# Appendix A – Public workshop presentations (East and West)

# Moving on Marion Street

**East Segment**
**Public Workshop**
**Date: Wednesday, April 20, 2022**
**Time: 6:30 p.m. – 8:30 p.m.**

Winnipeg

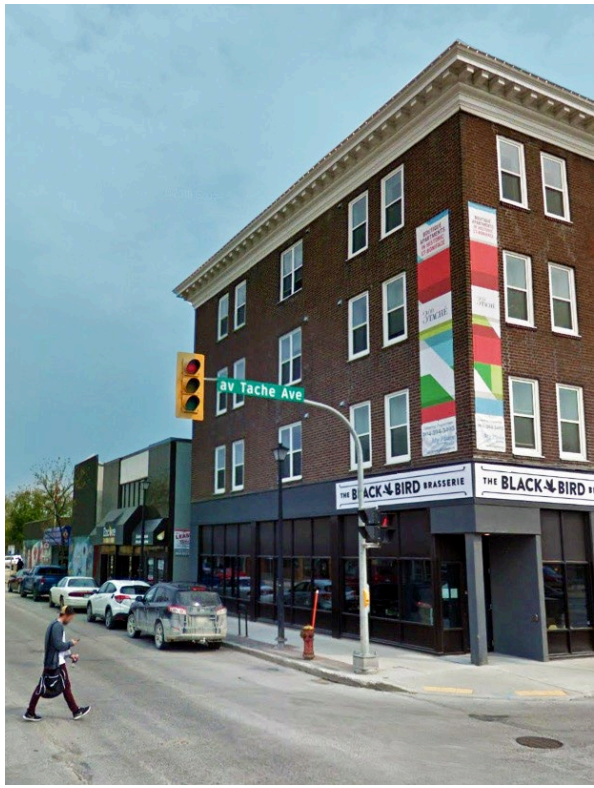
# Acknowledgement

We would like to acknowledge that we are in Treaty No. 1 territory and the traditional homeland of the Métis Nation. Our drinking water comes from Shoal Lake 40 First Nation in Treaty No. 3 territory.

Winnipeg

# Agenda

| | | |
|---|---|---|
| 1. | Welcome & introduction | 6:30 p.m. – 6:45 p.m. |
| 2. | Project background | 6:45 p.m. – 7:00 p.m. |
| 3. | Project considerations | 7:00 p.m. – 7:30 p.m. |
| | • Zone 2 | |
| 4. | Break | 7:30 p.m. – 7:45 p.m. |
| 5. | Project considerations | 7:45 p.m. – 8:15 p.m. |
| | • Zone 3 | |
| 6. | Next steps | 8:15 p.m. – 8:30 p.m. |



# Welcome & introductions

**City of Winnipeg**

Damir Muhurdarevic, Project Manager

Pam McKenzie, Office of Public Engagement

Julie Dooley, Communications

Richard Mahé, Senior Planner

Elise Finnigan, Planner

**Consultant team**

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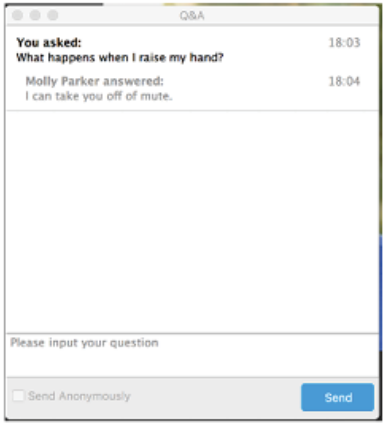
# Technology moment

## Zoom Webinar How To: Q&A

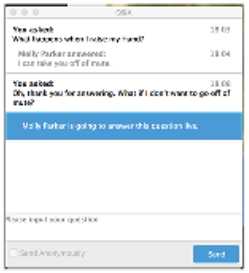



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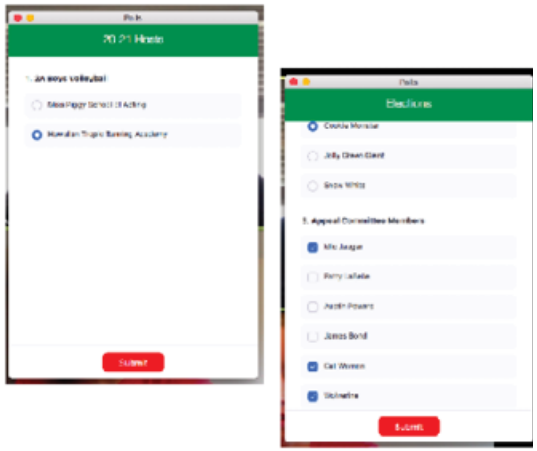


