

Appendix E– Probe research report

TABLE OF CONTENTS

03	Key Findings
05	Methodology
06	Transportation Modes and Patterns
21	Assessment of Current Transportation System
32	Values and Vision
35	Impacts of the Pandemic
38	Active Transportation
45	Technology and Transportation
51	Profile of Respondents

FOR MORE INFORMATION:

Mary Agnes Welch
Principal

PROBE RESEARCH INC.

603 – 191 Lombard Ave.
Winnipeg, MB R3B 0X1
(204) 926-6565
maryagnes@probe-research.com
www.probe-research.com



KEY FINDINGS

- By far, Winnipeggers' commuting mode of choice is the car. A notable three-in-five say they always commute by car. Similarly, two-thirds get to their routine destinations by driving alone, with most citing convenience as the reason they do so. Indeed, nearly all Winnipeggers say it's easy for them to get around Winnipeg by car - which was by far rated as the easiest transportation mode.
- In general, Winnipeggers are happy with their mode splits, with at least one half reporting satisfaction with the amount they travel by car, bus and on foot or by mobility device. That said, there is some appetite to shift toward more active and greener alternatives. For instance, two-in-five say they drive more often than they'd like, and the majority say they don't bike as often as they'd like. Also, more than one-in-ten say that, before the pandemic, they'd intended to start ride or car sharing.
- Winnipegger's perceptions of our transportation network are generally negative, with a few exceptions. When asked to compare aspects of the network to its state five years ago, people typically say things have gotten worse. For example, at least half of respondents believe that roads are in worse shape, getting to their destinations takes longer and is more expensive, and drivers and cyclists are increasingly failing to follow the rules of the road. Such sentiments also coloured assessments of the current transportation network, with negative evaluations being the most common responses to questions about the ease of downtown parking, traffic signal timing and the timeliness of snow removal from sidewalks, among others.
 - Not all perceptions were negative, particularly when it comes to Winnipeg Transit. Most often, Winnipeggers agreed that transit is well-connected, comfortable and on time.
- In terms of values, Winnipeggers prize safety above all else, with three-in-five saying this is extremely important to them as they move about the city.

FOR MORE INFORMATION:

Mary Agnes Welch
Principal

PROBE RESEARCH INC.

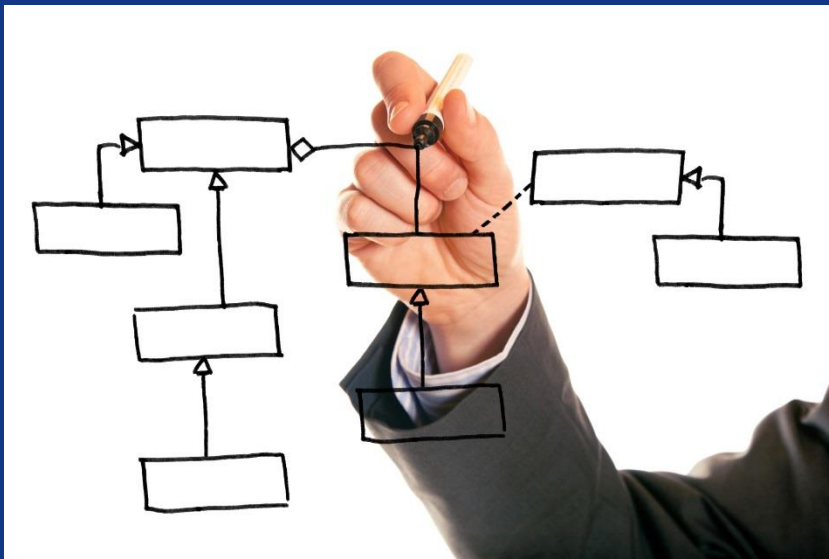
603 – 191 Lombard Ave.
Winnipeg, MB R3B 0X1
(204) 926-6565
maryagnes@probe-research.com
www.probe-research.com



KEY FINDINGS (con't)

- As for visions for the future, better road surfaces tops citizens' wish lists. When asked to select the top three things they'd like to see in 2050 Winnipeg, this was the most commonly selected option, followed by effective expressways.
- The COVID-19 pandemic has and continues to shape Winnipeggers' transportation habits. Three-in-five say they've been having more things delivered to their home or workplace, and are split on whether they'll continue to do so post-pandemic. And when transit users were asked to name the single most important thing needed for them to bus as often as they were before the pandemic, the most popular answers were the availability of a COVID vaccine and enforcement of mandatory masks. The latter point is an interesting one given that masks have been mandatory and enforced on busses since late August, well-before this survey was conducted.
- Feeling unsafe walking at night was, by far, the biggest concern expressed by Winnipeggers who travel by foot or mobility device. Among people who aren't walking as much as they'd like, feeling unsafe walking at night was also a commonly cited barrier to walking more, second only to feeling their desired destinations are too far to walk to.
- In comparison to pedestrians, cyclists didn't have a singular, stand out concern but rather had many. Topping the list, though, were bad or angry drivers, gaps in the cycling network and a lack of safe public places to lock up their bikes. As for winter cycling, three-in-five cyclists say they would do this more often if there were more protected bike lanes.
- Winnipeggers have mixed feelings about emerging transportation technology. They are split on whether they would buy an electric car or use a driverless vehicle. Most say they are unlikely to use electric scooters or bikes; slightly more say they're likely to use MaaS, yet more are also unsure about whether they would use this technology.

METHODOLOGY



- Probe Research Inc. was retained by the City of Winnipeg to survey Winnipeggers about their attitudes and behaviours regarding the city's transportation system.
- Probe Research surveyed 600 Winnipeg adults between October 14th and 27th 2020. The survey was conducted online using a 15-minute (average) questionnaire. It was available in both official languages. Four respondents completed the survey en français.
- Two email reminders were sent to encourage responses. In addition, those who completed the survey were eligible to win one of three \$150 VISA gift cards.
- The sample for this survey was sourced from Probe Research's proprietary panel and supplemented by two reputable sample providers. A city-wide probability sample of 600 would mean a margin of error of +/- 4.0, 19 times out of 20. Minor statistical weighting was applied to ensure the survey sample is broadly representative of the actual Winnipeg population for age, gender and region of the city.
- The survey questionnaire was designed by Probe Research Inc. in collaboration the City of Winnipeg.
- For values less than 4%, we have removed the numeric labels (e.g., "3%") from the graphs due to space constraints, but still represent the values with coloured bars.

TRANSPORTATION MODES AND PATTERNS

PROBE RESEARCH INC.

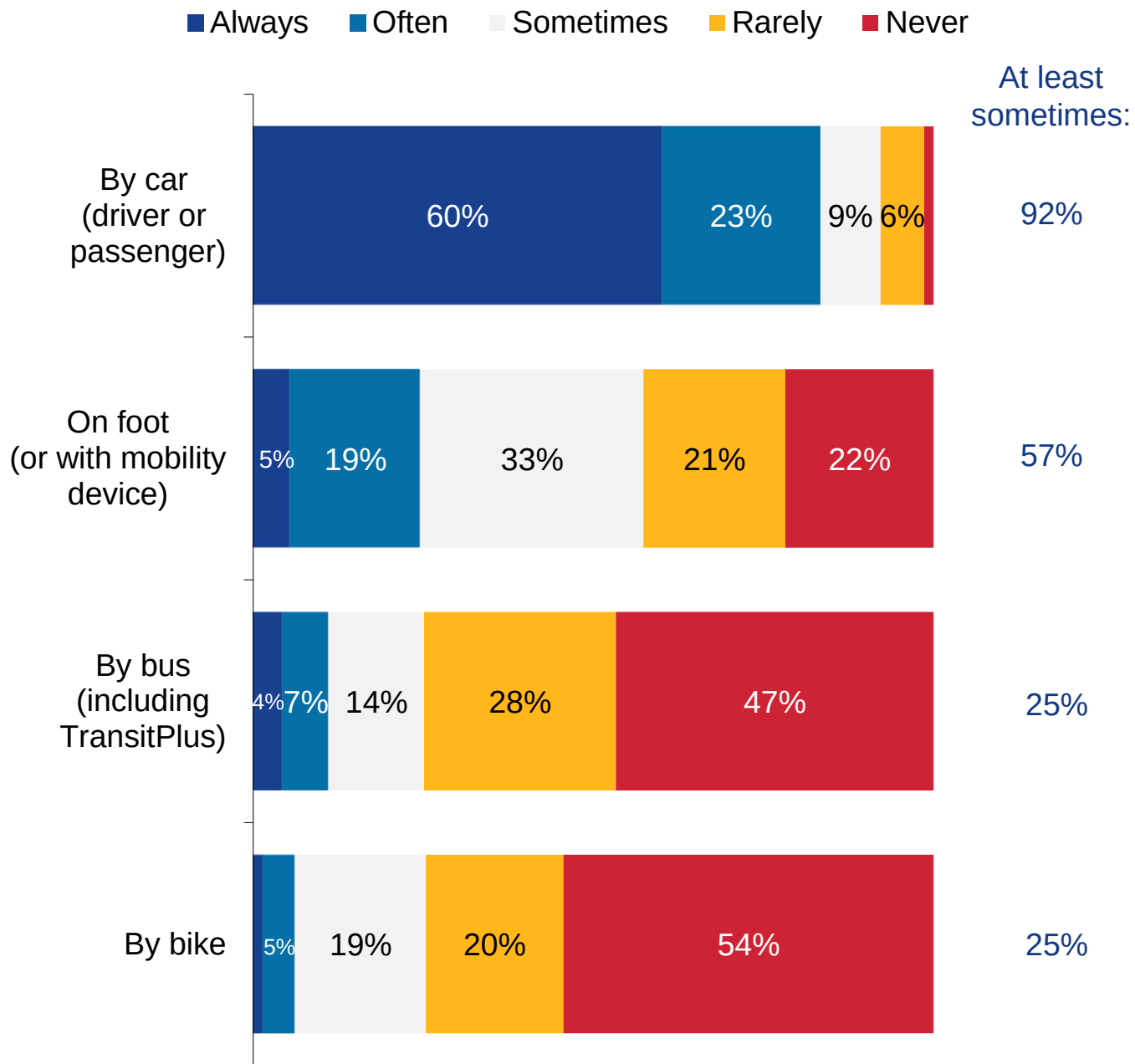


Image credit: <https://tinurl.com/y264klx3>

MOST WINNIPEGGERS ALWAYS GET AROUND BY CAR

M1. "First, we'd like to know how you get around the city **right now**. Please read the following list and indicate how often, if at all, you use each method to get around the city for work, school, errands and fun."

Base: All respondents (N=600)

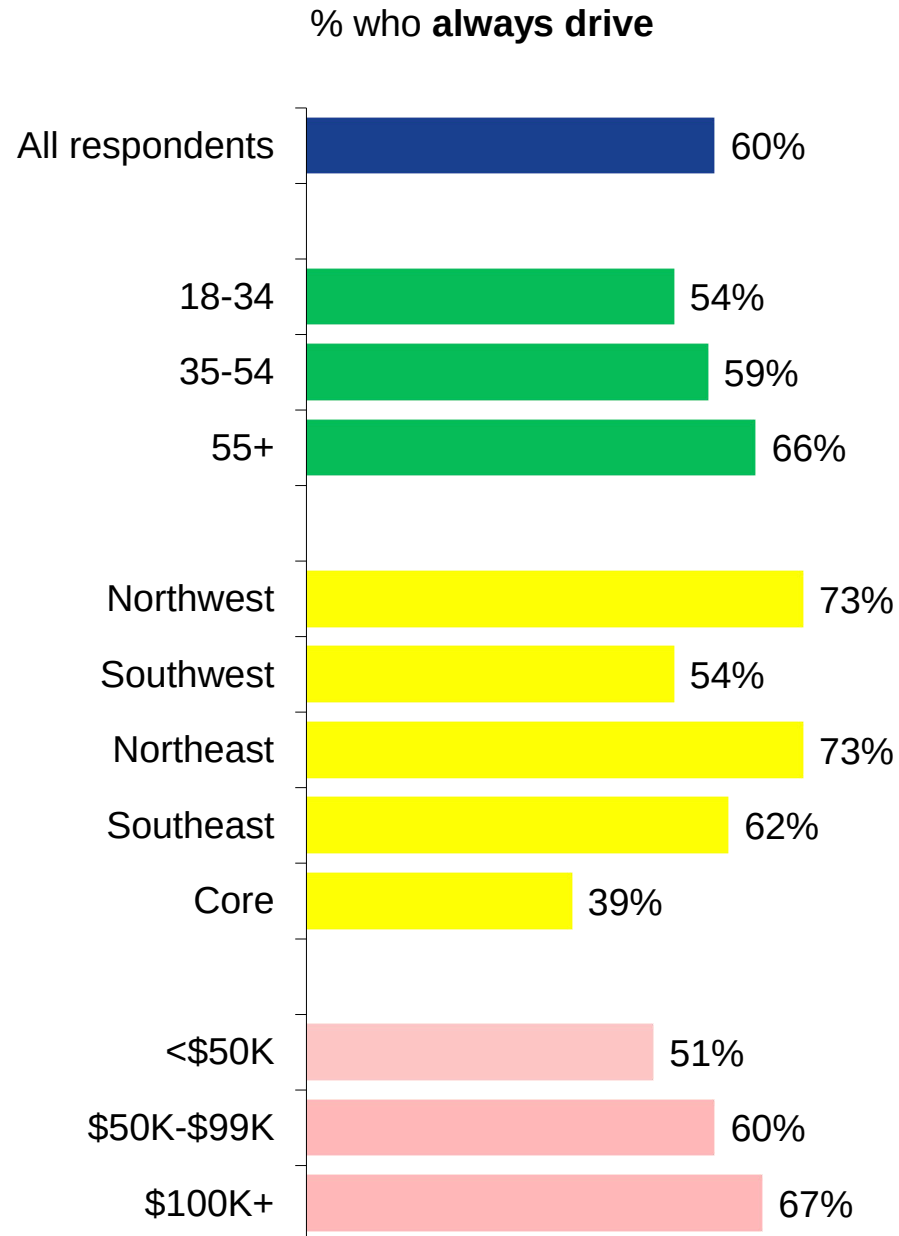


NORTHEAST AND NORTHWEST AMONG MOST LIKELY TO ALWAYS DRIVE

VIEWS AMONG SUB-GROUPS

M1. "First, we'd like to know how you get around the city **right now**. Please read the following list and indicate how often, if at all, you use each method to get around the city for work, school, errands and fun."

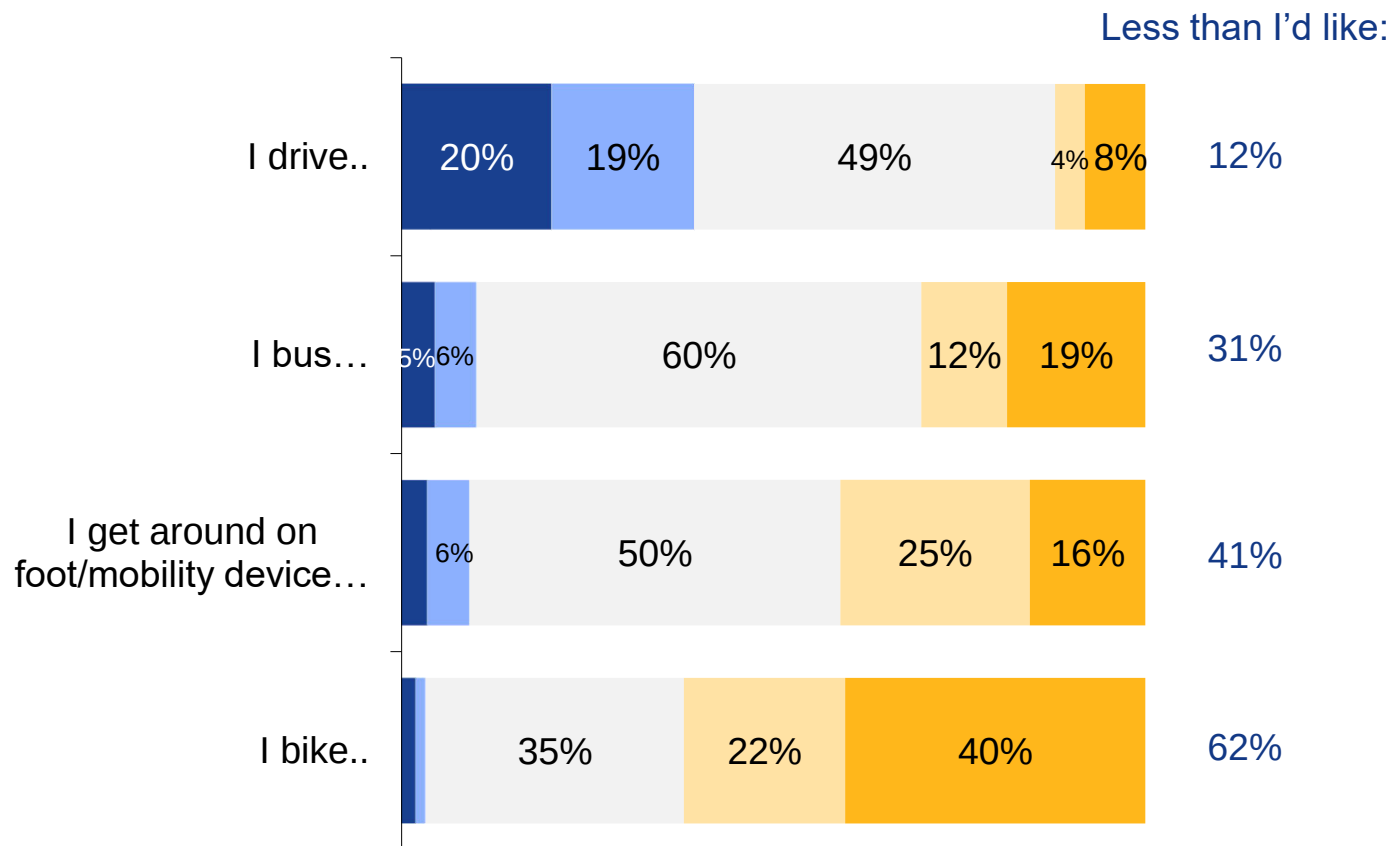
Base: All respondents (N=600)



CITIZENS GENERALLY HAPPY WITH THEIR MODE SPLIT, THOUGH THREE-IN- FIVE WISH THEY BIKED MORE

M2. "And how do you feel about how often you typically use each type of transportation in Winnipeg?"

■ Lot more than I'd like ■ Little more than I'd like ■ As much as I'd like ■ Little less than I'd like ■ Lot less than I'd like



Those more likely to say they **would like to bike more** include:

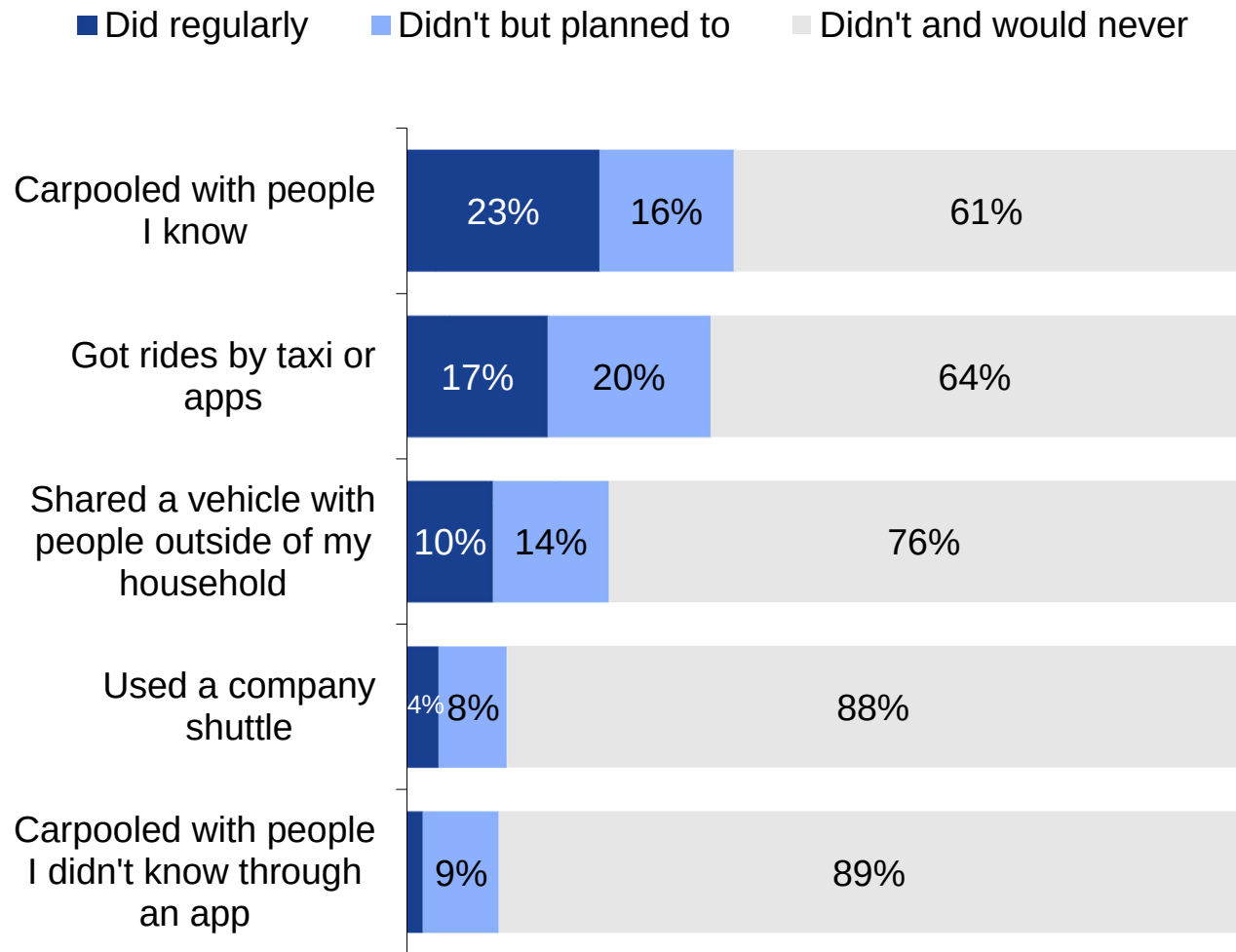
- Northeast residents (73% vs. residents in all other areas)
- Wealthier Winnipeggers (69% among those in \$100K+ households vs. 57% of people from <\$50K households)

Those more likely to say they **would like to walk more** include northeast (47%) and southeast residents (45%), compared northwest (36%) and core residents (35%). As well, women are more likely than men to say they would like to walk more.

Base: All respondents (N=600)

ONE-QUARTER CARPOOL - THE MOST USED TYPE OF SHARED TRANSPORTATION PRE-PANDEMIC

P1. "... let's think back to early 2020, before the COVID-19 pandemic and social distancing. For each of the following ways of getting around the city, tell us whether you regularly did this, didn't do it yet but planned to soon, or would never do it."



Those more likely to say, **pre-pandemic, they regularly carpoolled with people they know** include:

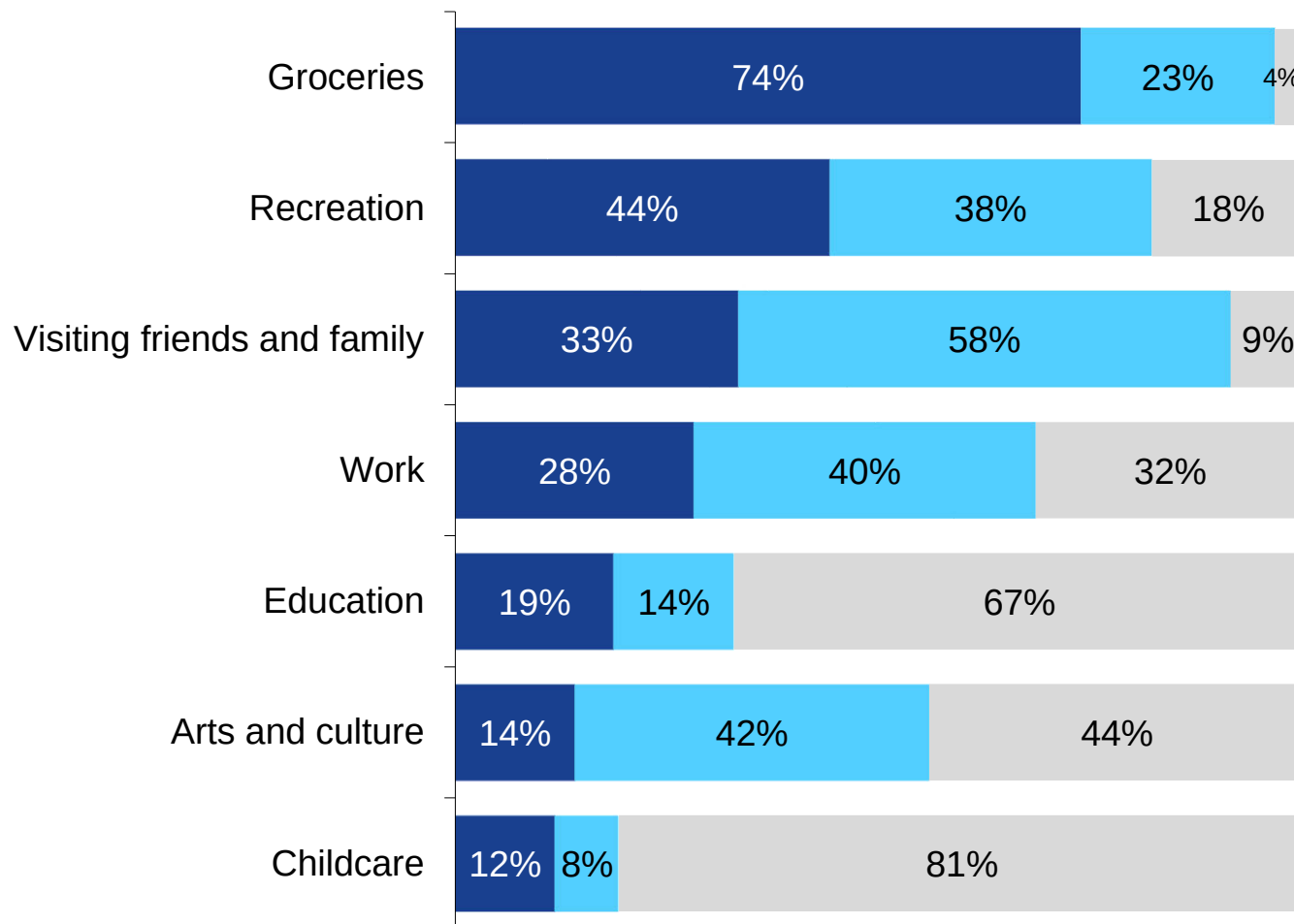
- Women (28% vs. 17% of men)
- Younger adults (35% among those 18-34 vs. 21% of middle-aged and 14% of older adults aged 55+)

Base: All respondents (N=600)

THREE-IN-FOUR GROCERY SHOP CLOSE TO HOME, BUT MAJORITY OF WORKERS WORK OUTSIDE THEIR NEIGHBOURHOOD

M3. "Here are some activities that might be part of your regular routine. For each one, please choose the option that best describes where you normally do this, if at all."

■ In my neighbourhood ■ Outside my neighbourhood ■ Not part of routine



Base: All respondents (N=600)

Those most likely to **get groceries outside their neighbourhood** include:

- Core residents (42%, roughly double the proportions in other areas)

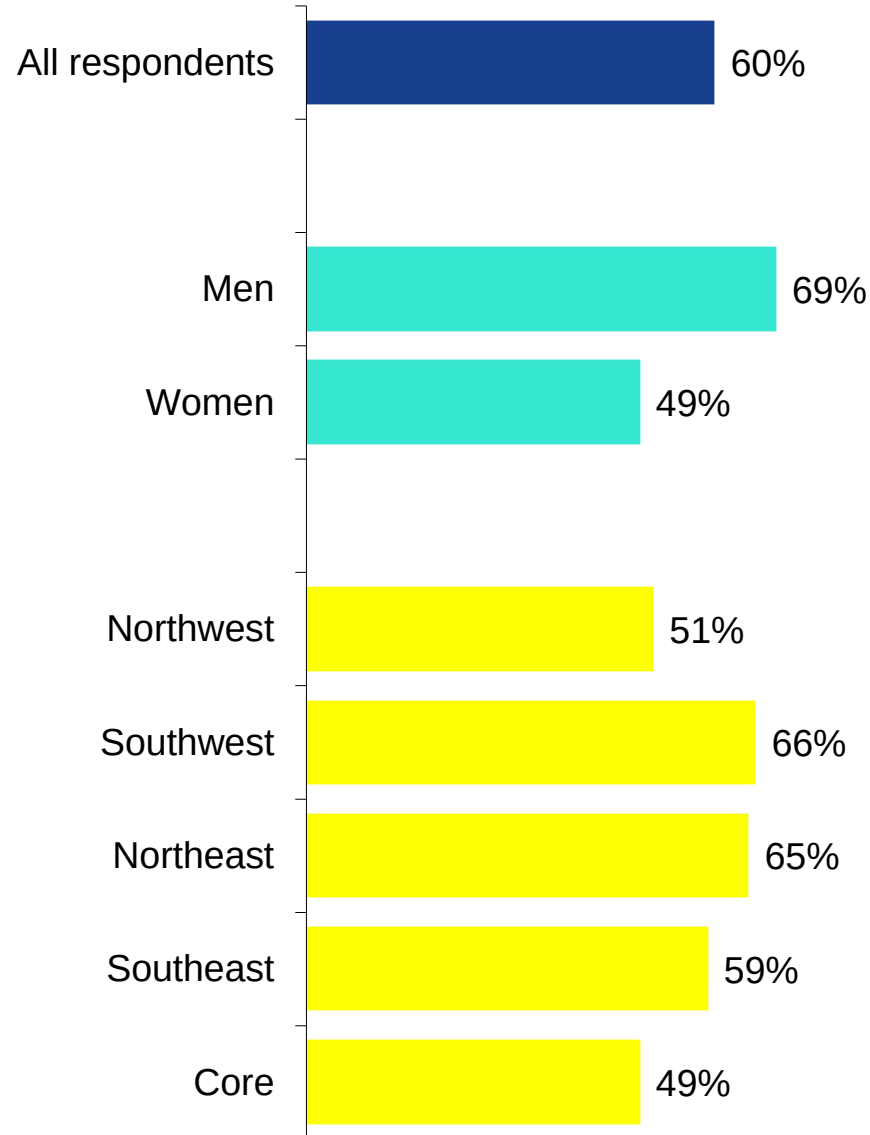
MALE, SUBURBAN WORKERS MORE LIKELY TO WORK OUTSIDE THEIR NEIGHBOURHOOD

VIEWS AMONG SUB-GROUPS

M3. "Here are some activities that might be part of your regular routine. For each one, please choose the option that best describes where you normally do this, if at all."

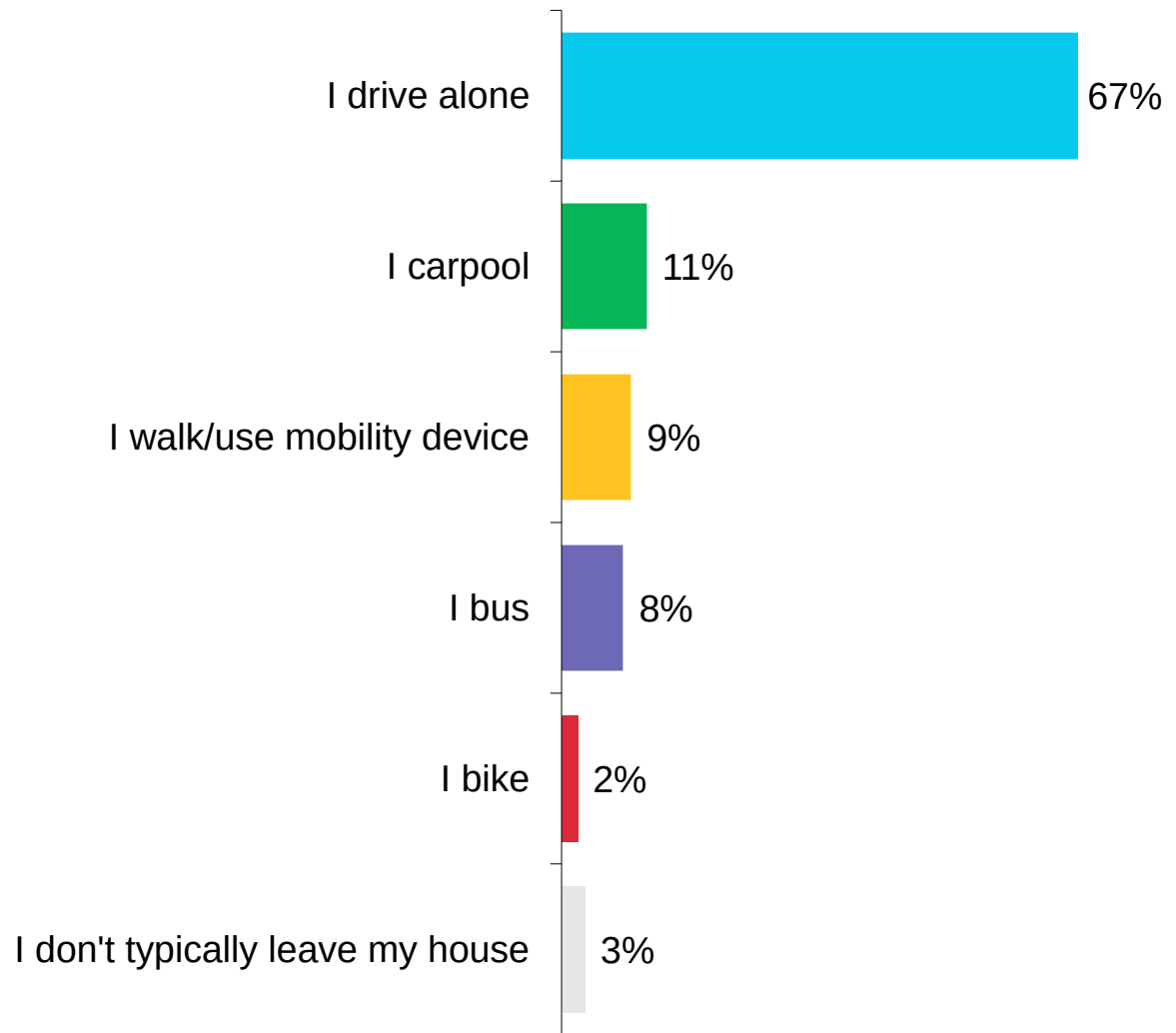
Base: All respondents who work (n=410)

% of workers who **work outside their neighbourhood**



TWO-THIRDS OF WINNIPEGGERS DRIVE ALONE TO THEIR USUAL DESTINATION

M4. "Think about the place you go **most often** in a typical week. This could be work, school, a doctor's office, a family member's home, etc. How do you usually get there? Please choose the one method that you use most often or for most of your trips."



Base: All respondents (N=600)

Those most likely to **walk or use a mobility device** include:

- Core residents (22%, roughly three times the proportion in other areas)

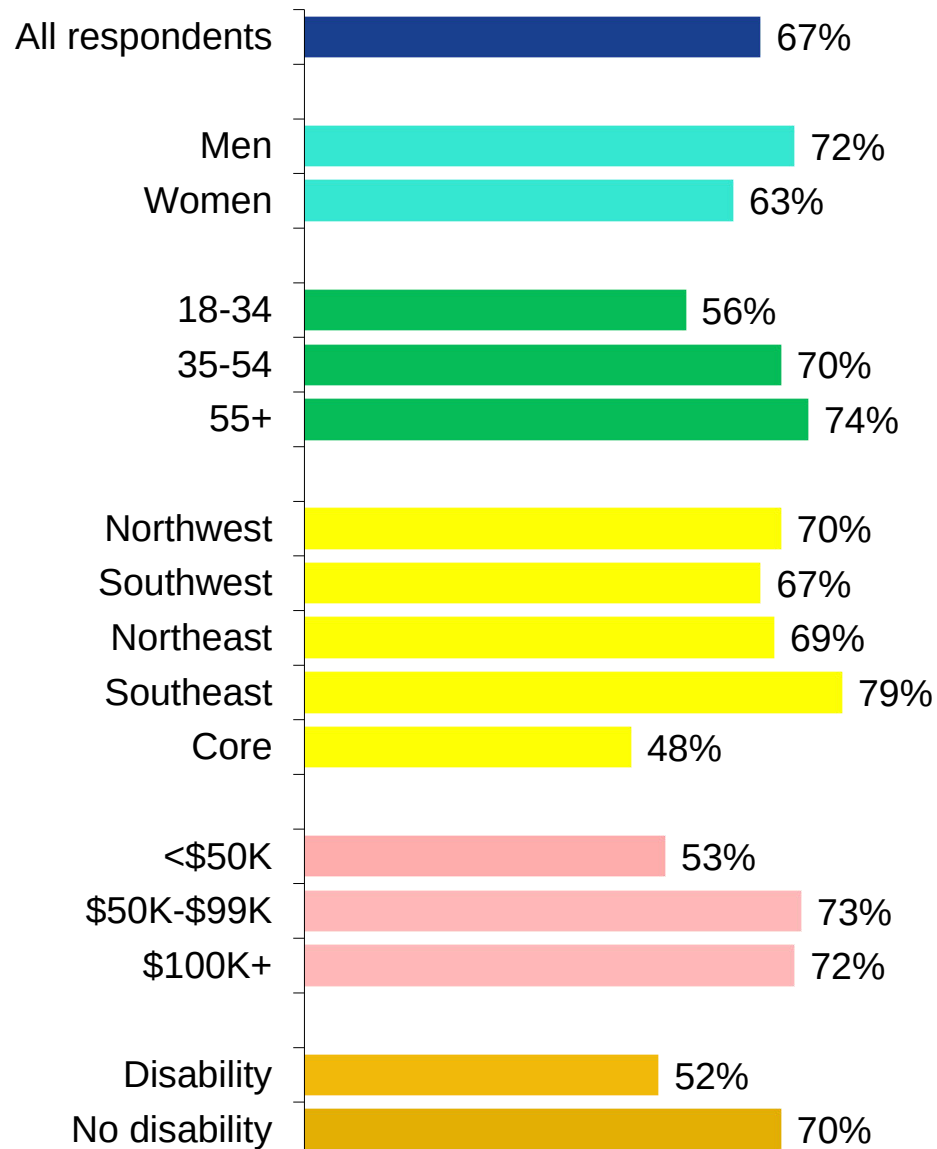
SOUTHEAST RESIDENTS, OLDER AND MALE WINNIPEGGERS AMONG MOST LIKELY TO DRIVE ALONE

VIEWS AMONG SUB-GROUPS

M4. "Think about the place you go **most often** in a typical week. This could be work, school, a doctor's office, a family member's home, etc. How do you usually get there? Please choose the one method that you use most often or for most of your trips."

Base: All respondents (N=600)

% who **drive alone** to their usual destinations



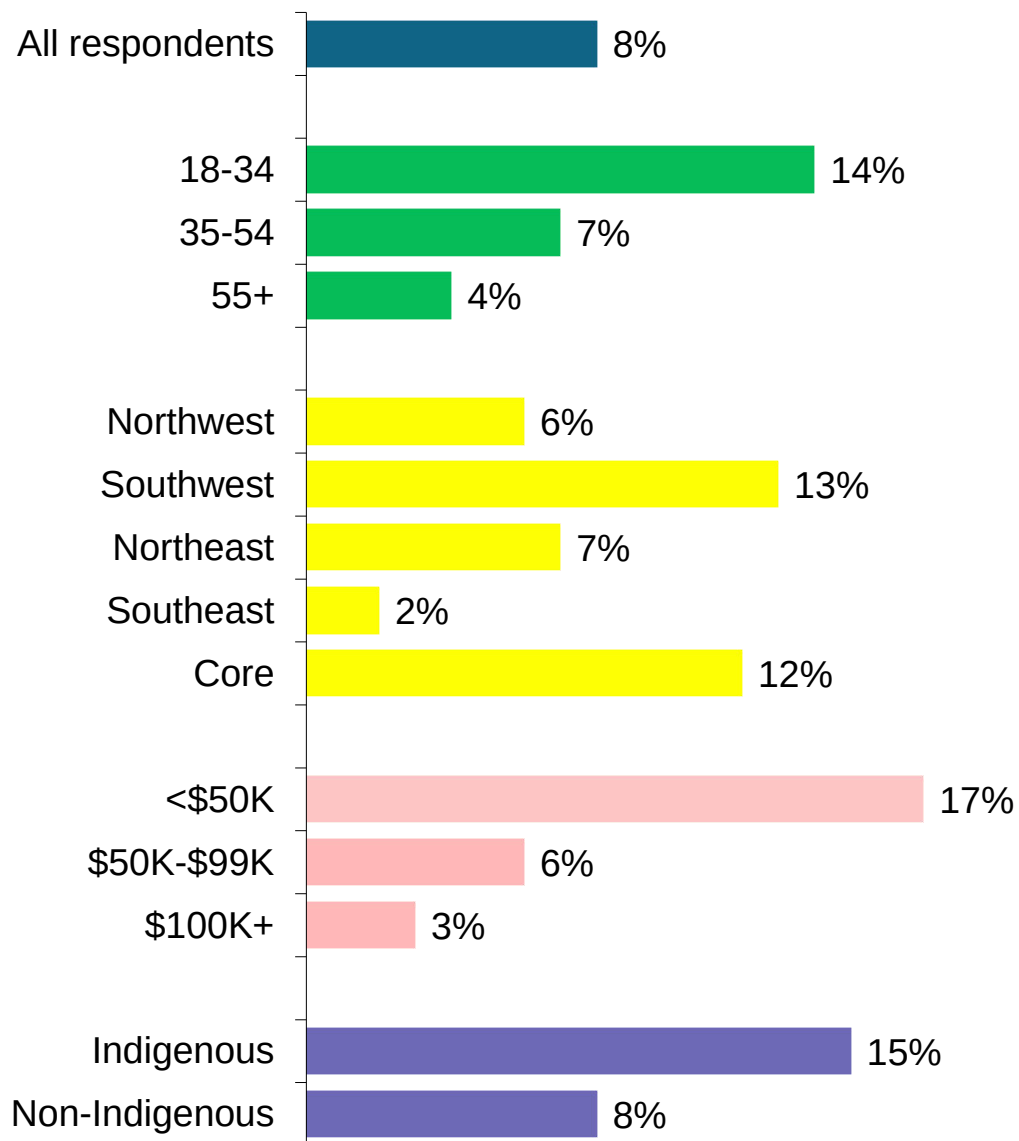
LOWER INCOME HOUSEHOLDS, INDIGENOUS RESPONDENTS MORE LIKELY TO BUS

VIEWS AMONG SUB- GROUPS

M4. "Think about the place you go **most often** in a typical week. This could be work, school, a doctor's office, a family member's home, etc. How do you usually get there? Please choose the one method that you use most often or for most of your trips."

Base: All respondents (N=600)

% who **bus** to their usual destinations

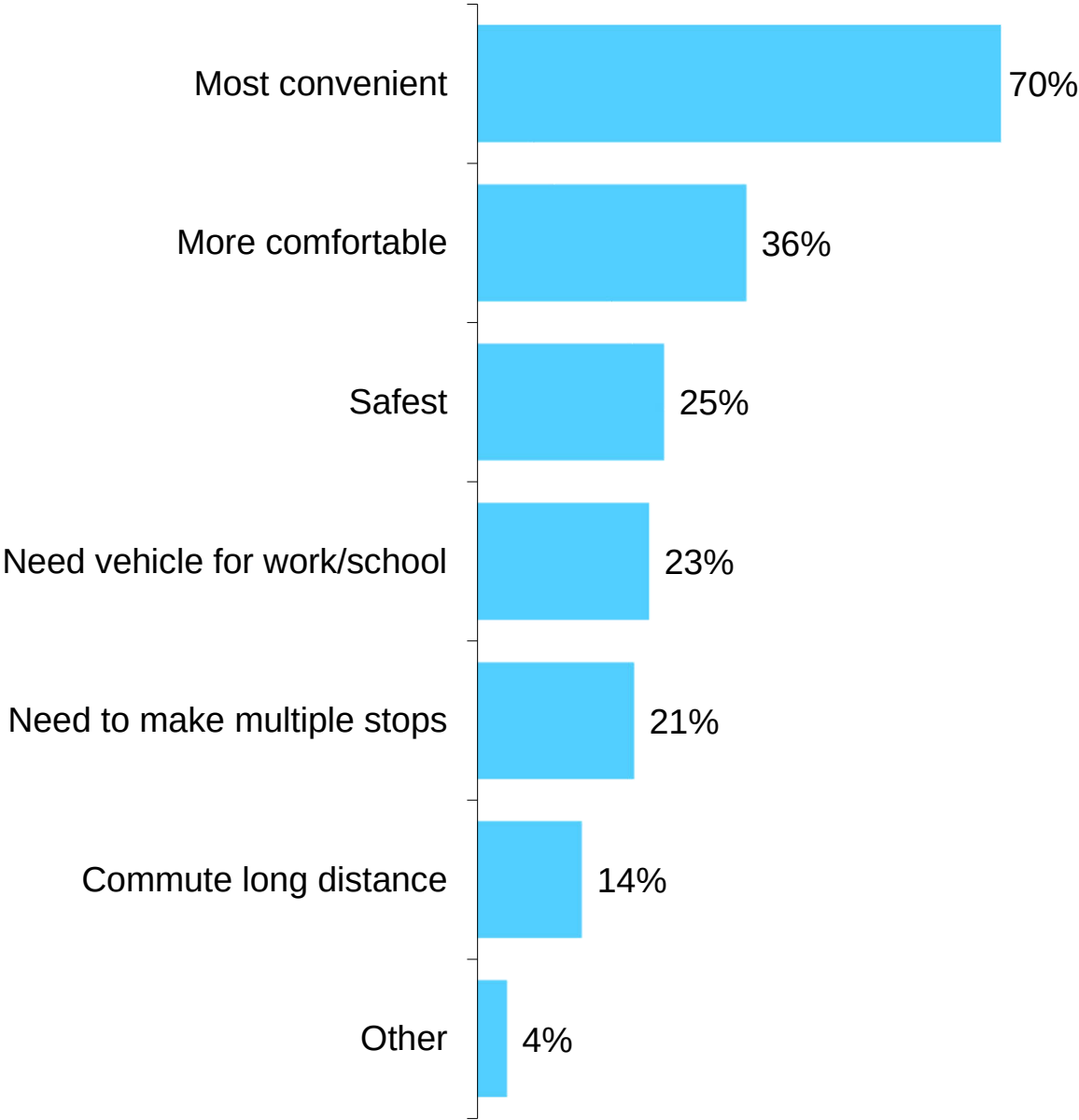


CONVENIENCE TOP REASON FOR DRIVING ALONE...

M5a. "And why is it that you typically travel there by **driving by yourself**? Please check all that apply. "

Base: Those who drive alone to their usual destinations (n=403)

Note: Multiple mentions accepted. Total will add to more than 100%

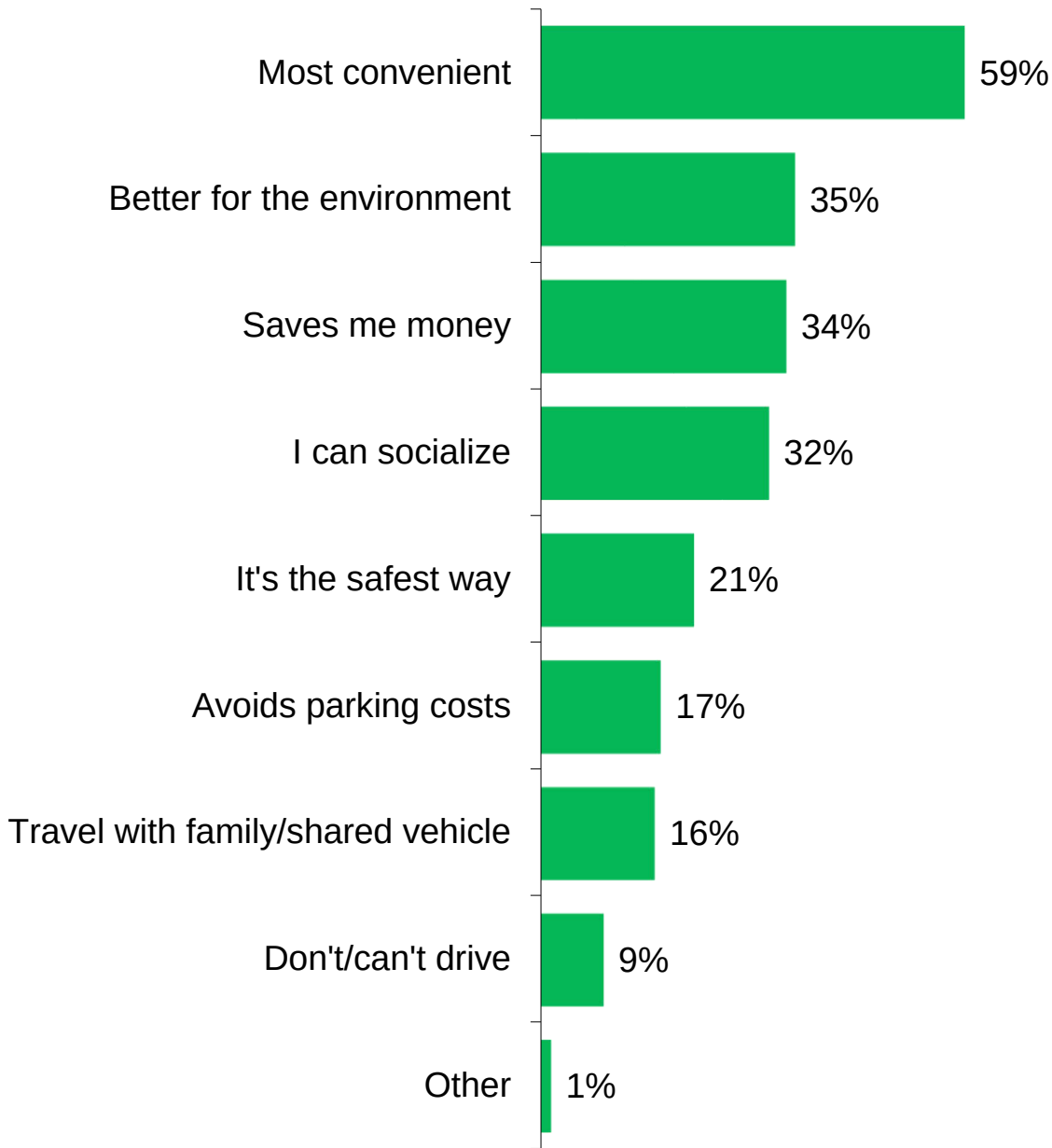


...AND FOR
CARPOOLING

M5b. “And why is it that you typically travel there **by carpooling**? Please check all that apply.”

Base: Those who carpool to their usual destinations (n=68*)
*Caution: Small base

Note: Multiple mentions accepted.
Total will add to more than 100%



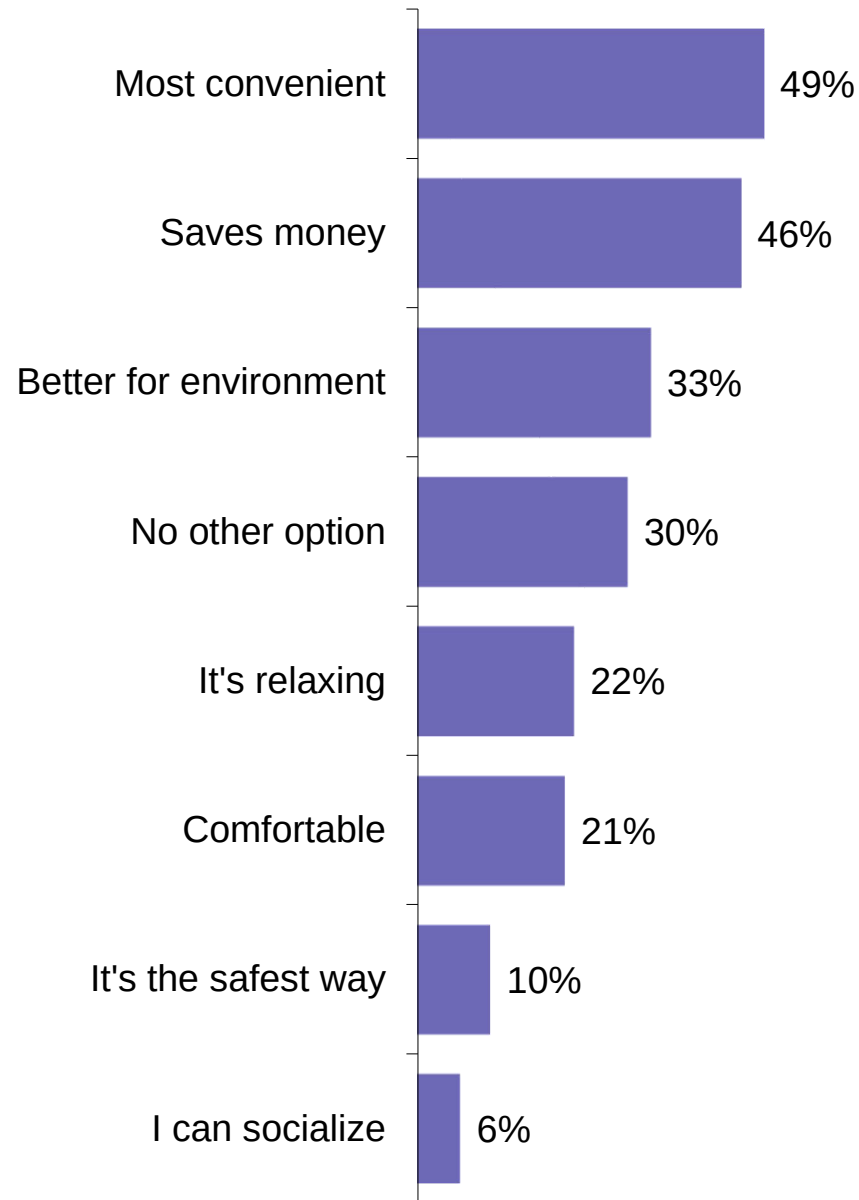
CONVENIENCE, COST SAVINGS TOP REASONS FOR GETTING AROUND BY BUS

M5e. "And why is it that you typically travel there **by bus**? Please check all that apply."

Base: Those who ride the bus to their usual destinations (n=51*)

*Caution: Small base

Note: Multiple mentions accepted.
Total will add to more than 100%



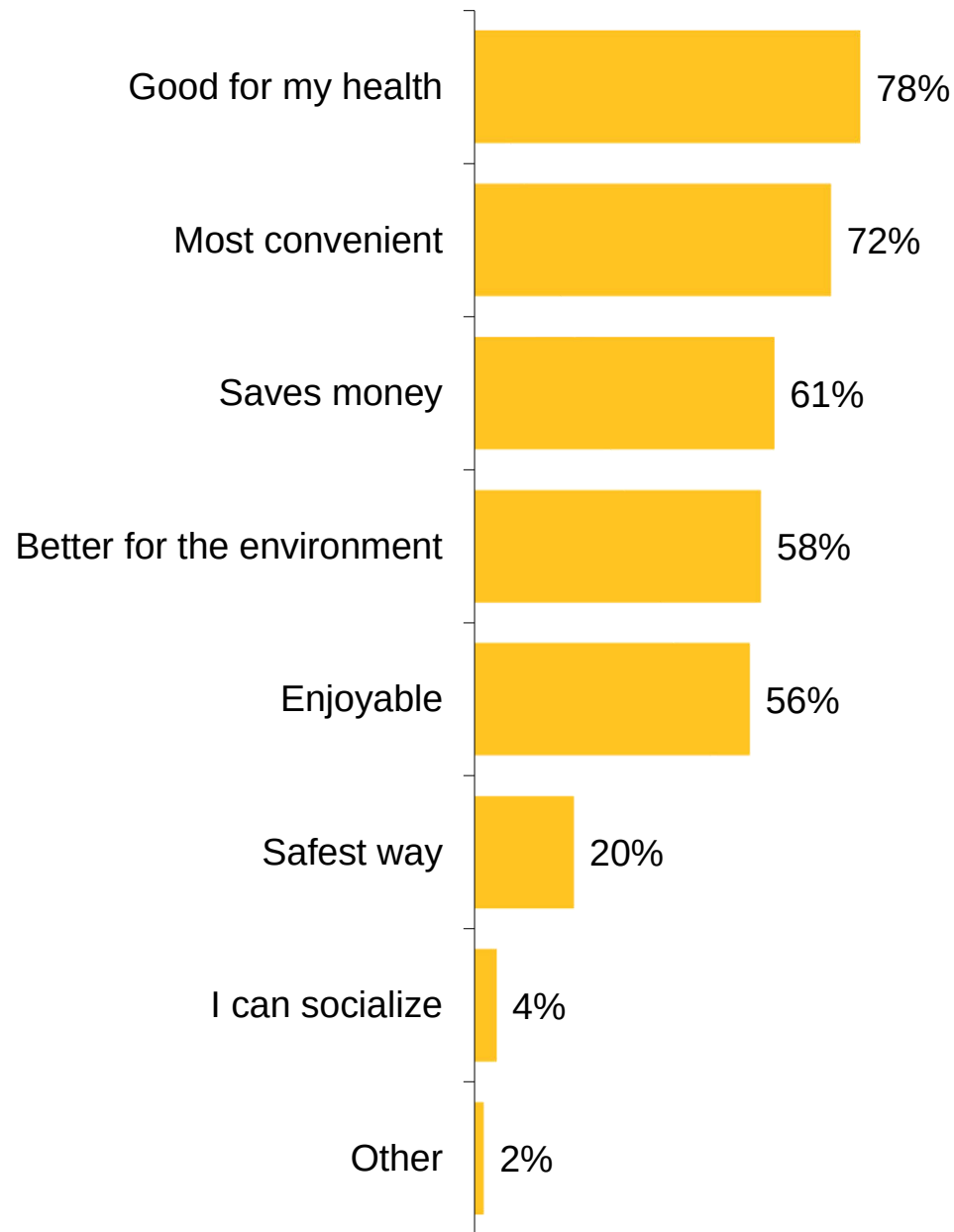
HEALTH BENEFITS TOP REASON FOR GETTING AROUND ON FOOT (OR WITH A MOBILITY DEVICE)

M5d. "And why is it that you typically travel there **by walking or mobility device**? Please check all that apply."

Base: Those who walk/use mobility device to get to their usual destinations (n=48*)

*Caution: Small base

Note: Multiple mentions accepted. Total will add to more than 100%

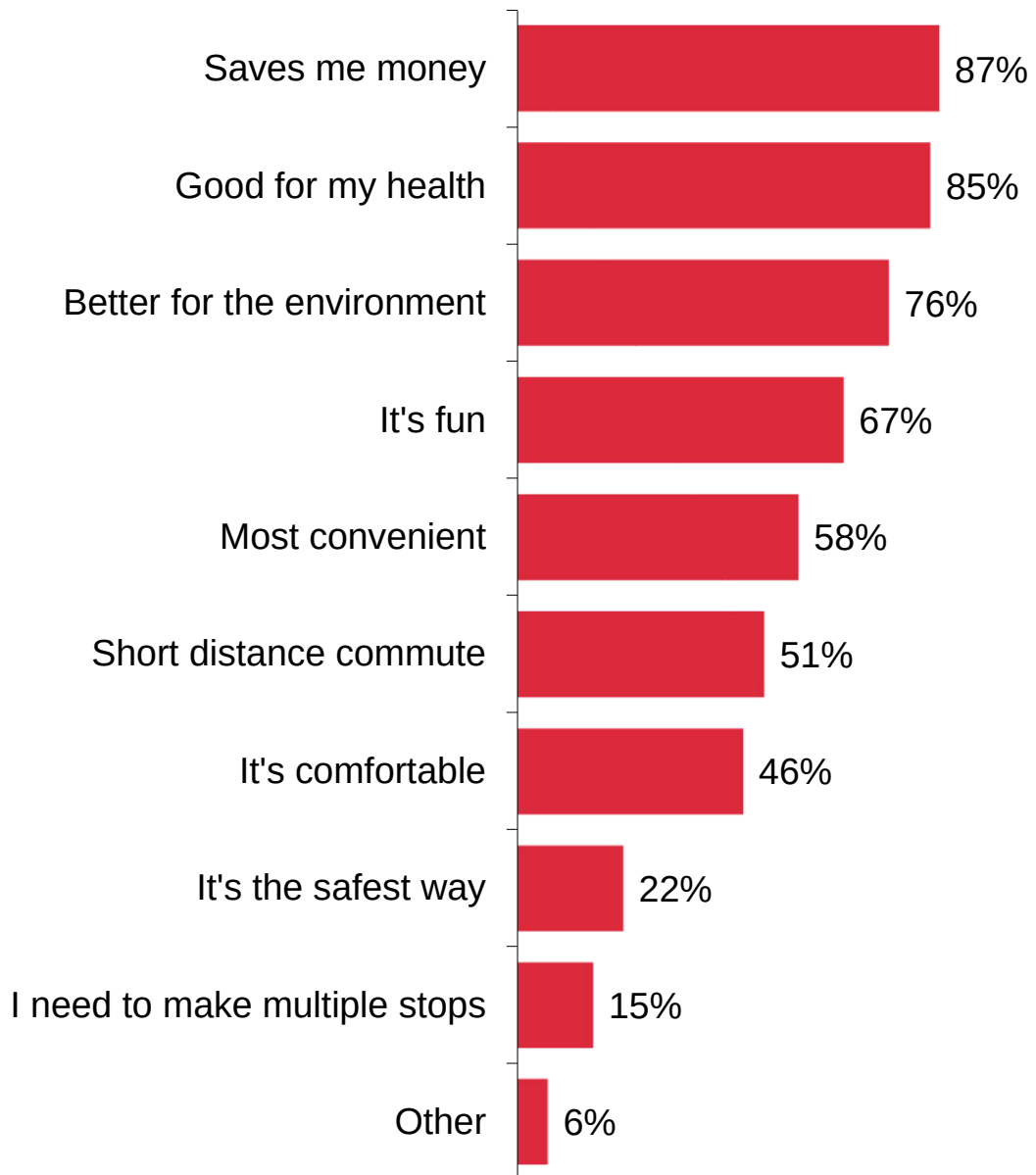


CYCLISTS POINT TO COST SAVINGS AND HEALTH BENEFITS AS REASONS FOR BIKE TRAVEL

M5c. "And why is it that you typically travel there **by bike**? Please check all that apply."

Base: Those who cycle to their usual destinations (n=13*)
*Caution: Very small base

Note: Multiple mentions accepted.
Total will add to more than 100%



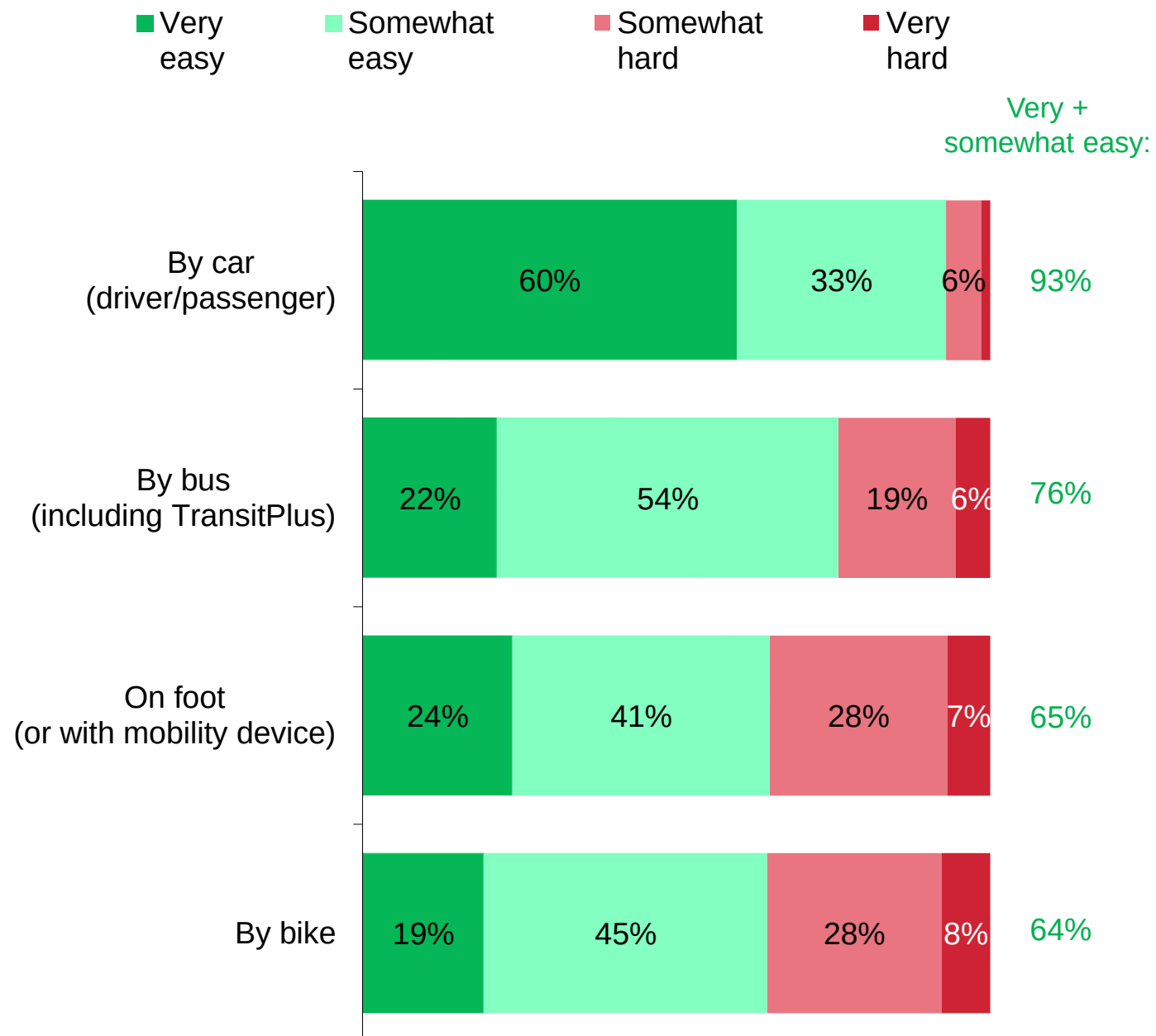
ASSESSMENT OF CURRENT TRANSPORTATION SYSTEM



DRIVERS THREE TIMES AS LIKELY TO SAY IT'S VERY EASY TO GET AROUND VS. CYCLISTS, PEDESTRIANS AND BUS RIDERS

CT1. "For you personally, how easy or hard is it to get around Winnipeg using each type of transportation?"

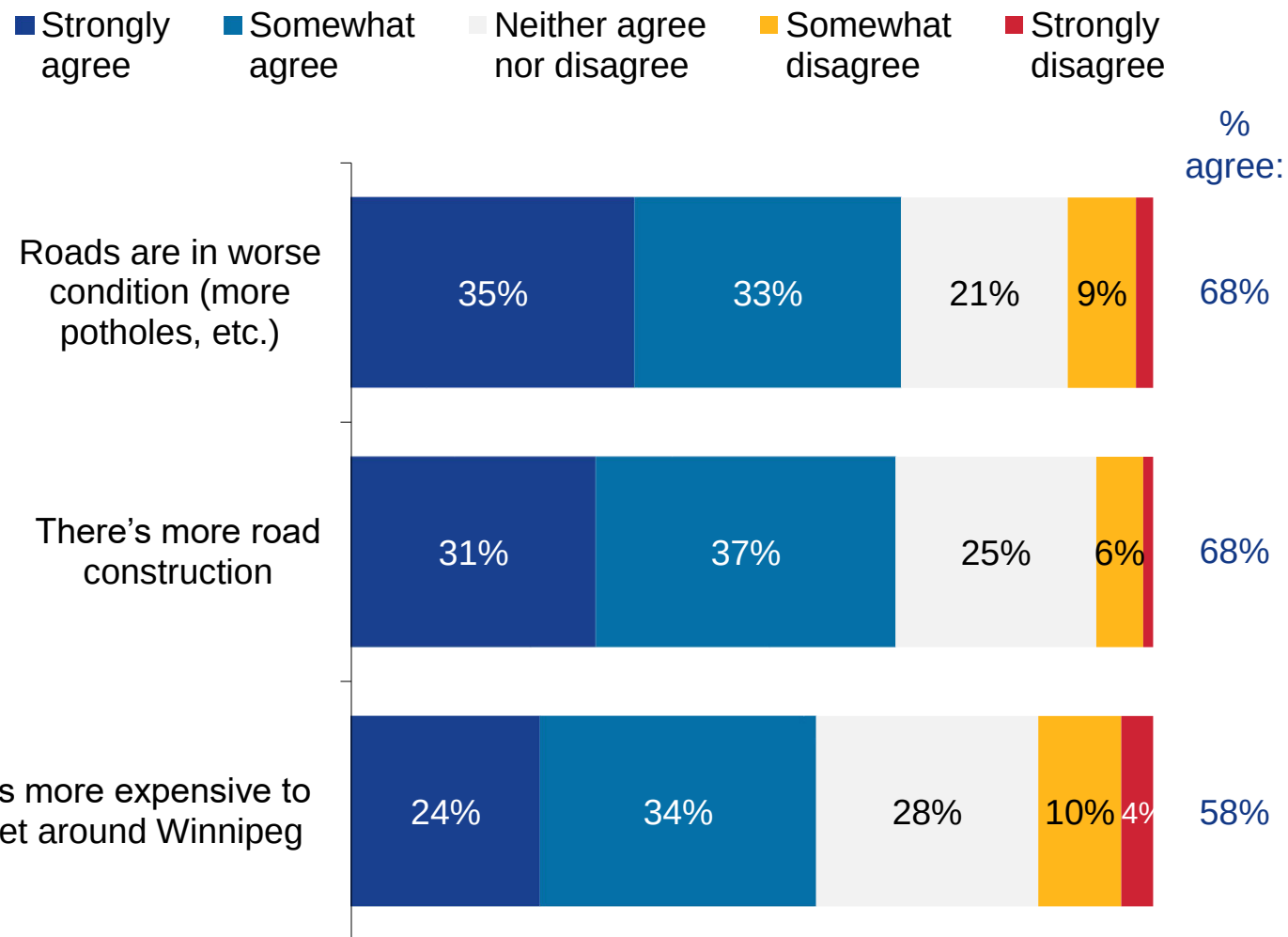
Base: All respondents who use each mode (n=555 car users; n=151 transit users; n=344 pedestrians/mobility device users; n=152 cyclists)



MAJORITIES SEE INCREASES IN POTHOLE CONSTRUCTION, TRANSPORTATION COSTS

CT2. "Please read the following statements and indicate if you agree or disagree. Compared to five years ago..."

Base: All respondents (N=600), with "unsure" or "N/A" responses removed



Indigenous Peoples are more likely to **agree roads are worse now** (86% vs. 67% of non-Indigenous people).

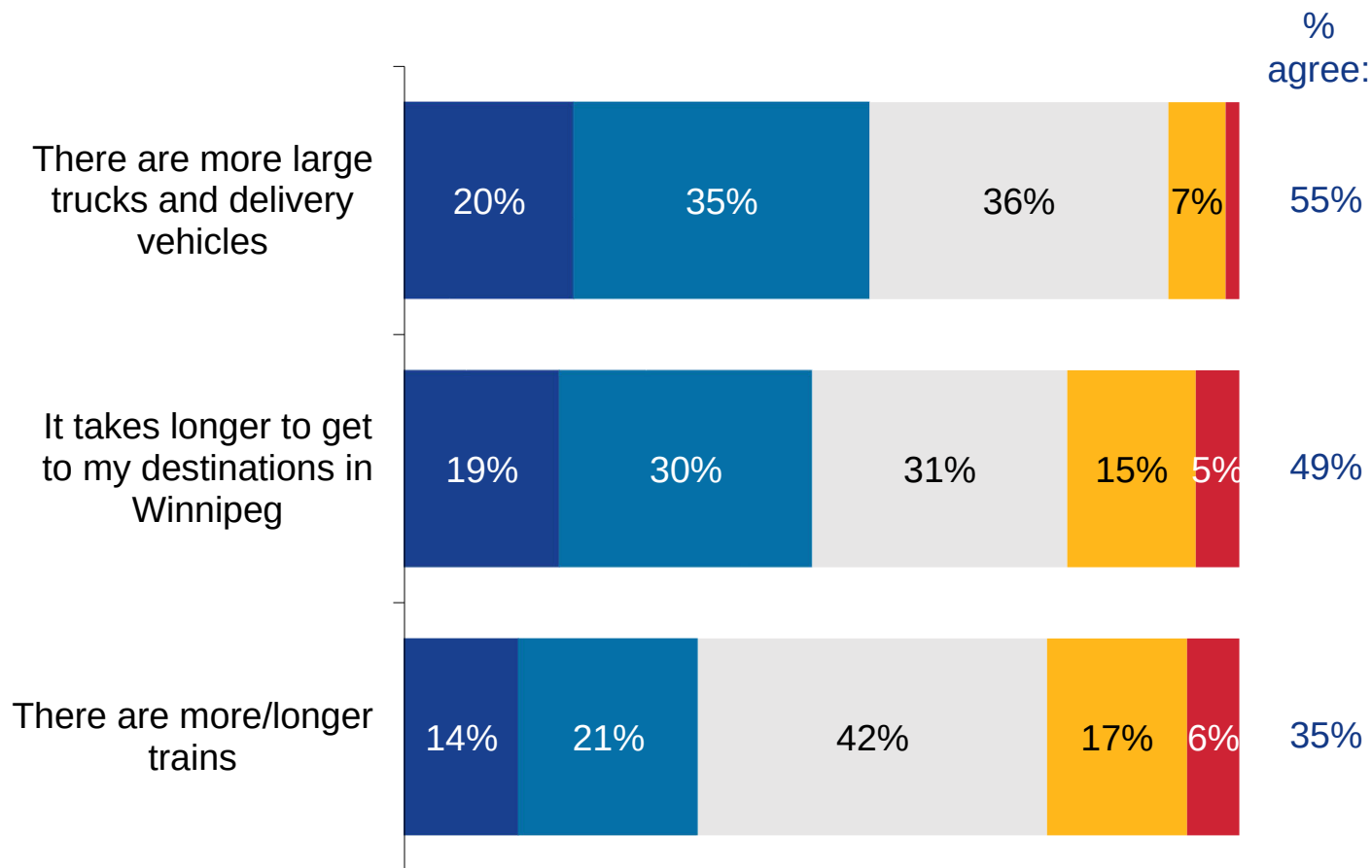
Lower- and middle-income people are more likely to **agree there's more road construction** (70% vs. 60% of people from \$100K+ households). Similarly, people with lower levels of education are more likely to feel there is more construction now than five years ago.

Transit users are more likely to agree it's **more expensive to get around** (31% vs. 20% of non-transit users).

MOST PERCEIVE INCREASE IN TRUCKS, DELIVERY VEHICLES

CT2. "Please read the following statements and indicate if you agree or disagree. Compared to five years ago..."

Strongly agree Somewhat agree Neither agree nor disagree Somewhat disagree Strongly disagree



Those more likely to **agree there are more large trucks and delivery vehicles** include people with a high school education or less (66% vs. 52% among post-secondary graduates) and northeast residents (61% vs. 50% of core residents).

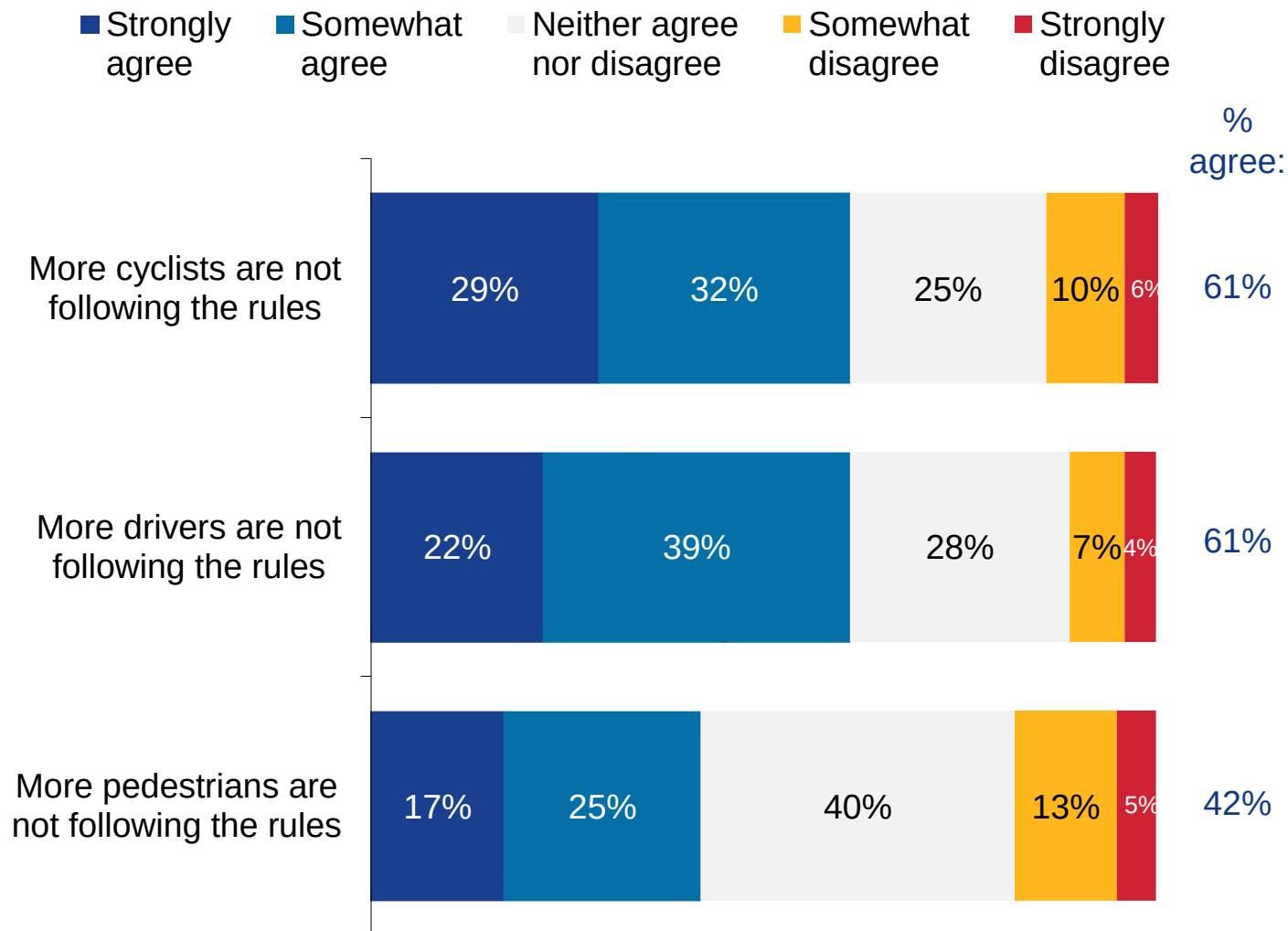
Suburban residents are more likely to **agree it takes longer to their destination** (e.g., 53% of southeast residents vs. 39% of core residents).

Those more likely to **agree there are more/longer trains** include suburban residents (e.g., 43% of northeast and southeast residents vs. 21% of core residents) and people from middle- and high-income households (40% vs. 29% of people from <\$50K income households).

Base: All respondents (N=600), with "unsure" or "N/A" responses removed

SIX-IN-TEN SAY MORE DRIVERS AND CYCLISTS AREN'T FOLLOWING RULES OF THE ROAD

CT2. "Please read the following statements and indicate if you agree or disagree. Compared to five years ago..."



Base: All respondents (N=600), with "unsure" or "N/A" responses removed

Those more likely to **agree that more pedestrians aren't following the rules** include:

- Northeast residents (53% vs., for example, 37% of core residents)
- People who have a disability (51% vs. 40% of people who don't)

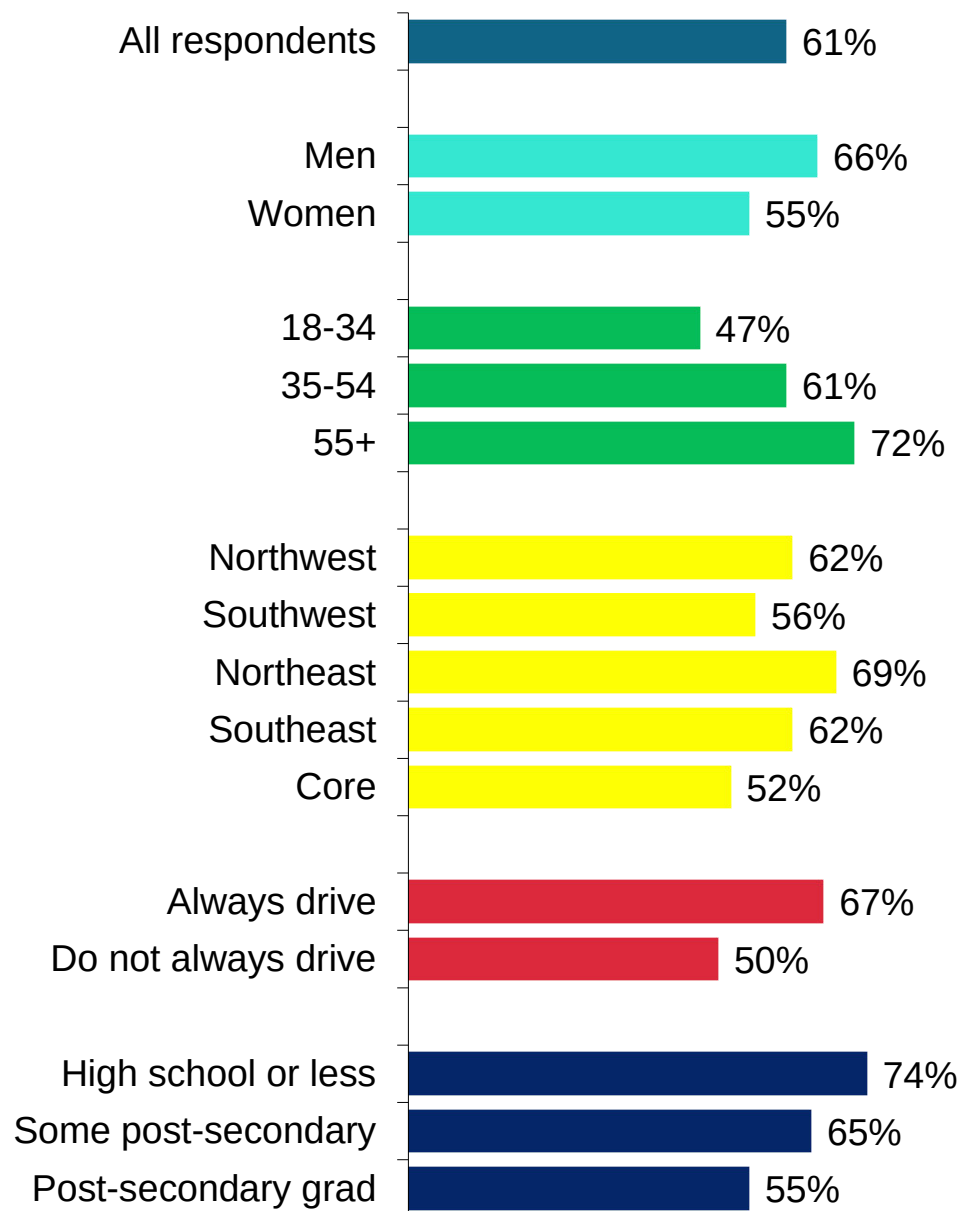
OLDER WINNIPEGGERS, MEN MORE LIKELY TO SAY CYCLISTS FAIL TO FOLLOW ROAD RULES

VIEWS AMONG SUB-GROUPS

CT2. "Please read the following statements and indicate if you agree or disagree. Compared to five years ago...More cyclists are not following the rules."

