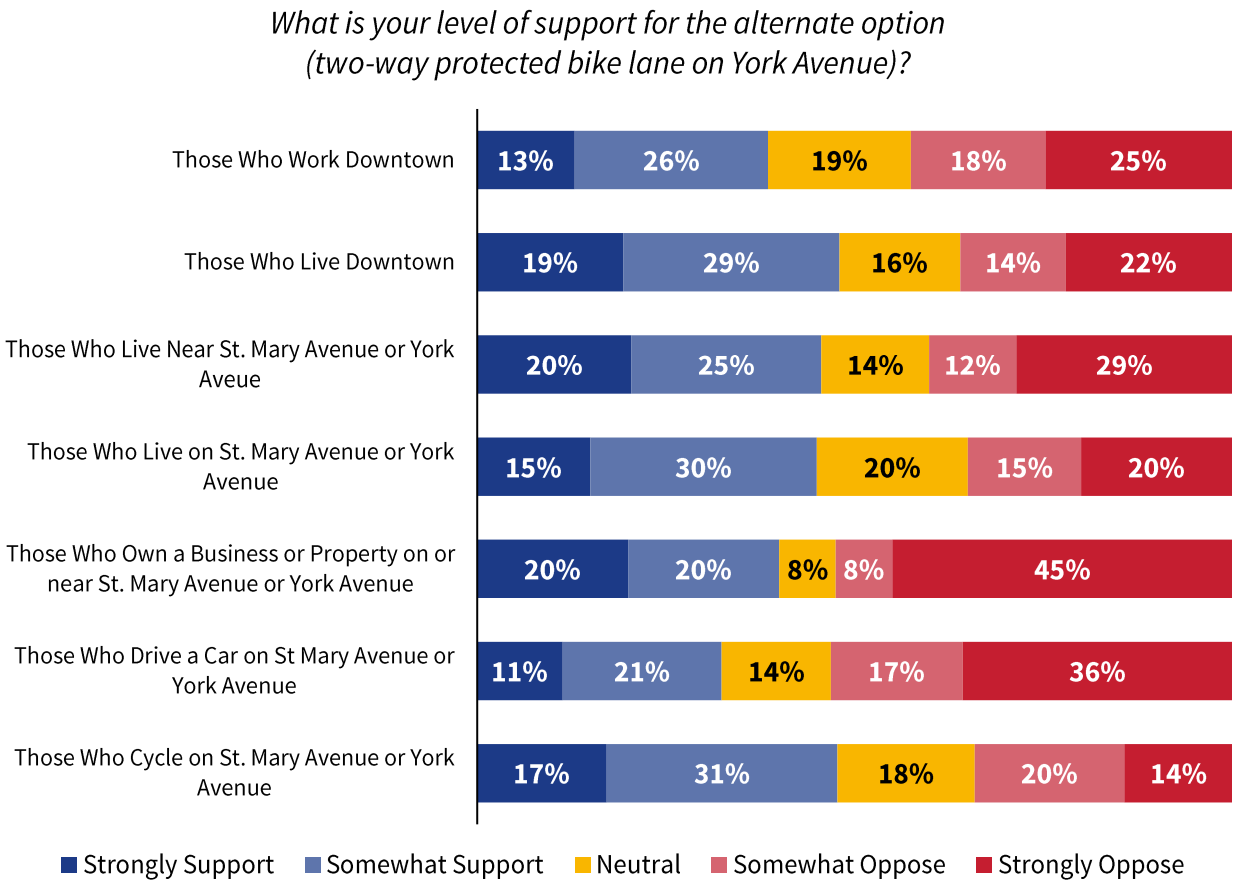
Figure 6. Level of Support for the Alternate Bike Lane Option



To better understand levels of support for the alternate bike route option of a two-way protected bike lane on York Avenue, responses to this question were broken down by different user types including those who live on or near the affected streets, those who live or work downtown, those who own a business or property on St. Mary Avenue or York Avenue, or those who drive or cycle on the affected streets (**Figure 5**).

Overall, the user types were more split between support and opposition of the alternate bike lane option, with many more neutral responses than compared to the preferred bike route option. However, those who own or operate a business or property on or near St. Mary Avenue or York Avenue (40 respondents) more strongly opposed the alternate option (45% or 18 respondents).

Figure 7. Level of Support for the Alternate Bike Lane Option by User Type



"Both options are good, though having a protected bike lane on both York and St.Mary's provides more flexibility. Though, a bidirectional bike lane is typically wider which is more comfortable to ride in."
-Survey Respondent

Notre Dame Avenue and Cumberland Avenue Bike Routes

Respondents indicated whether they live on or near Notre Dame Avenue and Cumberland Avenue:

2% (15 respondents) ***live on*** Notre Dame Avenue or Cumberland Avenue

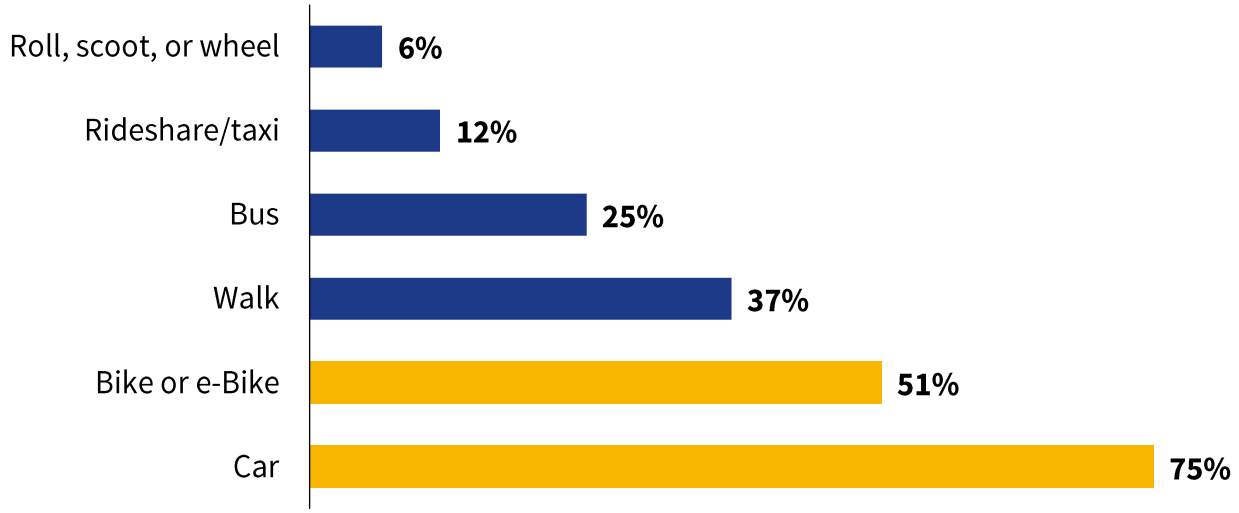
16% (100 respondents) ***live near*** Notre Dame Avenue or Cumberland Avenue.

6% (39 respondents) indicated they own or operate a business or property on or near Notre Dame Avenue or Cumberland Avenue.

Overall, the majority of respondents get around Notre Dame Avenue and/or Cumberland Avenue by car (466 respondents) or by bike or e-bike (316 respondents) (**Figure 8**).