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# Workshop objectives

In this web workshop we aim to:

- Ensure you have a common understanding of the project scope
- Provide a brief overview of the two main project areas: West Segment and East Segment
- Provide an overview of the three distinct planning zones that impact the East Segment
- Explain the options within each planning zone
- Ensure you understand the impacts and the improvements to safety and use for pedestrians, cyclists, and vehicles, that each option will have
- Ensure you have opportunity to ask questions throughout the presentation, and provide feedback and input during the Zone 2 portion of the presentation

# Project background

# Project goals



- The City of Winnipeg is undertaking a new planning/transportation study that will identify potential cost-effective improvements to safety, transportation, access, and community development and livability on Marion Street from Lagimodière Boulevard to St. Mary's Road and provide design guidelines for private development.
- Along the Marion-Goulet couplet, we are focusing on implementing a Complete Streets approach to streetscape design which will:
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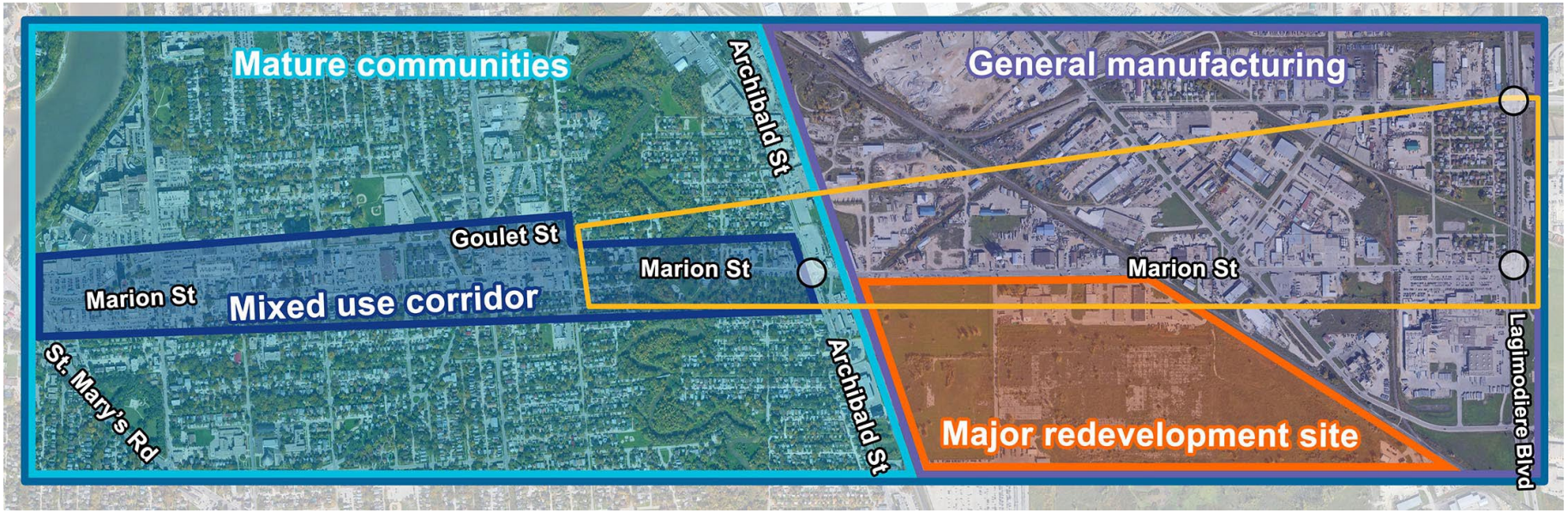


| What's in | |
|---|---|
| Roadway improvements (Complete Streets design approach) | Cycling and pedestrian network improvements |
| Safety improvements | Streetscape improvements |
| Intersection improvements | Urban Design Guidelines |

| What's out | |
|---|---|
| Interchanges | Changes to truck routes |
| Major road realignments | Vehicle capacity improvements in West Segment of corridor |
| Major rail realignments | Major impacts to Happyland Park |