Base: All respondents (N=600)

% who **agree** more cyclists aren't following the rules

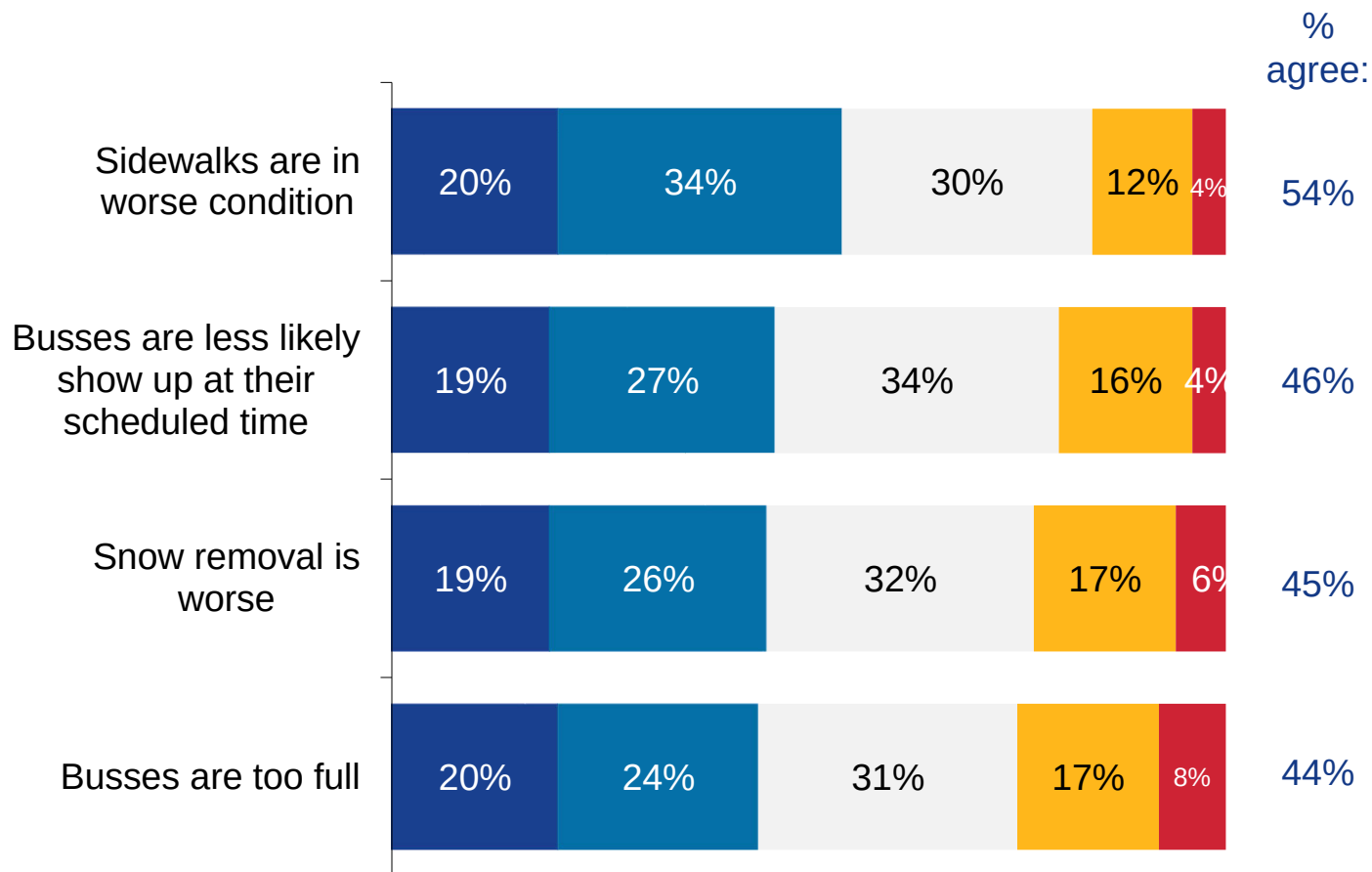


ONE-HALF OF WINNIPEGGERS FEEL SIDEWALKS AND SNOW REMOVAL WORSE NOW THAN FIVE YEARS AGO

CT2. "Please read the following statements and indicate if you agree or disagree. Compared to five years ago..."

Base: All respondents (N=600), with "unsure" or "N/A" responses removed

Strongly agree Somewhat agree Neither agree nor disagree Somewhat disagree Strongly disagree



People who have a disability are more likely to **agree sidewalks are in worse condition** (61% vs. 52% of people who don't).

Those more likely to **agree that busses are later** include:

- Northeast and southwest residents (50% and 51% vs. 40% of core residents)
- Frequent transit users (54% vs. 42% of infrequent transit users)
- Younger adults (54% among those 18-34 vs. 32% of older adults, those 55+)

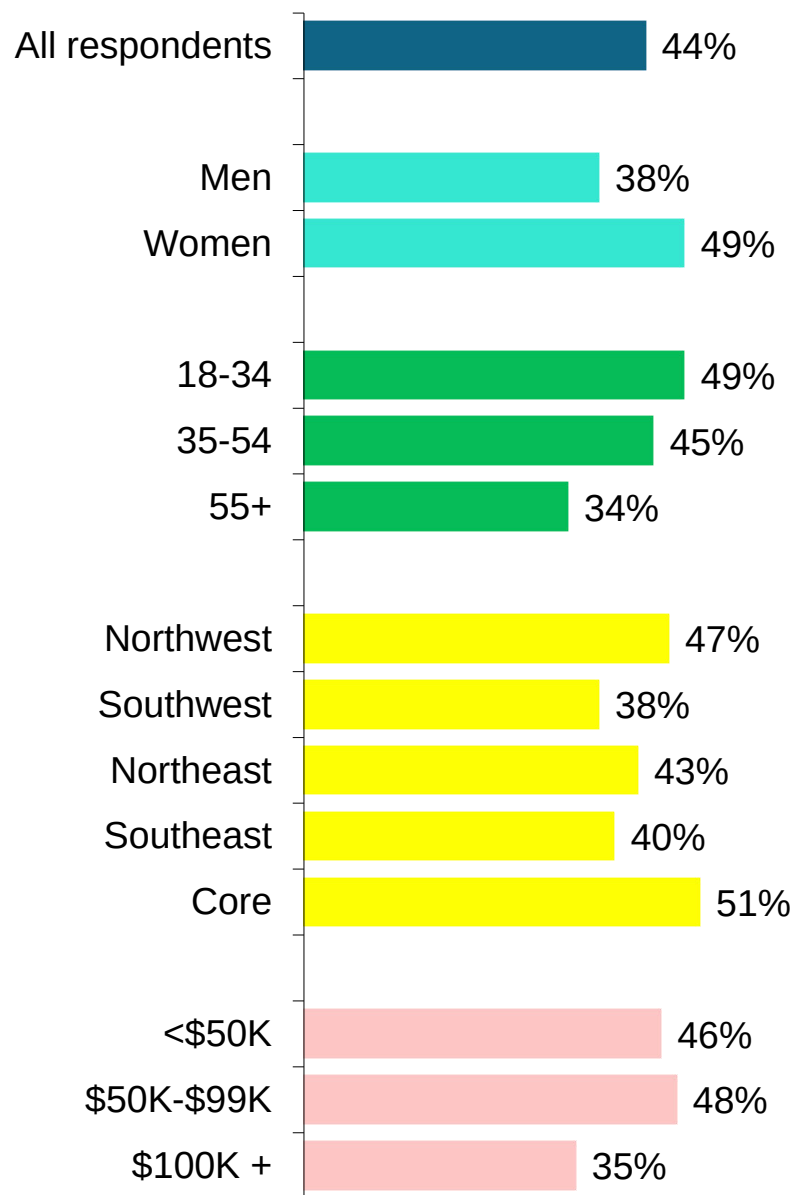
YOUNGER, CORE RESIDENTS AND WOMEN MOST LIKELY TO FEEL BUSES TOO FULL NOW

VIEWS AMONG SUB-GROUPS

CT2. "Please read the following statements and indicate if you agree or disagree. Compared to five years ago...Buses are too full."

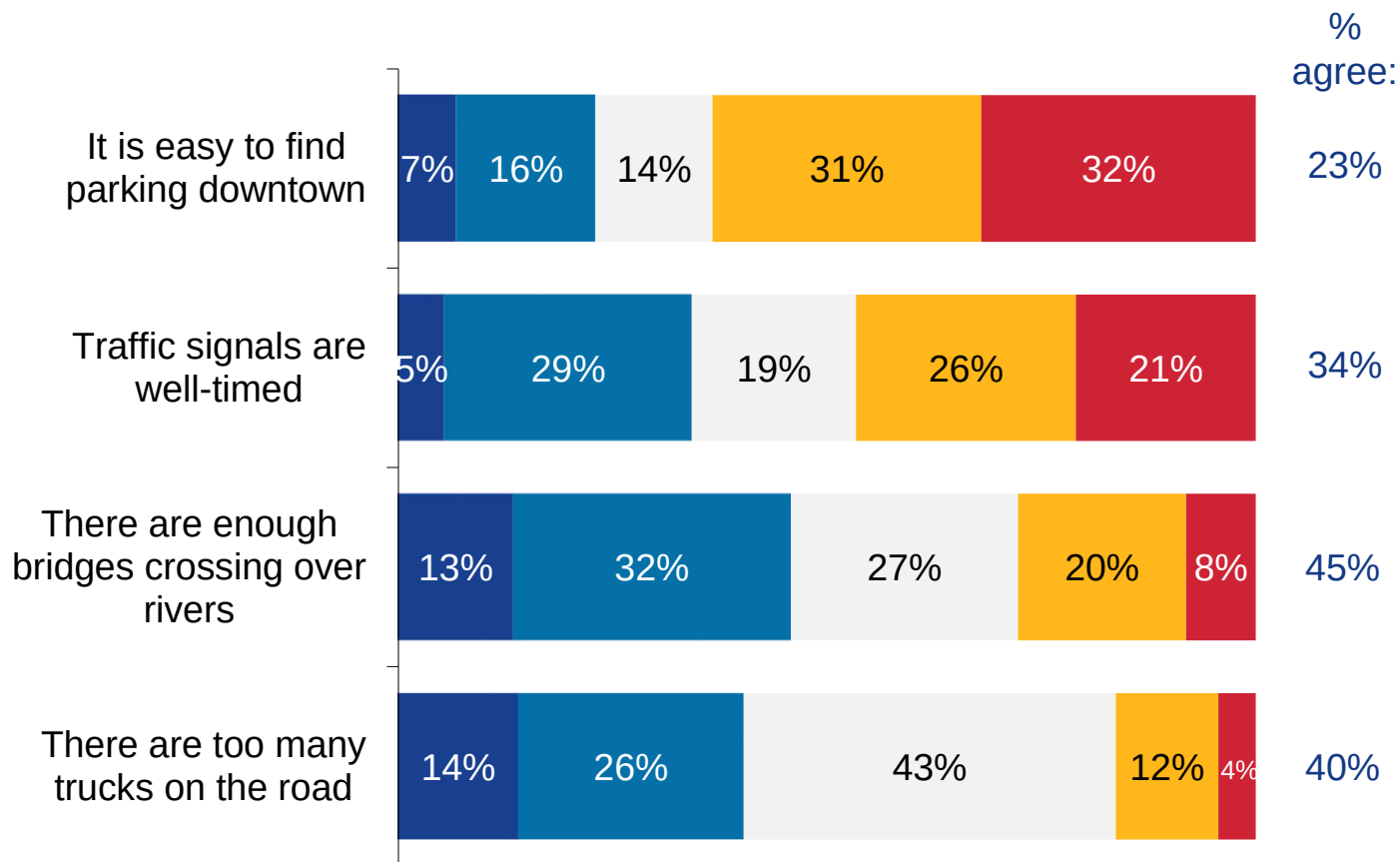
Base: All respondents (N=600), with "unsure" or "N/A" responses removed

% who **agree** busses are too full



SIX-IN-TEN WINNIPEGGERS THINK FINDING PARKING DOWNTOWN IS DIFFICULT

■ Strongly agree
■ Somewhat agree
■ Neither agree nor disagree
■ Somewhat disagree
■ Strongly disagree



CT3. "And how much do you agree or disagree with the following?"

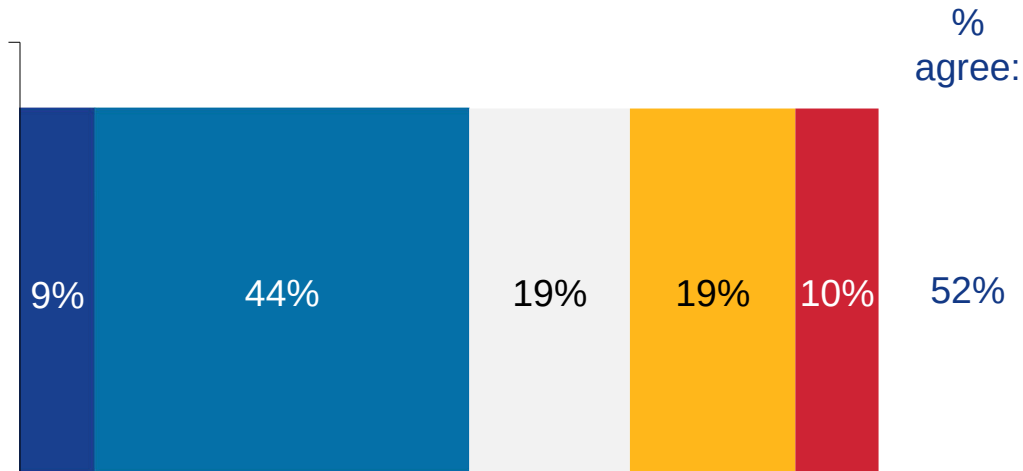
- Women are more likely than men to feel parking is hard to find downtown.
- Men, southwest and northeast residents and people who always drive are more likely to feel **traffic signals aren't well-timed**.
- Younger adults and southwest and northwest residents are more likely to feel there **aren't enough bridges** in Winnipeg.

Base: All respondents (N=600), with "unsure" or "N/A" responses removed

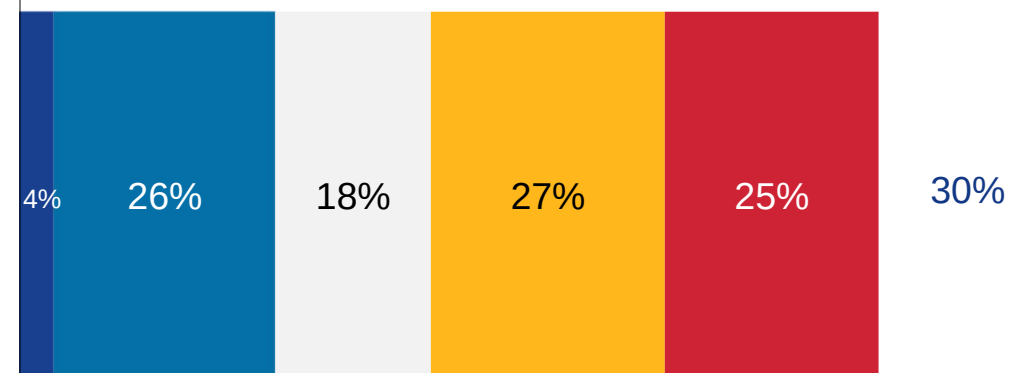
MORE WINNIPEGGERS AGREE SNOW CLEARING IS TIMELY ON ROADS THAN ON SIDEWALKS

Strongly agree
Somewhat agree
Neither agree nor disagree
Somewhat disagree
Strongly disagree

Roads are cleared of snow in a timely manner



Sidewalks are cleared of snow in a timely manner



CT3. "And how much do you agree or disagree with the following?"

Base: All respondents (N=600), with "unsure" or "N/A" responses removed

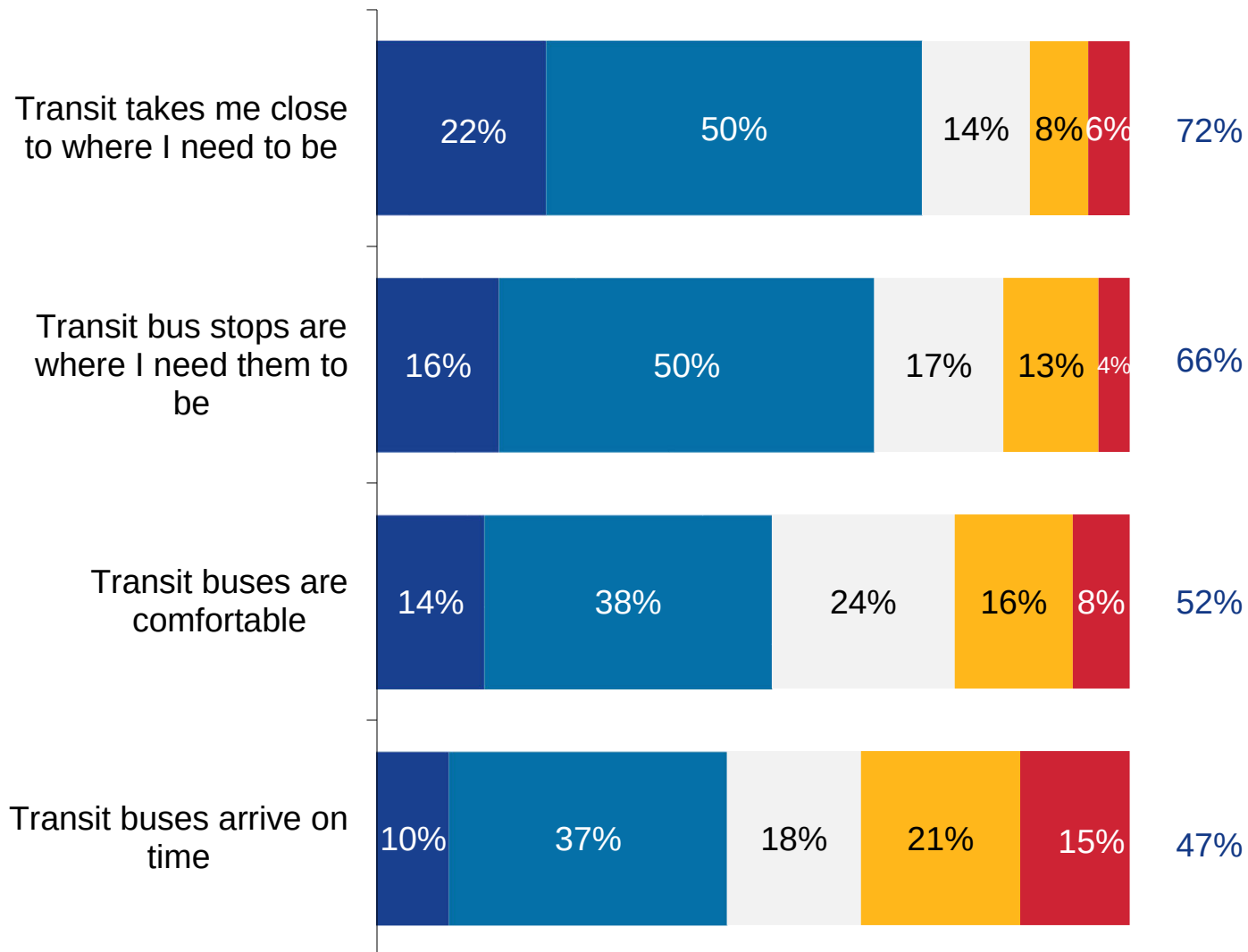
Those more likely to **agree that sidewalks are cleared in a timely manner** include core are and southeast residents

TRANSIT USERS GENERALLY RATE THE SERVICE POSITIVELY

CT3. "And how much do you agree or disagree with the following?"

Strongly agree Somewhat agree Neither agree nor disagree Somewhat disagree Strongly disagree

% agree:



Base: Transit users (n=149)

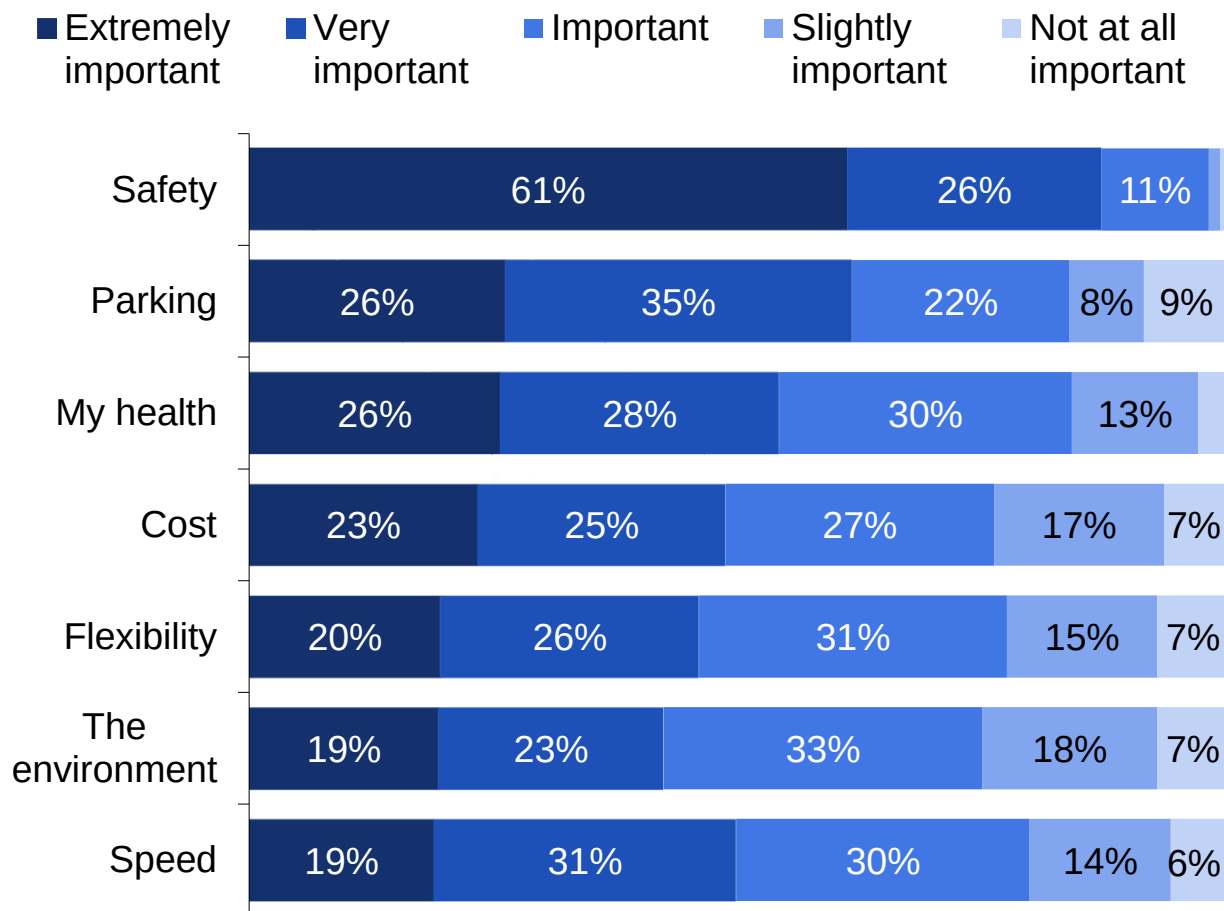
VALUES AND VISION

PROBE RESEARCH INC.



SAFETY MOST VALUED CONSIDERATION WHEN TRAVELLING AROUND WINNIPEG

V1. "There are many things **you personally** might consider when you drive, walk, bike, take the bus or otherwise move around Winnipeg. Please read the list below and indicate how important, if at all, this consideration is for **you personally**."



Those more likely to say **safety is extremely important** include:

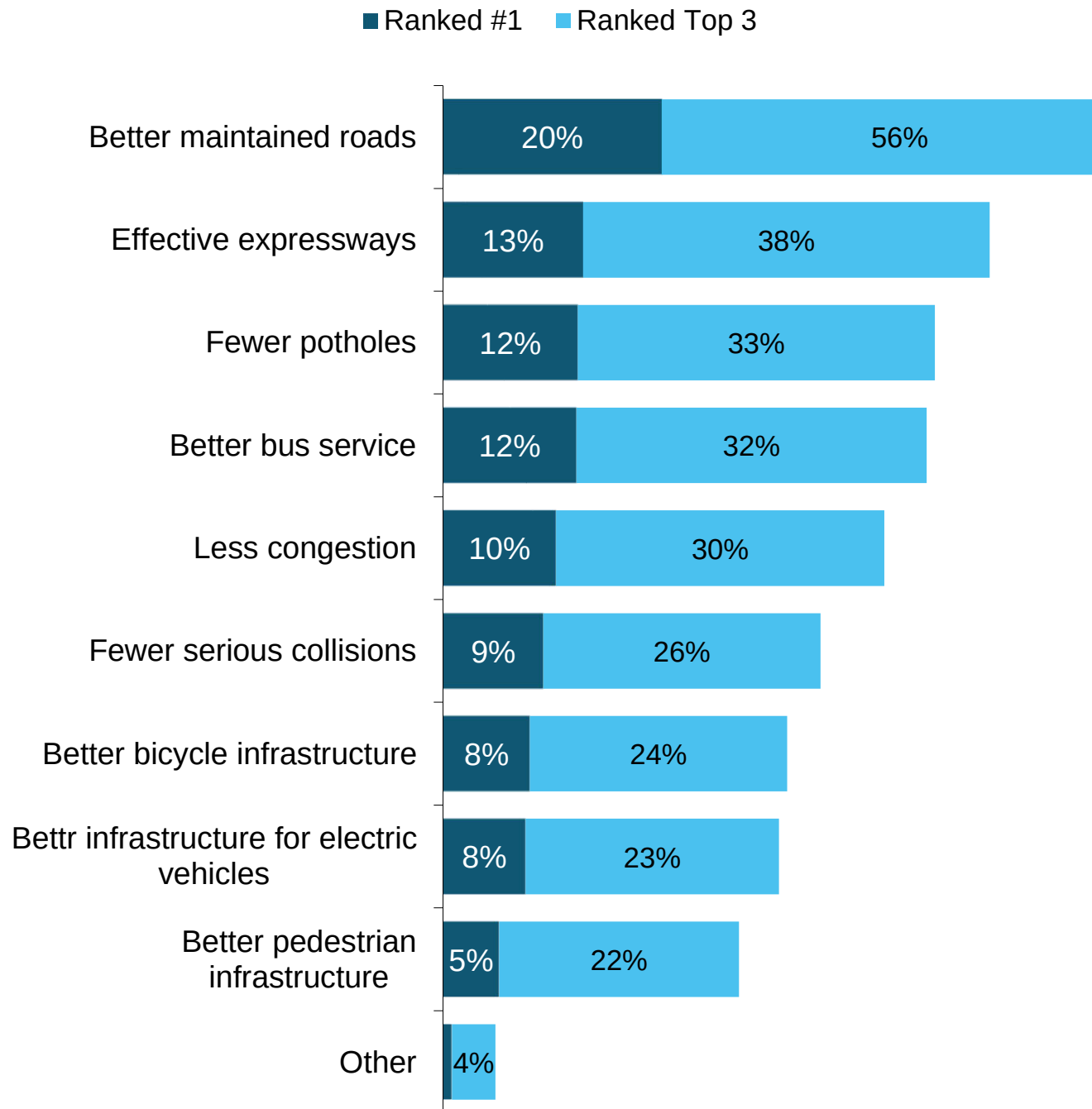
- Women (68% vs. 53% of men)
- Indigenous Peoples (78% vs. 60% among non-Indigenous people)
- People who have a disability (69% vs. 59% of those who don't)
- People from lower- and middle-income households (61% and 65% vs. 50% of people from \$100K+ income households)

Base: All respondents (N=600)

BETTER MAINTAINED ROADS TOPS 2050 TRANSPORTATION VISIONS

V2. "Now, please think about the city's transportation network in the year 2050. Of the below, which would you most like to see? Please choose three and rank them in order of importance by dragging them to the box to the right (or write your answer in the space provided)."

Base: All respondents (N=600)



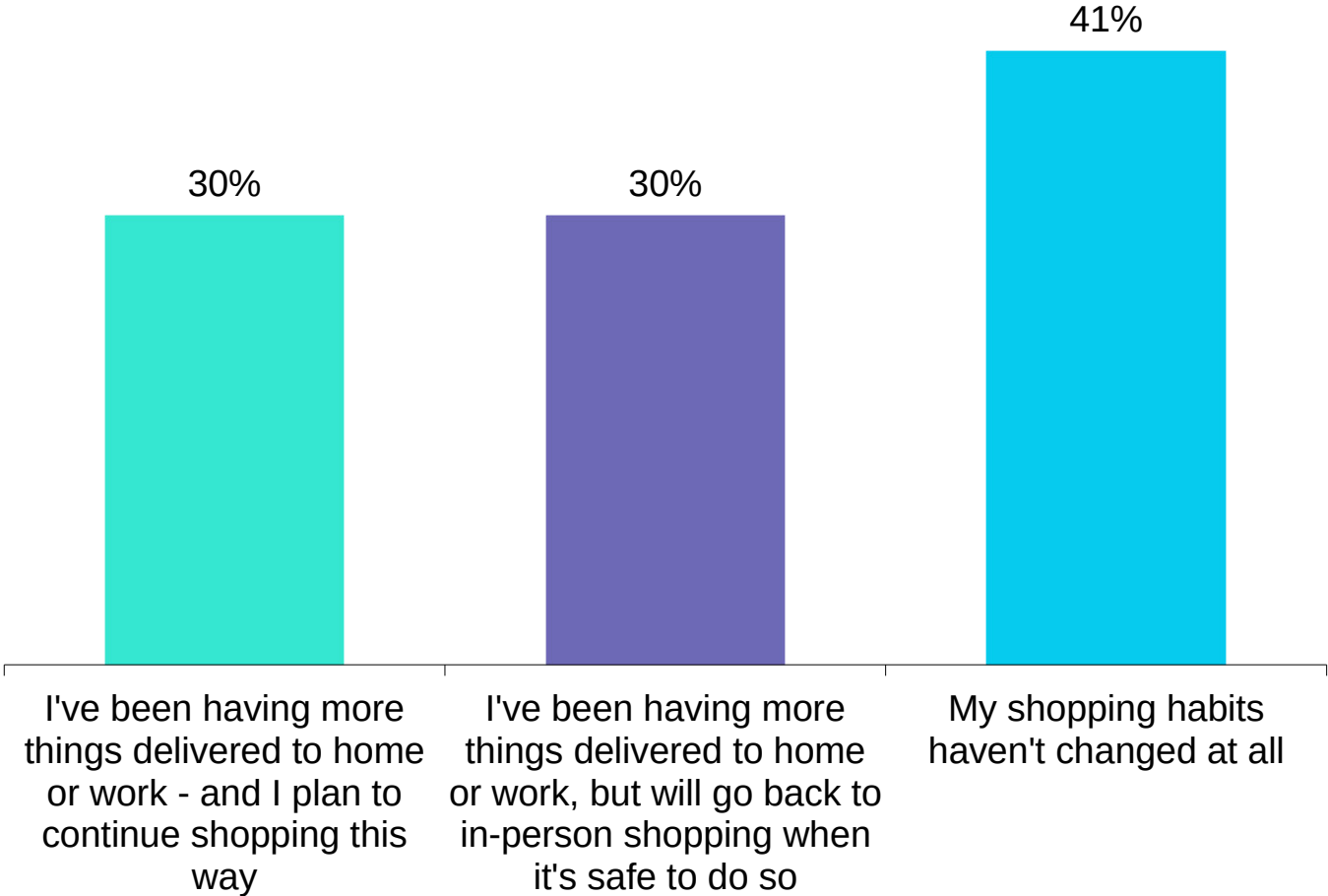
IMPACTS OF THE PANEDEMIC

722
PROBE RESEARCH INC.



PANDEMIC HAS MIXED EFFECTS ON SHOPPING HABITS

P2. "Since the pandemic began, some people have found themselves ordering more things like groceries, clothes or housewares online or over the phone and having them delivered to their home or work. Please think about your experiences with all shopping and deliveries like the above. Which one of the below statements best describes your situation? Compared to before the pandemic..."



Base: All respondents (N=600)

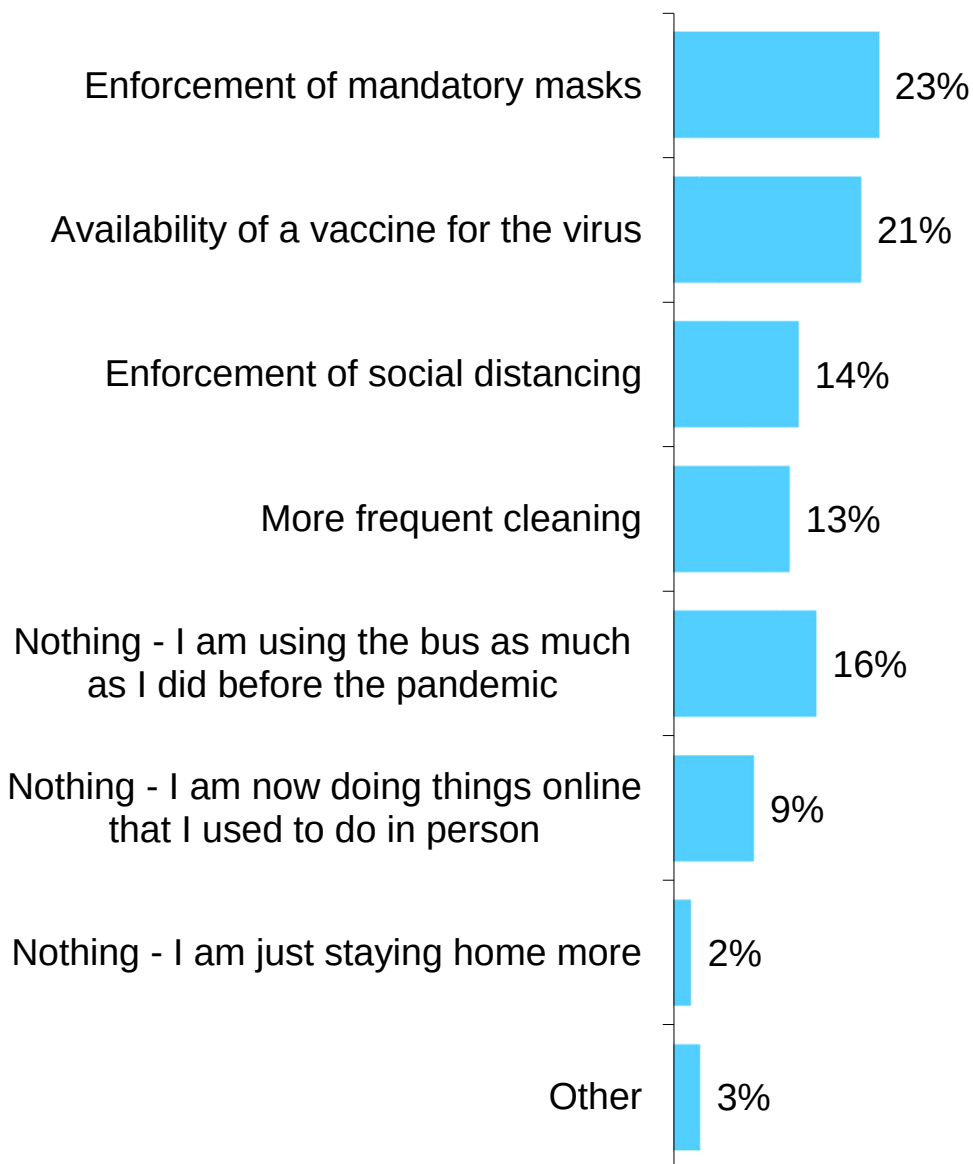
Those more likely to say **they've been and plan to continue having more deliveries** include:

- People with kids under 13 at home (42% vs. 26% among non-parents)
- Younger and middle-aged adults (36% and 31% vs. 22% of older adults)
- People from higher-income households (38% vs. 24% of people from lower-income households)

ENFORCED MASK-WEARING, VACCINE WOULD ENCOURAGE RETURN TO BUS TRAVEL

P3. "Earlier you mentioned that you take the bus. If you are using the bus less often now than before the pandemic, what is the most important thing that would need to be in place for you to use the bus as much as you did before the pandemic?"

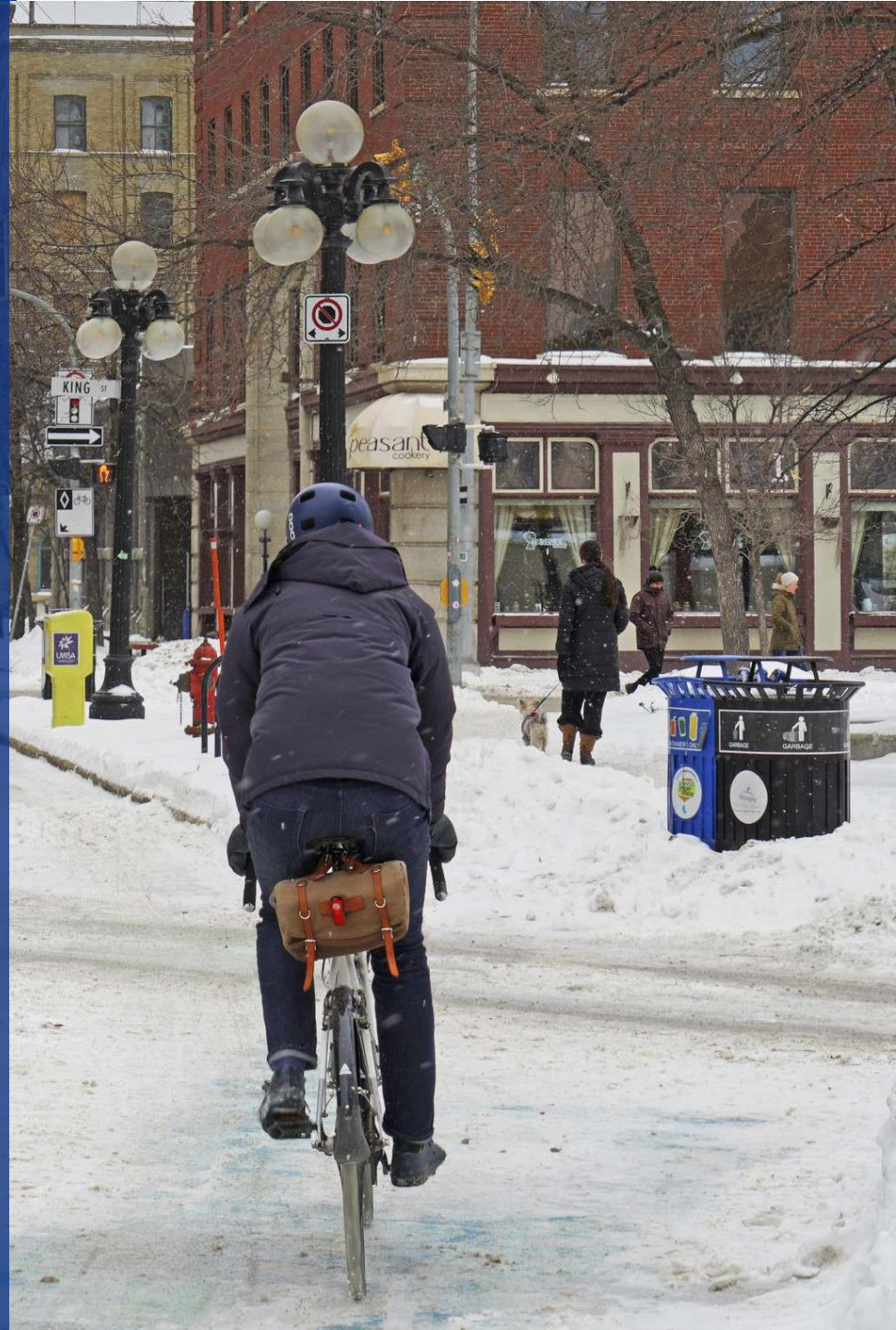
Base: Transit users (n=148)





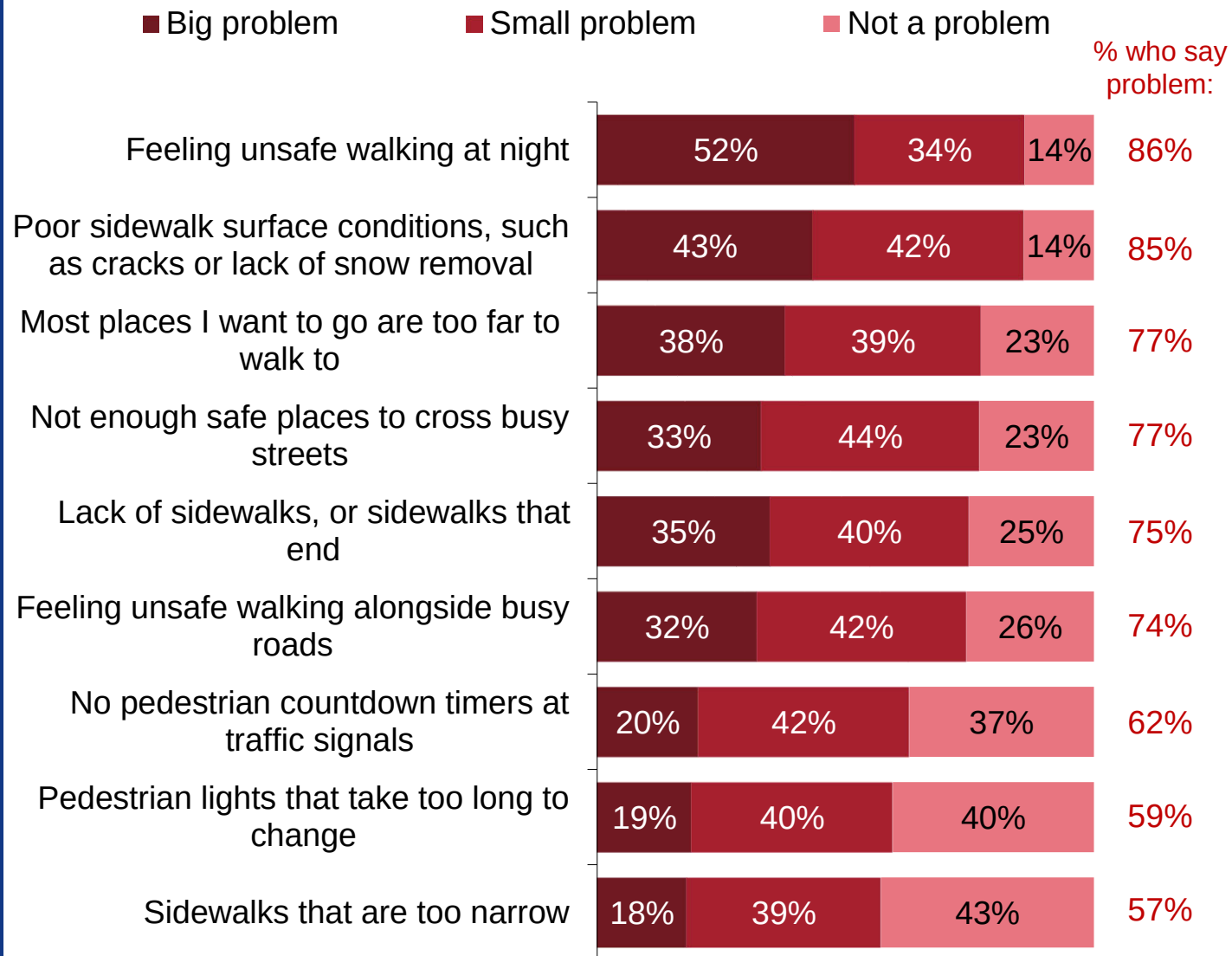
ACTIVE TRANSPORTATION

PROBE RESEARCH INC.



FEELING UNSAFE AT NIGHT MOST CITED PROBLEM FOR PEDESTRIANS

A1a. "Thinking about your experience walking in Winnipeg, please read the following list and indicate if, for you, this is a big problem, a small problem or not a problem at all."



Pedestrians more likely to say **feeling unsafe walking at night is a big problem** include:

- Women (61% vs. 40% of men)
- People from lower-income households (54% vs. 44% of people from high-income households)

Base: Pedestrians (n=343)

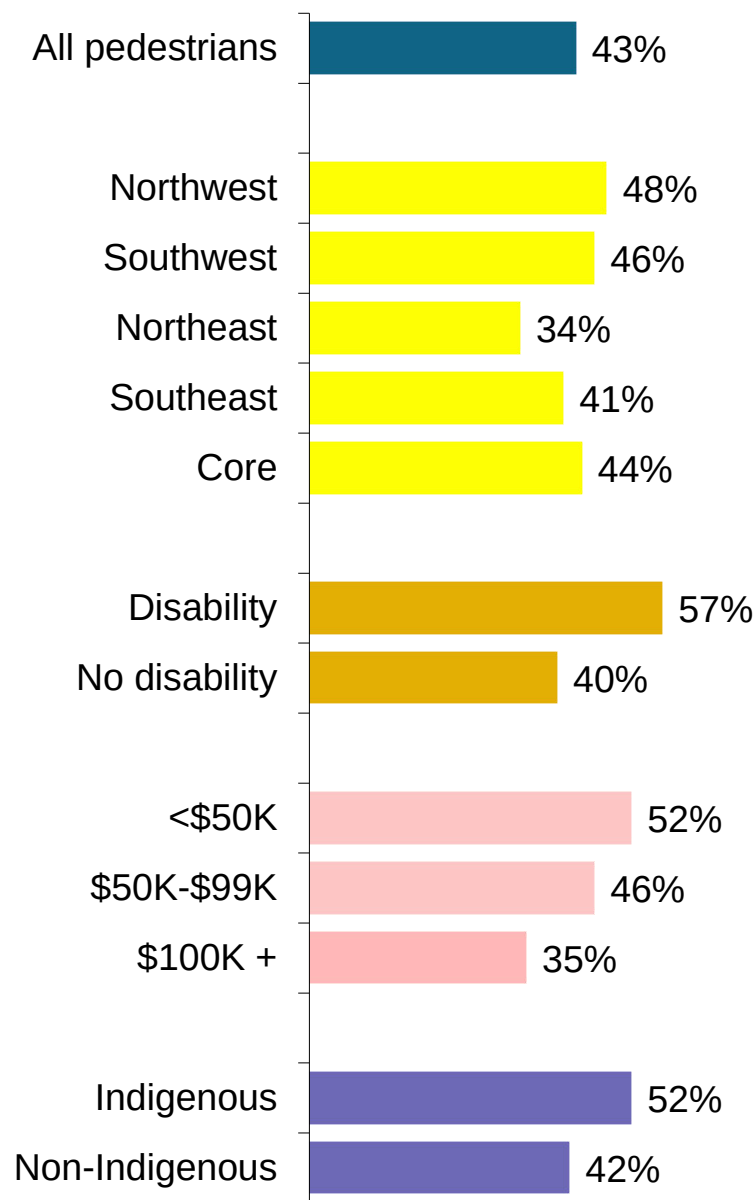
INDIGENOUS PEOPLE, THOSE WITH A DISABILITY, LOWER-INCOME WINNIPGERS MOST CONCERNED ABOUT SIDEWALK CONDITIONS

VIEWS AMONG SUB- GROUPS

A1a. "Thinking about your experience walking in Winnipeg, please read the following list and indicate if, for you, this is a big problem, a small problem or not a problem at all...Poor sidewalk surface conditions such as cracks or lack of snow removal."

Base: Pedestrians (n=343)

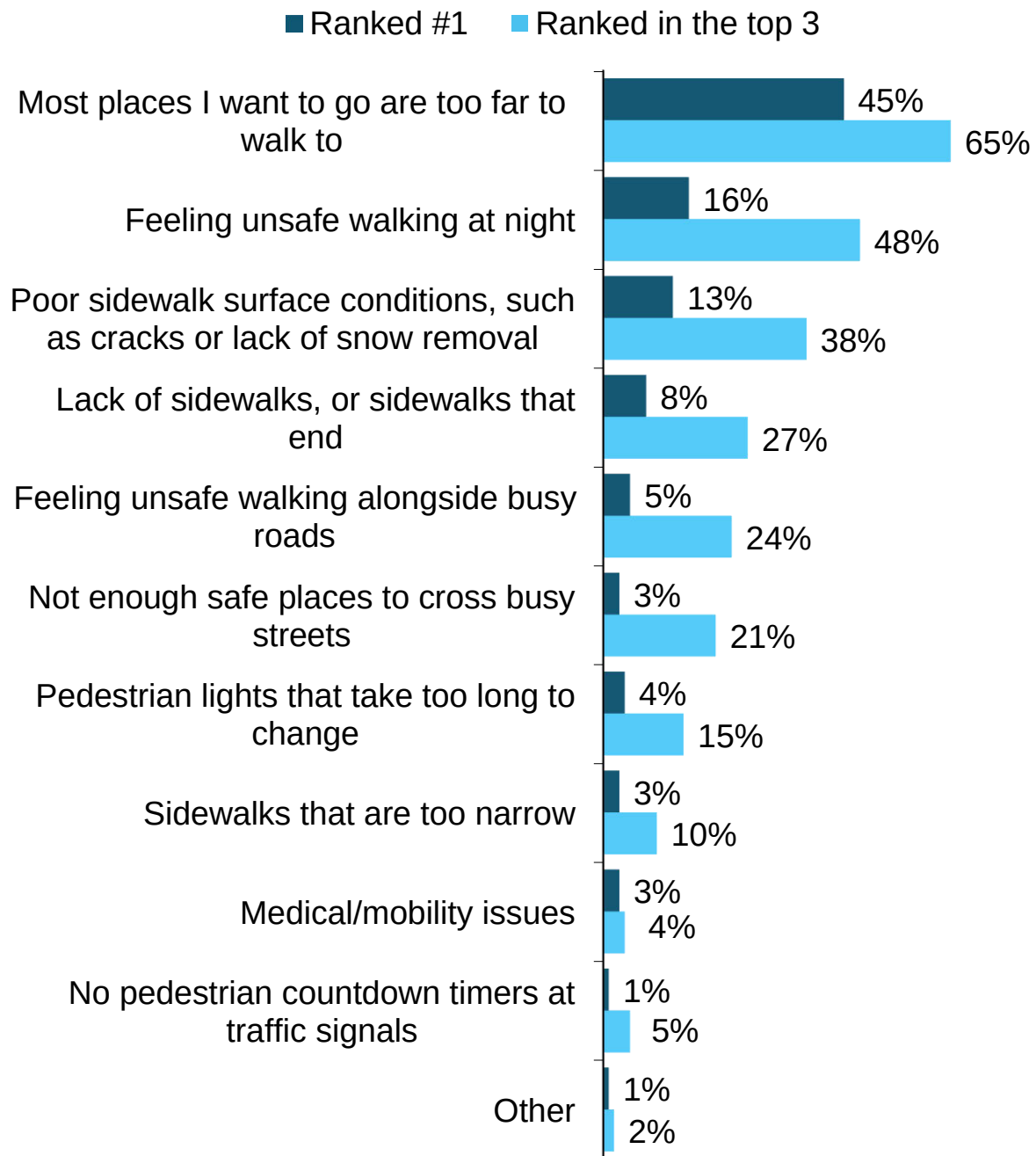
% of pedestrians who say sidewalk surfaces are a **big problem**



DISTANCE, SAFETY MOST COMMON BARRIERS TO WALKING MORE

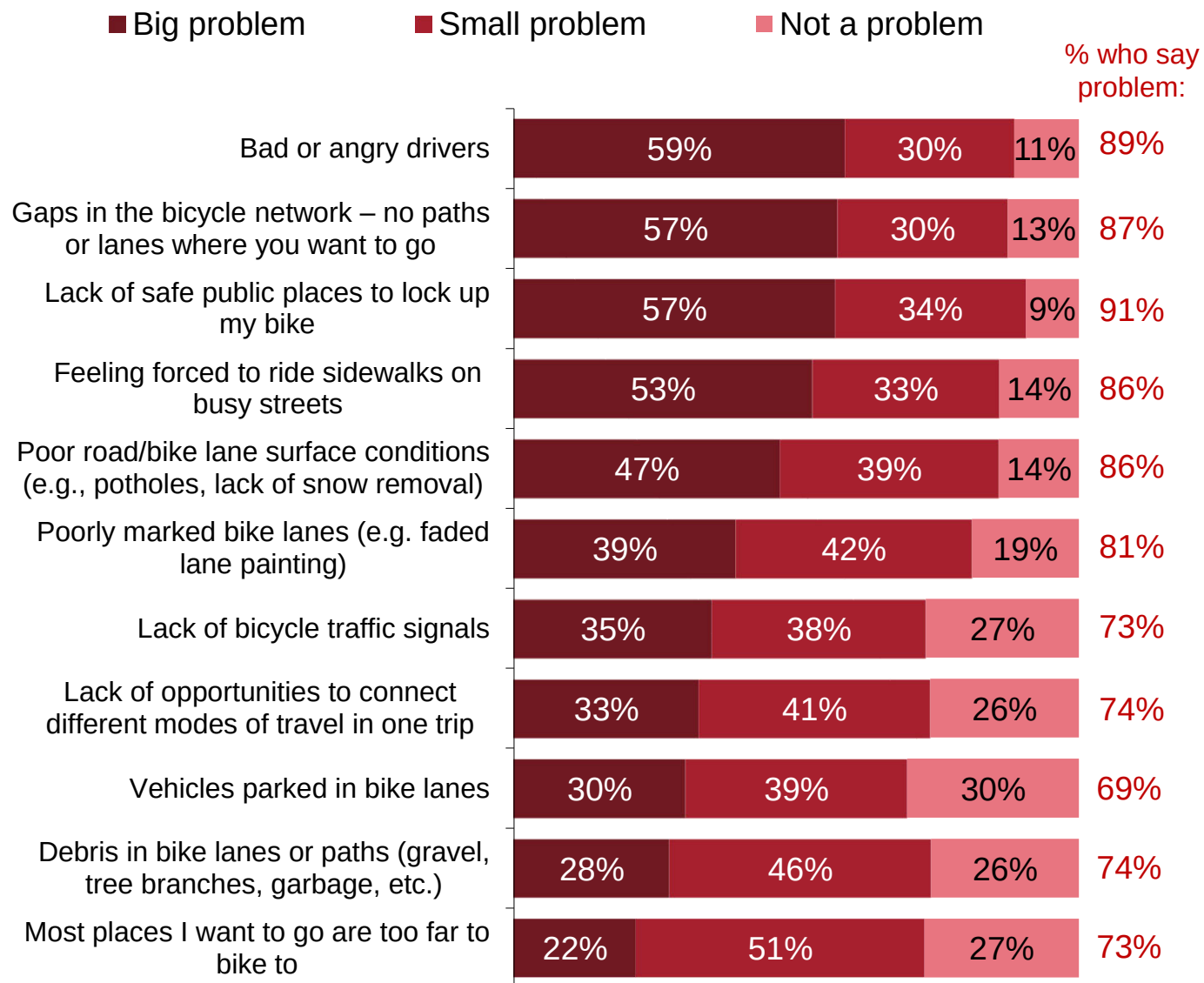
A1b. "Earlier you said you'd like to travel by foot or mobility device more often than you do now. Of the following, please choose the top three reasons you don't travel by foot or mobility device as much as you'd like."

Base: Those wanting to walk more (n=125)



CYCLISTS' BIGGEST CONCERNS INCLUDE DRIVERS, GAPS IN BIKE NETWORK AND LACK OF SAFE LOCK UP AREAS

A2. "Thinking about your experience biking in Winnipeg, please read the following list and indicate if, for you, this is a big problem, a small problem or not a problem at all."



Base: Cyclists (n=151)

Those more likely to say **bad/angry drivers are a big problem** include:

- Northwest residents (75% vs. 62% or less in all other areas)
- Younger adults (68% vs. 50% of older adults)

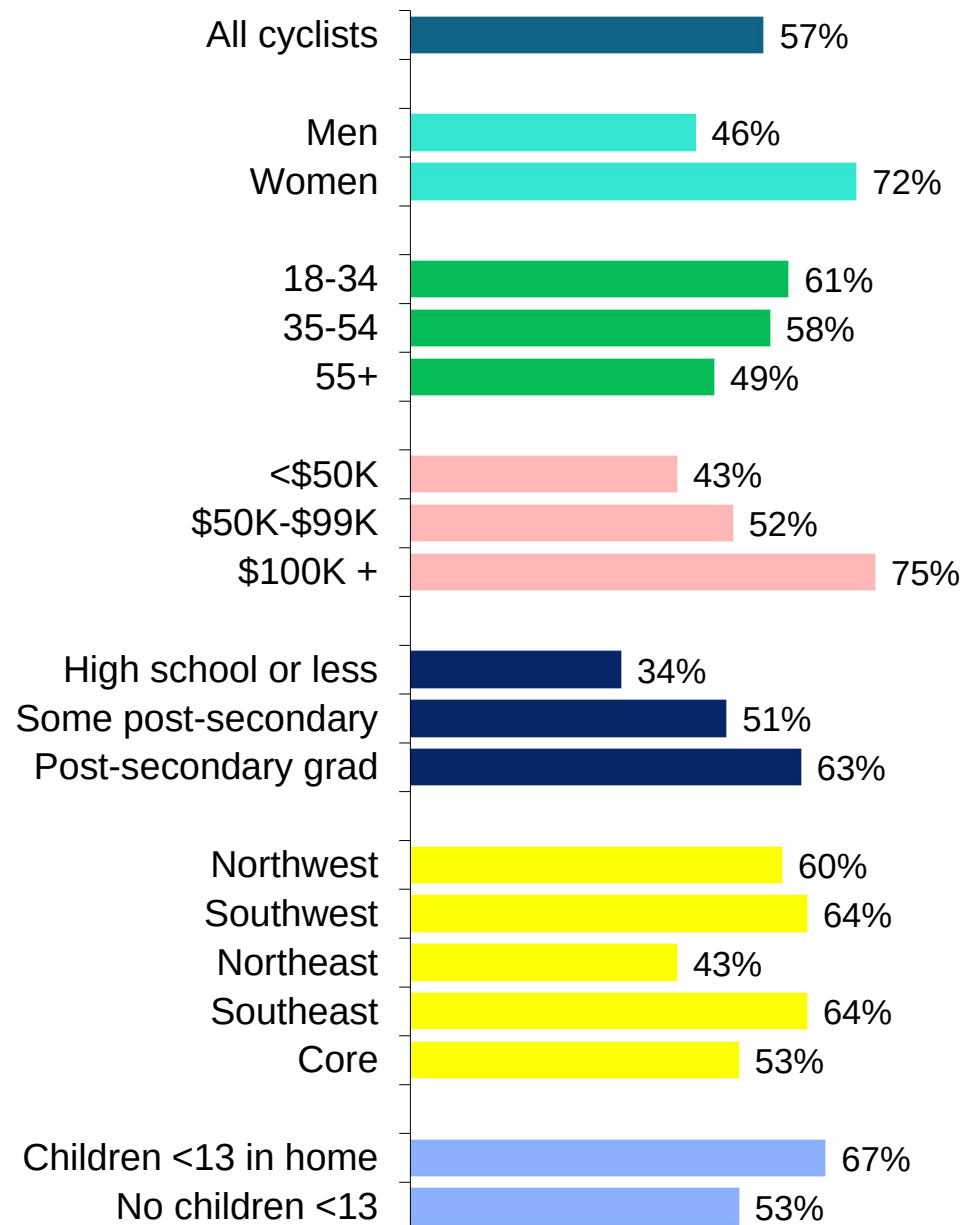
GAAPS IN THE BIKE NETWORK A BIGGER PROBLEM FOR WOMEN, WEALTHIER PEOPLE, PARENTS

VIEWS AMONG SUB-GROUPS

A2. "Thinking about your experience biking in Winnipeg, please read the following list and indicate if, for you, this is a big problem, a small problem or not a problem at all...Gaps in the bicycle network – no paths or lanes where you want to go."

Base: Cyclists (n=151)

% of cyclists who say gaps in bike network are **a big problem**

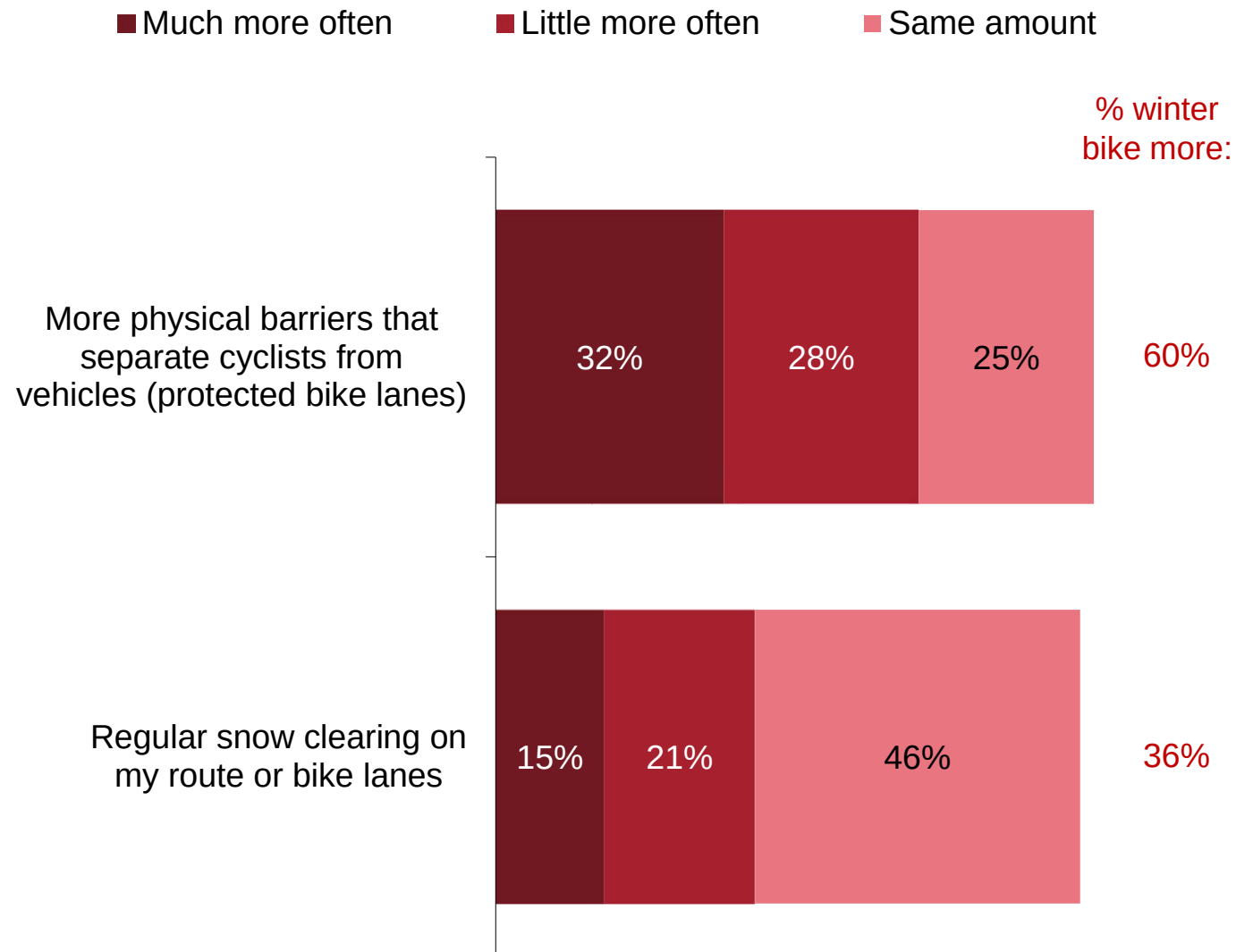


THREE-IN-FIVE CYCLISTS WOULD WINTER CYCLE MORE OFTEN WITH MORE PROTECTED LANES

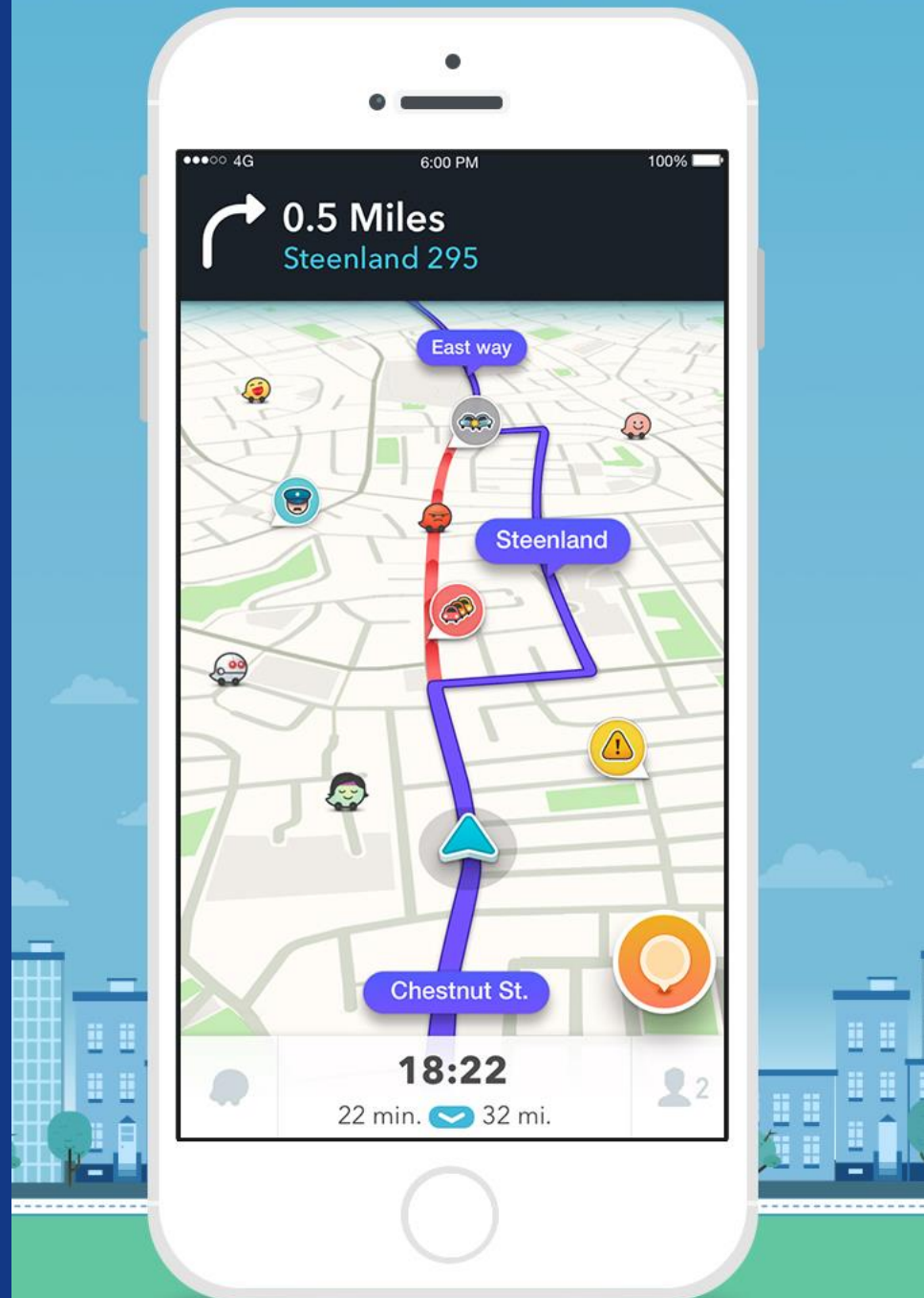
A3. "And how much, if at all, would each of the following impact how often you bike in Winnipeg when **there is snow on the ground**? Would you bike..."

Base: Cyclists (n=151)

Note: A sizable minority of respondents said they would bike **less** often if there were more physical barriers (15%) or regular snow clearing (17%). We believe these responses represent misunderstandings and so have not presented those numbers in the chart.

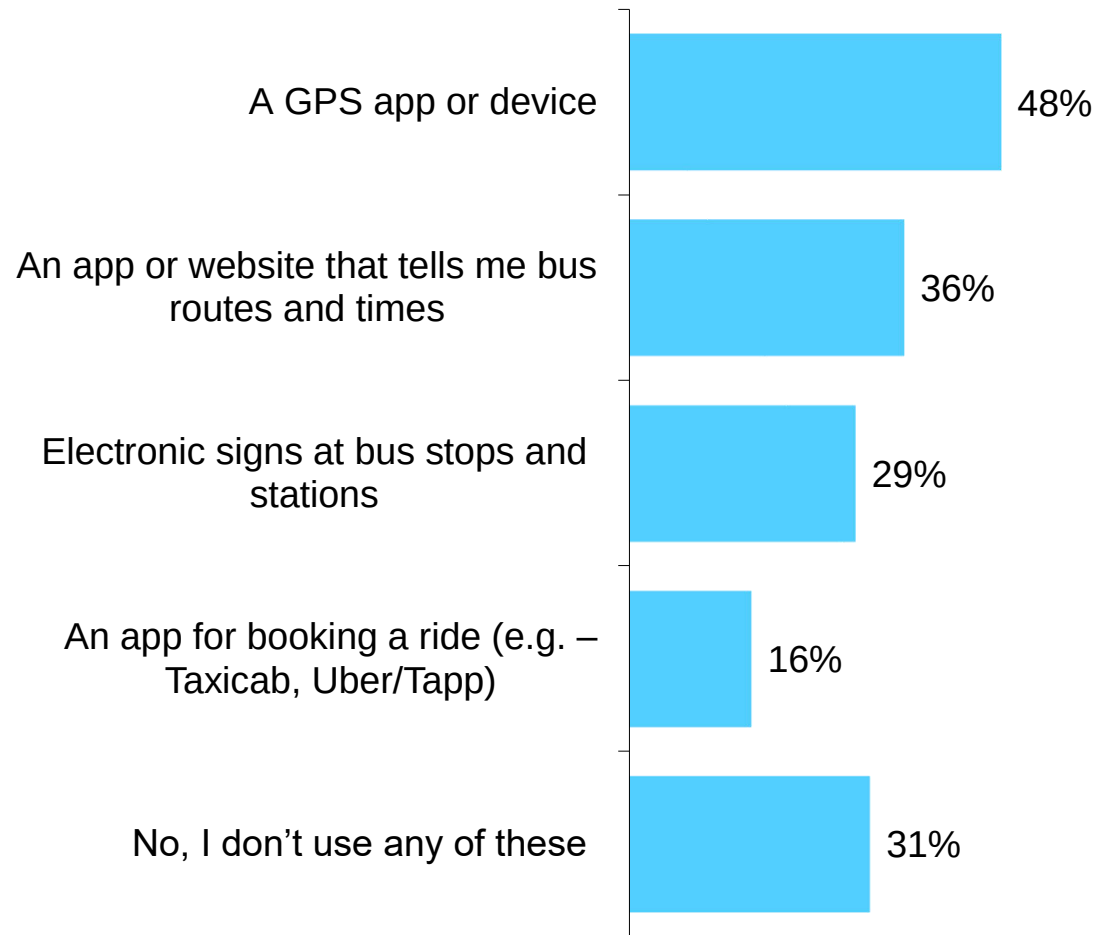


TECHNOLOGY AND TRANSPORTATION



GPS MOST USED TECHNOLOGY TO GET AROUND THE CITY

T1. "Do you use any of the following technologies to help you travel around Winnipeg? Please select all that apply."



Base: All respondents (N=600)

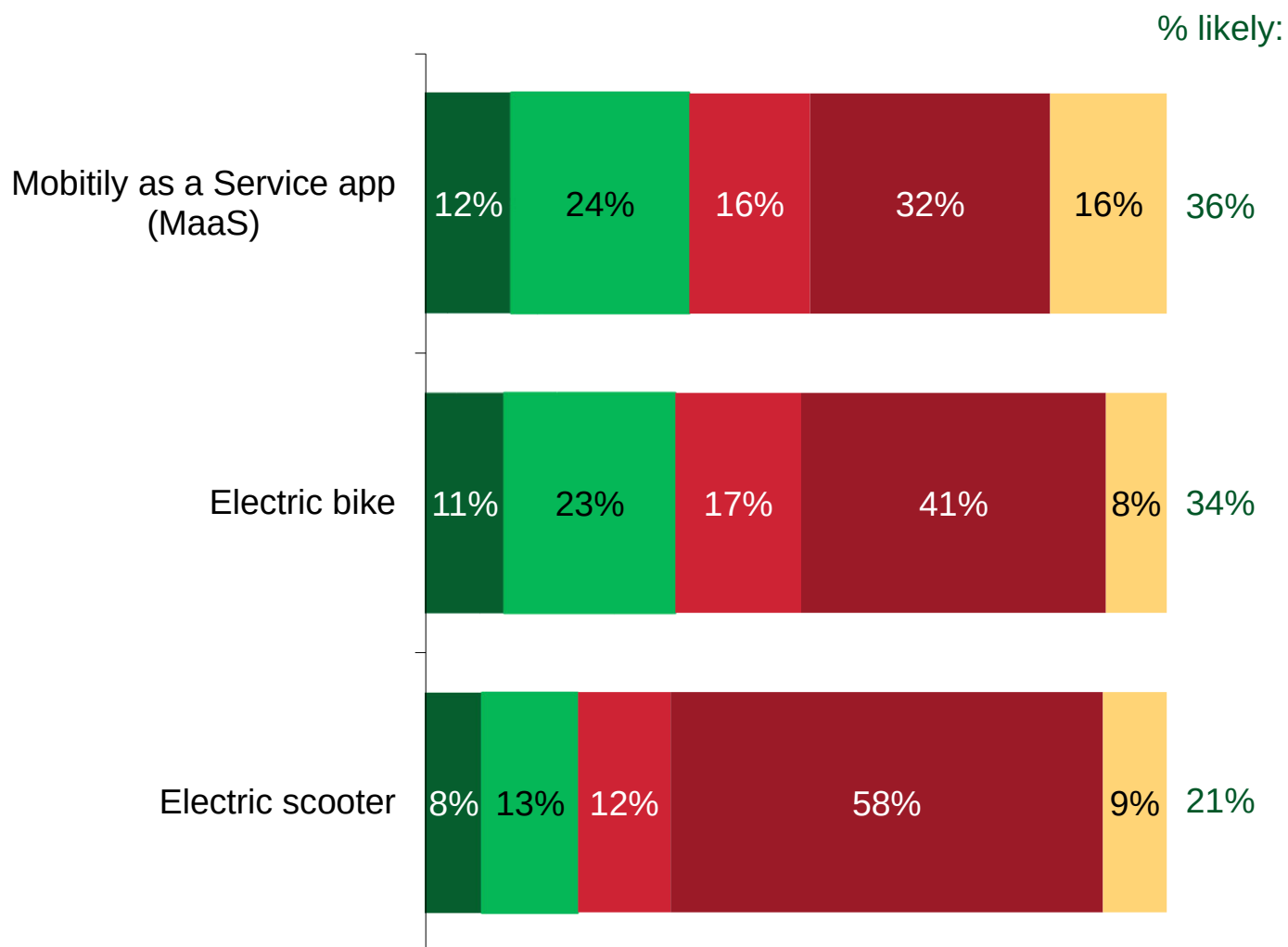
Those more likely to **use a GPS app or device** include:

- Younger adults (62% vs. 44% of middle-aged and 39% of older adults)
- People from higher-income households (62% vs. 44% of people earning <\$50K)

ONE-THIRD OF WINNIPEGGERS INTERESTED IN USING AN ELECTRIC BIKE, MAAS

T2. "There are some other technologies not widely used now in Winnipeg but that might be in future. How likely are you personally to use the following?"

Very likely Somewhat likely Somewhat unlikely Very unlikely Unsure

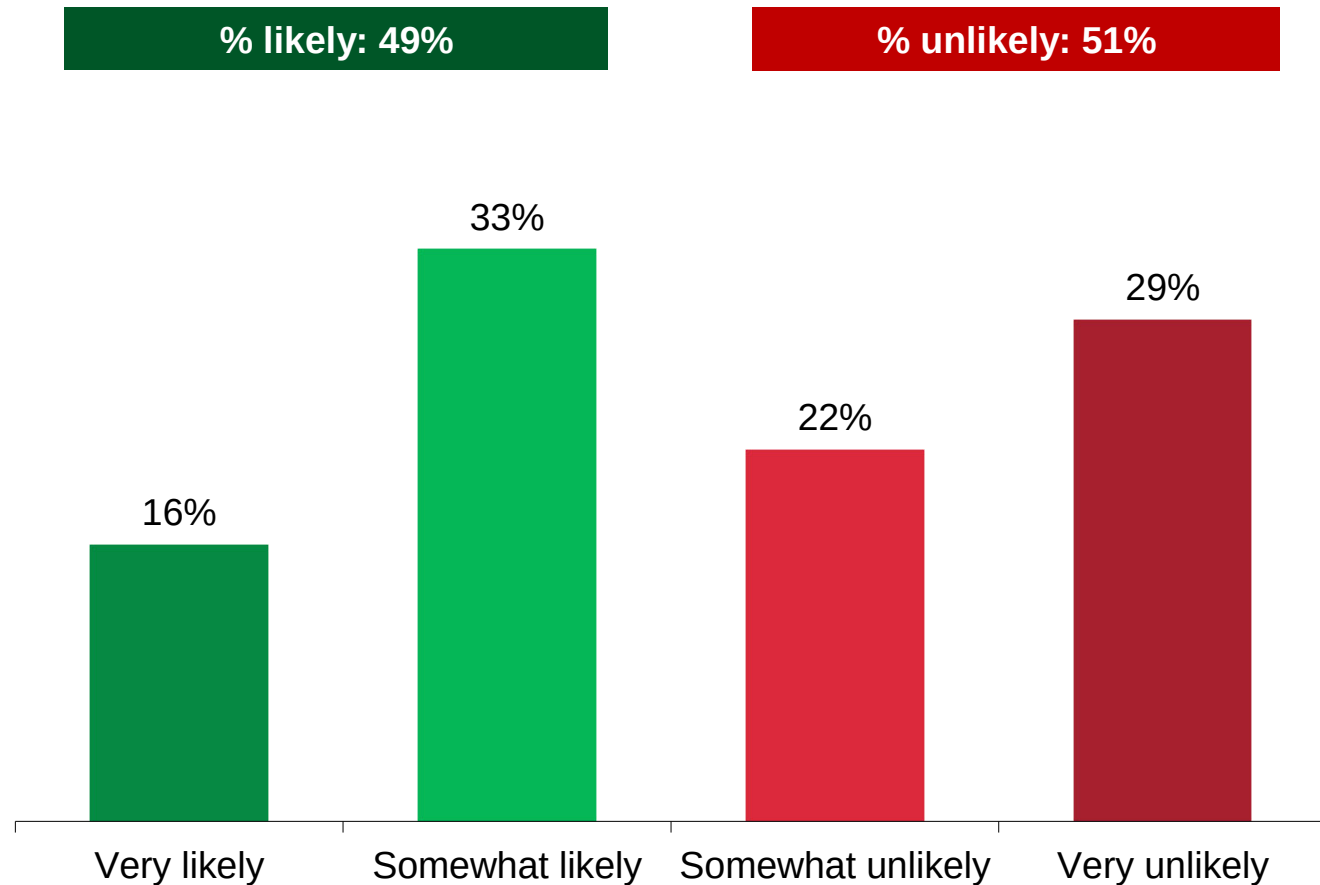


Base: All respondents (N=600)

WINNIPEGGERS SPLIT ON WHETHER THEIR NEXT VEHICLE MIGHT BE ELECTRIC

T4. "And how about electric vehicles that need to be plugged in? Here, we're thinking of vehicles such as the Tesla or the Chevrolet Bolt. How likely or unlikely are you to choose an electric vehicle when you're ready to buy or lease a new car?"

Base: All respondents (N=600)



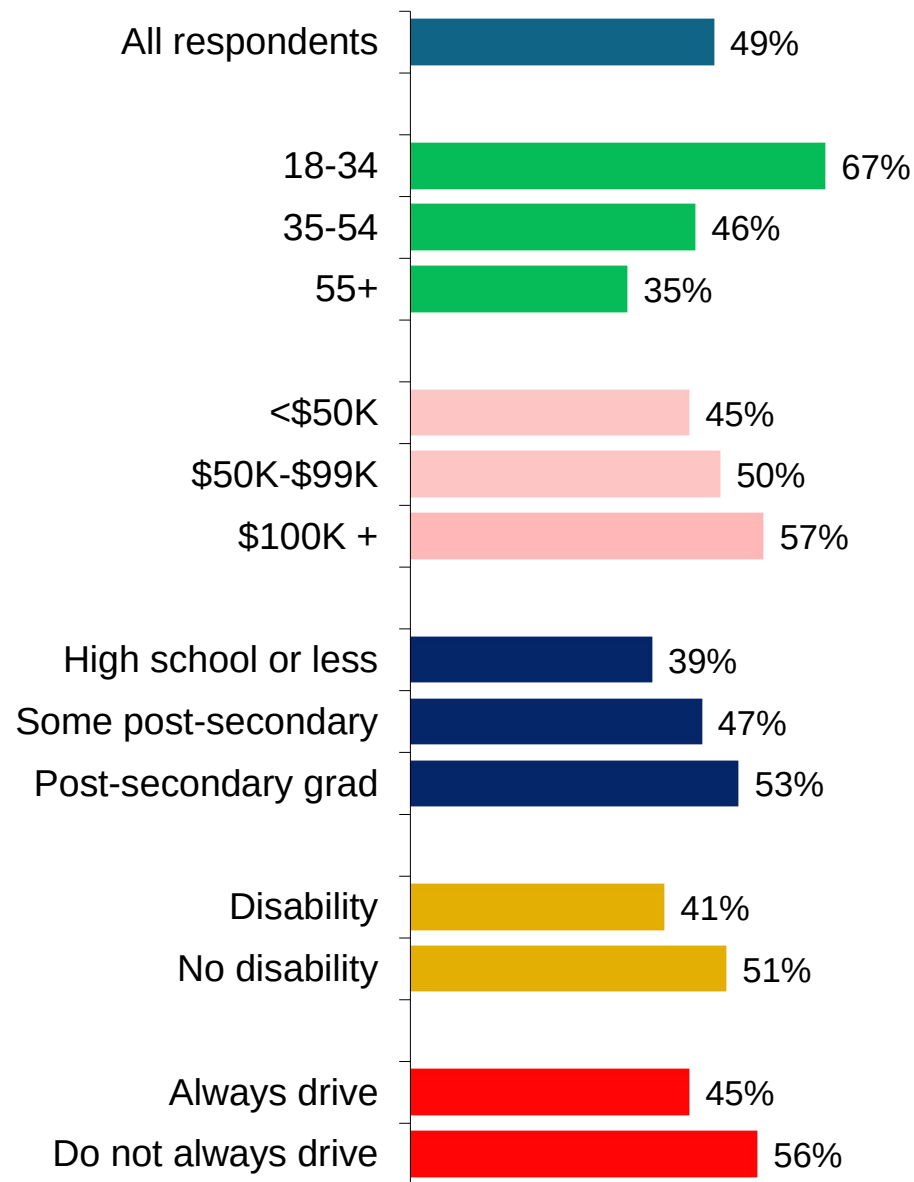
YOUNGER ADULTS MOST LIKELY TO PURCHASE ELECTRIC VEHICLE

VIEWS AMONG SUB- GROUPS

T4. "And how about electric vehicles that need to be plugged in? Here, we're thinking of vehicles such as the Tesla or the Chevrolet Bolt. How likely or unlikely are you to choose an electric vehicle when you're ready to buy or lease a new car?"

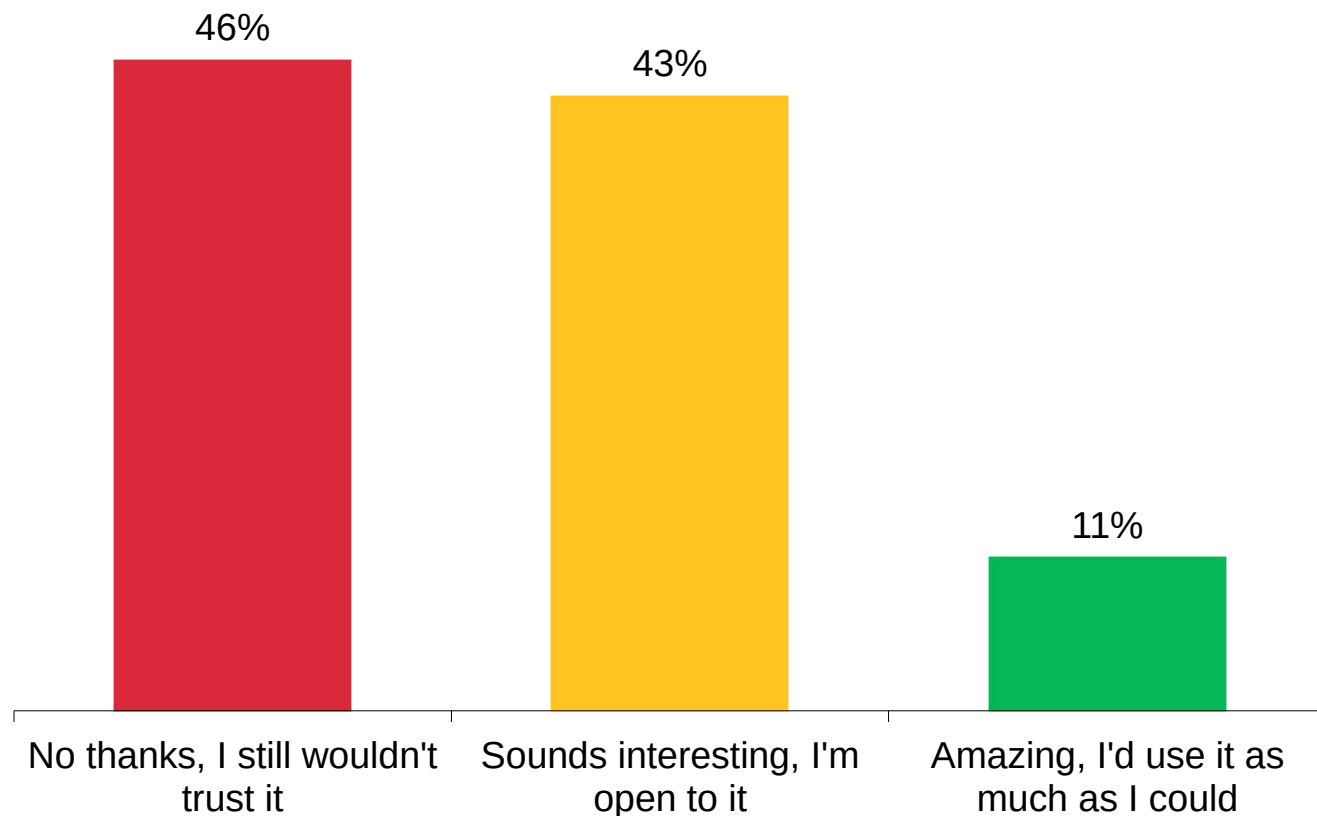
Base: All respondents (N=600)

% who say their next vehicle purchased will **likely** be electric



POSSIBILITY OF DRIVERLESS VEHICLES MET WITH EQUAL PARTS DISTRUST AND CAUTIOUS INTEREST

T5. "Fast forward and imagine that driverless vehicles have passed all the safety tests and are approved for Winnipeg roads. Which one of the following best describes your feelings about commuting in an automated or driverless vehicle?"