Figure 8. Getting around Notre Dame Avenue and Cumberland Avenue

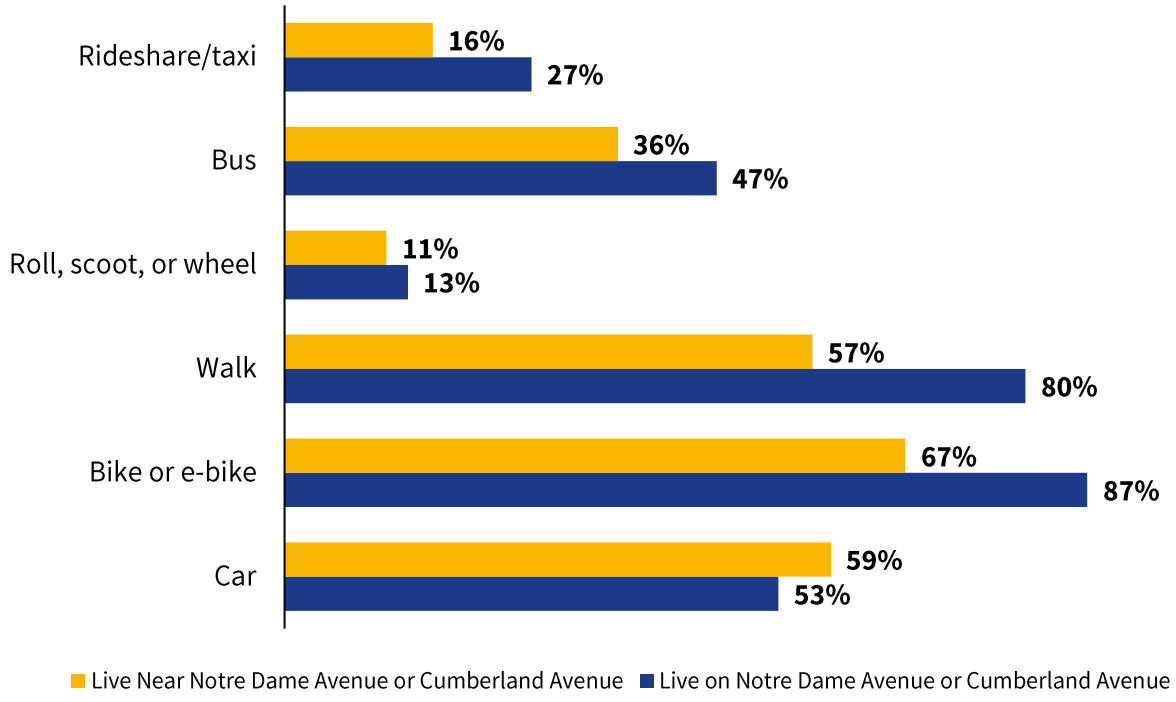
How do you get around Notre Dame Avenue and/or Cumberland Avenue? Select all that apply.



A higher percentage of residents who live on Notre Dame Avenue or Cumberland Avenue get around by walking or cycling/e-cycling (**Figure 9**).

Figure 9. Getting around Notre Dame Avenue and Cumberland Avenue (Residents who live on or near Notre Dame Avenue or Cumberland Avenue)

How do you get around Notre Dame Avenue and/or Cumberland Avenue? Select all that apply. (Residents who live on or near Notre Dame Avenue or Cumberland Avenue.)

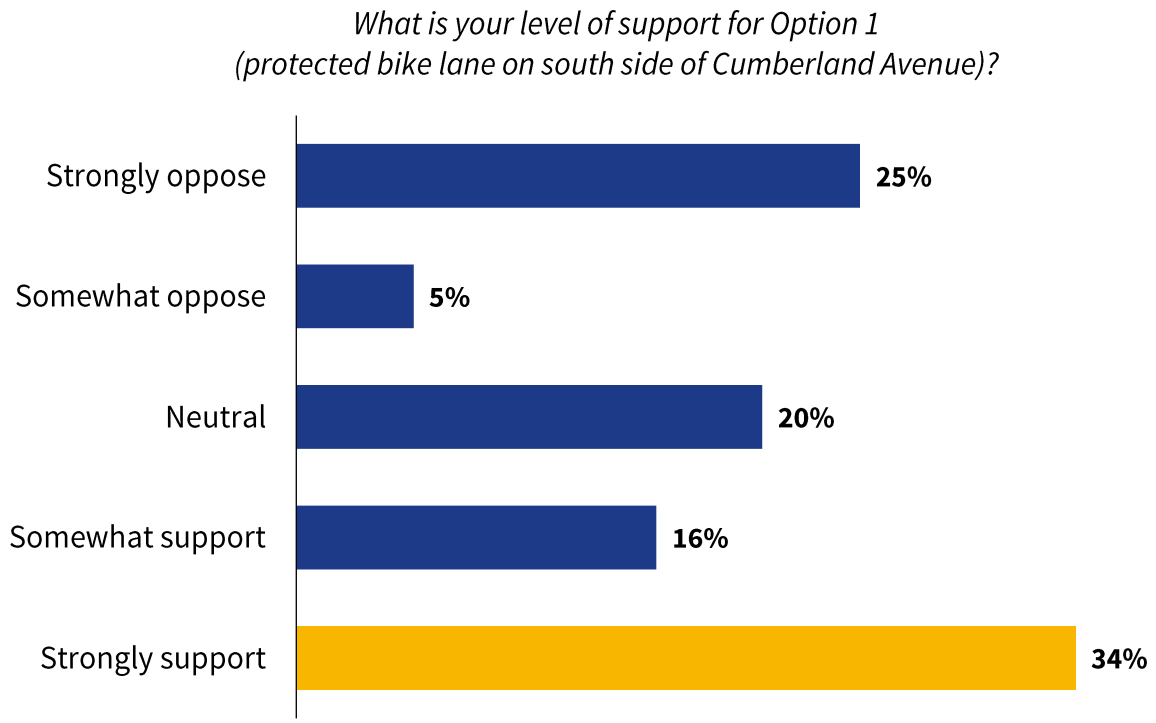


Responses to the two options presented were relatively similar, with slightly stronger support for Option 1 (protected bike lane on the south side of Cumberland Avenue).

Bike Lane Option 1 (Protected Bike Lane on the South Side of Cumberland Avenue)

Overall, survey respondents indicated support for Option 1 (a protected bike lane on the south side of Cumberland Avenue) with 50% (291 respondents) indicating they somewhat or strongly support the option (**Figure 10**).

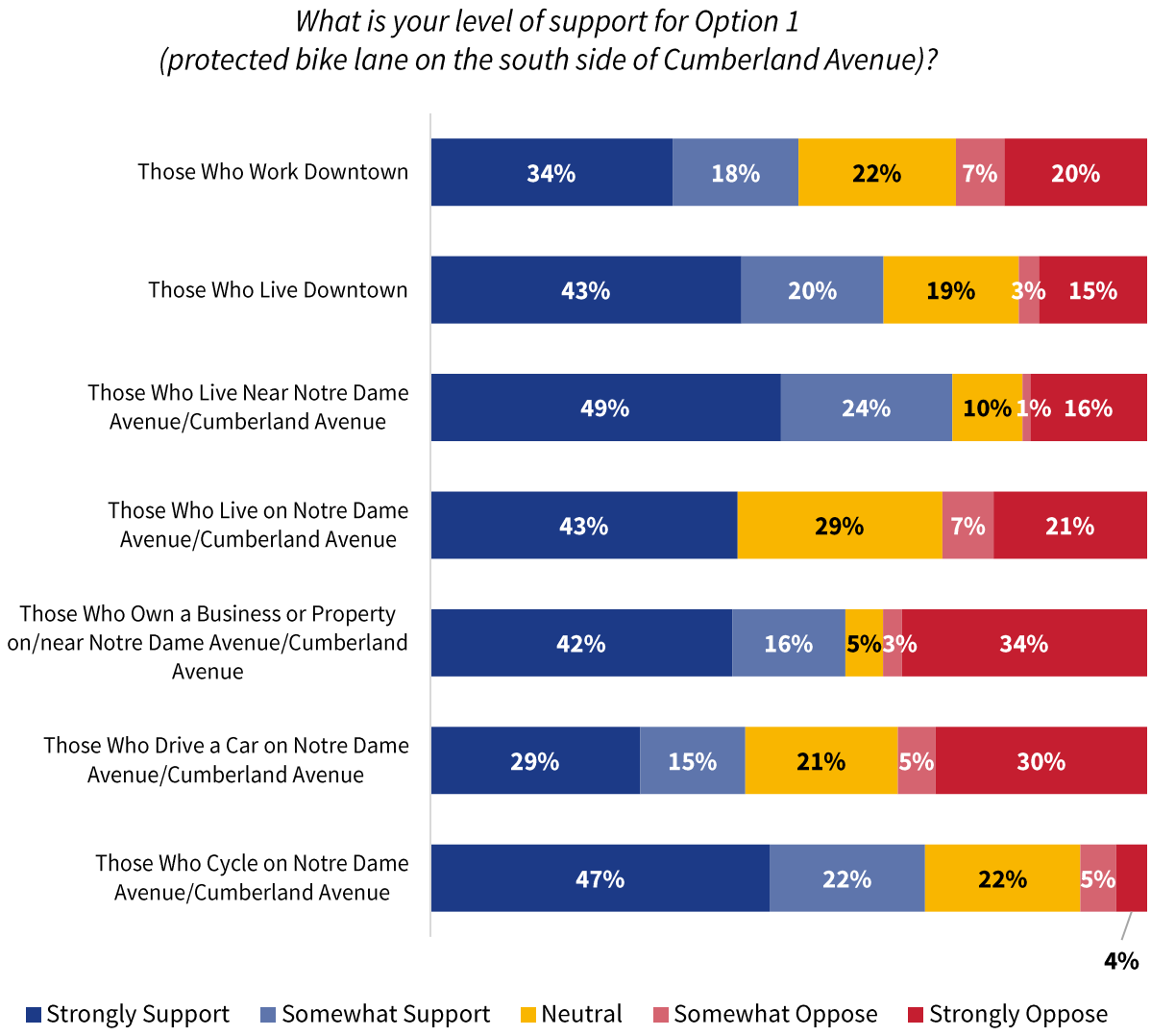
Figure 10. Level of Support for Cumberland Avenue Bike Lane Option 1



To better understand levels of support for Option 1, responses to this question were broken down by different user types including those who live on or near the affected streets, those who live or work downtown, those who own a business or property on Notre Dame Avenue or Cumberland Avenue, or those who drive or cycle on the affected streets (**Figure 11Figure 5**).