# Project history






- 2014 Marion Grade Separation and Widening Study
- 2019 public engagement for Moving on Marion Street project

# 2019 public engagement

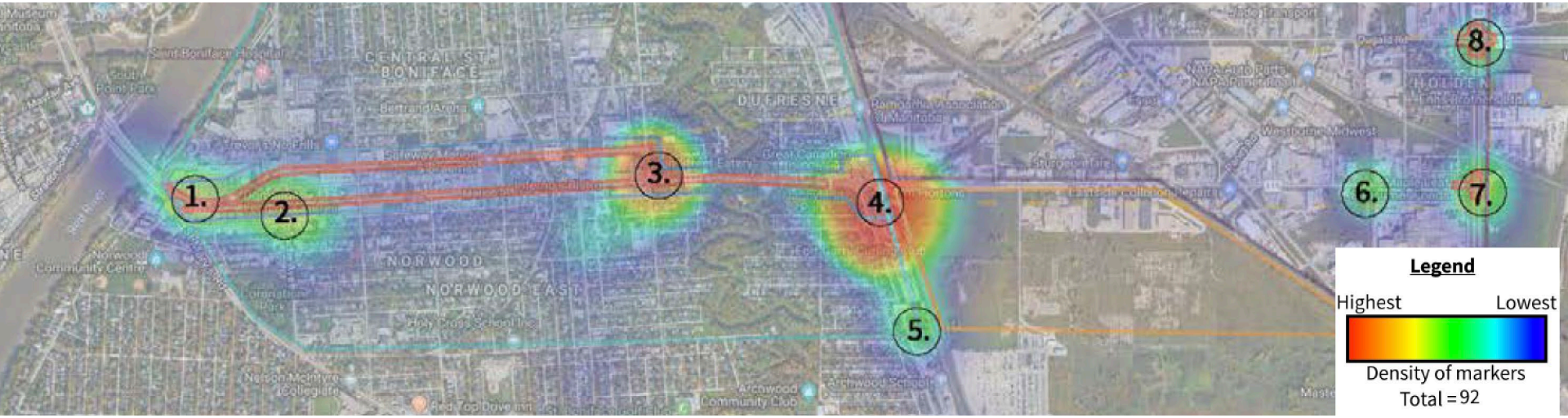




# Traffic issues & opportunities



- Traffic congestion and conflicts at Marion-St. Mary's intersection with parking lot entrances and exits, and bus lane
- Vehicle speed at Youville Street, Marion-Goulet intersection
- Traffic congestion and safety issues at Marion-Archibald Street intersection