Those more likely to say driverless vehicles “**sound interesting, I’m open to it**” include:

- Younger adults (58% vs. 40% of middle-aged adults and 32% of older adults)
- People who don’t always drive (49% vs. 39% of people who always drive)
- People who don’t have a disability (46% vs. 30% of people who have a disability)

Base: All respondents (N=600)

A group of approximately 12 people of various ages and ethnicities are smiling and posing for a photo. The image is split vertically: the left side has a blue overlay, and the right side is white. The text 'PROFILE OF RESPONDENTS' is centered over the blue area.

PROFILE OF RESPONDENTS

PROBE RESEARCH INC.

PROFILE OF RESPONDENTS

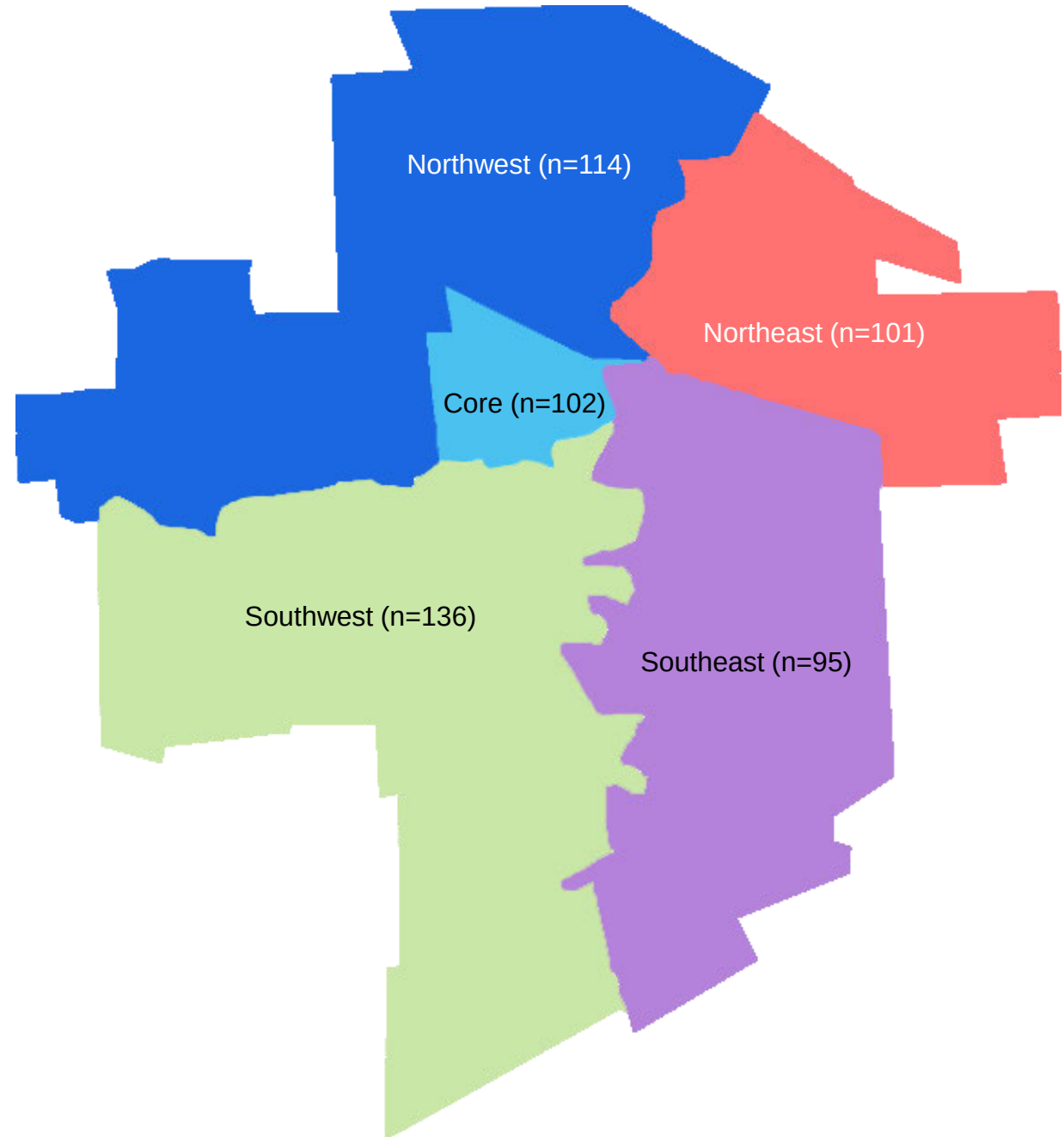
Numbers may not add to 100% due to rounding.

For the full weighted and unweighted profile of respondents, please see the full data tables.

	% (N=600)
GENDER	
Men	47
Women	52
AGE	
18-34	33
35-54	35
55+	32
HOUSEHOLD INCOME	
<\$50K	29
\$50K-\$99K	38
\$100K+	24
AREA OF RESIDENCE	
Northwest	21
Southwest	25
Northeast	18
Southeast	18
Core	18
EDUCATION	
High school or less	20
Some post-secondary	19
Post-secondary graduate	62
DISABILTY DISCLOSED	15
INDIGENOUS IDENTITY	8
CHILDREN UNDER 13 AT HOME	21

PROFILE OF RESPONDENTS

CITY QUADRANTS

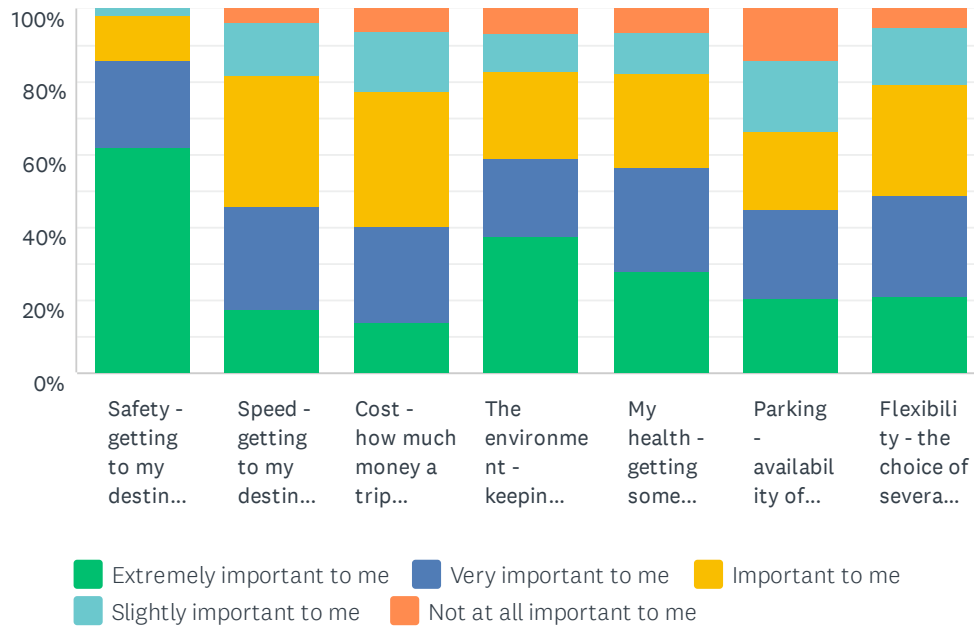


For the full weighted and
unweighted profile of respondents,
please see the full data tables

Appendix F - Online survey results

Q1 There are many things you personally might consider when you drive, walk, bike, take the bus, or otherwise move around Winnipeg. Please read the list below and indicate how important, if at all, this consideration is for you personally.

Answered: 763 Skipped: 1



	EXTREMELY IMPORTANT TO ME	VERY IMPORTANT TO ME	IMPORTANT TO ME	SLIGHTLY IMPORTANT TO ME	NOT AT ALL IMPORTANT TO ME	TOTAL
Safety - getting to my destination safely	62.07% 473	23.75% 181	12.60% 96	1.44% 11	0.13% 1	762
Speed - getting to my destination as fast as possible	17.52% 133	28.46% 216	36.23% 275	14.36% 109	3.43% 26	759
Cost - how much money a trip costs	13.91% 106	26.64% 203	37.14% 283	16.14% 123	6.17% 47	762
The environment - keeping emissions low	37.40% 285	21.39% 163	24.41% 186	10.10% 77	6.69% 51	762
My health - getting some exercise or reducing stress	28.16% 214	28.55% 217	25.66% 195	11.32% 86	6.32% 48	760
Parking - availability of parking at my destination	20.55% 156	24.24% 184	21.61% 164	19.37% 147	14.23% 108	759
Flexibility - the choice of several convenient ways to get to my destination	20.79% 158	28.29% 215	30.26% 230	15.79% 120	4.87% 37	760

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	Air pollution/smell of exhaust - biking in colder weather means the car exhausts sticks around longer and unpleasant to breath - has been a deterrent for me to ride near cars	12/11/2020 7:43 PM
2	simplicity -- a system that you can use without doing a bunch of research. (complicated transfers you are likely to miss, etc)	12/11/2020 11:18 AM
3	Mobility access spots needed	12/10/2020 9:02 PM
4	Handicapped accessible parking that doesn't require me to pay a premium to use my phone because I can't access the pay stations due to snow. If I didn't have a disability I would be quite happy to use a playstation but in winter I cannot access the playstations so I pay more to be able to pay and that quite honestly isn't fair. I have a parking tag with an identifying number why not allow us to enter our tag number to get reduced parking fees - and honestly the increased fees at hospitals aren't fair either but that's a whole other issue.	12/10/2020 12:44 PM
5	Speed, speed, speed; some kind of freeway; and more express routes for buses	12/10/2020 12:17 PM
6	There is NEVER enough parking everywhere.	12/10/2020 11:56 AM
7	When you say parking, you should specify bike or car. Car is not really important to me, but having a safe place to lock my bike up is.	12/10/2020 11:12 AM
8	No bicycles on sidewalks - very dangerous!	12/10/2020 8:49 AM
9	Rush hour congestion consideration	12/9/2020 8:44 PM
10	conflict with other users on multi use trails	12/9/2020 11:39 AM
11	The option of a route with higher speed and fewer stops would be great even if longer distance	12/8/2020 8:25 PM
12	Important: having options that don't require planning ahead; being able to get home after a few drinks; being able to bus or bike or walk w friends; being able to get directly to places by bike or bus, not be diverted out of the way because I'm not driving.	12/8/2020 8:00 PM
13	Don't move the train station for a bus stop at the Via Station	12/8/2020 8:00 PM
14	Weather helps me decide what's important on any given day.	12/8/2020 7:36 PM
15	getting to places/stops on time	12/8/2020 6:42 PM
16	Would like to see the river banks developed as a more bike walk friendly way to get around - we are the river city and only the forks has been developed. About fine the rest of the river city caught up	12/8/2020 6:41 PM
17	Free parking at my destination. Instead of parking and walking especially at night.	12/8/2020 6:39 PM
18	GRADE SEPERATIONS NEEDED NOW!! Look at Regina!	12/8/2020 5:33 PM
19	Ease of getting to destination	12/8/2020 3:36 PM
20	Safety of the route ie. Traffic separation for cyclists	12/8/2020 2:21 PM
21	Have to drive due to health issues. Own a hybrid car.	12/8/2020 12:24 PM
22	I take my car because that is my transportation. Emissions can be lower if there are no delays in traffic.	12/8/2020 11:04 AM
23	As long there is a separated bike lane, one way is fine. When I ride my bike I am not limited by traffic like the people addicted to their cars in Winnipeg	12/8/2020 8:00 AM
24	Dependability: routes will be open, or detours will be short & brief.	12/4/2020 9:58 PM
25	Wheelchair accessible transportation	12/4/2020 11:51 AM
26	As a cyclist, it's important for me to have multiple different routes for me to take in order to reach my destination.	12/3/2020 5:26 PM
27	Smooth bike paths that connect.	11/30/2020 12:54 PM
28	Create bikelanes WITHOUT Taking lanes from main arteries and FREEWAYS	11/30/2020 7:16 AM

Transportation Master Plan: 2050

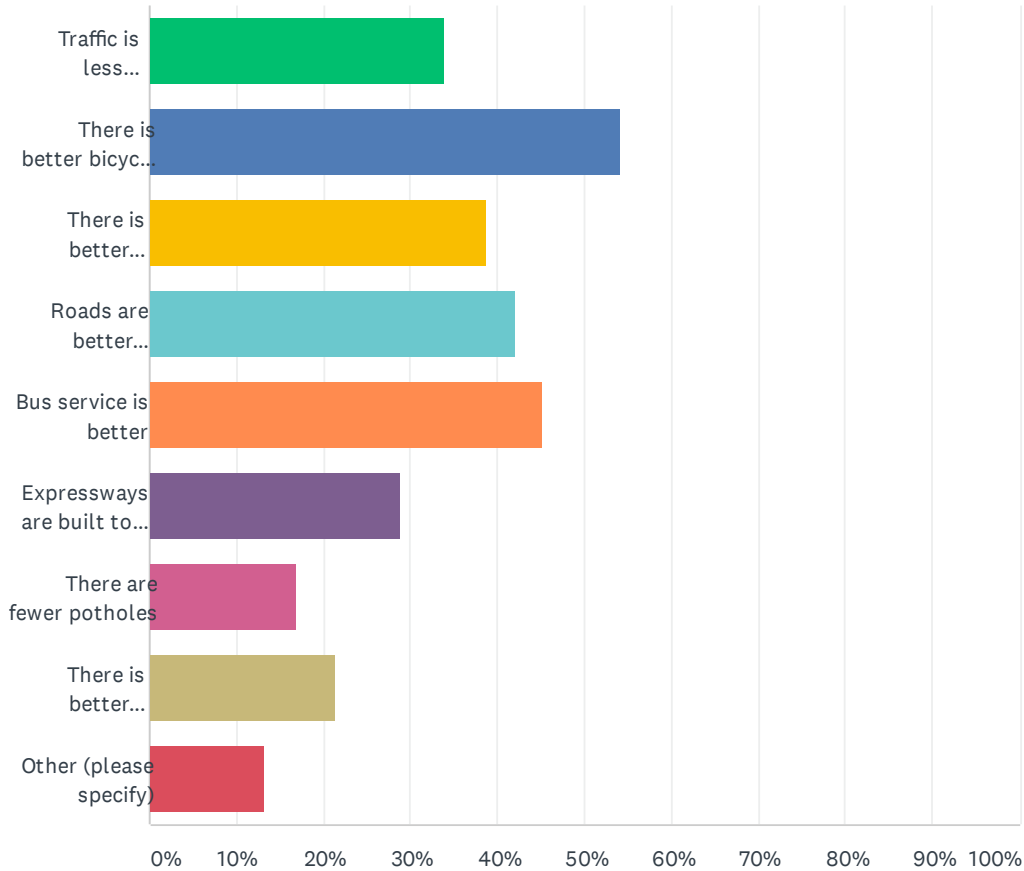
29	concerted effort from all stakeholders to reduce dependence on individual motor vehicle use	11/29/2020 11:12 AM
30	Amenities for Year Round Travel - Heated Bus Shelters, Long and Short Term Bike Parking, Lighting, Clear Sidewalks and Pathways	11/27/2020 9:33 AM
31	Places to charge an Electric Vehicle	11/27/2020 9:15 AM
32	Road conditions - snow clearing, rain drainage, pot holes fixed, less level railroad crossings, need an innerbelt with few intersections, need more over and underpasses	11/26/2020 10:53 PM
33	Simplicity - easy to navigate.	11/26/2020 2:07 PM
34	If there are safe bike lanes and convenient bike racks to/at my destination	11/25/2020 4:22 PM
35	Availability of safe bike parking is extremely important to me.	11/25/2020 3:31 PM
36	Parking availability affects my choice of mode	11/25/2020 3:28 PM
37	the impact on others	11/25/2020 3:27 PM
38	Bike parking is very important to me	11/24/2020 5:00 PM
39	Minimizing congestion reduces emissions and increases safety.	11/24/2020 9:26 AM
40	Accessibility to all	11/23/2020 12:26 PM
41	Access to electric car charging at destination. Top priority! Improving this will help our transition away from gas vehicles.	11/22/2020 1:16 PM
42	My health - whether I am capable of biking/walking/driving a given distance	11/21/2020 7:19 PM
43	Having a actual working public transit would be nice	11/20/2020 7:44 PM
44	Accessibility for people with mobility issues	11/20/2020 1:20 PM
45	Note: I don't drive. Parking in my mind explicitly includes secure bike parking. Which almost nowhere has.	11/18/2020 4:06 PM
46	Integration of several different forms of transportation into existing infrastructure, and not building more infrastructure that worsens transprtation and environmental impacts (eg wider roads that only result in more traffic)	11/17/2020 12:57 PM
47	Safety of others (very Important),	11/17/2020 11:58 AM
48	Availability of bike racks at my destination - extremely important to me	11/17/2020 11:41 AM
49	Physical Accessibility	11/17/2020 9:28 AM
50	Accessibility to all	11/16/2020 9:55 PM
51	Cost of parking	11/16/2020 6:46 PM
52	Availability of destinations that are near to me.	11/16/2020 6:19 PM
53	Bus service is best	11/16/2020 5:57 PM
54	I'm for ANYTHING that helps wean our city off of vehicles.	11/16/2020 5:42 PM
55	Maintained Cycling trails also help with the Climate plan	11/16/2020 11:50 AM
56	Frequent buses so that buses aren't so packed and they are able to run on time	11/16/2020 11:44 AM
57	Other people's safety is also important to me, which is part of why I want us all to drive fewer cars	11/16/2020 11:06 AM
58	Dedicated infrastructure for various modes of transportation	11/15/2020 11:48 AM
59	How far to walk to or from a transit stop	11/14/2020 3:45 PM
60	Preference in general: I dislike driving during winter	11/14/2020 2:26 PM
61	This is a bias survey and should be reviewed prior to use.	11/13/2020 9:21 PM
62	Convenience	11/12/2020 9:18 PM

Transportation Master Plan: 2050

63	Accessibility/amenities once I arrive (i.e. bike racks, ease of dismount/turning, bike path, etc.)	11/12/2020 8:02 PM
64	That one trip can serve multiple purposes, destinations on the network.	11/12/2020 4:37 PM
65	Minimize wasted time sitting in congested roads that should have interchanges ie Bg Lag CPT	11/12/2020 12:13 PM
66	Comfort -- i.e., staying warm in a Winnipeg winter	11/12/2020 11:35 AM
67	accessibility of the mode of transport and the destination also very important : ie - lack of sidewalks in new developments or shopping locations	11/12/2020 10:46 AM
68	I rated safety as 'important'; however, I feel all transportation methods available to me are generally safe	11/12/2020 10:33 AM
69	Scheduling - getting to my destination on time (not the same as speed)	11/12/2020 10:31 AM
70	accessibility	11/12/2020 10:30 AM
71	Accessibility for all	11/12/2020 10:10 AM
72	Accessibility!	11/12/2020 10:08 AM
73	Would be amazing to combine low emissions and shortened trip times to really encourage mass transit!	11/11/2020 9:00 AM
74	Comfort - How safe and/or protected from the elements I would be if I waited for public transportation	11/10/2020 2:40 PM

Q2 Now, please think about the city's transportation network in the year 2050. Of the below, which would you most like to see? Please choose your top three.

Answered: 764 Skipped: 0



ANSWER CHOICES	RESPONSES	
Traffic is less congested/there are fewer traffic jams	33.90%	259
There is better bicycle infrastructure	54.19%	414
There is better pedestrian infrastructure	38.61%	295
Roads are better maintained (such as frequent snow clearing and repairs)	42.02%	321
Bus service is better	45.16%	345
Expressways are built to get me places faster	28.93%	221
There are fewer potholes	16.88%	129
There is better infrastructure for electric vehicles (charging stations, etc.)	21.34%	163
Other (please specify)	13.22%	101
Total Respondents: 764		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	Bus drivers don't cut you off without a care in the world and WAY less bicycle lanes. We have 3 months of fair road conditions.	12/11/2020 7:02 PM
2	In 2050 I would like to see alternative transit options. Trams, sky train, etc...	12/11/2020 12:17 PM
3	The cycling paths cannot interfere with vehicle traffic, very unsafe and annoying	12/10/2020 10:48 PM
4	park and ride services to downtown would be nice	12/10/2020 1:56 PM
5	Some form of rapid rail	12/10/2020 12:57 PM
6	More handicapped parking spaces and lower fees for handicapped people because we don't have the luxury of being able to walk from parking spaces further away.	12/10/2020 12:44 PM
7	Properly integrate and coordinate the various modes of transportation, so citizens can choose one or multiple modes to reach their destinations.	12/10/2020 11:18 AM
8	Bicycles get too much consideration already.	12/10/2020 8:49 AM
9	More development requires additional high capacity roads instead of burdening existing infrastructure	12/9/2020 8:44 PM
10	figure out the constant mis-timed lights in the city. I've driven all over Canada and these are consistently the worst. If need be actually hire people who know how to time lights properly.	12/9/2020 4:24 PM
11	there are more than just bicycles for mode of transport that are recreational (scooters skateboards etc) !	12/9/2020 11:39 AM
12	Subway station or more heated covered transit stops for cold winters	12/9/2020 8:29 AM
13	Ability to ride electric bikes in protected lanes away from cars in main routes in the city.	12/9/2020 3:03 AM
14	there is common-use amenities and infrastructure for self-drive vehicles, which may be a part of public transit and/or independently owned/operated	12/8/2020 10:11 PM
15	Lightrail transit	12/8/2020 8:48 PM
16	A perimeter highway that works 3rd lane? Cloverleafs	12/8/2020 7:06 PM
17	Riverbanks should be developed like the forks - extend this from perimeter to perimeter	12/8/2020 6:41 PM
18	Better paved side roads/back lanes in winter	12/8/2020 5:21 PM
19	Considerations for autonomous vehicle movement	12/8/2020 3:45 PM
20	timing of lights better timed so not stop /go	12/8/2020 3:18 PM
21	your active transportation paths are not safe	12/8/2020 12:16 PM
22	More ways to get into parks	12/8/2020 8:30 AM
23	Major park and ride. Assiniboia downs 2 stops to portage and colony	12/8/2020 8:16 AM
24	more traffic circles. reduce bike lanes that take up automobile routes	12/8/2020 8:12 AM
25	More SAFE active transportation alternatives. If you think in 2050 there will be e-scooters, electric bikes, skateboards and lots of other active transportation alternatives other than bikes. Other cities have it now and are planning for them. If we are building a vision for 30 years from now, hopefully we can think a bit more modern.	12/8/2020 8:00 AM
26	LRT using current rail corridors collaboration with rail companies	12/8/2020 7:54 AM
27	better bus service to Waverley Street Lindenwoods - downtown, HSC UofM & Fort Garry Campus UofM; to St. Mary's/Bamoral Hall/Westgate Mennonite Schools - we don't have a public high school	12/5/2020 11:28 AM
28	Accessible sidewalks and curb cuts that are in good repair	12/4/2020 11:51 AM
29	green transportation	12/4/2020 8:37 AM
30	The city needs to be safer for cyclists!	12/3/2020 5:26 PM

Transportation Master Plan: 2050

31	Fixing roads in timely manner (maybe start one road at a time and use all labors to get it done within days NOT months or years like now. It's not good for traffic to have the road being blocked for nothing for a long time before seeing any workers working on it)	12/3/2020 11:16 AM
32	Light Rail	12/3/2020 8:57 AM
33	More carsharing and other shared mobility options	12/2/2020 8:05 AM
34	Cycle paths given equal snow/ice clearing as roads (also sidewalks!!!!)	11/30/2020 12:54 PM
35	Developers pay for infrastructure improvements for problems they create.	11/30/2020 10:40 AM
36	Rapid transit buildout, LRT or full segregated BRT.	11/29/2020 5:02 PM
37	There has been a significant reduction in use of fossil fuels and emissions of green house gasses and CFCs and HCFCs	11/29/2020 11:12 AM
38	less city sprawl	11/28/2020 1:26 PM
39	Rail system (trams) like in Portland, OR	11/26/2020 11:39 PM
40	safer intersections where speed limits exceed 60 km per hour by having prepare to stop flashing amber lights and red light in all directions for 2 seconds	11/26/2020 10:53 PM
41	Continued & improved bike lane snow plowing with public posting of the routes plowed or not	11/26/2020 4:53 PM
42	School zones are permanently 30km/H, but ONLY around schools, not Education Resource Centres (no children there)	11/26/2020 12:08 PM
43	More car-free areas	11/26/2020 8:55 AM
44	Either an ability to know which buses on my route will have bike carriers and / more buses equiped with bike carriers.	11/25/2020 7:43 PM
45	Secure infrastructure to keep my ride safe.	11/25/2020 5:17 PM
46	Better safety on buses	11/25/2020 4:27 PM
47	In selecting my top three (better bicycle infrastrucutre, better pedestrian infrastrucutre, and better bus service), roads will inherently be less congested, better maintained, and with fewer potholes as with better ped/cycling infrastructural less people will be driving.	11/25/2020 3:57 PM
48	Bus lanes and cycling lanes replace vehicle lanes on major streets. Dedicated emergency vehicle lanes	11/25/2020 3:54 PM
49	separation of modes of transport .eg move bike lanes to off the roadways, education on how to use round a bouts, educate bicyclists on hand signals, their responsibilities, transit - more frequent and on time, should not have made the dogleg to parker should have used mcgillvray, more riders there, regain transit use from schools provide bus tickets to students in elementary. junior high. ,	11/25/2020 3:23 PM
50	more bridges across the rivers	11/25/2020 10:26 AM
51	#1 thing I would most like to see is LRT or a subway	11/25/2020 10:10 AM
52	There are substantially fewer cars on the road; significantly less VKT made by single occupant vehicles; and vehicles used are more fuel efficient and smaller (to reduce their danger to peds and cyclists).	11/24/2020 5:00 PM
53	Important to move away from single vehicles, rely more on convenient public transportation such as a tram system	11/24/2020 10:12 AM
54	Minimal stopping at intersections to reduce carbon emissions	11/24/2020 9:55 AM
55	There's a new Light Rail Transit	11/24/2020 6:01 AM
56	The use of driverless vehicles	11/23/2020 10:58 PM
57	Transit is electric	11/23/2020 5:28 PM
58	If you go to other cities anywhere there are less stop lights, more express ways, all stop lights have a dedicated lane for turning vehicles and proper lane mathematics. An other point is that the other cities do construction faster and they often do construction over night	11/23/2020 10:31 AM

Transportation Master Plan: 2050

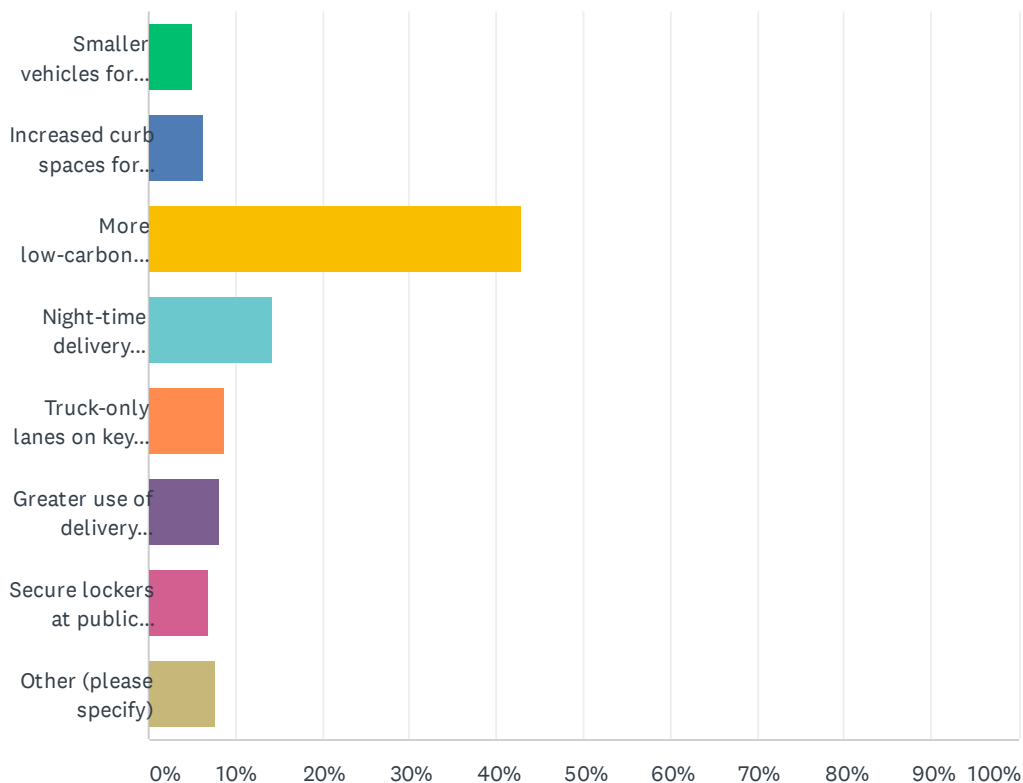
59	Electric light rail conversion to rapid transit	11/22/2020 5:29 PM
60	Having bus shacks designed for Winnipeg environment not California's	11/20/2020 7:44 PM
61	Better access for people with mobility issues	11/20/2020 1:20 PM
62	Light rail network by Perimeter highway and to any satellite communities being built. Bus network with dedicated lanes going into the city.	11/19/2020 12:40 PM
63	Sense of safety when taking public transport	11/19/2020 7:04 AM
64	Please consider low cost underground tunnels like the Boring Company, faster than subway and 10x less expensive	11/18/2020 11:38 PM
65	Find a way to clear snow without breaking curbs. (The city did a good job!)	11/18/2020 3:33 PM
66	Public transport be electrified and free to youth and seniors.	11/17/2020 7:40 PM
67	There are NO MORE fuel combustion driven vehicles.	11/17/2020 7:30 PM
68	Overhead tramways- more cost efficient, less infrastructure required	11/17/2020 4:35 PM
69	There is far less harm to environment due to transportation network	11/17/2020 12:57 PM
70	Sidewalks are properly maintained. There is no way people can use public transit when walking routes are icy, slippery, or non-existent, as in big-box store developments.	11/17/2020 11:15 AM
71	less cars and more active transportation. Maybe even (don't laugh) horse-wagon transport for those who can't walk.	11/17/2020 9:34 AM
72	bus passes are subsidized for low income earners	11/17/2020 12:06 AM
73	Promoting less vehicles on the road please! Prioritizing active transit and public transit.	11/16/2020 9:40 PM
74	Sidewalks are better maintained (frequent snow clearing, repairs)	11/16/2020 6:46 PM
75	More EVs on the roadway (buses, trucks, passenger vehicles). Synchronize traffic lights. Traffic lights better timed to improve flow of traffic. Less catering to vehicles trying to get onto arteries and more on getting the traffic on arteries flowing. Too many times I sit in a long line of traffic waiting for one or two cars to cross a major artery.	11/16/2020 6:22 PM
76	Our transportation system makes it possible to meet our climate goals.	11/16/2020 6:19 PM
77	rapid transit like subway or skytrain	11/16/2020 1:05 PM
78	Pedestrian and bike infrastructure is more connected and not interrupted by regional roads or any expressways	11/16/2020 11:06 AM
79	residential street speeds are reduced to 30-40 kph	11/15/2020 8:30 PM
80	Snow clearing of all sidewalks and bus stops.	11/15/2020 5:57 PM
81	Significant build-out of rapid transit network	11/15/2020 11:48 AM
82	Mixture of LRT and Transit buses	11/14/2020 10:57 PM
83	There are fewer/no cars on the road because public transit is free and excellent, city planning has prioritized making the city walkable, bikeable, and walkable, and there are road tolls - geared to income and environmental impact - on those who still insist on using cars.	11/14/2020 4:50 PM
84	Underground metro	11/14/2020 2:39 PM
85	Sidewalks and bike lanes are better maintained (such as frequent snow clearing and repairs)	11/14/2020 2:26 PM
86	Communities are built so people can work, live and play in the same neighborhoods. Large transportation networks are only required from poorly planned neighborhoods.	11/13/2020 9:21 PM
87	Freeway less lights	11/13/2020 6:53 PM
88	Less cars polluting and endangering lives everywhere.	11/13/2020 10:08 AM
89	Abolish photo radar	11/12/2020 8:07 PM
90	Light rail or subway network through the city.	11/12/2020 3:43 PM

Transportation Master Plan: 2050

91	Active transportation infrastructure connectivity	11/12/2020 11:49 AM
92	We have a light rail network in place of BRT	11/12/2020 11:05 AM
93	lower curbs everywhere; an alternative to the yellow paint used on the textured bumpy sidewalk indicators - it's very slippery when wet/cold	11/12/2020 10:46 AM
94	Car infrastructure is curtailed to always prioritise bus and active transportation	11/12/2020 10:25 AM
95	Less traffic noise	11/12/2020 10:10 AM
96	Bike paths are better maintained (snow cleared)	11/11/2020 7:36 PM
97	Light rail	11/11/2020 12:10 PM
98	Less on street parking where the curb side lane is used for parking. parking in Indents to sidewalk is ok as it doesnt disrupt the traffic flow.	11/11/2020 11:55 AM
99	Fully electric true rapid transit infrastructure pulls cars off the road, lessens congestion and opens possibilities for safer pedestrian and bicycle corridors	11/11/2020 9:00 AM
100	Freeway System (Route 90, Bishop Grandin, Lagimodiere, Chief Peguis)	11/10/2020 7:19 PM
101	Rail transportation both within the city and to neighbouring communities (Oakbank, Selkirk, etc)	11/10/2020 12:56 PM

Q3 Winnipeg's residents and businesses rely on a complex network of truck, courier, rail, and air travel to support the movement of goods and services. However, goods movement can be made more efficient. What is the single most important improvement to goods movement you would like to see for Winnipeg by 2050?

Answered: 757 Skipped: 7



ANSWER CHOICES	RESPONSES	
Smaller vehicles for deliveries	5.02%	38
Increased curb spaces for loading and unloading of goods	6.21%	47
More low-carbon vehicles (e.g., cargo bicycles, electric delivery vans)	42.80%	324
Night-time delivery requirements to reduce congestion in certain areas	14.27%	108
Truck-only lanes on key roads to improve the safe and efficient flow of goods	8.85%	67
Greater use of delivery drones, robots, and other automated technologies to deliver parcels, groceries, restaurant foods, etc.	8.19%	62
Secure lockers at public locations where parcels can be picked up, rather than having them delivered to my home	6.87%	52
Other (please specify)	7.79%	59
TOTAL		757

Transportation Master Plan: 2050

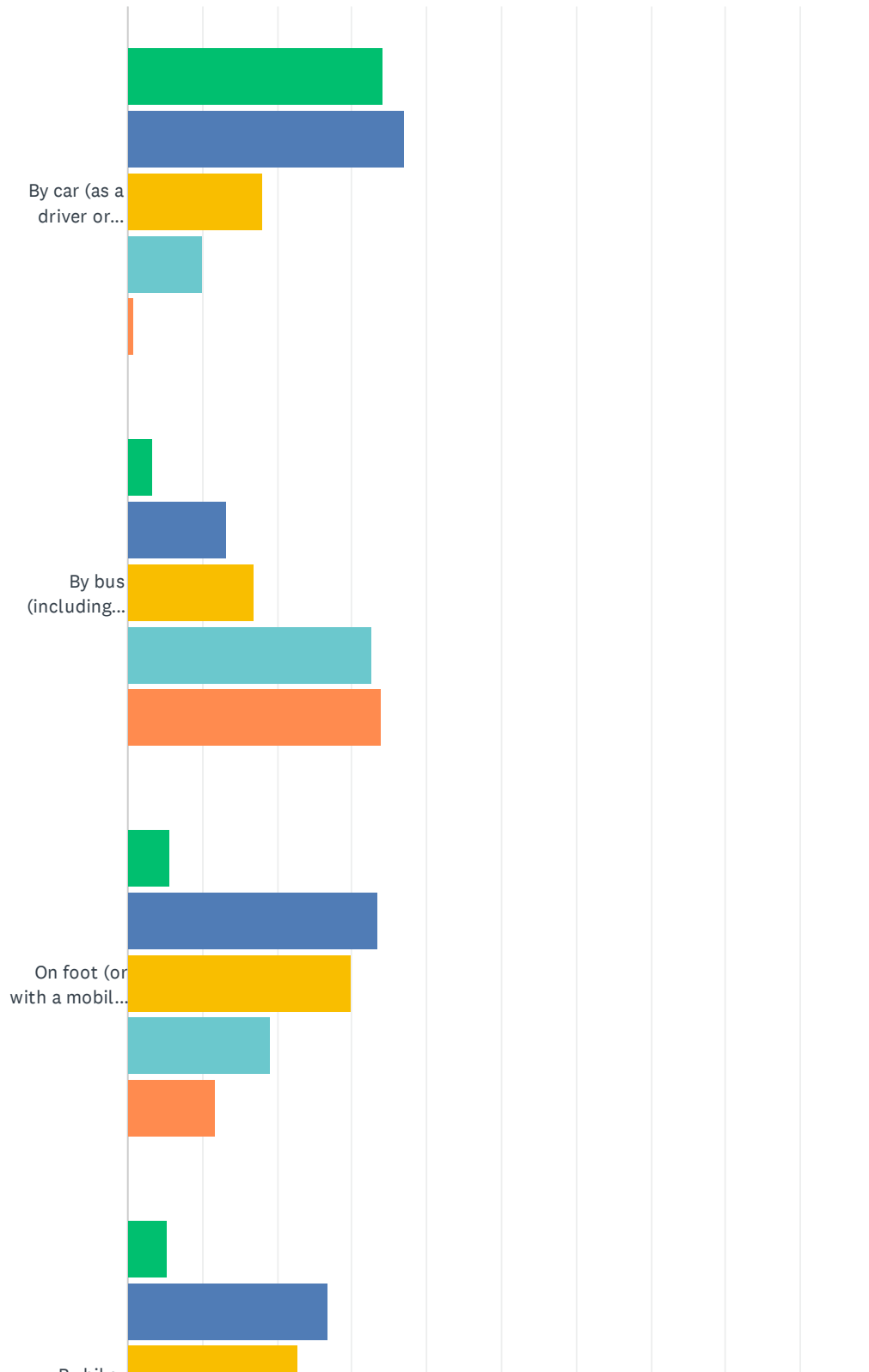
#	OTHER (PLEASE SPECIFY)	DATE
1	Less transportation of goods that are needed overall with low-carbon vehicles	12/11/2020 7:43 PM
2	Greater focus on sourcing goods and services as locally as possible.	12/10/2020 10:02 PM
3	None of these ideas. They just punish business	12/10/2020 8:48 PM
4	Bring back designated truck routes, too many semi trucks where they don't belong	12/10/2020 4:25 PM
5	no idea. Sounds tricky, combination of above changes?	12/10/2020 1:56 PM
6	No idwa	12/10/2020 12:57 PM
7	Never felt that this was a worry	12/10/2020 12:44 PM
8	properly built infrastructure. For example, expressways with proper on ramps, multi lane roads with proper exits so trucks can park to deliver goods without blocking major roads like route 90.	12/10/2020 11:50 AM
9	winter modes of travel that are safe (bikes and the like) ; all markings dissappear	12/9/2020 11:39 AM
10	highway tractors/trailers have depots outside of the city use 5 ton trucks to make the deliveries inside the city. That would solve some of the congestion and damage to the roads. on the road	12/9/2020 5:30 AM
11	These are all local movement options. Create a duty free cargo hub to consolidate global movements. Then use some combination of the local options listed above.	12/8/2020 7:44 PM
12	Chief pegius extension to center port to move trucking from downtown.	12/8/2020 6:39 PM
13	Airport link to downtown	12/8/2020 6:02 PM
14	Central hub for product distribution (ie. multi modal distribution hub)	12/8/2020 3:36 PM
15	Less traffic congestion. Better timing of controlled intersections.	12/8/2020 12:24 PM
16	need local services	12/8/2020 12:16 PM
17	Keep goods movement to main roads and off of residential streets.	12/8/2020 11:04 AM
18	Move the rail roads outside of the city	12/8/2020 7:54 AM
19	Difference between loading zones and accessible parking	12/4/2020 11:51 AM
20	Better traffic control and traffic signal synchronization of green lights, stopping at every traffic signal turning red is pathetic...	12/3/2020 10:27 PM
21	I'm not satisfied with how the question forces you to choose one priority. We will need a mix of smaller vehicles, low emission vehicles, new technologies like drones and other policies to make delivery more sustainable. It will only work with a mix of initiatives.	12/2/2020 8:05 AM
22	take out the bike lanes downtown - terrible for traffic parking and flow and business as well	11/30/2020 11:11 PM
23	increase the number of overpasses/underpasses on P1 streets	11/30/2020 1:09 PM
24	Enforce restrictions for big vehicles on non designated roads	11/30/2020 7:16 AM
25	I think if we reduced commuters on the road, any problems with transporting goods would solve themselves	11/27/2020 12:04 PM
26	inner belt way to make traffic movement less congested on existing roadways. extend bishop grandin to transcanda highway to reduce traffic at Lagimodiere and fermor.	11/26/2020 10:53 PM
27	No comment	11/26/2020 4:53 PM
28	Enforcement of existing (non) Truck Routes	11/26/2020 12:08 PM
29	I dont think this is an appropriate question for the public - ask the courier, truck, rail, and air industries and use their feedback, they are the experts and have experience in this matter.	11/25/2020 3:57 PM
30	Designated delivery vehicle only lanes with ability to load/unload and still maintain traffic flow.	11/23/2020 7:28 PM
31	Electric everything! And Working with local small businesses to also offer them another stream	11/23/2020 10:31 AM

Transportation Master Plan: 2050

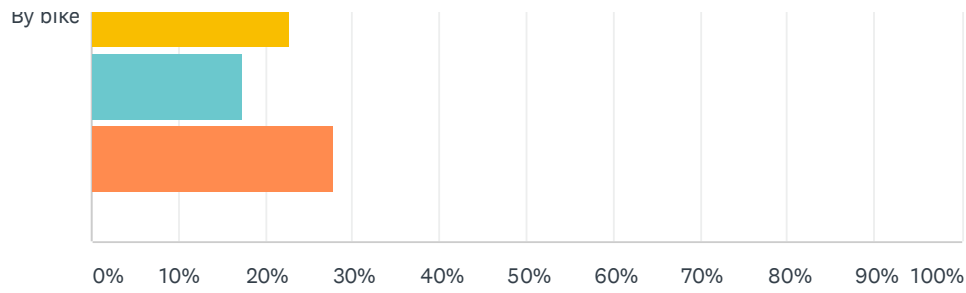
	of income	
32	None of these options have any reality based bearing on my life. Who comes up with this stuff?	11/22/2020 12:07 PM
33	Properly maintained roadways	11/20/2020 7:44 PM
34	Heavy Trucks not moving through high quality urban streets	11/20/2020 12:34 PM
35	keep large trucks/vehicles off the road at rush hours(s)	11/19/2020 11:43 AM
36	disincentivize the use of private vehicles in downtown area	11/18/2020 10:46 AM
37	Complete the inner ring road	11/17/2020 8:12 PM
38	All carbon-neutral vehicles (or other automated technologies)	11/17/2020 7:30 PM
39	Moving rail lines outside of the city to avoid having to build expensive over and underpasses and reduce congestion at the same time. Build new high speed rail lines across Canada for a proper cross country rapid 'transit.'	11/17/2020 5:30 PM
40	More availability of goods that are produced nearby and do not have to be transported long distances	11/17/2020 12:57 PM
41	I would like to see people buying more locally.	11/17/2020 9:34 AM
42	Also, centralized drop off for commercial packages. Canada Post outlets are insufficient for small business needs nowadays.	11/16/2020 6:22 PM
43	take the train lines out of the middle of the city (and use the space for rapid transit)	11/16/2020 1:05 PM
44	I don't have strong opinions on this aside from the fact that delivery drones and robots seems like a bad use of money. But maybe that's a joke?	11/16/2020 11:44 AM
45	N/C - Happy with current system, works well to serve my needs	11/16/2020 11:25 AM
46	reduced reliance on online purchasing from non-local businesses like amazon	11/15/2020 8:30 PM
47	Safe 24 hour delivery window	11/13/2020 9:31 PM
48	Not a major concern. Rather businesses maximize property assessments and allow street loading zones to increase tax revenue.	11/13/2020 9:21 PM
49	Fewer trucks tying up all lanes all the time	11/12/2020 9:18 PM
50	A complete and efficient network of Expressways for intracity and regional traffic/truck traffic	11/12/2020 7:15 PM
51	Less commuter traffic	11/12/2020 4:37 PM
52	Reduce congestion on expressways by building interchanges	11/12/2020 12:13 PM
53	sequencing of lights to keep flow moving	11/12/2020 12:08 PM
54	Relocate train tracks out of Winnipeg	11/12/2020 10:36 AM
55	As a private citizen without connectino to businesses who move goods, I don't think I should have a say in how they do their shipping.	11/12/2020 10:33 AM
56	Quieter vehicles	11/12/2020 10:33 AM
57	Infrastructure to avoid trains, this is the biggest hold up for traffic in the city.	11/12/2020 10:06 AM
58	get trains outside the city, that would affect everything	11/12/2020 9:43 AM
59	Expressways are built to get places faster	11/10/2020 6:24 PM

Q4 We'd like to know how you get around the city right now. Please read the following list and indicate how often, if at all, you use each method to get around the city for work, school, errands and fun.

Answered: 748 Skipped: 16



Transportation Master Plan: 2050

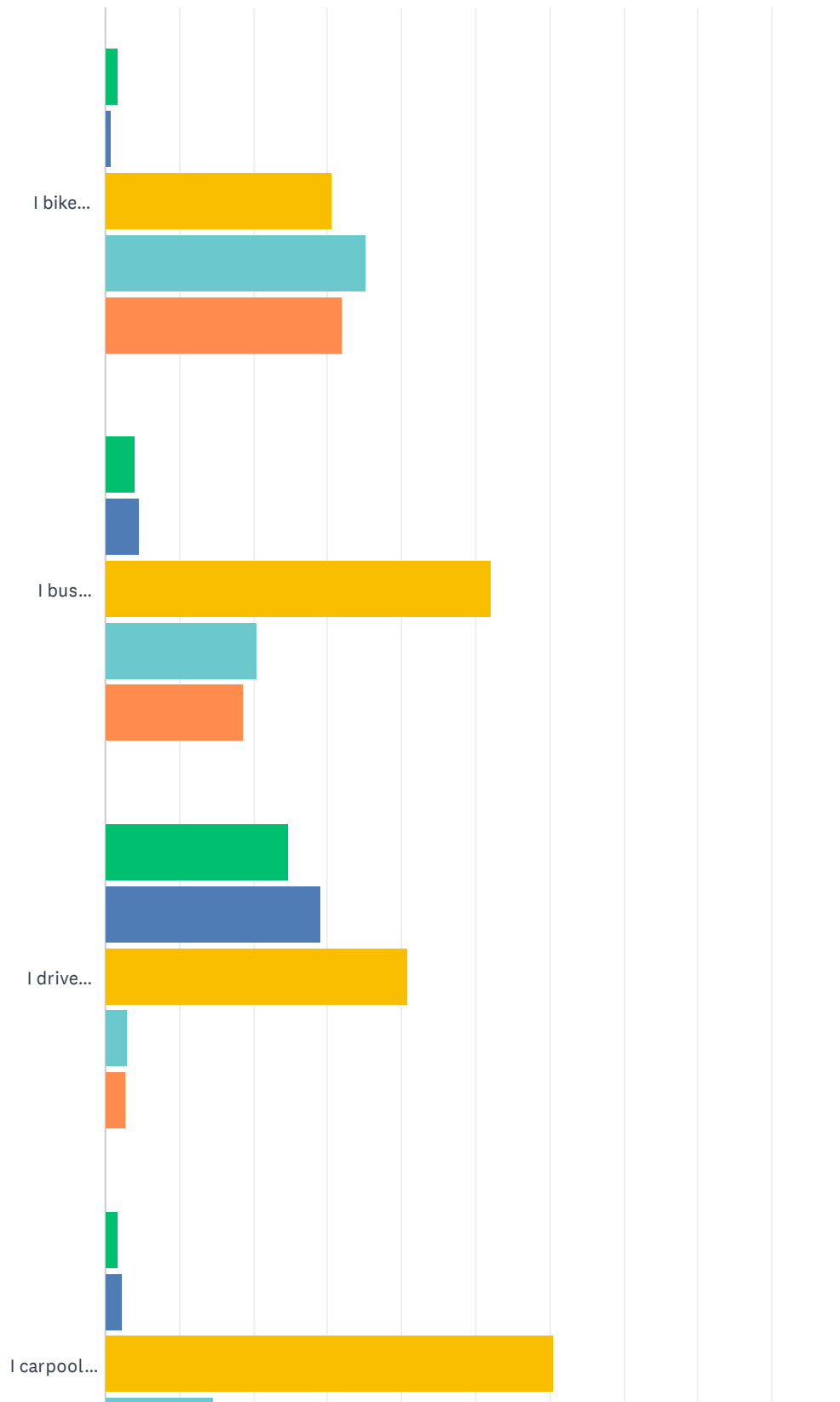


■ Always
 ■ Often
 ■ Sometimes
 ■ Rarely
 ■ Never

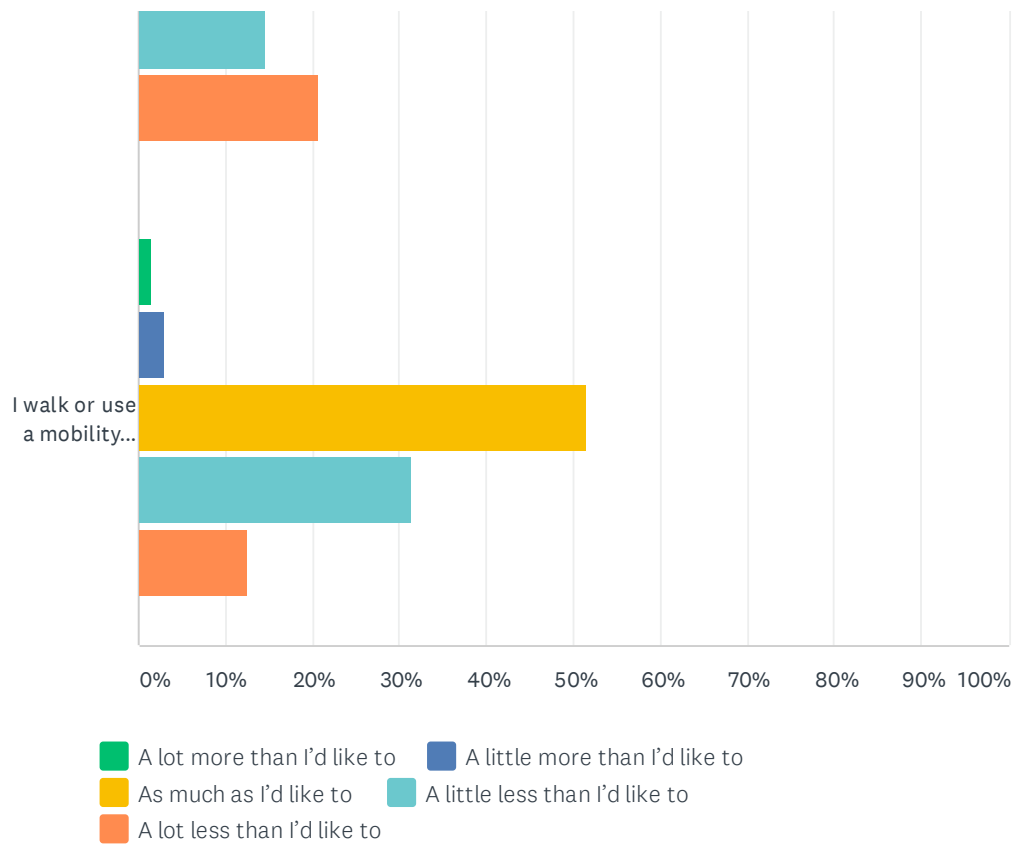
	ALWAYS	OFTEN	SOMETIMES	RARELY	NEVER	TOTAL
By car (as a driver or passenger)	34.14% 255	36.95% 276	17.94% 134	10.04% 75	0.94% 7	747
By bus (including TransitPlus)	3.31% 24	13.26% 96	16.85% 122	32.73% 237	33.84% 245	724
On foot (or with a mobility device such as a wheelchair or scooter)	5.62% 41	33.56% 245	30.00% 219	19.04% 139	11.78% 86	730
By bike	5.21% 38	26.85% 196	22.74% 166	17.40% 127	27.81% 203	730

Q5 And how do you feel about how often you typically use each type of transportation in Winnipeg?

Answered: 746 Skipped: 18



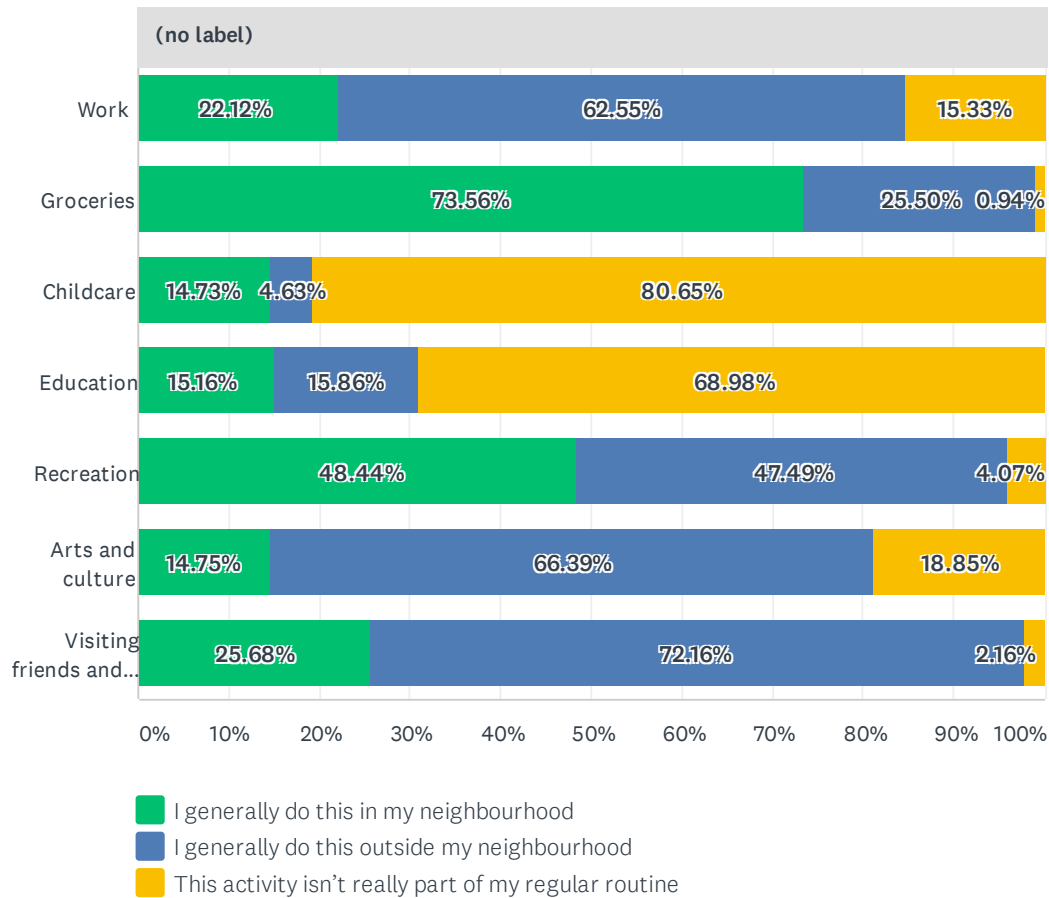
Transportation Master Plan: 2050



	A LOT MORE THAN I'D LIKE TO	A LITTLE MORE THAN I'D LIKE TO	AS MUCH AS I'D LIKE TO	A LITTLE LESS THAN I'D LIKE TO	A LOT LESS THAN I'D LIKE TO	TOTAL
I bike...	1.65% 12	0.82% 6	30.45% 222	35.12% 256	31.96% 233	729
I bus...	4.03% 29	4.59% 33	52.16% 375	20.58% 148	18.64% 134	719
I drive...	24.69% 182	29.04% 214	40.71% 300	2.85% 21	2.71% 20	737
I carpool...	1.76% 12	2.35% 16	60.44% 411	14.71% 100	20.74% 141	680
I walk or use a mobility device...	1.54% 11	2.95% 21	51.54% 367	31.46% 224	12.50% 89	712

Q6 Here are some activities that might be part of your regular routine. For each one, please choose the option that best describes where you normally do this, if at all.

Answered: 745 Skipped: 19

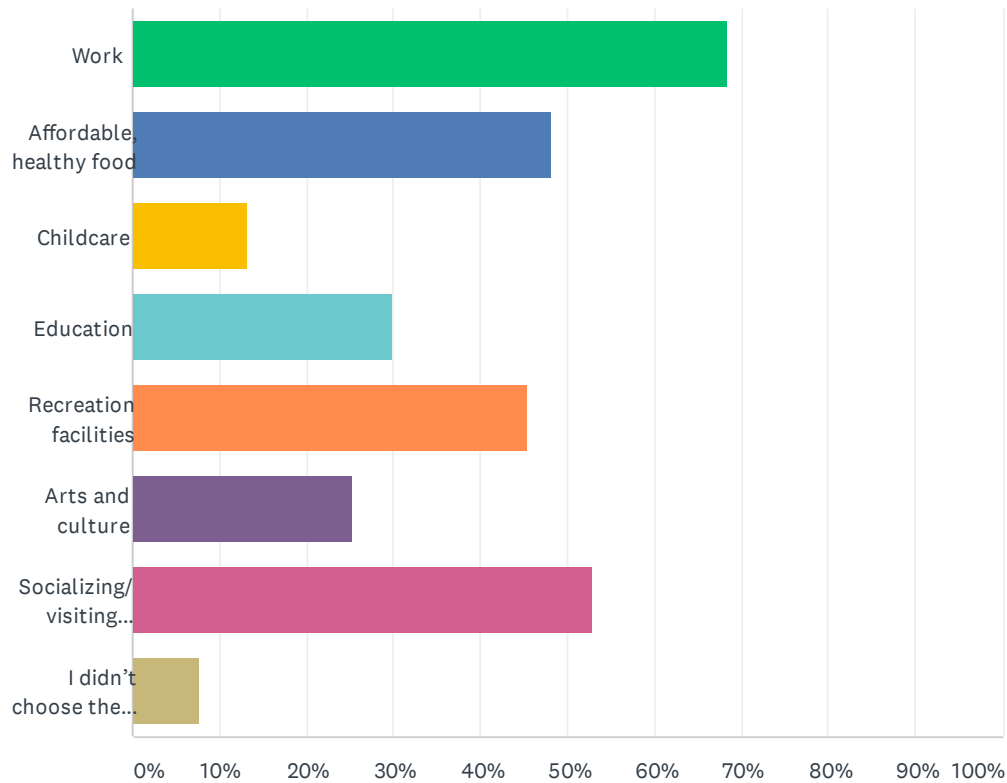


Transportation Master Plan: 2050

(no label)				
	I GENERALLY DO THIS IN MY NEIGHBOURHOOD	I GENERALLY DO THIS OUTSIDE MY NEIGHBOURHOOD	THIS ACTIVITY ISN'T REALLY PART OF MY REGULAR ROUTINE	TOTAL
Work	22.12% 163	62.55% 461	15.33% 113	737
Groceries	73.56% 548	25.50% 190	0.94% 7	745
Childcare	14.73% 105	4.63% 33	80.65% 575	713
Education	15.16% 109	15.86% 114	68.98% 496	719
Recreation	48.44% 357	47.49% 350	4.07% 30	737
Arts and culture	14.75% 108	66.39% 486	18.85% 138	732
Visiting friends and family	25.68% 190	72.16% 534	2.16% 16	740

Q7 Did you consider proximity to any of the following when choosing a place to live? Please check all that apply.

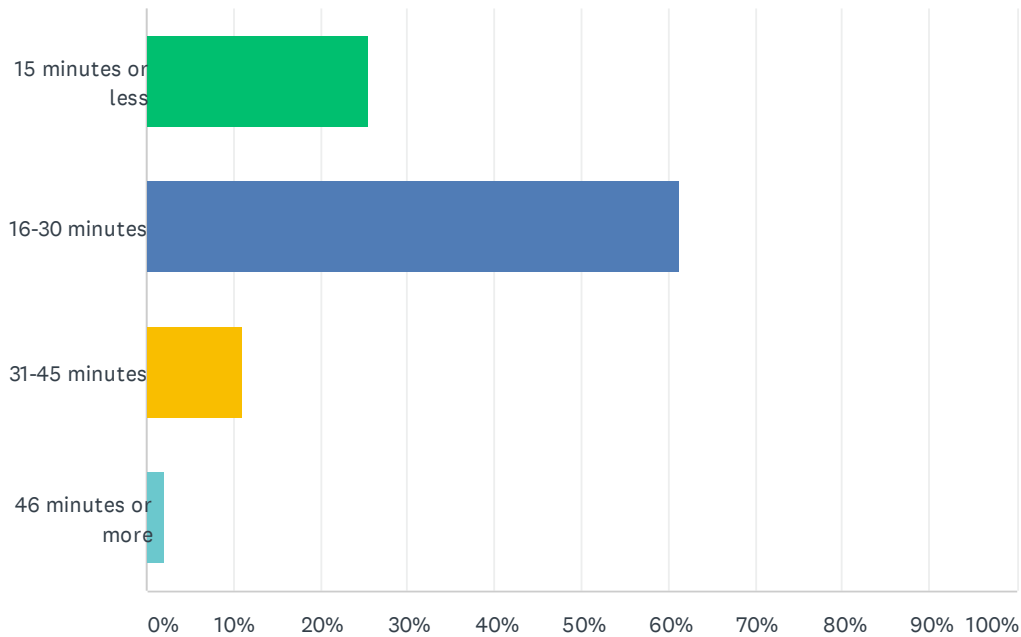
Answered: 717 Skipped: 47



ANSWER CHOICES	RESPONSES	
Work	68.34%	490
Affordable, healthy food	48.12%	345
Childcare	13.11%	94
Education	29.99%	215
Recreation facilities	45.33%	325
Arts and culture	25.24%	181
Socializing/ visiting friends and family	52.86%	379
I didn't choose the place I live	7.67%	55
Total Respondents: 717		

Q8 In your mind, what is the most reasonable expected daily commute time (to get from your home to your most common destination)? Please note your response will be held against the your most commonly used travel choice.

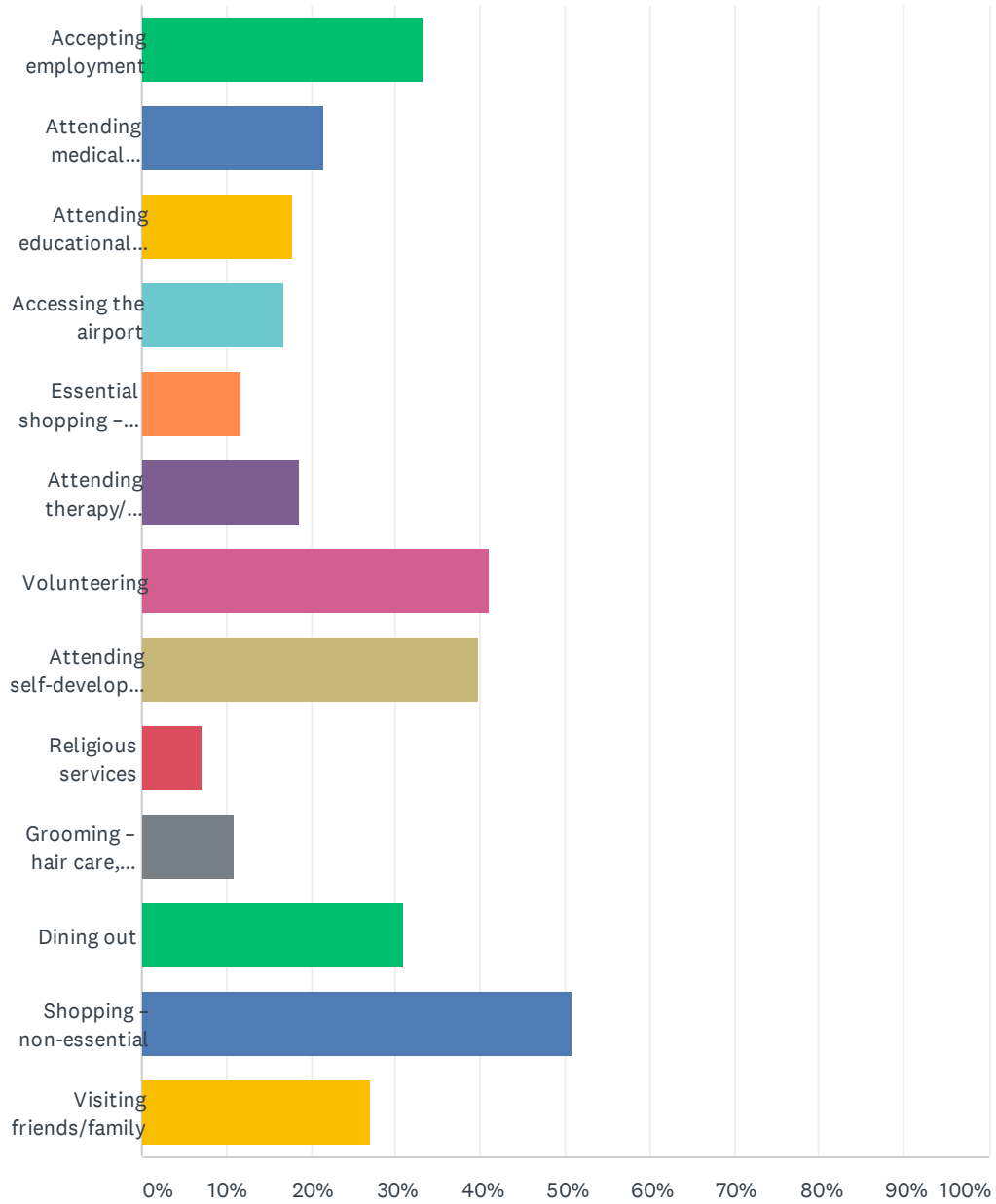
Answered: 748 Skipped: 16



ANSWER CHOICES	RESPONSES	
15 minutes or less	25.53%	191
16-30 minutes	61.36%	459
31-45 minutes	11.10%	83
46 minutes or more	2.01%	15
TOTAL		748

Q9 Are there activities you don't participate in because of transportation issues? Please select all that apply.

Answered: 297 Skipped: 467

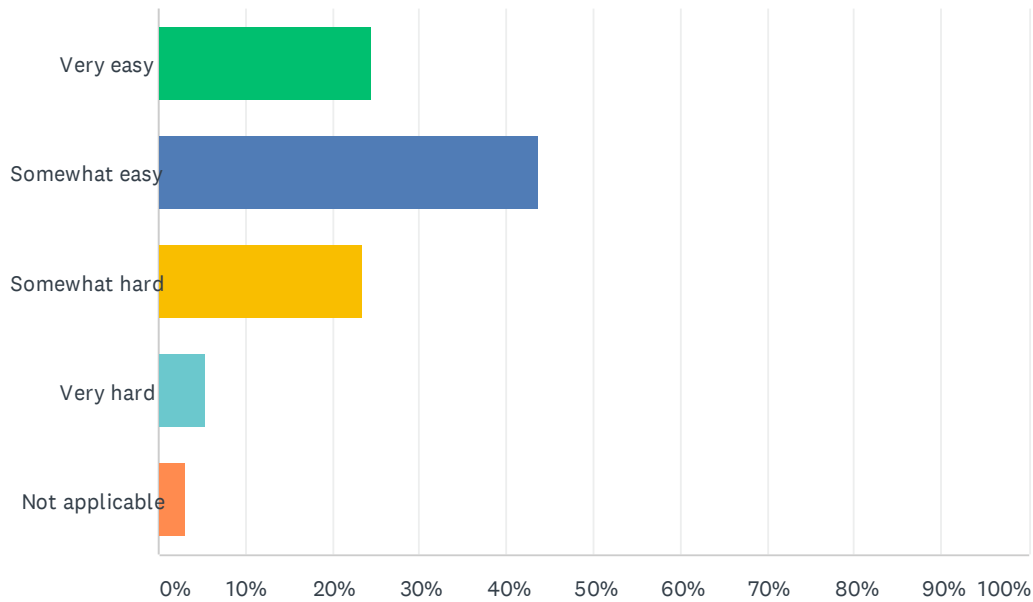


Transportation Master Plan: 2050

ANSWER CHOICES	RESPONSES	
Accepting employment	33.33%	99
Attending medical appointments	21.55%	64
Attending educational facilities	17.85%	53
Accessing the airport	16.84%	50
Essential shopping – groceries, prescriptions	11.78%	35
Attending therapy/ support groups	18.52%	55
Volunteering	41.08%	122
Attending self-development courses or recreational activities	39.73%	118
Religious services	7.07%	21
Grooming – hair care, manicure/pedicure, etc.	10.77%	32
Dining out	30.98%	92
Shopping – non-essential	50.84%	151
Visiting friends/family	26.94%	80
Total Respondents: 297		

Q10 For you personally, how easy or hard is it to get around Winnipeg by car (as a driver or passenger)?

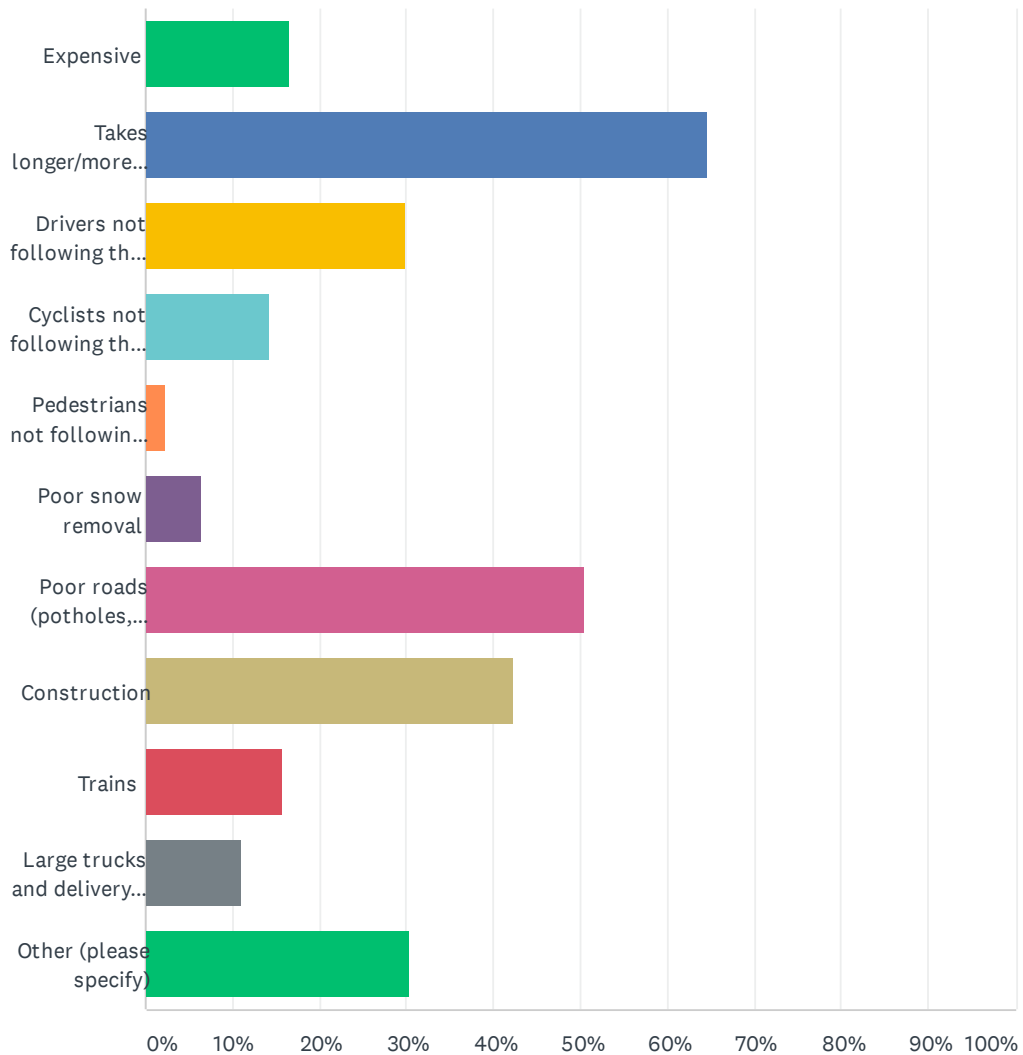
Answered: 749 Skipped: 15



ANSWER CHOICES	RESPONSES	
Very easy	24.43%	183
Somewhat easy	43.66%	327
Somewhat hard	23.36%	175
Very hard	5.47%	41
Not applicable	3.07%	23
TOTAL		749

Q11 Why do you say it's hard? Please tell us your top three reasons, either from the list below or add one of your own in the space provided.

Answered: 218 Skipped: 546



Transportation Master Plan: 2050

ANSWER CHOICES	RESPONSES	
Expensive	16.51%	36
Takes longer/more traffic jams	64.68%	141
Drivers not following the rules	29.82%	65
Cyclists not following the rules	14.22%	31
Pedestrians not following the rules	2.29%	5
Poor snow removal	6.42%	14
Poor roads (potholes, etc.)	50.46%	110
Construction	42.20%	92
Trains	15.60%	34
Large trucks and delivery vehicles	11.01%	24
Other (please specify)	30.28%	66
Total Respondents: 218		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	City planning is a joke. Our city planning and light Synchronizing is a sick joke.	12/11/2020 7:05 PM
2	Anxiety about driving	12/11/2020 11:21 AM
3	Bike lanes hacking up streets creating some bottlenecks that previously didn't exist	12/10/2020 4:31 PM
4	Poor roads: improper infrastructure. No off ramps. Parking allowed on busy streets. No parking garages. No place to park. Winnipeggers unable to follow the zipper merge technique. Winnipeggers not understanding 4-way stop signs. Traffic lights poorly timed.	12/10/2020 11:54 AM
5	Terrible distracted, slow drivers	12/10/2020 5:36 AM
6	The City's answer to traffic problems is more traffic signals and four-way stops which just creates more misery.	12/9/2020 8:55 PM
7	Constant stopping at lights...too many, poorly timed, poor for the environment	12/9/2020 4:28 PM
8	too many parked cars on major routes and not enough lanes for active traffic	12/9/2020 8:24 AM
9	Poorly timed lights. Stop lights on the perimeter and inner ring road system	12/9/2020 12:22 AM
10	frustrated by reactive traffic calming tools like photo radar, police. automated vehicles would automatically adjust for roadway criteria, eliminating this nuisance and frustration, while improving safety.	12/8/2020 10:16 PM
11	Excessive traffic lights	12/8/2020 8:33 PM
12	Too many unnecessary traffic lights	12/8/2020 7:43 PM
13	Traffic signals not set up for optimizing arterial capacity and reducing delay	12/8/2020 6:57 PM
14	Signage can be confusing	12/8/2020 6:53 PM
15	Way too many traffic lights and too slow in school zones.	12/8/2020 6:38 PM
16	Poor road network.	12/8/2020 6:05 PM
17	WAY too many lights, crosswalks and train tracks. It is DANGEROUS compared to Regina!	12/8/2020 5:40 PM
18	Almost non existent traffic light synchronization	12/8/2020 8:03 AM
19	People drive under the speed limit in fear of speed cameras.	12/8/2020 1:16 AM
20	Lack of accessible parking	12/4/2020 11:53 AM
21	Poorly designed road layout and terrible light timing which makes drivers stop at a lot and in some cases all traffic controlled intersections as the lights turn red as you approach every one.	12/3/2020 10:31 PM
22	Poor road lane infrastructure and poor road infrastructure.	12/3/2020 8:45 PM
23	Poor signage - difficult to locate unfamiliar locations	12/3/2020 2:04 PM
24	Poorly timed lights, streets not planned for proper traffic flow	12/1/2020 9:33 PM
25	poorly planned infrastructure and lack of road signage	11/29/2020 4:15 PM
26	Limited EV Charing Infastructure.	11/27/2020 9:20 AM
27	Since Winnipeg has poor access to opposite areas of the city, car travel can be very time consuming (eg: St. James to St. Vital).	11/26/2020 9:14 PM
28	Huge environmental burden	11/26/2020 9:02 AM
29	Traffic lights are poorly synchronized.	11/26/2020 7:45 AM
30	Difficult to navigate around the city. Confusing roads and poorly designed traffic infrastructure (eg traffic lights, merge lanes)	11/25/2020 8:04 PM
31	Way too many traffic signals, not enough graded interchanges such as diamond interchanges.	11/23/2020 4:54 PM
32	I drive an older electric car and there are not enough reliable charging spots, particularly in	11/22/2020 1:20 PM

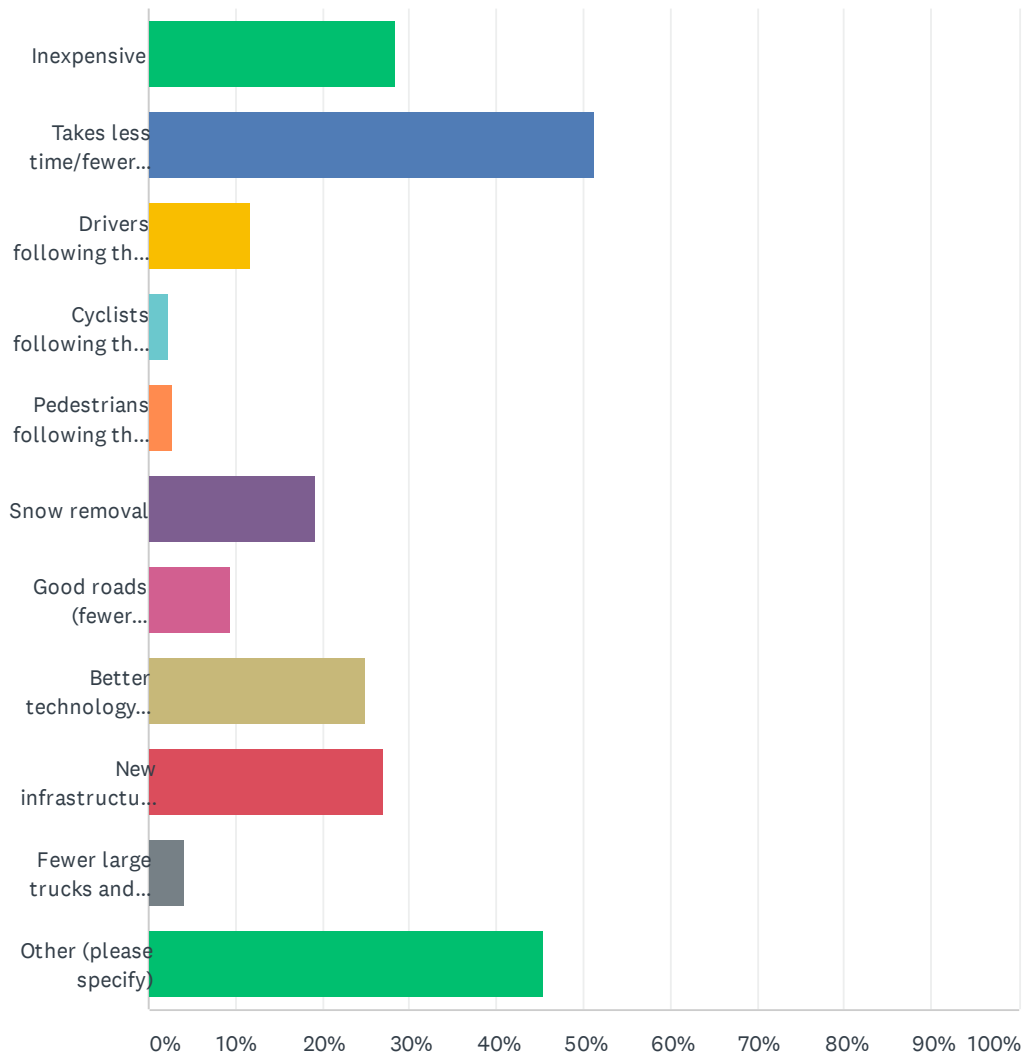
Transportation Master Plan: 2050

	winter.	
33	Don't have a car	11/22/2020 11:49 AM
34	Poor signage	11/21/2020 7:26 PM
35	Poorly designed transportation infrastructure.	11/21/2020 10:30 AM
36	Light controlled intersections everywhere	11/20/2020 12:42 PM
37	lights are NOT properly timed (even though the city say they are). The city needs to get out there and drive various routes to see how badly they are timed for the main direction of traffic)	11/19/2020 11:48 AM
38	No efficient routes to traverse through the city	11/19/2020 11:31 AM
39	it's best avoided whenever possible for ethical reasons	11/18/2020 9:14 PM
40	Parking/Park and Ride Availability	11/18/2020 3:22 PM
41	Limited access to a vehicle	11/16/2020 6:30 PM
42	Lights are not synchronized. Too many lights. Speed limits set too low.	11/16/2020 6:28 PM
43	I do not own a car	11/16/2020 6:23 PM
44	poor city planning, street names keep changing	11/16/2020 11:42 AM
45	Poor traffic management - lanes reduced, no left turns at key intersections, too many red lights & stops	11/16/2020 11:30 AM
46	No freeways	11/16/2020 5:23 AM
47	I am blind and do not drive. I must ask friends or family, or use transit plus. All of which are difficult to arrange or unreliable.	11/15/2020 6:13 PM
48	Poor routing	11/14/2020 2:50 PM
49	Not many alternatives to driving	11/13/2020 9:25 PM
50	Less reliable transit routes and schedules	11/13/2020 4:41 PM
51	Poor traffic flow - traffic light controls are poor, out of sync, and many do not have traffic sensors	11/13/2020 10:47 AM
52	Lack of expressways and freeways	11/13/2020 10:18 AM
53	don't drive	11/13/2020 7:14 AM
54	confusing/disjointed flow through some areas	11/12/2020 9:51 PM
55	poor transit service to/from my area	11/12/2020 7:22 PM
56	Trains, poor roads conditions	11/12/2020 6:47 PM
57	Physical bike lanes have ruined downtown	11/12/2020 6:42 PM
58	Timing of lights. Although once at midnight I went from St. Annes and Bishop to the airport and hit all green lights. I think the people that time some of these lights need to use them and they would see it just doesn't work. More inout from regular drives would help.	11/12/2020 6:02 PM
59	Number of lanes on major thoroughfares not sufficient for # of cars. Too many stoplights.	11/12/2020 3:15 PM
60	Driving a car, to me, is like being stuck on invisible rail lines. It's easier and more efficient riding my bike 15 minutes than taking a car because of certain fixed routes and ways in which vehicles are locked into traffic, one-ways, parking, and congestion.	11/12/2020 2:20 PM
61	light timing and cameras drastically slow the flow of traffic	11/12/2020 12:11 PM
62	urban sprawl	11/12/2020 11:03 AM
63	Difficulty tolerating extended time in vehicles due to chronic illness	11/12/2020 10:15 AM
64	Driving guilt related to emissions. I wish our city was more compact so I don't feel guilty when have to drive somewhere.	11/12/2020 10:09 AM

65	Uncomfortable driving	11/12/2020 9:58 AM
66	Curb Lane Parking	11/11/2020 12:00 PM

Q12 Why do you say it's easy? Please choose your top three reasons, either from the list below or add one of your own in the space provided.