The north side has parking to compete with the south side does not. Also making a left turn as a cyclist from the north lane can be more dangerous because a car turning left is not going to expect you to be coming up on their left and can turn right in front of you. Also cars making a left turn in general are not used to looking for any traffic coming up on their left and will likely turn right in front of cyclists who are going straight or wanting to turn left.
- Survey Respondent

Figure 11. Level of Support for Cumberland Avenue Option 1 by User Type



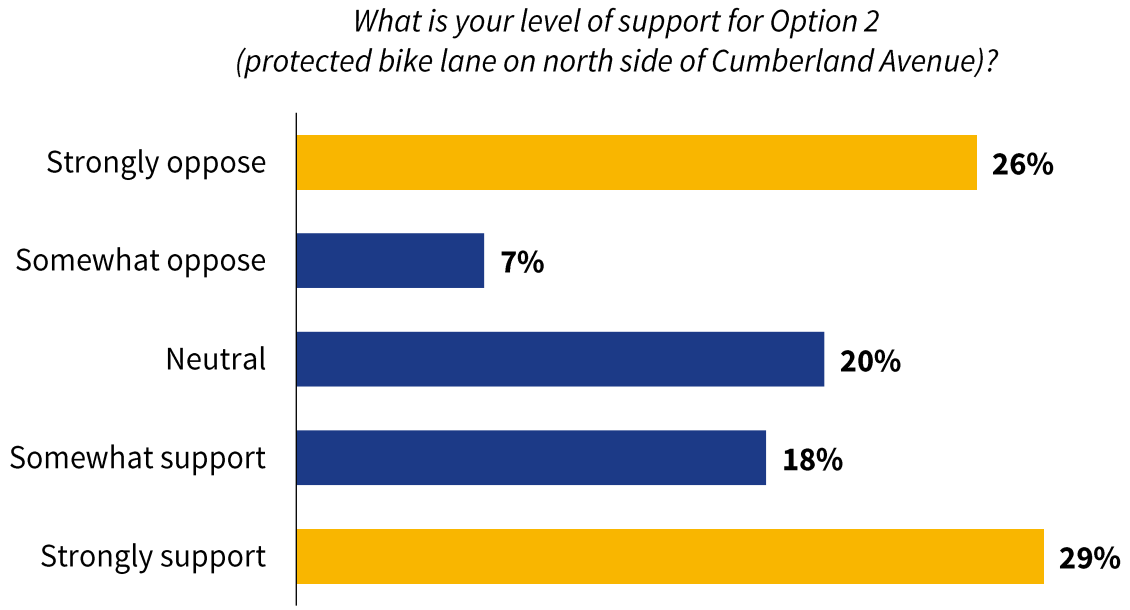
Overall, the majority of the respondent types support Option 1. Those who own a business or property on Notre Dame Avenue and/or Cumberland Avenue (38 respondents) more strongly opposed Option 1 (34% or 13 respondents) and those who Live on Notre Dame Avenue or Cumberland Avenue (14 respondents) were more neutral (29% or 4 respondents).

I dont really have a preference. If there is a way to determine which side will result in less conflicts between cars the bicycles that would be ideal. But I do prefer the south side as it is closer to Central Park.
- Survey Respondent

Bike Lane Option 2 (Protected Bike Lane on the North Side of Cumberland Avenue)

Overall, survey respondents also indicated support and opposition for Option 2 (a protected bike lane on the north side of Cumberland Avenue) with 46% (272 respondents) indicating they somewhat or strongly support the option and 33% (194 respondents) indicating they somewhat or strongly oppose (**Figure 12**).

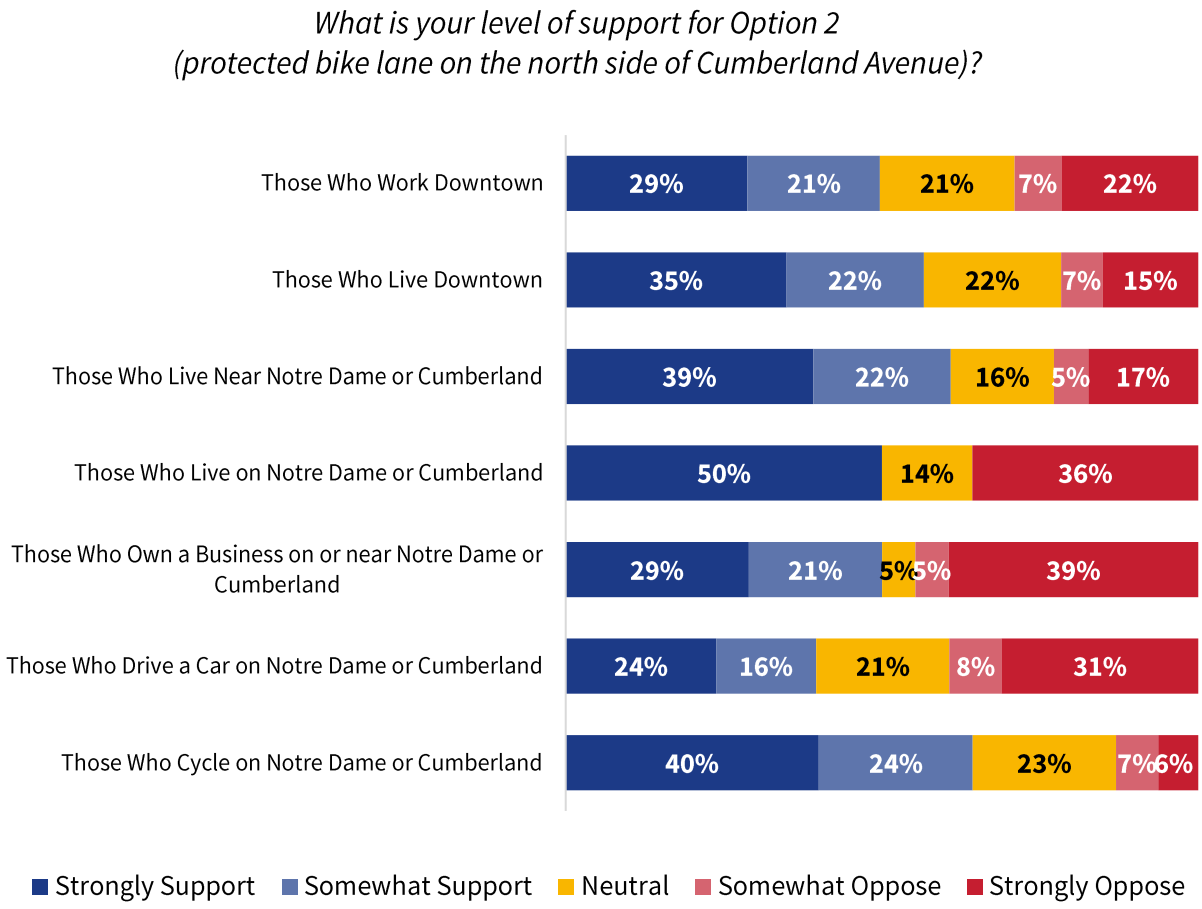
Figure 12. Level of Support for Cumberland Avenue Bike Lane Option 2



To better understand levels of support for Option 2, responses to this question were broken down by different user types including those who live on or near the affected streets, those who live or work downtown, those who own a business or property on Notre Dame Avenue or Cumberland Avenue, or those who drive or cycle on the affected streets (**Figure 13**).