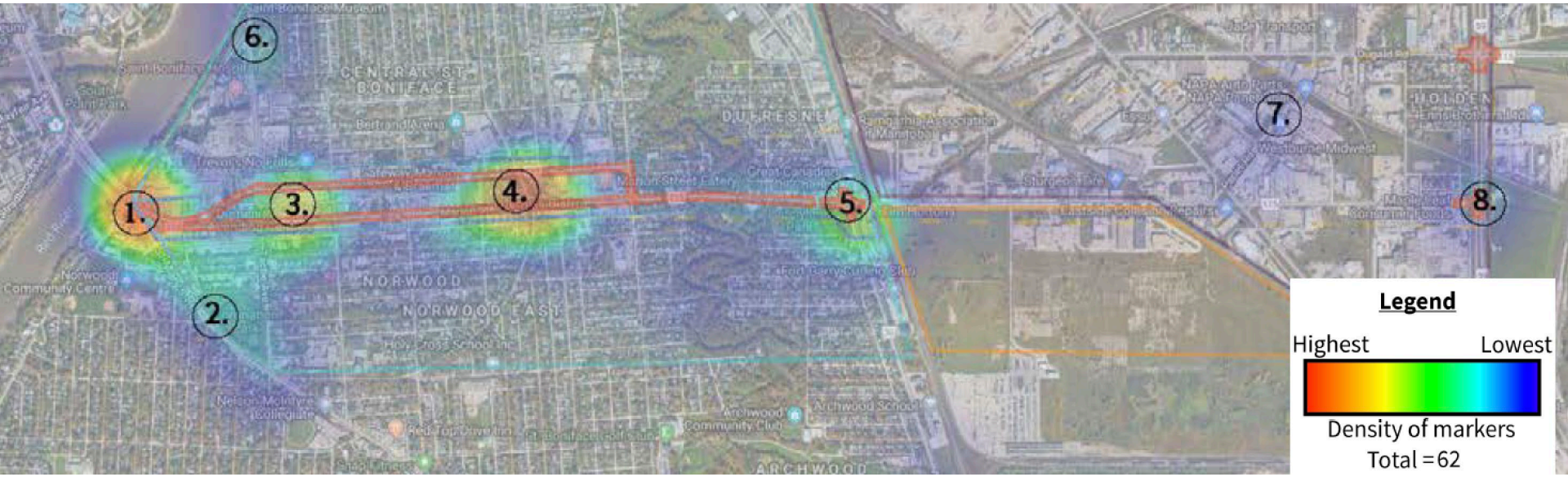



*Source: November 2019, Public Engagement Report*

# Cycling issues & opportunities



- Cycling movements and safety at Marion and St. Mary's intersection
- Lack of connectivity to cycling routes and protected bike lanes along the corridor




*Source: November 2019, Public Engagement Report*

# Pedestrian issues & opportunities

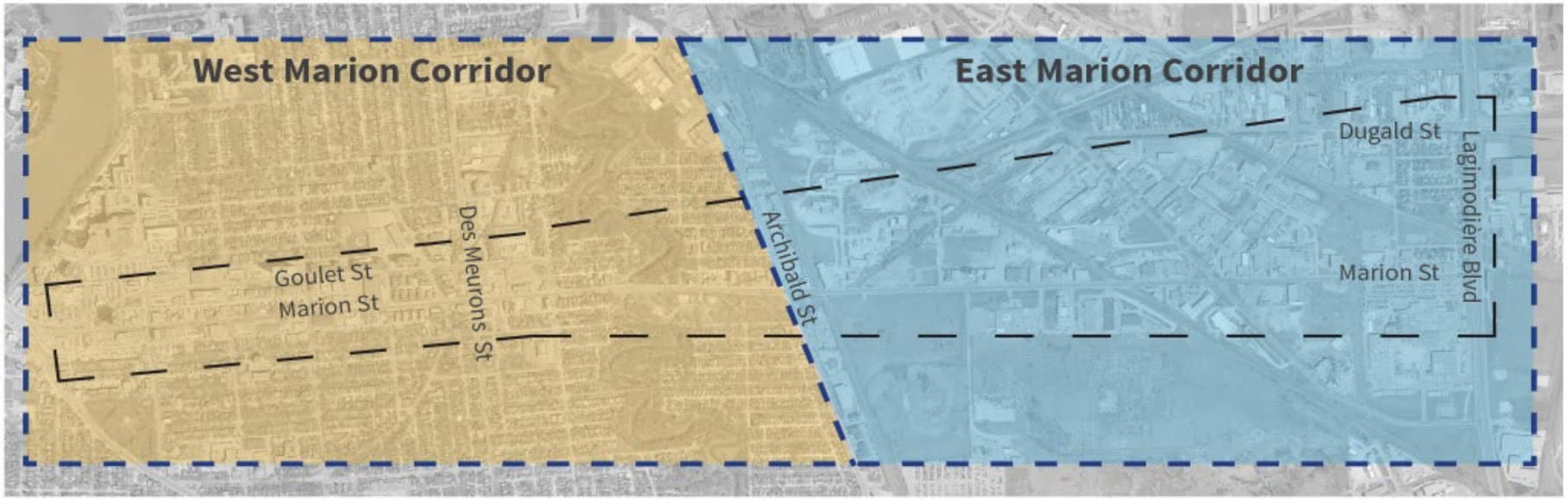


- Pedestrian movements and safety at Marion and St. Mary's intersection
- Pedestrian crossing safety at Youville, Marion and Goulet intersection
- Improving pedestrian spaces along Marion and Goulet