Answered: 511 Skipped: 253



Transportation Master Plan: 2050

ANSWER CHOICES	RESPONSES	
Inexpensive	28.38%	145
Takes less time/fewer traffic jams	51.27%	262
Drivers following the rules	11.74%	60
Cyclists following the rules	2.35%	12
Pedestrians following the rules	2.74%	14
Snow removal	19.18%	98
Good roads (fewer potholes, etc.)	9.39%	48
Better technology (e.g. Waze, GPS and maps)	24.85%	127
New infrastructure, like underpasses and extra lanes	27.01%	138
Fewer large trucks and delivery vehicles	4.11%	21
Other (please specify)	45.40%	232
Total Respondents: 511		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	I dont ususly drive during rush hour so there's not much traffic	12/11/2020 8:22 PM
2	public transit needs improvement	12/11/2020 4:44 PM
3	Work is within a close proximity to my home.	12/11/2020 12:20 PM
4	I can read a map!	12/11/2020 11:47 AM
5	it's relative; all other modes are made difficult by city design	12/11/2020 11:24 AM
6	I am usually able to plan my travel during less traffic times	12/11/2020 10:36 AM
7	I drive a toddler to daycare, and bussing with a toddler is tough enough, never mind that it would take hours from my house	12/11/2020 10:28 AM
8	I know my way around the city and take short cuts.	12/10/2020 10:55 PM
9	Small city!	12/10/2020 9:23 PM
10	being retired i choose to travel outside rush hour	12/10/2020 9:00 PM
11	I can usually travel during low traffic times	12/10/2020 7:13 PM
12	I base this on time to get around the city	12/10/2020 2:35 PM
13	for its size, its terrible. High repair rate, but its not NY City.	12/10/2020 2:13 PM
14	There is a defined road network and easy access	12/10/2020 1:17 PM
15	I know how to get where I want to go by an alternate route when the first choice is congested	12/10/2020 12:47 PM
16	I live fairly centrally so I don't find getting anywhere a problem	12/10/2020 12:46 PM
17	I am VERY familiar to where I need to go.	12/10/2020 12:02 PM
18	Good road network, not much traffic	12/10/2020 11:31 AM
19	Low population, short "rush" times, living centrally in East Fort Gary	12/10/2020 11:25 AM
20	This city is optimized for car travel; therefore, it is the easiest way to get around. There is no connected bike or pedestrian infrastructure that is comparable to Winnipeg's car network.	12/10/2020 11:15 AM
21	if you know th eshort cuts by taking side streets or service roads you avoid alot of traffic	12/10/2020 8:31 AM
22	Because this city has improperly prioritized driving above all other forms of transportation. Our city is mangled by large roads and giant parking lots. Our commercial streets are strip malls rather than nice storefronts that go right up to the sidewalk. If we make it easier to drive, more people will drive. Think about induced demand. If a street is congested, building an extra lane will make it more congested within a year. Think about the really nice and vibrant cities you've visited (whoever is reading this) - I know for me, I've never left and thought wow it was so easy to drive there. In fact its the opposite, exciting and vibrant cities are really hard to drive in. Thats because good walkable, vibrant cities prioritize driving last. Sidewalks are wider, buildings come up to the sidewalk, speed limits are slower... All of these things create more enjoyable pedestrian experiences. Sadly, creating a pedestrian friendly and vibrant city has to come at the expense of easy driving - to a certain degree.	12/10/2020 8:29 AM
23	It feels like Winnipeg was built for the car, so car is the easiest way to get around Winnipeg.	12/10/2020 7:11 AM
24	The city is designed around car travel	12/9/2020 10:57 PM
25	There are comparatively few cars than other cities	12/9/2020 6:06 PM
26	I plan all my trips to make it easier.	12/9/2020 1:57 PM
27	Easier than any other form of transport.	12/9/2020 1:50 PM
28	it is a well spread out city and few points of congestion that usually can be avoided if you time it right	12/9/2020 12:43 PM
29	Better than quebec	12/9/2020 12:16 PM
30	convenient,but more express lanes needed	12/9/2020 10:58 AM

Transportation Master Plan: 2050

31	small size of Winnipeg	12/9/2020 9:01 AM
32	I just know my way around more or less	12/8/2020 8:02 PM
33	I can choose to drive during off peak times.	12/8/2020 7:54 PM
34	I think I'm just used to it and don't know any different	12/8/2020 7:51 PM
35	It's Winnipeg. We're built to be a car culture. We continue to expand in a way that reinforces their culture. Whether we like it or not there aren't yet any other viable options - like decent transit - that make anything easier than cars.	12/8/2020 7:51 PM
36	Because I know the city	12/8/2020 7:28 PM
37	Because I know multiple routes to my destination.	12/8/2020 7:23 PM
38	I know the city fairly well.	12/8/2020 7:12 PM
39	I have access to my own vehicle therefore it is easier for me to use it and is easy to use.	12/8/2020 7:00 PM
40	I lived in Minneapolis for 10 years so Winnipeg is nothing compared to that	12/8/2020 6:52 PM
41	Over the last 70 years, the city has been developed for the car	12/8/2020 6:52 PM
42	Familiarity with routes and options to change route	12/8/2020 6:47 PM
43	I know the city well	12/8/2020 6:38 PM
44	It's not an easy hard thing it's a pleasant/unpleasant thing.	12/8/2020 6:03 PM
45	Less sweaty, don't need a change of clothes vs biking	12/8/2020 5:41 PM
46	less interaction with other people, get to decide my own time to depart/arrive	12/8/2020 5:26 PM
47	Familiar with routes, limit driving to local locations	12/8/2020 5:24 PM
48	None of the above apply	12/8/2020 5:23 PM
49	Compared to other major cities it's easy	12/8/2020 5:11 PM
50	familiarity with the street system	12/8/2020 4:41 PM
51	Faster than the alternatives, hop in the car & go!	12/8/2020 4:30 PM
52	Winnipeg's road infrastructure was designed & built to accomodate cars; but not for pedestrians or cyclists or wheelchairs. Therefore its easy to drive around Winnipeg but at the same time it is not easy to get around as a pedestrian/cyclist/handicapped person.	12/8/2020 4:15 PM
53	Improved traffic signal syncing	12/8/2020 3:49 PM
54	convenience	12/8/2020 3:41 PM
55	i bike so few traffic delayls	12/8/2020 3:25 PM
56	travel on off peak hours	12/8/2020 2:57 PM
57	Quicker access to roads. By Car or Bike, it's far easier to get around than by using Transit	12/8/2020 2:26 PM
58	Bike lanes help improve safety and less worries in select high traffic areas	12/8/2020 2:09 PM
59	Driving in Winnipeg for 50 years know my routes well	12/8/2020 1:36 PM
60	Compared to big cities we arent stuck in traffic at rush hour for that long	12/8/2020 12:31 PM
61	Low population in Winnipeg	12/8/2020 12:26 PM
62	travel in off hours	12/8/2020 12:20 PM
63	Winnipeg is designed to be a car city, driving is easier because I don't have to worry about my safety like I do when cycling or walking	12/8/2020 10:28 AM
64	In comparison to other cities in the world. Traffic is nonexistent here. People that only have ever driven in Winnipeg are the only ones that think there is traffic here.	12/8/2020 8:04 AM

Transportation Master Plan: 2050

65	I just enjoy driving so I will when I can.	12/7/2020 10:39 PM
66	We only drive outside of rush hour times and cycle/walk all other times	12/6/2020 3:15 PM
67	The city is small. We don't get traffic jams like Toronto	12/6/2020 9:19 AM
68	Because our city is built for cars. I would like to bike more, but sometimes drive because it is easier. I think of how many extra kilometres I bike to get from A to B safely because our city isn't designed for bikes. Cars have it easy and can almost always go the most direct route (even though it would be easier for a car to go a few extra km than for a bike)	12/5/2020 12:04 PM
69	cyclists do not follow rules - I have witnessed them punching and kicking other cars	12/5/2020 11:31 AM
70	I'm a good driver. The city is a nightmare on all of those issues though.	12/5/2020 8:57 AM
71	I own a car	12/4/2020 4:44 PM
72	don;t have far to travel	12/4/2020 8:41 AM
73	Because I own a car	12/3/2020 7:10 PM
74	The city seems to be primarily designed with motorists in mind.	12/3/2020 5:31 PM
75	knowledge of best routes	12/3/2020 11:27 AM
76	Small city — routes are congruent	12/3/2020 11:24 AM
77	All roads are designed with cars as the priority while cyclists, pedestrians, and transit users are ignored	12/3/2020 9:42 AM
78	Winnipeg is not a large city, so it's easy to get around by car.	12/2/2020 9:38 PM
79	City was built for cars	12/2/2020 8:22 PM
80	Existing infrastructure heavily favours cars.	12/2/2020 2:15 PM
81	We just make it easy. Our city is built around the automobile. I try not to drive but it's easy to do it.	12/2/2020 8:11 AM
82	Winnipeg is smallish	11/30/2020 1:02 PM
83	priority is given to suitable infrastructure for cars	11/30/2020 12:03 PM
84	Plenty of (cheap) parking at my destination.	11/30/2020 10:44 AM
85	Flexibility in work hours to travel during non-peak	11/30/2020 9:22 AM
86	It's the only convenient way to get anywhere. The bus takes far too long, and there are no real rapid transit options.	11/29/2020 5:07 PM
87	Fastest and most comfortable	11/29/2020 9:43 AM
88	It's just easier to drive in Winnipeg because the other options are not well serviced.	11/28/2020 6:01 PM
89	Faster than the bus.	11/28/2020 3:26 PM
90	Convenient, but would like to have better access by bike	11/28/2020 2:58 PM
91	Winnipeg is small, nothing is that far and traffic is nothing compared to other cities	11/28/2020 12:03 PM
92	I choose the time of day to travel....but I'm retired	11/28/2020 9:58 AM
93	Convenience	11/28/2020 6:33 AM
94	It's a small city	11/27/2020 11:54 PM
95	the roads are in terrible condition and poorly planned and drivers are unskilled, but the city caters to cars the most as a transportation means	11/27/2020 9:41 PM
96	Our roads are built for cars, not any other mode.	11/27/2020 9:36 PM
97	Convenient	11/27/2020 3:32 PM
98	I don't often drive, but that's just because car ownership is expensive and impractical. I think the roads are fine	11/27/2020 12:11 PM

Transportation Master Plan: 2050

99	Because you are sitting down and control the vehicle	11/27/2020 9:37 AM
100	I don't use a car regularly so can pick my times and routes	11/26/2020 9:53 PM
101	The city isn't so large (yet) that I can't comfortably drive to where I want to go	11/26/2020 8:59 PM
102	Because I own a car and can afford to own one, therefore its easy to use and get around Winnipeg.	11/26/2020 5:34 PM
103	The common places I drive to have efficient and effective vehicular transportation	11/26/2020 5:29 PM
104	efficient traffic lights	11/26/2020 4:57 PM
105	Good connectivity of roads between neighborhoods	11/26/2020 3:09 PM
106	It's the default - the city is set up for cars. (At the expence of all other forms of transportation.)	11/26/2020 2:09 PM
107	Winnipeg is not that big (yet). I've lived in bigger cities where it is harder to get around by car	11/26/2020 1:22 PM
108	Relatively small city	11/26/2020 11:53 AM
109	Free parking at destination	11/26/2020 11:02 AM
110	Winnipeg is a small city	11/26/2020 9:42 AM
111	Low effort	11/26/2020 8:45 AM
112	most convenient	11/26/2020 7:27 AM
113	generally time trips to avoid high traffic times	11/26/2020 5:57 AM
114	Because I can afford a car.	11/25/2020 6:27 PM
115	I bike. It's easy if cars behave and snow is removed	11/25/2020 5:23 PM
116	I am Retired and choose to travel outside rushhour	11/25/2020 4:32 PM
117	I have access to a car, so its on demand to get somewhere where I need to be.	11/25/2020 4:00 PM
118	The city caters to cars. IT SHOULD NOT!!!!	11/25/2020 3:59 PM
119	My vehicle is the most dependable and quickest way to get to most places.	11/25/2020 3:50 PM
120	I try not to drive too often and I usually can go at less busy times	11/25/2020 3:38 PM
121	I am semi-retired with a flexible schedule, not normally worried about getting there fast	11/25/2020 3:35 PM
122	i live centrally so any destination is easy to get to.	11/25/2020 3:30 PM
123	I have a car and driving is faster and we have low congestion here in Winnipeg	11/25/2020 3:29 PM
124	Actually can get to destination. Not limited by bus route.	11/25/2020 3:04 PM
125	most common destinations are relatively close to home	11/25/2020 2:57 PM
126	Easier than biking	11/25/2020 1:48 PM
127	greatest level of convenience for multi-destination trips	11/25/2020 12:24 PM
128	City is mostly laid out for cars.	11/25/2020 11:09 AM
129	More comfortable	11/24/2020 11:06 AM
130	I know where I'm going and takes less time	11/24/2020 10:15 AM
131	I work shift work so I choose less busy times (traffic wise) to drive.	11/24/2020 9:41 AM
132	I travel the city frequently for work, so I know multiple routes to wherever I am going to avoid issues.	11/24/2020 8:30 AM
133	my car is ready to go whenever I am	11/23/2020 7:59 PM
134	Familiar with city. I understand how the streets named salter, Isabel memorial Blvd Osborne Dunkirk and st Mary's rd...is just one road...how so called heys like Bishop Grandin, Lagimodiere and the Perimeter and the TransCanada have Intersections and red lights as	11/23/2020 7:45 PM

Transportation Master Plan: 2050

opposed to on off ramps and service lanes...I understand that we collectively forget how to drive with each new snow fall and I am also aware that turning signals are optional on all vehicles driven in MB and that courtesy and manners are only fitting when the Queen comes..other than that...I love driving in Winnipeg and along our two lane highways out to the Lake each weekend.

135	Time - my car departs when I need it to	11/23/2020 7:02 PM
136	I've lived here my whole life and know how to get around.	11/23/2020 5:30 PM
137	City is a manageable size. Worst case scenario of driving to any destination is 1 hour	11/22/2020 5:33 PM
138	Personal ability, and knowledge of the city layout	11/22/2020 12:13 PM
139	Direct	11/20/2020 9:41 PM
140	It's the main practical way in Winnipeg. I bike, walk, and bus as much as I can, but Winnipeg remains designed for cars with other modes as an afterthought.	11/20/2020 3:16 PM
141	Winnipeg is small.	11/20/2020 1:36 PM
142	I am a person with a disability and I find planning my own routes and schedules works best for me	11/20/2020 1:27 PM
143	safety	11/20/2020 12:12 PM
144	Because it's hard to get around by bus/bike	11/20/2020 11:24 AM
145	Less traffic during my commute	11/19/2020 12:44 PM
146	Covid results in less cars	11/19/2020 7:09 AM
147	choice of best routes	11/18/2020 6:34 PM
148	Its my guilty pleasure. I like a good excuse.	11/18/2020 1:36 PM
149	Covid made the roads pretty bare right now	11/18/2020 7:46 AM
150	Because im travelling in the other direction in rush hour	11/17/2020 8:16 PM
151	It's inexpensive and guilt-free because I have an electric vehicle.	11/17/2020 7:52 PM
152	I can	11/17/2020 7:49 PM
153	Because I don't drive to work and I live amenities	11/17/2020 5:57 PM
154	I live in an area with decent bus service	11/17/2020 5:50 PM
155	Our city is small	11/17/2020 1:21 PM
156	I am able to drive places outside of rush hour due to my schedule	11/17/2020 1:02 PM
157	Harder to get around by other means.	11/17/2020 10:50 AM
158	I can travel during off peak hours	11/17/2020 10:36 AM
159	I don't drive often and it is usually to visit my dad out of town. There are potholes but we car share in the winter and only use it for 'leisure' things so it feels pretty easy.	11/17/2020 9:40 AM
160	Relative to buses which have problems concerning physical accessibility.	11/17/2020 9:34 AM
161	No stress as a passenger.	11/17/2020 5:12 AM
162	small city	11/17/2020 12:10 AM
163	I can afford it which does not mean it is inexpensive.	11/16/2020 9:57 PM
164	Because vehicles are given the priority on the road	11/16/2020 9:45 PM
165	Because I'm not in a rush.	11/16/2020 7:55 PM
166	I work five minutes away from my home so I barely drive far distances during rush hour. I purposely do not go through the city during rush hour unless I absolutely have to.	11/16/2020 7:12 PM
167	Driving outside of rush hour	11/16/2020 6:49 PM

Transportation Master Plan: 2050

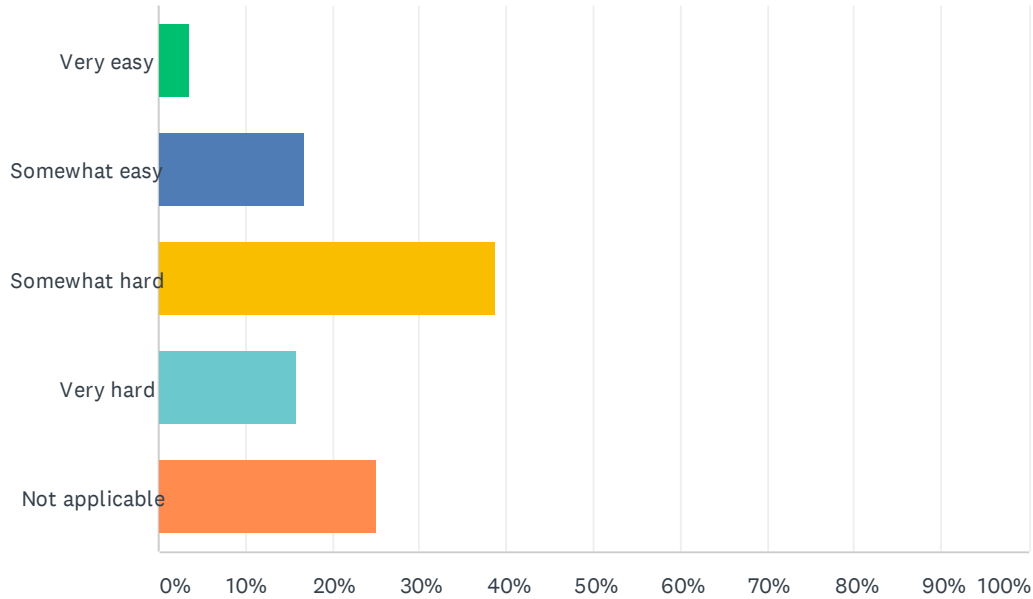
168	over time, I have worked out routes and schedules. Perhaps not so much easy, as other methods of getting around are worse.	11/16/2020 6:25 PM
169	I have my own car and know my way around the city	11/16/2020 5:50 PM
170	As I've lived and worked in Toronto & Vancouver, our city is smaller.	11/16/2020 5:47 PM
171	It's fast and I can choose when I want to leave without having to rely on other people or schedules	11/16/2020 1:13 PM
172	Getting around by car is not an issue in this city. The bigger issue is getting around by bike and bus because the infrastructure for both of those are pretty abysmal	11/16/2020 11:55 AM
173	Convenience and safety. Most people feel it's the only option they have, because our road infrastructure has received much more investment than transit and cycling for more than 50 years.	11/16/2020 11:50 AM
174	Low marginal cost	11/16/2020 11:11 AM
175	The city is not that large and is therefore reasonably easy to get around	11/15/2020 10:10 PM
176	Really, I chose "easy" just because it's not hard! I am retired and can choose the time/day I want to move around the city.	11/15/2020 8:35 PM
177	Most of my travel is nearby so I am able to travel easily and mostly avoid traffic jams.	11/15/2020 5:21 PM
178	Public transportation is not convenient from every corner	11/14/2020 11:05 PM
179	I know the city well and take alternate less congested routes	11/14/2020 5:43 PM
180	I live downtown and work in the suburbs, so my commute always flows in the opposite direction of rush hour.	11/14/2020 4:55 PM
181	Cars are prioritized in transportation planning, infrastructure and maintenance including repairs and snow removal	11/14/2020 3:48 PM
182	Because I have the privilege of owning a car	11/14/2020 2:30 PM
183	City is small.	11/14/2020 1:11 PM
184	own a car, live centrally	11/14/2020 11:47 AM
185	I know the city and plan my routes accordingly	11/14/2020 9:09 AM
186	Driving in our sprawling city takes less time than ANY OTHER transport mode, unfortunately. I wish that wasn't my only reason.	11/13/2020 1:09 PM
187	It's the only way to get many, many places! Almost always the fastest way for me to get anywhere despite "traffic jams"	11/13/2020 12:26 PM
188	the routes are built with car commutes in mind	11/13/2020 11:29 AM
189	We're a small city and everything is relatively close. Other than rush hour, traffic is light compared to most cities.	11/13/2020 11:29 AM
190	Knowledge of road system	11/13/2020 9:58 AM
191	Central location	11/13/2020 8:59 AM
192	because I own a vehicle	11/13/2020 8:51 AM
193	winnipeg has been built with a car centric design	11/13/2020 8:39 AM
194	I know where I need to go, and can go there directly. More choice, quicker.	11/12/2020 9:26 PM
195	Familiarity and overall convenience	11/12/2020 9:21 PM
196	in comparison to other options like transit and biking from my area	11/12/2020 7:24 PM
197	If you know where construction is or bad roads, alternative routes are available and easy to use.	11/12/2020 5:47 PM
198	It's easier than other transportation options	11/12/2020 5:02 PM

Transportation Master Plan: 2050

199	Because the city is built for cars at the expense of all other transportation methods.	11/12/2020 3:46 PM
200	None of these reasons. Winnipeg's development decisions over the past 70 years (unfortunately) have been based on making driving simpler. Anyone who thinks otherwise needs to travel more.	11/12/2020 3:22 PM
201	Good signage on major routes	11/12/2020 2:45 PM
202	I own a car that works and I can afford repairs.	11/12/2020 2:41 PM
203	There isn't much traffic and our city is small	11/12/2020 2:10 PM
204	Winnipeg is built on car culture	11/12/2020 1:36 PM
205	smaller city, could be worse	11/12/2020 12:54 PM
206	City is spread out and often requires use of car	11/12/2020 12:51 PM
207	Convenient	11/12/2020 12:17 PM
208	Roads always prioritize car traffic above pedestrians, cyclists, and transit riders. It is impossible to make it easier without causing increased demand for cars and increased use of cars.	11/12/2020 12:07 PM
209	Winnipeg is designed for car transportation. There is also plenty of cheap parking	11/12/2020 11:58 AM
210	Honestly, I don't like any of the choices offered here. It's easy for me IN SPITE OF the crappy roads, etc. I can afford it and I work from home.	11/12/2020 11:41 AM
211	Snow clearing on roads is prioritized, drivers are prioritized over active transportation, driving is generally fast, Winnipeg doesn't have that much traffic generally.	11/12/2020 11:23 AM
212	Way too much parking all over the city	11/12/2020 11:07 AM
213	The city is designed around roads and car travel. I can drive and park anywhere	11/12/2020 11:06 AM
214	It is the most convenient and fastest option with two young children	11/12/2020 10:43 AM
215	The road network is fine- it could be more efficient- but generally traffic moves extremely slowly in Winnipeg (in terms of average speed) compared to other cities I have travelled in	11/12/2020 10:36 AM
216	It's a smaller city, so relatively easy to navigate	11/12/2020 10:34 AM
217	I'm comfortable navigating around the city/ I know direct routes	11/12/2020 10:26 AM
218	Because our entire society has been designed around cars for 6 decades	11/12/2020 10:15 AM
219	I know my way around and it is not a difficult city to navigate	11/12/2020 10:07 AM
220	It's not a big, complicated city to get around, and I tend to avoid travel on major thoroughfares during peak traffic hours.	11/12/2020 10:04 AM
221	Our city is centred around car traffic rather than buses, bikes or walking unfortunately.....so it is unfortunate that this is the easiest way.	11/12/2020 9:56 AM
222	Vehicles are given priority over all other modes in the city, virtually everywhere.	11/12/2020 9:55 AM
223	There's nothing "hard" about it. It just sometimes takes longer in rush hour.	11/12/2020 9:47 AM
224	Less traffic due to COVID	11/12/2020 9:41 AM
225	Physical layout of transportation infrastructure	11/12/2020 9:41 AM
226	Being driven around as a passenger is less strenuous than walking/cycling	11/12/2020 9:34 AM
227	Drive between 10-3	11/11/2020 12:41 PM
228	driving a car is not part of my daily routine	11/11/2020 9:37 AM
229	Good arterial network	11/10/2020 4:40 PM
230	I am centrally located and nothing is that far	11/10/2020 4:23 PM
231	Easiest	11/10/2020 2:58 PM

Q13 For you personally, how easy or hard is it to get around Winnipeg by bus (including TransitPlus)?

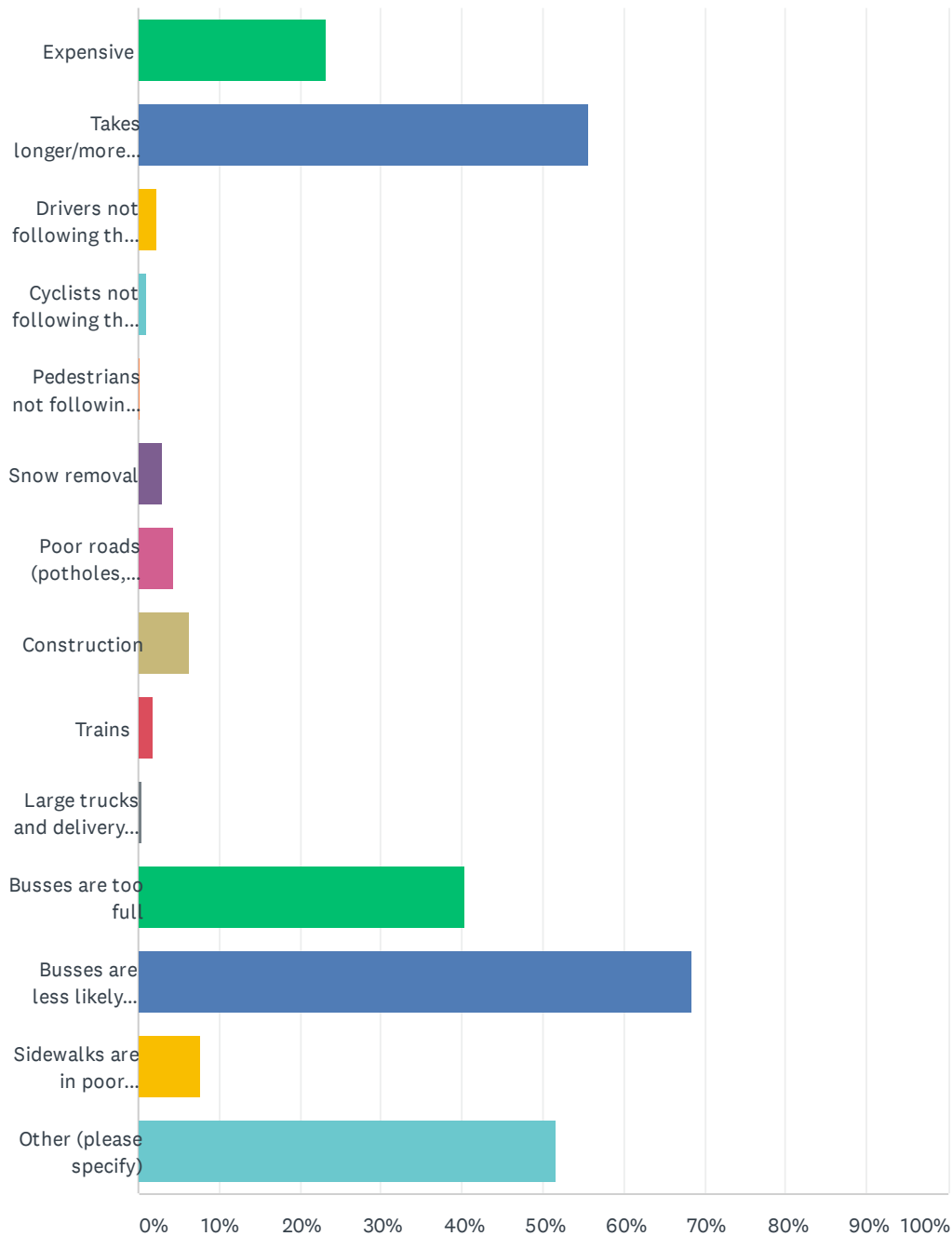
Answered: 745 Skipped: 19



ANSWER CHOICES	RESPONSES	
Very easy	3.62%	27
Somewhat easy	16.64%	124
Somewhat hard	38.66%	288
Very hard	15.97%	119
Not applicable	25.10%	187
TOTAL		745

Q14 Why do you say it's hard? Please tell us your top three reasons, either from the list below or add one of your own in the space provided.

Answered: 409 Skipped: 355



Transportation Master Plan: 2050

ANSWER CHOICES	RESPONSES	
Expensive	23.23%	95
Takes longer/more traffic jams	55.75%	228
Drivers not following the rules	2.20%	9
Cyclists not following the rules	0.98%	4
Pedestrians not following the rules	0.24%	1
Snow removal	2.93%	12
Poor roads (potholes, etc.)	4.40%	18
Construction	6.36%	26
Trains	1.96%	8
Large trucks and delivery vehicles	0.49%	2
Busses are too full	40.34%	165
Busses are less likely show up at their scheduled time	68.46%	280
Sidewalks are in poor condition	7.82%	32
Other (please specify)	51.59%	211
Total Respondents: 409		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	Current routing focused on downtown connections makes n s trips a pita	12/11/2020 8:23 PM
2	Not enough frequent buses	12/11/2020 7:53 PM
3	please put the super express buses back on the road	12/11/2020 4:45 PM
4	Infrequent time schedules for feeder routes, As an infrequent traveler I don't have a bus pass and don't carry change to feed the bus if I do travel	12/11/2020 10:38 AM
5	busses often just don't show for my nearest route (I have waited an hour at a stop that is supposed to have one come every 20 minutes)	12/11/2020 10:29 AM
6	How do you perform construction service work using a bus	12/10/2020 8:54 PM
7	no routes to places I need to go	12/10/2020 4:33 PM
8	The location i want to go to is not on a direct transit route	12/10/2020 3:22 PM
9	Buses are not safe to ride, dirty	12/10/2020 2:15 PM
10	Transfers and wait times make it awkward. I'll pay to drive in Winnipeg	12/10/2020 2:15 PM
11	Poor connections	12/10/2020 2:02 PM
12	Not enough busses and network poorly connected	12/10/2020 1:18 PM
13	I use a mobility device and I don't know how to use a bus with it and don't like the possibility of not being able to get on the bus (I'd be using very busy routes) and be stranded	12/10/2020 12:48 PM
14	There are no direct bus routes from my house to anywhere. The transfer times for the one (or more likely two and three transfers) are so long it is faster to walk.	12/10/2020 11:56 AM
15	Connections are difficult, service frequency is too low.	12/10/2020 11:32 AM
16	Poorly planned and timed routes. More feeder and cross-town routes needed	12/10/2020 11:27 AM
17	Because it is often inconvenient and I have to plan my schedule around catching a bus. I live in central Winnipeg, in West Broadway, and often times there is a 15 minute or more wait for the next bus. That is far too long for people to seriously rely on. I should be able to walk to the nearest commercial street like sherbrook and know that the most I'll have to wait for a bus taking me downtown or to a street with frequent service into the downtown is 5 minutes. At that point, you don't have to check a schedule... You go when you want to and its convenient. Furthermore, in traffic, buses are rarely given any priority. So if it takes significantly longer to get where I'm going by bus, then people who have the means to choose will decide to drive. However, if people are stuck in traffic, and see buses going past them in dedicated lanes, and they do the math and realize that it'd be more convenient to go by transit, then we might actually see transit ridership increase. Also refer to it as transit - the word bus has really negative stigma attached to it. Partly because people who have the means to choose view the bus as a poor persons way of transport. Whereas in Toronto and other cities, people do not associate that stigma with transit. Our transit system is experiencing decreased ridership, pre pandemic, that makes us the only city in Canada to be dealing with that - that shows us how inadequate our system really is.	12/10/2020 8:29 AM
18	Bus routes don't go everywhere I would want to go.	12/10/2020 7:14 AM
19	obviously not as direct to get to destination as comparison by car	12/9/2020 8:37 PM
20	poor connections to my neighbourhood and no heated bus shelters	12/9/2020 8:34 AM
21	bus stops are either not cleared or hard to get to	12/8/2020 10:24 PM
22	reliability and frequency. poor connectivity. these are all bad memories from high school and university 20 years ago; this has left a legacy of 'bad transit' in my memory. In addition, I've selected 'expensive' above, but my preference would be to call it 'poor value for money'.	12/8/2020 10:20 PM
23	Inconvenient, slow vs car, winter.	12/8/2020 9:05 PM
24	Poor connectivity between routes. Complicated planning ahead. Too infrequent.	12/8/2020 8:03 PM
25	Bus routes are hard to remember	12/8/2020 8:03 PM

Transportation Master Plan: 2050

26	Frequency is too low. At 30 below I'm not interested in waiting for "the next bus."	12/8/2020 7:53 PM
27	Busses do not run frequently and connection times are poor	12/8/2020 7:44 PM
28	I work downtown and used to. Take the bus but it took far to long and I wasn't comfortable with the type of people that were on the bus. Never felt safe	12/8/2020 6:54 PM
29	Buses rarely run on time, less dependable	12/8/2020 6:53 PM
30	Limited bus routes/schedules causing missed transfers	12/8/2020 6:51 PM
31	Bad connections or transfers	12/8/2020 6:47 PM
32	No direct bus route to my work	12/8/2020 6:44 PM
33	Safety. I don't feel safe on public transit	12/8/2020 6:40 PM
34	not very familiar with the new routes and updates to transit stations	12/8/2020 6:40 PM
35	The bus routes are awful	12/8/2020 6:38 PM
36	No transit hub or connectivty around airport (lots of jobs there)	12/8/2020 6:06 PM
37	times not flexible enough, don't like mix of people	12/8/2020 5:29 PM
38	inadequate bus routes	12/8/2020 4:40 PM
39	I don't live close to any bus service	12/8/2020 3:50 PM
40	non-ideal route (multiple transfers)	12/8/2020 3:42 PM
41	long route to get to destination	12/8/2020 2:58 PM
42	Dependent on a phone for a bus shuttle (Wpg Transit) The line is often busy then you cant get the optimum travelling time or connecting bus to continue your journey	12/8/2020 12:54 PM
43	Where we live its a long walk to the nearest bus stop, with limited access to sidewalks. This makes it very difficult in the winter. To get across the city i often have to transfer 2 times and in the winter with kids Id rather stay on the same bus.	12/8/2020 12:35 PM
44	The routes don't match up well with where I want to do, and transfers tend to take a long time	12/8/2020 10:29 AM
45	Poor schedules and service	12/8/2020 10:23 AM
46	Why does a bus to/from Charleswood have to use route 90? One used to use moray bridge way faster	12/8/2020 8:24 AM
47	Almost non existing traffic light synchronization	12/8/2020 8:04 AM
48	Safety	12/7/2020 11:09 PM
49	Bus routes to popular locations to not come by my house. Every trip requires a transfer, schedules often don't line up well.	12/7/2020 10:39 PM
50	Poor infrastructure and route plans	12/7/2020 10:00 PM
51	bus service is not frequent enough	12/6/2020 3:49 PM
52	Long wait times in the cold in winter are difficult	12/5/2020 12:06 PM
53	Routes too centralized not close to our home	12/5/2020 11:31 AM
54	Infrequent service	12/4/2020 10:10 PM
55	Limited bus routes/options in my area	12/4/2020 4:44 PM
56	Passed up by drivers because accessible spots full	12/4/2020 11:53 AM
57	There aren't regular buses in my area	12/3/2020 7:11 PM
58	Finding out which bus I need to take seems quite complicated.	12/3/2020 5:32 PM
59	It takes twice or triple in time to travel by bus compared to car (even with one direct bus, and worse with talking 2 or more buses)	12/3/2020 11:30 AM

Transportation Master Plan: 2050

60	Frequency, number of buses	12/3/2020 11:18 AM
61	Bus routes not frequent enough or diverse enough in their destinations.	12/3/2020 11:06 AM
62	Not enough reliable transit routes during the times I would like to use the bus	12/3/2020 9:43 AM
63	It's not fast, poor frequency and connectivity, and often not reliable.	12/2/2020 8:13 AM
64	Routes are poor, connections to other areas of the city aren't convenient or reliable	12/1/2020 9:34 PM
65	Inefficient transit network - hopefully to be improved with the new Transit Master Plan!	12/1/2020 6:17 PM
66	Routes are inefficient and unacceptable	12/1/2020 5:56 PM
67	buses stops are too far away to be convenient	11/30/2020 11:18 PM
68	Busses come infrequently	11/30/2020 3:33 PM
69	busses stop running in evening	11/30/2020 9:25 AM
70	My home is across the city from my office so multiple buses needed	11/30/2020 9:23 AM
71	transfers often required	11/30/2020 8:47 AM
72	Safety on busses and smelly people	11/30/2020 7:19 AM
73	lack of appropriate and sustainable bus infrastructure for our size of city. very frustrating	11/29/2020 6:08 PM
74	Poorly planned routes. Busiest areas get next to no service (KENASTON!!!!)	11/29/2020 4:16 PM
75	Not very frequent	11/29/2020 11:12 AM
76	The route coverage is not very good	11/28/2020 6:03 PM
77	Service is not frequent enough to many places I want to go, or non-existent at certain times.	11/28/2020 1:35 PM
78	Easy to get downtown (5-10 mins), but have to go so far out of my way (to downtown) to connect to any other busses	11/28/2020 12:04 PM
79	Routes don't go by my home.	11/27/2020 11:55 PM
80	schedule cannot be trusted, buses are infrequent, routes are not efficient and don't go where you need to anyway	11/27/2020 9:42 PM
81	Coverage is pretty bad outside of downtown	11/27/2020 12:14 PM
82	Buses don't run late enough.	11/27/2020 9:21 AM
83	Poor route connectivity between neighbourhoods.	11/26/2020 3:10 PM
84	Hub design of city and transit system requires a trip through Downtown with few options to circumvent, as many drivers do.	11/26/2020 12:13 PM
85	A. Fairly expensive B. Poor connections leave extremely long routes from one end of city to the other as routes sometimes wind their ways through neighborhoods instead of express points to pick up commuters	11/26/2020 11:41 AM
86	Routes do not go in a direct way to my destinations. I have to take at least 2 buses each way and the distances by bus are 3 or 4 times longer than by car.	11/25/2020 9:03 PM
87	30 min between buses for my work area	11/25/2020 7:52 PM
88	City caters to automobiles, most of which only have one occupant. Buses have to navigate more of these vehicles than they should have to	11/25/2020 4:01 PM
89	It actually takes less time to walk (40 min) than to bus (1 hour) due to the connections	11/25/2020 3:54 PM
90	Poor frequency; need to change buses to get to many destinations	11/25/2020 3:36 PM
91	difficult bus connections between my neighbourhood and downtown outside of rush hour.	11/25/2020 3:33 PM
92	connection not always work out	11/25/2020 3:32 PM
93	Limited routes/connections	11/25/2020 3:05 PM

Transportation Master Plan: 2050

94	limited peak period service	11/25/2020 12:24 PM
95	Limited bus scheduling in my area (Southdale)	11/24/2020 10:29 AM
96	Poor connection times causing long waits for transfer	11/24/2020 7:35 AM
97	Safety - I don't feel safe on the bus	11/23/2020 7:33 PM
98	There is no direct route to my workplace.	11/23/2020 4:29 PM
99	Bus requires planning and waiting, it's not on demand	11/22/2020 5:33 PM
100	Not enough busses and routes	11/22/2020 3:40 PM
101	Too much time between buses. Other cities have buses every 10 minutes on weekdays. Waiting 30 minutes for the next bus is very inconvenient.	11/21/2020 10:34 AM
102	Bus routes not where I need to go, or too many transfers.	11/21/2020 9:21 AM
103	More the same but blaming transits obviously archaic G.P.S. system	11/20/2020 7:51 PM
104	clunky, too many route changes, poor service where I live	11/20/2020 5:03 PM
105	lack of safety	11/20/2020 12:13 PM
106	It often takes multiple buses to get to destinations outside of the downtown	11/19/2020 10:12 PM
107	Service in my neighborhood is poor	11/19/2020 7:45 PM
108	Routes don't make sense	11/19/2020 11:11 AM
109	Sense of safety, especially at night	11/19/2020 7:10 AM
110	insufficient service frequency	11/18/2020 9:14 PM
111	Infrequent schedules. How is this not a checkbox?	11/18/2020 7:23 PM
112	not enough bus routes	11/18/2020 6:38 PM
113	less direct routes	11/18/2020 3:41 PM
114	Poor service to/from areas outside city centre	11/18/2020 3:23 PM
115	awful website for finding bus times	11/18/2020 1:37 PM
116	Multiple connections to get to destinations	11/18/2020 11:01 AM
117	weather	11/18/2020 8:01 AM
118	It's expensive compared to driving a cheap fuel combustion or electric car. It's not pleasant in the cold of winter, especially when needing to transfer.	11/17/2020 7:54 PM
119	Buses are polluting, noisy and sometimes intimidating to seniors.	11/17/2020 7:52 PM
120	Lengthy waits between transfers	11/17/2020 7:09 PM
121	Busses do not cover 100 percent of the city at all hours of the day all days of the week	11/17/2020 5:34 PM
122	Bus routes don't access all areas of winnipeg	11/17/2020 1:21 PM
123	North-south bus transportation on weekdays is fairly good, however east-west and outside of weekday daylight hours bus travel is infrequent and inconvenient	11/17/2020 1:03 PM
124	Routes and transfers are not always convenient.	11/17/2020 11:52 AM
125	Bus stop too far away. Infrequent schedules to destinations I want. Quicker to drive.	11/17/2020 10:53 AM
126	Not living near good bus routes	11/17/2020 10:39 AM
127	Connections can be problematic.	11/17/2020 10:38 AM
128	No convenient bus route from my house to work	11/17/2020 9:48 AM
129	Bus drivers not lowering the ramp upon request. Ramp inoperable. Snow not cleared at bus stop.	11/17/2020 9:35 AM

Transportation Master Plan: 2050

130	too many transfers to reach my destination	11/17/2020 5:19 AM
131	Making bus connections can be very unreliable, due to the complicated configuration of routes, traffic variability, and in my experience, scheduled buses that do not turn up (e.g. route 74 Kenaston)	11/17/2020 3:18 AM
132	slow schedules	11/17/2020 12:22 AM
133	not enough bus routes	11/16/2020 10:01 PM
134	Costly for the service provided	11/16/2020 9:59 PM
135	Buses are not promoted enough so there are so many single occupant vehicles taking up space on the road.	11/16/2020 9:46 PM
136	I live 2 k from a main route, and have occasional bus service nearby	11/16/2020 9:37 PM
137	Bud routes do not connect in an efficiency, timely and safe manner (I.e. in winter, waiting an hour for a connection in the dark, in a strange neighbourhood.... pretty much the biggest turn off in taking the bus!)	11/16/2020 7:57 PM
138	I could not take a bus to work if I wanted to because it would not get me close to work or I would have to transfer.	11/16/2020 7:14 PM
139	No shelters for buses in the winter	11/16/2020 6:30 PM
140	I'm not able to plan the routes, various connections. Social anxiety.	11/16/2020 6:30 PM
141	Winnipeg it set up as a driving city; access by bus to where I want to go is usually complicated and difficult	11/16/2020 6:27 PM
142	Transit does not connect well, or doesn't run when I need it.	11/16/2020 6:24 PM
143	I don't bus anymore with COVID-19 as I don't commute to the office anymore	11/16/2020 5:52 PM
144	Busses not often enough to a particular stop	11/16/2020 4:34 PM
145	Not enough bus stop access to other parts of city	11/16/2020 12:36 PM
146	Outdated bus network makes transit use inefficient and inconvenient for reaching many destinations.	11/16/2020 11:51 AM
147	routes don't take me where I need to go, no/few main interchanges	11/16/2020 11:43 AM
148	Busses too infrequent, long waits for transfers	11/16/2020 11:12 AM
149	Buses are not frequent and fast	11/16/2020 9:52 AM
150	Routes are too heavily focussed on changing downtown; frequency is too low	11/15/2020 10:12 PM
151	1. driving or walking is just less hassle and more enjoyable. 2. Most of the places I frequent are not very convenient to get to by bus.	11/15/2020 8:37 PM
152	Not enough busses & poor connections	11/15/2020 5:22 PM
153	Transit plus buses unable to take as buses too bumpy and therefore too painful	11/15/2020 12:08 PM
154	Bussing in Winnipeg costs more than driving and is less convenient than cycling. My bike has never left three minutes ahead of it's scheduled time, not has it ever arrived 15 minutes late. To get people on busses or bike and out of cars you need to make busses free and frequent, cars more expensive, and cycling safer and more efficient.	11/14/2020 4:58 PM
155	Very far to walk to nearest bus stop (over 1 km)	11/14/2020 3:50 PM
156	Buses are infrequent especially in off peak hours	11/14/2020 3:49 PM
157	Less bus service available. Long wait time. On average takes 2 bus to get to your point.	11/14/2020 2:44 PM
158	No shelter at bus stops	11/14/2020 2:40 PM
159	I have to take multiple busses to get to my destinations	11/14/2020 9:10 AM
160	We need more buses and more routes for the system to be convenient enough that people will stop using their cars.	11/13/2020 3:45 PM

Transportation Master Plan: 2050

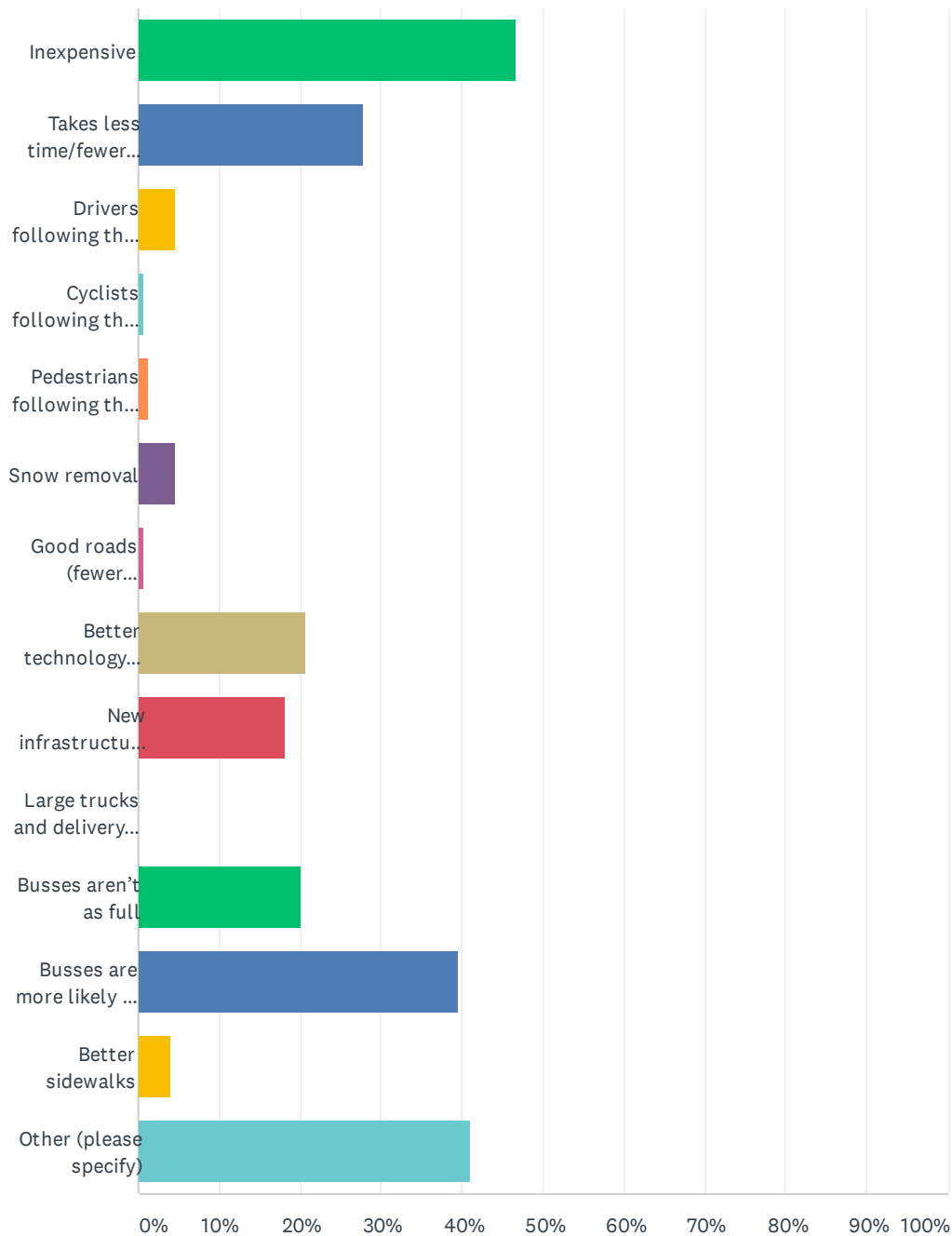
161	Busses unavailable in some areas	11/13/2020 3:05 PM
162	Some destinations require multiple transfers and long travel time even though actual distance is short. Example: Grant park shopping centre to corydon library.	11/13/2020 2:23 PM
163	Centrally, it is easy, but once you go out of your adjoining neighbourhood it takes 3+ transfers and more than 1Hour. Rapid transit is really only good from central (downtown) to U of M, but if you are not on that route, its poor.	11/13/2020 1:11 PM
164	Bus service isn't very good. Infrequent buses so if you need to transfer somewhere it can add a long time to your journey	11/13/2020 12:28 PM
165	The closest bus stop is 20 minutes away, and the bus only operates during peak hours	11/13/2020 10:49 AM
166	Not enough buses or no convenient routes	11/13/2020 10:18 AM
167	bus routes are inefficient, feel unsafe at night and stop infrequently after rush hour	11/13/2020 8:53 AM
168	Poor connections to where I need to go. Too infrequent	11/13/2020 8:31 AM
169	Long, complicated route to my work (triples time compared to driving - 45 min vs 15 min	11/13/2020 8:15 AM
170	Not enjoyable due to questionable safety and irregular routes.	11/12/2020 9:22 PM
171	inconvenient routes/schedules	11/12/2020 8:13 PM
172	Connections are horrible/non-existent	11/12/2020 8:06 PM
173	2 Other: 1. long/circuitous/indirect routes to/from my area, 2.infrequent service	11/12/2020 7:26 PM
174	Public transportation is way too dirty	11/12/2020 6:45 PM
175	Bad routes	11/12/2020 5:18 PM
176	The network design; headways are too long, frequency is king;	11/12/2020 4:48 PM
177	Bussing is indirect and infrequent.	11/12/2020 3:23 PM
178	Transit service too infrequent - we need more busses to more locations	11/12/2020 2:53 PM
179	Bus system transfers make for very long rides	11/12/2020 2:11 PM
180	Connectivity of lines	11/12/2020 12:54 PM
181	Very clear that busing is not a priority to the budget. Clearly shown by route layout, frequency and cost to ride.	11/12/2020 12:53 PM
182	routes are far too long, and buses are infrequent. especially on sun or holidays. even new years i couldnt take the bus after midnight from one area in city home	11/12/2020 12:12 PM
183	Not enough reliable routes	11/12/2020 12:07 PM
184	bus routes are confusing	11/12/2020 11:46 AM
185	Poor covid regulations. No distancing. Some no masks.	11/12/2020 11:46 AM
186	Buses don't come frequently enough and I can't stand wasting time. And now, with covid, it feels unsafe.	11/12/2020 11:42 AM
187	Bus frequency is limited outside of peak hours. Taking the bus to commute to work downtown is super easy. Taking it other places/at other times is more difficult	11/12/2020 11:07 AM
188	accessibility. can take a long time to get to the stop, or the routes aren't great	11/12/2020 11:04 AM
189	Transit plus is inaccessible most of the time	11/12/2020 10:50 AM
190	It is very difficult to get from home to my son's school, take 3 times the time	11/12/2020 10:44 AM
191	Fewer or no options for direct routes	11/12/2020 10:27 AM
192	Busses are too infrequent	11/12/2020 10:12 AM
193	Infrequency of key routes. All worldclass cities have great transit. What do we want to be?	11/12/2020 10:10 AM

Transportation Master Plan: 2050

194	I don't like being that close to others	11/12/2020 10:07 AM
195	takes too long usually	11/12/2020 9:57 AM
196	Infrequent service. Pedestrian infrastructure/environment near destinations is hostile to people outside of cars.	11/12/2020 9:57 AM
197	Often takes multiple transfers that are not reliable.	11/12/2020 9:48 AM
198	Not enough bus service/frequency near where I live	11/12/2020 9:47 AM
199	Busses do not go where I need to go, and come infrequently enough that significant planning is required to go anywhere	11/12/2020 9:42 AM
200	Busses are not frequent enough	11/12/2020 9:29 AM
201	Protests that aren't dealt with blocking the road.	11/12/2020 9:29 AM
202	need to take several buses to arrive at destination	11/12/2020 7:32 AM
203	Unless you are on a major corridor multiple busses are required making the trip long	11/11/2020 9:03 AM
204	Hate crowds and riding with criminals and fools	11/10/2020 8:26 PM
205	Used transit for four years at my last job. Moved to a new job where connections are not as good as coverage.	11/10/2020 4:42 PM
206	Lack of comfortable/warm place to wait for transfers	11/10/2020 3:41 PM
207	Busses do not go to where I want or frequently	11/10/2020 3:24 PM
208	Not as convenient as driving. Wish it was the other way around.	11/10/2020 3:13 PM
209	Not convenient	11/10/2020 2:59 PM
210	Crowded, dirty, unsafe	11/10/2020 2:15 PM
211	Bus routes not appropriate for destinations	11/10/2020 1:00 PM

Q15 Why do you say it's easy? Please choose your top three reasons, either from the list below or add one of your own in the space provided.

Answered: 154 Skipped: 610



Transportation Master Plan: 2050

ANSWER CHOICES	RESPONSES	
Inexpensive	46.75%	72
Takes less time/fewer traffic jams	27.92%	43
Drivers following the rules	4.55%	7
Cyclists following the rules	0.65%	1
Pedestrians following the rules	1.30%	2
Snow removal	4.55%	7
Good roads (fewer potholes, etc.)	0.65%	1
Better technology (e.g. Waze, GPS and maps)	20.78%	32
New infrastructure, like underpasses and extra lanes	18.18%	28
Large trucks and delivery vehicles	0.00%	0
Busses aren't as full	20.13%	31
Busses are more likely to show up on time	39.61%	61
Better sidewalks	3.90%	6
Other (please specify)	40.91%	63
Total Respondents: 154		

Transportation Master Plan: 2050

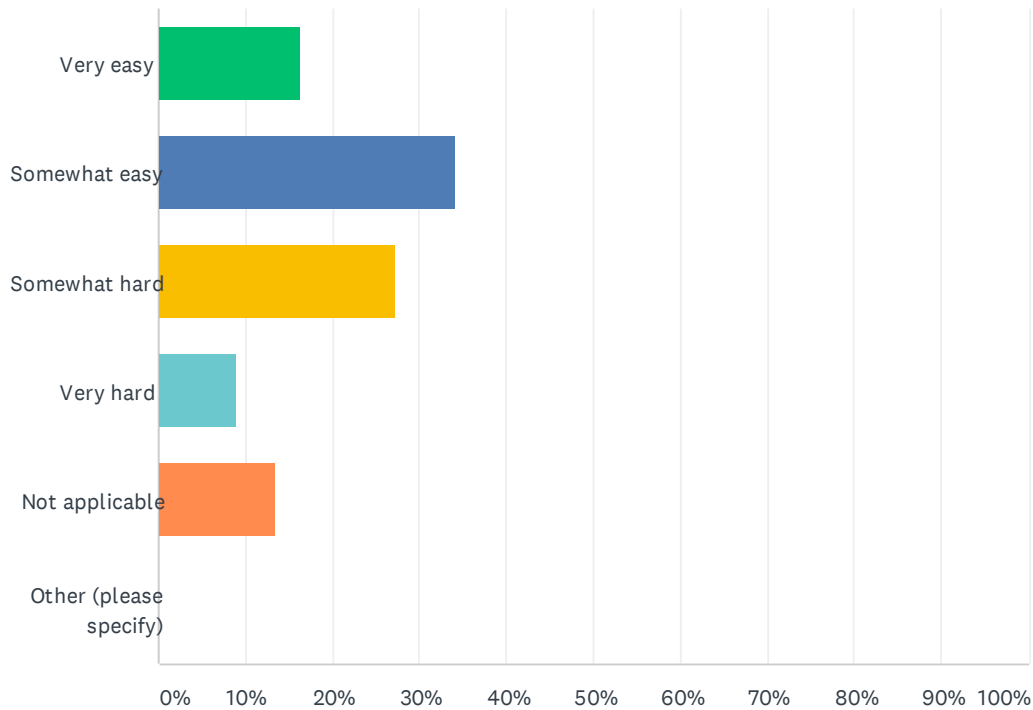
#	OTHER (PLEASE SPECIFY)	DATE
1	More enjoyable - when transit service is frequent	12/11/2020 11:22 AM
2	No parking problems but i dont take the bus after dark.	12/10/2020 10:56 PM
3	Location of bus stop in relation to my house.	12/10/2020 9:25 PM
4	Convenience	12/10/2020 12:43 PM
5	chiller than driving	12/10/2020 12:24 PM
6	I live close to 2 routes and fairly close to downtown	12/9/2020 6:40 PM
7	I know the bus routes and have a smart phone.	12/9/2020 6:06 PM
8	I don't take the bus	12/8/2020 7:28 PM
9	No parking issues when taking bus (Mostly downtown)	12/8/2020 7:24 PM
10	Transit Navigo	12/8/2020 7:13 PM
11	The buses I use and the times I use it are ample for what I need currently.	12/8/2020 7:02 PM
12	i am in no rush so timeliness not important and bus stop is near by	12/8/2020 3:27 PM
13	Only take bus if car isn't available	12/8/2020 12:30 PM
14	Parking not required	12/8/2020 12:29 PM
15	I do not drive and have no other choice other than cabs	12/8/2020 8:43 AM
16	I am privileged enough to live near a main is route	12/6/2020 9:20 AM
17	Easier than trying to park downtown and I can fall asleep on my commute	12/5/2020 9:31 AM
18	Most times, I can use major routes (Portage, Pembina) to get around quickly	12/3/2020 11:25 AM
19	I live close to main bus routes.	12/1/2020 4:33 PM
20	Many buses I can take	11/30/2020 6:11 PM
21	they do the driving	11/30/2020 12:04 PM
22	Aside from busses being late, it's often the most stress-free mode of transportation.	11/30/2020 10:45 AM
23	I live within a five minute walk to Rapid Transit and can rely on frequent service. Also new infrastructure like heated bus shelthers and long term bike parking at the RT stop makes it easy for me to lock my bike and stroller and bus.	11/27/2020 9:38 AM
24	The routes I take on a regular basis are convenient, regular and direct	11/27/2020 8:45 AM
25	There is a bus stop at the end of my street and one at the end of my workplace's street. Both of those bus stops are on a downtown route that comes frequently.	11/26/2020 5:36 PM
26	I live downtown and there are relatively frequent routes. Google maps does good transit planning. Peggo works well (most of the time). (These examples are also biased towards car use... even in the bus question.)	11/26/2020 2:11 PM
27	Live close to bus stop	11/26/2020 1:23 PM
28	I live centrally so bus routes work well for me.	11/26/2020 11:54 AM
29	Navigo is helpful for planning a trip.	11/26/2020 9:27 AM
30	located in an area where there is frequent bus service as close to major routes	11/26/2020 5:58 AM
31	I don't have to deal with lousy and dangerous drivers.	11/25/2020 8:06 PM
32	I don't have to drive so I can do other things.	11/25/2020 6:28 PM
33	i live in a central neighborhood with good access to bus	11/25/2020 5:35 PM
34	I live near multiple routes; bus routes are available to where I need to go; frequency of buses is often	11/25/2020 4:01 PM

Transportation Master Plan: 2050

35	good routes near my house	11/25/2020 3:38 PM
36	SW rapid transit corridor is great	11/25/2020 10:14 AM
37	convenient bus schedule	11/23/2020 8:00 PM
38	My bus is a 5 min walk from home, it gets me to work and back within 12 mins..I work days. There are people around. I think twice about taking the bus ANYWHERE at night. I would love to take the bus to go to MTC or to watch a concert or a game at MTS....don't feel safe. Graham Ave BUS corridor is dark and lots of folks hanging around loaded on drugs or alcohol...asking for money...using the streets as bathrooms or bedrooms...I take my car and pay to park where I can feel safe getting to and from my destination.	11/23/2020 7:58 PM
39	buses are available and go where I need to go	11/23/2020 12:35 PM
40	Bus scheduling information and maps online help with making connections	11/21/2020 7:27 PM
41	My route is fairly direct & frequent and I live close to downtown	11/20/2020 1:36 PM
42	Very convenient to use transit from where I live in the city	11/19/2020 7:30 PM
43	decent bus service in area	11/17/2020 5:51 PM
44	dedicated bus lanes -should have more	11/17/2020 1:36 PM
45	I live between two very good bus routes (14 and 16)	11/17/2020 10:38 AM
46	definitely none of the above! It's easy because I chose to live near a number of direct routes.	11/15/2020 11:52 AM
47	Inexpensive in comparison to car	11/14/2020 11:07 PM
48	bus app, live near bus stop	11/14/2020 11:48 AM
49	Nowhere to park	11/13/2020 8:52 PM
50	I don't want to drive too much or worry about parking. Bussing gives me time to read, think, relax. It also means I walk a bit more, which is good for me and my neighbourhood. BRT has been a step in the right direction. Now do city-wide LRT. ;-)	11/13/2020 11:31 AM
51	I am centrally located	11/13/2020 9:01 AM
52	Don't own a vehicle and it's the only option.	11/12/2020 9:27 PM
53	Taking the bus means I can read, chat, etc, instead of focusing on driving and parking.	11/12/2020 3:48 PM
54	I live centrally, so I have access to three major routes, which is very convenient.	11/12/2020 2:22 PM
55	Less stress, more environmental	11/12/2020 1:02 PM
56	No need to drive; parking at the destination	11/12/2020 12:15 PM
57	I live downtown where there are many bus options.	11/12/2020 11:59 AM
58	Before COVID happened, I used to take the bus to work every day. I chose where I lived based on its proximity to a transit route. Now I work from home 60% of the time, and do not take the bus the other 40% due to wanting to limit my COVID exposure.	11/12/2020 10:38 AM
59	Living close to many bus routes	11/12/2020 10:10 AM
60	We live near several major bus routes that travel through the downtown hub, which makes traveling to any part of the city easy.	11/12/2020 10:04 AM
61	convenient pickup and drop off locations	11/12/2020 9:50 AM
62	I live half a block from henderson highway; in the part that has access to the 11s, 40 and 41 as well as 90...	11/12/2020 9:42 AM
63	I usually don't have to transfer, if I did I would rate it as hard due to wait times	11/11/2020 9:39 AM

Q16 For you personally, how easy or hard is it to get around Winnipeg on foot (or with a mobility device such as a wheelchair or scooter)?

Answered: 744 Skipped: 20

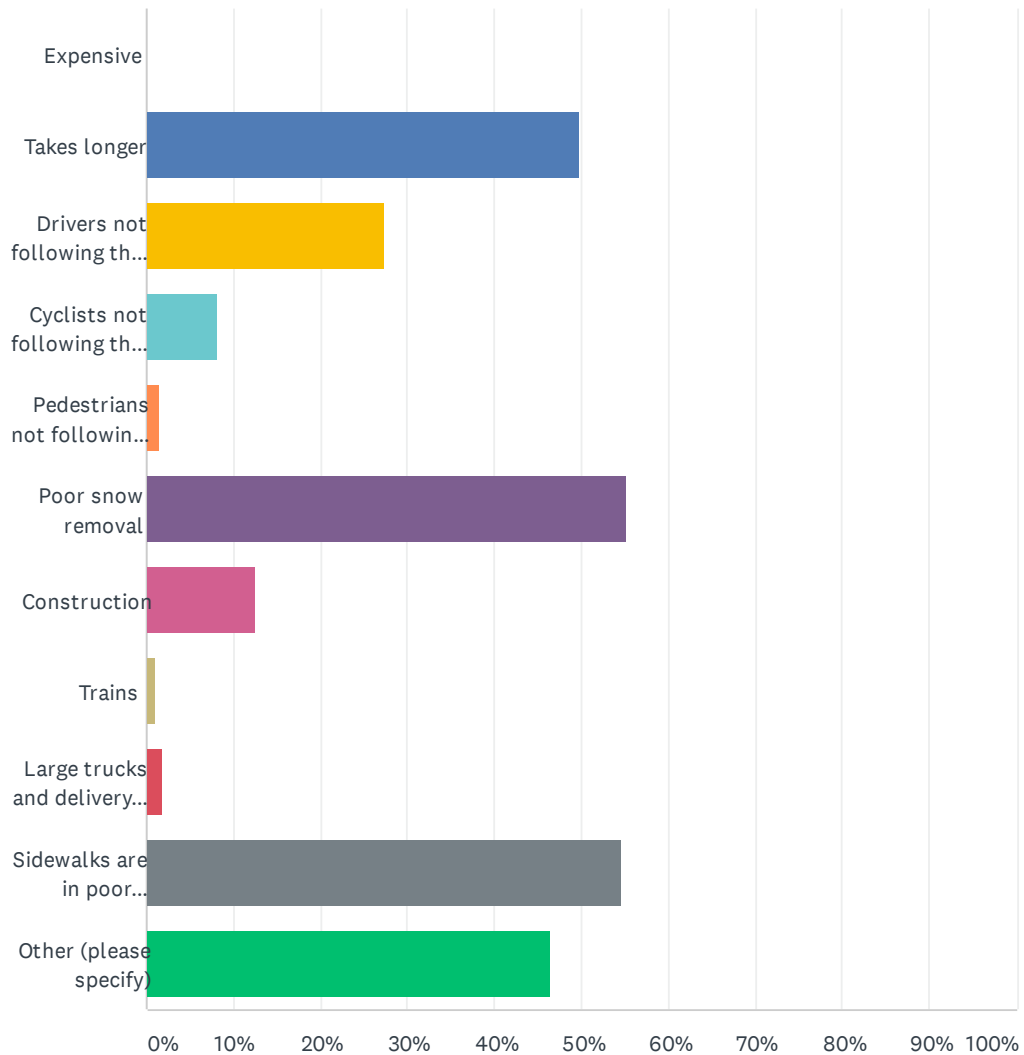


ANSWER CHOICES		RESPONSES	
Very easy		16.40%	122
Somewhat easy		34.01%	253
Somewhat hard		27.28%	203
Very hard		9.01%	67
Not applicable		13.31%	99
Other (please specify)		0.00%	0
TOTAL			744

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q17 Why do you say it's hard? Please tell us your top three reasons, either from the list below or add one of your own in the space provided.

Answered: 273 Skipped: 491



Transportation Master Plan: 2050

ANSWER CHOICES	RESPONSES	
Expensive	0.00%	0
Takes longer	49.82%	136
Drivers not following the rules	27.47%	75
Cyclists not following the rules	8.06%	22
Pedestrians not following the rules	1.47%	4
Poor snow removal	55.31%	151
Construction	12.45%	34
Trains	1.10%	3
Large trucks and delivery vehicles	1.83%	5
Sidewalks are in poor condition	54.58%	149
Other (please specify)	46.52%	127
Total Respondents: 273		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	No sidewalks sometimes and cars drive fast...should reduce speed limits in residential areas to 30km/hr	12/11/2020 7:55 PM
2	Lack of public waste bins are a small issue.	12/11/2020 12:21 PM
3	Lack of sidewalks and safe cross walks	12/11/2020 11:09 AM
4	I live in Westdale which is not walkable to shopping, libraries or arts and culture.d	12/10/2020 10:59 PM
5	1) Don't live within walking distance of basic needs. 2) Icy sidewalks	12/10/2020 10:11 PM
6	Personal safety concerns	12/10/2020 9:26 PM
7	I have mobility issues, but not using assistance yet.	12/10/2020 9:26 PM
8	Most facilities are designed with cars in mind, not pedestrians.	12/10/2020 4:46 PM
9	I use a mobility device and it requires good snow clearing and I worry I'd get stuck. If I were to get stuck alone I'd require strangers to help and that can be risky ie a stranger may never show up or give a damn	12/10/2020 12:50 PM
10	Need more open streets where people can feel safe walking. Unhindered car traffic at 50 kph is too fast for residents to feel safe walking on their own streets	12/10/2020 11:18 AM
11	Things are far apart. Even my neighbourhood, which I'd consider the most walkable in Winnipeg, is not that walkable. There is not really any non-essential retail around me. And we still approve strip malls and surface parking lots in urban areas that really detract from the walking experience. See Maryland and portage as an example. Continue to build densely in the core and as more people with means start to occupy the core, things like restaurants and non-essential retail will start to follow those people. Walking needs to be enjoyable. Build right up to the sidewalk in the core. Think about Toronto, on so many streets its such a pleasure to walk along because you can window shop and look at the interesting restaurants and shops along the way to your destination.	12/10/2020 8:29 AM
12	Some roads don't have sidewalks... like bridge over Lagimodiere for one.	12/10/2020 7:20 AM
13	poor snow removal	12/9/2020 12:11 PM
14	Everything is too far away, urban sprawl	12/9/2020 8:34 AM
15	sidewalk infrastructure is terrible, sanding and clearing are terrible.	12/8/2020 10:21 PM
16	Distance to services	12/8/2020 9:06 PM
17	Fewer public direct routes. (Mostly private property)	12/8/2020 7:26 PM
18	Not safe to walk in Winnipeg due to the savoury characters out there begging and doing illegal things	12/8/2020 6:55 PM
19	locations are too far	12/8/2020 6:52 PM
20	The urban sprawl too far to walk	12/8/2020 6:39 PM
21	Lack of sufficient controlled cross walks	12/8/2020 5:25 PM
22	just the distances involved	12/8/2020 4:42 PM
23	Other than downtown area, nothing is close by. You NEED some form of transportation to get anywhere.	12/8/2020 3:52 PM
24	except in the downtown core, distance to amenities	12/8/2020 3:43 PM
25	simply the distance you need to cover to meet your weekly needs is to great over foot, groceries, sports, work, etc.	12/8/2020 2:11 PM
26	I do not feel safe walking walking downtown area, which is where I live.	12/8/2020 1:00 PM
27	It wasnt until I had a stroller/bike trailer that I realized how unaccessable our sidewalks are. Ive had to turn around and walk multiple blocks to cross the street.	12/8/2020 12:37 PM
28	Missing sidewalk segments, have to walk on streets	12/7/2020 10:20 PM

Transportation Master Plan: 2050

29	Lack of separation between vehicles & pedestrians at high volume intersections	12/6/2020 4:43 PM
30	long waits to cross major streets, especially during winter/having to request permission to cross the street e.g. press signal button	12/6/2020 3:51 PM
31	Downtown is bizarrely inaccessible for pedestrian traffic	12/6/2020 3:16 PM
32	There are so many people on the sidewalks in Wolseley. There isn't enough room for everyone. It is so great that so many people use the sidewalks! The Open Street in Wolseley allowed for enough room for families walking, kids biking, for me to get groceries and for dog walkers to walk their dogs	12/5/2020 12:09 PM
33	winter	12/5/2020 11:32 AM
34	Distances are typically long	12/4/2020 10:12 PM
35	Lack of or neglected care of curb cuts	12/4/2020 11:54 AM
36	Infrastructure-the places I'm going are too far away from home	12/3/2020 7:12 PM
37	The distance I need to travel is too far to go on foot.	12/3/2020 5:34 PM
38	Too much noise - prefer sidewalks with more green space further from major roads	12/3/2020 2:09 PM
39	Non-existent sidewalks / parking lots only	12/3/2020 11:26 AM
40	The city isn't dense enough	12/2/2020 8:29 PM
41	No sidewalks and poor snow clearing	12/2/2020 1:32 PM
42	Similar to biking, Winnipeg had not been designed as a pedestrian friendly city. The city sprawls, and amenities are often spread out across multiple areas	12/1/2020 9:35 PM
43	we need to insure we are integrating diverse infrastructure into all neighborhoods. i would love to be able to walk to the grocery store but it is simply too far.	11/29/2020 6:09 PM
44	Crossing arterial roads is not permitted at most intersections. Safety issues with 60km zones through/on main streets makes walking feel dangerous.	11/29/2020 5:10 PM
45	Large distances	11/29/2020 11:13 AM
46	Safer walkways away from major thoroughfares like Kenaston	11/28/2020 3:00 PM
47	Health reasons; limited ability to be on my feet.	11/28/2020 1:36 PM
48	Need washroom facilities,so have to shorten walks. More people need to call out when passing walkers with dogs.danerous for both cyclists and walkers. ...what ever happened to 5he use of bells ? A lot of people have ear devices so don't hear properly....just their music	11/28/2020 10:06 AM
49	Beg buttons, long waiting times to cross, high speed limits	11/27/2020 9:38 PM
50	There are a lot of weird intersections (portage & main, st Mary's & Goulet, etc) that force pedestrians to take very indirect routes	11/27/2020 12:15 PM
51	Safety reasons in some areas of the city	11/26/2020 11:45 PM
52	Divided by corridors and physical barriers	11/26/2020 11:42 AM
53	Winnipeg is a very spread out city, so journey times are long.	11/26/2020 9:28 AM
54	City caters to cars so crossing points of major streets are not pedestrian friendly. Crossing times at lights are geared to able-bodied 20 year olds	11/25/2020 4:03 PM
55	lack on connectivity in sidewalk network in suburban housing and commercial areas.	11/25/2020 3:34 PM
56	Places are too spread apart.	11/25/2020 3:06 PM
57	two only partially functioning knees limiting walk lengths	11/25/2020 12:25 PM
58	Snow accumulates along the edge between road and sidewalk where wheelchair needs to cross.	11/25/2020 11:11 AM
59	There are no sidewalks	11/24/2020 1:20 PM

Transportation Master Plan: 2050

60	Not enough large sidewalks to connect areas of the city	11/24/2020 10:00 AM
61	Unpleasant lots of garbage, dirty	11/23/2020 8:55 PM
62	Nothing is close enough to walk	11/23/2020 7:03 PM
63	Our streets are designed for cars not people. Need more boulevard trees.	11/22/2020 3:43 PM
64	Some areas don't even have sidewalks!	11/21/2020 10:36 AM
65	sidewalks don't exist	11/20/2020 5:04 PM
66	Not enough pedestrian bridges. I could easily walk to South Osborne from St. Boniface if there was a pedestrian bridge.	11/20/2020 11:25 AM
67	Sense of safety	11/19/2020 7:10 AM
68	urban sprawl, long distances	11/18/2020 6:40 PM
69	Sprawl compounds the inherent speed issue; It can be pretty cold.	11/18/2020 4:12 PM
70	Distance	11/18/2020 3:44 PM
71	live just inside Winnipeg. not much within walking distance.	11/18/2020 1:39 PM
72	No sidewalks in my neighborhood. We walk in the street	11/17/2020 8:18 PM
73	Age is starting to limit my endurance.	11/17/2020 7:53 PM
74	cyclists on the sidewalks are a real hazard	11/17/2020 1:37 PM
75	Very low density of residential areas that are not well integrated with retail and service areas making the movement between those areas of function difficult and time-consuming. Also adverse weather especially with climate change (heat, high humidity, excess wind in addition to usual winter weather)	11/17/2020 1:06 PM
76	Crossings are far apart	11/17/2020 10:02 AM
77	Curb cuts not level. Sidewalks extremely canted. Curb cuts not connecting to other curbcuts..	11/17/2020 9:37 AM
78	Large through roads with limited pedestrian crossings and long waits at lights. Massive, sprawled shopping centres and parking lots that are not convenient to access from urban neighborhoods. We need more good, local shops!	11/17/2020 3:20 AM
79	The city is just not set up very well for pedestrians;. Everything is so spread apart	11/16/2020 9:47 PM
80	long distance to most destinations	11/16/2020 9:41 PM
81	While it appears that sidewalks and bike lanes are being improved, more consideration could be taken for walking pedestrians along major routes.	11/16/2020 8:45 PM
82	Love far from places where I would get groceries...etc. Also I have too many groceries to buy so a vehicle is necessary.	11/16/2020 7:16 PM
83	Everything is covered in snow most of the time. Destinations are spread out over long distances.	11/16/2020 6:32 PM
84	urban sprawl	11/16/2020 5:58 PM
85	The walking routes follow roads, there are no pedestrian overpasses over train yards (for example) that would make routes much more direct	11/16/2020 5:53 PM
86	Neighborhoods built for cars instead of pedestrians.	11/16/2020 5:44 PM
87	the distances to be traveled are too far	11/16/2020 1:14 PM
88	Trails are not connected or are unsafe e.g. no walking/cycling trail connecting McGillivray this Sterling Lyon along Kenaston, no trail to access Sport Chek//Marshall's shopping area on south Kenaston from Whyte Ridge, no safety pedestrian crossing to Fort Whyte adventure centre from Whyte Ridge.	11/16/2020 11:59 AM
89	city too spread out to walk	11/16/2020 11:43 AM
90	Pedestrian infrastructure is built as last preference option rather than top priority, feels	11/16/2020 11:14 AM

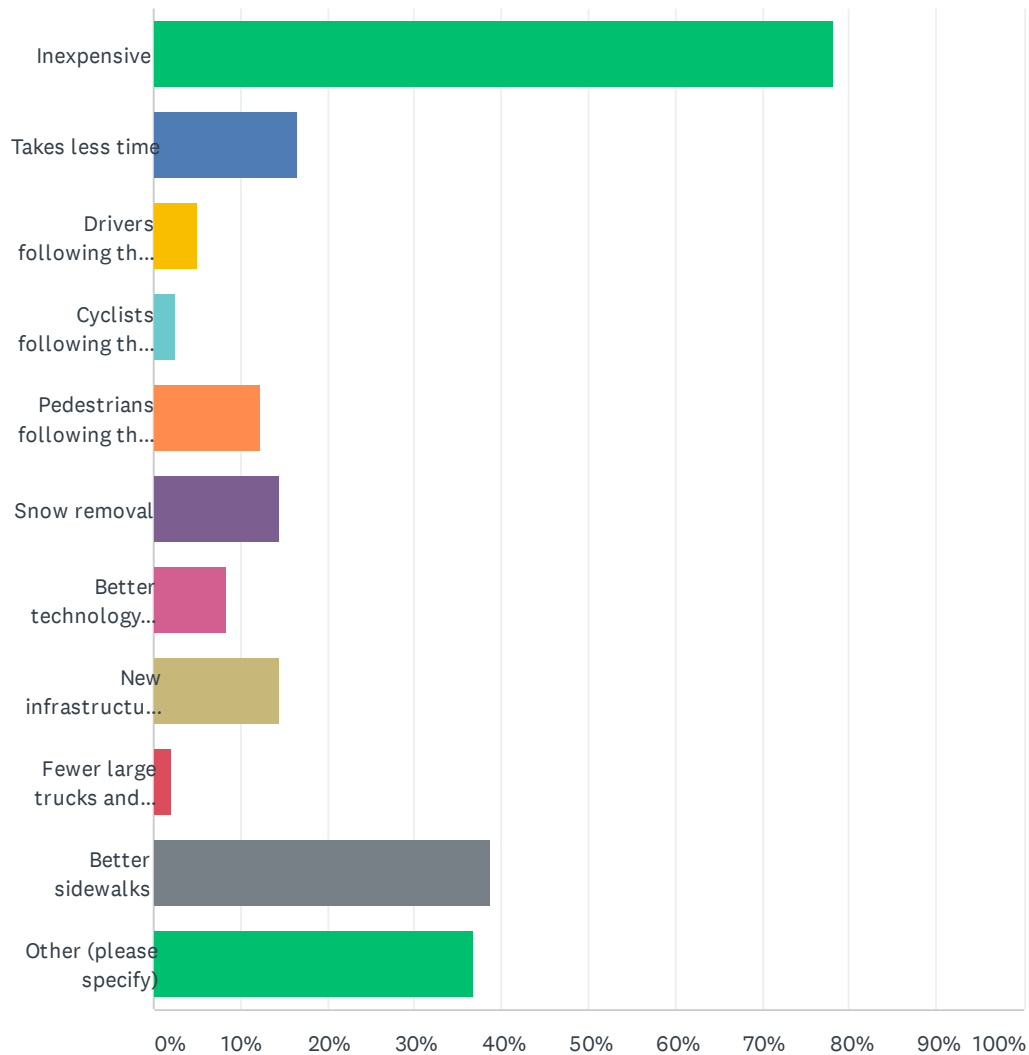
Transportation Master Plan: 2050

	dangerous and unwanted rather than most important way to get around a neighbourhood	
91	Not enough walking paths/routes across the city, or even within neighbourhoods	11/15/2020 10:14 PM
92	Sidewalks directly next to Roblin are in poor condition and the fast traffic makes this a dangerous option for my children. Also insufficient crosswalks and or light timing to cross the street safely.	11/15/2020 8:09 PM
93	Very few places to walk for groceries, etc in my area. Closest is 30+ minutes	11/15/2020 7:00 PM
94	personal safety issues	11/15/2020 5:25 PM
95	Unable to access sidewalks in winter	11/15/2020 12:10 PM
96	No sidewalks	11/15/2020 3:23 AM
97	Poor routes, neighborhood design	11/14/2020 8:43 PM
98	Not enough paths	11/14/2020 3:59 PM
99	Car, construction and other things are prioritized over active transportation. Also it doesn't always feel safe	11/14/2020 3:53 PM
100	Very far to nearest bus stop; downtown dangerous	11/14/2020 3:51 PM
101	I'm not close enough to many of the things I need to do to walk	11/14/2020 9:11 AM
102	No destinations in walking distance	11/13/2020 9:26 PM
103	Everything is too spread out	11/13/2020 3:32 PM
104	Too many cars everywhere that are always in a rush and driving as such, putting me in danger	11/13/2020 12:29 PM
105	poor connections	11/13/2020 12:16 PM
106	Dangerous for small children and unpleasant due to cars everywhere.	11/13/2020 10:22 AM
107	distance between locations becomes very unrealistic, safety at night	11/13/2020 8:54 AM
108	need more networks of paths away from roads	11/12/2020 8:57 PM
109	2 Other responses: 1. Distance is too far for most trips.2.Gaps in sidewalks/lack of sidewalks	11/12/2020 7:29 PM
110	Too many barriers. Portage and Main MUST be open to peds	11/12/2020 2:55 PM
111	There are no pedestrian crosswalks on the busy streets that intersect my route and the hydro line where I walk can be very hazardous in the winter when snowpiles have to be navigated.	11/12/2020 2:48 PM
112	psychotic city, dangerous	11/12/2020 12:56 PM
113	City is not set up to encourage pedestrians - eg - Portage and Main	11/12/2020 12:00 PM
114	Urban sprawl	11/12/2020 11:56 AM
115	Downtown feels dangerous.	11/12/2020 11:55 AM
116	proximity to necessities	11/12/2020 11:47 AM
117	Infrastructure not in place in many areas.	11/12/2020 11:47 AM
118	with sprawl it is not easy to get from A to B because it takes a long time, and there isn't rapid transit to help with that. Also in the winter sidewalk conditions are often poor	11/12/2020 11:05 AM
119	Lack of accessible routes when using mobility aids	11/12/2020 10:18 AM
120	Safety concerns	11/12/2020 10:12 AM
121	Not everything is in walking distance and Winnipeg is cold to walk in the Winter	11/12/2020 10:11 AM
122	Trees overgrown and blocking the sidewalks in my neighborhood	11/12/2020 10:07 AM
123	snow and ice. There should be much more action about ice sidewalks -- too many falls for people....this means people walk less in winter than they would if it were not icy.	11/12/2020 9:58 AM
124	Cars given priority on roadways creates hostile environment for pedestrians (unsafe crossings,	11/12/2020 9:58 AM

	noisy, etc).	
125	Safety is a concern walking around downtown. Also, my neighbourhood (North Kildonan, near Henderson) is not very walkable	11/12/2020 9:43 AM
126	Too far	11/10/2020 6:27 PM
127	spread-out city, long distances	11/10/2020 5:25 PM

Q18 Why do you say it's easy? Please choose your top three reasons, either from the list below or add one of your own in the space provided.