> *just want to make sure that parking is impacted as little as possible. It's all confusing for drivers and pedestrians and difficult to navigate for cyclists.*
> *- Survey Respondent*

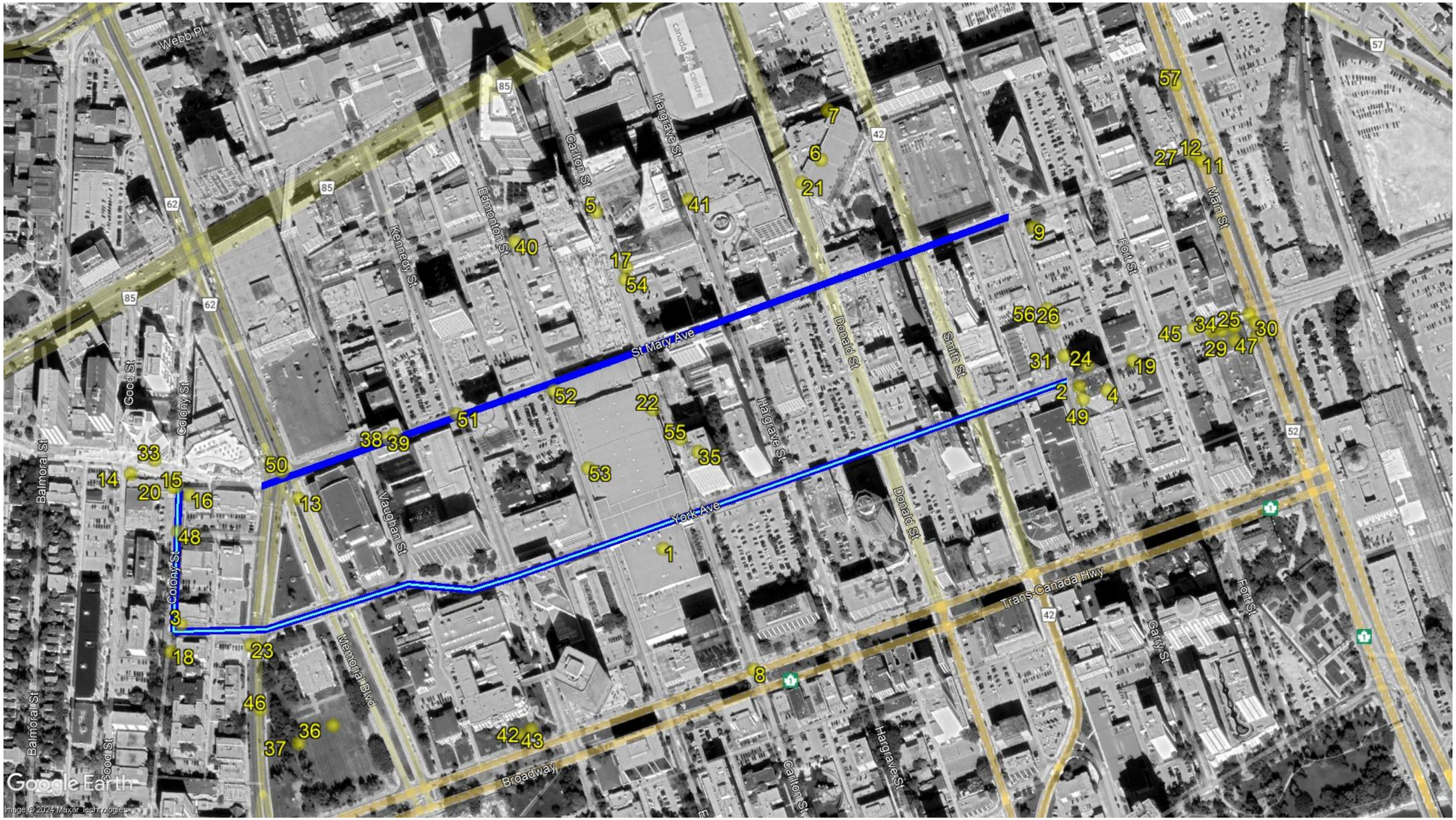
Figure 13. Level of Support for Cumberland Avenue Option 2 by User Type



Overall, the majority of the respondent types support Option 2. Those who own a business or property on Notre Dame Avenue and/or Cumberland Avenue (38 respondents) more strongly opposed Option 2 (39% or 15 respondents). Those who live on Notre Dame Avenue or Cumberland Avenue (14 respondents) indicated more of a mix between strong support (50% or 7 respondents) and strong opposition (35% or 5 respondents).

Appendix D – Online mapping tool feedback

Appendix D: Online mapping tool feedback – St. Mary Avenue and York Avenue



Marker	Comment	Category
1	Would be nice to have bike racks there	Key destination - Use of bike
2	Would be nice to have protected lanes feeding into the forks	Key destination - Use of bike
3	Frequent pedestrian and vehicle traffic at rush hours with poor lighting, signage.	Safety consideration - Other
4	The bike lane stops and doesn't continue on to Main street? It doesn't connect with the very dangerous and scary unprotected "bike lane" that travels down York east of Main under the rail over pass to Israel Asper Way?	Safety consideration - Use of bike
5	This curb extension (when approaching from the south) is terrifying as a cyclist. What if a car doesn't see you? Or sees you, slows to let you pass, you slow to indicate that they can go, and on and on? This intersection is horrifying to bike across.	Safety consideration - Use of bike
6	This is one of the most popular places downtown to have a 'third place'.	Key destination - Other
7	Can a bike lane be added along Graham, or am I not putting a potential safety hazard on the sidewalk when I bike here?	Accessibility consideration - Use of bike
8	Bike lanes on Hargrave and Carlton end at Broadway. Calm as the streets between Kennedy and Donald are on this stretch, shouldn't something exist here? I'm biking to get around, not to have fun (though it can be fun).	Accessibility consideration - Use of bike
9	Need to ensure that this bike route connected across main street to the bike routes through the forks area and Waterfront drive.	Safety consideration - Use of bike
10	need to ensure that this protected bike lane connects with forks bike route. cyclists frequently bike through the forks, which connects also with waterfront drive, st.boniface, and numerous other bike routes. usefulness of the proposed protected bike lane will be limited without connecting the route across main street.	Key destination - Use of bike
11	need to ensure that this protected bike lane connects with forks bike route. cyclists frequently bike through the forks, which connects also with waterfront drive, st.boniface, and numerous other bike routes. usefulness of the proposed protected bike lane will be limited without connecting the route across main street.	Key destination - Use of bike
12	Travelling North on Main and making the left to St Mary in the left turn lanes with the traffic is very harrowing and dangerous for bicyclists.	Safety consideration - Use of bike
13	On the south crosswalk at St. Mary and Memorial, can you please consider swapping the locations of the crosswalk and WB bike lane? If the bike lane is south of the crosswalk, it removes the hard	Safety consideration - Use of bike

Marker	Comment	Category
	right turn for bikes across the crosswalk, just before the Osborne median and allows a more seamless transition into the SB Memorial bike lane.	
14	This section is not safe as it spits cyclists into traffic.	Safety consideration - Use of bike
15	This section is not safe as it spits cyclists into traffic.	Safety consideration - Use of bike
16	The Bike route from Good ramps onto the sidewalk, where the walk is broad. It narrows at Colony due to a building and currently the cyclists have no guidance as to stay on the side walk (too narrow) or to enter the street (no ramp down). Because of the building it is already a blind corner for pedestrians who can find themselves suddenly facing a confused cyclist.	Safety consideration - Use of bike
17	The TNS parkade has a large number of bikes, both from office workers and apartment residents	Important parking/loading area - Use of bike
18	the slip lanes make people go quickly, and it is very difficult to cross the street. The slip lanes should be eliminated, and a stop signs should be put in place on Colony in both directions.	Safety consideration - Walking
19	why does it stop? Having it disconnected with the forks and the bridge to St. B just makes yet another 'dump-you-into-traffic-please-go-die' bike lane.	Safety consideration - Use of bike
20	The current eastbound bike lane merges onto the sidewalk, and once you get to the pedestrian crossing going northbound, it's too narrow as is. In fact, it's already an existing hazard for pedestrians coming around the corner of the New Directions building. I walk this daily. Put fast-pedalling cyclists heading east into the mix, and it's a really dangerous crossing for pedestrians and cyclists. There will need to be a sensor, a mirror, or some way for northbound pedestrians to see what's coming from the west as they approach that crossing at York.	Safety consideration - Walking
21	This is the entrance to the only public, protected, bike parking in the downtown area. Would be great to have an off-shoot path from St. Mary to get here safely.	Important parking/loading area - Use of bike
22	If could add public, protected, bike parking into the RBC Convention Centre parkade that would be super helpful. It is right off both bike routes and people want a safe place to leave their bike while they go to work or run errands.	Important parking/loading area - Use of a car
23	The right turn lane is a hazard to cyclists using york as you get cut off a lot by rights on red.	Safety consideration - Use of bike
24	Make sure there is proper connection to The Forks	Key destination - Use of bike