*Source: November 2019, Public Engagement Report*

# Project area




- West Segment: encompasses the Marion-Goulet couplet

- East Segment: encompasses Youville to Lagimodière

# Project focus: East Segment



- Incorporate pedestrian and cycling improvements within the project area
- Improve safety, roadway alignment, sightlines, and turning movements at the Youville-Marion intersection
- Improve safety at and around the Marion-Archibald intersection, including the rail crossing
- Improve usability and safety at the Marion/Panet Road/Dawson Road N intersection
- Improve traffic flow on Lagimodière, including intersections at Marion and Dugald Road

# Proposed safety improvements: East Segment

- Protected bike lanes on Marion and Goulet, or neighbourhood greenway on Eugenie Street
- Roadway realignments at Youville to increase vehicular, pedestrian and cyclist safety
- Changes to active transportation connections at Archibald and Marion intersection
- Multi-use path crossings at Panet and Dawson intersections with Marion
- Multi-use path along Dugald Road from Lagimodière to Panet
- Multi-use path along Ladimodière from Marion to Dugald

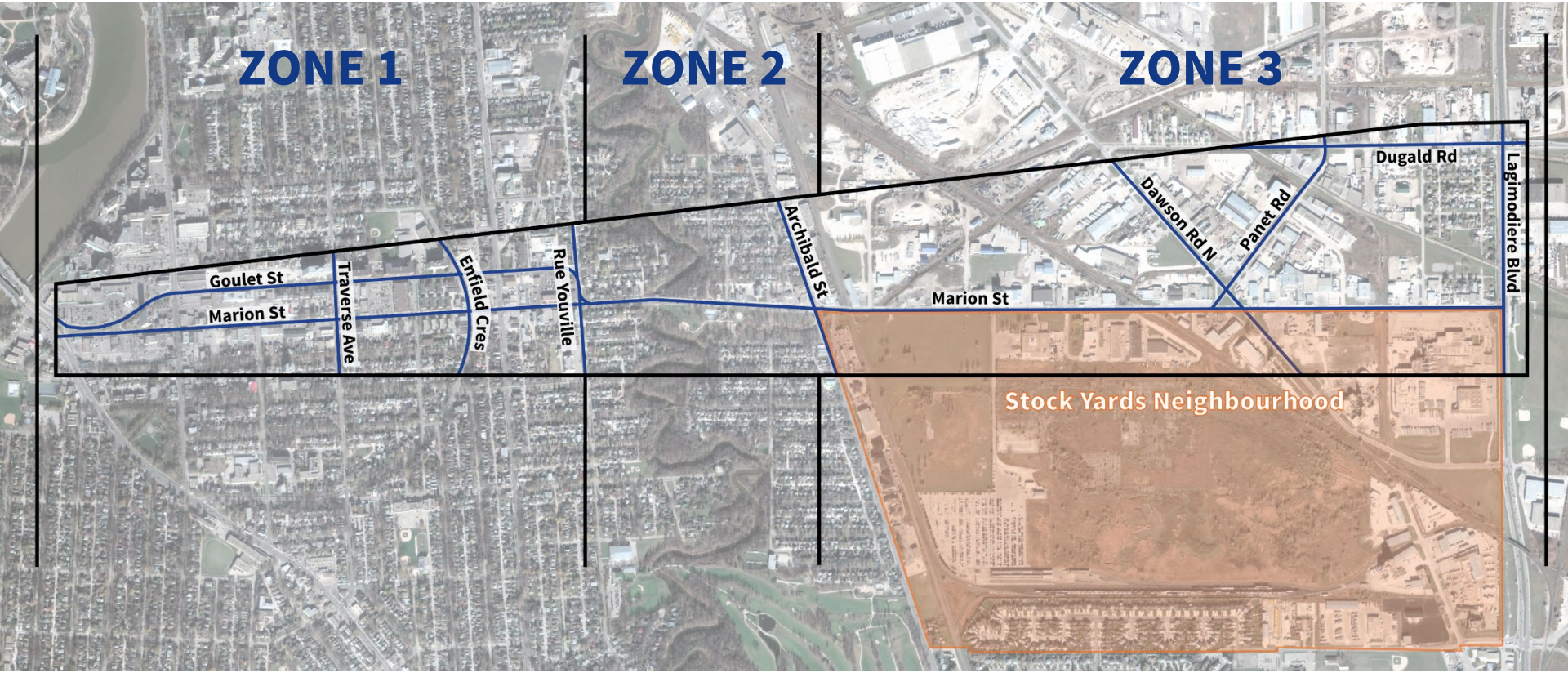
# Project deliverables



- Functional design for roadway improvements along Goulet and Marion from St. Mary's to Lagimodière which will improve safety, usability/functionality and the experience for all users of the roadway
- Functional design for the Marion-Goulet couplet will be designed on the principles of Complete Streets
- Urban design guidelines for the Marion-Goulet couplet to guide future development
- Improve roadway alignments, sightlines, safety, and turning movements for vehicles, pedestrians and cyclists throughout major intersections along the corridor
- Enhance pedestrian and cycling infrastructure to improve safety