Answered: 383 Skipped: 381



Transportation Master Plan: 2050

ANSWER CHOICES	RESPONSES	
Inexpensive	78.33%	300
Takes less time	16.45%	63
Drivers following the rules	4.96%	19
Cyclists following the rules	2.61%	10
Pedestrians following the rules	12.27%	47
Snow removal	14.36%	55
Better technology (e.g. Waze, GPS and maps)	8.36%	32
New infrastructure, like underpasses and extra lanes	14.36%	55
Fewer large trucks and delivery vehicles	2.09%	8
Better sidewalks	38.64%	148
Other (please specify)	36.81%	141
Total Respondents: 383		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	walking is more efficient	12/11/2020 9:48 PM
2	I wish drivers would not splash walkers.Slow down and look!	12/11/2020 11:50 AM
3	Enjoyable because I live in a fairly walkable, central neighbourhood with lots of accessible amenities	12/11/2020 11:23 AM
4	The options above don't make sense. Walking is easy because I go out the front door and start walking.	12/11/2020 10:40 AM
5	being retired i choose to walk in my neighbourhood with good pedestrian infrastructure	12/10/2020 9:02 PM
6	I am healthy	12/10/2020 8:55 PM
7	I am still quite able bodied, but more and more I must rely on better walkway maintenance	12/10/2020 7:17 PM
8	Seldom close enough to anything to walk	12/10/2020 2:16 PM
9	How far are you going to go on foot anyway?	12/10/2020 2:16 PM
10	independence but many sidewalks and environments are challenging	12/10/2020 1:20 PM
11	I know where I am going.	12/10/2020 12:03 PM
12	My main problems are the lack of sidewalks or the ice on the sidewalks.	12/10/2020 11:57 AM
13	I am able bodied. If I wasn't, it would be very hard!	12/10/2020 11:32 AM
14	Many neighborhoods have a variety of amenities within walking distance	12/10/2020 11:29 AM
15	sometimes its just easier to walk and get things done and much faster	12/10/2020 8:32 AM
16	I can walk wherever I want and take shortcuts.	12/9/2020 8:57 PM
17	I walk my dogs in my neighbourhood	12/9/2020 7:57 PM
18	It's easy- but would be easier if lights were timed better for pedestrians and if cars weren't prioritized	12/9/2020 6:41 PM
19	There are generally good sidewalks where I want to go. There is a lake of smart sidewalk clearing by the City which reduces the ease. (sidewalk plows going down a sidewalk with almost no snow and exposing ice or not removing the snow at all)	12/9/2020 6:08 PM
20	I only walk in my neighborhood	12/9/2020 1:54 PM
21	physically fit and age	12/9/2020 11:00 AM
22	I can still walk at my age	12/9/2020 9:05 AM
23	can take shortcuts that cars and busses can't	12/8/2020 10:26 PM
24	It's easy enough to walk in any given neighborhood; getting to the neighborhood is the issue. The City is big, very big by way of area for its population. That's a reality we won't change unless we stop growing in and up instead of out.	12/8/2020 8:12 PM
25	Access: for locations close to me I walk	12/8/2020 7:35 PM
26	I only walk when I need to.. so it's very easy	12/8/2020 7:29 PM
27	More sidewalks needed	12/8/2020 6:55 PM
28	organized layout	12/8/2020 5:31 PM
29	Active transportation routes	12/8/2020 5:26 PM
30	My own personal physical health	12/8/2020 12:55 PM
31	good exercise + great sidewalks in st james which make it safe to walk...	12/8/2020 12:22 PM
32	I said SOMEWHAT easy because it's easy in summer and VERY VERY HARD in winter because of the lack of snow removal, and dumping of snow from streets onto sidewalks	12/8/2020 10:30 AM

Transportation Master Plan: 2050

33	I am blessed with being able to walk	12/8/2020 8:05 AM
34	I only walk places that are near. 1 km or less	12/7/2020 10:01 PM
35	Few cars on my walking route	12/7/2020 1:04 PM
36	As long as you know the road/sidewalk system, you just walk to your destination	12/3/2020 10:32 PM
37	I don't have mobility issues. If I required mobility aides, it would be a nightmare	12/3/2020 9:34 AM
38	Core neighbourhoods have pleasant walking routes / infrastructure	12/1/2020 6:18 PM
39	great for your health	11/30/2020 11:20 PM
40	Good way to get exercise	11/30/2020 3:34 PM
41	Low density means we have to cover longer distances to get to destinations, specifically the grocery store.	11/30/2020 10:47 AM
42	busses into new subdivisions take years to run in them regulary	11/30/2020 9:27 AM
43	Few things to walk to though just other residences. Most commercial dried up	11/30/2020 7:19 AM
44	It's easy for me but it can be very hard for people who are mobility challenged	11/28/2020 6:03 PM
45	Said somewhat because drivers never pay attention and I have near-misses weekly when I have the right of way. Main @ William Stehpenson is a death trap – needs a light!	11/28/2020 12:06 PM
46	It's a small city	11/27/2020 11:55 PM
47	you don't have to contend with one way streets and can take advantage of offroad paths or between building short cuts	11/27/2020 9:42 PM
48	New improvements to crossings. The only reason its not very easy is related to speed of sidewalk clearing, and the length of pedestrian crossing times at key intersections (not designed for little people and seniors).	11/27/2020 9:40 AM
49	I live close to the places I need to go most often	11/27/2020 7:30 AM
50	I live within a 60 min walk from most places I frequent regularly.	11/26/2020 5:37 PM
51	we have decent sidewalks & paths	11/26/2020 4:58 PM
52	dense central neighbourhoods with mixed use. (Again - examples are for cars, not walking.) Snow removal is actually a problem, makes it harder because it's done so poorly and infrequently.	11/26/2020 2:12 PM
53	I am physically fit and can walk at a good speed and longer distances	11/26/2020 11:55 AM
54	Because I am in good health	11/26/2020 11:04 AM
55	I walk fast, enjoy the exercise	11/26/2020 9:06 AM
56	Low stress	11/26/2020 8:46 AM
57	Am in good physical condition, like walking and am able to walk longer distances	11/26/2020 6:01 AM
58	Don't have to deal with traffic congestion. The drawback to walking is the distances are sometimes too great.	11/25/2020 8:08 PM
59	there are sidewalks to most destinations	11/25/2020 7:53 PM
60	because I have good health	11/25/2020 6:29 PM
61	i live in a central neighbourhood	11/25/2020 5:36 PM
62	i walk in my neighbourhood with good sidewalks and parks for walking	11/25/2020 4:34 PM
63	I live close to the destinations where I need to go	11/25/2020 4:03 PM
64	bike/pedestrian lane along Pembina has really improved my ability to get around	11/25/2020 3:55 PM
65	I like walking and often have time to do it; Main problem is heavy traffic at certain locations.	11/25/2020 3:39 PM
66	Winnipeg is not crazily expanded like other cities	11/25/2020 3:33 PM

Transportation Master Plan: 2050

67	not having to worry about parking and meters and tickets	11/25/2020 3:33 PM
68	I'm younger and agile	11/25/2020 3:30 PM
69	there's been "nowhere to go" for the past 9 months	11/25/2020 10:16 AM
70	Older neighbourhoods (like mine) are on a grid network, so easy to move around in.	11/24/2020 5:05 PM
71	Exercise	11/24/2020 11:08 AM
72	I also really enjoy walking and use this as exercise as well.	11/24/2020 9:42 AM
73	there's only 2 reasons, the answers do not apply to walking	11/23/2020 8:01 PM
74	Living close to downtown, things close to each other	11/23/2020 5:31 PM
75	I live in the West Broadway area, which was developed well before cars were common. There are other areas where this would be much harder.	11/23/2020 12:37 PM
76	For as often as I walk, it is hardly ever more than a few blocks	11/22/2020 12:15 PM
77	I don't have a physical disability that impacts walking	11/22/2020 11:51 AM
78	In shape	11/20/2020 7:52 PM
79	I live nearby some of the major services I need	11/20/2020 1:37 PM
80	this framing is extremely strange, disappointing	11/18/2020 9:15 PM
81	I try to live within walking distance of grocery shopping and other essentials	11/18/2020 8:27 PM
82	I live near the places I go.	11/18/2020 7:23 PM
83	I live downtown and it's often more quick to walk somewhere than drive	11/17/2020 8:08 PM
84	No need to park or fuss with traffic jams.	11/17/2020 7:56 PM
85	You just head out the door and go	11/17/2020 5:58 PM
86	All central neighbourhoods are very connected and make walking between them easy	11/17/2020 10:41 AM
87	more pedestrian friendly trails / pathways	11/17/2020 10:39 AM
88	If I ever go to the suburbs I do find the lack of sidewalks a problem and in winter snow removal is a problem for walking anywhere. But generally for me its pretty easy to walk most places.	11/17/2020 9:43 AM
89	No parking issues, I get exercise, but we do need better sidewalks and I would rather take the bus and walk than drive due to environmental concerns which you have not put as an option.	11/16/2020 10:01 PM
90	Because I am able bodied, not in a wheelchair and am not pushing a stroller.	11/16/2020 7:58 PM
91	Healthier to walk	11/16/2020 7:36 PM
92	close to my house	11/16/2020 6:33 PM
93	For short distances, it is the most pleasant (in my neighbourhood and slightly beyond)	11/16/2020 6:28 PM
94	I live in a neighbourhood with a relatively high density of destinations, and with good sidewalk coverage	11/16/2020 6:25 PM
95	and it's good for you.	11/16/2020 5:48 PM
96	Flat!	11/16/2020 4:35 PM
97	Often known routes, safety and time to get there	11/16/2020 2:08 PM
98	I live downtown and we generally have decent sidewalk connectivity and prompt snow clearing.	11/16/2020 11:53 AM
99	I don't have a disability.	11/16/2020 9:53 AM
100	I like to walk. (Most of the options above make no sense, btw.)	11/15/2020 8:38 PM
101	I live in a walkable neighborhood with businesses and amenities that I like, as well as people that I like to visit.	11/14/2020 4:59 PM

Transportation Master Plan: 2050

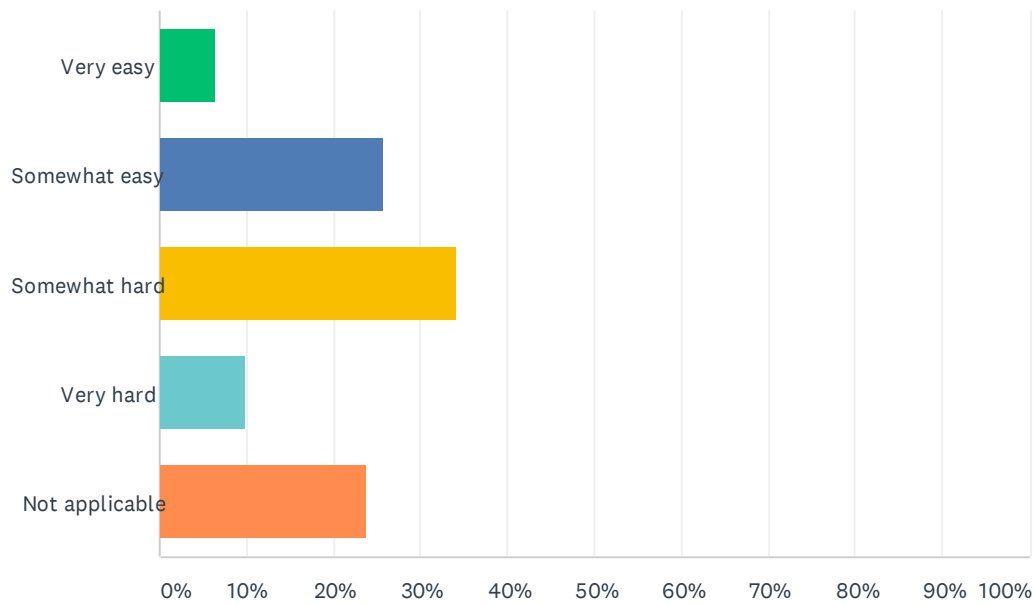
102	Don't have to worry about parking. But slippery sidewalks make walking problematic	11/14/2020 2:30 PM
103	when plowed, good for environment	11/14/2020 11:51 AM
104	I live in a walkable neighbourhood, access to Corydon, Osbourne, Academy is often easiest by walking.	11/13/2020 1:12 PM
105	I'm mobile, like to walk, and value walking for both health and contribution to urban vitality. The only drawbacks are the dysfunctional streetscapes due to bad land use planning, excessive surface parking, and curb cut lanes which make for awkward and unsafe road crossings. I'm used to spending lots of time in cities like Berlin, Amsterdam, Montreal, Seattle, where density, strong high street retail planning and public transit are primary transport help encourage a healthy foot traffic culture.	11/13/2020 11:33 AM
106	i am able-bodied and flexible	11/13/2020 11:31 AM
107	use walking as recreation	11/12/2020 9:53 PM
108	Again, choice, but can be hard physically and doesn't work for shopping or large distances.	11/12/2020 9:28 PM
109	lots of traffic control devices	11/12/2020 8:14 PM
110	Skywalks	11/12/2020 6:42 PM
111	Because everything is close to where I live	11/12/2020 4:48 PM
112	Walking is very easy in summer, somewhat difficult in winter because of poor sidewalk snow/ice removal.	11/12/2020 3:49 PM
113	Easy enough to walk around the city, with the exception of all the stupid slip lanes traffic engineers place everywhere.	11/12/2020 3:24 PM
114	Walking allows me to notice my surroundings and little things that are simply not available to see or get close to by other modes of transportation.	11/12/2020 2:23 PM
115	Small city but there are safety issues when walking	11/12/2020 2:12 PM
116	I live in a central neighbourhood	11/12/2020 1:38 PM
117	Due to bus route and bus frequency often easier or quicker to walk +20 mins then wait for a bus	11/12/2020 12:54 PM
118	Physically able to	11/12/2020 12:18 PM
119	I am an able-bodied person and it's a small city.	11/12/2020 12:16 PM
120	walking for health reasons in my area there are lots of paths	11/12/2020 12:13 PM
121	I didn't say it was easier; I said it was easy enough. I'm in good health so I can get around okay.	11/12/2020 11:43 AM
122	Only option	11/12/2020 11:19 AM
123	Within downtown or my neighbourhood, walking is fast and easy. Snow removal has improved in the past couple years	11/12/2020 11:08 AM
124	I live in a walkable neighborhood	11/12/2020 10:45 AM
125	There are sidewalks or grass areas along every street I typically walk down. Crossing streets is usually easy, whether at controlled intersections or not.	11/12/2020 10:38 AM
126	Navigable routes off of/away from major thoroughfares for vehicles	11/12/2020 10:35 AM
127	Active transportation routes are great (but too infrequent)	11/12/2020 10:12 AM
128	Its easy for me because I am able to get around that way. I am an ablebodied person. For people in wheelchairs and stuff, its not easy. I have a best friend in a wheelchair and she has to stay home alot in winter because its too hard to navigate the sidewalks.	11/12/2020 10:12 AM
129	?	11/12/2020 10:08 AM
130	We chose to live in an area where many amenities are within walking distance.	11/12/2020 10:05 AM

Transportation Master Plan: 2050

131	D	11/12/2020 9:59 AM
132	More convenient than driving for short trips	11/12/2020 9:43 AM
133	No traffic, except everything is so far apart, I'd never have anytime to do anything if I walked everywhere	11/12/2020 9:37 AM
134	Nice to not have to hunt for parking	11/12/2020 9:30 AM
135	Traffic is not an issue on foot	11/12/2020 8:41 AM
136	Live downtown and walk	11/11/2020 12:42 PM
137	I am able bodied so I can navigate the sidewalks and crosswalks without issue	11/11/2020 9:04 AM
138	Fit	11/10/2020 4:18 PM
139	Good for my health, and I don't have to pay for/look for parking	11/10/2020 3:48 PM
140	Recent commercial developments near my home are in close proximity, reducing travel distance and thus time.	11/10/2020 3:26 PM
141	The only limit is distance. In the suburbs, though, there are simply not enough sidewalks	11/10/2020 3:14 PM

Q19 For you personally, how easy or hard is it to get around Winnipeg by bike?

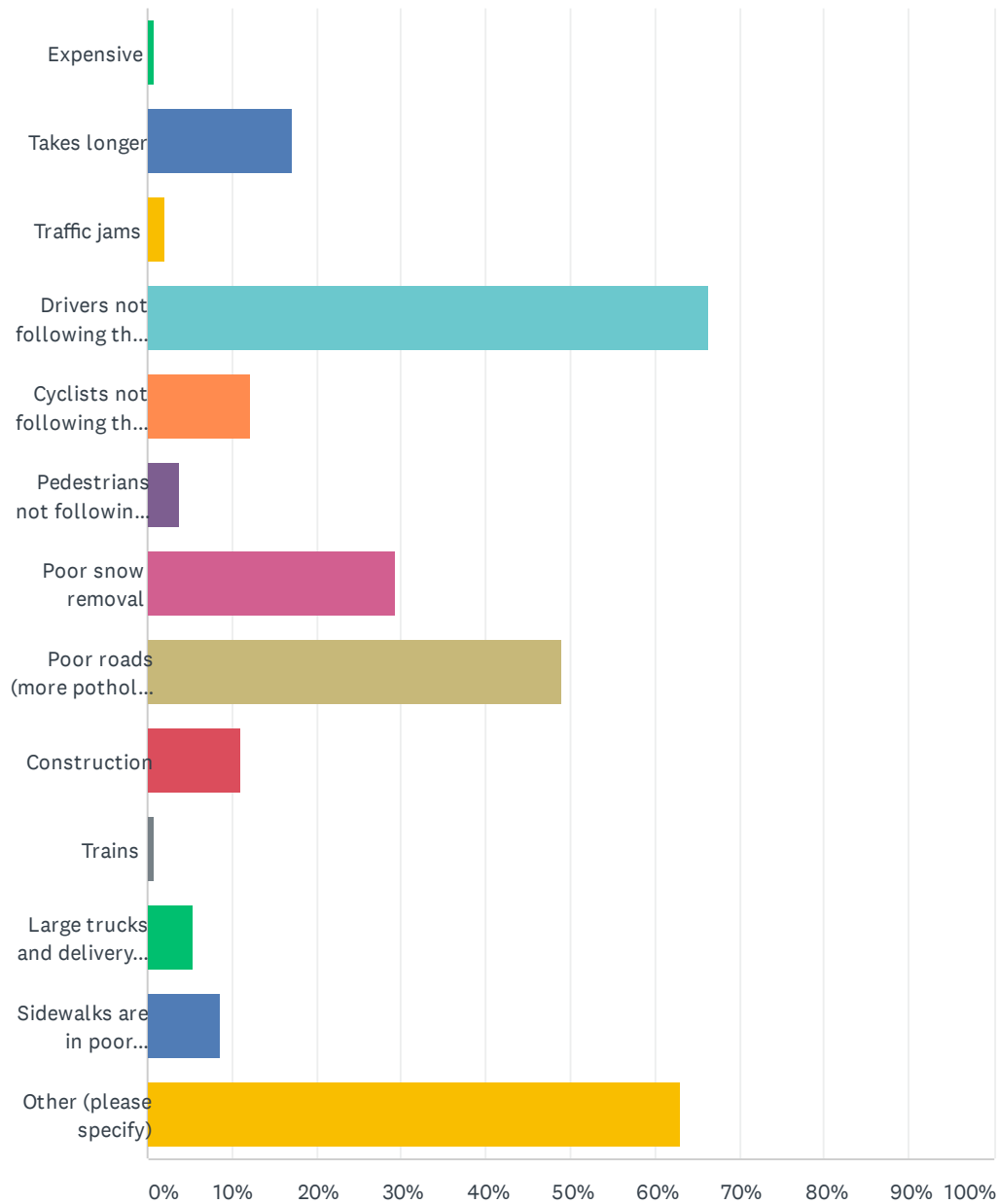
Answered: 740 Skipped: 24



ANSWER CHOICES	RESPONSES	
Very easy	6.49%	48
Somewhat easy	25.81%	191
Somewhat hard	34.05%	252
Very hard	9.86%	73
Not applicable	23.78%	176
TOTAL		740

Q20 Why do you say it's hard? Please tell us your top three reasons, either from the list below or add one of your own in the space provided.

Answered: 327 Skipped: 437



Transportation Master Plan: 2050

ANSWER CHOICES	RESPONSES	
Expensive	0.92%	3
Takes longer	17.13%	56
Traffic jams	2.14%	7
Drivers not following the rules	66.36%	217
Cyclists not following the rules	12.23%	40
Pedestrians not following the rules	3.67%	12
Poor snow removal	29.36%	96
Poor roads (more potholes, etc.)	48.93%	160
Construction	11.01%	36
Trains	0.92%	3
Large trucks and delivery vehicles	5.50%	18
Sidewalks are in poor condition	8.56%	28
Other (please specify)	63.00%	206
Total Respondents: 327		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	Motorists do not respect cyclists	12/11/2020 9:49 PM
2	2. Connectivity & 3. Safety issues, needing to ride on the road with cars	12/11/2020 7:57 PM
3	total lack of safe and connected infra for cycling; lack of safe lock up locations	12/11/2020 11:26 AM
4	When there are not dedicated routes/lanes, it is scary and dangerous to be out in traffic	12/11/2020 11:24 AM
5	Lack of fully connected separated bike lanes from my neighbourhood to the downtown	12/11/2020 11:11 AM
6	I live north of the CP rail yard - to get anywhere I have to ride through a dangerous area and then over a bridge to another dangerous area	12/11/2020 10:31 AM
7	Roads are too busy and we are not allowed to ride on the sidewalks.	12/10/2020 11:00 PM
8	Not safe - no protected bike lanes available up St. Mary's.	12/10/2020 10:11 PM
9	Lack of connections between bike routes.	12/10/2020 4:47 PM
10	Hard to have perfect cycling infrastructure for only half the year.	12/10/2020 2:18 PM
11	Bike paths not connected	12/10/2020 12:34 PM
12	Don't feel safe biking on most roads	12/10/2020 12:18 PM
13	The lack of bike lanes or bike lanes that just end. Cars drive and park in the new bike lanes and do not shoulder check before turning right into me. Separating the bike lanes from the roads AND THE SIDEWALKS would be very helpful. I have had pedestrians walk in the bike lane and not the sidewalk making it very difficult to navigate. Cars think they need to run over bikes. Pedestrians (rightly) won't get out of the way for bikes. This leaves bikes the lowest on the totem pole and always in danger. In the summer the little vehicles used to water plants use the bike lanes again leaving no room for bikes.	12/10/2020 12:00 PM
14	Poor connections. Inconsistent network & infrastructure.	12/10/2020 11:33 AM
15	Routes are meandering (i.e. not direct along major transport routes), aren't connected and just end in random places.	12/10/2020 11:19 AM
16	Inadequate infrastructure should really be an option on this question. There are protected bike lanes in Winnipeg but they are often not connected to a network. So you'll be riding in one for a few blocks and then have to go back into regular traffic. Focus on bike lanes in the core and inner-city first. Build out the network. An example of where you did it well was Assiniboine, Garry, princess. I love that I can get from my apartment to the exchange without having to bike in heavy traffic. Follow that model. Furthermore, snow removal has to be much better. You have to scrape down to the pavement.	12/10/2020 8:29 AM
17	Unsafe routes. I can't ride bike to work like I want to because the bike paths at either end of my route are connected only by fast, unsafe roads without separate bike lane.	12/10/2020 7:24 AM
18	disconnected routes. Need to improve continuous bike routes.	12/9/2020 8:40 PM
19	No dedicated paths and difficult crossings	12/9/2020 6:42 PM
20	Safety concerns so don't like to drive on roads. Use sidewalks but hard to share with pedestrians.	12/9/2020 1:56 PM
21	dirty's clothes, can't transport old people or packages	12/9/2020 1:19 PM
22	the bike system is marginal and confusing and not accessible, and even the new stuff (not cleaned, pedestrian conflicts when bike path goes onto sidewalk, etc	12/9/2020 12:45 PM
23	Again, too far away, urban sprawl	12/9/2020 8:34 AM
24	Lack of bike routes and bike paths. Getting a lot better though! Keep up the good work.	12/8/2020 8:14 PM
25	Too little infrastructure. Too much hostility from drivers. Poorly maintained infrastructure	12/8/2020 8:05 PM
26	Roads are not wide enough and don't have room for cyclists	12/8/2020 7:51 PM
27	Forced at time to go on sidewalks, then chastised by law enforcement.	12/8/2020 7:27 PM

Transportation Master Plan: 2050

28	Not enough bike paths	12/8/2020 6:57 PM
29	Only will drive on bike paths otherwise it's not safe riding a bike on a road	12/8/2020 6:56 PM
30	Not enough bike friendly lanes - getting there, but ways to go yet - Maryland looks good	12/8/2020 6:51 PM
31	Bike lanes offer no protection	12/8/2020 6:39 PM
32	Insufficient infrastructure to not have to ride on road with cars and trucks.	12/8/2020 6:08 PM
33	bike paths NOT connected	12/8/2020 5:57 PM
34	I don't feel safe	12/8/2020 5:39 PM
35	Lack of cycle over or under passes across major roadways	12/8/2020 5:26 PM
36	Lack of interconnectivity between the many bike trails in Winnipeg. They to randomly start and stop with little thought on connecting to the next closest bike trail. Roadways are dangerous for cyclists even if there are bike lanes; as vehicle drivers look at cyclists as only a nuisance and don't share the roads well in Winnipeg.	12/8/2020 4:20 PM
37	There are no bike lanes from the north perimeter or in the north west end of town	12/8/2020 3:44 PM
38	Not enough bike paths to avoid high traffic areas, near osborne/corydon, tires can get deflated due to road conditions	12/8/2020 2:12 PM
39	Interludes of non bicycle lanes where I do not feel safe.	12/8/2020 12:57 PM
40	we need a good PR program for cyclists. the 30 to 45 yr old are driving wrecklessly around around cyclists + pedestrians. not using a bell to announce themselves AND not recognizing that a cyclist must go WIDELY around pedestrians + other cyclists.	12/8/2020 12:26 PM
41	Need bike lanes in very specific areas (around main and union station)	12/8/2020 10:25 AM
42	dangerous	12/8/2020 9:54 AM
43	Why did we just spend money fixing robin Boulevard a popular bike route and not make protected lanes. In my ride downtown my closest calls happen on robin with careless drivers. I get it just because other cyclist don't follow rules it makes it dangerous for me as a lot of drivers do not like bikes.	12/8/2020 8:28 AM
44	No safe cycling infrastructure, and it is not connected. I only feel safe with separated bike lanes - since drivers don't respect cyclists, especially female ones.	12/8/2020 8:07 AM
45	disconnected/incomplete/dead-ended bike routes that force me onto the street	12/6/2020 4:45 PM
46	The strange bike lanes that do not have barriers and are in the center of the road are dangerous, particularly in winter	12/6/2020 3:17 PM
47	Safety- I am often afraid of the cars that are trying to make time, taking shortcuts, and not slowing down. These aren't poor drivers, but there is just so much car traffic and I feel small and vulnerable in comparison	12/5/2020 12:11 PM
48	age	12/4/2020 8:42 AM
49	Lack of safe and interconnected designated bike routes	12/4/2020 7:02 AM
50	Bike lanes not connected to each other or are only available in newer areas of the city	12/4/2020 6:36 AM
51	Infrastructure-there aren't safe places for me to ride my bike	12/3/2020 7:14 PM
52	Drivers are not considerate enough of cyclists. Motorists do not give me enough room, slow down when passing me, and are generally a large danger to me as a cyclist.	12/3/2020 5:37 PM
53	Not enough safe cycling lanes	12/3/2020 11:07 AM
54	No protected bike lanes	12/3/2020 9:53 AM
55	Lack of connected infrastructure for bikes forcing me to bike on busy roads or on the sidewalk	12/3/2020 9:44 AM
56	No designated bike lanes by where I live to where I need to go	12/3/2020 9:35 AM
57	Not enough paths, lots of traffic lights	12/3/2020 9:03 AM

Transportation Master Plan: 2050

58	Not enough DESIGNATED bike lanes!!!	12/2/2020 9:41 PM
59	Not enough cycle oriented infrastructure	12/2/2020 8:14 AM
60	Winnipeg has started to build more bike paths, which is exceptional important for a city of its size. Continuing to connect these bike routes, have them separate from roads (via barricade or otherwise) is key towards incentivizing people to bike.	12/1/2020 9:36 PM
61	Insufficient infrastructure	12/1/2020 6:19 PM
62	Bikes should be using sidewalks not roads!!!! They cannot travel fast enough to stay with the flow of traffic	12/1/2020 5:57 PM
63	dangerous and weather only permits this two or three months of the year	11/30/2020 11:21 PM
64	not enough bike lanes, bike paths	11/30/2020 1:19 PM
65	not enough bike lanes!!!	11/29/2020 6:10 PM
66	Weaving narrow bike paths and sharp drop-offs/ramps at crossings.	11/29/2020 5:11 PM
67	Lack of cycling infrastructure	11/29/2020 4:17 PM
68	Winnipeg drivers act like cyclists don't belong anywhere near a road.	11/28/2020 6:05 PM
69	Poor access from certain neighbourhoods to safer bike-only pathways	11/28/2020 3:02 PM
70	Fear of riding on busy streets. Feel very vulnerable	11/28/2020 10:08 AM
71	bike infrastructure is short - connects from nothing to nothing; is poorly planned; drivers threaten cyclists	11/27/2020 9:44 PM
72	Very few safe routes, high vehicle speeds, no room to bike	11/27/2020 9:39 PM
73	Not safe as a year-round option	11/27/2020 4:54 PM
74	Gaps in Cycling Network	11/27/2020 3:14 PM
75	The city needs more bike paths that are better connected.	11/27/2020 9:22 AM
76	Bike paths not fully connected	11/27/2020 8:52 AM
77	Bike infrastructure improvements are rarely connected, with dangerous gaps and very poor signage. Shared routes are still car-centric (sharerow icons imply cyclists should stay 'over and out of the cars' way'; cyclists are told to 'Yield to pedestrians' on shared pathways but cars are not given corresponding instructions towards cyclists on shared roadways.	11/26/2020 12:18 PM
78	no safe separated infrastructure	11/26/2020 12:02 PM
79	Disconnected cycling infrastructure that is poorly maintained	11/26/2020 11:56 AM
80	Unsafe roads, few to no safe corridors for cyclists apart from the bike lanes	11/26/2020 11:44 AM
81	Lack of bike infrastructure	11/26/2020 11:05 AM
82	Dangerous gaps in cycle routes. Most of the routes from my neighbourhood to my nearby destinations are too dangerous for cycling. I fear for my safety in heavy traffic on narrow roads with steeply sloping gravel shoulders so I avoid cycling for errands.	11/25/2020 9:19 PM
83	Lack of education by MPI for both car drivers and cyclists. A lot of tension from lack of understanding of the responsibilities of each group	11/25/2020 4:05 PM
84	No detours created for cyclists when construction occurs on designated bike routes	11/25/2020 3:56 PM
85	Although the situation has improved over the past few years, we still need better connectivity in the network of cycling paths.	11/25/2020 3:35 PM
86	pollution on road by too many cars	11/25/2020 3:34 PM
87	Not enough bike lanes	11/25/2020 12:20 PM
88	Bike lane system not connected and incomplete. Every Road renewal should include a bike lane.	11/25/2020 11:13 AM

Transportation Master Plan: 2050

89	(2) Lack of connectivity of routes; (3) lack of any accommodation to safely make your way through large intersections other than taking the sidewalk and risk getting a ticket.	11/24/2020 5:06 PM
90	Not enough bike lanes, worried about safety	11/24/2020 10:17 AM
91	Not enough safe bike lanes, and the ones that exist are connected poorly.	11/24/2020 9:44 AM
92	Too far to get anywhere by bike. Biking is something I do as recreation, not for my primary mode of transportation.	11/23/2020 7:05 PM
93	Lack of bike lanes. And I feel bad holding up traffic	11/23/2020 5:32 PM
94	Our roads are designed for cars and not cyclists. Feel unsafe sharing road with cars.	11/22/2020 3:45 PM
95	There are great bike paths. Thank you! However, in some places, once you leave the path death is a real possibility.	11/22/2020 1:22 PM
96	Protected bike lanes and safer bike routes do not connect well. Biking in traffic is dangerous.	11/22/2020 11:52 AM
97	Not enough protected bike routes.	11/21/2020 10:36 AM
98	it is not safe	11/20/2020 5:05 PM
99	Bad (though improving) infrastructure, and being forced to compete with drivers	11/20/2020 3:20 PM
100	Lack of safe cycling infrastructure near my home	11/20/2020 1:38 PM
101	No coherent bike plan and connection of bike lanes and safe options to bike to downtown from suburb neighbourhoods.	11/20/2020 11:27 AM
102	lack of bike lanes	11/19/2020 8:04 AM
103	It can be quite cold; bike theft is a huge problem	11/18/2020 4:13 PM
104	Lack of safe bike lanes	11/18/2020 3:24 PM
105	Few bike lanes in my neighborhood.	11/18/2020 1:40 PM
106	Lack of coordinated cycling infrastructure	11/18/2020 11:02 AM
107	Scared to ride bike on road	11/17/2020 9:49 PM
108	poor cycling infrastructure	11/17/2020 8:19 PM
109	Poor or disconnected bike infrastructure	11/17/2020 8:09 PM
110	Not enough SAFE bike routes	11/17/2020 7:57 PM
111	Age is starting to limit my endurance and balance.	11/17/2020 7:55 PM
112	Not enough safe bike lanes	11/17/2020 1:23 PM
113	Not enough bike lanes	11/17/2020 11:55 AM
114	Lack of safe bike routes to get where I want to go. Too dangerous to ride on major streets.	11/17/2020 10:55 AM
115	Incomplete bike paths	11/17/2020 10:41 AM
116	Large gaps in cycling network	11/17/2020 10:03 AM
117	No safe route (ie A bike path off the road)	11/17/2020 9:49 AM
118	Too much car traffic and potholes for safe riding.	11/17/2020 9:38 AM
119	Some roads are not safe for cycling	11/17/2020 8:18 AM
120	Lack of safe bike lanes through city. Drivers do not give enough space to be safe, particularly in winter. There have been recent improvements (e.g. protected cycle lane on Pembina).	11/17/2020 3:22 AM
121	Need more bike lanes	11/17/2020 12:24 AM
122	active transportation routes not connected	11/17/2020 12:13 AM
123	Poor biking infrastructure in my area	11/16/2020 9:48 PM

Transportation Master Plan: 2050

124	Bike lanes are not consistent on major routes. Many times it feels as though as a cyclist one must race against vehicle traffic. Vehicle traffic and Bicycle traffic should be separate for safety and ease of travel.	11/16/2020 8:47 PM
125	Unsafe, not enough divided bike lanes	11/16/2020 8:10 PM
126	Not enough bike routes	11/16/2020 7:19 PM
127	There are conflicting messages between City, MPI and Province regarding the design, laws and education for new infrastructure wrt cyclists. The three bodies need to get on the same page, with consistent messaging. The public needs to be better educated wrt the new infrastructure and rules of the road wrt cyclists. Also, need more paths with direct routes between places. Cycling in winter should be discouraged; it is unsafe.	11/16/2020 6:37 PM
128	no designated bike lanes that are protected	11/16/2020 6:33 PM
129	lack of safe (esp. in winter!) cycling infrastructure--this goes beyond who is following the rules	11/16/2020 6:30 PM
130	Lack of facilities and connections	11/16/2020 6:26 PM
131	not enough bike paths	11/16/2020 5:59 PM
132	city is not bike-friendly. Share the Road doesn't work, as it forces cyclists to the edge, where the road conditions are poorest. I don't cycle in winter, so snow isn't an option for me.	11/16/2020 5:50 PM
133	Not enough bike lanes.	11/16/2020 5:45 PM
134	Now better, but still insufficient contiguous active transportation infrastructure	11/16/2020 2:11 PM
135	I would not want to bike on the roadways close to cars, if I had to bike I would prefer to do so on the sidewalk	11/16/2020 1:16 PM
136	As above, more cycling paths are needed, especially to connect McGillivray to Sterling Lyon along Kenaston, and safe bike trails separate from roadways, not just a dedicated lanes marked off with stakes, pylons, or bicycles painted on a busy roadway.	11/16/2020 12:03 PM
137	Poor bike infrastructure and doesn't always feel safe.	11/16/2020 11:58 AM
138	Insufficient separated or low-speed infrastructure to keep me safe. Widespread perception that cyclists should not be on roads and people in cars intimidate people on bikes with aggressive maneuvers.	11/16/2020 11:55 AM
139	no bike lanes, bike routes not on major streets	11/16/2020 11:44 AM
140	Too few separated cycle lanes	11/15/2020 10:14 PM
141	The bicycle lanes in Charleswood are insufficient in size. Expecting trucks and bikes to share a lane on Roblin is not a safe option.	11/15/2020 8:10 PM
142	No bike infrastructure to connect the North End to the south side of tracks. This is needed badly	11/15/2020 7:48 PM
143	Risk of bike being stolen while locked up unattended	11/15/2020 7:02 PM
144	Connections between paths are not complete	11/15/2020 5:54 PM
145	Lack of dedication and/or protected cycling infrastructure	11/15/2020 12:01 PM
146	Not enough dedicated lanes	11/14/2020 8:44 PM
147	It is natural that it will take longer to get from A to B by bike than by car, but roads and paths need to be rethought so that cars are not slowing bikes down. Bikes move on safety and momentum, so when bikes need to wait in car jams this defeats the purpose of cycling. We want to get where we're going efficiently so that more people will bike and fewer people will drive.	11/14/2020 5:02 PM
148	Not enough space given by drivers to share roads with cyclists	11/14/2020 4:17 PM
149	Not enough bike paths	11/14/2020 4:00 PM
150	Cars are prioritized creating delays and decreasing safety, cycling infrastructure has major gaps, lack of safe bike parking and bike theft, aggressive car drivers	11/14/2020 3:56 PM

Transportation Master Plan: 2050

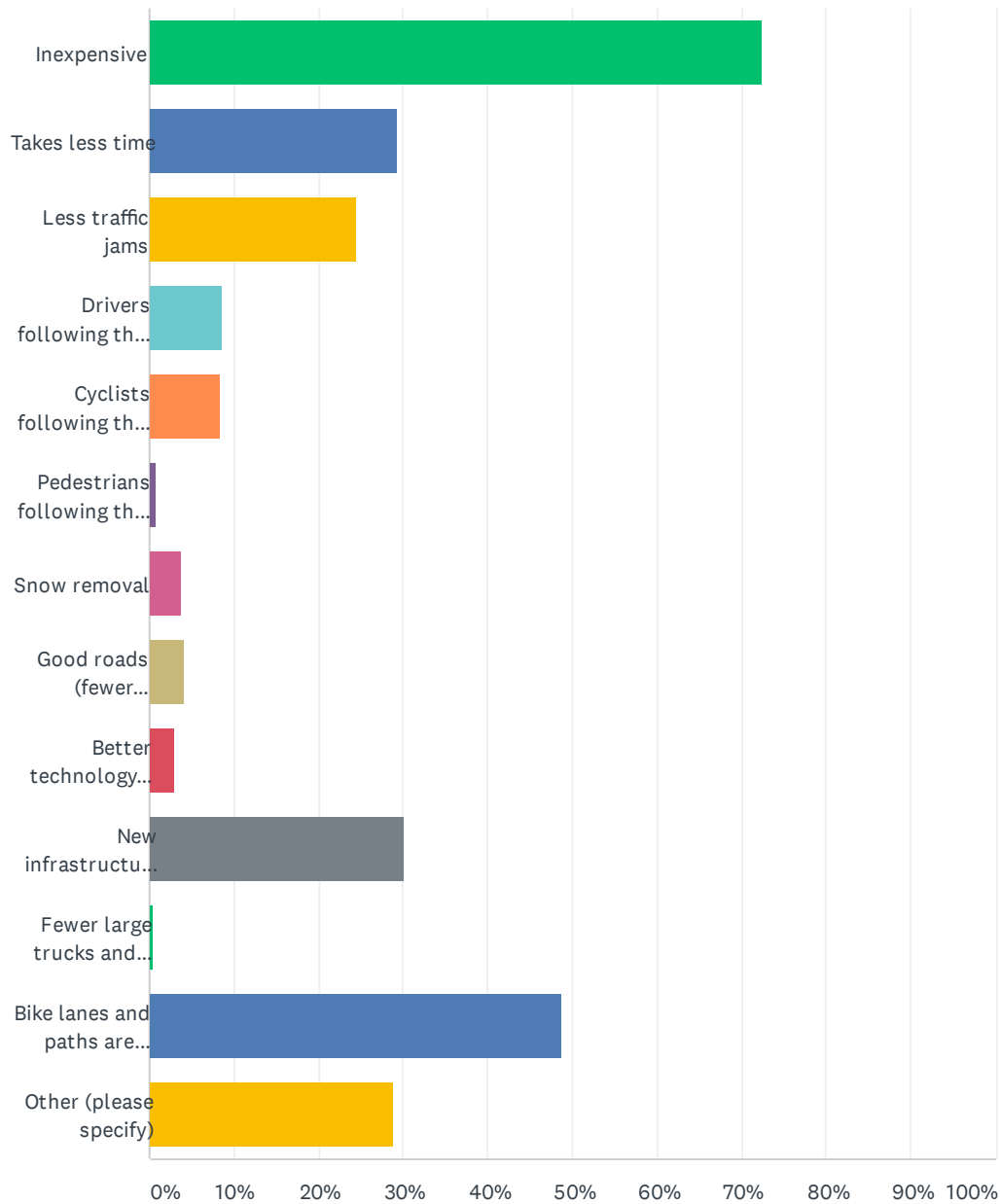
151	no bike paths to downtown, east side of St Vital Bridge sidewalk closed for 2 years	11/14/2020 11:54 AM
152	Limited cycling infrastructure; Intolerant drivers	11/14/2020 11:43 AM
153	Lack of bike lanes	11/13/2020 3:55 PM
154	Continuous, dedicated bike lanes, physically separated from traffic, including bridges. A paint lined doesn't cut it. Neither does hit and miss routes when I'm forced to choose between heavy traffic or pedestrians on a bridge sidewalk.	11/13/2020 3:47 PM
155	Not everywhere has separated infrastructure; everything is to spread out	11/13/2020 3:33 PM
156	Poor connections	11/13/2020 12:17 PM
157	spotty cycling infrastructure	11/13/2020 11:32 AM
158	Lack of consistent, well-planned infrastructure; Lack of training for drivers with regard to sharing the road with others	11/13/2020 10:43 AM
159	The constant threat of being killed by drivers, and the unpleasantness of them yelling at you for being on the road	11/13/2020 10:24 AM
160	epidemic levels of theft and lack of actually secure locking	11/13/2020 8:55 AM
161	lack of connectivity between bike lanes	11/13/2020 8:42 AM
162	Extremely poor bike infrastructure. East/west on Portage is a nightmare.	11/13/2020 8:28 AM
163	Pinch points, where cycling infrastructure suddenly ends	11/12/2020 11:26 PM
164	No dedicated lanes or trails removed from traffic	11/12/2020 9:23 PM
165	Weird cycle lanes, Ever see St Matthews?	11/12/2020 9:02 PM
166	need more networks of paths away from roads	11/12/2020 8:57 PM
167	Bike lanes that end abruptly (i.e. many lanes south of Broadway) and drivers turning into cyclists on green lights when cyclist going straight. Also, non-protected bike lanes and severe lack of training for drivers that these are not a "tiny driving lane"	11/12/2020 8:07 PM
168	Distance from my area is too far.	11/12/2020 7:31 PM
169	Not much dedicated bike path, only share path that is more dangerous than anything else	11/12/2020 6:48 PM
170	Lack of dense, connected network; no safe routes; cars drive too fast (too high design speed)	11/12/2020 4:48 PM
171	major arteries are dangerous as they are not separated from motor vehicle traffic.	11/12/2020 2:55 PM
172	Cycling paths are usually not separate from motorized vehicle roadways and when they are separate, they are available only intermittently.	11/12/2020 2:52 PM
173	Inconsistent and disconnected cycling infrastructure	11/12/2020 2:13 PM
174	No space on road, can't expect cars to share a lane with a bike. Pollution on main roads bad.	11/12/2020 12:57 PM
175	City is significantly lacking in infrastructure and driver support	11/12/2020 12:56 PM
176	No connecting separated bike lanes. Painted lines don't work. Existing bike lanes don't connect through the urban parts of the city.	11/12/2020 12:55 PM
177	Gaps in infrastructure	11/12/2020 12:18 PM
178	There are not enough bike roads	11/12/2020 12:17 PM
179	ppoorly planned routes that don't transition well from on to off road	11/12/2020 12:14 PM
180	Not enough cycling infrastructure- it's not safe	11/12/2020 12:08 PM
181	DANGEROUS - So many unprotected areas.	11/12/2020 11:53 AM
182	It feels dangerous. Not enough infrastructure.	11/12/2020 11:48 AM
183	Difficult because of safety issues with two young children, dangerous to get to the closest bike path	11/12/2020 10:46 AM

Transportation Master Plan: 2050

184	Missing cycling links within network	11/12/2020 10:35 AM
185	Feel unsafe sharing the road with vehicles	11/12/2020 10:28 AM
186	Laws which force cyclists on the road, which can be a death sentence	11/12/2020 10:19 AM
187	Often there us no safe bike parking options and poorly planned infrastructure	11/12/2020 10:17 AM
188	Need better connection of existing cycling paths	11/12/2020 10:14 AM
189	Very poor cycling network	11/12/2020 10:13 AM
190	Safety concerns	11/12/2020 10:13 AM
191	Not enough bike lanes	11/12/2020 10:00 AM
192	progress has been made, but still there is often no place for a cyclist on a busy street	11/12/2020 9:59 AM
193	Disconnected network.	11/12/2020 9:59 AM
194	Lack of safe routes in many areas, adds stress.	11/12/2020 9:51 AM
195	Holes in cycling network	11/12/2020 9:48 AM
196	Driving bicycles on the road beside cars is suicidal	11/12/2020 9:39 AM
197	Lack of cycling corridors in Osborne	11/11/2020 9:04 AM
198	Bike routes NOT connected.	11/10/2020 8:27 PM
199	Gaps in cycling infrastructure	11/10/2020 5:26 PM
200	Senior	11/10/2020 4:18 PM
201	Dedicated bike lanes/routes aren't located on convenient routes	11/10/2020 3:48 PM
202	The roads suck, are in poor condition, and aren't designed for sharing with cyclists and motor vehicles	11/10/2020 3:26 PM
203	I do not feel safe unless in separate bike path	11/10/2020 3:14 PM
204	Don't have a bike	11/10/2020 3:00 PM
205	Bike paths in Transcona not linked to neighbourhoods (ie. Transcona Trail does not connect to Mission Gardens area or Dugald Road trail))	11/10/2020 1:01 PM
206	very few bike lanes	11/10/2020 12:41 PM

Q21 Why do you say it's easy? Please choose your top three reasons, either from the list below or add one of your own in the space provided.

Answered: 242 Skipped: 522



Transportation Master Plan: 2050

ANSWER CHOICES	RESPONSES	
Inexpensive	72.31%	175
Takes less time	29.34%	71
Less traffic jams	24.38%	59
Drivers following the rules	8.68%	21
Cyclists following the rules	8.26%	20
Pedestrians following the rules	0.83%	2
Snow removal	3.72%	9
Good roads (fewer potholes, etc.)	4.13%	10
Better technology (e.g. Waze, GPS and maps)	2.89%	7
New infrastructure, like underpasses and extra lanes	30.17%	73
Fewer large trucks and delivery vehicles	0.41%	1
Bike lanes and paths are well-connected	48.76%	118
Other (please specify)	28.93%	70
Total Respondents: 242		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	I know where to ride because of decades of riding. However, inexperienced riders won't know what i do	12/11/2020 8:25 PM
2	I am healthy	12/10/2020 8:57 PM
3	I stay off any main roads because it is hazardous on bikes.	12/10/2020 7:19 PM
4	TOO MUCH accomodation for cyclists !!!!!	12/10/2020 12:04 PM
5	My route allows me to use sections of bike routes and trails, but they are not connected and I have to use busy roads for some of it.	12/9/2020 6:09 PM
6	Not really many direct routes for bikes, unless using the roads, which are too dangerous	12/9/2020 12:19 PM
7	I don't go outside my neighbourhood	12/9/2020 12:12 PM
8	I can take my time	12/9/2020 9:08 AM
9	Bike lanes and paths are growing in connectivity and availability	12/8/2020 10:22 PM
10	I pick routes with lighter traffic.	12/8/2020 7:17 PM
11	The bike lanes makes driving in a car dangerous and cuts down on driving lanes	12/8/2020 6:41 PM
12	Adrenaline	12/8/2020 6:04 PM
13	stay off roads and bicycle paths	12/8/2020 12:22 PM
14	I said SOMEWHAT easy, the fact that many bike lanes are NOT connected to each other keeps it from begin easy	12/8/2020 10:31 AM
15	Although it is easy cycling and current infrastructure don't work very well as cycling if a mode transportation needs to be insured and winter is with us for 6 months and cycling should be off the roads when snow routes go into effect	12/8/2020 8:11 AM
16	I live near a new bike route	12/6/2020 9:22 AM
17	bike passes cross the street many times on Waverley	12/5/2020 11:32 AM
18	Lots of bike lanes and infrastructure being built for cyclists, not for vehicles	12/3/2020 10:33 PM
19	Dpn't have to pay for parking	11/30/2020 3:34 PM
20	You'd get top marks if it weren't for the discontinous cycling network in town. Cyclists are still an afterthought. Case in point: the "Do not enter" sign on the Garry Street cycle track at Assiniboine Ave.	11/30/2020 10:49 AM
21	Can go where I want to	11/30/2020 9:28 AM
22	Flexible work hours means less vehicle traffic during my commute	11/30/2020 9:24 AM
23	I love what WPG has done to improve cycling, and I just wanna see more of it!!	11/27/2020 12:16 PM
24	many bike lanes are safe and scenic & we've taken the time to learn the routes to most corners of the city	11/26/2020 5:00 PM
25	Bike repair hubs help keep things running!	11/26/2020 2:13 PM
26	Major improvements in bike lanes, more connectors needed	11/26/2020 8:47 AM
27	Bike paths are becoming better connected. Still some significant gaps. There is a good cycling map of the city.	11/25/2020 8:09 PM
28	because I have two bikes (one regular mountain bike and a fat bike for winter).	11/25/2020 6:31 PM
29	bike lanes should be better connected and maintained all seasons	11/25/2020 5:37 PM
30	i can cycle from home to the four corners of the city even in winter but the city needs to connect many routes to each other to make connectivity easier	11/25/2020 4:38 PM
31	lots of bike paths but they are NOT well connected-transcona	11/25/2020 4:19 PM

Transportation Master Plan: 2050

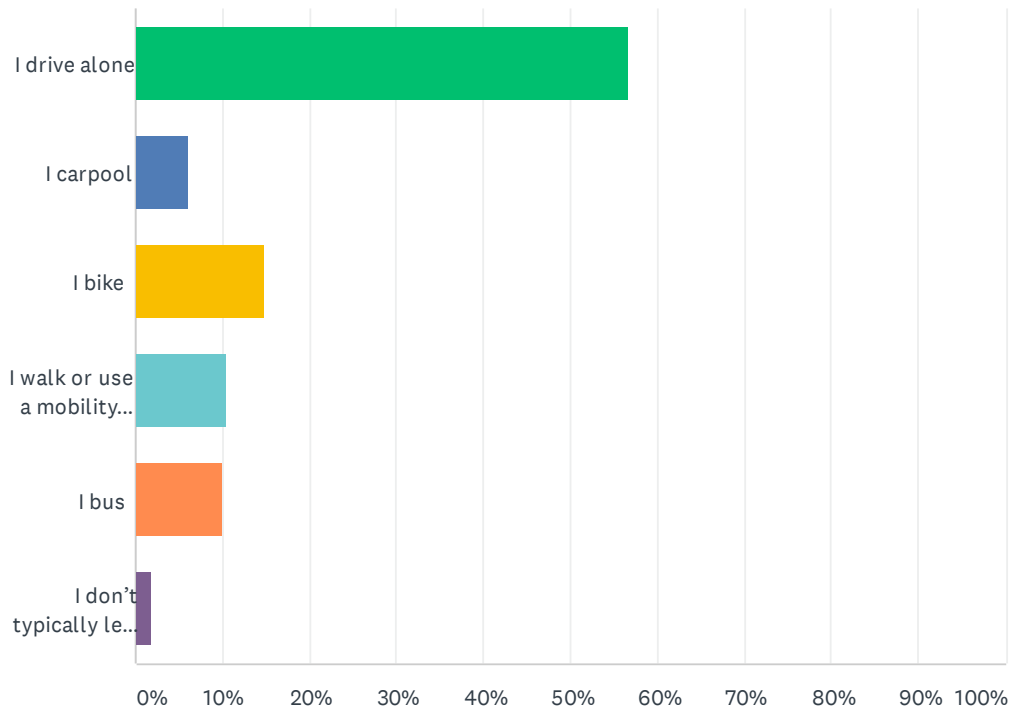
32	We live in the extreme south of the city and it is not practical to use a bike to go down town for instance.	11/25/2020 3:52 PM
33	I know how to bike safely in traffic when I need to or when this is the most expedient way to get to my destination. Growing network of bike lanes is a plus.	11/25/2020 3:41 PM
34	Bike lanes are cleared somewhat quickly after a snowfall	11/25/2020 3:31 PM
35	good trail options in my neighbourhood	11/25/2020 12:26 PM
36	Winnipeg is flat and in general biking here is easy as there are lots of paths and bike lanes	11/25/2020 10:17 AM
37	Exercise & fun	11/24/2020 11:10 AM
38	More than enough bike lanes in a city where cycling is a seasonal pass time for most Winnipeggers	11/22/2020 12:16 PM
39	In shape	11/20/2020 7:53 PM
40	Bike lanes to downtown are starting to be developed but need to be connected. Pinch points take a fun ride and sometimes reroute it for kilometres for a safer option	11/19/2020 10:15 PM
41	I stay off the main roads and use bike paths	11/19/2020 11:50 AM
42	like... it's easy enough for me as a seasoned cyclist but violent drivers are still a huge problem for me and others, so again, strange framing	11/18/2020 9:15 PM
43	It is part of my routine, I feel comfortable on a bike	11/18/2020 8:28 PM
44	There is already sufficient bike lanes and no more need to be added	11/17/2020 5:35 PM
45	I happen to be in very good physical shape so I don't find the distances too difficult.	11/17/2020 1:07 PM
46	Would be easier if major roads such as St Marys had better bike infrastructure	11/17/2020 10:41 AM
47	Although some work has been done on bike paths/lanes (Thank you!!) there is more work to be done to make it safe.	11/16/2020 10:02 PM
48	Because I am confident, experienced, assertive and fast. If I was not any of these traits, I would be terrified to ride my bike in this city. I have seen so many accidents cause by uneducated drivers, poor road conditions (pot holes and ice), and cycling lanes designed by idiots (ahem, Pembina Highway, Maryland street, etc).	11/16/2020 8:01 PM
49	Though the cycling infrastructure has improved in recent years, we still need many dedicated, bicycle-only (no cars or pedestrians) routes to make it truly easy to get around	11/16/2020 5:55 PM
50	1. travelling by bike takes less time. 2. It is great exercise.	11/15/2020 8:40 PM
51	Exercise	11/14/2020 2:08 PM
52	Takes about the same amount of time to bike as it does to drive and park	11/14/2020 9:13 AM
53	Health benefits	11/13/2020 8:54 PM
54	Other	11/13/2020 8:01 PM
55	Bike lanes/paths are still not well connected to EACH other. But getting to the U of M is better and safer now with the transit way / bike path.	11/13/2020 1:14 PM
56	Biking is easy, cheap, quick, and good for you. The main problem is Winnipeg drivers, who are often aggressive, condescending, and don't seem to understand how healthy cities function.	11/13/2020 11:34 AM
57	would bike more with better lanes for transit to work	11/12/2020 9:55 PM
58	Dont need to follow most traffic control devices	11/12/2020 8:16 PM
59	Back roads are easy to travel, there's no reason I'd risk myself in a bike lane ever	11/12/2020 6:46 PM
60	Getting better, but old Winnipeg still needs improvement.	11/12/2020 3:25 PM
61	Good job on the bike lanes. NEED more.BETTER connectivity	11/12/2020 2:58 PM
62	Somewhat easy, rather than easy, because there are still many bike paths that need to be connected together and pothole/street surface issues or infrastructure (new kinds of lights like	11/12/2020 2:25 PM

Transportation Master Plan: 2050

	crossing Portage Ave downtown) which can make it a little complicated at times.	
63	Bike lanes and paths are much improved in recent years	11/12/2020 11:09 AM
64	bike lanes are much better than they used to be, but they aren't well connected. it seems that the priority is cars, not bikes, walking and buses. the bike lanes shouldn't be weaving in and out of side roads. they should be accessible and direct.	11/12/2020 11:06 AM
65	live/work downtown, the dedicated lanes are good	11/12/2020 10:51 AM
66	I am pleased to see better bike lanes and paths, but we need to be consistent in that. Crack down on vehicles parking in bike lanes and make sure there are proper alternative routes with signage when a bike route must be closed for construction work on that street. Also the bike network needs to be better connected.	11/12/2020 10:14 AM
67	We chose to live in an area where there is fairly good bike infrastructure	11/12/2020 10:06 AM
68	healthy	11/12/2020 7:33 AM
69	Bike will be stolen	11/10/2020 6:28 PM
70	The network is mostly decent.	11/10/2020 4:43 PM

Q22 Think about the place you go most often in a typical week. This could be work, school, a doctor's office, a family member's home, etc. How do you usually get there? Please choose the method that you use most often or for most of your trips.

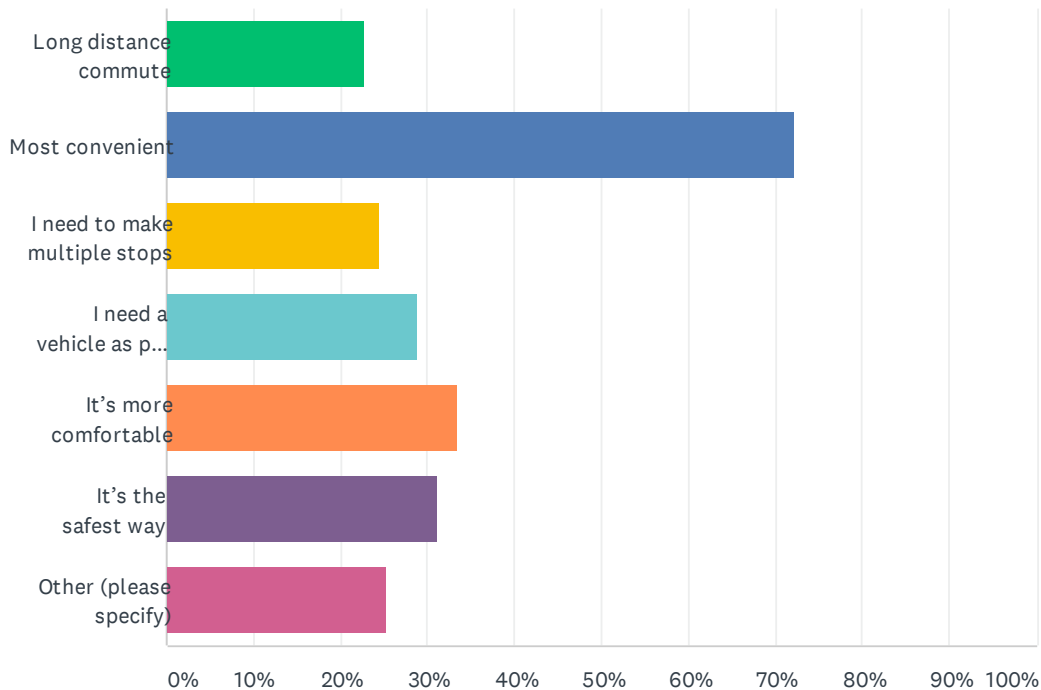
Answered: 740 Skipped: 24



ANSWER CHOICES	RESPONSES	
I drive alone	56.62%	419
I carpool	6.08%	45
I bike	14.86%	110
I walk or use a mobility device	10.41%	77
I bus	10.14%	75
I don't typically leave my house	1.89%	14
TOTAL		740

Q23 And why is it that you typically travel there by driving by yourself? Please check all that apply.

Answered: 418 Skipped: 346



ANSWER CHOICES	RESPONSES	
Long distance commute	22.73%	95
Most convenient	72.25%	302
I need to make multiple stops	24.40%	102
I need a vehicle as part of my work/school	28.95%	121
It's more comfortable	33.49%	140
It's the safest way	31.10%	130
Other (please specify)	25.36%	106
Total Respondents: 418		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	distance; unsafe and inhospitable to go by foot or bike, bus takes too long	12/11/2020 11:28 AM
2	During Covid only one person to go shopping at a time. We have been doing this for near a year now	12/11/2020 10:42 AM
3	I live alone	12/10/2020 11:02 PM
4	I am the only person going there.	12/10/2020 10:13 PM
5	I use company vehicle	12/10/2020 8:58 PM
6	Work on call and live alone	12/10/2020 2:32 PM
7	time often a factor too.	12/10/2020 2:19 PM
8	I live alone so it isn't practical to bring a buddy	12/10/2020 12:50 PM
9	Its way faster than taking a bus walking or biking	12/10/2020 12:04 PM
10	I live 6 minutes from work, I start before everyone else, and am not on co-worker's commutes	12/10/2020 11:30 AM
11	I'm the only one going, and I can stop anywhere I want along the way	12/9/2020 8:59 PM
12	Typically run errands alone or sometimes with my spouse/child	12/9/2020 1:59 PM
13	need to transport elderly	12/9/2020 1:22 PM
14	no convenient bike parking at work	12/9/2020 12:46 PM
15	variable work hours and duties	12/9/2020 12:20 PM
16	I am by myself	12/8/2020 9:09 PM
17	I'd bike but it's not safe with bad roads and no shoulder	12/8/2020 7:54 PM
18	Weather	12/8/2020 7:53 PM
19	I own a car so I use said car	12/8/2020 7:37 PM
20	Live alone	12/8/2020 7:28 PM
21	Covid 19	12/8/2020 7:18 PM
22	Picking up granddaughter at nursery school, need the child seat in my car	12/8/2020 6:51 PM
23	No one going my way	12/8/2020 6:42 PM
24	Required for work.	12/8/2020 6:05 PM
25	enjoy my time alone	12/8/2020 5:32 PM
26	As I am retired, travel with my wife on most trips	12/8/2020 5:24 PM
27	I need the alone time	12/8/2020 4:43 PM
28	Can easily transport items I purchase	12/8/2020 4:31 PM
29	weather dependant + distance. use my bike whenever possible.	12/8/2020 12:27 PM
30	retired	12/8/2020 12:23 PM
31	Retired so if going somewhere to work I go alone but go with spouse for groceries and entertainment.	12/8/2020 11:47 AM
32	In the winter, it's very cold so a car is the most reasonable transportation.	12/8/2020 11:08 AM
33	No one else is going there	12/8/2020 9:40 AM
34	Driving is a way for me to unwind after work	12/7/2020 11:10 PM
35	I have to drop my wife off at work first.	12/7/2020 10:41 PM
36	It's the warmest and driest way	12/6/2020 4:46 PM

Transportation Master Plan: 2050

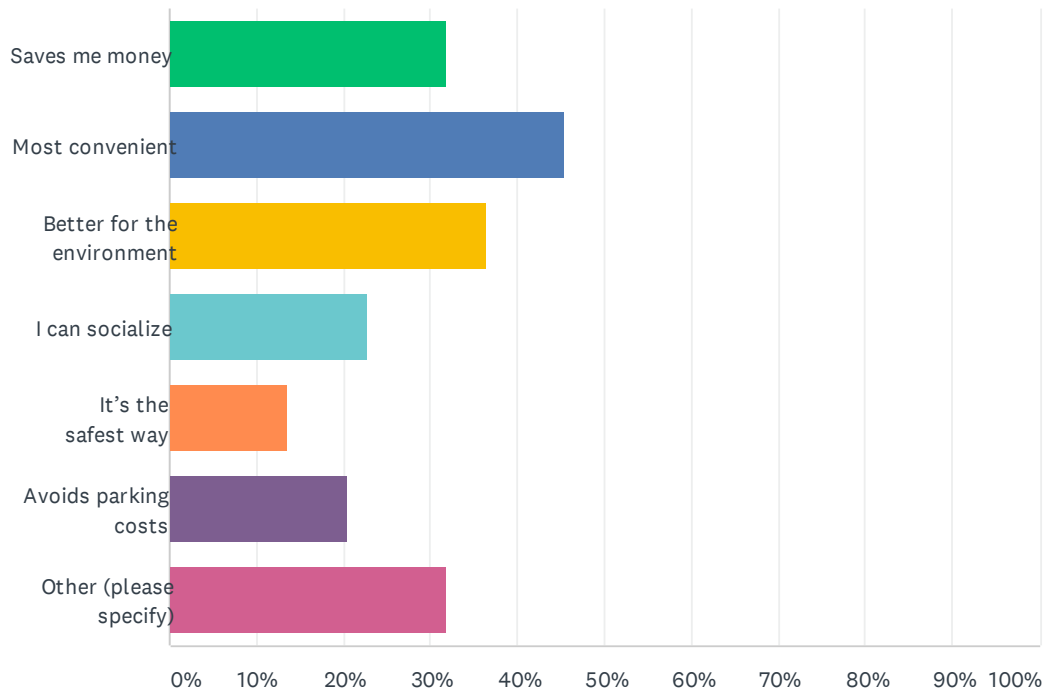
37	Covid	12/5/2020 9:32 AM
38	Bus routes to/from work are inefficient	12/4/2020 4:46 PM
39	Concern over Covid	12/4/2020 7:03 AM
40	transporting child	12/3/2020 11:29 AM
41	very difficult to bike or walk in winterdifficult	11/30/2020 1:20 PM
42	easier to haul groceries	11/30/2020 12:06 PM
43	I have to leave my house at 445am to get there on time by foot	11/28/2020 6:06 PM
44	Going to work	11/27/2020 4:54 PM
45	I need to carry equipment used at work	11/27/2020 5:13 AM
46	I am travelling to do a solo activity	11/26/2020 11:57 AM
47	We basically go for groceries once a week. Otherwise we stay at home.	11/25/2020 3:53 PM
48	i have gear and or martial arts equipment to haul	11/25/2020 3:35 PM
49	Buses do not go there easily.	11/25/2020 11:14 AM
50	I'm an electrician and need my van.	11/23/2020 5:33 PM
51	No a set start and end time of my job, and freedom to do errands on lunch hour or enroute home	11/22/2020 5:35 PM
52	I live alone, so I have no one to drive with anyway.	11/21/2020 6:08 PM
53	I can leave and arrive at exactly the time I need.	11/21/2020 10:38 AM
54	Too hard to carry things.	11/21/2020 9:23 AM
55	nobody else has the same route and things to do	11/20/2020 5:06 PM
56	Mass transit is difficult for me to access	11/20/2020 1:31 PM
57	Sidewalk down Marion between Lagimodiere and Dugald is in extremely poor condition.	11/20/2020 11:28 AM
58	don't want to travel with someone else.	11/19/2020 11:51 AM
59	Alone was only option. I drive with my family	11/19/2020 11:12 AM
60	faster	11/18/2020 6:41 PM
61	No reasonable bus alternative; takes too long/isn't possible at all times of day	11/18/2020 3:25 PM
62	There is no bus service to where i work and it would take an hour on the bus instead of 10 minutes in my car	11/17/2020 8:20 PM
63	I don't have anyone to share drive to work and recreation facility with.	11/17/2020 1:08 PM
64	It is stressful to coordinate carpools at times that work for me, and I prefer to be alone rather than have to chat with people en route.	11/17/2020 11:20 AM
65	Covid-19 (normally I would bus)	11/17/2020 10:42 AM
66	Bus unreliable due to drivers not lowering ramps. TransitPlus limited in service times and often unhygienic.	11/17/2020 9:39 AM
67	My own agenda/ schedule	11/17/2020 12:25 AM
68	carrying groceries or hardware	11/16/2020 9:44 PM
69	Buses aren't reliable for shift workers	11/16/2020 8:12 PM
70	It does not make sense to car pool when I am going five minutes away.	11/16/2020 7:20 PM
71	Due to COVID, we try to make our errands alone, and as many as possible in a single trip.	11/16/2020 5:52 PM
72	I live alone.	11/16/2020 5:38 PM

Transportation Master Plan: 2050

73	I wouldn't have the physicality to walk or bike to work	11/16/2020 1:18 PM
74	Lack of connected safe cycling routes.	11/16/2020 12:04 PM
75	Work outside of city	11/16/2020 11:33 AM
76	It is not bus or bike accessible	11/15/2020 5:55 PM
77	Health issues that make bussing difficult, in addition to poor bus service.	11/15/2020 5:24 PM
78	Don't have anyone to carpool with	11/14/2020 5:45 PM
79	I work at client sites and don't follow a schedule	11/14/2020 2:52 PM
80	Shift work Start times vary.	11/14/2020 1:12 PM
81	No place to shower and change my clothes once I arrive at work if I bike.	11/13/2020 3:48 PM
82	Please also note this is answered during COVID	11/13/2020 1:15 PM
83	No bus access	11/13/2020 12:17 PM
84	No one else needs to go there. The rest of the house is at work/school already	11/12/2020 9:24 PM
85	need more networks of paths away from roads	11/12/2020 8:57 PM
86	Work schedule constantly changing	11/12/2020 8:12 PM
87	Transit from my area would take 3x longer (not exaggerating)	11/12/2020 7:34 PM
88	I don't like driving with others.	11/12/2020 6:04 PM
89	Not enough protected bike lanes	11/12/2020 12:56 PM
90	Transit is inconvenient and unreliable	11/12/2020 12:19 PM
91	bus takes over an hour, driving cuts it to 40 min	11/12/2020 12:15 PM
92	I used to take the bus every day to work before COVID. Now that COVID has happened, I work from home 60% of the time, and am able to use a coworker's parking spot the other 40%. It is much cheaper, more convenient, and more fun to drive to work- in addition, I just won't take the bus now due to fear of COVID exposure.	11/12/2020 10:40 AM
93	need to transport items (groceries)	11/12/2020 10:36 AM
94	To have time by myself	11/12/2020 10:29 AM
95	It is close to home and I don't work with anyone close by	11/12/2020 10:08 AM
96	Nobody I know works my schedule	11/12/2020 10:01 AM
97	I am picking up someone who does not ride bike.	11/12/2020 10:00 AM
98	Bus takes 3-4x longer, bike route is not safe enough in the winter	11/12/2020 9:54 AM
99	I work long hours. Carpooling would not work for others driving with me. Not to mention COVID	11/12/2020 9:44 AM
100	only one	11/12/2020 7:34 AM
101	Have no one to carpool with, small company	11/11/2020 9:32 AM
102	With COVID carpooling is not practical.	11/11/2020 9:05 AM
103	I love to drive	11/10/2020 10:25 PM
104	No efficient, safe route by bike	11/10/2020 7:14 PM
105	Transit routes do not currently meet my needs in a timely manner.	11/10/2020 4:43 PM
106	Solo shopping due to covid	11/10/2020 3:01 PM

Q24 And why is it that you typically travel there by carpooling? Please check all that apply.

Answered: 44 Skipped: 720



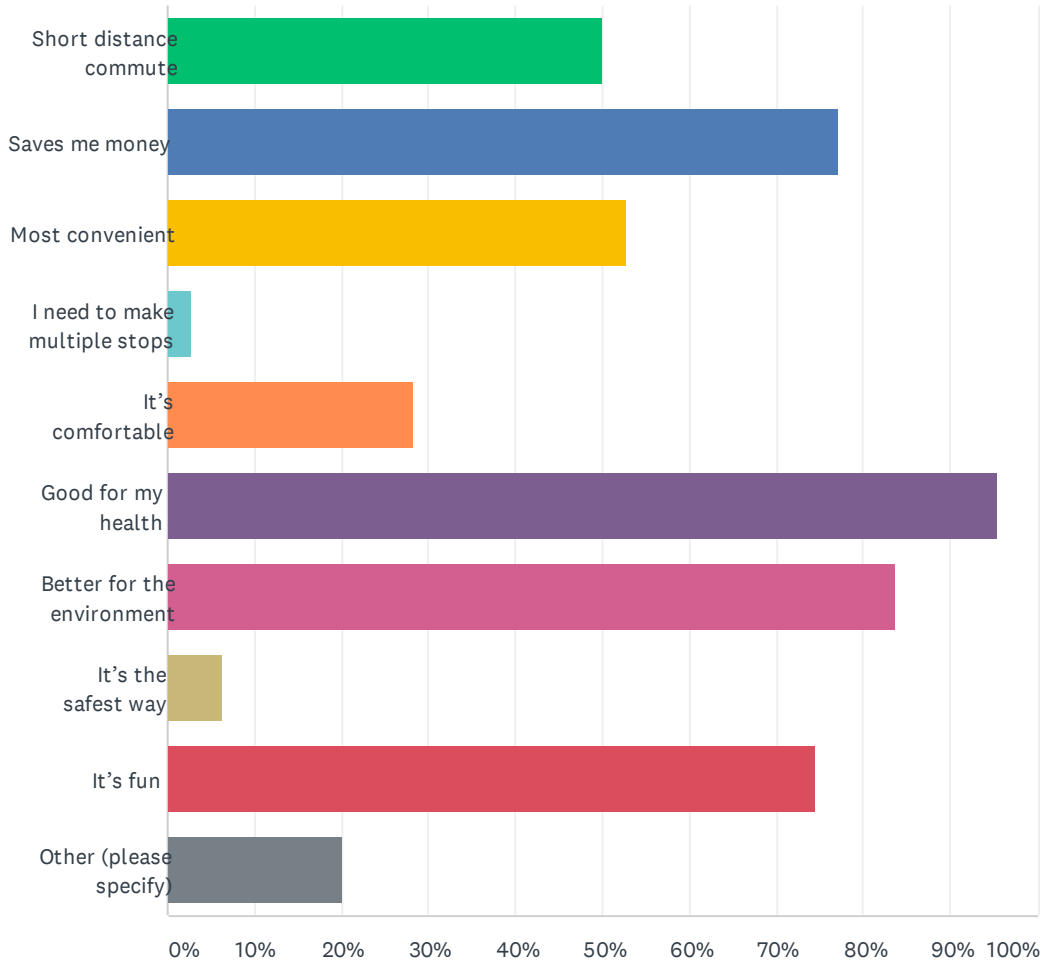
ANSWER CHOICES	RESPONSES	
Saves me money	31.82%	14
Most convenient	45.45%	20
Better for the environment	36.36%	16
I can socialize	22.73%	10
It's the safest way	13.64%	6
Avoids parking costs	20.45%	9
Other (please specify)	31.82%	14
Total Respondents: 44		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	I work 1.5 hours away	12/11/2020 7:06 PM
2	Because my husband and I work at the same location.	12/10/2020 12:48 PM
3	I don't like driving, so my husband usually drives	12/10/2020 11:20 AM
4	i'm taking kids to/from school and then onwards to work	12/8/2020 10:23 PM
5	My job requires me to carpool	11/29/2020 4:18 PM
6	I go most places with my husband who drives	11/28/2020 10:10 AM
7	Kids come with me - and a bus round trip is getting close to \$20	11/26/2020 2:14 PM
8	I have a license	11/25/2020 12:00 AM
9	I am typically driving to take my girlfriend to appointments or for us to run errands that require both of us	11/17/2020 5:36 PM
10	I drive my partner to work as well as myself.	11/16/2020 9:37 PM
11	wife and I work at same location; so drive together	11/12/2020 9:56 PM
12	have daycare drop off to include as well	11/12/2020 12:13 PM
13	I don't have a licence.	11/12/2020 11:48 AM
14	I am disabled and unable to travel alone	11/12/2020 10:20 AM

Q25 And why is it that you typically travel there by bike? Please check all that apply.

Answered: 110 Skipped: 654



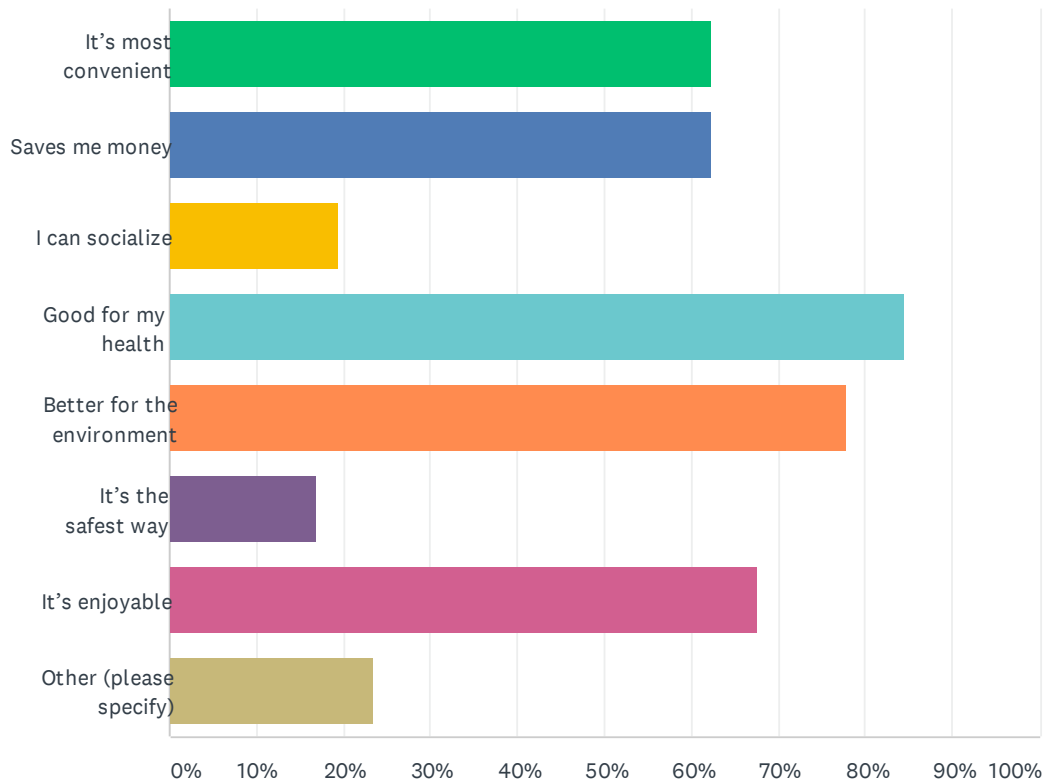
ANSWER CHOICES	RESPONSES	
Short distance commute	50.00%	55
Saves me money	77.27%	85
Most convenient	52.73%	58
I need to make multiple stops	2.73%	3
It's comfortable	28.18%	31
Good for my health	95.45%	105
Better for the environment	83.64%	92
It's the safest way	6.36%	7
It's fun	74.55%	82
Other (please specify)	20.00%	22
Total Respondents: 110		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	If I drive, I almost always arrive at work upset because of people trying to cause accidents.	12/10/2020 12:01 PM
2	Note: in Winter I drive, because it's safer and warmer than biking	12/8/2020 2:30 PM
3	I am blessed to have protected bike lanes nearly all the way there	12/6/2020 3:19 PM
4	Biking, for me, is a matter of safety. As much as possible, I avoid going in a car because I believe they travel too fast to be safe. I prefer to bike because I can safely avoid riding on major roadways and, by extent, avoid riding next to cars.	12/3/2020 5:39 PM
5	I don't have a drivers licence so riding a bike is a form of transportation that allows me to go where I want when I want	12/3/2020 9:45 AM
6	We need to make cycling safer and more fun but I do it anyway because of the reasons specified.	12/2/2020 8:16 AM
7	Depends on season and presence of snow/ice.	11/30/2020 1:06 PM
8	Least stressful	11/28/2020 3:03 PM
9	Bike in summer, bus or carpool in winter	11/28/2020 12:07 PM
10	I have safe, seperated bike lanes most of the way to and from work	11/27/2020 9:40 PM
11	it is some exercise that my wife is happy to get and there aren't many active activities she likes	11/26/2020 5:02 PM
12	Faster, don't need to worry about parking	11/26/2020 9:34 AM
13	multiuse path that is seperated from the road for most of the trip	11/25/2020 7:55 PM
14	It's the future!	11/25/2020 5:27 PM
15	The Bishop Grandin Greenway allows me to go from home to work.	11/25/2020 3:36 PM
16	To be honest, it's 50/50 between driving alone and biking. Biking is fall, spring summer, with no immediate after-work errand.	11/22/2020 1:25 PM
17	I don't drive, cant depend on the bus service, too far to walk	11/19/2020 12:46 PM
18	Winnipeg is flat so riding takes little effort.	11/17/2020 5:24 AM
19	I typically rid my bike in the summer, fall and spring. In the winter I walk but would like to take the bus at times. There is definitely a seasonal component to how people choose to get around.	11/16/2020 10:05 PM
20	I bike from April/May through November every year. I would bike the other four months too, but the maintenance of bike paths, sparrows/bike spaces on roads is so poor that traction makes cycling less safe over the winter which forces me onto busses or into a car.	11/14/2020 5:04 PM
21	I can bring my bike into the building	11/13/2020 8:56 AM
22	I would bus, but overcrowding during coronavirus has made this dangerous	11/12/2020 10:14 AM

Q26 And why is it that you typically travel there by walking or mobility device? Please check all that apply.

Answered: 77 Skipped: 687



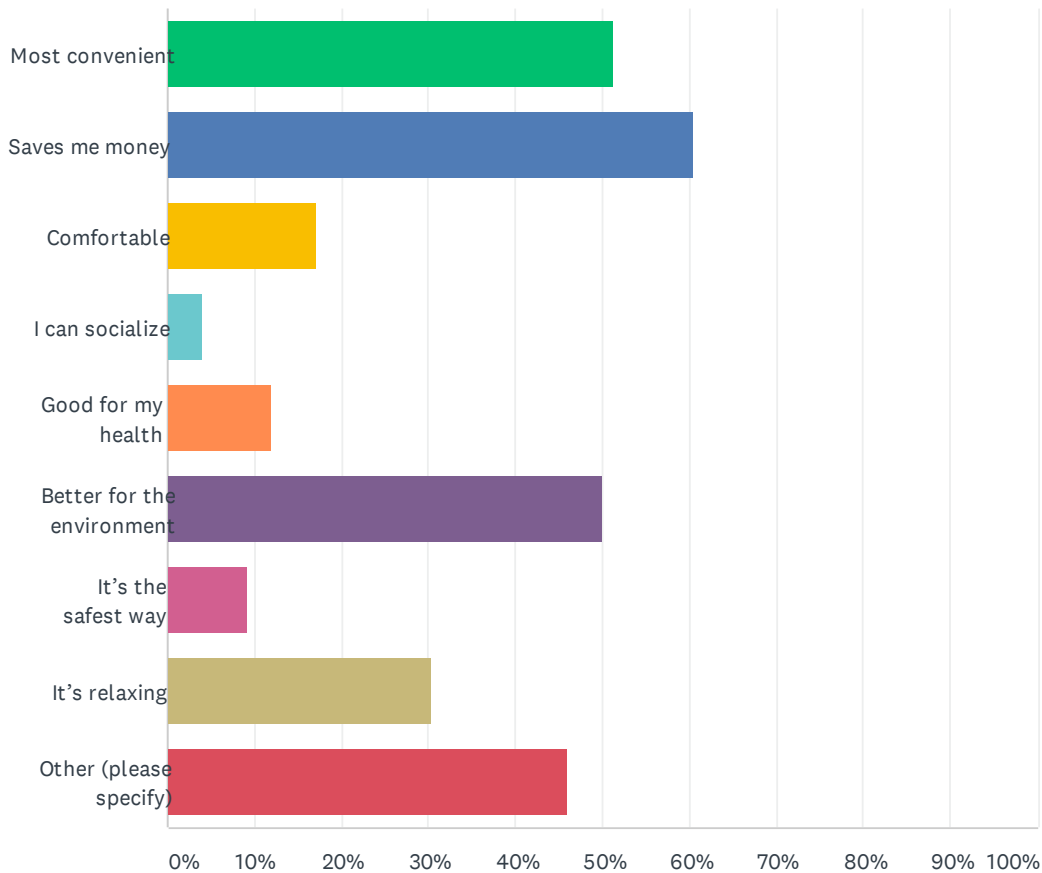
ANSWER CHOICES	RESPONSES	
It's most convenient	62.34%	48
Saves me money	62.34%	48
I can socialize	19.48%	15
Good for my health	84.42%	65
Better for the environment	77.92%	60
It's the safest way	16.88%	13
It's enjoyable	67.53%	52
Other (please specify)	23.38%	18
Total Respondents: 77		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	VERY short distance to my workplace	12/9/2020 8:42 PM
2	I live close to my workplace	12/8/2020 7:44 PM
3	I dont feel safe riding a bike in the winter. Our roads are too icy and drivers dont know how to share the road with cyclists after the first snow.	12/8/2020 12:41 PM
4	I'm disabled and have no other way to get around without potentially impairing my health further	12/4/2020 11:55 AM
5	It's nearby	12/1/2020 6:20 PM
6	I enjoy the time alone	11/27/2020 7:32 AM
7	More "eyes on the street" create safer neighbourhoods	11/25/2020 4:06 PM
8	I would take the bus the most, but I am trying to save money and also avoid the bus due to covid	11/23/2020 12:38 PM
9	It is a less than 15 minute walk	11/22/2020 11:53 AM
10	It is like a block away	11/20/2020 7:54 PM
11	I'm close to work.	11/17/2020 7:57 PM
12	Bussing has been reduced due to covid and walking is as easy as trying to find parking near schools.	11/15/2020 8:11 PM
13	While working from home, I'd spend more time looking for parking than walking there	11/14/2020 2:31 PM
14	Places I go to are close to home	11/14/2020 11:44 AM
15	Makes me feel independent	11/13/2020 9:05 AM
16	Exercise; time to talk with my kids;	11/12/2020 4:48 PM
17	Within walking distance (less than a mile)	11/12/2020 10:00 AM
18	Gives me time to look at trees/flowers etc	11/11/2020 12:44 PM

Q27 And why is it that you typically travel there by bus? Please check all that apply.