Marker	Comment	Category
25	Proper designated bike infrastructure to reduce conflict between vehicles and bikes should be designed well as this intersection is very busy	Safety consideration - Use of bike
26	the two way bike path on a one way car route is so dangerous on both Garry and Fort. Whenever i'm biking against the flow of car traffic, cars that are entering the street from parking lots or turning onto the street never look in the opposing direction to see if a bike is coming.	Safety consideration - Use of bike
27	York has a bike lane from the Forks to Main St. There should be a connection from that bike lane to this light and this light should be reconfigured to let cyclists cross safely.	Accessibility consideration - Use of bike
28	The yield from Main on to York has been here for long enough. It is unsafe for cyclists traveling straight through and unsafe to pedestrians crossing the yield lane. It should be removed.	Safety consideration - Use of a car
29	There really needs to be a protected bike connection through to the Forks and St Boniface	Key destination - Use of bike
30	Any bike crossing here should have a priority signal, otherwise cyclists are going to be killed by right-turning cars. It's bad enough crossing here as a pedestrian.	Safety consideration - Use of bike
31	The City should work with property owners to shift vehicle access from Garry to the alley wherever possible. Inattentive cars entering and exiting parking lots are a genuine hazard for cyclists. I have had several near misses along here.	Safety consideration - Use of bike
32	the bike lane abruptly becomes a pedestrian sidewalk and takes a sharp corner around a building.	Safety consideration - Use of bike
33	this lane is usually very dirty or under water, presents safety concerns as cyclists cannot see potholes or have potential to slip on loose terrain	Safety consideration - Use of bike
34	York is currently devoid of “life” and businesses. Mostly surface parking lots and massive buildings. That said, it provides a great path from the downtown/RBC convention centre to waterfront and the Forks. The proposed bike lanes should be part of larger plans to make York more friendly to pedestrians in order to connect tourism points and improve safety.	Key destination - Walking
35	This has the potential to be a stunning place to stop for a rest but it is not well lit leading to safety concerns.	Safety consideration - Walking
36	This park needs benches and trees. It could also benefit from a bike lock up. In summer this spot is extremely sunny and hot with no shade.	Key destination - Other
37	This park also needs a path that is accessible	Accessibility consideration - Use of assisted mobility device

Marker	Comment	Category
38	This needs a Winnipeg Transit Plus loading Zone as well as additional loading zones for Taxis and Vehicles for Hire	Important parking/loading area - Use of assisted mobility device
39	Add a bench so that people that are waiting for a pick up don't miss their pick up due to no seating	Accessibility consideration - Use of assisted mobility device
40	Add benches	Accessibility consideration - Use of assisted mobility device
41	To access this building as someone with mobility devices possibly using an accessible vehicle or mobility scooter this square needs a loading zone.	Important parking/loading area - Use of assisted mobility device
42	This building needs a bench outside	Accessibility consideration - Use of assisted mobility device
43	It needs a loading zone for Winnipeg Transit Plus and Vehicles for Hire/drop off.	Important parking/loading area - Use of transit
44	This street is not friendly not welcoming. It needs buisnesses that are street facing and open to the public. Further, it needs planters trees and rest stops possibly lighting and banners etc.	Key destination - Other
45	IF someone actually walked on this street there is no benches the sidewalk is not wide enough with the buildings right beside.	Accessibility consideration - Use of assisted mobility device
46	This street needs either a slower speed or edge friction to slow down the cars nobody wants to sit in the sun on the ground between to fast streets.	Safety consideration - Other
47	There are two right-turning lanes going from York onto Main here, which means that bikers need to change to one of the middle lanes in order to go straight across Main. If this bike path is to be safely used, the bike path needs to continue across Main and not have to fight with the car traffic turning onto southbound Main	Safety consideration - Use of bike
48	Blind corner with EB traffic onto SB Colony suddenly affecting crossing @ Cooper. Taking Charge! has a daycare and moms with young children use this intersection and the St Mary/Colony intersection with strollers a lot.	Safety consideration - Walking

Marker	Comment	Category
49	Your design lacks any safe transition to the eastbound lanes of York leading into The Forks. Ending the bike lane (one way or two way, but especially the two-way bike lane) without any transition will lead to unpredictable and potentially dangerous behaviours by people cycling east towards The Forks.	Safety consideration - Use of bike
50	There should be a second connection to facilitate left turns from St. Mary onto Memorial that allows a person on bike to proceed through a green light at St. Mary to Memorial and wait in a bike box there until the traffic signal allows for southbound travel along Memorial.	Accessibility consideration - Use of bike
51	A bike box is needed to help facilitate left turns onto Kennedy.	Accessibility consideration - Use of bike
52	Protected intersections should be included to make a connection to Edmonton, which if extended north through Portage Place via redevelopment and south across the Assiniboine via the planned Osborne Village to Downtown Walk/Bike bridge will be an important connection. Destinations along this route would include health and services, RRC Polytech, Central Park, ...	Safety consideration - Use of bike
53	Protected intersections should be included to make a connection to Edmonton, which if extended north through Portage Place via redevelopment and south across the Assiniboine via the planned Osborne Village to Downtown Walk/Bike bridge will be an important connection. Destinations along this route would include health and services, RRC Polytech, Central Park, ...	Safety consideration - Use of bike
54	Ensure that the principles of a protected intersection are applied to this intersection.	Safety consideration - Use of bike
55	Ensure that the principles of a protected intersection are applied to this intersection.	Safety consideration - Use of bike
56	The left turn from York to Garry will be a fairly high volume movement. To help facilitate left turns off of York onto Garry, we would like to see the curb extension offered in the two-way cycle track design along York (item #3) included in the one way cycle track option for York as it will increase comfort levels by reducing the exposure of cyclists waiting to make their turn and prevent them from hindering those who intend to travel straight through the intersection toward The Forks.	Safety consideration - Use of bike
57	There needs to be a continuation of the St. Mary bike lane to Main St where it could meet up with a northbound protected bike lane along Main St. It is ridiculous to ignore such an important connection leading to the Forks and the eastern half of the city.	Accessibility consideration - Use of bike

Appendix D: Online mapping tool feedback – Notre Dame Avenue and Cumberland Avenue



Marker	Comment	Category
1	Grocery option!	Important parking/loading area - Walking
2	I didn't even realize this was a bike route. Given how scary traffic can be even from behind a foot of grass(or snow) and on the sidewalk, I'd like to see some indication like a sign or something to indicate that it's a place for bikes too.	Safety consideration - Use of bike
3	Traffic is scary on Notre Dame and adding any kind of AT infrastructure here is welcome.	Safety consideration - Use of bike
4	Something should be placed here for bike infrastructure. That's outside the scope of this plan, obviously.	Accessibility consideration - Use of bike
5	Is Maryland's bicycle lane ever going to get expanded (i.e. it's really tight), also needs a repave... By the way, Sherbrook and Portage, and especially Sherbrook and Broadway is really scary.	Safety consideration - Use of bike
6	How does a cyclist get from here to Maryland? It's already terribly to go from southbound Sherbrook to Maryland.	Safety consideration - Use of bike
7	Please fix this at the same time. It's very difficult and unsafe to cycle from southbound Sherbrook to Maryland.	Safety consideration - Use of bike
8	It's critical that is this connection be seamless and not require cyclists to stop.	Accessibility consideration - Use of bike
9	This connection needs to be seamless and not require cyclists to stop. Otherwise they will just continue on Cumberland or cut into traffic.	Safety consideration - Use of bike
10	The bannatyne-maryland south connection is a terrifying mess. Please fix.	Safety consideration - Use of bike
11	most of the sherbrook path is unprotected. Which means my kid can't bike to school. If it were a protected lane, he could. Unprotected bike lanes do not support vulnerable road users.	Safety consideration - Use of bike
12	Best for wherever the bike lane ends up not to change the parking side at this location. Central Park is a major neighbourhood hub, and having cars parked across the street rather than right at the edges of the park is important to make it feel like a space for people, rather than cars.	Key destination - Use of a car
13	Unless the Carlton section between Notre Dame and Cumberland is becoming two-way, is it possible to have a separate one way section to Hargrave to connect to the rest of the network?	Safety consideration - Use of bike