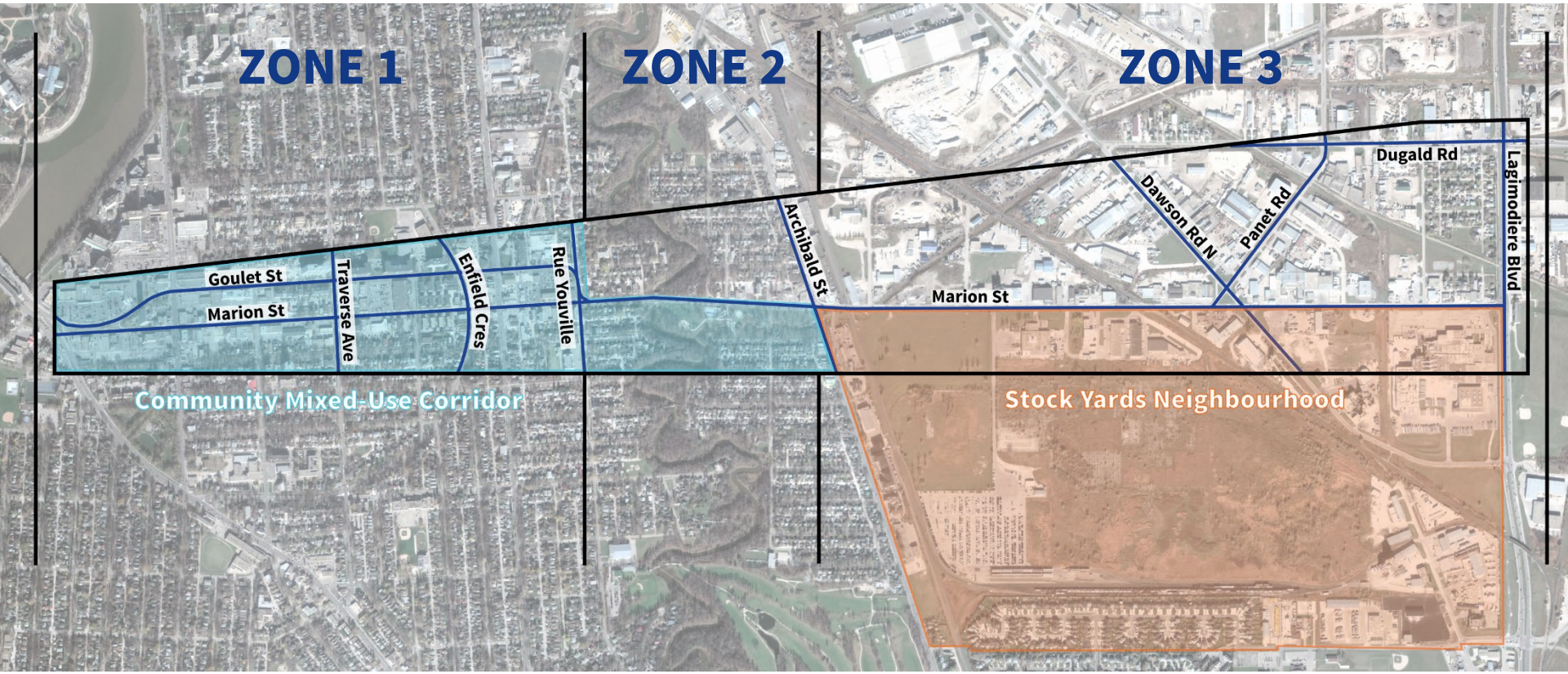
# Planning zones within project area





# Policy direction





# What you've told us:

**Zone 1 (St. Mary's Road to Youville Street)**

- Stakeholders indicated support for a design that incorporates Complete Streets elements (e.g. boulevard trees, streetscaping, wider sidewalks, bike infrastructure)
- The public and stakeholders wanted to improve safety for all users of the road and that improving intersection design is critical for increasing pedestrian safety
- Provide options for cyclists along Marion-Goulet couplet
- Commuters have concerns with safety and traffic delays

# What you've told us:

**Zone 2 (Youville Street to Marion/Archibald intersection)**

- Preservation of the Happyland Park property and minimal impact in the vicinity of the Marion and Archibald Intersection
- Improved infrastructure for active transportation including bike lanes and streetscaping elements