Answered: 76 Skipped: 688



ANSWER CHOICES	RESPONSES	
Most convenient	51.32%	39
Saves me money	60.53%	46
Comfortable	17.11%	13
I can socialize	3.95%	3
Good for my health	11.84%	9
Better for the environment	50.00%	38
It's the safest way	9.21%	7
It's relaxing	30.26%	23
Other (please specify)	46.05%	35
Total Respondents: 76		

Transportation Master Plan: 2050

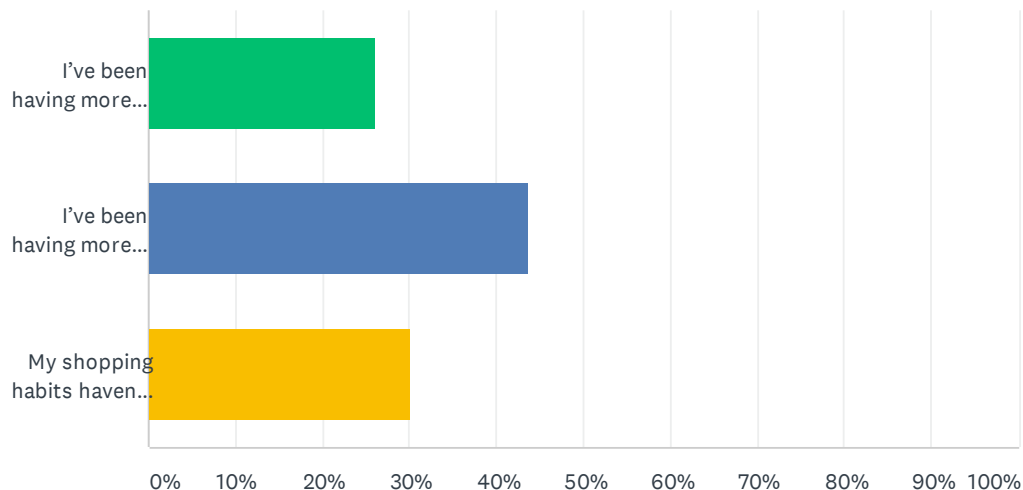
#	OTHER (PLEASE SPECIFY)	DATE
1	Winter and cold weather... if I could I would bike all year, I would. I would like to try, though.	12/11/2020 8:00 PM
2	least stressful option	12/11/2020 11:25 AM
3	I do not own a car	12/10/2020 9:27 PM
4	To expensive to park downtown	12/10/2020 5:13 PM
5	Saves a bit of money, but only because parking is so expensive downtown	12/10/2020 12:24 PM
6	I can read	12/10/2020 11:18 AM
7	Supporting a transportation option that considers the future equity in our city	12/8/2020 6:55 PM
8	Don't drive nor want to drive	12/8/2020 5:40 PM
9	Can't afford a second car!!!	12/8/2020 2:41 PM
10	Have no other choice if it isn't within walking distance	12/8/2020 8:47 AM
11	Parking costs	12/8/2020 8:29 AM
12	Please note I bus half the year and bike for other half the year (both for the reasons mentioned above).	11/26/2020 5:38 PM
13	I have the option to drive (I have a car in the garage and free parking at work) but I choose to bus for environmental reasons and because supporting Winnipeg Transit brings helps shape city building initiatives.	11/25/2020 4:06 PM
14	Note: I take the bus in the cold months (Nov-Apr) and typically bike from May-Oct for health, environmental and cost savings.	11/24/2020 5:08 PM
15	It is certainly not the most conveniently relaxing because I have a 12 minute walk (each direction) everyday to get to the bus stop (which is nasty when it's -40C)	11/23/2020 7:07 PM
16	Allows me to check email/read books while commuting	11/21/2020 7:29 PM
17	I believe we should as a society try to drive less when possible	11/20/2020 1:39 PM
18	Can't afford a second car!!!	11/18/2020 9:41 AM
19	It's faster than cycling or walking.	11/17/2020 8:19 AM
20	I dont own a car	11/16/2020 6:34 PM
21	can't afford vehicle	11/16/2020 5:59 PM
22	I do not own a car/bike	11/15/2020 5:26 PM
23	I don't own a car	11/15/2020 11:56 AM
24	Sold my car, so the bus is my main choice.	11/13/2020 2:26 PM
25	Don't really need a car, so this is the best option	11/13/2020 8:29 AM
26	i don't drive	11/13/2020 7:16 AM
27	Weather dependent (I also bike to work in the summer, but bus in the fall/winter, or on rainy days)	11/12/2020 11:30 PM
28	Safer in the winter	11/12/2020 5:56 PM
29	one car household, daycare requirements use up car. Parking downtown is too expensive.	11/12/2020 12:58 PM
30	I don't own a vehicle	11/12/2020 11:08 AM
31	This question is impossible to answer in reality. I used busing, walking, and biking almost equally. These questions are not taking into account the fluctuation between winter and summer. In summer I would bike and walk to get to work. In winter, I would walk and bus. It would be good for future surveys to take into account that peoples modes of transportation change by the season.	11/12/2020 10:17 AM

Transportation Master Plan: 2050

32	I cannot get a parking pass at work	11/12/2020 10:11 AM
33	I don't drive	11/12/2020 9:31 AM
34	I don't have a car	11/12/2020 4:29 AM
35	Workable in winter; biking viable when weather allows	11/10/2020 5:26 PM

Q28 Instead of shopping in person, some people have found themselves ordering more things like groceries, clothes, or housewares online or over the phone and having them delivered to their home or work. Please think about your experiences with all shopping and deliveries like the above. Which of the below statements best describes your situation? Compared to before the pandemic...

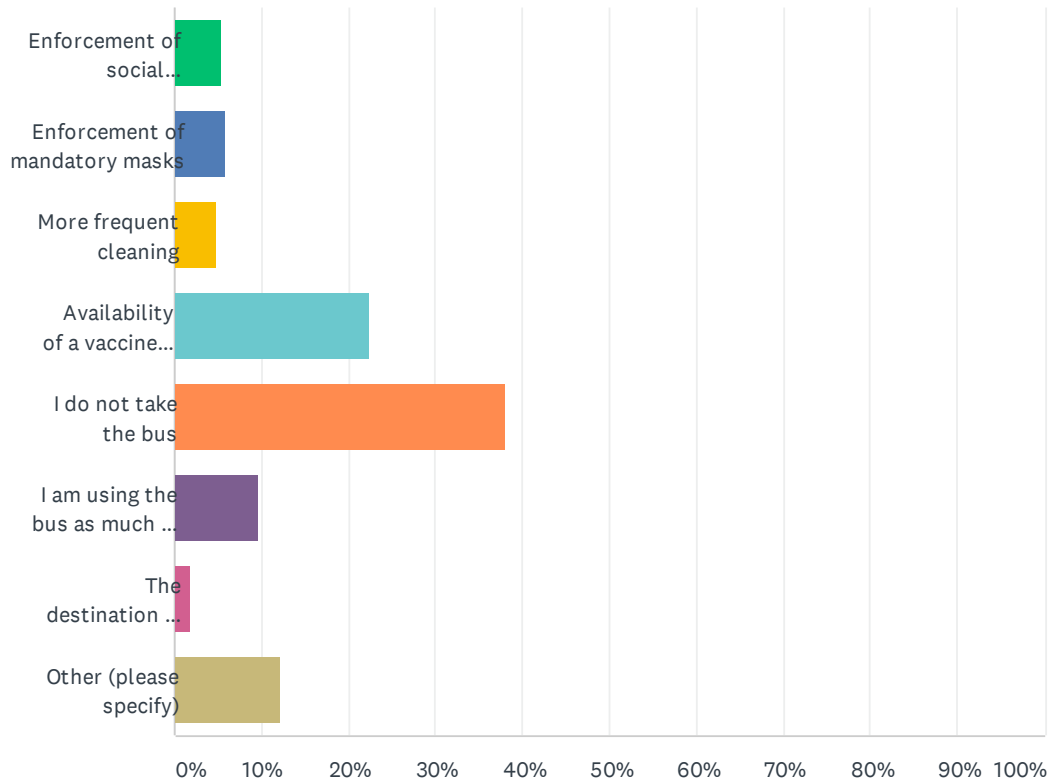
Answered: 718 Skipped: 46



ANSWER CHOICES	RESPONSES	
I've been having more things delivered to home or work - and I plan to continue shopping this way	26.18%	188
I've been having more things delivered to home or work, but will go back to in-person shopping as soon as it's safe to do so	43.73%	314
My shopping habits haven't changed at all	30.08%	216
TOTAL		718

Q29 If you are using the bus less often now than before the pandemic, what is the most important thing that would need to be in place for you to use the bus as much as you did before the pandemic?

Answered: 672 Skipped: 92



ANSWER CHOICES	RESPONSES	
Enforcement of social distancing	5.36%	36
Enforcement of mandatory masks	5.95%	40
More frequent cleaning	4.76%	32
Availability of a vaccine for the virus	22.47%	151
I do not take the bus	38.10%	256
I am using the bus as much as I did before the pandemic	9.52%	64
The destination I usually reach by bus is now available online	1.79%	12
Other (please specify)	12.05%	81
TOTAL		672

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	More buses and safety protocols	12/11/2020 9:50 PM
2	My employer has permanently assigned me to work from home	12/11/2020 8:28 PM
3	more express buses	12/11/2020 4:47 PM
4	Need enforcement of mask wearing and social distancing.	12/10/2020 11:04 PM
5	Masks, social distancing, and reduced case numbers.	12/10/2020 10:14 PM
6	I am afraid to be confined with anyone unknown or unpredictable in these times	12/10/2020 7:24 PM
7	N/A	12/10/2020 2:33 PM
8	More buses on major routes	12/10/2020 1:22 PM
9	All of these are important! People do not wear masks. They sit on the bench with me. I don't know if I'm sitting in a seat just occupied by someone else (who wasn't wearing their mask). Also, you switched to the rapid transit corridor taking away my direct bus route to everywhere I used to go. Now I have to transfer one or more times and the transfer times can be upwards of 30 minutes so it is faster to just walk.	12/10/2020 12:04 PM
10	The pandemic to end. Our household avoids anything public as much as possible.	12/10/2020 11:34 AM
11	once vulnerable are vaccinated	12/9/2020 1:24 PM
12	More buses more frequently to minimize numbers of people on them and reduce need for planning ahead	12/8/2020 8:08 PM
13	Mask enforcement and faster intoxicated rider removal.	12/8/2020 7:31 PM
14	I stopped taking the bus 4 years ago due to unsafe because of the clientele	12/8/2020 6:57 PM
15	Never take the bus	12/8/2020 5:29 PM
16	i rarely take bus and would not during pandemic. after pandemic, i want vaccine before going on bus	12/8/2020 3:33 PM
17	Social distancing/wearing masks go hand in hand. More frequent cleaning or hand sanitizer when you exit is equally as important.	12/8/2020 1:01 PM
18	Once my family has taken the vaccine	12/8/2020 12:42 PM
19	price of fare	12/8/2020 12:28 PM
20	I put up with the bus when I used to work as it was the cheapest way to work downtown. However, the bus was not very dependable for being on time and often was way overcrowded, and half the time the drivers were anti-social.	12/8/2020 11:51 AM
21	Bus I used to take has been cancelled	12/8/2020 8:49 AM
22	Work from home	12/8/2020 8:30 AM
23	I haven't taken the bus since the pandemic and have chosen to walk	12/8/2020 8:08 AM
24	COVID needs to be under control (and i would have to return to the office/Jets and bomber games to go to)	12/6/2020 3:53 PM
25	safety from dangerous people & better routes to HSC & UofM from LindneWoods Waverley street	12/5/2020 11:34 AM
26	Vaccine — not safe to be on bus for more than 15 minutes with air sharing	12/3/2020 11:29 AM
27	Not enough service to allow physical distancing- if you enforce it but don't allow overflow onto another bus you are leaving people without transportation or they have to wait out in the cold for the next bus for a very long time	12/3/2020 9:47 AM
28	More buses, so less people on each bus.	12/2/2020 8:33 PM
29	I'll start using the bud again when I have places to go by bus	12/2/2020 8:17 AM
30	unsure how clean the bus is, what is their cleaning schedule	11/30/2020 12:06 PM

Transportation Master Plan: 2050

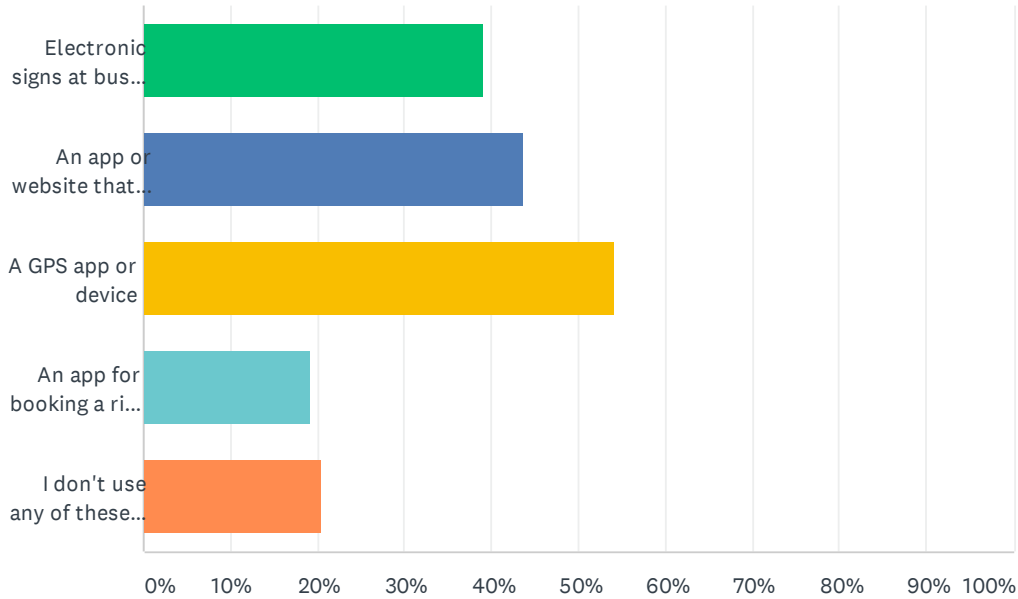
31	The pandemic has allowed me access to free parking on days when I used to take the bus as opposed to riding my bike (like the freezing rain last week.)	11/30/2020 10:51 AM
32	service is not regular	11/30/2020 9:30 AM
33	I hate masks	11/30/2020 7:20 AM
34	Medical reason or not, people must mask up on public transit, or arrange other transport.	11/29/2020 5:12 PM
35	Efficient transit does not exist in Winnipeg. Frankly, it's pathetic. Too expensive (3\$ a ride), too unreliable, poorly designed routes	11/29/2020 4:20 PM
36	more busses so there is less crowding	11/26/2020 12:03 PM
37	Safety and EVERYONE PAYS FARES!	11/25/2020 4:47 PM
38	Improvements to air circulation	11/25/2020 4:07 PM
39	There is no one thing so this question is not of much use due to the way it is worded!!	11/25/2020 4:07 PM
40	lifting of public health orders and having vaccines available	11/25/2020 3:37 PM
41	Masks AND social distancing	11/25/2020 11:16 AM
42	Better connection times	11/24/2020 7:42 AM
43	Vaccine the frequent cleaning, mandatory masks, social distancing, physical safety, buses on time even when it snows...would be nice	11/23/2020 8:06 PM
44	I would not take a bus in this city.	11/22/2020 12:20 PM
45	All of the above? Unless everyone on the bus had had a vaccine, there should be social distancing + mandatory masks + (most importantly) more frequent cleaning	11/21/2020 7:32 PM
46	Have a G.P.S. system that works	11/20/2020 7:55 PM
47	service needs to work, if I can't get to where I need to be on time, then it's useless	11/20/2020 5:07 PM
48	More busses, better service	11/19/2020 7:48 PM
49	student transport fee reduction	11/19/2020 12:47 PM
50	Routes need to make sense	11/19/2020 11:12 AM
51	more frequent service to reduce passenger volume	11/18/2020 9:16 PM
52	Top four (distancing, masks, cleaning, ideally a vaccine)	11/18/2020 1:42 PM
53	More fresh air ventilation on buses year-round	11/17/2020 1:09 PM
54	Masks, low infectivity rate, vaccine, adequate contact tracing, adequate testing.	11/17/2020 9:41 AM
55	Mandatory masks AND social distancing. Why force a choice between the two for this question?	11/17/2020 3:25 AM
56	presently not using bus out of town temporarily	11/17/2020 12:26 AM
57	Although I currently do not take the bus it was not the pandemic but the service issues. I used to take the bus when I lived on a route that was convenient.	11/16/2020 10:08 PM
58	I don't take the bus frequently.	11/16/2020 9:38 PM
59	More buses so the buses are less packed	11/16/2020 12:00 PM
60	I've never used the bus. Inconvenient	11/15/2020 5:35 PM
61	Enforcement of social distancing AND masks	11/14/2020 5:07 PM
62	I would gladly take the bus if routes were more accessible	11/14/2020 3:53 PM
63	The destination I usually reach by bus is now closed (U of M library)	11/14/2020 2:32 PM
64	destinations are closed	11/14/2020 11:57 AM

Transportation Master Plan: 2050

65	Enforce Social distancing and mask	11/13/2020 8:57 PM
66	I will continue using the bus as my preferred choice for longer trips after the pandemic. Currently limiting bus travel to limit potential exposure - ie: I'm choosing to drive more now due to the pandemic than I normally would.	11/13/2020 11:38 AM
67	Availability of disability seating	11/13/2020 9:07 AM
68	I am concerned about crowding, especially after work	11/13/2020 8:59 AM
69	rarely ever use the bus	11/12/2020 9:57 PM
70	Switch back to working in an office (unlikely)	11/12/2020 9:29 PM
71	The busses being less full.	11/12/2020 2:46 PM
72	Filthy filthy filthy. Plus crazy people, can't expect bus driver to police them.	11/12/2020 12:59 PM
73	Making it possible to distance with more frequent bus service	11/12/2020 12:29 PM
74	routes that make more sense-look to bigger cities that have feeder routes to main lines like vancouver with buses feeding train stops	11/12/2020 12:16 PM
75	A combination of enforced masks, distancing and cleaning. I used the bus exclusively before and now not at all because it feels extremely unsafe.	11/12/2020 11:50 AM
76	Not applicable. I haven't used the bus very much for more than 30 years.	11/12/2020 11:45 AM
77	i'd have to be employed....	11/12/2020 10:53 AM
78	I have not taken the bus since March, I now work from home. I won't go places that require the bus because I don't want to catch covid, vaccines, distancing, masks and cleaning is needed for me to consider it	11/12/2020 10:28 AM
79	Enough buses allotted to the route to allow for social distancing.	11/12/2020 10:18 AM
80	Several of the above: I was reduced to taking transit for a week following a snowstorm, and felt like I was taking chances with my life. The buses were crowded and filthy, and mask-adoption was patchy--including among drivers! It was a disgrace.	11/12/2020 10:16 AM
81	More warming shelters all around the city	11/11/2020 12:45 PM

Q30 Do you use any of the following technologies to help you travel around Winnipeg? Please select all that apply.

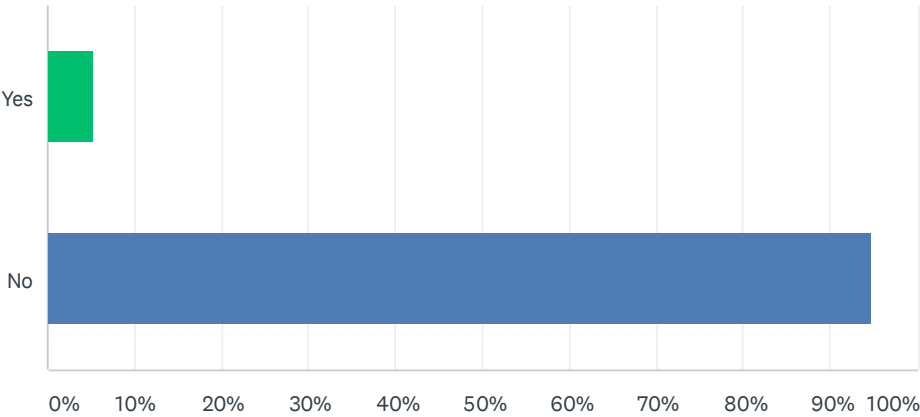
Answered: 715 Skipped: 49



ANSWER CHOICES	RESPONSES	
Electronic signs at bus stops and stations	39.16%	280
An app or website that tells me bus routes and times	43.64%	312
A GPS app or device	54.27%	388
An app for booking a ride (e.g. – Taxicab, Uber/Tapp)	19.16%	137
I don't use any of these technologies	20.42%	146
Total Respondents: 715		

Q31 Do you own an electric vehicle (including battery electric vehicles, plug-in hybrid electric vehicles or and hybrid electric vehicles)?

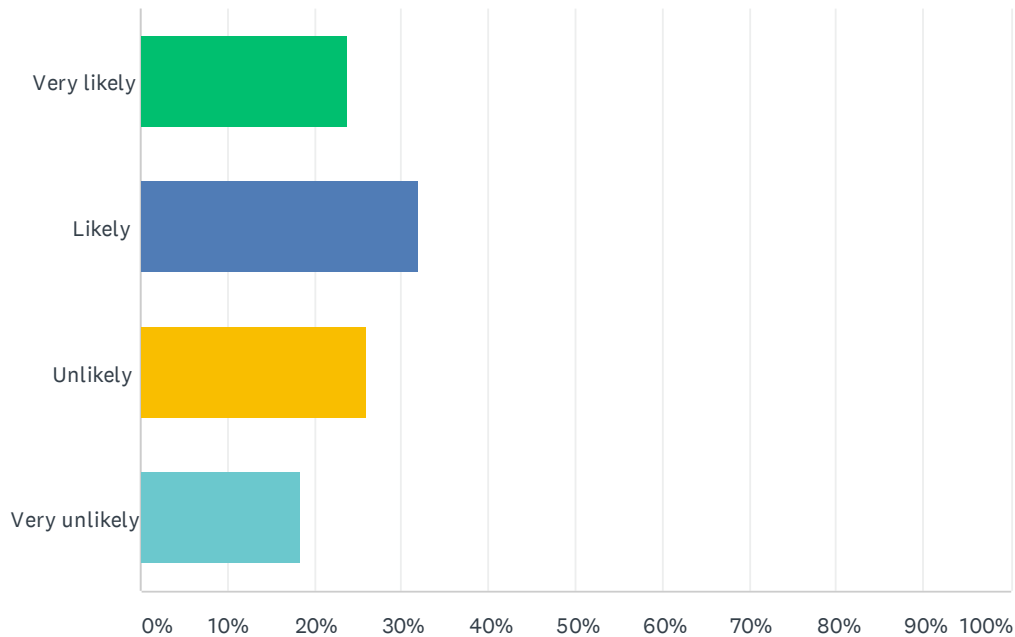
Answered: 716 Skipped: 48



ANSWER CHOICES	RESPONSES	
Yes	5.31%	38
No	94.69%	678
TOTAL		716

Q32 How likely or unlikely are you to choose an electric vehicle when you're ready to buy or lease a new car?

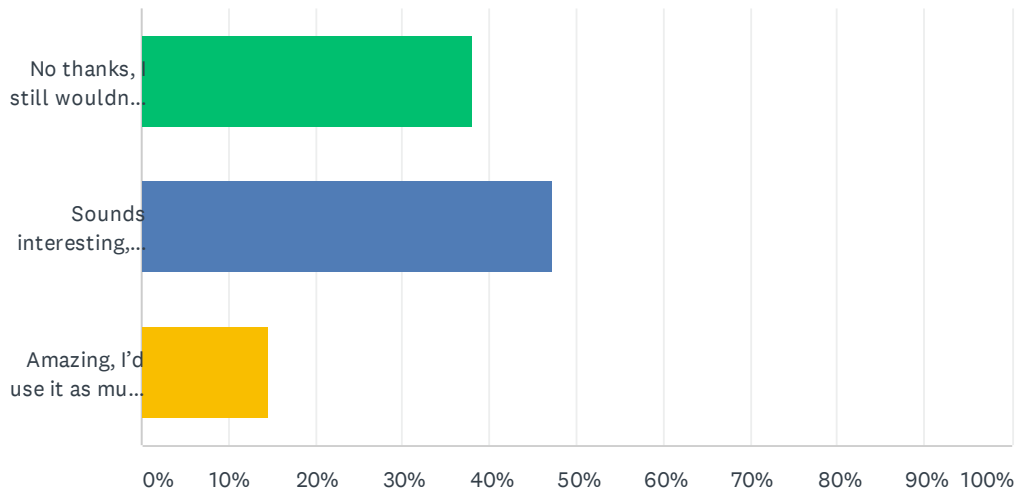
Answered: 715 Skipped: 49



ANSWER CHOICES	RESPONSES	
Very likely	23.78%	170
Likely	32.03%	229
Unlikely	25.87%	185
Very unlikely	18.32%	131
TOTAL		715

Q33 Fast forward and imagine that driverless vehicles have passed all the safety tests and are approved for Winnipeg roads. Which of the following best describes your feelings about commuting in an automated or driverless vehicle?

Answered: 713 Skipped: 51



ANSWER CHOICES	RESPONSES	
No thanks, I still wouldn't trust it	38.15%	272
Sounds interesting, I'm open to it	47.27%	337
Amazing, I'd use it as much as I could	14.59%	104
TOTAL		713

Q34 Do you have anything else you would like to add?

Answered: 442 Skipped: 322

Transportation Master Plan: 2050

#	RESPONSES	DATE
1	I value bike infrastructure. It is good to address food deserts. We need to reduce the number of cars on road. Active transport and public transit rocks Public transit is an essential service for addressing poverty and environmental issues. Some of the carbon tax could be used to provide regular transit.	12/12/2020 8:30 PM
2	More bicycle infrastructure, less catering to automobiles.	12/11/2020 9:52 PM
3	You need more does not apply answer options in these questions	12/11/2020 8:30 PM
4	In 2050, I hope people will use public transportation and active transportation a lot more. We need society to go in that direction. If I would buy a car it would be electric but I don't plan to ever buy a car if I can live without it. Of course, a job might force me to buy a car, but I hope I won't be in that situation. This survey is not visionary enough for me. We need to consider more climate change in this 2050 transportation master plan.	12/11/2020 8:08 PM
5	Our city officials are paid too much, MPI is a scam that should be completely disbanded including their "donations" of OUR surplus into the WPD overtime fund. City officials and MP's should be living on what they deem is a fair minimum wage (45k a year?)	12/11/2020 7:10 PM
6	People ride the bus because it is either cheaper and/or easier, but it takes far longer than driving. Speed them up, by having fewer stops and you will increase their usage.	12/11/2020 4:53 PM
7	This is more specific to parking; however, residential areas near secondary plans or commercial districts tend to have parking concerns. I believe the city should look a permit parking in certain areas, where parking is limited to residents of that area. More info can be found here: https://vancouver.ca/streets-transportation/residential-parking-permits.aspx	12/11/2020 12:24 PM
8	Please drivers slow down. I use a cross walk on St Matthews everyday. Many people do not stop as I stand there. Why?	12/11/2020 11:58 AM
9	Frequent transit service and a plan to implement it WAY BEFORE 2050 is key to meeting our climate requirements and creating a healthy, livable city for all.	12/11/2020 11:27 AM
10	Very little of this survey has been dedicated/related to the Airport. The airport will become increasingly key to the development of Winnipeg's economy and prosperity in future years. Increased focus required in this area.	12/11/2020 11:21 AM
11	I believe the inner ring road (59, Bishop, Chief, Kenaston) should be completed and traffic signals on this route optimized to reduce traffic jams. This would reduce traffic driving through Portage and Main and allow the removal of the barricades. Downtown would then become a destination rather than a place to hurry through. There would be more ability to keep parking in rush hours, more room for pedestrians and bikes. Win win all round.	12/11/2020 10:47 AM
12	Blocking off Wellington Crescent this summer added 15 minutes to most of my trips. There is enough room to have cyclists and cars IF the cyclists follow safety rules. Sunday barricade is fine but not on weekdays.	12/10/2020 11:09 PM
13	We really need to prioritize transit and active transport (biking, walking, etc.) and focus less on building our city for cars. With Winnipeg's urban sprawl we need better infrastructure available to easily, quickly, and safely bus/bike to and from downtown. This is essential for us to reduce carbon emissions and make Winnipeg more sustainable.	12/10/2020 10:20 PM
14	I wish the city well on this, as by 2050, I will not be here to see the wonderful things you will create. Your plan is too long term for me. I'm more concerned about 2025 or 2030, as then I will need assistance to get around this city, and how you design that will be of more importance to me.	12/10/2020 9:33 PM
15	Pre-pandemic buses get filled immediately when loading multiple strollers & wheelchairs. Handi-transit should be more available to those in motorized wheelchairs.	12/10/2020 9:31 PM
16	the city planners need to work to connect the cycling routes as many are not connected	12/10/2020 9:06 PM
17	If I'm still alive 30 years from now I would like to be able to drive my car because I enjoy it. I don't want to be shuffled around like cattle because it's somebody's opinion that it's good for environments where this or that and they're just trying to control me. It is nice do you have the choice to be able to ride bicycles more etc. but there's also other realities such as winter that we need to recognize in Winnipeg	12/10/2020 9:06 PM

Transportation Master Plan: 2050

18	Road and sidewalk/bike way maintenance needs to be a priority for every case scenario.	12/10/2020 7:27 PM
19	Road construction needs to be done at night like other city's	12/10/2020 5:15 PM
20	Stop reducing the number of lanes to make bike lanes that no one ever uses. Get semi trucks off secondary and residential roads where they don't belong.	12/10/2020 4:43 PM
21	Winnipeg for its size is a terrible place to get around in. Should be a lot better with more people working from home. Winters wreck the roads and they're only made for about 400k people, not 800k.	12/10/2020 2:22 PM
22	Buses need some sort of law enforcement, Both my university aged daughters have been harassed and assaulted on transit buses during day time hours.	12/10/2020 2:20 PM
23	no	12/10/2020 1:28 PM
24	The pandemic has shown how much people walk when provided the space and impetus to do so. It should be easier and not take a pandemic to support access to nice places to be outside within neighbourhoods	12/10/2020 1:24 PM
25	Handicapped accessibility is going to become an even bigger issue as baby boomers get older and for people who are already disabled it is a BIG issue. poor sidewalks both in summer and in winter	12/10/2020 1:11 PM
26	The worst part of transportation in Winnipeg is cyclists not obeying traffic laws. Either start enforcing the laws or remove the cyclists from the roads entirely. The second worst part is traffic lights not being in sync. Getting a green light just to see that the intersection in front of you just turned red is a waste of fuel and time. Getting that sorted out would even out traffic flow and reduce emissions and driver frustration.	12/10/2020 12:52 PM
27	Clean up main Street by the salvation army there is garbage everywhere and stinks there it makes it hard to even walk by there Clean it up and do something about the homeless people on the streets	12/10/2020 12:15 PM
28	Currently only people who own a home have the ability to drive an electric vehicle at reasonable convenience because they can install a charging station. Charging stations at gas stations aren't fast enough to make them a convenient solution. So I'm waiting till I own a home before I go electric. I would like a hummer ev or cybertruck	12/10/2020 12:10 PM
29	TOO MUCH Accomodation for cyclists. Look at St. Matthews, west of Route #90. A complete DISASTER. VERY BAD PLANNING !!!!!	12/10/2020 12:07 PM
30	Winnipeg infrastructure is antiquated. We need on ramps that are long so we can merge. We need large parking garages so there is not parking on major routes. We need expressways. We need safe, secure bike lanes that are removed from the roads and sidewalks so bikes are free to move and don't have to navigate around pedestrians or cars.	12/10/2020 12:06 PM
31	IMO, the real problem is that we don't get people from their home to main bus routes or bike routes. The main routes are great	12/10/2020 11:39 AM
32	Diversify our choices! Make each choice efficient and SAFE!! Be empathetic in your planning and consider those with mobility challenges. How does someone get to the corner store in the winter if they are in a wheelchair or use a walker? I am lucky that I am fully able bodied, these things do not present a barrier to me, but this isn't true for many many winnipeggers.	12/10/2020 11:37 AM
33	Bring back open streets permanently, focus on cycling/walking infrastructure, and make residential streets 30kph please	12/10/2020 11:22 AM
34	No	12/10/2020 11:19 AM
35	More time should be spent clearing sidewalks in winter instead of building special cycling paths that hardly anyone uses. Have to avoid sidewalk cyclists almost every day!	12/10/2020 8:59 AM
36	Just on the last point about electric vehicles. They are still cars and take up just as much space as an actual car. It's not going to solve any transportation problems - maybe it'll put taxi and uber drivers out of work. But they are not going to make the city anymore urban or vibrant.	12/10/2020 8:33 AM
37	Our city needs leaders with vision that goes beyond basic road maintenance. We need to be able to move past carbon spewing gas guzzlers and offer clean, safe public transportation and active transportation options. I want to be able to bike to work but I can't because parts of the	12/10/2020 7:54 AM

Transportation Master Plan: 2050

route aren't safe! I want a public transit system we can be proud of... I want to be able to hop on clean, electric busses that aren't overcrowded and never pass stops by because they are too full to pick people up. I want other people to take the bus too, to reduce carbon emissions, reduce traffic congestion, and make the busses feel safer. To do that we need to keep fares extremely low if not free. It has to feel like it costs less to take the bus than the cost of gas to drive that same route or people won't do it. A "free", fully electric public transportation system would make Winnipeg a city to be proud of. Pay for it with taxes because it is for the greater good. (Shame on Pallister for defunding public transportation and being so hard for the city to work with!) Finally, I want the city to outlaw the kinds of "TV screen" roadside advertisements that pull my attention away from the road and road signs I should be focussing on. It is ironic that distracted driving rules and those awful advertisement TVs developed around the same time. Heck, outlaw all roadside advertisements and make expensive ads on busses the only way to advertise on the roads... It would help fund the busses! Thank you for listening.

38	Why do we have so many stop signs and traffic lights in Winnipeg compared to other cities? Many cities have yields instead. We need more yields and more traffic circles in residential neighbourhoods and better flow on main thoroughfares. Route 90 has 7 or 8 lights between sterling lyon and scurfield. Bishop grandin has 8 lights between Hwy 59 and pembina. So much stop and go driving.	12/10/2020 5:46 AM
39	I noticed that the recent explosion of high density development has not resulted in any increase in regional road capacity which has resulted in major traffic congestion.	12/9/2020 9:02 PM
40	Improve conditions for walking and cycling to get to destinations. Not only for pleasure walks and bike rides.	12/9/2020 8:47 PM
41	Active transportation should be considered whenever there is planning. We are a winter city- and even cross country skiing could be transport and encouraged! When biking or my kids are going to school by bike the biggest barriers are the major crossings- my son bikes to his school- stays on bike routes(as I've asked him to for safety) and must cross bishop Grandin 3 times each way! I live 4 km from work- I take the bus and walk home from the bus stop. It take more than 3 minutes for the WALK signal after I hit the button... in those 3 mins the people driving through my neighborhood to their suburbs each in their own cars travelling at 60km/ h have nearly travelled the distance of my entire commute- surely the pedestrian exposed to the elements who is making the responsible and environmentally/congestion conscious decision to leave my car parked and walk/ take the bus should be given priority for crossing....	12/9/2020 6:57 PM
42	I live near the south perimeter and bus options are limited and they run too infrequently during non rush hours. Transfer options are also too hard because buses are not timed with connections in mind and long waits in cold weather are not an option.	12/9/2020 2:05 PM
43	Is it true that this survey only runs for a week is it true this survey is over at the end of the week? How long do surveys run for and do they have to be done online? If so you miss a large part of the populations, info. Many older people would be left out. Plus why are the questions asked to get a certain response. I find it very dishonest. I think questions should be straight forward. If you want a real accurate survey you should send out flyers.	12/9/2020 2:01 PM
44	You focused on commuting, rather than leisure travel and didn't talk about winter at all or use of rivers, and alternate modes of transport	12/9/2020 12:48 PM
45	Self driving cars would be amazing, As a commuter it would free up 2 hours of my day while driving.	12/9/2020 12:21 PM
46	Up the speed limits and get rid of these stupid street lights. Learn to build some infrastructure, Jesus.	12/9/2020 10:34 AM
47	Stop spending tax \$ on more bike paths and lanes! Bike travel make up a small % of transportation! Not in favor!	12/9/2020 9:14 AM
48	too many car routes only have a single lane as the the second lane allows parking except in limited rush hours these routes should be changed to NO parking to allow full traffic movement which is what the streets were intended for	12/9/2020 8:35 AM
49	Winnipeg needs a better transit system like LRT or Sky train	12/9/2020 6:19 AM
50	TIME THE GOD DAM TRAFFIC LIGHTS.	12/9/2020 5:37 AM

Transportation Master Plan: 2050

51	thank you for this	12/8/2020 10:25 PM
52	Thank you	12/8/2020 9:11 PM
53	Would love to see more bus routes for the north west corner of Winnipeg.	12/8/2020 8:55 PM
54	Our roads are atrocious. Pot holes. Poorly marked speed zones. Excessive and non-synchronized traffic lights. Way too much stopping.	12/8/2020 8:40 PM
55	Bicycles are a scourge and should be kept off of the roads	12/8/2020 8:37 PM
56	Thanks for doing the survey; it's good to be asked what we think. However, please don't let our city planning be done by popular vote and plebiscites. People will always default to the current state. The City's job is not follow but to lead. With leadership the barricades at Portage & Main would be on their way out by now.	12/8/2020 8:21 PM
57	My top priorities are: Frequent (every 5 minutes) and simple bus routes so I don't need to plan ahead. Buses travelling faster than cars thanks to priority traffic lights and exclusive bus lanes (not parking or turning shared)	12/8/2020 8:12 PM
58	I know the Via station seems like a wonderful place to put a rapid transit corridor but moving the Winnipeg Railway museum would be unfeasible and possibly impossible. And if it's moved out to Prairie Dog central less people would go. Keep it in the Train Station as something for people to do when they stop over in Winnipeg and are waiting for their train to resume	12/8/2020 8:06 PM
59	I have lived in 5 major cities in Canada and Winnipeg has the roughest roads, I would love to cycle to work every day and use my bike more then my car for day to day travel within the city but it's just not possible with the state of the roads.	12/8/2020 7:57 PM
60	If more people continue to winter cycle, then more dedicated bike lanes will be needed for safety reasons.	12/8/2020 7:47 PM
61	Raise parking fees downtown, increase bus service	12/8/2020 7:45 PM
62	Yes - I would like to see more transportation routes developed along our rivers especially the Red. By that I mean more paths where people can walk, jog bike without safety concerns	12/8/2020 7:43 PM
63	I would like to see the original Inner perimeter completed (Moray to Bishop Grandin) as this would reduce the South to West commute. If would also be nice to see Chief Peguis completed to Route 90. This was the inner perimeter that was promised over 40 years ago and still hasn't been completed (only two bit'd).	12/8/2020 7:36 PM
64	Fix the potholes.. Modernize the to roads.	12/8/2020 7:32 PM
65	I walk to work, shopping and appointments whenever I can and fine snow clearing not be adequate. Also I find that the way some bicycle lanes were incorporated don't work well for business access and can be confusing to navigate for motorists especially in winter.	12/8/2020 7:27 PM
66	Consideration for roads around new construction homes (transit, bike access). Current bus wait times too long for some routes. ei. Wait 30 min for the next bus when missed the first bus time. Improvement for transit website for more bus route alternatives, changing and choosing which bus to take at certain times. Interactive maps showing different bus intersecting for possible transfers. Add transit maps on buses, showing stops, possible transfer buses. Can have dedicated bus red lights, use technology to have red light turn/stay green just for the bus lane for faster buses	12/8/2020 7:12 PM
67	Better connected bike routes should also be a priority with dedicated bus lanes as this allows for people to use both methods efficiently. This leads to higher ridership on buses and a healthier population that is more active. I enjoy riding my bike and I wish there was more dedicated and better bike infrastructure.	12/8/2020 7:08 PM
68	The city needs better entrance and exit lanes with fewer left turning lanes to improve traffic flow. We spend too much time idling at traffic lights.	12/8/2020 7:04 PM
69	Ask retired signal employees for their input	12/8/2020 7:02 PM
70	Downtown Winnipeg is a nightmare. If you drive you pay a fortune to park. If you take the bus it's not safe on the bus or walking from the bus to your destination. Most people I know once retired never go downtown again due to the expense and safety issues.	12/8/2020 7:00 PM
71	I love the idea of a survey, I just hope that the voices of those who do not have access to	12/8/2020 6:59 PM

Transportation Master Plan: 2050

filling this survey are accounted for, such as those without internet, computers, phones or even homes. I feel as though we should plan a future (like 2050) with all opinions and voices heard equitably. An online survey may be an 'equal' way for people to express their opinions but it seems far from equitable.

72	Night construction	12/8/2020 6:57 PM
73	As a retired teachers I have the luxury of time, I use my bike almost all the time in the spring through the fall for both pleasure and errands. I walk daily year round for exercise and nearby errands so I appreciate all pedestrian and cycling paths and the care taken to clear them in the winter	12/8/2020 6:57 PM
74	Riverbank development- stop them from eroding away any more	12/8/2020 6:54 PM
75	Need more freeway routes like chief peguis. Better roads. Get trucks out of downtown. More free parking at destinations especially downtown. Better personal safety if you are walking. Reduce traffic jams.	12/8/2020 6:54 PM
76	Have connecting walk/bike paths to cover all directions of the city. This would encourage people to take bikes or walk. Like in other countries I have traveled. Very organized walk/ bike ways. This city is one of the worst	12/8/2020 6:49 PM
77	The bike lanes were a waste of resources. Bikes should use the roads just like cars, and cyclists should be required to wear safety gear. Most of the cyclists do not obey traffic laws. The lanes downtown took up valuable parking and lane space. The condition of the roads are so bad. Our vehicles suffer as a result. The city uses too much salt. We pay so much to own and operate our vehicles and they get destroyed by salt. School zones are a joke. For example, why is the speed on instead past insisted school stay regular all the time, but the side streets are 30? Yet victory school is 30 on all 4 sides. If the children are getting hit by cars, the teachers are not doing their jobs or the parents are not. Please stop putting traffic lights every 50 yards. The way to move traffic and people is to let them drive. Seems like each week there is more and more traffic lights and reduced speed limits going up. This is not logical when attempting to reduce traffic jams. Stop appointing the 12 year olds with engineering degrees to traffic planning. Thank you.	12/8/2020 6:49 PM
78	Getting in and out of downtown in a car is too difficult.	12/8/2020 6:48 PM
79	Because I am retired some of these questions don't relate to my situation	12/8/2020 6:48 PM
80	There are some east fixes that were never installed, more service roads rather than just more traffic lights. As well who thought it was a good idea on a major artery out of downtown (Osborne) to allow parking on a 200 m stretch. Major bottle neck.	12/8/2020 6:43 PM
81	No	12/8/2020 6:26 PM
82	42 years I've lived in this city and our roads are nothing short of an embarrassment to anyone who visits here for out of town. Even smaller cities like Regina and Saskatoon have moved into the future with their road system, while we CONSTANTLY go backwards with more and more LIGHTS piling up on every new road we create. It's a joke. You also have devoted so much time, money and resources towards bike paths and new bus routes yet you forgot about the MAJORITY of you citizens who DRIVE cars, and half to watch as bike lanes are built on existing roads when we live in a city that see almost 5 solids months of WINTER! What were you thinking?!?!?	12/8/2020 5:53 PM
83	Winnipeg will never be a bicycle city. Anyone with any common sense knows that icy, snowy roads should not have bicycles on them. If they are on the roads licencing and insurance should be mandatory the same as motorcycles.	12/8/2020 5:47 PM
84	There are too many stops signs on the Perimeter. It's absolutely ridiculous. The South Perimeter is a total embarrassment and whoever was in charge of putting those in place should be fired. There are also way too many residential stop signs. Finally, why is almost every road 50km/h? Nightmare to get around this city. Needs to be addressed.	12/8/2020 5:45 PM
85	I don't go to many places further away in the city because there isn't an efficient way to get there by bus. This includes going to Grant Park from River Heights or to Grant and Kenaston, it's a shame.	12/8/2020 5:44 PM
86	Active transportation should be priority by 2050. Plan for less cars and more efficient modes of transportation like rapid transit where it gets me to not want to own a vehicle. Rather not pay	12/8/2020 5:38 PM

Transportation Master Plan: 2050

	MPI to insure my vehicle and not own one all together. I would use ride share programs.	
87	I wish the city had been developed with true expressways/freeways to the major quadrants of the city. Exit ramps versus lights. Not having this has resulted in lots more idling and stop/start traffic. Much smaller cities in the US (Fargo, Akron) etc, have a much better expressway system.	12/8/2020 5:38 PM
88	Quit expanding the city to the suburbs	12/8/2020 5:33 PM
89	Move the rail yards to outside the city and substantially limit semi truck traffic within the city, have street repairs done at night and use much smaller snow removal equipment to make the sidewalks passable and prevent damage to curbs	12/8/2020 5:31 PM
90	Get bikes off the road especially in winter	12/8/2020 5:30 PM
91	Transcona and Elmwood are both part of the City and need to be included early in the rapid transit and bike paths / active living plans	12/8/2020 5:29 PM
92	Appropriate bike lanes and pedestrian lanes as well as efficient public transit are important future transportation considerations for the future	12/8/2020 5:28 PM
93	Survey is based on people who are working outside of home, post Covid I imagine a lot of people working at home. This needs to be considered in the plan	12/8/2020 5:28 PM
94	Support our airport! We work hard to enable business and economic growth for our community	12/8/2020 5:14 PM
95	we really should try to use the river system for transport more	12/8/2020 4:45 PM
96	There should be better infrastructure on routes to the airport, including improved bus service	12/8/2020 4:44 PM
97	Cars & Trucks are nice & warm in -30 weather, when waiting at the bus stop, riding a bike, or walking are cold at best, and really only for those that are crazy or have no other option.	12/8/2020 4:34 PM
98	I hope by 2050 that Winnipeg will be known as a cycling friendly city; rather than the the cycling unfriendly city it is known as currently.	12/8/2020 4:27 PM
99	Drone infrastructure needs to be a serious consideration for the efficient movement of goods in order to limit "errand" driving and reduce traffic. Semi-truck lanes should be considered in order to make movement more efficient.	12/8/2020 3:55 PM
100	Driverless cars and a foot of snow on the ground do not sound safe!	12/8/2020 3:47 PM
101	need a bike lane on Kenaston, south of sterling lyon. when Fort whyte is closed, hard to get from charleswood to costco or linden woods shopping centre.	12/8/2020 3:42 PM
102	A dedicated bicycle corridor in a hub and spoke pattern from each corner of the city into the core, free from vehicle traffic would be a total game changer and would put Winnipeg on the map for sustainability. Currently I am not close to any dedicated bike infrastructure and need to cycle several blocks to the first dedicated path. If there was a route from the perimeter that went all the way to portage and main, it would take cyclists off the road. I don't know how it would be done. Raised path?Some amazing elevated path that spanned the medians of the major roads, with on and off ramps down less busy streets? I'd love to find a way to add this infrastructure without needing to remove lanes to vehicle traffic	12/8/2020 2:36 PM
103	Access to and from the airport could be more efficient, and it is important to prioritize the ability for people to confidently ride bikes in high traffic areas to be able to commute to work and school. I like the new touchless crosswalks in my neighbourhood. I think given increased demands on moving goods overnight/quickly/ online shopping/industries getting equipment from other markets it is important to protect 24/7 service providers, especially the airport's ability to bring in goods from global markets.	12/8/2020 2:16 PM
104	no	12/8/2020 2:04 PM
105	A great deal of planning has to go into school bus vs city bus transportation. With the addition of more transit buses duplication of travel can be reduced. Planning has to forecast the use of heavy transport within the city. The continued slow down of pick up and deliveries of freight, by adding traffic lights, in the transportation hub of North America has to be dealt with. How? Take a ride with a driver of a semi trailer doing pick ups to learn their problems.	12/8/2020 1:54 PM
106	We need more safe and clean walking areas Downtown.	12/8/2020 1:07 PM

Transportation Master Plan: 2050

107	I believe Winnipeg is a relatively safe City to travel in, compared to other large cities. Please remember to balance this plan as a number of groups will ask for the unreasonable. Remember your budget/population is not as large as other cities and can therefore not afford what's some of them do have . I feel very strongly about a very important communication plan for cyclist. As I mentioned previously, the 20 to 45 year olds are cycling with very high speed bikes, no bells or Warnings to other cyclists and pedestrians, and not keeping their distance. Remember also electric bikes are here and restriction should be made for the size of the motor on electric bikes on pedestrian walkways. Bicycle should be licensed and the license should be visible at all times. This would also help with your Revenue source.	12/8/2020 12:38 PM
108	I know there are a lot of lobby groups that want to push agendas for a small minority which is why they exist but this city is laid out in such a way that motorized traffic is really the main concern for the city. First develop infrastructure to safely and efficiently move vehicles before we patchwork other initiatives.	12/8/2020 12:36 PM
109	Connect the bike/pedestrian lanes to each other and stop prioritizing vehicles over people.	12/8/2020 12:34 PM
110	Build more express ways with on and off ramps. This city needs about 8. Four of them going east to west and four going north to south. Splitting the city into sections. Would increase traffic, better fuel mileage, less emissions and safer.	12/8/2020 12:32 PM
111	lord roberts area. bus drivers flood the streets. your own employees wont even take the bus	12/8/2020 12:25 PM
112	My preferred mode of travel in the summer is by motorcycle. Only issue here is the inattentive car/truck drivers who often nearly run me over and also the bicyclists who pay absolutely no attention to the rules of the road or the sidewalk. They tend to weave from road to sidewalk while not obeying stop signs, red lights, etc. and often coming close to running over pedestrians and into vehicles.	12/8/2020 11:55 AM
113	Please don't add any more bike lanes to roadways such as Pembina Highway, for several reasons. It's a very expensive project, and the bike lanes are almost never used when it's cold, and they are used by very few people when the weather is warm, because it's just not safe to bicycle on a major roadway. Instead, build new bike paths, like the new one that runs parallel to Pembina, and save all the money that was wasted modifying the roadways for little-used bike lanes.	12/8/2020 11:13 AM
114	No	12/8/2020 10:57 AM
115	I don't think I had the chance to stress how terrible I think the snow removal is, how it prioritizes driving over cycling and walking. I would cycle in the cold, I just can't because my neighbourhood roads are too narrow with snow, and the sidewalks have snow piles (up to 8 feet high) from where they dump the snow from the street. Also: vehicle training for safety for pedestrians and cyclings. Intersections are so dangerous for us because drivers don't understand pedestrian + cyclist safety. We know that we are facing a climate emergency and we CANNOT keep driving around in individual cars, even if we switch to electric. We need to start making changes now to create an effective public transportation system that everyone wants to use, and is eventually free to use.	12/8/2020 10:36 AM
116	Keep up the great work	12/8/2020 10:29 AM
117	Crossing the railroad tracks in Charleswood to Wilkes is increasingly very dangerous. We need Route 96 to be extended South urgently with overpass over railroad and Wilkes. In the meanwhile pothole and road repairs are needed at rail crossings to prevent immanent fatalities.	12/8/2020 10:06 AM
118	I believe it to be important that we ensure the future viability of the airport and no changes impact the airports 24 hour operation.	12/8/2020 9:10 AM
119	Very disappointed at cancellation of free bus service to downtown and The Forks	12/8/2020 8:52 AM
120	Stop tossing lights in everywhere cars sitting idling going nowhere is horrible for the environment. Do not allow a left turn across traffic and the westbound turning lanes onto moray. The left turn goes into Boston pizza. When cars get part way through they block traffic back to east of whytewold causing lane changes and angry drivers. There is a turning lane a block away.	12/8/2020 8:34 AM
121	Please consider the new areas roundabouts but not to the ones we wasted \$25 million that are tiny and ineffective please consider using LRT and using existing rail CorridorsSave money on new bridge construction	12/8/2020 8:19 AM

Transportation Master Plan: 2050

122	Please think more modern and look to other cities. The Peggo card was such a disaster. We can look to other cities to help us. Please don't listen to disgruntled drivers	12/8/2020 8:10 AM
123	Hopefully wider roads. No more pot holes. Please salt and clear the streets only when needed, do not waste the tax payers money- you guys have been salting the roads this December.	12/8/2020 8:03 AM
124	Rather than closing transition routes for cars in summer, let's keep them open to cars and use side streets for bikes and pedestrians. Minimizing auto traffic on residential streets is safer and more efficient.	12/8/2020 7:59 AM
125	Start enforcing proper driving laws for all drivers so it can be safer on our roads. Nobody pays attention, everyone is speeding and apparently cell phones are still ok to use while driving because I see it everyday all around me.	12/7/2020 10:44 PM
126	We need to focus on making things safe right now, rather than in 30 years. Motorists, cyclists, and pedestrians are all too oblivious, and seem to expect everyone else to be looking out for their safety. Too many cyclists completely ignore rules of the road, and blame motorists when things go wrong. Too many scared, timid, or otherwise unsafe drivers. Roads that are not conducive to safe cycling. People driving vehicles that are too large for them to be comfortable driving. Pedestrians expecting motor traffic to stop for them in places other than appropriate crossings. We need an eye to the future, but we cannot ignore the present. Winnipeg does not have the infrastructure needed for a city of our size, for cars, buses, or bicycles. We cannot keep reducing lanes for cars, in hopes that a minority of people will suddenly decide to ride a bike or a bus. Cars are quiet, you can control who is in them, they protect from the elements. I don't imagine assny people as the City would like are ever going to make that switch. I suggest you stop trying to force it	12/7/2020 10:11 PM
127	Don't think the issue with automated vehicles is only safety. It's also how it affects incomes and GHG emissions.	12/7/2020 6:06 PM
128	By being so spread out, getting around the city of Winnipeg is no major problem, especially with the Perimeter highway and other major routes. However, fewer railway crossings are needed, by building bridges or underpasses; e.g. Plessis Road.	12/7/2020 2:04 PM
129	Improvements to biking infrastructure will reduce congestion. There is evidence of this from progressive cities all over the world.	12/7/2020 1:06 PM
130	The primary reason that I never take the bus is because the routes are never direct to my destination. Regardless of where I have lived in this city, any bus trip has required traveling all the way downtown to transfer to another bus to go to my destination. This is 2050 not 1950. The vast majority of citizens do not have a need to go downtown; so, designing transit routes that presume downtown is the utopian destination for all riders is very misguided. It forces anyone who has a car to drive instead of taking the bus; plus, two-thirds of the year it's freezing or wet. I am not about to walk two blocks to a bus stop only to stand out exposed in the wet and cold waiting for a packed bus that will most likely be delayed or won't arrive on the coldest days of the year.	12/6/2020 5:00 PM
131	Bike infrastructure in central winnipeg is not like in the 'burbs (e.g. along Bishop Grandin, José Rizal/Keewatin). commuting into the city by bike is always indirect (inefficient) or dangerous using the direct routes along major roads e.g. st.mary's, main st. pedestrians are a complete afterthought in Winnipeg.	12/6/2020 3:57 PM
132	This city has the space and flat terrain that make cycling easy, the bike lanes being cleared from snow early in the day along with walking paths can be a safer option than driving for transportation in less than ideal conditions	12/6/2020 3:22 PM
133	I think the city should look at Stockholm that prioritize clearing bike routes and pedestrian sidewalks over roads. https://www.cbc.ca/amp/1.4500636	12/6/2020 9:30 AM
134	I think that our structure has the ability to change the habits of people. People might drive a lot now, but if you build better networks (bike and bus), it can change peoples habits and they will use them!	12/5/2020 12:16 PM
135	You hurt local businesses and people in apartments when you take the buses off Pembina Hwy and Waverley Street. You also hurt our business on Waverley by not having a direct bus but making people wait for transfers - it limits the people we can hire.	12/5/2020 11:35 AM
136	Use "tiered" routes, with residential/shopping/professional service streets feeding into connecting streets, that feed into higher volume/speed streets.	12/4/2020 10:26 PM

Transportation Master Plan: 2050

137	Make things wheelchair accessible please. I'm tired of getting sick everytime I go out.	12/4/2020 11:56 AM
138	Sidewalks, trails, streets and bike paths are extremely dangerous for walking and biking. They ALL need to be cleared of ice and snow in a timely way and potholes fixed to permit people to be active and safe. Bushes and trees need to be trimmed and fallen trees removed from trails and walkways to ensure safety for walkers and bikers. Bike routes and paths need to be joined and interconnected around the city to permit efficient and safe travel by cyclists away from traffic. Dangerous loose gravel bike trails need to be paved or straightened and potholes fixed to protect bikers from falls and crashes. Trails need to be divided and marked so pedestrians and cyclists don't collide and endanger each other. There need to be safe places for people to store and lock their bikes up while shopping to avoid bikes being stolen. All crosswalks need to be marked with flashing lights and signs to protect walkers and bikers from cars.	12/4/2020 7:16 AM
139	Too many stop lights in the city! No freeways and why does the perimeter hwy have stop lights? Also children, immigrants and some adults should be taught to look both ways and not put themselves in harm. No matter the speed of the vehicle, the vehicle always wins. The onus should be on the pedestrian to keep themselves safe from moving traffic	12/4/2020 6:42 AM
140	Fix the damn signal timing, this city is lagging so far behind other cities in traffic management, it is a massive joke. Vehicles shouldn't drive the speed limit and have to stop at every traffic signal turning red!!! Driving the speed limit should get you through minimum 3-4 intersections until you have to stop. It's basic traffic management and this city still can't get it right...	12/3/2020 10:37 PM
141	Reduce street parking on Main Street on weekdays.	12/3/2020 8:50 PM
142	(Please note that this is from the perspective of a cyclist, and that a bicycle is my primary method of transportation.) I find that transportation (by bike) is not as safe as it should be, largely in part because not enough motorists are considerate of cyclists. They tend to not give me the room that I have a right to, and need, as well as pass cyclists much faster than they should. On multiple occasions, motorists have honked at me while I was riding on the road, telling me to move onto the sidewalk. I suspect they don't realize that, by law, cyclists usually are not allowed to ride on sidewalks and, therefore, must ride on the road. I believe that the City of Winnipeg needs to enforce better driving habits on motorists when it comes to cyclists. They (motorists) must be required to slow down when passing them, as well as move into a different lane (when safe) is order to grant the cyclist more space. If not change lanes, then at least move over. (These offences should be punishable with a fine, otherwise motorists aren't likely to take these enforcements seriously.) In terms of road access, I believe there should be more bike paths throughout the city, and that they should be well maintained. In the winter, they should be cleared of snow and sanded. This will help reduce how often cyclists need to share a road/lane with motorists, helping prevent conflict between the two road users. Thank you for taking the time to read my answers. I hope you, as well as Everyone in the City of Winnipeg, takes the safety of cyclists more seriously in the future.	12/3/2020 5:59 PM
143	Link RBI's plan to Sustainability, Food Security, Immigration employment projections, and Climate Change !	12/3/2020 11:31 AM
144	Please consider more cycling infrastructure, and more bus routes. The city needs to have more local options so people can get essential items in their neighbourhood, without always needing to get into a car. I would like to see Winnipeg pursue the 15-minute city idea. I would also like to see Amazon leave, as it is not helpful to supporting local economies.	12/3/2020 11:12 AM
145	More protected bike lanes. Especially on Portage Avenue. Better public transit. 1 bus holds ~50 people and only takes up the room of 2 cars. This means less lanes required on streets and more room for protected bike lanes and sidewalk patios	12/3/2020 9:56 AM
146	The options for driverless cars didn't really apply to me. I wouldn't use driverless cars because even electric cars are terrible for the environment and for livability in a city where I shouldn't need a car in order to get where I need to go. Even if driverless cars are rolled out soon- the complexity of their driving system would likely take up the electric storage of the car and the car would still run on gas.	12/3/2020 9:49 AM
147	The city needs more freeways and overpasses and less traffic lights.	12/3/2020 9:06 AM
148	Increase bike commuting safety in the city. Educate drivers on how to keep cyclists safe when driving near them!	12/2/2020 9:44 PM
149	We need to prioritize density and active / public transport if we want to reduce climate change. People spend hours a day on their phones now, they're going to be more open to public transit	12/2/2020 8:37 PM

Transportation Master Plan: 2050

because of that.

150	Bike paths need to be better connected and protected from cars	12/2/2020 4:31 PM
151	Regarding questions 24 and 25: I don't plan on buying a car, and I would still not choose to commute with a car regardless if it were driverless or not.	12/2/2020 2:24 PM
152	Our infrastructure including roads, bike paths and pedestrian paths have a long way to go to effectively and efficiently connect our communities. There needs to be a focus on commuter AT not just recreational AT.	12/2/2020 1:36 PM
153	We need to build a fast, frequent, affordable and comfortable transit system and we need to integrate it with shared mobility (eg carsharing, bikesharing, etc) and cycling infrastructure. It's time to actually build a modern and well integrated transit system not focused on the car. We also need to finally properly price roadways. People who drive cars are not paying the true cost of driving. This needs to stop and could solve congestion and parking pressures. Money raised can be used to pay for transit, etc.	12/2/2020 8:23 AM
154	Love the thoughts! Great to see Winnipeg open to actually creating a long term plan, as it would appear this hasn't quite been considered in the past... Long live Winnipeg!	12/1/2020 9:39 PM
155	Ban cyclists from roads, overhaul the transit system/routes (routes are very inconvenient from my end of town, have to take two or 3 buses for what's a 15 minute drive). Finish extending chief peguis	12/1/2020 6:05 PM
156	this is a great program, that will enable the city to create perspective and a plan moving forward. More action is required to allow our city to keep up with other progressive city in the country and around the world. Winnipeg is a great place, we just need to keep up with improving our infrastructure!	12/1/2020 9:43 AM
157	Need less, and smaller, truck traffic; Need more local traffic only streets; Need lower speed limits on residential streets; Need better education for motorists on pedestrian and cyclist safety; Need safer bike parking options; Need increased parking costs in downtown; Need more park and ride options in suburbs; Need higher residential density; Need electric buses and delivery vans	12/1/2020 9:08 AM
158	i feel that the bike routes that were added downtown made traffic flow worse more dangerous for cyclists and drivers and terrible for business - all this for 3 months of useable weather and is the result of a very few vocal people	11/30/2020 11:26 PM
159	Restore the funding cuts to transit and implement more electric buses.	11/30/2020 6:13 PM
160	the city needs a great deal more money to improve transportation, whether it's for rapid transit, skytrains, construction, etc. I approve of overnight construction and on weekends.	11/30/2020 1:27 PM
161	Most of my answers are weather-dependent so I will drive/walk in inclement weather but cycle if no precipitation.	11/30/2020 1:09 PM
162	There were not nearly enough questions about biking, or visible efforts to encourage biking and discourage driving in this plan.	11/30/2020 12:08 PM
163	Winnipeg should have a program where anyone who complains about how bad traffic is gets entered into a draw to win a trip to Calgary, Toronto, or Vancouver for the sole purpose of driving on the Deerfoot Trail, Gardiner Expressway, or Lions Gate Bridge at 4:30 PM on a Wednesday. They would then be required to report back on their findings.	11/30/2020 10:59 AM
164	Make new subdivisions a priority for bus service	11/30/2020 9:31 AM
165	Safe, convenient public transportation is key to any great city. This should be a priority.	11/30/2020 8:52 AM
166	Freeways - in the past we designed a system for freeways and littered them with cheap lights. We use lights to solve any issue and slow down traffic flow. LRT. Osborne Station is a glorified bus shack - it would be better with a rail system. We had the tracks but ripped them up.	11/30/2020 7:22 AM
167	As a student studying urbanism with a particular interest in transportation planning, I continue to be frustrated by the lack of funding for sustainable transportation infrastructure in our city. People will not and often cannot take advantage of walking, cycling, or using public transit because it is frankly not accessible or convenient. I am a firm believer that in regards to bike lanes/improved bus service; if we build it, they will come. While I have the utmost faith in the wonderful planners working hard to improve this infrastructure, I am disappointed in our elected	11/29/2020 6:19 PM

Transportation Master Plan: 2050

representatives for not standing up for the people who put them in that position, and by continuing to defund essential public services.

168	This master plan should have a shorter time-frame. 10 - 15 years max. 30 years is an entire working generation, and it feels more of a nod to improvement, rather than a guiding document with real commitment.	11/29/2020 5:16 PM
169	Honestly? I have zero hope this city is going to do anything about fixing our pathetic and woeful transit system.	11/29/2020 4:23 PM
170	More bike and walking routes!	11/29/2020 11:15 AM
171	No	11/29/2020 10:50 AM
172	No	11/29/2020 2:19 AM
173	Transit service should be updated. More buses are needed on some routes. Look at eliminating routes that are rarely used. Increased weekend service. Often buses are more crowded on weekends that when going to and from work.	11/28/2020 3:31 PM
174	Thanks to the City of Winnipeg for allowing its citizens to have a voice in the future of transportation!	11/28/2020 3:06 PM
175	If you want people to take the bus, there have to be buses to take. Encouraging or incentivizing people to take buses that aren't there when they need them will never work.	11/28/2020 1:41 PM
176	For too long, transportation planning/changes of different modes have been happening in isolation – we need to start looking at things holistically, and not just one street at a time. ex: downtown transportation – we can't just plan the transit changes without looking at pedestrian, bike, and vehicle as well. It's clear to anyone with half an objective brain that P&M should be open to pedestrians, but it's important to solve the transit, vehicle, and bike plans only there, but rippling throughout downtown as well.	11/28/2020 12:11 PM
177	The trail system in Winnipeg is improving . Nice to see them cleared . Some need minor repairs and most need lighting and washroom facility availability. . . And shade. , perhaps more benches .	11/28/2020 10:16 AM
178	I don't own a car and don't intend to. Driverless vehicles are a problem not only because the designers will still hold people accountable for errors the car makes, but also because it's likely to maintain or increase the number of individual car journeys when the climate crisis demands we reduce them all.	11/27/2020 9:47 PM
179	Why no question about e-bikes? Why are asking about "not following rules"? Focus should be on designing safer roads, not more useless education and encouragement campaigns. Ask any transportation professional - they're a futile exercise. Build better.	11/27/2020 9:44 PM
180	No, thanks	11/27/2020 4:57 PM
181	The dream of moving the rail yards outside of the city and using our rail infrastructure for commuter trains should absolutely be taken seriously. The network covers the entire city and would free up a majority of buses to deal with the 'last-mile' problem. Let's plan ahead and make it happen!!	11/27/2020 12:21 PM
182	I feel like our city has had transportation master plans that have focused on vehicle convenience and speed. I hope this plan focuses on setting targets and designing infrastructure that means more people will have practical sustainable transportation options so they can bike, walk, and bus to work because its safe, convenient, and fast.	11/27/2020 9:43 AM
183	Please add more EV charging stations. It would be nice to see them at the City of Winnipeg recreation and community centers. Also having them available for street parking would be nice too.	11/27/2020 9:25 AM
184	I'm more concerned about safety of some places in the city. St Andrews airport should be connected to the city, there are many flight leaving to northern communities. Buses stuck in traffic jams, it doesn't help traffic at all. During rush hour there are already a lot of cars, when you add buses it's even worse. I would use public transport if it's something like trams or subway. Which I know is hard to do. However people would use public transport if it's convenient, not like today. Newcomers from other provinces or countries would appreciate it, so that they don't have to buy a car to get around the city.	11/26/2020 11:56 PM

Transportation Master Plan: 2050

185	snow covers sensors on driverless vehicles that makes them unsafe in our climate. I am not interested in an electric vehicle until a charge lasts 7 hrs on highway driving. I do not agree with free charging for electric vehicles. City has created bottlenecks, caused extra idling and taken away from parking in the exchange district by adding the bike paths. One reason I have reduced my downtown visits. Second reason is the high cost of parking. Commute work travel takes too long yet there are easy fixes. First, increase length of left turn lanes. Currently in too many places there is a lineup to get into a left turn lane which causes thru traffic to back up and taking 2 to 3 traffic light cycles to get through the intersection (example westbound McGillivray at Waverley). There are intersections with one left turn lane but two thru lanes. Cars are travelling thru but then taking the next available U turn to come back and then turn right. Eg Westbound Scurfield Blvd at Kenaston. Bishop Grandin could use extra lanes. There needs to be an overpass at St. Marys and Bishop Grandin, William Clement Parkway and Bishop Grandin both need to be extended and meet up. There would need to be an overpass or underpass on William Clement at the CN tracks on Wilkes. There needs to be an increase in traffic patrols for illegal turns, speeding, unlicensed vehicles The 30 km school zones are ineffective and nothing but a cash grab. Too much attention is paid trying to maintain that speed than looking out for kids. 40 km is more sensible as I can set my cruise and watch for kids better. There needs to be speed humps installed throughout the city for 40 km per hour travel	11/26/2020 11:12 PM
186	If your going to create a plan, commit to it. The proposed inner ring road in the 60's was a great idea but it's not complete and no where near freeway standards. Finish the first master plan before starting a new one.	11/26/2020 10:25 PM
187	The bike lanes don't connect well and it's dangerous in spots. My 12 year old bikes West End to River View to school and there are wonderful bike lanes connected by confusing and dangerous intersections.	11/26/2020 9:58 PM
188	Although I encourage travel by bicycle, I do have safety concerns when riding in winter.	11/26/2020 9:06 PM
189	Make this survey simpler to understand.	11/26/2020 6:28 PM
190	We need to think about emissions and sustainability as we design our transportation systems for the future. I believe that in order to do this, we need to look at ways to make it more convenient for people to use sustainable methods of transportation and to save money (as I don't think that the majority of people will make these changes for the purposes of helping the greater good only).	11/26/2020 5:41 PM
191	Ditch Rapid Transit. A clean & safe metro system would bring people back to public transit and bring our city to the next level.	11/26/2020 5:35 PM
192	You left out paper cycling maps as a navigation aid- better than on-line options.	11/26/2020 5:04 PM
193	I would bike farther and more often (eg to visit family and friends in other neighborhoods) but struggle with bringing my children along safely by bike. Sharrows filled with potholes on busy streets are not appropriate or safe spaces for young riders (under 12). My kids are 5 and 8 and can bike a long way, but it's hard to use bikes for transportation (as opposed to recreationally) with them because transportation routes are not safe for emerging riders.	11/26/2020 3:17 PM
194	Pedestrian first design is more accessible and benefits everyone!	11/26/2020 2:16 PM
195	To reiterate; School Bus zones should be 30 km an hour, with speed bumps and graphic flashing lights. However they should only be where schools are, not where educational resource centres are. Wellington Ave between Wall and Downing Streets is a good example... 30km/h School Zone where there is no school, adjacent to a School Xing at Dominion St where speed is not reduced for the nearby school.	11/26/2020 12:22 PM
196	Winnipeg absolutely needs a freeway system or something very close to that standard.	11/26/2020 12:10 PM
197	we already have technology to make our streets safer that isn't autonomous cars and delivery drones - smaller vehicles and slower speeds	11/26/2020 12:04 PM
198	Winnipeg needs a freeway system. We're one of the only major cities in North America without one. The inner ring road of route 90, bishop Grandin, lagimodiere and chief peguis would be the best options. Also just an idea. If the cp lines get relocated, you could possibly build a freeway thru the city. The city also shouldn't be afraid of using these major corridors as toll roads. They have lots of those in the US.	11/26/2020 11:56 AM
199	Extend the "inner perimeter" (I.e. chief Peguis) and include All of these creative options with	11/26/2020 11:48 AM

Transportation Master Plan: 2050

options that speak to all members choices in how they prefer to access transportation in your universal design instead of retrofitting it like most of this city had had to do.

200	Transportation demand management (TDM) needs to be a cornerstone of future transportation planning in Winnipeg. It can significantly reduce the demand for the expensive expansion of our road network and enable those savings to be redirected to fix our existing crumbling infrastructure. Equally important, TDM can be a key element to enable Winnipeg to more cost-effectively meet its climate change commitment. The Transportation Master Plan planning process unfortunately appears to focus too much on the supply-side of transportation infrastructure and too little on reducing the demand through TDM.	11/26/2020 11:19 AM
201	We have family in rural communities far outside of Winnipeg that in non-pandemic times we visit often, hence the use of our car, and zero interest in electric vehicles.	11/26/2020 9:50 AM
202	I appreciate the work Winnipeg is putting into improving cycling infrastructure. New bike lanes are definitely improving cyclist and driver safety by helping separate the two types of vehicles. There are still some very problematic areas where bike routes do not connect to each other, and I hope the City continues to improve these areas. I am concerned about how quickly transit prices have increased recently. It is getting to the point that commuting by bus is prohibitively expensive. This discourages me from using transit as often. I am also concerned about the new transit master plan. I worry that the plan to use major bus arteries along with smaller feeder routes will discourage people from taking the bus, as every journey will require a transfer (which is unpleasant when it's -30 outside). I am also aware that it is not uncommon now for busses to be full at rush hour and pass-by people waiting at stops. How much more common will this become when everyone is trying to transfer to one or two major routes at the same time??	11/26/2020 9:40 AM
203	Need more enforcement and accountability of drivers to be aware of cyclist rights and safety	11/26/2020 9:35 AM
204	Another half-baked plan? 1. Bishop Grandin should be quick route across south end but snarled by stop lights. 2. Fermor and Lagimodiere rebuild- no acceleration lanes to go north or south? 3. Traffic lights throughout city are poorly synchronized. 4. Major roads in advanced disrepair. 5. Little or no emphasis on efficient traffic movement.	11/26/2020 8:02 AM
205	I don't use my bicycle in the winter months.	11/26/2020 6:46 AM
206	usually bus to and from work except in these COVID times, cycling occasionally, would like more extensive link for cycling although it is improving. Travel from St. Vital to downtown. Area from Churchill drive to formal bike path along Red river needs much improving for improved cycling link to downtown from Hay street.	11/26/2020 6:08 AM
207	Question 20: we order more things on line now but we pick them up, rarely have them delivered.	11/25/2020 9:24 PM
208	I believe that the multi use paths would make winter use such as biking or walking even more enjoyable if, when they were cleared of snow, they would be cleared to the pavement as much as possible.	11/25/2020 7:58 PM
209	no	11/25/2020 6:36 PM
210	I just hope the city continues to build new and loop existing bike paths throughout the city. I also hope that bicycle theft is considered a serious crime with severe monetary fines for stealing same!	11/25/2020 4:52 PM
211	with more cycling infrastructure roads will be less congested and people would be healthier. Employers have to meet employees needs with showers and bike storage and lockers. i had this for many years at the CBC on Portage and i could cycle year round. i am now retired and continue to cycle year round.	11/25/2020 4:48 PM
212	Pleased that there are more bike paths being developed. There should be more done to encourage cycling. And much more attention paid to problem of drivers exceeding speed limits and running red lights.	11/25/2020 4:33 PM
213	Bike routes need better signage and wayfinding. Many bike lanes expose riders to greater risk than if they were able to ride on the side of the road. Requiring cyclists to move up onto the sidewalk to dodge bus stops is dangerous for pedestrians and cyclists, as well as disruptive to flow.	11/25/2020 4:31 PM
214	My number one concern about transportation in Winnipeg is the lack of connected, safe,	11/25/2020 4:27 PM

Transportation Master Plan: 2050

protected year round bike lanes. Number two is connected, timely transit that makes it easy to get around anywhere in the city, at any time of day

215	The bike paths in Transcona are nice but not really connected to the rest of the city. Consider some type of pop up vendors along the better ones.	11/25/2020 4:22 PM
216	Electric private vehicles are not the answer to transportation issues. They require great amounts of materials and energy to produce and huge electric grid. infrastructure overhaul to keep them charged. THEY ARE STILL VEHICLES THAT WOULD SEE SINGLE PERSON USE AND ALL OF THE STREET COSTS WOULD REMAIN AND GROW JUST THE WAY IT HAS FOR COMBUSTION POWERED VEHICLES.	11/25/2020 4:12 PM
217	Glad to see that you're obviously taking into consideration how much the pandemic has impacted current travel patterns and mode choices.	11/25/2020 4:08 PM
218	Please connect the bike routes. There are definite gaps in the infrastructure.	11/25/2020 3:59 PM
219	Although I don't use buses much at this stage in my life (semi-retired working from home) I would use them more if the frequency and convenience of the routes was significantly improved. There have been times when I have chosen to walk 8 km from to downtown rather than take a bus because of inconvenience/poor timing/uncertainty concerning the bus system.	11/25/2020 3:48 PM
220	if wpg develops a master plan, do not let it be decimated by a lobby group or special interest group. from developers to bicycle lobbyists to suburban groups over inner city interests. plan for the whole of the population of wpg. previous master plans were damaged by letting developers build in the path of proposed freeways of the inner ring road.	11/25/2020 3:43 PM
221	I have noticed that the sweep for snow removal has really made difference last year for the new transit way. Winnipeg is at a good size so that most places is not hard to get to by bike, even in the winter time. Despite the days below -30, biking would be a reliable transportation mode. Of course we need more education for drivers, cyclist and others who use the road to build a mutual safety understanding. The bike locker rental program and bus' ability to carry bikes could be another sides to encourage more people to incorporate bikes in their commute, whether the whole trip or partial.	11/25/2020 3:41 PM
222	The city has made good progress on improving the cycling and multi-use path network in recent years, but some important gaps remain. The lack of a crosswalk at the south entrance to Fort Whyte is a dangerous high traffic crosswalk that is frequently used by pedestrians and cyclists. Also, the lack of a north-south path west of Kenaston prevents cycle commuting in SW Winnipeg for work because Fort Whyte opens after the morning commute and closes before the afternoon/evening commute.	11/25/2020 3:39 PM
223	Moving to e-cars and driverless cars are not solutions to congestion and carbon use. We need to incentivize people to take public transit (make it more affordable and convenient) and walk/cycle. People driving (in whatever kind of car) takes up a lot of space, creates congestion, and is a huge money pit with needing to create and maintain infrastructure for vehicles.	11/25/2020 3:34 PM
224	I would be much more likely to bike everywhere if we had more connected routes	11/25/2020 1:53 PM
225	More bike routes	11/25/2020 12:47 PM
226	We need more bike infrastructure! Everyone will benefit of bike routes are well connected and segregated. This should be the city's number one priority in the transportation master plan: 2050	11/25/2020 12:44 PM
227	The options are not very robust, almost slanted in some cases.	11/25/2020 12:34 PM
228	For driving a car, I would like to see dedicated left and turns along busy routes. E.g., when traveling along Stafford or Osborne South, I keep having to change lanes when left-turning vehicles block the left lane, then again when parked Cars block the right lane. One dedicated through lane with parking on the right where there are no left hand turns would be much safer and easier to navigate.	11/25/2020 11:19 AM
229	need more river crossings	11/25/2020 10:34 AM
230	Corona virus and 2020 don't provide a realistic scenario of what my transportation life was like so this questionnaire was confusing in that way. One of the questions stated "right now" as to	11/25/2020 10:19 AM

Transportation Master Plan: 2050

when thinking about transportation. I've been working from home for 9 months and not going anywhere pretty much. Quite different than my life in 2019.

231	Regarding Q25 - I would be interested in using automated shared vehicles (e.g. carpool, bus, taxi) but am not interested in people simply replacing their current vehicles with AVs. I feel the same with EVs, i.e. great for buses and shared vehicles but everyone simply switching to electric is not going to deal with the costs of building and maintaining roads and parking lots (and the associated inefficient use of land)..	11/24/2020 5:11 PM
232	1. If curb side parking was eliminated on major routes, then Transit would not need to build any more expensive corridors 2. Small roundabouts could replace most 4-way stops.	11/24/2020 11:22 AM
233	Buses are completely unreliable (especially in winter).	11/24/2020 10:32 AM
234	Transportation in 30 years needs to look at population growth, realizing that our needs will outgrow our current modes of transportation. Need to look at better public transportation such as trams or rail to be prepared for the future.	11/24/2020 10:20 AM
235	Winnipeg needs more overpasses / freeways to speed commuting. Lower congestion will cause fewer emissions, reduce stress levels and make everyone safer.	11/24/2020 9:32 AM
236	Winnipeg's infrastructure must be maintained in better condition. I understand the appeal of urban sprawl, but the City is reaching an excessive size compared to its ability to fund and provide essential services to these new areas.	11/24/2020 7:45 AM
237	Thank you for thinking of better ways of making Winnipeg better. Please also think about placing compost bins, and recycling, garbage bins everywhere so these things don't end up on the ground. Let's be eco-conscious!	11/23/2020 9:36 PM
238	no	11/23/2020 9:26 PM
239	City has to stop letting semis and heavy trucks drive down residential streets. I live on Holden Street and my house shakes and is full of cracks from the heavy traffic speeding down Holden to miss traffic jams on Lagimodiere Hwy.	11/23/2020 9:05 PM
240	Think ahead..mass transit that is safe and efficient..both on the bus,subway, LRT and at stops. Park and rides...not everyone lives in the city...develop roads that are direct north to south, east and west..that don't change names every block to honour a War hero or city councillor...and don't install intersections with stop lights every second block...find ways to keep the traffic moving with under/over passes, exits and merging lanes. How about bridges that one level is one direction and the second is another...bike lanes that connect and are maintained...Sweden can do it...bike garages...car sharing is a great option, the new Parker Ave housing development along the blue line is also an exciting Option...removing the need for owning a car. Looking forward to tomorrow. Plan big...or we stay behind.	11/23/2020 8:19 PM
241	Some people will always prefer driving, while others are open to switching to bus and bike travel. It would be nice if the core of the city was designed to facilitate the latter (bike lanes, dedicated bus lines or trams), whereas in the suburbs things were built to make car travel convenient (expressways, parking on both sides of the street, etc).	11/23/2020 5:36 PM
242	It is disappointing that there are no graded roadways in the city, aside from a few stubs. I would love to see roads such as Bishop Grandin, Chief Peguis, and William R. Clement Parkway turned into free-flowing freeways.	11/23/2020 4:57 PM
243	I would love to see more freeway systems in Winnipeg, especially in developing areas. The city should look to our neighbours down south for inspiration (ie. Minneapolis), where freeways are a normal way of life. In addition, better, more direct bus routes between neighbourhoods would be greatly appreciated. I drive to work, about a 10 minute ride per day. Should I choose to take public transit, there is no direct route, meaning I would have to transfer, and the commute time increases to roughly 60 minutes (if driving conditions are optimal). It'd be nice if there were better, more direct routes connecting the neighbourhoods within the city.	11/23/2020 4:35 PM
244	Regarding number 7, I ultimately chose the place I live because it was available and I could afford it. My friend helped me get the apartment. However, I was happy to choose it because I knew it was close to all the core transit and in a walkable area. If there had been an option that I was choosing housing based on proximity to transit, I would have chosen that.	11/23/2020 12:43 PM
245	More express ways for drivers, I have noticed that there is a lot of drivers that come from outside the city limits on a Daily basis	11/23/2020 10:42 AM

Transportation Master Plan: 2050

246	Winnipeg has lagged behind other cities in planning for our growth im glad this survey has long term thinking so we “skate to where the puck will be” versus playing catch up and reacting too late	11/22/2020 5:38 PM
247	We need to start investing more of our transportation dollars into transit and AT infrastructure and less on road maintenance.	11/22/2020 3:52 PM
248	Please make Winnipeg's own fleet electric. It will help you make good decisions about charging infrastructure and set the stage for others. I want my kids to have a civilization and I don't know if people realize how fast things will fall apart if we don't decarbonize almost completely in the next 20 years. Already, my kids are afraid to have kids, and seriously choose where to live based on probability of flood and fire.	11/22/2020 1:29 PM
249	The cost of bike lanes in my opinion appears to far outweigh their value given our climate.	11/22/2020 1:25 PM
250	I have had about enough of the active transport screwing up the streets and lying mostly dormant half the year in this city, only to see perfectly good roadways not get repaired.	11/22/2020 12:24 PM
251	Winnipeg should prioritize making biking, walking, and bussing more accessible both for the environment and to support mobility for disabled and low-income folks. Better public transit and active transportation infrastructure will encourage Winnipeggers from all economic brackets and abilities to utilize those services.	11/22/2020 11:56 AM
252	In terms of driverless vehicles, I'd really like there to be an emphasis on driverless transit and carpooling within driverless passenger cars. And preferably run on renewable energy. I think it would be reprehensible not to use this new technology to fight climate change at the same time.	11/21/2020 7:35 PM
253	More over-passes on are main city hub roads and service roads	11/21/2020 6:20 PM
254	Winnipeg needs to make some change. I feel that we have good intentions. But we take no action. Little to no improvements in traffic flow- and the projects take way too long. We should join the test of the world with 24/7 roadwork. Poor cyclist infrastructure. Failed rapid transit. Obviously we don't have the budget to improve in every area. Let's pick at least one thing and improve it. We should be able to excel in at-least one area. I am honestly embarassed of the infrastructure in this city	11/21/2020 6:13 PM
255	Really appreciate the increased number of biking & walking trails.	11/21/2020 9:27 AM
256	Winnipeg used to be a top city in North America, now it is so down it is almost depressing how about bringing us into running again	11/20/2020 7:58 PM
257	The questions reflect poor vision for the future. We are circulating around same old same old. We need bold vision for public transportation. I lived in many places around the world and Winnipeg has the worst public transportation service of all I have seen. We need more buses, frequent service, better connections, investment in electric buses, light rail. It takes 1.5 hrs to get from Fort Garry to Health Sciences. And one needs to plan well. You can't just hop on the bus and get where you need to be in a decent amount of time, but that should be the goal. There should be a dedicated lane for bikes, one for buses and only one for cars, that's it. There are too many cars on the road and electric vehicles won't solve a thing. We need less cars on the road and massively improved public transportation. Quality of life and livability of a city is measured by good public transportation. It's appalling how terrible the bus system is in Winnipeg. I love this city, but bus system is a total failure. After the pandemic, it's been even worse. Who are you people who make these plans for everyone? I bet you never use a bus, so you don't care. Shame on you!	11/20/2020 5:16 PM
258	For Question 18, I took 'typical week' to mean a non-pandemic year. I bussed a lot, but not at all during the pandemic. The city should consider merging some of the data in data.winnipeg.ca with OpenStreetMap. OpenStreetMap forms the backend for most navigation apps other than Google Maps, particularly cycling and running apps.	11/20/2020 3:25 PM
259	I hope this document does not focus excessively on moving cars as a standalone goal on it's own, but rather how to move people around in the safest and most pleasant and efficient way possible by all modes in balance.	11/20/2020 1:41 PM
260	No	11/20/2020 1:33 PM
261	Please connect north south east and west with expressways. Eliminate intersections with underpasses and overpasses wherever possible.	11/20/2020 12:49 PM

Transportation Master Plan: 2050

262	Bike and transit infrastructure is important. A modern Winnipeg in the future will need to find a way to encourage and normalize public transit for larger segments of the population. As of now, many choose not to use transit as a mode of transportation simply because of the stigma attached to it (even where it is a viable method of travel). A culture shift towards active transportation and transit use is essential to the future of Winnipeg.	11/20/2020 11:18 AM
263	We have so many partial bike routes to downtown but when they get close to downtown a lot end because we haven't invested in completing the infrastructure necessary to get people to where they want to go. Instead, we build paths that divert people from their destination and around things like an underpass. So the quick and easy route isn't a safe option for cyclists.	11/19/2020 10:20 PM
264	Public services like busses need to be better to get drivers off the road. I drive because busses are not reliable in my neighborhood and I have 3 kids that need to be picked up by specific times. If a bus doesn't show or is full, I can't get them in time	11/19/2020 7:49 PM
265	Please start widening and repairing the intersections for the bike path on the Bishop Grandin Green Way between Lagimodiere Blvd and River Road and should you not think this is a issue on this bike path let me take you for a ride and I will show you.	11/19/2020 7:40 PM
266	1. Too many traffic signals on highways. 2. Not enough merge space and inconsistent turn radius on new infrastructure (ie.fermor/st annes intersection) 3. Need more separated grade interchanges along ring routes (ie. Bishop grandin @st vital center, kenaston south of taylor north of bishop grandin). 4. Enhanced skills training for drivers to enhance safety on city highways and to facilitate/help maintain faster flow of traffic volumes.	11/19/2020 12:55 PM
267	I don't think anyone who is from Winnipeg has ever experienced a working public transport network that didn't rely on cars. Send some people to experience public transport and cycling somewhere where it is safer and more extensive and then obtain their input.	11/19/2020 12:50 PM
268	Stop the road repairs at multiple sites across the city with no one at the sites. Close a section, work on it until it is complete. Don't close the entire city, bottleneck traffic everywhere and only work at selected locations. This is a major problem for traffic flow. Work at one place until it is complete, even if that means working 24/7.	11/19/2020 11:55 AM
269	The lack of efficient and direct artery roads through the city is the biggest hindrance to traffic moving smoothly. Commercial traffic being forced to travel directly through the city because it is the only route causes extensive traffic problems. This should be addressed by proper east-west/north-south artery roads allowing efficient travel across the city without impacting traffic in local neighborhoods.	11/19/2020 11:39 AM
270	Enough with the street closures for active transportation! There are lots of sidewalks and bike paths along Lyndale drive to use.	11/19/2020 11:14 AM
271	Sense of safety. In areas of the inner-city, taking public transport (and the associated act of walking to destination) do not feel safe at the night. I would be interested to see more targeted efforts to ensure residence feel safe.	11/19/2020 7:17 AM
272	Please consider low cost tunneling through the Boring Company. 10x faster and 10x cheaper than subway and can scale it almost endlessly. Comfortable year round, particularly in our frigid winters and CNA travel in autonomous electric vehicles underground at up to 150 mph currently. Las Vegas has a pilot project that the first phase is nearing completion on with many hotels and the airport to join soon. Many have called for a subway in Winnipeg but cost and our large footprint have always been barriers and tunnels can bring us fast, cheap, comfortable, and convenient transport that is even more affordable and easier to deploy than rapid transit! I'm sure Elon Musk would be open to a pilot project here in one of the coldest places in North America to show how awesome tunnels can be! https://www.boringcompany.com/	11/18/2020 11:48 PM
273	decades of transit neglect, it's long past time to turn this around and stop pandering to car culture suburbs	11/18/2020 9:18 PM
274	expand the bus route network	11/18/2020 6:44 PM
275	I also longboard as a form of transportation. Poor sidewalks are my #1 reason for not using that more. I work from home right now, but regularly I'd be biking as much as I could and busing only when weather dictates it. This is in part because of all the pros of biking, but also because biking - even over long distances - is faster than busing. However all of my in person shopping that involves long distances is either by foot (up to about 5km in summer) or by bus. This is because it is impossible to trust my bike anywhere outside. At work I can take it inside.	11/18/2020 4:20 PM

Transportation Master Plan: 2050

Anywhere else I can't. I'd love to be able to bike to more destinations, and bike theft is the number one thing stopping me.