Marker	Comment	Category
14	Safety consideration for crossing Cumberland. I teach at Hugh John and having north/south accessibility is important for staff and students.	Safety consideration - Use of bike
15	A busy and much needed area for service vehicles, taxis, delivery drivers etc. as the entire block between Edmonton and Carlton is already short on street parking to accommodate the thousands of people living on this block.	Important parking/loading area - Use of commercial vehicle
16	Consideration should be given for an extension of the westbound bike lane across Sherbrook St., and ideally as far west as the Olivia St to Maryland connection where Notre Dame and Cumberland diverge. Extending the westbound bikeway across Sherbrook would reduce average wait times by allowing people biking west to continue across Sherbrook on a green cycle phase rather than having to wait through separate phases to cross Cumberland and then Sherbrook. To avoid traffic turning left off of Cumberland onto Sherbrook, a smart channel protracted corner could be installed.	Accessibility consideration - Use of bike
17	Consideration for a safe crossing of Maryland should be included in this project. Please do not repeat the design at Enfield and Goulet where a pedestrian corridor on the downstream end of a one way is used to stop traffic along the roadway (Goulet in that case, Maryland in this case). Replace the pedestrian corridor with a half signal or HAWK signal so that you do not draw people on bikes onto the sidewalks, and you do not have traffic on Maryland stopping in the middle of the intersection that you want to cross.	Safety consideration - Use of bike
18	A better placement of the crossing to Maryland with proper storage space for those waiting to cross Notre Dame is needed. The current crossing seems needlessly dog legged onto the sidewalk.	Safety consideration - Use of bike

Appendix E – Virtual event notes

Appendix E: Downtown bike routes virtual event notes

Location:	Zoom	**Date:**	February 7, 2024
Attendees:	54	**Time:**	7 p.m. – 8:30 p.m.

Stakeholders and the public were invited to attend a virtual event to learn more about the options and to provide feedback on two specific bike routes:

- St. Mary Avenue and York Avenue
- Notre Dame Avenue and Cumberland Avenue

The event included brief presentations on each route and options, followed by a moderated Question and Answer period for each route. Attendees were also able to ask questions using the Zoom Q&A function and members of the project team provided responses throughout the event. A record of questions and responses can be found below.

Note: Questions that were answered live during the session were transcribed and have been edited for grammar, spelling and clarity.

Question and Answer Record

#	Question	Answer	Theme(s)
1	Where do routes not on this list fit in? Carlton, Hargrave, Princess, King, ...	Several of those streets (e.g. Carlton and Hargrave) have protected bike lane designs that have already been completed. The plan is to construct those facilities as road rehabilitation projects occur and future budgets allow. Some other streets require more detailed study which would be completed in the future ahead of road rehabilitation projects.	Connectivity
2	Are there any plans for Westbrook? The map you showed included Westbrook from William Stevenson Way north to Bannatyne or McDermot.	Hi [name redacted]. I think what you saw is Waterfront Drive. We have a yellow line on Waterfront Drive heading north to meet the existing pathway. Westbrook is not identified on the map.	Connectivity
3	I live in the north end (north of the train yards), now with Arlington Bridge closed the vehicle traffic is very dense on Salter and McPhillips. I wouldn't feel comfortable cycling on either of those streets. What is the plan for	Hi [name redacted]. Thanks for your question. We are aware of the impact that the closure of the Arlington Bridge is having on pedestrians and cyclists travelling between the North and West Ends.	Connectivity

#	Question	Answer	Theme(s)
	connecting the north end to the southern part of the city?	At this time, we are still awaiting the results of an ongoing engineering study of the Arlington Bridge to understand what the future options are.	
4	how many users on average are expected to use these bike lanes each day?	Hi [name redacted]. Thanks for the question. We have found with past projects that it is very difficult to accurately forecast expected cyclists for a protected facility on a street where no protected facility exists. What we have found is that when we do have connected, protected infrastructure that use increases significantly. As we continue to build out our cycling network we anticipate those volumes to continue to grow.	Traffic Operations
5	I have to hop off, thanks for the presentation so far! (prefer with traffic, sadly duel traffic like on Garry Winnipeggers don't get and lots of vehicles turn into bike traffic when they should stop. Woo bike boxes!	Thank you for the comment [name redacted].	Cycling Comfort, Conflicts
6	Any chance of getting split phase pedestrian crossing indicators at St Mark and Memorial/Osborne?	Thanks [name redacted]. We do plan at looking at leading bike intervals (bikes get a green a few seconds before cars) and protected phasing (bike green is separate from car green) as part of this project. That would be a higher level of detail and as part of the next step in design.	Cycling Comfort, Conflicts
7	Bike boxes look like a pretty good way to handle queues at traffic stops. Are there any examples of them currently in use in the city or the province?	Hi [name redacted]. Yes, we do have some bike boxes and left turn storage boxes currently along the McDermot and Bannatyne corridors.	Cycling Comfort, Conflicts
8	Do bike boxes accommodate tandem bicycles, buddy bikes, cargo bikes, and bicycles with trailers?	Hi [name redacted]. Thanks for the question. That is a good point for us to review as the design progresses to ensure that the design vehicle being used is not just a standard	Cycling Comfort, Conflicts

#	Question	Answer	Theme(s)
		bike but includes adaptive bikes, tandems, bikes with trailers, etc. We will note that design consideration as the project progresses.	
9	The smaller barrier of option 2 invites misuse by vehicles, as seen on Assiniboine Ave.	Thanks [name redacted] for that comment!	Cycling Comfort, Conflicts
10	Most of the existing green bike paint that I encounter at intersections is either faded or gone. (That includes the brand-new Harrow and Taylor, Warsaw crossing Pembina, and lots of Garry). How will motorists handle bike boxes when the paint there fades? Or, rather, do we have a better plan for handling that?	Hi [name redacted]. Thanks for the question. Yes, the green paint can become a maintenance issue. The City is currently aware of this and working on solutions for the future upkeep of these pavement markings.	Cycling Comfort, Conflicts
11	I'm not super familiar with pieces so apologies if my question is a bit ignorant but for bike boxes do they effect pedestrian safety at all in terms of limiting space for pedestrian at all?	*Question answered live during the meeting.* Bike boxes wouldn't impact the pedestrian and would be implemented within space within the roadway that would be reallocated and provide a waiting area. We wouldn't be looking to reduce the pedestrian space at all and provide a refuge within the roadway that we could repurpose.	Cycling Comfort, Conflicts
12	How will secure bike parking be provided?	Hi [name redacted]. We have been and continue to work with the Downtown and Exchange District BIZ on bike parking downtown. The Downtown BIZ is currently undertaking a bike parking study in the downtown and we are looking forward to receiving their report.	Parking and Loading
13	Option 1 is also safer for pedestrians.	Thanks for the comment [name redacted]!	Cycling Comfort, Conflicts
14	Is drainage going to be factored into the design? Many existing protected bike lanes do not drain well.	Hi [name redacted]. Yes, we do factor drainage into the design. When bike lanes are installed as part of a larger road rehabilitation project, it is much easier to make	Maintenance

#	Question	Answer	Theme(s)
		the drainage work very well. When we add bike lanes into an existing street (e.g. Bannatyne and McDermot) we have to work with the existing drainage on the street.	
15	One of the most consistent dangers in using the one way downtown protected bike lanes on McDermot/Bannatyne is drivers turning right through the bike lane and not yielding or even checking for cyclists. What will you do to better protect cyclists from the often-fatal right hook crash?	*Question answered live during the meeting.* I think what we'd be looking at here, and this is something that we'd explore in the next phase of design, is to really look at each intersection in particular, but especially if there are higher volumes of right turning vehicles looking at dedicated signals with, protected signal phasing that does come at a higher cost to put in those separate signal phases. We want to look at that where we know there's a higher volume of right turning cyclists. In the 2-way option we would have dedicated and protected bicycle signals, because we really need that for the contra flow movement and providing that dedicated signal really helps to address that conflict, so that turning vehicles aren't going at the same time as cyclists who are proceeding through instead of just a yielding situation which is more challenging.	Cycling Comfort, Conflicts
16	In the alternate option of having a 2-way bike lane on York, would the painted bike lane on St. Mary's still exist?	*Question answered live during the meeting.* That is up for debate. Part of St. Mary is scheduled in the future for road renewal, so we may have the	Connectivity and Proximity

#	Question	Answer	Theme(s)
		opportunity to. If the York bi-directional facility is recommended, then we do have that sort of meter and a half within the right of way to decide what to do. We could leave it as a as a painted bike lane for people to have some more convenience, or we could reallocate that back to the sidewalk as part of to add some pedestrian space. The option is there to think about it more broadly down the road.	
17	does this study incorporate changes to the traffic signally along these routes?	Yes, each of the two options would incorporate changes to the traffic signals as bike signals would be added.	Traffic Operations
18	please expand on the bike boxes and how a blind or vision impaired person might navigate	*Question answered live during the meeting* Essentially, it's a green turn box painted with green conflict markings with bicycle stencils and with an arrow that would indicate to people cycling where they can safely wait to typically to turn left. It's really intended only for people who are cycling. It's not in the pedestrian realm and would have pavement markings and typically signage to go along to just explain how that works, and what movements are intended to be accommodated.	Cycling Comfort, Conflicts
19	Are stakeholders who own covered parking lots in that area willing to provide bike cages for the public to use? This would be especially beneficial to prevent bike theft for	Hi [name redacted]. Many of the private parking lots and parkades do offer bike cages for secure bike parking. As I understand them, these are usually offered to tenants	Parking and Loading

#	Question	Answer	Theme(s)
	events actually happening downtown to draw people to the businesses, not just as a through-way to other areas.	in the building and many have been implemented because of demand from tenants. Should you be aware of any private property owners who are interested in learning more about bike cages, we are available to provide resources on their construction and use.	
20	do the two options differ significantly based on the number of accesses/approaches that would cross the bike facilities?	*Question answered live during the meeting* I don't have the number of the number of accesses or crossing points, so I can't comment on whether we'd have to look in a little bit more detail, and that's something we would do through the more detail design and look at the number of driveways and crossing points. I think a key point with option 2 versus option 1 is that regardless of the number of access points, the significance of the conflict is more impactful with option 2. Just because at every one of those conflict points you're having to look both ways to look for cyclists in both directions in compared to option one where it's kind of simpler in terms of what to expect at those crossing points.	Conflicts
21	sorry, a white cane can't tell color or read signs. how does a blind person not meander into the box	Hi [name redacted]. A bike box is usually located off of the curb and is also clear from the pedestrian crosswalks.	Cycling Comfort, Conflicts
22	Have we considered going beyond paint to having projections onto the infrastructure to keep things visible through snow and faded paint?	Not yet at this time [name redacted] but we are aware of all the advancements that keep coming. We're looking forward to learning more about these advancements at	Cycling Comfort, Conflicts

#	Question	Answer	Theme(s)
		the upcoming Winter Cycling Congress.	
23	Does the crosswalk for pedestrians go behind, through, or in front of the bike box?	Hi [name redacted]. The crosswalks are almost always behind the bike boxes. The bike boxes incorporate the space that the through path of the bike lanes occupies. Bike crossings and pedestrian crossings in these designs are all separate.	Cycling Comfort, Conflicts
24	[Name redacted] asked “how many users on average are expected to use these bike lanes each day?’. I can appreciate this would be difficult to forecast. However, when looking at capacity numbers to decide what size of bike lanes to build, you must have something in mind. Do you have a city that you are using for inspiration? Sometimes currently the bike lanes have line ups to cross at a light. If this is the goal for 2050, the current sizes proposed are not sufficient in peak summer riding hours.	Hi [name redacted]. Thanks for the question. The design widths are governed more by ensuring we can clear the lanes of snow (minimum clear space of 1.8m) and then providing wider space for two abreast cycling or passing as the overall right-of-way widths allow. We try to achieve a balance between space for all road users.	Traffic Operations
25	Was any consideration given to removing one of the stacking lanes on Memorial north of St. Mary? Reducing this to one lane could provide protected space for a bike box,	I don't believe this was looked at [name redacted], but we will take this into consideration as the project moves forward.	Cycling Comfort, Conflicts
26	What is the future plan for connecting the Westminster/Balmoral bike route to spur on Colony? (Infrastructure and/or signage?)	The City has a future study planned to look at connections from the Westminster/Balmoral bike route to the University of Winnipeg which would include this connection.	Connectivity
27	Hello, just quickly wanted to ask if the city had considered lowering the speed limit for either street plan option? Or would they remain at 50km/h.	The streets would remain at their current speed limits of 50 kph.	Cycling Comfort
28	An issue with this being a vision exercise to 2050 is that we're having to keep one-way vehicle traffic, which by-design prioritizes speed and volume of vehicles to get THROUGH downtown, and sacrifices the downtown as a place to travel TO. It's a chicken and egg, but I suppose overall my question would	As part of CentrePlan 2050, we are also creating a Streetscape Design Manual. The manual will also include designs of one-way streets that will improve the pedestrian environment and improve safety. Converting Downtown streets from a 1-way to 2-way system would	Cycling Comfort, Conflicts, Traffic Operations

#	Question	Answer	Theme(s)
	be: is getting rid of the one-way travel lanes being discussed?	require a larger study that is not part of the scope of this project.	
29	An issue with this being a vision exercise to 2050 is that we're having to keep one-way vehicle traffic, which by-design prioritizes speed and volume of vehicles to get THROUGH downtown, and sacrifices the downtown as a place to travel TO. It's a chicken and egg, but I suppose overall my question would be: is getting rid of the one-way travel lanes being discussed?	As part of CentrePlan 2050, we are also creating a Streetscape Design Manual. The manual will also include designs of one-way streets that will improve the pedestrian environment and improve safety. Converting Downtown streets from a 1-way to 2-way system would require a larger study that is not part of the scope of this project.	Cycling Comfort, Conflicts, Traffic Operations
30	is there parking along any of these proposed bike lanes? and if so, will the bike lane be lifted to be flush with the sidewalk so that wheelchair users can access the parking spot.	*Question answered live during the meeting* The bike lanes in both options would be at road grade. We're not currently thinking of raising them to sidewalk levels. You'd have that physical separation from pedestrians. It might have been my connection. You were cutting out a little bit from your question there. So, if you have the others. That I might have missed if you could just repeat those. The parking lane on the unidirectional option, is on the other side of the street not adjacent to the bike lane, so those mobility issues wouldn't have a challenge there. If we did look at the inverse where the parking was adjacent to the bike lane, we would recognize there's a curve barrier there, and we have to design mitigation so people can have curbside access.	Parking and Loading, Conflicts
31	Instead of a 2-way protected bike lane is there any discussion having a 1 way	*Question answered live during the meeting.*	Cycling Comfort,

#	Question	Answer	Theme(s)
	on both sides of the street so cyclists going either way can go with the flow of traffic? As well with the 2-way bike lane then are cyclists then required to use it or can they stay on their side of the road if they plan on making a right hand turn since they are not 1 ways.	We did look at a 2 way or one way on each side of the street. The challenge here is Cumberland is not as wide as what we were talking about earlier with York and St. Mary. The cross section is quite a bit narrower. We just we don't have space to provide a separate protected bike lane on each side of the street. We'll still maintain those 2 vehicle lanes and working within the curb to curb with. There just isn't enough space and that's really the primary reason why we're looking at a 2-way facility. It's really all we can fit within the cross section.	Conflicts, Traffic Operations
32	For Option 1, for the Key Intersection #1 (south-to-east slip lane from Sherbrook onto Cumberland), is there appetite for raised crossings to protect the vulnerable road users, similar to eastbound Granite Way onto southbound Osborne?	*Question answered live during the meeting* The bike lanes in both options would be at road grade. We're not currently thinking of raising them to sidewalk levels.	Cycling Comfort, Conflicts
33	I believe the bus route on Cumberland only heads east. Is it preferred to share the lane with transit or would it be better on the opposite side of the street?	*Question answered live during the meeting.* Yes, the bus route only goes east. So that is really the advantage of the north side. Option 2 puts cyclists on the left side of the street so there is no conflict with transit vehicles. You've got buses on the right, and they would have to stay on the right, and then cyclists are on the left side of the street. So that's a really important feature of the North Side, as we're kind of trying to trying	Conflicts, Traffic Operations

#	Question	Answer	Theme(s)
		to separate out buses and cyclists.	
34	When I cycle on Pembina, pedestrians always stand on the bike path at bus stops. In looking at the like to info on bike boxes, I'm concerned there will be similar issues with downtown bike boxes. Do you have plans to deal with this? For example, the bike path should be at a different grad than the sidewalk.	*Question answered live during the meeting* The depends on which transit stops on Pembina you're talking about the "first generation bypasses" are north of Abinojii Mikanah. In those segments the bike lane and the sidewalk are constructed out of concrete. It is delineated with some pavers. But to someone who maybe doesn't bike or is not really paying attention or at their phone, they might not even realize that they're standing in a bike lane because the ground is not communicating that it is a bike lane to them the surface treatment. Now we've changed that design so the bike lane through those transit stops is asphalt. So, there is a change in color, contrast and material. We don't have data collected on this, but anecdotally we see and hear far less complaints about this in the new design.	Cycling Comfort, Conflicts
35	For Option 1, for the Key Intersection #1 (south-to-east slip lane from Sherbrook onto Cumberland), what is the plan to protect cyclists who are continuing northbound along Sherbrook from motorists taking the eastbound slip lane?	We will have to look at this connection further as the project progresses. Currently the northbound Sherbrook lane crosses the slip lane right where the slip lane starts, but we could look as the design progresses to see if it makes sense moving this to coincide with one crossing of the slip lane.	Cycling Comfort, Conflicts