276	Parking downtown will never be convenient.	11/18/2020 3:51 PM
277	no	11/18/2020 3:45 PM
278	My top priority for transportation in 2050 is an efficient, affordable, excellent public transit service	11/18/2020 3:27 PM
279	Access to transportation has been scientifically proven to be a prime factor for lifting people out of poverty. We need to use as little fossil fuels as possible to mitigate the worst effects of climate change.	11/18/2020 1:45 PM
280	Complete the inner ring road. The Charleswood parkway should have been finished years ago. Charleswood is overrun with vehicles cutting through to the Seasons of tuxedo development but the city will not do anything until someone is killed. There are 4000 cars a day on my gravel street with no sidewalks.	11/17/2020 8:26 PM
281	More open streets and bike infrastructure please!!!	11/17/2020 8:11 PM
282	Manitoba should and could provide low cost electric door to door public transport for seniors like the current Dart bus system electrified and expanded to all areas, feeding into interconnected hubs of larger electric buses.	11/17/2020 8:04 PM
283	I would like to see much more effort in greening transportation in Winnipeg, such as more bike paths, electric and cheaper buses, and charging stations.	11/17/2020 8:01 PM
284	More dedicated bike lanes! Many people I know do not rely on cycling for transportation because they feel unsafe.	11/17/2020 7:14 PM
285	Transit service to the University of Manitoba from Fort Garry has been deteriorating over the past number of years. It will probably be worse now that the rapid transit line is in. It is hard to take the bus in this City and I am fortunate that I can take my car when needed. Transit is also often insecure and leaves people standing for long periods of time in dark and unsafe locations.	11/17/2020 6:02 PM
286	We need to raise taxes on corporations and on the wealthiest people and the highest earners and use the money to pay for infrastructure improvements.	11/17/2020 5:38 PM
287	Please research and consider overhead tramways as a transportation alternative. F do I the research and you will find it is less costly and more efficient than the current rapid transit.	11/17/2020 4:49 PM
288	need to make it safer for pedestrians. Bikes sharing the sidewalks and sidewalks on bridges is a real safety problem.	11/17/2020 1:41 PM
289	I think that non-profit ride-sharing services (like Ikwe, as one example) should be examined and integrated into housing, retail and transportation development. The new development on the Kapyong barracks could be a hub for new, integrated forms of transportation. Also zoning for the present and future needs to include a way to have retail, employment, recreation, housing and transportation as opposed to simply bowing to the demands of single-dwelling house developments that just add to the burden of dis-integration of our city. Thank you for the opportunity to offer our ideas experiences and opinions.	11/17/2020 1:14 PM
290	Will there be more in-depth surveys regarding frustrations with driving, biking, bussing, walking?	11/17/2020 12:13 PM
291	Transportation options are dictated by the way neighbourhoods are permitted to be built. Small corner stores allow residents to incorporate walking for casual errands. Developer subdivisions that require driving to a giant Costco to shop will generate more vehicle traffic. Big box developments space store buildings randomly around cold, windy parking lots making it virtually impossible to walk between stores, particularly for those with walkers or strollers. City planning for transportation cannot achieve aims of sustainability if building codes continue to permit development with incompatible goals.	11/17/2020 11:26 AM
292	My most common trip is commuting about an hour one way for work, so improving bike and pedestrian infrastructure wouldn't help me in that regard. However, it would help in other trips I need to make in the city outside of work.	11/17/2020 10:59 AM
293	When the pandemic started, I stopped using the bus because I didn't have a need to leave my	11/17/2020 10:45 AM

Transportation Master Plan: 2050

house. Since then, I have continued to drive in order to have less people on the busses for those who are unable to drive and need to use the bus. I am looking forward to being able to take the bus again, once I would no longer be taking the place of someone who really needs it.

294	More bike pathways please! Especially along Osborne into and out of downtown.	11/17/2020 10:03 AM
295	Why isn't any rapid transit plans or electric bus system plans in this survey? As I age I will need more public transportation and	11/17/2020 9:50 AM
296	Smaller, electric buses for feeder routes. Monorail or using old CN rails versus roads etc.	11/17/2020 9:43 AM
297	The fact that getting around by bus or on foot is "somewhat easy" for me is partly because of where I live, in a central neighbourhood with decent sidewalks and frequent bus service. This wouldn't be true of all areas of the city.	11/17/2020 8:24 AM
298	Mass transit is better by train. No traffic jams and more likely to be on schedule.	11/17/2020 5:33 AM
299	Lack of charger points outside of the city is another big disincentive for buying an electric vehicle. For example, making trips to visit family or for recreation outside of the city. The province needs to address this!	11/17/2020 3:27 AM
300	No	11/17/2020 12:40 AM
301	Thanks , any more questions and I would have closed the whole survey. But all good.	11/17/2020 12:28 AM
302	i would like to see subsidized bus passes for people earning EIA especially if they barriers to mobility. can the province and the city talk to each other.?	11/17/2020 12:17 AM
303	I do not think the future is well served by private cars (including electric or driverless). We need good public transport that respect to the environment and encourages community and equality.	11/16/2020 10:10 PM
304	The city's current transportation systems are not optimized towards a goal of zero carbon emissions within the next 10 years. Please consider this opportunity to rebuild for a sustainable NEAR future.	11/16/2020 10:08 PM
305	The city is way too spread out. Stopping urban sprawl would be to best way to improve transportation.	11/16/2020 9:50 PM
306	I would like to stress that environmental impact should be top of mind when considering the future of transportation in our city. We can be an example to the world of how to better plan a city for a clean future: electric vehicles and buses, better infrastructure for foot traffic and cyclists. Please, please, please think past your and my own lives. Our children need us to exact positive change now! Thank you for this opportunity.	11/16/2020 8:57 PM
307	Electrify Winnipeg transit please 😊	11/16/2020 8:15 PM
308	I hope that this survey can be accessed by all citizens, those who don't have computers or understand English as their first language. In order for the results to be unbiased and helpful, the survey must be offered in a variety of languages, be asked of folks who live /work on the street (homeless, sex trade workers, etc) and those in a wide spectrum of economic categories (I'm surprised these stats aren't being collected to reflect the users of this survey!!) Let's see if I can fill out the survey again and skew the results, lol.	11/16/2020 8:07 PM
309	No	11/16/2020 7:40 PM
310	More public transportation infrastructure is very important for a more friendly and greener infrastructure.	11/16/2020 7:25 PM
311	Please prioritize bike infrastructure. If you build it, people will come! On top of helping getting people out, it lowers CO2 emissions and helps boost mental health. Please also prioritize snow removal of those bike lanes as well! Especially in light of Covid, Winter Cycling is becoming an option that more people are looking at in order to avoid crowded busses. You say winter cycling crazy? Look at Minneapolis. Very similar city with similar climate (cold winters) and they invested in maintaining and expanding their bike network (particularly during winter) and winter cycling is becoming more popular and a viable option in that city. The same thing can happen here in Winnipeg too!	11/16/2020 7:17 PM
312	We don't need more roads for cars. We need free transit and better transit, pedestrian, and cycling infrastructure.	11/16/2020 6:54 PM

Transportation Master Plan: 2050

313	The weather in Winnipeg has a lot to do with our reluctance to cycle, walk, and ride the bus (at least the walk to the bus). The City of Winnipeg has to look for ideas that are outside the box, being one of the coldest major cities in the world. Car culture works in this weather. You can't plan like Toronto or NY, we aren't Toronto or NY. Please get this right. Planning in Winnipeg has been absent in the past or at least the plans haven't appeared to have been followed.	11/16/2020 6:54 PM
314	While I would prefer a walkable and bikable lifestyle, the rampant spread of big box shopping and residential urban sprawl, and the decline of local, integrated small businesses have created a city in which I find it difficult to operate that way. Let's support densification and small business!	11/16/2020 6:37 PM
315	Buses should be all electric We should also have light rail/sky train There should be designated bike lanes everywhere	11/16/2020 6:35 PM
316	The key to getting me to continue to use sustainable modes of transportation is to ensure that I have a density and diversity of destinations available to me and safe, convenient networks to access those destinations.	11/16/2020 6:31 PM
317	We have to tailor our city's transportation to better adapt to the climate crisis. More accessible public transit, more electric cars, continued development of bike infrastructure.	11/16/2020 6:01 PM
318	I would love to see a pedestrian bridge connecting the Fort Rouge rapid transit station to Pembina Highway- that would really make things well connected. As well, all new cycling infrastructure should be dedicated to cycling only, protected from road traffic- too often pedestrians or cars are in the cycling lane which totally ruins the usefulness of the lane.	11/16/2020 5:58 PM
319	The current gov't needs to seriously ramp up incentives to buy an electric vehicle. I would own one by now, but it's far too expensive without some kind of rebate. And then we've got to plug them in. I'm quite certain none of this will change in MB under the current gov't.	11/16/2020 5:55 PM
320	More roads equals more cars. We need to build 15 minute neighbourhoods while encouraging a switch to electric vehicles.	11/16/2020 5:49 PM
321	I hope that Winnipeg will move us into a responsible and environmentally safe future	11/16/2020 5:41 PM
322	The expansion of new bike lanes is great. Please continue as there are still some dead ends.	11/16/2020 4:38 PM
323	Funds MUST continue to be dedicated to furthering our cycle/walking path infrastructure in a timely manner for health and environmental benefits.	11/16/2020 12:07 PM
324	Please please please prioritize cycling infrastructure and better resourcing our bus transit system.	11/16/2020 12:01 PM
325	This survey was kind of awkward. I felt sometimes that the "Why do you consider this mode easy/hard" questions didn't give me the choices I wanted. I was surprised safety did not come up for cycling, as this is probably the main barrier for most, along with dedicated infrastructure to make cycling safer and more comfortable for all ages.	11/16/2020 11:58 AM
326	No one (except a few) really wants to bike, walk, or take the bus during a -30 (-40 with the windchill) Winnipeg winter. Not to mention snowfall deep enough to get everything stuck. Cars, be it gas or electric, are the only sensible option. And for older, mobility impaired people, they make independent living possible. Imagine being 75 & trying to ride a bike to get groceries in -30. Or go to a doctor's appointment, or pick up prescription medication. Cars simplify this process for people for whom active mobility simply isn't an option, due to health issues.	11/16/2020 11:38 AM
327	Question 25 is poorly structured. I don't want driverless vehicles because they are personal vehicles, not because I don't trust the technology. Too many personal vehicles crowd out pedestrian, cyclist, and transit infrastructure, and still put undue pressure on our planet and resources. Build transportation for a carless future, not just a driverless one.	11/16/2020 11:21 AM
328	The absolutely most important thing Winnipeg can invest in is a better public transit system. Electric cars, while better than carbon-emitting vehicles, are not a long-term solution. A better public transit system is essential.	11/16/2020 9:58 AM
329	Public transit and active transportation are the most important to me and my family. Please invest in a frequent service transit system and well connected cycling and walking infrastructure all over the city.	11/16/2020 9:57 AM
330	More bike paths are needed. It's not safe for bikes and cars to share the road. Affordable downtown/Hospital Parking. Healthcare staff pay heavily just to work everyday.	11/16/2020 7:30 AM

Transportation Master Plan: 2050

331	Winnipeg needs to build freeways	11/16/2020 5:26 AM
332	Increased pedestrian options and cycling lanes would be a huge benefit to Winnipeg.	11/15/2020 8:13 PM
333	There needs to be a monorail system built..get up an above the narrow roads in Winnipeg which cannot, nor never will handle the 3 to 4 car owner families.	11/15/2020 8:11 PM
334	Please build better bike infrastructure to link the north end to central Winnipeg. It's difficult to cross over the tracks and makes it more difficult to bike as much as I would to.	11/15/2020 7:51 PM
335	I would use the bus more if it didn't require 3 transfers and over 2 hours each way to get to work. When I have chosen to take the bus, it leaves before the scheduled departure time EVERY time. It is not reliable enough to get me to my destination	11/15/2020 7:06 PM
336	Fix the damn roads. Get traffic signals synced. Remove stop lights from perimeter hwy. put under or overpass at rail crossing on the perimeter. Stop putting bicycle lanes in and removing lanes for vehicles. Bicycles contribute nothing to infrastructure only create debt.	11/15/2020 5:38 PM
337	Public transportation needs to be safer, more reliable, & cheaper for lower-income residents. We need to focus on current infrastructure rather than continuing to expand the city. Focus must be on making greener transportation the priority - including better transit service (not a rapid-transit system that mostly serves areas/ residents who have choices rather than improving service for all of Winnipeg, particularly those who can't afford cars). Better, safer infrastructure for pedestrians & bikes are also essential.	11/15/2020 5:33 PM
338	I do not feel safe using the bus at night. Bus stops are a personal safety issue	11/15/2020 5:29 PM
339	New transit plus buses needed	11/15/2020 12:11 PM
340	Invest heavily in rapid transit; also consider emerging rail technology such as hydrail vehicles powered by hydrogen fuel cells (hydrogen/battery electric hybrid), especially if similar technology is adopted for the electrification of Winnipeg transit busses	11/15/2020 12:08 PM
341	Winnipeg's transportation infrastructure has been designed by traffic engineers for drivers. The city needs to buck that driver majority and implement best practices of transportation planners. See, eg, Abu Dhabi's Urban Street Design Manual (developed with Canadian transportation planning expertise).	11/15/2020 12:03 PM
342	Be smart City of Winnipeg, be visionary and plan both short and long-term for becoming a healthy and economically strong city in Canada.	11/14/2020 11:12 PM
343	Please prioritize public transportation and active transportation. Please remove barriers to these methods of transportation and increase barriers to driving. The fewer people we have driving the lower our impact will be on the environment and the less money we will need to spend on roads, which will leave us with more money for free public transportation and better active transportation paths. This is the virtuous cycle we could start today by crushing car culture and prioritizing moving people around in efficient, environmentally sound, and healthy ways.	11/14/2020 5:11 PM
344	Cyclists must be given more respect on Winnipeg roads. I ride about 10 hours a week and nearly get killed every day. Education and more advertising to get cars to respect and keep cyclists safe is necessary. More bike lanes and path ways. More opportunities for other people to enjoy cycling by making it safe and affordable.	11/14/2020 4:21 PM
345	Rapid mass transit, transit and bike infrastructure are far lower in priority than they should be especially compared to progressive international cities. It is very unfortunate that it has taken this long to complete the first transit corridor. At this rate I doubt the other 3 corridors that were originally planned will be completed by 2050. It is equally unfortunate that this is not even an exaggeration. If I recall correctly the first corridor took approximately 15 years. 3 more in approximately 45 years is a disheartening thought.	11/14/2020 4:06 PM
346	We need more bike paths to get around Winnipeg.	11/14/2020 4:02 PM
347	Please consider smaller, more fuel efficient or electric, vans for public transit from suburban housing like Waverley West, as shuttle buses to the main bus routes and to shopping areas.	11/14/2020 3:56 PM
348	Regardless of transportation methods, more enforcement of the laws and rules is required! In my opinion the city has abandoned one of its required obligations	11/14/2020 2:55 PM

Transportation Master Plan: 2050

349	I'd like to see metro line in Winnipeg.	11/14/2020 2:47 PM
350	Please take care of potholes	11/14/2020 2:43 PM
351	Better ice clearing of BRIDGES for pedestrians would make a huge difference Year round open streets would encourage people to try walking/cycling. I stopped cycling when the open streets closed because I'm too nervous on busy roads	11/14/2020 2:34 PM
352	Road repair is my biggest concern, roads are horrible.	11/14/2020 2:11 PM
353	I think the city needs to reduce the amount of ways people can cross major roads from side streets. They pull half way across a major road(like Main Street) and sit and wait for a break in traffic causing long delays. They should elongate more these and feed the side streets to the light controlled intersections. I think this would improve safety and reduce snow clearing and repair costs.	11/14/2020 1:16 PM
354	Sidewalk clearing is important near schools. East side of St Vital Bridge sidewalk has been closed for 2 years +. Snow clearing over this bridge is neglected. used for both walkers and bikes. Cleared 14+ days after a snow fall.	11/14/2020 12:02 PM
355	The more cyclists there are the safer cycling will be, but infrastructure and a cycling culture is required to facilitate that	11/14/2020 11:47 AM
356	I think that I, along with many others, would like to rely more on bikes to move around the city. That said, the lack of (a) protected bike lanes, and (b) bike routes along major routes that contain shopping destinations is a real hindrance to it. The city has done a good job at beginning to expand the bike infrastructure over the past 5 years, and I've seen more and more people out on their bikes as a result. That said, I think the city is on the verge of a critical mass, but won't get there without safer routes and the ability for bikes to easily get to destinations people want to stop at.	11/14/2020 10:37 AM
357	I would like to see cyclists to take the knowledge road test and be licensed to cycle on the same road as vehicles. A lot of cyclist have no idea about the rules of the road as they don't have a drivers license!	11/14/2020 10:11 AM
358	Let's increase the number of people biking by making more designated bike paths and consider having safe storage of bikes available to cyclists.	11/14/2020 9:20 AM
359	Improve traffic flow through technology , expand road ways where possible, fix roads with quality products, you get what you pay for. Make downtown cleaner n safer	11/13/2020 9:49 PM
360	Land use planning needs to be better incorporated into the transportation master plan as it is the #1 way to reduce demand going forward. Also, adding infrastructure only increases demands and issues going forward so it is better to maintain then increase capacities.	11/13/2020 9:30 PM
361	Fix the traffic light timing. Fix the roads. Stop putting in more traffic lights and timing them horribly with ones around them. OVER/UNDERPASSES. GET RID OF THE TRAFFIC LIGHTS ON THE PERIMETER. MY DRIVE TO WORK SHOULD NOT TAKE AN HOUR IN THE WINTER AND 10 MINUTES IN THE SUMMER.	11/13/2020 8:05 PM
362	Winnipeg is the only major city we have in our province unlike SK or AB where you can say they have two. I understand our city has chosen to do expressway with lights but in order for a major city to grow and adapt to compete in Canada it needs the ability to have a free flow of traffic. Winnipeg needs to remove lights on the inner belt way it wants to create. As well as have a direct access to the Perimeter Highway from our Intl Airport (better signage to the airport across the city and Perimeter) . Winnipeg needs to move quickly on infrastructure to help rebuild the economy from covid. Look at ideas of interchanges/freeways in Edmonton, Regina and Saskatoon as they are true amazing cities to drive in for the future while Winnipeg has been left behind in 1950.	11/13/2020 7:04 PM
363	Winnipeg's transportation system is like a chicken and egg scenario. Not enough use it because it's not good enough. Building a better one isn't justified because not enough people use it and the car culture is so strong. Build it and they will come. Looking forward one day to having a lot of the buses replaced with light rail transit.	11/13/2020 3:51 PM
364	I'd like to see public transit aggressively work toward taking the place of many/most private automobiles, as well as working toward more low carbon fuel sources.	11/13/2020 2:30 PM
365	Please note that this was answered during COVID. we have had mandatory work from home	11/13/2020 1:20 PM

Transportation Master Plan: 2050

March - Aug, then 25% capacity at work Aug-Nov. Now we are iback mandatory at home. Plus its winter. I hope the city (and Country) can move towards more affordable electric options (hydrogen?) for vehicles! I hope the city continues to work towards bike safe transport. I have liked cycling more since the new paths off main routes have been put in. I work at U of M campus, which I know is lucky.

366	The main issues with most transport in winnipeg (outside of car) is poor connections. There are poor connections by bus because of our spoke and wheel set up. There are poor pedestrian and bike connections between AT paths making it hard to get around (large gaps in system). We need to look at things more holistically	11/13/2020 12:19 PM
367	If we want more people walking, biking, and bussing, then transportation plans must be built in conjunction with density-building land use plans. As long as we keep building 'burbs on the edge of town, traffic will grow and our infrastructure will continue to get stretched thin. Instead, if we look to European/Asian/coastal North American models where dense residential zoning is tied to high street retail and supported by rapid transit. The suburb-focused city-building of the past 75 years has made cities like Winnipeg the butt of jokes, economic losers, and rather unliveable. The "15 minute" city - where everything you need is within a 15 minute walk, is the future. Lets not keep going in the wrong direction for another 50 years before realizing once again that the rest of the world's leading cities have lapped us multiple times over. Make bold plans to densify. Add 100,000 residents downtown. Add the next 100,000 residents by moving the rail yards and building dense new neighbourhoods from Point Douglas to McPhillips. Run an LRT from Polo Park to the airport to Red River, and then down that new neighbourhood to downtown. Change our future. The last 75 years of city building have sucked the glory and joy out of Winnipeg. Lastly, re: driverless tech: Each week another driverless Tesla crashes in the USA. The technology doesn't seem to account for pedestrians, cyclists, unpredicted environmental changes. I have zero trust in that technology.	11/13/2020 11:44 AM
368	Better bus service in Sage Creek	11/13/2020 10:54 AM
369	We can make this city so much more convenient, safe and enjoyable to live in by creating more space for people and less for vehicles.	11/13/2020 10:32 AM
370	Please fix nairn Avenue at the Louise bridge. Build a new Louise bridge and make it 4 lanes, you have the space! Fix Taylor Avenue.	11/13/2020 10:05 AM
371	Fix the traffic lights. Flashing red at night. Longer yellow lights. Motion sensors at intersections. Pedestrians allowed to cross both ways at once.	11/13/2020 9:46 AM
372	Prioritizing infrastructure decisions to promote public and active transportation (for all four seasons) over single driver vehicle transportation would be fantastic	11/13/2020 9:01 AM
373	Winnipeg needs to remember the climate we live in. 5 months of the year, very few people will walk or bicycle and we need to be fiscally responsible when bike and walk lanes are set up. In my case, there is no possible way I could bicycle to work and back every day due to distance. The reality is that most people travel a good distance to work and time becomes an issue. I would like to see infrastructure be planned and implemented for future growth, and not take the least expensive alternative that has no provisions for future growth. I see projects that are moving in this direction, and I'm excited to see the City is forward thinking. I, myself, like the thought of active transportation but it just does not work for with my current lifestyle.	11/13/2020 8:53 AM
374	Transit is based on a hub and spoke, from suburbs to downtown. It's useless, time-consuming, inconvenient and not enjoyable to go from suburb-suburb. I shouldn't have to transfer at Portage Place for EVERY combination. Vancouver uses on-bus credit card payments too. Why can't we?	11/12/2020 9:27 PM
375	I would like to see less stop lights, so traffic can flow more effieciently and less speed reduction zones. I would also like to see more education and licencing for bicyclists.	11/12/2020 8:25 PM
376	Better bike path plans that take up less road space. Enlarge sidewalks to accommodate bikes. Safer for both pedestrians and bikers. Most bikers don't follow the rules of the road because they feel there to many obstructions for them and it's harder for them to start and stop.	11/12/2020 8:17 PM
377	Abolish photo radar	11/12/2020 8:14 PM
378	This city has incentivized driving for far too long. Constant additions of lanes and and higher speeds at the expense of better (more affordable and more frequent) bus service. The car culture in this city has got to be reduced. People cannot continue to expect to be able to park	11/12/2020 8:14 PM

Transportation Master Plan: 2050

for hours on end for free in Downtown and fight bike lanes. Every other major urban centre caters to residents of downtown by way of making space for pedestrians and bikes over vehicles. Keeping Portage and Main closed at the request of the rich white male class was a mistake. We cannot keep making decisions based on the opinion of folks who never use certain services (i.e. the bus, pedestrian crossings, etc.). This is a major disservice to those of us who pay taxes and choose to call Downtown our home and invest in sustainable infrastructures.

379	More safer dedicated bike path, not just for downtown but for the whole city	11/12/2020 6:51 PM
380	Our focus should be on creating the infrastructure for the future, when EVs will likely make a large portion of the vehicles on the road... In addition to that, adding more underpasses or overpasses to areas of high traffic - like Kenaston and Mcgilvray - and facilitating the flow of vehicles in and out of our main roads	11/12/2020 6:51 PM
381	Take the bike lanes out of downtowns. They've ruined parking and decreased business. No one is riding a bike from November - March	11/12/2020 6:46 PM
382	Bring Jesus into your life.	11/12/2020 6:05 PM
383	Cyclists slow down traffic. Esp in Winter. They also break traffic laws.	11/12/2020 5:52 PM
384	Question 23: I have no intention to buy or lease a car, so it's irrelevant.	11/12/2020 4:50 PM
385	Light rail please. Or better yet subway, to keep us out of the cold.	11/12/2020 3:52 PM
386	Major disconnect between transportation planning, transit planning and land use planning in Winnipeg. Why is it three separate initiatives when they are all obviously connected?	11/12/2020 3:28 PM
387	Make it TMS 2030. Love to see some change before I die.	11/12/2020 3:01 PM
388	I would like to see more electric busses, and more frequent bus service in Winnipeg. I would like to bike more, but find riding downtown to be dangerous (cars) and difficult to find a place to lock-up (thieves).	11/12/2020 2:59 PM
389	Hydro lines are under utilized in the City. Could the City and Hydro work together to make these spaces greener for purposes including walking and cycling?	11/12/2020 2:57 PM
390	No	11/12/2020 2:51 PM
391	There isn't mention of land use in this survey, especially regarding how this city and surrounding municipalities continue to spread out horizontally. This has a huge impact on transportation, considering that much of the current woes are due to building outward and supporting car culture more than building vertically with greater population density and therefore supporting other modes of transportation. Train tracks are aplenty in this city, yet we don't utilize the unused ones for bike corridors. Surface lots should be taxed immensely with incentives to develop into multi-level parkades with businesses and/or apartments built in. So, in my mind, land use and bylaws should be examined, which support or prohibit the intelligent designs necessary to make Winnipeg more accessible to everyone.	11/12/2020 2:31 PM
392	Incorporating active and public transportation into the Master Plan should be very important. It's the future of modern cities and Winnipeg is lagging behind.	11/12/2020 1:43 PM
393	No	11/12/2020 1:06 PM
394	This city is FILTHY, disgraceful. Walking or biking on main roads are dusty, filthy clouds - irritate health issues. FILTHY!!!! I have watched multiple puke piles at Donald and Portage avenue disintegrate and blow away over the course of a week. Other cities clean up their streets every night (downtown). FILTHY!!!!	11/12/2020 1:01 PM
395	Priorities are made most clear within the city's budget. Significant savings on road maintenance will come with encouragement and implementation of public transportation and biking infrastructure. Please spend our money wisely	11/12/2020 1:00 PM
396	It would be nice to see a coherent bike system of PROTECTED bike lanes, such as the lanes on the south transit route or Empress. Currently protected lanes shoot cyclists into dangerous streets with no curb, and just a line drivers don't always adhere to, such as Sherbrooke and Pembina. Lanes like Regent aren't safe and I would never bike on that "bike lane"	11/12/2020 12:58 PM
397	The future of traffic is not driverless cars it's functional public transit and communities you can	11/12/2020 12:32 PM

Transportation Master Plan: 2050

walk and bike in. More cars will not fix the traffic problem.

398	Where are the questions about where I go Might be good info to find out where people are moving not just how. This would inform where to build new infrastructure	11/12/2020 12:22 PM
399	If bus routes were better planned in the suburbs, and had more frequent arrival times I would use the bus more. Stops serviced once or twice every hour, and the holiday/sunday restrictions coupled with buses being late more than on time is why I dont use them. The roads are in horrific shape, and I would like to be on a bus rather than damaging my vehicle. In less than 5 years I will be transitioning to full electric vehicles	11/12/2020 12:20 PM
400	Safe biking routes that don't intersect with driving routes, as drivers tend to be unaware of cyclists.	11/12/2020 12:17 PM
401	If there was better (safe, clean, and reliable) transit and cycling infrastructure in the city, more people would choose it. Even before the pandemic, I doubt many would choose the bus if they had a choice. I have frequently seen assaults, I've sat in pee, and although I live close to work, I leave 45 minutes earlier than I need to because the service is very unreliable in terms of schedule. Also, the bus (often the 11) was always packed, with people pushing against you in every direction, and often (almost daily) passing people by because it's overfull. In the winter, all of this is especially problematic. If people felt that they could arrive where they're going in one piece, on time, not smelling like pee, they would be a lot more likely to choose that option.	11/12/2020 12:02 PM
402	Improving Winnipeg Transit reliability and capacity during rush periods should be priority for Winnipeg's transportation future. Realistically Winnipeg/Manitoba doesn't have the fiscal capacity to build infrastructure necessary to accommodate more personal vehicles. We should be aiming to use the roads we already have more efficiently. Transit should be a reliable, available, and frequent service (which it isn't) to make it a viable choice to personal vehicle.	11/12/2020 12:01 PM
403	less focus on cars and more focus on active transportation please.	11/12/2020 12:00 PM
404	De-prioritize automobiles in planning please. They've been first consideration for decades. Humans want to be prioritized now. Thanks!	11/12/2020 11:55 AM
405	I appreciate improved bike routes in Winnipeg in recent years. Sidewalk maintenance /snow dumping on sidewalks/lack of snow removal from sidewalks is my biggest complaint. Last year I fell and broke my wrist due to a poorly maintained sidewalk that created a huge area of ice I couldn't bypass. Often snow is dumped on sidewalks after being cleared from roads leaving snow hills on the sidewalks - for someone like me that means climbing over snowbanks on the sidewalk which is sometimes treacherous; for those with mobility limitations that can mean sidewalks are impassable and they have to turn back or walk on major roads, which is not safe!	11/12/2020 11:33 AM
406	n/a	11/12/2020 11:28 AM
407	Brian Pallister has run this city to the ground, and the pandemic has only highlighted his inability to lead.	11/12/2020 11:25 AM
408	My biggest issues with transportation are the following: - taking a bus is not more convenient or affordable for me to use. I have a car and it gets me from A to B just as easily as a bus. i love the idea of transit, but really I would only consider it if I didn't feel I still need a car - I love biking and love the new routes. i would appreciate if biking paths were more connected and connected to the main routes, not tucked away like the rapid transit routes are. you should be able to pop off the bus or your bike and be in front of a local shop, hence the foot traffic part of that - bike lanes and sidewalks need to be plowed for accessibility all winter. this is a must	11/12/2020 11:10 AM
409	Winnipeg's transportation system should offer people active transportation alternatives without making it more inconvenient to commute by the method that is- and likely always will be - the most popular: travel by personal automobile. An example of how to accomplish this is building bike lanes separate from the road on grass boulevards- everyone wins and everyone's commute is improved, regardless of transportation choice. Winnipeg should not engage in 'social engineering' through design of transportation systems.	11/12/2020 10:46 AM
410	Enforcing 1m rule on roads for bikes when on the road would help encourage ore cyclist and make people feel safer. Right now, cars get so close it is a safety hazard every cyclist and all those who use the road.	11/12/2020 10:40 AM
411	If we're talking about 2050, I would like to see personal automobiles almost completely removed from the city by that point. The #1 thing should be a complete regional planning	11/12/2020 10:39 AM

Transportation Master Plan: 2050

strategy so people don't need to traverse the city to get to most things they need, but we also need to prioritize rapid transit and active transportation infrastructure over cars at every given opportunity, and stop giving people so much parking (which encourages people to drive). Every street should be safe for cyclists and pedestrians.

412	Better connection of existing cycling paths is needed. Install infrastructure for cyclists to cross busy streets ie. McGillivray Blvd at the south end of Fort Whyte cycling path is very dangerous for cyclists, ie. west end of Hart Trail crossing the perimeter highway, ie. better connection between the Forks and the Gateway bicycle path.	11/12/2020 10:38 AM
413	Bike's should not be allowed on the road during the winter months.	11/12/2020 10:37 AM
414	This is a long range plan with the space to implement big ideas. Winnipeg needs to base its decision-making on research and data about resident mobility. This seems obvious but from what I have learned as a city planning student and even directly from people who work for the city, this is not being done.	11/12/2020 10:20 AM
415	I'm finding a lot of bikes riding on the sidewalks even where there are bike lanes. In parks on foot paths also. Very dangerous as they fly by and you have to jump out of the way. The elderly at risk the most of falling by being startled.	11/12/2020 10:13 AM
416	To give different modes equal access in the city, you will need to give them unequal priority. Pedestrians, bikes, transit riders, cars, in that order. Also, with respect to transit, very important to consider the part of the trip that happens outside of a bus (ie. walking), and how the built environment is conducive to it or not, as well as how other transportation modes affect it (for better or worse, ie. incompatible or synergetic).	11/12/2020 10:06 AM
417	the biggest problem with transportation in this city is PEOPLE, who don't follow the rules of the road, who walk on the road or bike path when a sidewalk is 2 meters away, who ride on the road when a bike path is beside them or very close by, who ignore cyclists or purposely try to force you off the road, who park in fire lanes, who drive on the shoulder, or pass on right on the shoulder, cyclists who ignore traffic lights and stop signs, CYCLISTS RIDING ON SIDEWALKS! I could go on but..... we have laws that NO ONE enforces even though SAFETY is supposed to be priority ONE, ITS NOT.	11/12/2020 10:05 AM
418	Add bike lanes. Replace 4-way stops with roundabouts. Make traffic flow	11/12/2020 10:02 AM
419	Winnipeg is in a difficult position due to our urban sprawl, and our challenging weather that persists over the course of many months. If I lived in Vancouver, I would live downtown and walk/bike/take transit everywhere. I would not own a car. Living in Winnipeg that is not possible for me. Downtown does not feel like a safe place to live, and lacks grocery stores in walkable distance. Not to mention the transit system can be challenging, and again, feel unsafe for someone who works long hours and has to take it at night. And then there's the walk from the bus stop, which even though it is not far, is not ideal from November - March. I'm not sure how we overcome these challenges; making downtown a safer, more vibrant place is the first step. I would consider living downtown and using a car sharing program in the future, if it felt safe and convenient to do so.	11/12/2020 9:47 AM
420	Light rail would have been a far better choice than rapid transit. Everyone is laughing at this City for choosing busses that drive fast. And stop taking away from existing infrastructure for bike paths. There is enough room to make bike paths separate from roads without taking away from the roads. And next time you find a roadway where vehicles cannot achieve the maximum speed limit due to congestion, the answer isn't reducing the speed limit. Find out why the roadway is congested and fix that problem.	11/12/2020 9:46 AM
421	When calculating the cost of taking the bus, please include the cost of the additional travel time. Personally the bus takes an additional 30 minutes each way. At \$30/hr with benefits, taking the bus cost me an extra \$700 a month. I pay about \$150/month for parking & gas.	11/12/2020 9:40 AM
422	Decide what to do with the train tracks in the north end of the city, it will help the transportation Master plan 2050 (north-south transportation)	11/12/2020 7:38 AM
423	Very forward thinking questions about autonomous driving and preferred delivery methods. I think autonomous driving should be embraced (as soon as it arrives) if nothing else to reduce pedestrian deaths and injuries (together with 30km/hr speed limits of course). In fact, 30km/hr speed limits in residential neighbourhoods may allow autonomous driving to come quicker and with increased public support. Autonomous vehicles should be expected to arrive within the	11/11/2020 7:56 PM

Transportation Master Plan: 2050

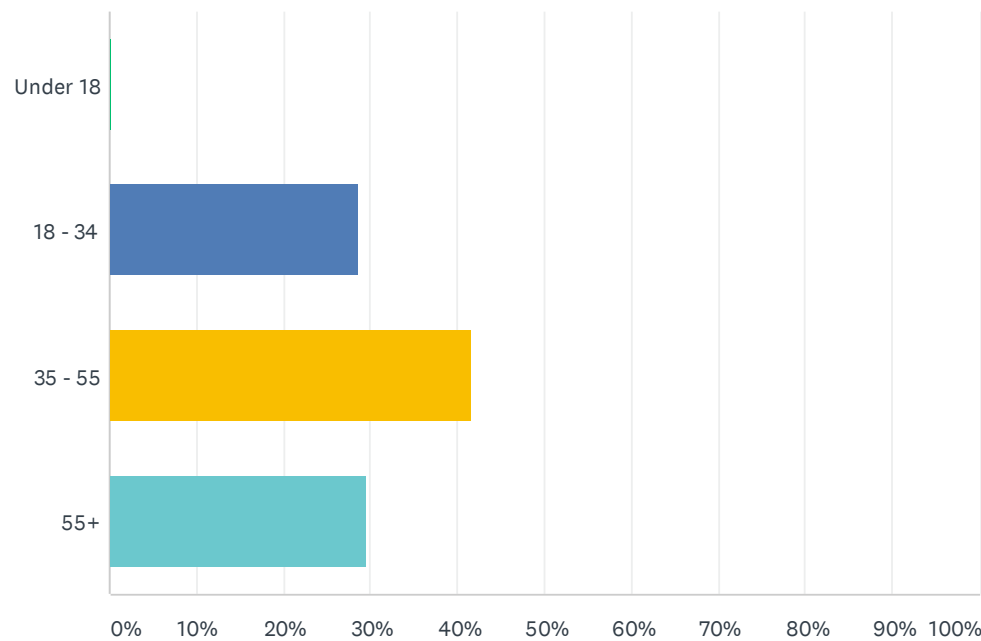
next 5-10 years and transit planning will have to think about this transition as it may be comparable or slightly more expensive than taking a bus with improved enjoyment of use.

424	To improve our inner city, get rid of the railway yards that divide our city. Imagine a biking/pedestrian/ rapid transportation route from McPhillips to Main with a huge city park and folks living there. The railyards are atrocious. Move them out and this will improve transportation and living for all.	11/11/2020 12:49 PM
425	I would most likely take a bus to go to work had the bus schedule been more reliable and busses could travel faster. I think a lot of sole-riders like myself causing more vehicles on the road and slow down the traffic because of curb lane parking. The curb lane parking should be banned in those streets where indents to curbs are not available. Thank you!	11/11/2020 12:06 PM
426	Yes I do, stop wasting money on rapid transit plans that aren't improving anything and just costing taxpayers a lot of money. You're planning for the year 2050 when are current road systems were developed for 1970, try improving the current systems first. Replace old outdated bridges, complete the inner traffic ring, and get traffic flowing and then perhaps transit will improve itself as a result. Also build better roads!	11/11/2020 9:36 AM
427	It would be amazing to imagine Winnipeg as a city with reliable transportation infrastructure- better roads, electric mass transit, bike infrastructure etc. I'm always amazed when we travel to Minneapolis and see the difference that well planned out roadways make for getting around a large city. That combined with their excellent mass transit makes for the type of system we should strive for!	11/11/2020 9:08 AM
428	Choice is vital. I want to drive, walk, or bike safely and efficiently as I choose. I do not want the city choosing for me.	11/10/2020 10:26 PM
429	Fix the damn roads, build more grade separations, and expand cross city high speed routes.	11/10/2020 8:29 PM
430	I believe that Winnipeg is behind on transportation systems. The inner ring road which is (Route 90, Bishop Grandin, Lagimodiere, Chief Peguis) should be eventually built to freeway standards to allow for better traffic flow. As well if its possible to relocate the CP rail lines outside of the city, the location of which the lines used to run can be converted to a freeway network. I understand the city is working on the south perimeter as a freeway system but the inner part of the city should eventually be built to freeway standards as well. That means when doing any work on that roadway in which is apart of the inner ring road, take the opportunity to just upgrade the intersection to an interchange. I didn't really understand why the city re-did fermor and lag. considering they had upgrades for that intersection to become an interchange. Saskatoon and Regina are both really making better road networks for their respected cities. its time that Winnipeg starts taking that next step. I don't care how long it takes as long as it will be in the plans for the city and written in stone. The NDP had the inner ring road idea in mind for a while until the PC's got in power and had to get out of the deficit in which was caused by the NDP. I'd say its now time to start really look to the future for this roadway and see it as a potential freeway for all Winnipeggers to use as well as travelers and truckers. I think of all the visitors of our city that come from the airport. most other cities have a freeway system that is right near the airport for easy access. when you come to Winnipeg, you end up in an industrial park with no clear indication on where to really go. like i said, route 90 near the airport eventually could really use that kind of upgrade. I hope take into consideration on this idea in which I have brought up.	11/10/2020 7:53 PM
431	This survey is biased and not representative of the opinions of local residents. Failed to mention increased cost of goods by imposing greater restrictions. For shame.	11/10/2020 6:34 PM
432	We need to improve the flow of traffic, more freeways like in the states, no lights on the perimeter and more well timed lights in the city. Also more over passes for railroad crossings and bridges.	11/10/2020 6:32 PM
433	This survey feels insufficient for a broader transportation plan. Not enough about traffic flow pattern.	11/10/2020 4:47 PM
434	Cyclists are not using the infrastructure that was built for them. Continually see them on a sidewalk or road where there is a bike bath directly beside them. Also, cyclists do not follow the same rules as drivers and are consistently driving through red lights, passing all cars while cars are at a red light instead of waiting at the end of the line like a car must.	11/10/2020 4:29 PM
435	Speed reduced Downtown to 30 because of the dense population and many persons who are elderly or who have mobility challenges.	11/10/2020 4:23 PM

436	The infrastructure in this dump is abysmal. The perimeter highway in particular is a joke, it possibly has as many lights combined as entire city. The Transit system is ineffective. Which explains why there are so many cars on the road. I require a commercial van for work. When I am not working I walk as cycle as much as possible so I don't have to beat my vehicle into pieces on the potholes, exposed rebar etc, or sit waiting for at grade rail crossings, or tactical choke points/excessive controled intersections that cause traffic back ups. You want to close Portage and Main, but have no plans in place to re route traffic, reduce traffic, or provide an alternative to driving personal vehicles. When the choice of taking the bus taxes more than twice as long as driving a vehicle, nobody will take the bus. The last time I went to take the bus from the western edge of Transcona to The Forks, I found it would take 45+ minutes and a transfer. Google suggested 20 minutes by car. I took the bus to Waterfront and walked. The bus came late.	11/10/2020 3:35 PM
437	I feel Winnipeg is at a critical juncture. We have to work on getting away from a car-only culture. We cannot expect to keep adding cars to our roads and think that widening a few streets or limiting parking will have any meaningful impact on travel time. It is critical that we look to places like Amsterdam. I love some of the ideas they have to calm traffic and encourage other forms of transportation. I dream of a day where taking public transit, a car, or a bike, are all about the same level of convenience.	11/10/2020 3:21 PM
438	I believe completion of an express inner ring road (Bishop rte 90, Lag) will reduce downtown through traffic. Open up Portage and Main!	11/10/2020 3:05 PM
439	I'd like it if there was better bike availability in the city. Like Sweden, they have bikes for families with multiple children. Or like in Asian cities, they have bike rentals and stuff to get around.	11/10/2020 1:31 PM
440	It is (past) time for Winnipeg to move cargo trains outside of the city as much as possible (ex. relocate the CN mainline around the perimeter does it does not travel through downtown anymore) and then use those lines for passenger rail transport within Winnipeg and to neighbouring communities (Selkirk, Oakbank, etc).	11/10/2020 1:05 PM
441	More bike lanes please!	11/10/2020 12:43 PM
442	Open Portage & Main!	11/10/2020 9:46 AM

Q35 What is your age?

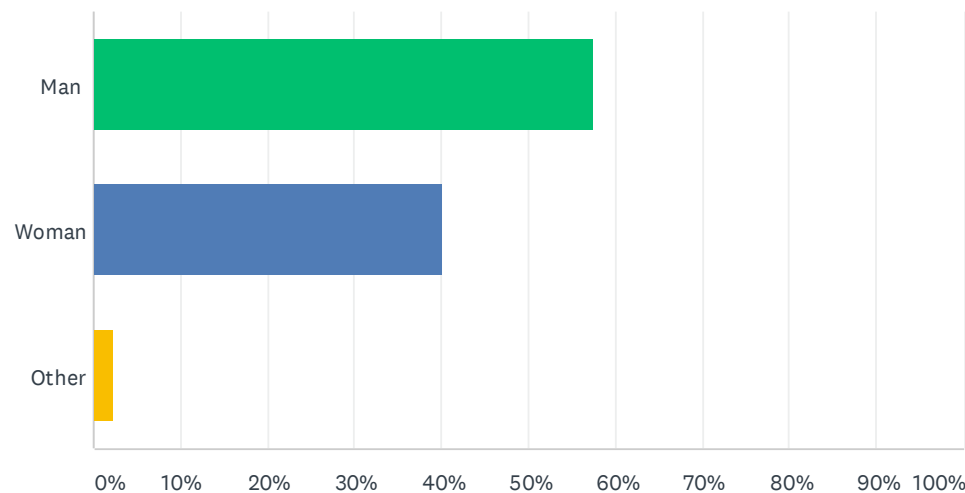
Answered: 717 Skipped: 47



ANSWER CHOICES	RESPONSES	
Under 18	0.14%	1
18 - 34	28.73%	206
35 - 55	41.56%	298
55+	29.57%	212
TOTAL		717

Q36 Please indicate your gender.

Answered: 709 Skipped: 55



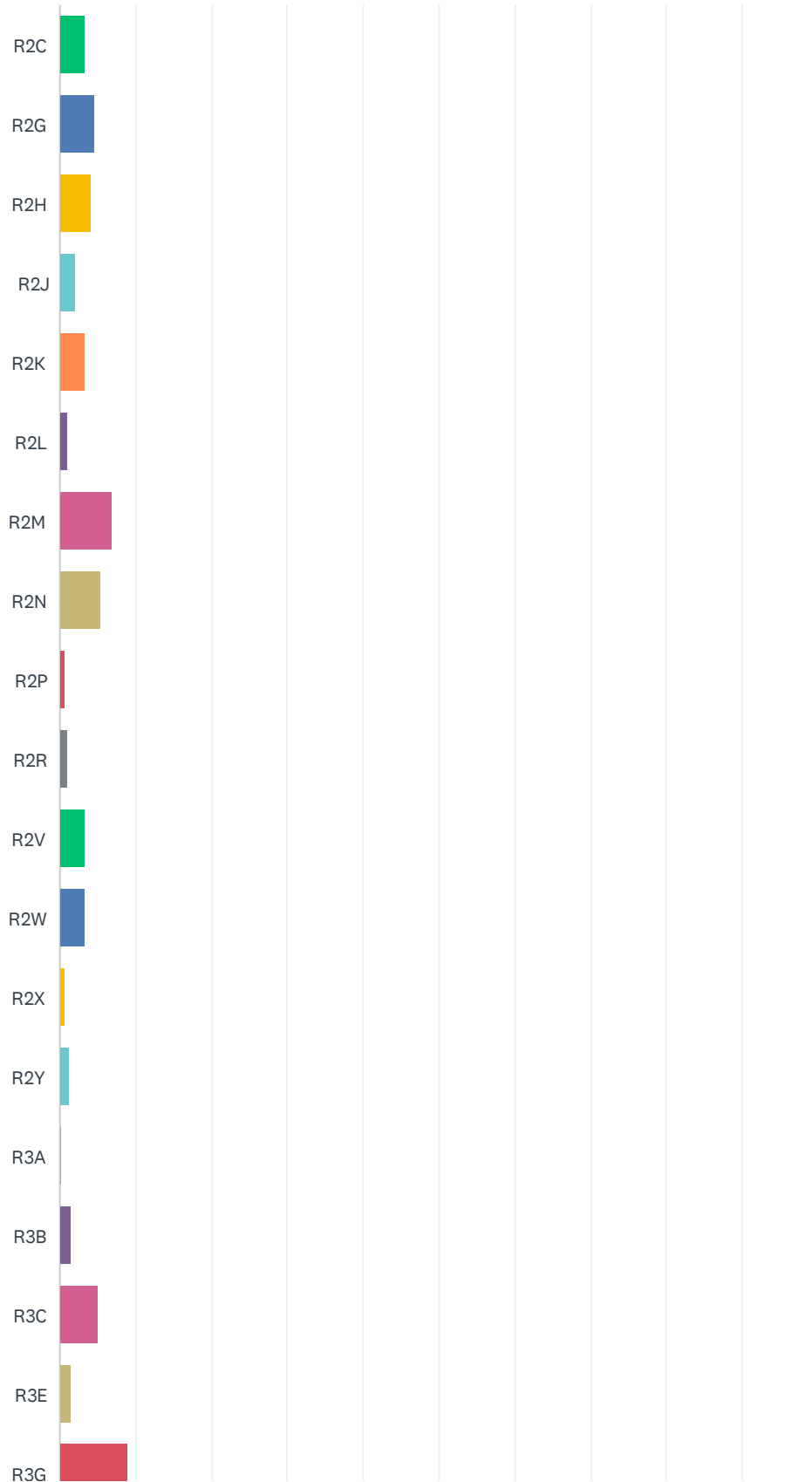
ANSWER CHOICES		RESPONSES	
Man		57.55%	408
Woman		40.20%	285
Other		2.26%	16
TOTAL			709

Transportation Master Plan: 2050

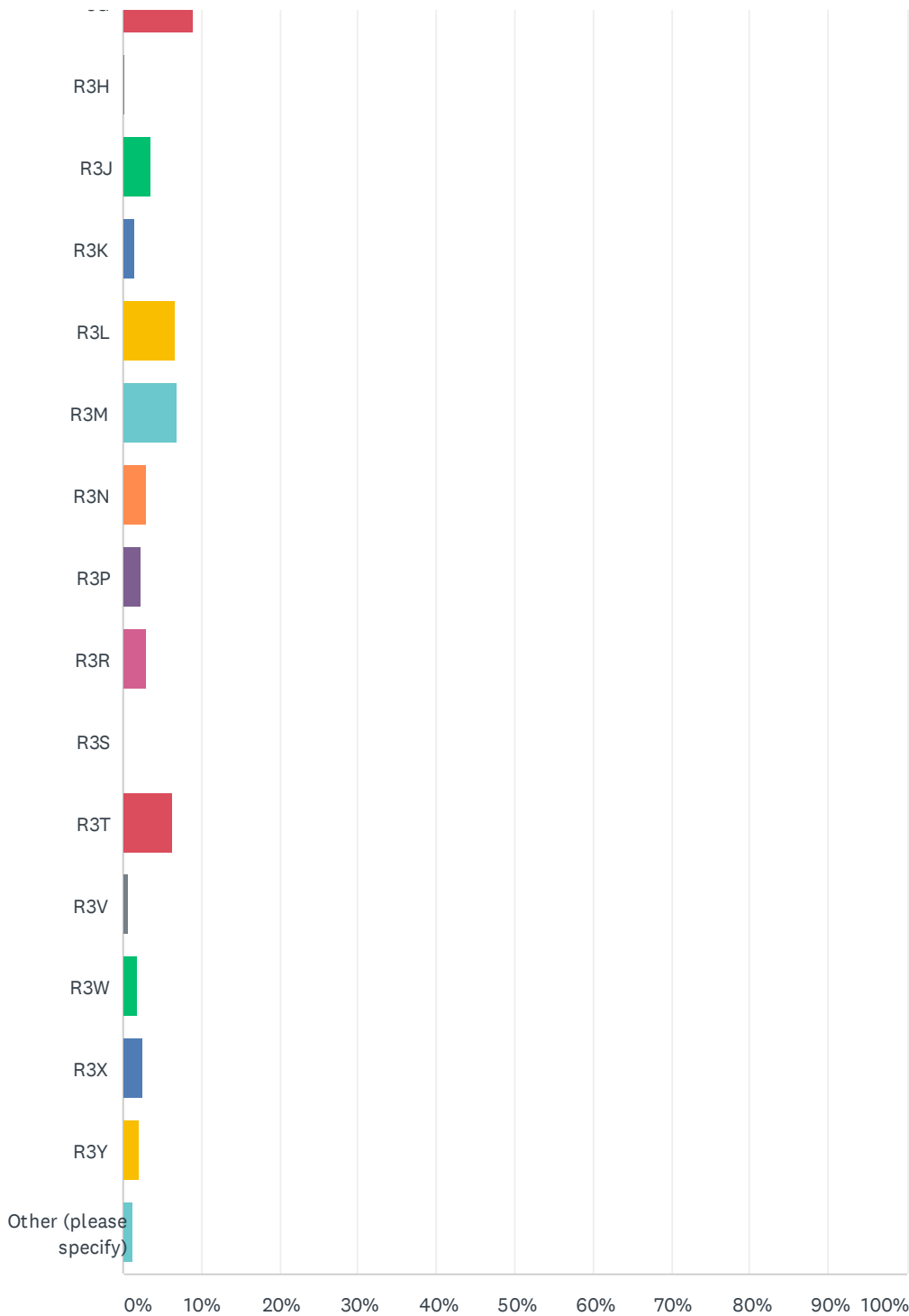
#	OTHER	DATE
1	Sex is male and female, gender is an identity - you should know this if you have a EDI policy!!!!	12/9/2020 9:47 PM
2	nonbinary	12/8/2020 5:47 PM
3	Attack Helicopter	11/30/2020 11:02 AM
4	Non binary	11/26/2020 9:36 AM
5	Non-binary	11/22/2020 11:58 AM
6	no	11/19/2020 12:50 PM
7	Ø	11/18/2020 9:18 PM
8	non binary	11/17/2020 12:18 AM
9	What's wrong with just other?	11/12/2020 6:07 PM
10	It doesn't matter.	11/12/2020 11:26 AM
11	non binary	11/12/2020 10:54 AM
12	Agender	11/12/2020 10:40 AM
13	Other	11/12/2020 10:38 AM
14	Non-Binary	11/12/2020 10:25 AM
15	No	11/10/2020 4:24 PM
16	How dare you ask me	11/10/2020 3:37 PM

Q37 Please provide the first three characters of your postal code.

Answered: 704 Skipped: 60



Transportation Master Plan: 2050



Transportation Master Plan: 2050

ANSWER CHOICES	RESPONSES	
R2C	3.27%	23
R2G	4.55%	32
R2H	4.12%	29
R2J	1.99%	14
R2K	3.41%	24
R2L	0.99%	7
R2M	6.96%	49
R2N	5.40%	38
R2P	0.57%	4
R2R	1.14%	8
R2V	3.41%	24
R2W	3.41%	24
R2X	0.57%	4
R2Y	1.28%	9
R3A	0.14%	1
R3B	1.56%	11
R3C	4.97%	35
R3E	1.42%	10
R3G	9.09%	64
R3H	0.28%	2
R3J	3.55%	25
R3K	1.56%	11
R3L	6.68%	47
R3M	6.96%	49
R3N	2.84%	20
R3P	2.27%	16
R3R	2.98%	21
R3S	0.00%	0
R3T	6.25%	44
R3V	0.71%	5
R3W	1.85%	13
R3X	2.41%	17

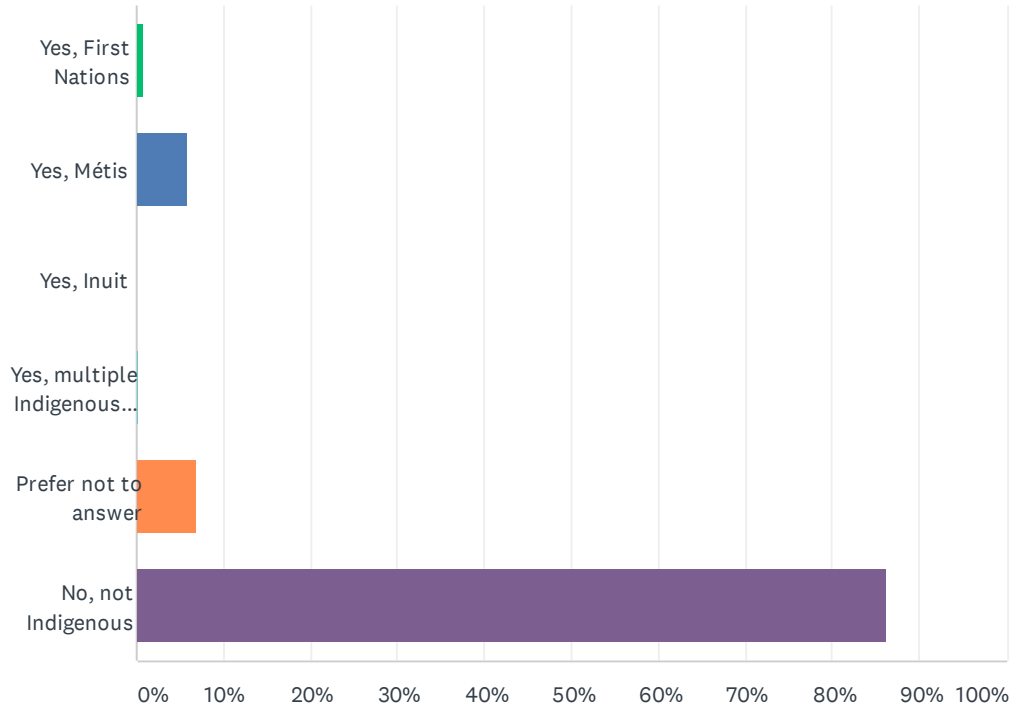
Transportation Master Plan: 2050

R3Y	2.13%	15
Other (please specify)	1.28%	9
TOTAL		704

#	OTHER (PLEASE SPECIFY)	DATE
1	R1A	12/10/2020 7:57 AM
2	R0C	12/9/2020 12:23 PM
3	R0A	12/8/2020 8:41 PM
4	R0E	12/8/2020 6:48 PM
5	R0C	12/8/2020 3:56 PM
6	R0G	11/28/2020 12:00 AM
7	R4H	11/16/2020 6:56 PM
8	R0a	11/13/2020 10:20 AM
9	R0C	11/13/2020 9:47 AM

Q38 Do you identify as an Indigenous person? By this we mean First Nations (status or non-status), Métis or Inuit person.

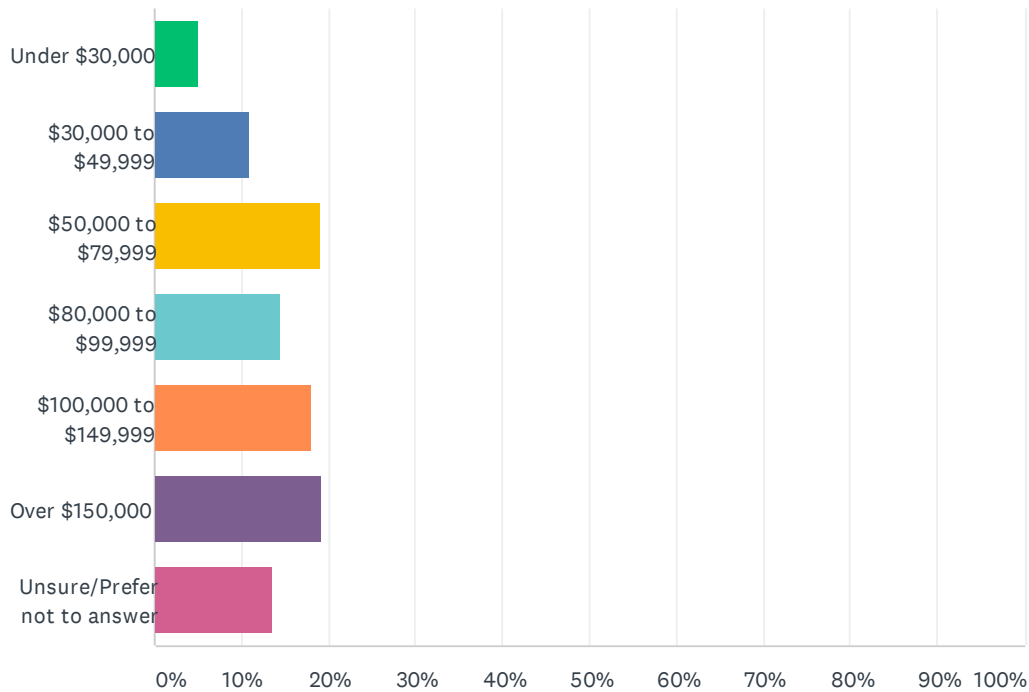
Answered: 713 Skipped: 51



ANSWER CHOICES	RESPONSES	
Yes, First Nations	0.84%	6
Yes, Métis	5.89%	42
Yes, Inuit	0.00%	0
Yes, multiple Indigenous identities	0.28%	2
Prefer not to answer	6.87%	49
No, not Indigenous	86.12%	614
TOTAL		713

Q39 Which of the following categories best describes your family income? That is, the total income before taxes of everyone in your household?

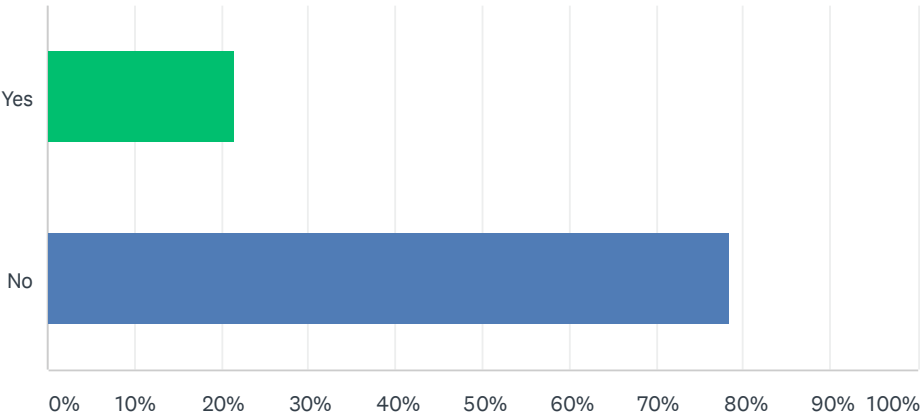
Answered: 713 Skipped: 51



ANSWER CHOICES	RESPONSES	
Under \$30,000	5.05%	36
\$30,000 to \$49,999	10.80%	77
\$50,000 to \$79,999	18.93%	135
\$80,000 to \$99,999	14.45%	103
\$100,000 to \$149,999	17.95%	128
Over \$150,000	19.21%	137
Unsure/Prefer not to answer	13.60%	97
TOTAL		713

Q40 Do you have children aged 12 or under in your home?

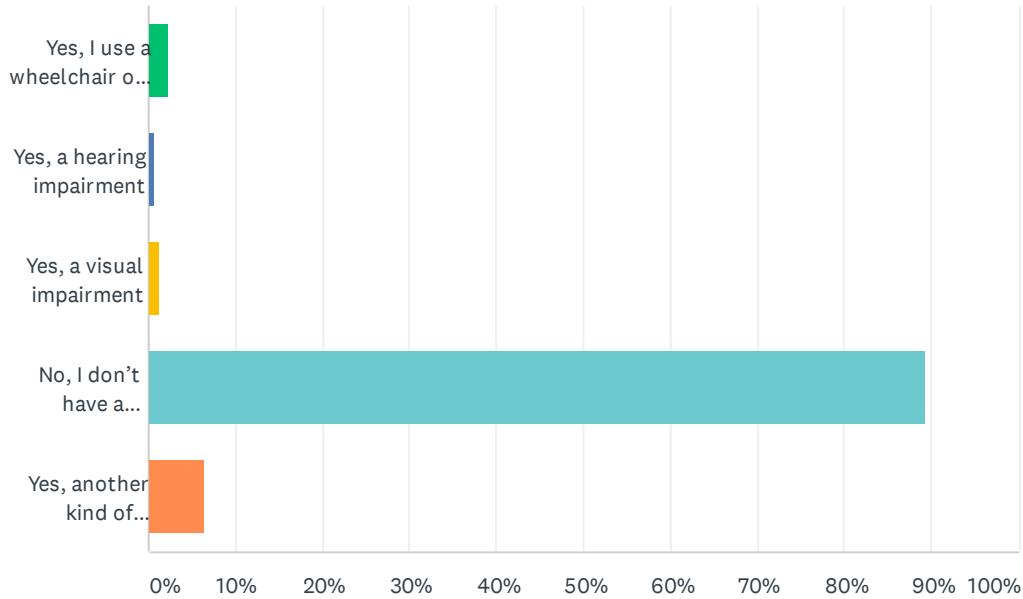
Answered: 713 Skipped: 51



ANSWER CHOICES	RESPONSES	
Yes	21.46%	153
No	78.54%	560
TOTAL		713

Q41 Do you have a disability?

Answered: 715 Skipped: 49



ANSWER CHOICES	RESPONSES	
Yes, I use a wheelchair or have mobility issues	2.24%	16
Yes, a hearing impairment	0.70%	5
Yes, a visual impairment	1.26%	9
No, I don't have a disability	89.23%	638
Yes, another kind of disability (please specify, if you wish)	6.57%	47
TOTAL		715

Transportation Master Plan: 2050

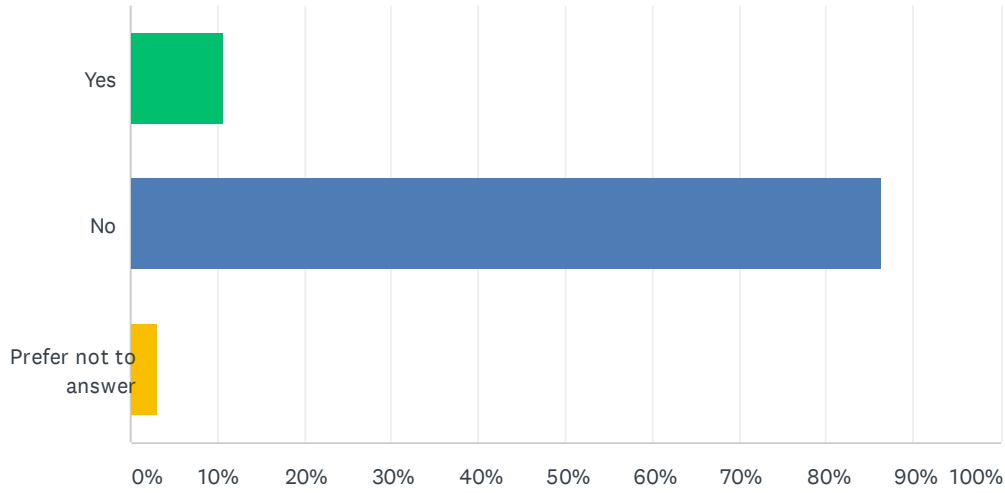
#	YES, ANOTHER KIND OF DISABILITY (PLEASE SPECIFY, IF YOU WISH)	DATE
1	(Please specify, if you wish) I do not wish.	12/11/2020 7:11 PM
2	F.A.S	12/10/2020 12:16 PM
3	FINANCIAL	12/10/2020 12:08 PM
4	ASD	12/10/2020 11:40 AM
5	Type 1 diabetic.	12/10/2020 8:34 AM
6	It says, "if I wish" then forces me to enter a comment - poor screening of survey	12/9/2020 9:47 PM
7	no	12/9/2020 5:39 AM
8	aspergers syndrome	12/8/2020 10:33 PM
9	Neurological issue	12/8/2020 8:07 PM
10	none of your business and should not be required	12/8/2020 6:48 PM
11	Mental Disability	12/8/2020 1:10 PM
12	balance..arthritis..need glasses. remember font size in all print..electronic..signage..etc	12/8/2020 12:39 PM
13	mobility issue	12/8/2020 10:08 AM
14	Wheelchair user, hearing, and visual impairments	12/4/2020 11:56 AM
15	no	12/4/2020 8:47 AM
16	prefer not to say	11/30/2020 9:32 AM
17	ADHD-C	11/29/2020 4:24 PM
18	bad knee	11/26/2020 11:44 PM
19	-	11/26/2020 2:16 PM
20	Mental health challenges	11/25/2020 4:32 PM
21	Not at present but since this survey is for a long-term plan, this question is basically redundant	11/25/2020 4:14 PM
22	learning disabilities	11/22/2020 11:58 AM
23	Chronic migraines	11/21/2020 7:37 PM
24	Aspergers	11/19/2020 12:56 PM
25	mental health	11/19/2020 8:05 AM
26	"please specify, if you wish"! wtf!	11/18/2020 9:18 PM
27	I don't know if 20/40 vision with glasses counts as a disability. I have to squint really hard to read the biggest passing line in the eye chart. Part of why I never started driving is fear of failing the eye test one day, however it's not the reason I continue to not drive.	11/18/2020 4:22 PM
28	High functioning autism	11/18/2020 1:48 PM
29	Aging body with declining vision, hearing and physical endurance.	11/17/2020 8:09 PM
30	This is personal.	11/17/2020 5:39 PM
31	N/A	11/16/2020 6:56 PM
32	Not declaring	11/16/2020 12:39 PM
33	No, but family members do and trail accessibility and public accessibility to all places MUST be a priority and enforced with businesses.	11/16/2020 12:11 PM
34	Multiple chronic health conditions, including chronic pain ,& fatigue	11/15/2020 5:34 PM
35	mobility issues not requiting wheelchair	11/15/2020 5:31 PM

Transportation Master Plan: 2050

36	Why is this field mandatory? It says please specify if you wish...	11/15/2020 3:28 AM
37	Arthritis makes walking more than 1 km really tiring.	11/14/2020 3:58 PM
38	Mental illness	11/14/2020 2:33 PM
39	Disabling arthritis	11/14/2020 10:13 AM
40	I do not wish to specify	11/13/2020 11:35 AM
41	Chronic pain and fatigue	11/12/2020 9:30 PM
42	PTSD from dealing with crazy people on our streets downtown. Get it together Winnipeg.	11/12/2020 1:03 PM
43	.	11/12/2020 10:42 AM
44	chronic pain, some mobility issues	11/12/2020 9:36 AM
45	Mental	11/12/2020 4:31 AM
46	Limited use of the right side of my body due to a brain hemorrhage in 1994	11/10/2020 7:19 PM
47	K	11/10/2020 4:24 PM

Q42 Does anyone if your household face any physical challenges to mobility?

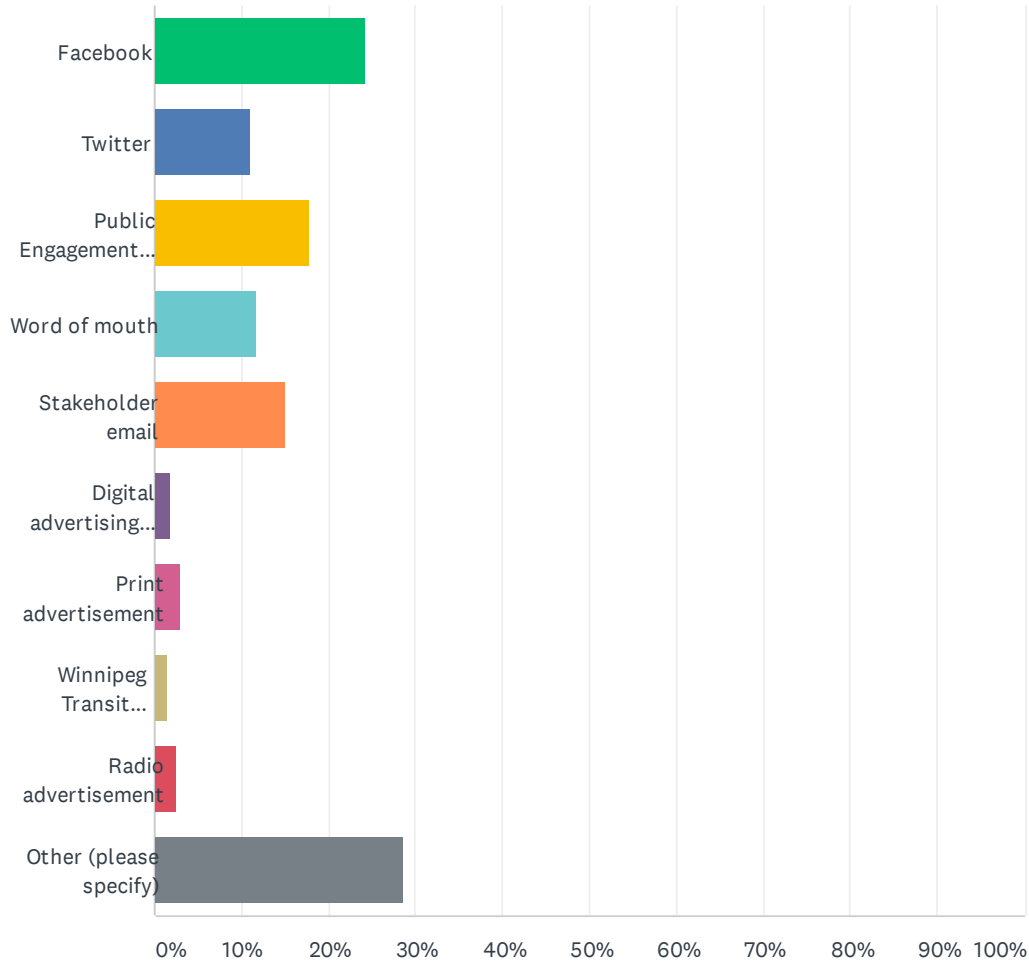
Answered: 716 Skipped: 48



ANSWER CHOICES		RESPONSES	
Yes		10.61%	76
No		86.31%	618
Prefer not to answer		3.07%	22
TOTAL			716

Q43 How did you hear about this project? Please check all that apply.