#	Question	Answer	Theme(s)
37	Would it be possible to consider eliminating the slip lanes on Sherbrook and Balmoral to avoid making pedestrians and cyclist having to wait at these islands, adding another crossing point?	Thanks [name redacted]. We looked at this but these slip lanes are required for larger vehicles to make those turns. This is due to the skew of the intersecting streets.	Cycling Comfort, Conflicts
38	Research suggests “Right Turn Conflict zone” dangerous for cyclist and pedestrians, can’t we get rid of them?	Thanks [name redacted]. We agree and try to remove slip lanes whenever possible. However, we looked at this but these slip lanes are required for larger vehicles to make those turns. This is due to the skew of the intersecting streets.	Cycling Comfort, Conflicts
39	For both options, is there any further communication plan to gather more feedback and input from businesses as well as inform them of proposed changes to help with any concerns that they may have or issues they may identify?	Thanks [name redacted]. The project team is reaching out to businesses and other land owners on these streets. If you have any suggestions please reach out.	Parking and Loading
40	For Cumberland at Sherbrook would there be any worry about bikes coming out of the Wellington path into the sidewalk a little ways away from the corner. Or in another way, would it be better and/or possible to line the Wellington path exit closer to the corner? I just think it may make it that slightly safer in the sense of people being more careful, but just a thought/idea	Thanks for the comment [name redacted]! We can look at that as the project progresses.	Cycling Comfort, Conflicts
41	At Cumberland and Sherbrook, is there not potential to allow the bike lanes to cross Sherbrook and then cross Cumberland on the west side of Sherbrook? That would create extra options and reduce wait times.	Interesting idea [name redacted]. We can look at the connection to Wellington further as the project progresses.	Cycling Comfort, Conflicts
42	Concur with the slip lane question - why are we maintaining any slip lanes when research shows they’re incredibly dangerous and also unnecessary? Any reason we can’t just square up the intersections and have cars turn right? Related, are you looking at getting rid	Thanks [name redacted]. We agree and remove slip lanes whenever possible. However, we looked at this but these slip lanes are required for larger vehicles to make those turns. This is due to the skew of the intersecting streets.	Cycling Comfort, Conflicts

#	Question	Answer	Theme(s)
	of right-on-red? It's another major issue in those "right turn conflict zone" areas.		
43	Are there plans to add secure bicycle parking to help offset the car parking losses?	We add bike racks as part of these projects. Secure parking is more difficult. We are looking for partners to develop bike cages etc. in the downtown.	Parking and Loading
44	Is there any option to bend a northside bike lane onto the boulevard to create parking bays in front of the Regency Towers? I believe the designs on Goulet have done something like this.	We can look at that, thanks Mark.	Parking and Loading
45	We see Edmonton as a key connection south, and the North side option seems to create a way to provide a crossing from Edmonton to Gertie that could easily be connected north to Elgin which connects to RRC Polytech. Combined with future Osborne to Downtown Walk Bike Bridge, Osborne Underpass, St. Vital Bridge.	*Question answered live during the meeting* We are aware of that potential development on Edmonton [Portage Place redevelopment] and we will be definitely thinking about Edmonton in a different way. We have to see how things fall into place but we can certainly adapt to that.	Connectivity
46	We continue to have cyclists go through the pedestrian area at bus stops. Why wouldn't we have cyclists continue on the left side of busses and not interfere with safety of pedestrians boarding busses or getting off a bus. Many stakeholders have expressed their concerns on this and it is not being addressed.	*Question answered live during the meeting* That is one of the key advantages of the North Side option because we just eliminate that conflict and cyclists are on the left side of the street and transit users are on the right side of the street. If it's on the right side of the street, does the protected bike lane drop and cyclists kind of go around the bus? We haven't considered those, because we're really trying to provide a facility that's comfortable for people of all ages and abilities. So having bicyclists having to weave around the left side	Cycling Comfort, Conflicts

#	Question	Answer	Theme(s)
		of a bus in the roadway is really not a environment that's comfortable for people of all ages and abilities. We're trying to maintain that physical protection. And that's where the islands come in with option one, or removing that conflict altogether with option.	
47	Would you consider implementing "Continuous Sidewalks" if you implement the Option 1 that puts pedestrians & cyclists through slip lanes? This is where the AT crossing is elevated to the same level as the sidewalk so that it acts as a speed bump for drivers, makes a better surface for users, and helps protect pedestrians & cyclists.	Hi [name redacted]. We do consider these wherever conditions allow. A good example are the pedestrian and bike crossings of the slip lanes at St. Anne's and Fermor.	Cycling Comfort, Conflicts
48	Will bike boxed be implemented retroactively in the rest of downtown. My cycling route always involves turning out of protected bike lanes onto regular streets, so I rarely even use the bike lanes as it's too difficult to navigate.	As we continue to build out the network we look to install bike boxes largely where bike facilities connect. We don't usually install them at intersections with streets that don't include bike infrastructure.	Cycling Comfort, Conflicts
49	Thanks [name redacted], so that means you'd prefer to create a continuous sidewalk at the slip lanes if you implement option 1?	We look to have raised bike and ped crossings at slip lanes as a way to mitigate those conflict points. This usually comes down to the level of construction that is occurring here as a raised crossing can impact drainage which may require more significant construction. For example, a road reconstruction project it is easier to make changes to drainage versus fitting a bike lane into an existing road (e.g. Bannatyne).	Cycling Comfort, Conflicts

#	Question	Answer	Theme(s)
50	initial thoughts on William Stephenson Way. Get rid of the firework permits and constant closures:-(	Thanks for the comment	
51	Thanks for the presentations, it was very informative	Thank you, [name redacted]!	
52	What's the timeline on implementation? Sorry if I missed this.	*Question answered live during the meeting* There are road renewal projects coming in the downtown on York and St. Mary, and a number of other streets. If we have them a surer timeline for that renewal process, then we will present that at the next phase of engagement. But for now, we're on the timeline for this process. We don't want to go through this design or these design process, and then and then just let the project sit on the shelf. We're looking to implement what we design. So we'll definitely be endeavoring to get the recommended options built as quickly as we can as funding allows.	
53	Does the Cumberland bike lane extend to Hargrave?	Yes.	Connectivity
54	Would it be easier to have buses tuck in 1 to 1.5 metres to allow cyclists to continue on the left side when the bus is loading and unloading passengers?	As [name redacted] mentioned in the presentation, this type of maneuver would not be considered appropriate for all age and all ability cyclists as it would put them into conflict with motor vehicles and the bus itself as it pulls away from the curb.	Parking and Loading
55	Years ago, people were taught to walk on the left side of the road when there was no sidewalk. The reasoning was so it was easier to see cars coming. It seems to me this might work for bike paths as well. Has anyone every	Thanks [name redacted]. Following the flow of traffic is more intuitive for people driving and people cycling, which also makes it more comfortable.	Cycling Comfort, Conflicts

#	Question	Answer	Theme(s)
	studied this? Do we just prefer to ride in the same direction as the cars because it seems like it's the right thing to do?		
56	thanks for the presentation, I hope we make a priority to connect our bike network in the very near future.	Thank you, [name redacted]!	
57	Thank you all for taking the time presenting this project. Fantastic to see these concepts possibly coming together in coming years. Have a good night!	Thank you, [name redacted]!	
58	Thanks for walking us through this.	Thanks for coming!	

Appendix F – Stakeholder meeting notes

Appendix F: Stakeholder meeting notes

During Phase 2, the project team met with stakeholders who own or operate a business or property on a proposed bike route. Organization and topics discussed are listed below.

Stakeholder organization	Topics discussed
Cumberland Avenue	
411 Cumberland Management	• Parking and loading needs
Central Park Stewardship Committee	• Parking needs and use around the park • Pedestrian and cyclist access to the park • Park landscaping and buffering from motor vehicle traffic
St. Mary Avenue	
Winnipeg Clinic	• Loading needs • User access and conflict mitigation between pedestrians and cyclists
Sourthern Chiefs Organization (SCO)	• Plans for bike lane
Convention Centre	• Plans for bike lane
Sutton Place Hotel	• Plans for bike lane
St. Mary's Cathedral	• Parking, loading, and access needs
CityPlace	• Plans for bike lane
Longboat	• Parking • Site access at 276 Colony Street
York Avenue	
Manitoba Law Courts	• Sight line analysis • Parking and loading for police vehicles