Answered: 706 Skipped: 58



ANSWER CHOICES	RESPONSES	
Facebook	24.36%	172
Twitter	11.19%	79
Public Engagement newsletter	17.71%	125
Word of mouth	11.61%	82
Stakeholder email	15.16%	107
Digital advertising board	1.84%	13
Print advertisement	2.97%	21
Winnipeg Transit advertisement	1.56%	11
Radio advertisement	2.55%	18
Other (please specify)	28.61%	202
Total Respondents: 706		

Transportation Master Plan: 2050

#	OTHER (PLEASE SPECIFY)	DATE
1	Bike Winnipeg	12/11/2020 9:59 PM
2	Green Action Centre and Bike Winnipeg	12/11/2020 8:09 PM
3	Email	12/11/2020 11:59 AM
4	i received the invitation via email	12/10/2020 9:07 PM
5	Somehow through social media	12/10/2020 9:07 PM
6	LinkedIn	12/10/2020 8:26 PM
7	Local 6 o'clock TV news	12/10/2020 4:45 PM
8	Na	12/10/2020 2:34 PM
9	TV news	12/10/2020 2:29 PM
10	Email	12/10/2020 12:16 PM
11	Got an email	12/10/2020 12:11 PM
12	email	12/10/2020 12:07 PM
13	You emailed me	12/10/2020 11:23 AM
14	tv	12/10/2020 9:30 AM
15	TV interview	12/10/2020 9:00 AM
16	A friend texted it to me.	12/10/2020 8:34 AM
17	Work	12/10/2020 7:57 AM
18	bike winnipeg email	12/10/2020 7:56 AM
19	ctv news	12/9/2020 8:48 PM
20	TV news segment.... go figure! Usually would something I would find on Twitter!	12/9/2020 6:59 PM
21	CTV Morning Live	12/9/2020 2:07 PM
22	tv	12/9/2020 2:04 PM
23	TV news	12/9/2020 12:17 PM
24	Work	12/9/2020 9:18 AM
25	TV	12/9/2020 9:16 AM
26	on the news and I feel they should advertise this more to get a full picture from residents not just special interest groups	12/9/2020 8:38 AM
27	work email	12/9/2020 8:36 AM
28	employer	12/9/2020 5:39 AM
29	TV news	12/9/2020 3:23 AM
30	ctv news	12/8/2020 10:33 PM
31	councillor orlikow's email	12/8/2020 10:26 PM
32	TV	12/8/2020 9:14 PM
33	On TV - while watching CTV Morning Live	12/8/2020 8:56 PM
34	CTV News	12/8/2020 8:07 PM
35	CTV Winnipeg	12/8/2020 7:59 PM
36	CTV Evening News	12/8/2020 7:49 PM
37	TV newscast	12/8/2020 7:44 PM

Transportation Master Plan: 2050

38	Television news	12/8/2020 7:34 PM
39	TV	12/8/2020 7:29 PM
40	On the Winnipeg transit website	12/8/2020 7:14 PM
41	CTV news	12/8/2020 7:11 PM
42	Tv news	12/8/2020 7:06 PM
43	CTV morning show interview	12/8/2020 7:03 PM
44	CTV Morning Show	12/8/2020 7:01 PM
45	CTV News	12/8/2020 7:00 PM
46	CTV news	12/8/2020 6:58 PM
47	TV news	12/8/2020 6:56 PM
48	TV ctv	12/8/2020 6:50 PM
49	News	12/8/2020 6:50 PM
50	TV News	12/8/2020 6:49 PM
51	CTV news	12/8/2020 6:49 PM
52	News	12/8/2020 6:48 PM
53	News	12/8/2020 6:45 PM
54	Television news	12/8/2020 6:44 PM
55	CTV news	12/8/2020 5:54 PM
56	CTV	12/8/2020 5:52 PM
57	advertised through work	12/8/2020 5:47 PM
58	CTV news - tv	12/8/2020 5:45 PM
59	TV news story	12/8/2020 5:40 PM
60	News on television	12/8/2020 5:39 PM
61	Television news cast	12/8/2020 5:38 PM
62	TV	12/8/2020 5:35 PM
63	News	12/8/2020 5:33 PM
64	Tv news	12/8/2020 5:32 PM
65	TV news	12/8/2020 5:31 PM
66	Tv report	12/8/2020 5:30 PM
67	TV	12/8/2020 5:30 PM
68	CTV news	12/8/2020 5:29 PM
69	TV	12/8/2020 5:29 PM
70	Television news	12/8/2020 5:29 PM
71	news story on TV	12/8/2020 4:47 PM
72	News Media - CTV	12/8/2020 4:35 PM
73	News broadcasts	12/8/2020 4:28 PM
74	TV news	12/8/2020 3:56 PM
75	work email	12/8/2020 3:56 PM

Transportation Master Plan: 2050

76	employer	12/8/2020 3:54 PM
77	My Organization	12/8/2020 3:48 PM
78	online ctv news	12/8/2020 3:44 PM
79	tv interview	12/8/2020 3:03 PM
80	News on TV	12/8/2020 2:42 PM
81	CTV News	12/8/2020 2:37 PM
82	Tv morning news	12/8/2020 1:56 PM
83	CTV News	12/8/2020 1:10 PM
84	tv news	12/8/2020 1:03 PM
85	CTV news	12/8/2020 12:46 PM
86	ctv	12/8/2020 12:39 PM
87	Television	12/8/2020 12:37 PM
88	CTV news	12/8/2020 12:35 PM
89	Television news broadcast	12/8/2020 12:33 PM
90	news	12/8/2020 12:26 PM
91	Morning TV	12/8/2020 11:57 AM
92	City of Winnipeg website	12/8/2020 11:14 AM
93	Tv	12/8/2020 10:58 AM
94	TV news story	12/8/2020 10:51 AM
95	TV	12/8/2020 10:31 AM
96	CTV News	12/8/2020 10:08 AM
97	TV	12/8/2020 9:20 AM
98	Tc	12/8/2020 9:11 AM
99	Television	12/8/2020 8:55 AM
100	CTV morning news	12/8/2020 8:36 AM
101	CTV morning show	12/8/2020 8:20 AM
102	Ctv news	12/8/2020 8:03 AM
103	Tv morning news	12/8/2020 8:01 AM
104	Instagram	12/8/2020 6:05 AM
105	Instagram	12/8/2020 1:18 AM
106	Instagram post from a friend	12/7/2020 10:12 PM
107	randomly stumbled across when when reading my councilor's website	12/6/2020 5:01 PM
108	Public hearings	12/4/2020 10:29 PM
109	Instagram	12/3/2020 6:01 PM
110	Green Action Centre	12/3/2020 11:32 AM
111	City Councillor	12/2/2020 1:37 PM
112	Instagram	12/1/2020 9:39 PM
113	Bike Winnipeg	11/30/2020 1:11 PM

Transportation Master Plan: 2050

114	News	11/29/2020 6:20 PM
115	Manitoba Energy Justice Coalition	11/29/2020 11:16 AM
116	Bike Winnipeg email	11/28/2020 3:15 PM
117	Reddit	11/28/2020 1:42 PM
118	Friend passes it on	11/28/2020 10:17 AM
119	Online ad	11/28/2020 12:00 AM
120	Instagram	11/27/2020 4:57 PM
121	Bike Winnipeg	11/27/2020 3:37 PM
122	Bike Winnipeg	11/26/2020 9:59 PM
123	Son told me	11/26/2020 9:08 PM
124	Friend	11/26/2020 6:52 PM
125	Bike Winnipeg	11/26/2020 6:29 PM
126	bike Winnipeg	11/26/2020 6:10 PM
127	Bike Winnipeg	11/26/2020 5:05 PM
128	Instagram	11/26/2020 4:55 PM
129	Bike Winnipeg newsletter	11/26/2020 3:18 PM
130	My own interest	11/26/2020 11:58 AM
131	Interview on Global news Nov. 26, 2020	11/26/2020 8:05 AM
132	Bike Winnipeg	11/26/2020 7:30 AM
133	Bike Winnipeg	11/25/2020 8:14 PM
134	Bike Winnipeg news email	11/25/2020 8:00 PM
135	email from Bike Winnipeg	11/25/2020 6:39 PM
136	Bike Winnipeg email	11/25/2020 6:09 PM
137	Bike Winnipeg	11/25/2020 5:30 PM
138	Bike Winnipeg emails	11/25/2020 4:54 PM
139	i received an email from bike Winnipeg	11/25/2020 4:50 PM
140	bike winnipeg	11/25/2020 4:23 PM
141	Bike Manitoba	11/25/2020 4:00 PM
142	local tv news	11/25/2020 3:45 PM
143	Bike Week Winnipeg, WeChat	11/25/2020 3:42 PM
144	Bike Winniepg Newsletter	11/25/2020 3:41 PM
145	City councillor, John Orlikow	11/25/2020 11:21 AM
146	News article	11/24/2020 1:23 PM
147	Article online	11/24/2020 10:06 AM
148	Instagram	11/24/2020 9:47 AM
149	Internet - Global TV story had link	11/24/2020 9:33 AM
150	MSN news	11/24/2020 8:34 AM
151	Local online news aggregator site	11/24/2020 7:47 AM

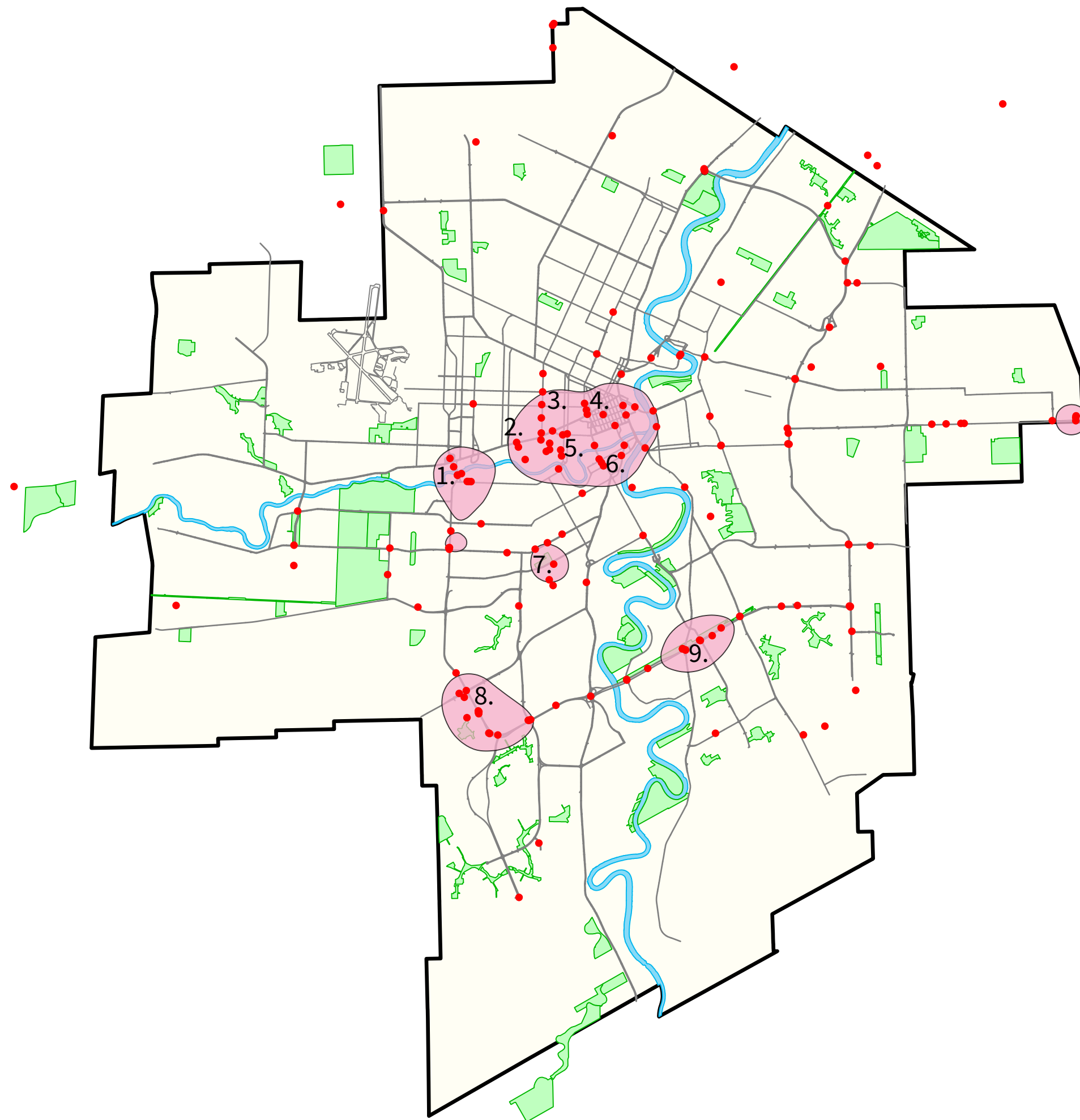
Transportation Master Plan: 2050

152	Saw article on Internet	11/23/2020 9:07 PM
153	Global News Winnipeg website	11/23/2020 8:59 PM
154	I just got a degree in City Planning and I care very much about transit	11/23/2020 12:44 PM
155	I was looking up COVID information and came across this.	11/22/2020 1:30 PM
156	Friend emailed survey link to me	11/21/2020 10:43 AM
157	Through work at the City	11/20/2020 2:28 PM
158	In the local Lance weekly paper	11/19/2020 7:41 PM
159	UMSU	11/19/2020 8:05 AM
160	Manitoba Energy Justice Coalition	11/18/2020 6:46 PM
161	I'm just taking the survey.	11/18/2020 3:54 PM
162	Activist organization	11/18/2020 3:28 PM
163	Email from Manitoba Energy Justice Coalition	11/18/2020 1:48 PM
164	Manitoba Energy Justice and MEVA.	11/17/2020 8:09 PM
165	Manitoba Energy Justice Coalition	11/17/2020 8:03 PM
166	MB Energy Justice Coalition	11/17/2020 1:43 PM
167	Non profit organization	11/17/2020 12:06 PM
168	Winnipeg Free Press	11/17/2020 11:27 AM
169	MEJC Newsletter	11/17/2020 10:46 AM
170	Manitoba Energy Justice Coalition	11/17/2020 9:51 AM
171	Link on the Winnipeg Transit web site	11/17/2020 8:29 AM
172	email	11/17/2020 12:29 AM
173	Manitoba Energy Justice Coalition	11/16/2020 9:41 PM
174	I just got this on email	11/16/2020 7:41 PM
175	Manitoba Energy Justice Coalition	11/16/2020 6:03 PM
176	email from MB Energy Justice	11/16/2020 5:59 PM
177	MB Energy Coalition	11/16/2020 5:57 PM
178	Can's remember	11/16/2020 4:39 PM
179	YouTube	11/15/2020 12:09 PM
180	email mailing list	11/13/2020 1:21 PM
181	email	11/13/2020 1:17 PM
182	councillor Janice Lukes newsletter	11/12/2020 9:01 PM
183	Email	11/12/2020 6:52 PM
184	Email	11/12/2020 6:47 PM
185	email	11/12/2020 6:07 PM
186	email	11/12/2020 5:24 PM
187	EngageMB email	11/12/2020 5:09 PM
188	email	11/12/2020 12:21 PM
189	email	11/12/2020 12:03 PM

Transportation Master Plan: 2050

190	I wrote to the mayor and city counsellor about my concern for the environment and the trees in winnipeg	11/12/2020 12:01 PM
191	Police email	11/12/2020 11:22 AM
192	City of Winnipeg newsletter email	11/12/2020 10:42 AM
193	News	11/12/2020 10:07 AM
194	Email	11/12/2020 9:34 AM
195	newspaper WFP	11/12/2020 7:39 AM
196	Winnipeg free press	11/11/2020 12:07 PM
197	Instagram	11/10/2020 10:28 PM
198	My own interest in seeing what the cities plans where	11/10/2020 7:55 PM
199	Free Press	11/10/2020 5:28 PM
200	news article	11/10/2020 3:50 PM
201	My city councillor	11/10/2020 3:37 PM
202	Reddit	11/10/2020 3:21 PM

Appendix H - Online mapping tool results



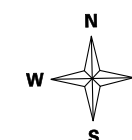
Legend

-  Car Points of Interest
-  Reference Streets
-  Greenspace
-  Rivers
-  City Limit



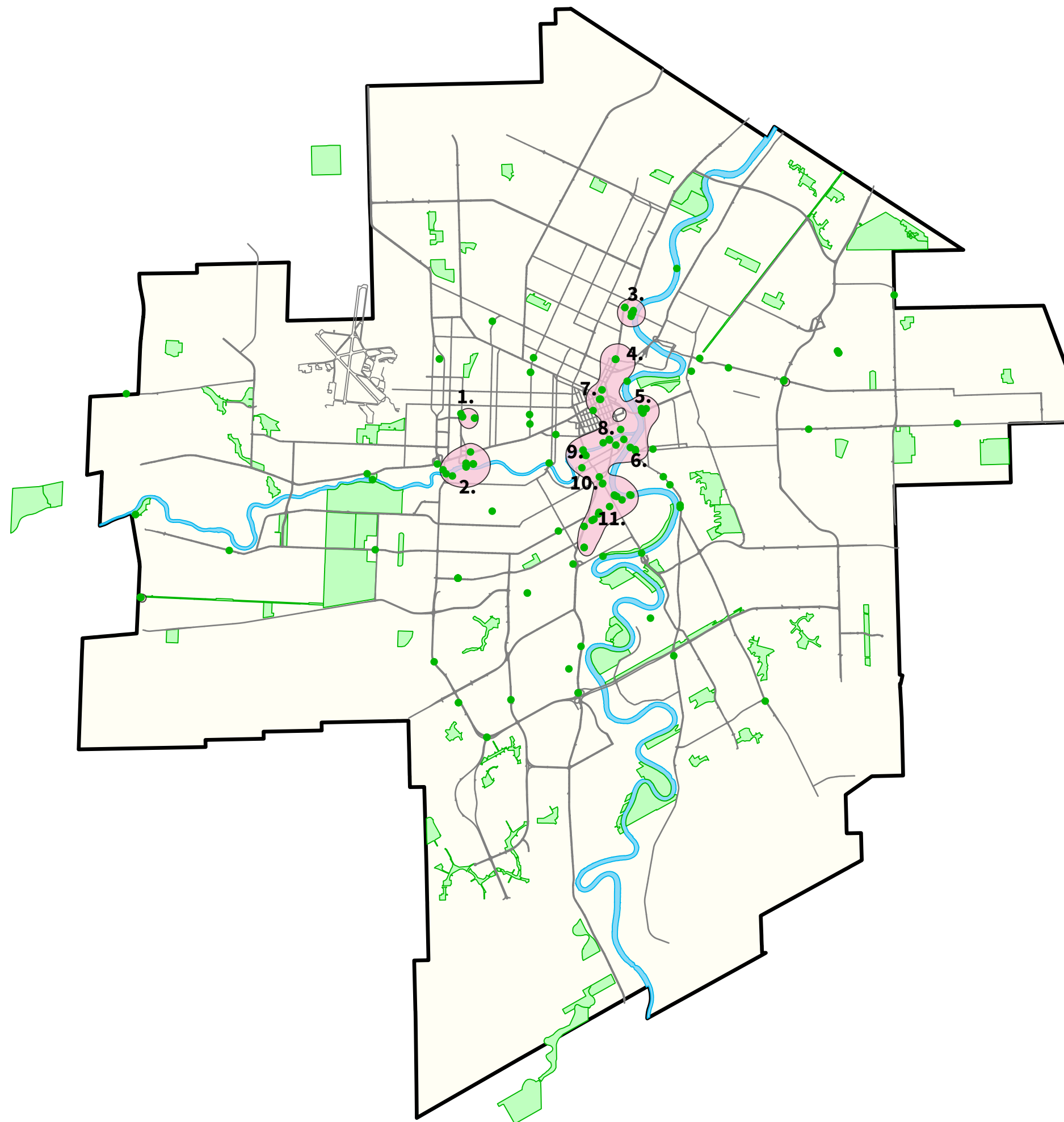
Transportation Master Plan

Car Points of Interest



ScaleBar





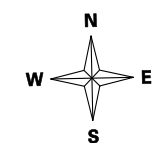
Legend

-  Cycling Points of Interest
-  Reference Streets
-  Greenspace
-  Rivers
-  City Limit



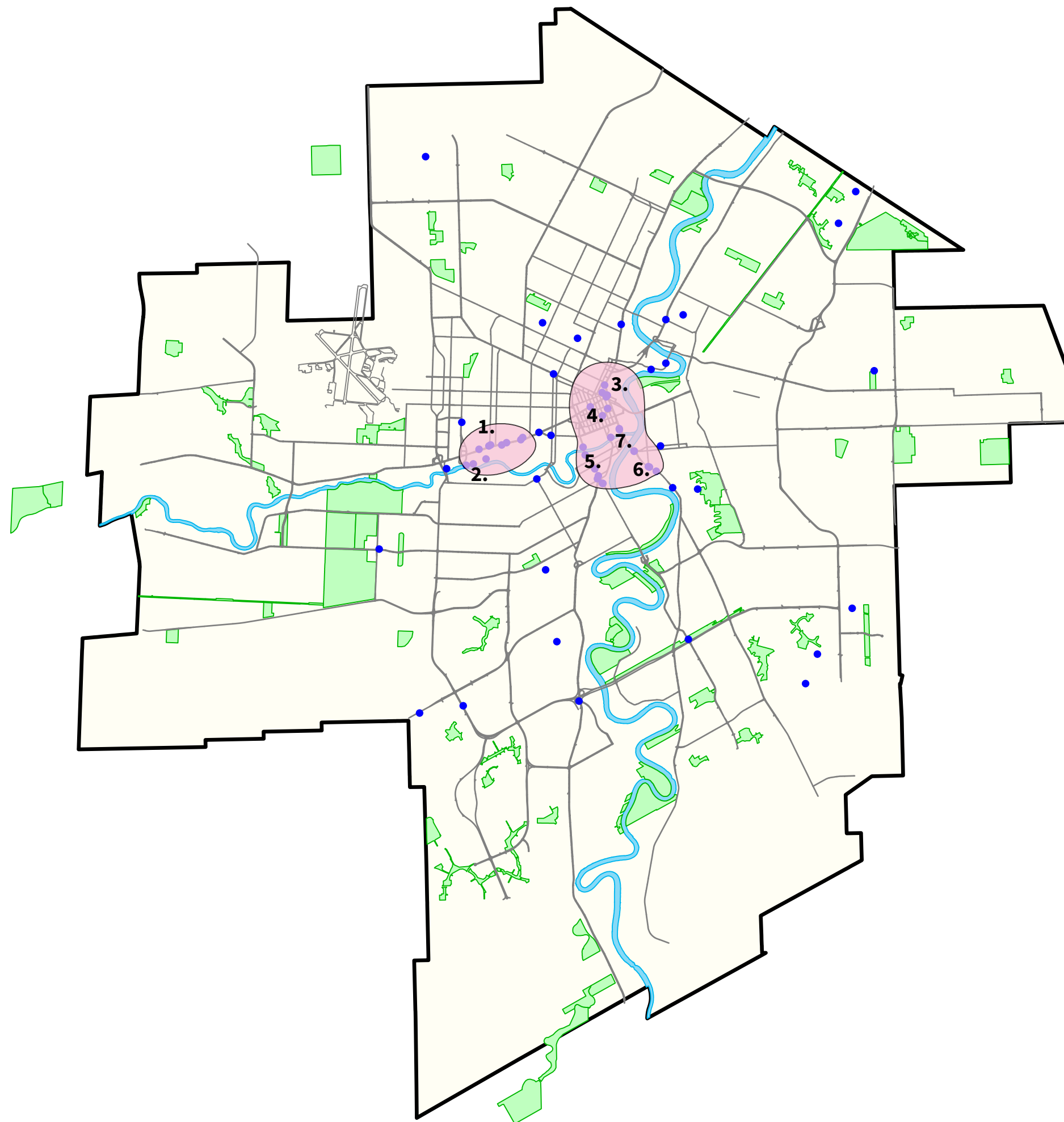
Transportation Master Plan

Cycling Points of Interest



ScaleBar





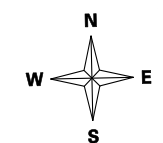
Legend

-  Pedestrian Points of Interest
-  Reference Streets
-  Greenspace
-  Rivers
-  City Limit



Transportation Master Plan

Pedestrian Points of Interest



ScaleBar



Bikes map coding

	1	
Extend bikelanes/sidewalk north on Empress	2	
Change painted bike lane on St. Matthews to seperated bike lane	2 4	
	2	
Crossing bridge at Omands Creek is too tight with pedestrians - should be wider	8	
Difficulty crossing Century. Private road at appartment towers say no tresspassing	2	
Bike path crosses rail lines, hill creates poor sightlines	2 12	
	3	
Need maintainence and lighting on trail under Harry Lazarenko Bridge. Trail prone to flooding	4	
Not enough bike routes through northend Need at grade crossing on Harry Lazarenko Bridge Need signage to help people find way to Northwest Winnipeg Parkway	4	
	4	

Connecting into bike
lanes on King dangerous -
crossing Higgins Ave. or
moving from right to left
lane 2

Dangrous turn north
onto Main Street 2

5

Dangerous connection
between Tache and
Esplanade Riel 2
Provencher too busy for
bikes - but side streets
make business access
difficult

Want protected bike lane
on Provencher Bridge

Want protected bike lane
on Provencher Boulevard
Need bike parking 2

6

Vehilces turing right onto
Lyndale Drive don't
anticipate cyclists in bike
lane

Bike lane should be
integrated inot the road
Want protected on
Marion St./Goulet

7

Confusing how to turn
left from seperated bike
lane

Bike signal at Garry and
Portage Ave stays red
Riding on Portage Ave
feels dangerous

8

Bike lane ends on east side of Assiniboine and Main - connect to Forks	3
Donald Street Bridge impassible by bike during rush hour	3
Queen Elizabeth Pkwy Bridge southbound need bike lane	2

Raise riverwalks so they can be used year-round

Harkness at River lights will not change for bike
River Ave. too busy for bike routes

Mutiuse path at east end of Stradbrook feels like sidewalk = conflicts with peds and bus top	8
9	

Osborne St. Bridge - bike lane incomplete/dangerous	5
Cycling connection through legislature full of potholes	
Nassau St. needs protected bike lanes	5
10	

Rail underpass on Osborne dangerous	3
-------------------------------------	---

Confusion corner requires use of sidewalk	3
11	

Riverside trail west of Osborne at Glasglow is unsafe because narrow, steep and gravel	6
Need better connection to Forks- trail ends at Osborne	5
Need ped/cycle crossing over railyards	2
Protected bike lanes on Pembina should extend to U of M	2
	15

Pedestrian map coding

	1	
Not enough time to cross Portage if "beg button" not pushed. Need to wait long time for crossing to change. (Valour/Erin/Banning Need more ped scale infrastructure Vehicles do not anticipate ped crossings Vague signage Arlinton on if one or two lanes	5 3	
	2	
Rail bridge connection between Wolseley and Wellington needs to be wider to accommodate mixed use Bridge over Omands creek unusable during flooding Intersection and Wolseley and Clifton is too wide		3
All peds to cross Portage and Main/ underground confusing, inaccessible and personal safety concerns	7	
Install wayfinding in skywalks	2	
Main and Bannatyne loading zone cuts into sidewalk Exchange sidewalks rough/ inconsistent materials after construction	2	
		4
Remove Skywalk system - put peds back on streets		
Increased ped use with more residential / less parking lots	2	
		7
Raise riverwalks to avoid flooding		

Assiniboine crossing at Main -
long wait time, busy vehicles at
rush hour 2

Crossing at St. Mary's and
Marion - long wait time,
multiple lights 2

6

Tache/ St. Marys intersection
dangerous needs advance signal
for peds, slow speeds 2

5

Cars at Confusion Corner don't
anticipate peds 2

Osborne St. at Granite ped light
cycle takes too long 1

Narrow sidewalks adjacent to
busy traffic makes walking
undesirable

Wardlaw crossing feels like half
measure

Want southern exit from
Osborne station

Poor light near Osborne station

Car	1	
Merge lanes on Route 90 blind or missing	4	
Academy at Route 90 back ups at rush hour	2	
Wellington poor road surface	2	
Move cruise night of Portage Ave. to less populated area		
Dominion used a cut through		
Make all of Wolseley 30km because of density of schools	3	
Arlington lanes are too wide used as two lanes	8	
Arlington used as cut through in Wolseley area	2	
Unclear turning lane/through lane on Arlington	4	
	4	
Dangerous intersection Balmoral and Ellice		
Stop changing names		
Dangerous intersection Memorial and Portage	5	
Broadway at Maryland and at Sherbrook - remove curb cut - for right turn dangerous for ped	4	
Remove curb cut at Sherbrook and Wellington	6	
Granite crossing at Osborne should only turn red when needed		
Curb cut at River and Osborne		
Slow traffic through Osborne neighbourhood		
Have only one turning lane at Stradbrook at Osborne	7	
	8	
Kenaston and Scurfield too busy, hard to turn /add overpass due to volume	3	
Kenaston and Bishop Grandin/Bishop Grandin poorly designed	3	

Waverly at Bishop Grandin - add
interchange to help volume 3

Enforce "slower vehicles keep right" rules
Traffic at McGilvary and Kenaston heavy
enough to warrant extra lanes
Kenaston and Scurfield nearby yield
inappropriate 9

Remove traffic signals on Bishop Grandin 4
Bishop Grandin and St. Marys - better sign
on no stopping in merge lane 2
Widen Bishop Grandin
Rename Bishop Grandin

Appendix I – Workshop and discussion event workbooks

Transportation Master Plan 2050

Moving into the future, Winnipeg over the next 30-years: Panel and workshop

Workbook

Transportation Master Plan: 2050

ACTIVITY 2

What we want to accomplish:

Discuss a trend impacting transportation identified in activity 1 and how it will affect different generations.



***Please scroll down to the page
that aligns with your assigned
breakout room number.***

***Each group has two pages to
work on.***

You will have 20 minutes to complete this activity. Afterwards, the group will be asked to take two minutes to share key findings back in the main room.

Step 1: Choose one member of your group to act as reporter. They will document your discussion in the worksheet below. Your reporter can act as the presenter during the report back session, or you can choose another member of the group to act as presenter.

Step 2: The reporter will assign generation profiles to each of the six members in your group. You will play/consider this generation role during the discussion.

ASSIGNED PARTICIPANT	GENERATION PROFILES
<i>Reporter to insert participant names</i>	Generation A Born after 2010. Ages 10 and under. Profile: Young, diverse, and has technology fully-integrated into their lives. Desires fun activities and social time with friends and family.
	Generation B Born between 1997-2010. Ages 10 -23. Profile: Have always lived with the internet. Expresses a deep care about social issues. On track to be the most educated generation yet.
	Generation C Born between 1981-1996. Ages 24-39. Profile: Are postponing marriage and kids and having difficulty building wealth due to student debt and rising cost of living. More likely to rent. Desires satisfying careers.
	Generation D Born between 1965-1980. Ages 40-55. Profile: Homeowner and career driven. Desires work-life balance and convenience when it comes to managing their household.
	Generation E Born between 1946-1964. Ages 56-74. Profile: Represents the biggest spenders of consumer goods and services. Desires age-in-place options, walkable places and time with their families.
	Generation F Born between before 1945. Ages 75 and beyond. Profile: The wealthiest generation and were the youngest generation to marry and have children. Desire more aging-in-place and public transportation options.

[scroll down to the next page]

Step 3: Let's discuss! This group has been assigned a top response from the previous poll activity. Consider your generation profile. The time frame you are considering is the near future. Discuss and think through the impacts to Winnipeggers in each generation and what will be required to support their needs.

DISCUSSION TOPIC: ***TO BE POPULATED example: CLIMATE CHANGE***

Consider:

- How will this impact each generation differently?
- What will be required to support the needs of each generation?
- What are still the major unknowns about this topic?
- Was there any agreement across participants about what this topic could mean for Winnipeg?



Please have your reporter record notes on your conversation below:

[add your notes here]

You will have 20 minutes to complete this activity. Afterwards, the group will be asked to take two minutes to share key findings back in the main room.

Step 1: Choose one member of your group to act as reporter. They will document your discussion in the worksheet below. Your reporter can act as the presenter during the report back session, or you can choose another member of the group to act as presenter.

Step 2: The reporter will assign generation profiles to each of the six members in your group. You will play/consider this generation role during the discussion.

ASSIGNED PARTICIPANT	GENERATION PROFILES
<i>Reporter to insert participant names</i>	Generation A Born after 2010. Ages 10 and under. Profile: Young, diverse, and has technology fully-integrated into their lives. Desires fun activities and social time with friends and family.
	Generation B Born between 1997-2010. Ages 10 -23. Profile: Have always lived with the internet. Expresses a deep care about social issues. On track to be the most educated generation yet.
	Generation C Born between 1981-1996. Ages 24-39. Profile: Are postponing marriage and kids and having difficulty building wealth due to student debt and rising cost of living. More likely to rent. Desires satisfying careers.
	Generation D Born between 1965-1980. Ages 40-55. Profile: Homeowner and career driven. Desires work-life balance and convenience when it comes to managing their household.
	Generation E Born between 1946-1964. Ages 56-74. Profile: Represents the biggest spenders of consumer goods and services. Desires age-in-place options, walkable places and time with their families.
	Generation F Born between before 1945. Ages 75 and beyond. Profile: The wealthiest generation and were the youngest generation to marry and have children. Desire more aging-in-place and public transportation options.

[scroll down to the next page]

Step 3: Let's discuss! This group has been assigned a top response from the previous poll activity. Consider your generation profile. The time frame you are considering is the near future. Discuss and think through the impacts to Winnipeggers in each generation and what will be required to support their needs.

DISCUSSION TOPIC: *TO BE POPULATED example: CLIMATE CHANGE*

Consider:

- **How will this impact each generation differently?**
- **What will be required to support the needs of each generation?**
- **What are still the major unknowns about this topic?**
- **Was there any agreement across participants about what this topic could mean for Winnipeg?**



Please have your reporter record notes on your conversation below:

[add your notes here]

You will have 20 minutes to complete this activity. Afterwards, the group will be asked to take two minutes to share key findings back in the main room.

Step 1: Choose one member of your group to act as reporter. They will document your discussion in the worksheet below. Your reporter can act as the presenter during the report back session, or you can choose another member of the group to act as presenter.

Step 2: The reporter will assign generation profiles to each of the six members in your group. You will play/consider this generation role during the discussion.

ASSIGNED PARTICIPANT	GENERATION PROFILES
<i>Reporter to insert participant names</i>	Generation A Born after 2010. Ages 10 and under. Profile: Young, diverse, and has technology fully-integrated into their lives. Desires fun activities and social time with friends and family.
	Generation B Born between 1997-2010. Ages 10 -23. Profile: Have always lived with the internet. Expresses a deep care about social issues. On track to be the most educated generation yet.
	Generation C Born between 1981-1996. Ages 24-39. Profile: Are postponing marriage and kids and having difficulty building wealth due to student debt and rising cost of living. More likely to rent. Desires satisfying careers.
	Generation D Born between 1965-1980. Ages 40-55. Profile: Homeowner and career driven. Desires work-life balance and convenience when it comes to managing their household.
	Generation E Born between 1946-1964. Ages 56-74. Profile: Represents the biggest spenders of consumer goods and services. Desires age-in-place options, walkable places and time with their families.
	Generation F Born between before 1945. Ages 75 and beyond. Profile: The wealthiest generation and were the youngest generation to marry and have children. Desire more aging-in-place and public transportation options.

[scroll down to the next page]

Step 3: Let's discuss! This group has been assigned a top response from the previous poll activity. Consider your generation profile. The time frame you are considering is the near future. Discuss and think through the impacts to Winnipeggers in each generation and what will be required to support their needs.

DISCUSSION TOPIC: *TO BE POPULATED example: CLIMATE CHANGE*

Consider:

- **How will this impact each generation differently?**
- **What will be required to support the needs of each generation?**
- **What are still the major unknowns about this topic?**
- **Was there any agreement across participants about what this topic could mean for Winnipeg?**



Please have your reporter record notes on your conversation below:

[add your notes here]

You will have 20 minutes to complete this activity. Afterwards, the group will be asked to take two minutes to share key findings back in the main room.

Step 1: Choose one member of your group to act as reporter. They will document your discussion in the worksheet below. Your reporter can act as the presenter during the report back session, or you can choose another member of the group to act as presenter.

Step 2: The reporter will assign generation profiles to each of the six members in your group. You will play/consider this generation role during the discussion.

ASSIGNED PARTICIPANT	GENERATION PROFILES
<i>Reporter to insert participant names</i>	Generation A Born after 2010. Ages 10 and under. Profile: Young, diverse, and has technology fully-integrated into their lives. Desires fun activities and social time with friends and family.
	Generation B Born between 1997-2010. Ages 10 -23. Profile: Have always lived with the internet. Expresses a deep care about social issues. On track to be the most educated generation yet.
	Generation C Born between 1981-1996. Ages 24-39. Profile: Are postponing marriage and kids and having difficulty building wealth due to student debt and rising cost of living. More likely to rent. Desires satisfying careers.
	Generation D Born between 1965-1980. Ages 40-55. Profile: Homeowner and career driven. Desires work-life balance and convenience when it comes to managing their household.
	Generation E Born between 1946-1964. Ages 56-74. Profile: Represents the biggest spenders of consumer goods and services. Desires age-in-place options, walkable places and time with their families.
	Generation F Born between before 1945. Ages 75 and beyond. Profile: The wealthiest generation and were the youngest generation to marry and have children. Desire more aging-in-place and public transportation options.

[scroll down to the next page]

Step 3: Let's discuss! This group has been assigned a top response from the previous poll activity. Consider your generation profile. The time frame you are considering is the near future. Discuss and think through the impacts to Winnipeggers in each generation and what will be required to support their needs.

DISCUSSION TOPIC: *TO BE POPULATED example: CLIMATE CHANGE*

Consider:

- **How will this impact each generation differently?**
- **What will be required to support the needs of each generation?**
- **What are still the major unknowns about this topic?**
- **Was there any agreement across participants about what this topic could mean for Winnipeg?**



Please have your reporter record notes on your conversation below:

[add your notes here]

You will have 20 minutes to complete this activity. Afterwards, the group will be asked to take two minutes to share key findings back in the main room.

Step 1: Choose one member of your group to act as reporter. They will document your discussion in the worksheet below. Your reporter can act as the presenter during the report back session, or you can choose another member of the group to act as presenter.

Step 2: The reporter will assign generation profiles to each of the six members in your group. You will play/consider this generation role during the discussion.

ASSIGNED PARTICIPANT	GENERATION PROFILES
<i>Reporter to insert participant names</i>	Generation A Born after 2010. Ages 10 and under. Profile: Young, diverse, and has technology fully-integrated into their lives. Desires fun activities and social time with friends and family.
	Generation B Born between 1997-2010. Ages 10 -23. Profile: Have always lived with the internet. Expresses a deep care about social issues. On track to be the most educated generation yet.
	Generation C Born between 1981-1996. Ages 24-39. Profile: Are postponing marriage and kids and having difficulty building wealth due to student debt and rising cost of living. More likely to rent. Desires satisfying careers.
	Generation D Born between 1965-1980. Ages 40-55. Profile: Homeowner and career driven. Desires work-life balance and convenience when it comes to managing their household.
	Generation E Born between 1946-1964. Ages 56-74. Profile: Represents the biggest spenders of consumer goods and services. Desires age-in-place options, walkable places and time with their families.
	Generation F Born between before 1945. Ages 75 and beyond. Profile: The wealthiest generation and were the youngest generation to marry and have children. Desire more aging-in-place and public transportation options.

[scroll down to the next page]

Step 3: Let's discuss! This group has been assigned a top response from the previous poll activity. Consider your generation profile. The time frame you are considering is the near future. Discuss and think through the impacts to Winnipeggers in each generation and what will be required to support their needs.

DISCUSSION TOPIC: *TO BE POPULATED example: CLIMATE CHANGE*

Consider:

- **How will this impact each generation differently?**
- **What will be required to support the needs of each generation?**
- **What are still the major unknowns about this topic?**
- **Was there any agreement across participants about what this topic could mean for Winnipeg?**



Please have your reporter record notes on your conversation below:

[add your notes here]

You will have 20 minutes to complete this activity. Afterwards, the group will be asked to take two minutes to share key findings back in the main room.

Step 1: Choose one member of your group to act as reporter. They will document your discussion in the worksheet below. Your reporter can act as the presenter during the report back session, or you can choose another member of the group to act as presenter.

Step 2: The reporter will assign generation profiles to each of the six members in your group. You will play/consider this generation role during the discussion.

ASSIGNED PARTICIPANT	GENERATION PROFILES
<i>Reporter to insert participant names</i>	Generation A Born after 2010. Ages 10 and under. Profile: Young, diverse, and has technology fully-integrated into their lives. Desires fun activities and social time with friends and family.
	Generation B Born between 1997-2010. Ages 10 -23. Profile: Have always lived with the internet. Expresses a deep care about social issues. On track to be the most educated generation yet.
	Generation C Born between 1981-1996. Ages 24-39. Profile: Are postponing marriage and kids and having difficulty building wealth due to student debt and rising cost of living. More likely to rent. Desires satisfying careers.
	Generation D Born between 1965-1980. Ages 40-55. Profile: Homeowner and career driven. Desires work-life balance and convenience when it comes to managing their household.
	Generation E Born between 1946-1964. Ages 56-74. Profile: Represents the biggest spenders of consumer goods and services. Desires age-in-place options, walkable places and time with their families.
	Generation F Born between before 1945. Ages 75 and beyond. Profile: The wealthiest generation and were the youngest generation to marry and have children. Desire more aging-in-place and public transportation options.

[scroll down to the next page]

Step 3: Let's discuss! This group has been assigned a top response from the previous poll activity. Consider your generation profile. The time frame you are considering is the near future. Discuss and think through the impacts to Winnipeggers in each generation and what will be required to support their needs.

DISCUSSION TOPIC: *TO BE POPULATED example: CLIMATE CHANGE*

Consider:

- **How will this impact each generation differently?**
- **What will be required to support the needs of each generation?**
- **What are still the major unknowns about this topic?**
- **Was there any agreement across participants about what this topic could mean for Winnipeg?**



Please have your reporter record notes on your conversation below:

[add your notes here]

You will have 20 minutes to complete this activity. Afterwards, the group will be asked to take two minutes to share key findings back in the main room.

Step 1: Choose one member of your group to act as reporter. They will document your discussion in the worksheet below. Your reporter can act as the presenter during the report back session, or you can choose another member of the group to act as presenter.

Step 2: The reporter will assign generation profiles to each of the six members in your group. You will play/consider this generation role during the discussion.

ASSIGNED PARTICIPANT	GENERATION PROFILES
<i>Reporter to insert participant names</i>	Generation A Born after 2010. Ages 10 and under. Profile: Young, diverse, and has technology fully-integrated into their lives. Desires fun activities and social time with friends and family.
	Generation B Born between 1997-2010. Ages 10 -23. Profile: Have always lived with the internet. Expresses a deep care about social issues. On track to be the most educated generation yet.
	Generation C Born between 1981-1996. Ages 24-39. Profile: Are postponing marriage and kids and having difficulty building wealth due to student debt and rising cost of living. More likely to rent. Desires satisfying careers.
	Generation D Born between 1965-1980. Ages 40-55. Profile: Homeowner and career driven. Desires work-life balance and convenience when it comes to managing their household.
	Generation E Born between 1946-1964. Ages 56-74. Profile: Represents the biggest spenders of consumer goods and services. Desires age-in-place options, walkable places and time with their families.
	Generation F Born between before 1945. Ages 75 and beyond. Profile: The wealthiest generation and were the youngest generation to marry and have children. Desire more aging-in-place and public transportation options.

[scroll down to the next page]

Step 3: Let's discuss! This group has been assigned a top response from the previous poll activity. Consider your generation profile. The time frame you are considering is the near future. Discuss and think through the impacts to Winnipeggers in each generation and what will be required to support their needs.

DISCUSSION TOPIC: *TO BE POPULATED example: CLIMATE CHANGE*

Consider:

- **How will this impact each generation differently?**
- **What will be required to support the needs of each generation?**
- **What are still the major unknowns about this topic?**
- **Was there any agreement across participants about what this topic could mean for Winnipeg?**



Please have your reporter record notes on your conversation below:

[add your notes here]

You will have 20 minutes to complete this activity. Afterwards, the group will be asked to take two minutes to share key findings back in the main room.

Step 1: Choose one member of your group to act as reporter. They will document your discussion in the worksheet below. Your reporter can act as the presenter during the report back session, or you can choose another member of the group to act as presenter.

Step 2: The reporter will assign generation profiles to each of the six members in your group. You will play/consider this generation role during the discussion.

ASSIGNED PARTICIPANT	GENERATION PROFILES
<i>Reporter to insert participant names</i>	Generation A Born after 2010. Ages 10 and under. Profile: Young, diverse, and has technology fully-integrated into their lives. Desires fun activities and social time with friends and family.
	Generation B Born between 1997-2010. Ages 10 -23. Profile: Have always lived with the internet. Expresses a deep care about social issues. On track to be the most educated generation yet.
	Generation C Born between 1981-1996. Ages 24-39. Profile: Are postponing marriage and kids and having difficulty building wealth due to student debt and rising cost of living. More likely to rent. Desires satisfying careers.
	Generation D Born between 1965-1980. Ages 40-55. Profile: Homeowner and career driven. Desires work-life balance and convenience when it comes to managing their household.
	Generation E Born between 1946-1964. Ages 56-74. Profile: Represents the biggest spenders of consumer goods and services. Desires age-in-place options, walkable places and time with their families.
	Generation F Born between before 1945. Ages 75 and beyond. Profile: The wealthiest generation and were the youngest generation to marry and have children. Desire more aging-in-place and public transportation options.

[scroll down to the next page]

Step 3: Let's discuss! This group has been assigned a top response from the previous poll activity. Consider your generation profile. The time frame you are considering is the near future. Discuss and think through the impacts to Winnipeggers in each generation and what will be required to support their needs.

DISCUSSION TOPIC: *TO BE POPULATED example: CLIMATE CHANGE*

Consider:

- **How will this impact each generation differently?**
- **What will be required to support the needs of each generation?**
- **What are still the major unknowns about this topic?**
- **Was there any agreement across participants about what this topic could mean for Winnipeg?**



Please have your reporter record notes on your conversation below:

[add your notes here]

Transportation Master Plan: 2050

ACTIVITY 2

What we want to accomplish:

Discuss a trend impacting transportation identified in activity 1 and how it will affect different generations.



Click the
"next frame"
arrow above
to move to
the next
board

It looks like this:





1. Go around the room and introduce yourself. Tell everyone about a favourite street in Winnipeg and why.
2. Choose one member of your group to act as reporter, they will summarize your discussion during the report back session.

DISCUSSION TOPIC: DIGITIZATION OF TRANSPORTATION / EMERGING TECHNOLOGIES

Question: How will this impact each generation differently?

Write your thought on a sticky note and place it on the appropriate square.

Generation A Born after 2010. Ages 10 and under. Profile: Young, diverse, and has technology fully-integrated into their lives. Desires fun activities and social time with friends and family. 	Generation B Born between 1997-2010. Ages 10 -23. Profile: Have always lived with the internet. Expresses a deep care about social issues. On track to be the most educated generation yet. 	Generation C Born between 1981-1996. Ages 24-39. Profile: Are postponing marriage and kids and having difficulty building wealth due to student debt and rising cost of living. More likely to rent. Desires satisfying careers. 
Generation D Born between 1965-1980. Ages 40-55. Profile: Homeowner and career driven. Desires work-life balance and convenience when it comes to managing their household. 	Generation E Born between 1946-1964. Ages 56-74. Profile: Represents the biggest spenders of consumer goods and services. Desires age-in-place options, walkable places and time with their families. 	Generation F Born between before 1945. Ages 75 and beyond. Profile: The wealthiest generation and were the youngest generation to marry and have children. Desire more aging-in-place and public transportation options. 

Question: What will be required to support the needs of each generation?

 Write your thought on a sticky note and place it on the appropriate square.

Generation A

Born after 2010.
Ages 10 and under.



Generation B

Born between 1997-2010.
Ages 10 -23.



Generation C

Born between 1981-1996.
Ages 24-39.



Generation D

Born between 1965-1980.
Ages 40-55.



Generation E

Born between 1946-1964.
Ages 56-74.



Generation F

Born between before 1945.
Ages 75 and beyond.



Question: What are still the major unknowns about this topic?

📝 Write your thought on a sticky note and place on the slide.



Appendix H- Workshop and discussion event results

Panel and workshop

TOPIC: MODE SHIFT TO REDUCE GHG's

- Network must be flexible as transportation needs/options change with age
 - Time availability is a major consideration for mode choice
 - Reliance on vehicles for moving vulnerable, job
 - Do some modes limit what jobs people can apply to? Bus routes/time.
- Moving away from cars shouldn't always mean reduction of city-wide emissions
 - EV's come with manufacturing impacts on environment

TOPIC: CHANGING DEMOGRAPHICS (INCREASING NEED FOR MULTI-FAMILY HOUSING AS THE POPULATIONS AGES/DOWNSIZES)

Conclusion: 15-minute city resonates with many participants

Generational impacts:

Children – high density areas move play to park over yards. Bigger streets to cross = safety concerns

Youth – Less are getting their driver's license at 16 and willingness to use different modes of transportation. Driving not the same right of passage. Experience > possessions.

Gen C- Renters over purchasing. Rentals more likely to be Downtown/major corridors. Require frequent bus service.

Gen D- "Sandwich" between caring for parents and children. Want parent's independence but also want to get to them quickly. Work/life balance is important. Want housing options to age in place. Want parents to have access to mobility.

Gen E- Retirement, want things nearby. Smaller shops to walk to. Downsizing to condo.

Gen F- 15 minutes city will serve this group well. Loss of ability to drive will trap some. Would microbuses help in suburbs? Risk with walking in winter. More access "hubs" throughout City. Need for shared interior spaces to walk indoors.

Discussion event

TOPIC: Denser neighbourhoods

Impacts:

- Children need places to play
 - Need affordable options with access to recreation
 - Families will move out of community due to increased traffic

- Reinvent the notion of a 'village'
 - Need support for small local stores
 - Young people want social options/bars
 - Older population want services without needing to drive
 - Allows less reliance on personal vehicle and affordability
- Want options to age without leaving the neighbourhood
 - Mix of housing types with density on corridors to support transit
- Diversity of population bring different perspectives to the answer

Required support:

- Buses
 - Running at all hours
 - With bike racks
 - Transit parks
 - Accessible
 - Reliability on transit
 - Driver support
 - Signage on arrivals
 - On time
- Roads with safe speeds and safe crossings to support pedestrian safety
- Nearby services
 - Daycare
 - Long-term care
 - Green space

Still unknown:

- Cost to core with further suburban expansion
- Can we incentivize development in core of City/ disincentives to live further away
- How to spread some density around without disruptions to existing
- How to set targets and indicators to achieve goals and show progress = political accountability
- Transit connections to existing shops
- Changes to development guidelines to require parking

TOPIC: More spaces for peds and cyclists

Impacts:

- More cyclists could results in decreased vehicle trips
- Snow removal
 - Equal priority between roads and sidewalks
- Improve crosswalk visibility

- Improved cycling network results in increased freedom for kids/teens
- Seniors rely on other options/walking when they can no longer drive
- Need predictability on the roads as to where everyone should be

Required supports:

- School travel plans
 - Staff positions
 - Walking school buses
 - Encouragement for AT – bike racks
- Ped/bike network
 - Connections to transit
 - cut throughs in cul-de-sac neighbourhoods
 - Connections that make use enjoyable, comfortable and practical
 - Secure bike parking
 - Maintenance and improvement
 - Providing vehicles space to safe AT
 - Signage/wayfinding
 - More frequent crossing of busy roads
 - Equal priority to vehicles
- Transit
 - Parks to make wait enjoyable

TOPIC: Deliveries and goods movement are changing

Impacts:

- A single solution should be avoided. Consider flexibility based on citizen needs.
- Clarity is required on what is framing this decision making. Example: Is it a reduction on greenhouse gas emissions or wear and tear on roads?
- Will citizens push back over the loss of home delivery and it's convenience?
- Not all citizens can be expected to walk up to a central pick-up location.
- We need more feedback from younger demographics who will inherit these systems.
- Winnipeg needs to look globally for solutions.
- The road systems surrounding a high traffic centralized pick-up area must be improved and designed for high volumes of traffic.
- Plan should distinguish between different types of deliveries.

Required supports:

- Is there a way to consolidate all delivery services?
 - Could local shop owners act as distribution centers? Opportunity for shops to create additional draw to their business?

- Locate central distribution hubs at student centers.
- Should there be a fee associated with residents who desire home delivery?
- Possible solutions should be rolled out and tested in a trial format.
- Pursue electric or drone delivery to keep aligned with reduced greenhouse gas emissions.
- Could large delivery vehicles moving during peak periods pay more?

Appendix J- Submitted discussion kits

December 11, 2020

Attention: Office of Public Engagement, City of Winnipeg
Re: Transportation Master Plan Discussion Kit

Group: CNIB Foundation Manitoba, Winnipeg Champions

Number of Participants: 12 volunteer advocates who are blind or partially sighted, 1 staff

Date and Location: November 16th, Virtual

Host: Jessie Klassen, jessie.klassen@cnib.ca

Question 1

Transit Plus:

- Unnecessary restrictions such as 500 m rule and 2 bag limit create barriers and unnecessary travel stress.
- Wait times prior to pick-up and while in vehicles can be excessive. In extreme cases, participants have been travelling in a Transit Plus vehicle for 2+ hours prior to reaching their destination.
- Inflexibility of pick-up and drop-off times can leave clients waiting outside for 1 hour prior to their appointment.

Walking:

- Snow and ice on sidewalks and roadways create challenges each year.
- Any sidewalk closures/barriers due to construction need to be cane-detectable; detours need to be clear and accessible; workers need training on how to describe detours to residents who are blind or partially sighted who are trying to navigate around a detour.

Transit:

- Safety downtown while waiting at transit stops can be concerning for white cane and/or guide dog handlers.
- Audible next stop announcements and route destination announcements need to be on and at a level that is audible for all passengers

Question 2

Working from home:

- Majority of participants felt this option would continue to be popular beyond 2020.

Purchasing items for home delivery:

- Grocery delivery has been very popular with participants. Participants hope this option will continue beyond 2020, perhaps with greater resources dedicated so wait times are lessened.

Curbside pick-up:

- Participants did not think this option will continue post-COVID.

Taking transit:

- Participants felt ridership may take a long time to rebound after 2020.

Others:

- National virtual meetings – participants have enjoyed attending cross-Canada discussions from the comfort of home; connecting with others easily and continuing to participate in community discussions in a virtual way. They hope this virtual option continues in future.

Question 3

- Switch to completely renewable fuel sources
- Electric buses and vehicles (with auditory warnings when approaching pedestrians)
- Continuous efficiency improvements

Question 4

- New technologies should be accessible to all users from the beginning.
- Consider how all residents will use and access technologies before they are introduced. For example, QR codes on bus stops can be accessible, but when they lead the user to an inaccessible image file, they are not usable by all.
- Hire individuals who are blind or partially sighted to test new technologies for accessibility prior to launch
- Navigational apps such as Blindsquare, Key2Access, and Mapinhood can change the way residents navigate through their neighbourhood and the City
- Consider installing temperature-controlled sidewalks and trails in high traffic areas to control for ice and snow in winter.



Transportation Master Plan - Discussion Kit Summary

Submitted December 10, 2020

Contact: Denae Penner, denae@greenactioncentre.ca

Green Action Centre held two online sessions for our staff, board and paid members:

- Mon, December 7th, 5:30-7pm: 5 participants
- Tues, December 8th, 10-11:30am: 6 participants
- Written submissions: 2 participants

DISCUSSION FORMAT: The groups discussed 7 questions in total, including 4 from the City and 3 from Green Action Centre. Participants used sticky notes in Google jamboard to answer each of the questions. These are transcribed verbatim below. Two participants also provided written comments, which have also been incorporated in the following.

QUESTION 1: The project vision includes the desire for the barrier-free movement of people and goods. Considering the different travel options you use to move through the City, what barriers detract from your experience or force you to choose other options?

USING A VEHICLE

- Ironically, not enough barriers for car travel thus its prevalence. Narrow roadways in residential areas and we'd be safer. Add unobstructed bike/pedestrian paths city wide and we'd turn into an active transport city for at least 6 months of the year.

USING TRANSIT

- Bus clarity – half the time I don't even know if I'm on the right bus. Sometimes the route just ends or turns a different way.
- Complicated bus schedules – accidentally taking the wrong version of a route.
- Lack of bus shelters in suburbs.
- Cost of bussing and how extremely long it takes.
- Sometimes a bus trip takes 2-3 times as long as driving. Hard to justify, especially in winter.
- Bus – lack of connectivity, lack of options, not enough frequency of buses.
- Bus schedules or capacity.
- Buses too full and they pass by (x2).
- If I want to take a bus from my place in Wolseley to McNally at Grant Park Shopping Centre, it takes me two buses and over an hour.
- Need multiple buses to access main locations.
- Buses not showing up or delayed then you miss your transfers.
- Often as expensive (or more) to take the bus than to drive if you already own a vehicle.

- Ability to carry groceries or packages when you bike/walk/bus.
- Buses to my location regularly cancelled.
- Not enough buses after peak hours (too long a wait time).
- Ice. Difficulty walking or getting to the bus.

USING A BIKE

- Ice and snow on bike trails and roads (x2).
- Not feeling safe riding my bike on high traffic streets and high speeds.
- Lack of lighting on some pathways (especially older ones). Also. the long-established paths don't get cleared in winter (just the new ones).
- Cycling intimidation / fears.
- Navigating Portage & Main and downtown areas you can't cross.
- Beg buttons located at intersections for pedestrians. Means cyclists have to shimmy over to push the button and then try to shimmy back into position on the road or in the bike lane.
- Lack of bike connection or route where you want to go (unsafe, too complicated).
- Speed limits too high in residential areas.
- Intersections that are difficult to cross on bike.
- Lack of bike parking near restaurants and businesses outside of downtown, e.g. Academy, Provencher/St. Boniface, etc.
- No guarantee of bike racks on buses.
- Exhaust pollution, especially when it's colder.
- Areas without sidewalks or bike lanes.
- Drivers see cyclists as in their way but pedestrians don't want cyclists on the sidewalk either. Nowhere to go unless there's a protected bike lane.
- Fast traffic on streets like Academy make it intimidating to get to those business on my bike.
- No guarantee of a bus with a bike rack if you want to combine bus/bike (or the weather turns nasty).
- The time delay for ped and bike crossings, Assiniboine at Granite and at Main St. It's so long that you're waiting that it invites people to dash across the road. Very dangerous.
- The bike route is difficult to navigate, sometimes sections disappear. I don't like biking to parts of the city I'm not familiar with as it's not intuitive.
- Safety at night.
- Ability to carry groceries or packages when you bike/walk/bus.
- Need a connected bike network (x2).
- Not enough knowledge of safe biking; or driving with respect to cyclists.
- bikes forced onto sidewalks on busy streets with no bike lane.
- Having to ride on major roads without separated bike lane.
- Existence of bike paths makes cycling safer in all conditions, but there are some areas without bike lanes that feel unsafe.
- Lack of a fully connected network of safe snow/ice free walkways and dedicated bike lanes that are well maintained.



- Primarily barrier issues when cycling in the city, curbs to hop, safety issues riding alongside motor vehicles, snow/ice challenges at time.

WALKING

- Lack of lighting on some pathways (especially older ones). Also. the long-established paths don't get cleared in winter (just the new ones).
- Navigating Portage & Main and downtown areas you can't cross.
- Lack of snow clearance on any section of a sidewalk can mean someone's stuck in their house or end up on the road in their wheelchair or with a walker. Actually everyone ends up doing this!
- Cul de sac neighbourhoods mean having to walk a long way out of your way.
- Snow builds up, especially right next to the beg button. Makes it difficult to cross.
- Beg buttons – wish we didn't have these!
- Exhaust pollution, especially when it's colder.
- Weather, unshovelled sidewalks.
- Areas without sidewalks or bike lanes.
- The time delay for ped and bike crossings, Assiniboine at Granite and at Main St. It's so long that you're waiting that it invites people to dash across the road. Very dangerous.
- Safety at night.
- Ability to carry groceries or packages when you bike/walk/bus.
- Distance to shopping and other hubs. Most residential areas not designed to be self-sufficient, meaning you need to travel long distances to get to necessary shops, errands, etc.
- Slippery (ice) sidewalks, especially with warmer winters and more melting and freezing (x2).

QUESTION 2: COVID-19 has changed the way we live. Going forward, which of these changes (if any) do you think you will continue beyond 2020?

WORKING FROM HOME

- Telecommute (working from home) on an ongoing basis will remain.
- More online training and education (conferences, webinars, demos).
- Telecommuting and flexible work schedules (x2).
- More meetings will continue to be held virtually (x2).
- Office workers will continue working from home, at least part-time, for another year or two.
- Less travel for work, more virtual. A quick work trip we are learning isn't necessary.
- Online / virtual events or meetings (church services, meetings, etc.)

PURCHASING ITEMS FOR HOME DELIVERY

- People will continue online shopping (less travel to purchase but more delivery vehicles).



- Increased online shopping and delivery, with more delivery trucks on residential streets (x2).

CURBSIDE PICKUP

- Continue curbside pick up.

TAKING TRANSIT

- Could be more people continuing to drive alone rather than carpooling or taking transit, leading to more traffic congestion and inefficient use of road space.
- Not enough buses so buses could be full. I don't feel safe to try to take the bus right now anyways.
- Reduced use of transit service, which could impact transit access in the future for those who need it more (less revenue, so less service).
- May discourage people from taking transit, but that might end after the vaccinations.
- Bus ridership way down and I'm worried this might persist. The only way a majority would shift to public transportation is if we made it economically advantageous, tax motor vehicle use heavily on roads and increase the bike/pedestrian pathways throughout the city. It would require a massive education/civic- city hall campaign to shift.

OTHERS

- Hope everyone continues to get out and walk/bike more, especially in winter.
- The "Bike Boom" has seen a lot of folks buying bikes and getting out there. I think it will continue for some trips. If it's safe to do so.
- Maybe more people will want daily parking passes instead of monthly parking passes.
- Will organizations keep daily parking instead of monthly? This'll assist with behaviour change if you have to pay instead of at the beginning of the month.
- Less international travel? More staycations.
- Maybe an increase in geographic hubs for conferences rather than everyone travelling to one distant location. Or combining conferences to maximize efficiency of travel.
- If people bought a car, now they're invested in it. Will they sell it or not buy a bus pass since they have a car?
- Supporting local – we have realized how important it is for our local economy and people.
- Greater year round use of active transportation networks. Preferably wide enough to accommodate both walkers and bikers safely. Where possible these should traverse through dedicated green belts rather than sharing busy streets and sidewalks.
- I believe primarily walking habits will persist as many have come to value more the outdoors for walking purposes. Dilemma is this is more neighbourhood oriented than getting places.
- Traffic is back to normal levels.
- During stakeholder consultation, I was advised that there was a transit consultation happening. Consider a more integrated approach and consider all modes of transportation to TMP2050 consultation (x2).



QUESTION 3: Residents who participated in Winnipeg's Climate Action Plan indicated that their transportation options were one of the top ways of personally addressing climate change challenges. How would you like to see the TMP2050 address the need to reduce greenhouse gas emissions?

- Require lifetime GHG emissions based on capacity to be factored into multi-criteria analysis.
- The easier you make it to drive, the more people will drive. The harder you make it to walk/bus/bike, the fewer people will do so. Makes sense!
- City needs to acknowledge the urgency of the climate crisis and the role that transportation plays in MB's overall GHG emissions.
- Need to increase AT infrastructure asap, do more, faster.
- Don't build road for surge volumes, build for average or lower demand to other modes and convert existing roads.
- Integrate TMP into city planning and penalize sprawl that requires transportation by car.
- If we also think of vulnerable populations with this plan, this will help with GHG reductions too because the focus will be on transit and sidewalks.
- E-bikes.
- Electric buses. (x4)
- Prioritize low carbon modes in all feasibility analyses.
- Allocate more existing road space to cyclists, pedestrians and transit. Instead of crowding these road users into the curb lane and sidewalks, let them spread out. Winnipeg has a lot of very wide streets (arterials).
- 2050 is so far away we need to do things sooner.
- Make it more appealing for people to ride buses, walk, etc. and make driving a deterrent (costly, less parking, taxes).
- Encourage more TOD.
- The budget should be presented with the contribution to GHGs for each item.
- Build carbon pricing into analysis at 2050 prices (>\$300?).
- How are kids participating in the TMP? They're the most affected by our lack of action on climate change.
- Prioritize and fund environmental, healthy and equitable of travel and disincentivize driving alone.
- Ensure any budget decisions include evaluation of climate impacts and do an entire life cycle cost analysis that includes environmental impacts.
- Why 2050? It should be 2030 because we are in a climate crisis and we need to move along with things urgently.
- Disincentives to drive like parking fees.
- Invest more in AT and transit, a lot more than the City plans.
- Tax car driving more, increase the tax on gasoline.
- Think of the plan through a climate crisis lens.
- Make transit free for those under 18 years of age so it becomes a habit.



- Make transit as convenient, comfortable and even more affordable than driving alone.
- Must acknowledge that EVs will not get us there.
- The Public Works department should report at each IRPW meeting on what the traffic volumes are and what they recommend to lower them.
- Innovations to move away from car use, single occupancy vehicles.
- Let's put a focus on kids being able to walk and bike to school. That'll fundamentally change our neighbourhood design.
- Make driving less attractive, and not subsidized (x3).
- Increase transit use and experience overall, so that transit is a priority mode for many, including a choice to and from work, instead of the only option for some (ie: those who can't afford a car).
- Increased business commitment to car share (Peg City Car Coop) and ride share (GoManitoba) for staff.
- Bus service that encourages use - reliable service; convenient routes; more heated bus shelters.
- Increased park and ride options.
- Increase parking cost, keep transit free or low cost.
- Plan for the metropolitan region, not just Winnipeg.
- Fund bike lanes and AT infrastructure.
- Free transit for young people, and low income bus passes.
- Mode shift (to AT and transit) and then electrification of remaining road users.
- Commuters from surrounding communities- commute by car to Winnipeg but aren't paying property taxes, implement a commuter tax.
- Drivers do not pay for the roads (prov fuel tax) wpg property tax (Mobility pricing).
- Reduced pricing for low income individuals. Free transit for younger people to get them in the habit of using transit. Finance by taxing single occupancy vehicles.
- Enhanced development of active transportation networks. Greater use of traffic circles. Incentives and infrastructure for electric vehicles. New foot and bike bridges across the city's rivers to allow quicker travel rather than over car bridges. Eliminating railways and rail yards from within city limits.
- Since we've already destroyed a lot of land, displaced many Indigenous groups and impacted their livelihood through hydro development, let's make sure we compensate those groups ongoing with profits, cease any further hydro development and then assess what level of electric transportation we can sustain(capacity) and push at electrifying public and private transportation across the board with necessary infrastructure to support it.

QUESTION 4: There is a wide-range of emerging technologies in the field of Transportation.

Are there some technologies that stand out as more relevant for the City of Winnipeg to consider than others? What considerations need to be in place to support potential changes?

- E-bikes. Winnipeg is flat and e-assist bikes mean you can travel further.
- Autonomous sidewalk clearing machines – like a sidewalk Roomba.



- Not to forget those who are lagging or not using the most advanced technology. For example, paper bus schedules are still used by some, especially the most vulnerable and those who can't use a phone.
- Telecommuting, zoom, etc. as alternatives to physical travel for some purposes.
- E-bike share system that reaches across the city (all neighbourhoods) and connects with hubs at major destinations like post-secondary institutions.
- Promotion of carpooling apps like GoManitoba, especially for those travelling into Winnipeg to work or university from outside the city.
- Wayfinding apps for those with visual and other impairments.
- Electric vehicle charging stations.
- Apps like Transit make it easier to see when your bus is coming. Makes transit much easier.
- Micromobility! We need to have a connected network to support these modes.
- Expansion of carsharing into more neighbourhoods.
- Not a fan of electric vehicles. Just means people can keep driving alone and we'll still have issues with traffic congestion, demand for parking, land devoted to parking, and infrastructure deficit.
- Beware the TNCs. We can clearly see these are NOT the answer.
- Uber, Lyft as a growing share of the transportation market.
- Electric cargo bikes are being rolled out by companies across Canada (such as FedEx Canada). They're viewed as much more efficient by the companies.
- Home delivery tech and logistics tech that support greater delivers to individual homes.
- Inter-city mass transportation (future trains/high speed rail).
- Navigo does not always give the best options or ones that make sense.
- Car co-ops and carsharing. Technologies to arrange carpools.
- Technology uses energy so something to consider. Ex. one internet search has the same amount of CO2 emissions as driving a car 50 metres.
- Electric vehicles will still cause congestion, takes resources to build and maintain. Best to focus on active transportation and transit infrastructure.
- Mass transit electrified LRT efficiency.
- Should keep an eye on Mobility as a Service (MaaS) to make multi-modal mobility an integrated, seamless system for booking and payment.
- E-scooters, e-bikes and cargo bikes all use bike lanes. Let's get the bike network connected asap. Use pop-up infrastructure where needed!
- Priority for electric vehicles and charging stations.
- Automated vehicle technology for public transit (rather than personal vehicles).
- E-bikes make it easier and faster for those in suburbs to commute further by bike. Let's make it easy for people to try this.
- Way to demonstrate transit GHG reductions to riders – provides an incentive for people
- GHG milestones for transit users.
- Car co-ops.
- Incentivize workplaces to use the car co-ops.
- Need more government support for the car coop to expand to more neighbourhoods
- Bike-shares - Winnipeg needs the cycling network to be better for bikesharing to work.



- Better on-board technology. for example, active route maps that show the route, show where the bus is, etc., so that riders can more easily find their stop, where they're going, etc. makes it more appealing to ride the bus.
- Active route maps- more convenient for new Winnipeggers and people that are hard of hearing.
- Improved transit map - on a screen on the bus, with a live update of where the bus is on the route. (Like subway maps in other cities).
- Freight delivery - should be the first area that should be shifted to electric. Winnipeg could be a good pilot for NA.
- More package deliveries by drones - being piloted by Amazon.
- Government fleets should be EVs.
- Integrate car-share, city fleet, and provincial fleet.
- Better systems for moving seniors and disabled people safely and efficiently around the city. New technologies for snow and ice removal from transportation routes. Better systems for developing more durable and sustainable roads and walkways.
- Consider linking solar to transportation, particularly solar charging stations linked to both private and public transportation use. Education would need to occur around "transporting within the limits of your charging capacity," you start limiting how far you go based on what you're able to charge. Incentivize solar charging stations.

ADDITIONAL QUESTIONS POSED BY GREEN ACTION CENTRE

QUESTION 5: In your opinion, what are opportunities to improve Winnipeg's transportation system and make it more equitable?

- Low transit or free transit fares.
- Personal safety for women, especially travelling at night.
- Make transit easier to navigate.
- Prioritize walking, cycling and bus infrastructure in lower income and inner city neighbourhoods. Need to consider other concerns in these neighbourhoods such as personal safety and ask residents what are the most pressing needs for them to get around (e.g. kids walking to school safely).
- Raised platforms or curbs for people getting on/off buses (strollers, wheelchairs, walkers).
- Talk to kids in vulnerable communities to find out where they want to go and how the City can make it safer for them to move.
- Ensure any new technologies such as e-scooters or e-bikes can be booked with some sort of cash payment or direct transfer rather than requiring a credit card. Also, require and incentivize the vendors to place scooters and bikes in lower income neighbourhoods.
- More convenient and connected transit.
- Make pedestrian crossings more obvious. Integrate pedestrian and bike information into schools.



- Make crossing buttons more obvious/accessible. Make crossing times longer to allow people with disabilities and older people to cross.
- Fix sidewalks and don't allow areas to be under construction for months.
- Lower costs for bussing.
- Transit schedules that accommodate those who work shifts (early or late).
- Friendlier buses, focus on training and education.
- Don't allow situations like Portage & Main to persist where the needs of people with any sort of mobility issue are disregarded (as well as all peds and cyclists).
- Sidewalks and bike lanes should never be blocked during construction. There must always be a safe route.
- Remove some seats from buses to create more space for wheelchairs, walkers, strollers.
- Focus investments in our high-needs neighbourhoods. They were almost completely missed for Open Streets.
- Place priority on needs of most vulnerable road users (peds, cyclists, anyone with mobility issues, old and young).
- Implement a low-income bus pass that doesn't require paying for a full month at a time. Make the discount truly reflect 'low' income.
- Make transit route names easier to understand.
- Clearer communications and more reliability.
- Invest less in roads and more on AT and transit.
- Free transit for under 18 years of age.
- Integrate bus system into Google Maps (like Vancouver, etc.).
- Include more essential public access in bus stop announcements (grocery stores, libraries, etc.).
- Better public transit system and active transportation system overall.
- Transit that is as convenient at 8pm on a Sunday night as it is at 8am on a Monday morning.
- Better wayfinding signs for indoor walkways and on roads.
- Build transportation for those who are vulnerable not car-centric.
- Raise/lower [curb/platform] to meet the entry to the bus – increases speed at the stop and accessibility getting on and off.
- Enforce priority seating on buses.
- Transit signage in many languages so all feel welcome and informed.
- Don't prioritize vehicular infrastructure maintenance only. Sidewalks need to be better maintained for ease of movement.
- Paper bus schedules should still be available and also the texting option as not all people have data on their phones.
- Lower road speeds on multi-modal roads and high pedestrian areas.
- Traffic lighting is important. People of colour are more impacted by poor lighting.
- Clear sidewalks at the same time as roads at least.
- Snow clearing of sidewalks and bike lanes prioritized as high as personal vehicles.
- Affordable transit - low income bus pass.
- Access to bicycles - make it more affordable to get a bike. Secure bike parking in more neighbourhoods.



- Walkability - increase neighbourhood walkability.
- Family bus passes.
- Developing and incentivizing rideshare systems (cars, bikes). Promoting and incentivizing carpooling systems. Restricting systems to de-incentivize people driving cars into the city core.
- If we changed our way of taxing, fostered a more equitable culture in general, we could shift to universal basic income, universal free access to public transportation and universal free access to post-secondary education. This would require a revolution in thinking, a shift away from privilege, inherited economic advantage and a vision of a shared wealth, shared care for the earth paradigm.

QUESTION 6: Cities can be designed to be accessible for people of all ages, and all abilities. What needs to change for Winnipeg to be accessible?

- Free transit or low transit fares.
- Curb cuts at every corner.
- No intersection should be off limits to peds and cyclists.
- When an elevator for those in wheelchairs, such as those underground at Portage & Main, stop working they should be fixed immediately.
- Allow pick-ups, drop-offs between bus stops.
- Raise/lower [curb/platform] to meet the entry to the bus – increases speed at the stop and accessibility getting on and off.
- Prioritize repairs on sidewalks. Pedestrian crossings at every corner.
- Push buttons at intersections to prioritize walkers/active transit for crossing. So many. So many stops we have to wait for because the lights are geared to [vehicular] traffic flow.
- More pictorial signage and accessible signage.
- More free routes in key areas for low income individuals (downtown routes).
- Clear snow and debris regularly from sidewalks, paths and bike routes.
- 15-minute city! Folks should have access to their essential needs within a short travel distance.
- Accessible, affordable and frequent transit buses.
- More active transportation bridges.
- It should be much more expensive and harder to drive. Right now it's the easiest, most affordable choice in Winnipeg.
- Kids and seniors should be able to travel as easy as a person with a driver's licence.
- Increase the number of crossings on Main St., northward from Higgins.
- Enforce priority seating on buses.
- More electronic [bus] signs for people who don't have smart phones.
- Open up Portage and Main.
- Frequent, comfortable transit.
- Land use and transportation planning has to be more integrated, e.g. 15-minute neighbourhoods to ensure all Winnipeggers have access to services, food, employment and green space.



- Give an option for longer crossing lights for seniors and people with disabilities.
- Reduce speed limits especially in residential areas so people feel safe riding their bikes with [vehicular] traffic.
- Make accessibility for wheelchairs and people with disabilities a requirement of temporary access during construction.
- More bridges so people don't have to travel or be routed out of the way to get somewhere.
- Reliable transit.
- Wayfinding and distance/directional signage for peds and cyclists to get to major destinations.
- Accessible buses (wheelchair ramps, spaces on the bus for people using a wheelchair or walker).
- Creating icy locations as a result of snow clearing.
- Need more accessible seating on the bus. More convertible seating on buses.
- Improved driver practices for getting on and off the bus.
- Better snow clearing, targeting bus stops.
- Improved snow and ice removal systems on sidewalks and active transportation routes. Eliminating curbs and other barriers for those restricted to wheel chairs, walkers or scooters. More secure systems for people commuting and shopping using bikes so that bikes are not vulnerable to theft and vandalism.
- We are fortunate (in some ways) to live in a flat city so that movement isn't hampered by any inclines. Covid is teaching us that children and seniors love the outdoors so that every effort to make our parks, walkways, bike paths barrier free and attractive- places to rest, sit, meet- are crucial to sustain whatever we've learned from being more outside during the pandemic.

QUESTION 7: What are the key aspects impacting roads safety in Winnipeg?

- Designed with inadequate risk assessment for Winnipeg weather affecting pedestrians and cyclists.
- Increase the number of sidewalks.
- SPEED! Reduce residential speed limits to 30.
- Cyclists not feeling safe or comfortable on the road and feeling pushed onto the sidewalk, which puts peds at risk.
- More active transportation infrastructure.
- Actual travel speed and road design.
- While residential streets aren't considered a safety issue because most fatalities and serious injuries occur on arterials, it could be in part that people don't feel comfortable letting their kids walk in their neighbourhood.
- Multiple modes of traffic without adequate education.
- Speed limits are too high in residential areas. They should be 30 km/h.
- Winnipeg standard specifications and designs are based on current/old priorities. Need to update to latest thinking.



- We don't have a connected safe NETWORK to walk and bike. Unless you get from A to B (and why not C and D?), it's inevitably going to be a stressful journey. So unfair.
- Lack of enforcement, blowing through pedestrian crossings.
- Need some ped only streets in Winnipeg and more Open Streets.
- Street design – often they are designed to prioritize cars which makes them go faster (fewer trees, wide curves, few lights).
- Separate cyclists from peds and drivers as much as possible and ensure safe crossings. Don't abandon cyclists at complicated crossings where they need help the most.
- Insufficient safe crossings, which leads peds and cyclists to try zipping / running across a major road.
- Aggressive drivers. We need infrastructure that reduces speed, not signs. Behaviour change!
- Need to build more AT and public transit infrastructure so that there are fewer cars on the road.
- Confusing road signs, wayfinding signs.
- Aggressive drivers who don't see cyclists as legitimate road users.
- Vehicles are getting bigger, more blind spots, heavier, etc.
- Prioritization of vehicles and parking. Even in building design cars are front and centre.
- Stop victim blaming. Humanize the drivers – the vehicle didn't cause the accident the human/driver did. Goes back to the design of streets and education.
- Not enough points to cross roads forcing people to j-walk.
- Lack of designated active transport lanes.
- Make it easier for the City of Winnipeg to make changes and not have to rely on the Province to change their laws. Ex. for Provincial boundary signage laws prevents the City from easily changing the 30 km/h speed limit in residential areas.
- St-roads. Streets that are trying to be roads that are trying to be streets. It makes it difficult to access on foot and bike.
- Require input from transportation psychologists and safety experts on major updates.
- More bike safety courses. Some cyclists don't [ride] in a safe way or don't obey the law. That may cause drivers to not respect cyclists and get at cyclists in general.
- Dominance of vehicles as the mode choice in Wpg (due to a variety of reasons, not always preference) makes it more dangerous for vulnerable road users. For example, little kids being hit by parent driving and dropping off their kid at school because they don't think it's safe for them to walk because there's so many cars!
- Lack of cycling lanes on major streets.
- Aggressive drivers.
- Uneven and poor quality road surfaces – potholes.
- Speed limits where there's shared road use.
- Shared use is a danger - need to separate pedestrians, cyclists, and cars.
- Not enough time to cross the road (timed lights need to be longer).
- Snow and ice removal, pothole repair, safer intersections, coordinating traffic lights, greater use of traffic circles, flashing lights at all school zones, separating cyclists and vehicles, longer amber light duration. Where possible segregating trucks and busses from car traffic.



- Narrow residential streets substantially to deter vehicles from residential travel. Create bike/pedestrian path grid throughout the city. Spend spend spend on these endeavours. Provide universal free access to public transportation to increase ridership and reduce private vehicle traffic. Celebrate a city that is innovative, electrified, healthy/active. Rather than “make-do”, we evolve into an earth friendly city.



Bike Winnipeg TMP2050 Phase I Engagement Discussion #2 Notes

Sunday, December 6th

Start Time: 1:30 pm End Time: 2:30 pm

Location: Zoom Virtual Meeting hosted by Bike Winnipeg

Facilitator: Mark Cohoe, Bike Winnipeg

Attendees: Denis De Pape

For more information on this submission, please contact:

Mark Cohoe

Executive Director

Bike Winnipeg

t: 204-894-6540

E: mark@bikewinnipeg.ca

Discussion Notes

Question #1

- a) The project Vision includes the desire for the barrier free movement of people and goods. Thinking of your travels by bicycle, what are some of the barriers you face in biking to the destinations you need to reach as part of your daily life?

Barriers are more notable in winter than in summer, slipperier road conditions that make it more of a hazard to ride, even on slow streets. Edges of roads have buildup of snow, and ruts in streets create hazards. The situation is getting better with regards to riding on Multi-use Paths. They are being cleared sooner, and gritted sooner. That is a plus, but it is continuously required.

Biking downtown from St. Vital - Dakota Dunkirk is safe up to St. Vital Bridge, but then you need to go on road on a narrow and poorly cleared shylane, right beside fast moving traffic in two lanes.

Hay street is identified as a neighbourhood greenway, but does not get cleared in a way to make it useful for biking. Once Hay is unpassable to ride by bike, he can no longer get to the Forks.

Churchill Pathway is unevenly cleared and often not cleared on a timely basis. Maintenance is lacking in comparison to trails in the south end of the city.

Slow streets are critical to the network

Connections to Dakota/Dunkirk trail, traffic on residential streets and snow removal of slower streets is an issue.

- b) Are there desired destinations (retail, service, social, work, education,...) that you would like to visit by bike but that are too far away/can't be found in your neighbourhood?

In the south part of the city, better cycling on St. Annes road from the Perimeter to St. Mary's and St. Mary's road from the Perimeter all the way to Downtown would be great because there are destinations along those roads that are currently not accessible by bike (Superstore, etc.).

I currently use back lanes to avoid St. Annes/St. Mary's. Lots of shops and services along these roads that are hard to access by bike. Have to use back lane, sidewalk, etc.

Link between Bishop Grandin and Fermor especially.

- c) Are there trips that you can't or won't take by bike now?
- Yourself
 - Your family or friends

Distance is the biggest factor for his decisions around transportation. Bird's Hill Park is an example beyond his regular range.

For family and friends, there are many more trips that cannot be made.

Time is one constraint. Confidence, no easy route is available that is intuitive. You need to be shown the route in our current system to be able to commute.

Once downtown, things are getting better (Garry), but downtown is still not really bike friendly. You need to be fairly confident to ride a bicycle in the downtown.

- d) What other barriers to riding your bike do you face (bike parking/fear of theft, social safety, lighting, end of trip facilities)?

Bike parking is often absent. Large strip malls are missing bike parking near popular stores. It is getting better.

Lighting is often absent on trails: BGG, Churchill pathways, this lack of lighting makes it impossible to ride at night.

Churchill Pathway has some social safety issues. No social safety issues along BGG. Trails tend not to be lit in comparison to sidewalks

Question #2

COVID-19 has changed the way we live. Going forward, which of these changes (if any) do you think you will continue beyond 2020?

Open Streets: Biking to Assiniboine Park in summer - Wellington Crescent as an open street made a huge difference. Biking along Wolseley to visit family, having Open Streets in place was hugely beneficial. Lots of people are using the Open Streets roads to walk and bike.

Egerton was also used, but not that big a difference, before vs after.

Lack of cars during the first round of lockdown opened streets and made it far easier and more comfortable, and made cycling more acceptable.

Hasn't taken a bus since March, has increased the amount of cycling being undertaken, along with somewhat of an increase in driving. This increase in cycling will continue until he can't bike anymore (age).

Question #3

Residents who participated in Winnipeg's Climate Action Plan indicated that their transportation options were one of the top ways of personally addressing climate change challenges.

- a) How would you like to see the TMP2050 address the need to reduce greenhouse gas emissions?

Greater emphasis on non motorized means of transportation - transit, biking, walking. It needs to be taken to the point where transit, biking, and walking are seen in every way as important as getting around by car. We need to get away from car-centric planning.

With fewer cars, we could look at replacing pavement with parks/trees. Getting auto numbers down will enable the creation of space for faster transit, better cycling or walking. Both car travel lanes and parking.

- b) What metrics can we use to determine if we are matching our climate goals?
 - Vehicle Kms travelled
 - Mode share targets

Reduced number of car miles travelled would be the best metric. Cars are the real issue. Electric cars will help, but the real issue is car utilization because cars use up enormous space.

- c) What role does TMP2050 have in the shift to more sustainable transportation in Winnipeg?

If they can start developing a set of objectives that will be taken seriously and give less importance to cars and more importance to transit, cyclists, and pedestrians, that would be a huge change as it would free space for sustainable transport. Less cars, more sustainable transport. A transportation user hierarchy would benefit.

- d) Do you see any contradictions in the vision of Winnipeg being barrier-free to the movement of people and goods while aiming to achieve its stated climate goals?

There is a high level of compatibility between raising the priority of peds, bikes, and transit. Also goods movement can benefit from removal of private vehicles. Key is to reduce passenger vehicle traffic. Focus on movement of people. Freight before private automobiles.

Question #4

There are a wide range of emerging technologies in the field of transportation. Are there some technologies that stand out as more relevant for the City of Winnipeg to consider than others? What considerations need to be in place to support potential changes?

Electric buses and electric cars will have beneficial effects on climate change

Car sharing technology should help things out and be more useful. Brisbane Australia had best example of allowing bike on bus, train, and ferries, well integrated transit system

Bikes on transit are highly desirable.

Navigo system for transit - a bike friendly version would be beneficial.

Assiniboine @ Main - bike crossing with signals - more of these would help promote walking and cycling. Give walk/bike priority. Also Assiniboine @ Osborne

Shut down some streets to cars entirely. Pedestrian streets are very good for business. Arthur and Albert Street. Sherbrook or Portage if you are brave. Portage shutdown has been looked at in the past (Portage Place Mall discussions).

Final Comments

Fundamental issue is to raise the importance of pedestrian, cycling, and transit, compared to cars and to have that strongly influence the plan.

Appendix K- Promotion

Print

La Liberté - October 21 & November 18, 2020

La question du transport à Winnipeg est discutée dans tous les quartiers.

Nous voulons savoir ce que le vôtre a à dire.

Devenez membre du groupe consultatif de votre quartier pour aider à façonner l'avenir du transport à Winnipeg à la fois dans votre quartier et ailleurs dans la ville.



Si vous voulez faire partie d'un **groupe consultatif de quartier pour le Plan directeur du transport, vision 2050**, faites demande dès aujourd'hui.

Les candidatures sont acceptées jusqu'au **27 octobre 2020**.

Visitez winnipeg.ca/pdt2050 pour en savoir plus sur le processus de demande.

Si vous avez besoin d'un format de présentation différent ou de services d'interprétation, veuillez envoyer un courriel à tmp2050@winnipeg.ca ou appeler au **204-927-3444, poste 231**.



La vie de quartier, ça n'a pas son pareil.

Dites-nous comment vous vous déplacez dans le vôtre, et comment vous vous rendez à destination quand vous en sortez.

Contribuez à façonner l'avenir du transport à Winnipeg. Participez au Plan directeur du transport, vision 2050.

Visitez winnipeg.ca/pdt2050 :

- pour vous inscrire à un atelier en ligne;
- pour répondre au sondage en ligne;
- pour télécharger une trousse de discussion et organiser une discussion en petit groupe;
- pour parler de vos idées sur l'avenir du transport dans les médias sociaux : #tmp2050 #gettherewpg

Si vous avez besoin d'un format de participation différent ou de services d'interprétation, veuillez écrire à ttmp2050@winnipeg.ca ou composer le **204-927-3444, poste 231**.



Canstar - October 21 & November 18, 2020

Getting around Winnipeg is a topic of conversation in every neighbourhood.

We want to hear what yours has to say.

Become a neighbourhood advisor to help shape the future of transportation in Winnipeg, both in your neighbourhood and outside it.



Apply today to join a **Transportation Master Plan: 2050 Neighbourhood Advisory Group**.

Applications close **October 27, 2020**.

For more information about applying, go to: winnipeg.ca/tmp2050

If you require alternate formats or interpretation to participate, please contact ttmp2050@winnipeg.ca or **204-927-3444 (ext. 231)**.



There's nothing like community.

Tell us how you move around yours, and how you get where you're going when you leave it.

Help shape the future of transportation in Winnipeg. Participate in the Transportation Master Plan: 2050.

Visit winnipeg.ca/tmp2050 to:

- Register for an online workshop
- Take the online survey
- Download a discussion kit and host a small group
- Share your thoughts on the future of transportation on social media: #tmp2050 #gettherewpg

If you require alternate formats or interpretation to participate, please contact ttmp2050@winnipeg.ca or **204-927-3444 (ext. 231)**.



Winnipeg Free Press - November 14 & 28, 2020

Whether you're reading your news at home, at work, or somewhere in between, we want to know how you got where you are.

Share your thoughts about moving around Winnipeg and help shape the future of our transportation network.

Visit winnipeg.ca/tmp2050 to:

- Register for an online workshop
- Take the online survey
- Download a discussion kit and host a small group
- Share your thoughts on the future of transportation on social media: #tmp2050 #gettherewpg

If you require alternate formats or interpretation to participate, please contact tmp2050@winnipeg.ca or 204-927-3444 (ext. 231).





University of Manitoba - November 18, 2020



Whether you're spending the term commuting or computing, we want to know how you get where you're going.

Share your thoughts about moving around Winnipeg and help shape the future of our transportation network.

Participate in the Transportation Master Plan: 2050.

Visit winnipeg.ca/tmp2050 to:

- Register for an online workshop
- Take the online survey
- Download a discussion kit and host a small group
- Share your thoughts on the future of transportation on social media: #tmp2050 #gettherewpg

If you require alternate formats or interpretation to participate, please contact tmp2050@winnipeg.ca or 204-927-3444 (ext. 231).

winnipeg.ca/tmp2050



Outdoor

Transit 70s (bus backs) - November 10 x4 weeks



**When you get wherever you're going,
we want to hear how you got there.**

Share your thoughts on Winnipeg's
transportation network.

winnipeg.ca/tmp2050



**Nous voulons savoir comment vous
avez fait pour arriver à destination.**

Dites ce que vous pensez du réseau
de transport de Winnipeg.

winnipeg.ca/pdt2050



Street level posters - November 10 x4 weeks

You are here.



**We want to know how you got here,
and how you'll get where you're going next.**

Share your thoughts on moving around Winnipeg
and the future of the transportation network.

winnipeg.ca/tmp2050



Digital

La Liberte - November 10-December 7, 2020



Comment vous déplacez-vous?

Exprimez-vous sur la question du transport à Winnipeg, et contribuez à façonner l'avenir de notre réseau de transport.

winnipeg.ca/pdt2050

Red River College - November 10-December 7, 2020



Whether you're spending the term commuting or computing, we want to know how you get where you're going.

Share your thoughts about moving around Winnipeg and help shape the future of our transportation network.

University of Winnipeg - November 10-December 7, 2020

Whether you're spending the term commuting or computing, we want to know how you get where you're going.



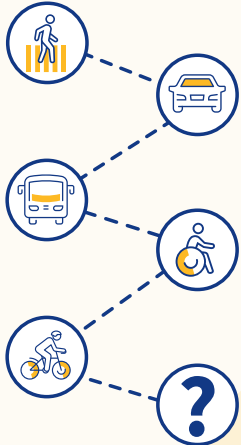
Share your thoughts about moving around Winnipeg and help shape the future of our transportation network.

winnipeg.ca/tmp2050

How do you get where you're going?



Tell us and help shape the future of our transportation network.



winnipeg.ca/tmp2050

University of Manitoba - November 10-30, 2020

Whether you're spending the term commuting or computing, we want to know how you get where you're going.



Share your thoughts about moving around Winnipeg and help shape the future of our transportation network.

winnipeg.ca/tmp2050

Social