- The intersection at Marion and Archibald was the major hotspot for vehicle issues, including traffic delays.

# Questions?

# Project considerations: Zone 2

# Youville to Archibald proposed improvements

Zone 2




LEGEND:

- PROPOSED ROADWAYS & ISLANDS
- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE
- PROPOSED NEIGHBOURHOOD GREENWAY
- PROPOSED NEIGHBOURHOOD GREENWAY ENHANCEMENT
- EXISTING NEIGHBOURHOOD GREENWAY

# Youville to Archibald – greenway

*Zone 2*




Existing greenway on Eugenie Street

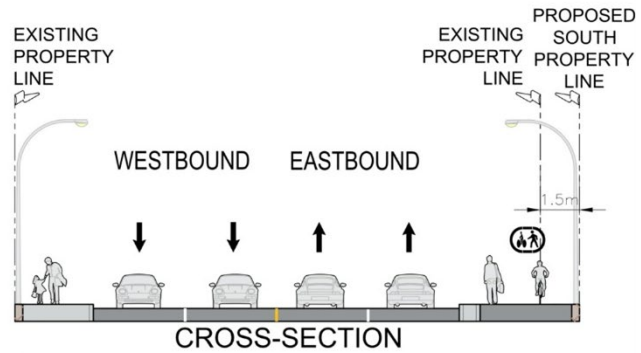
- Neighbourhood greenways are on-street routes designated to **comfortably** and safely move both cyclists and pedestrians *and* motor vehicles.
- Greenways typically include a range of treatments from low-impact things like signage, bike signals, and pavement markings to varying degrees of traffic calming.

# Youville to Archibald – multi-use path

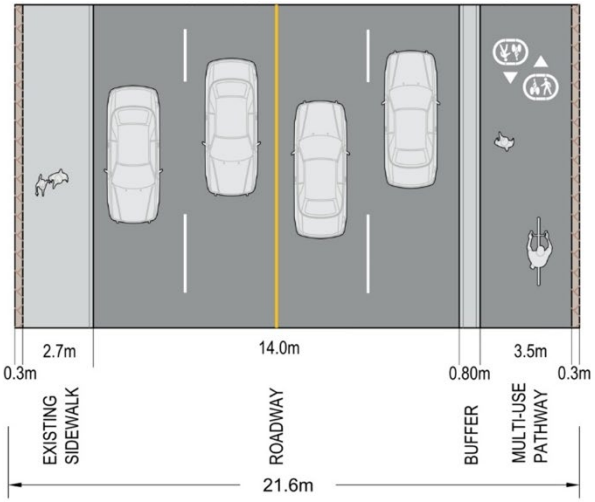
Zone 2



An example of a multi-use path along Dunkirk Drive.



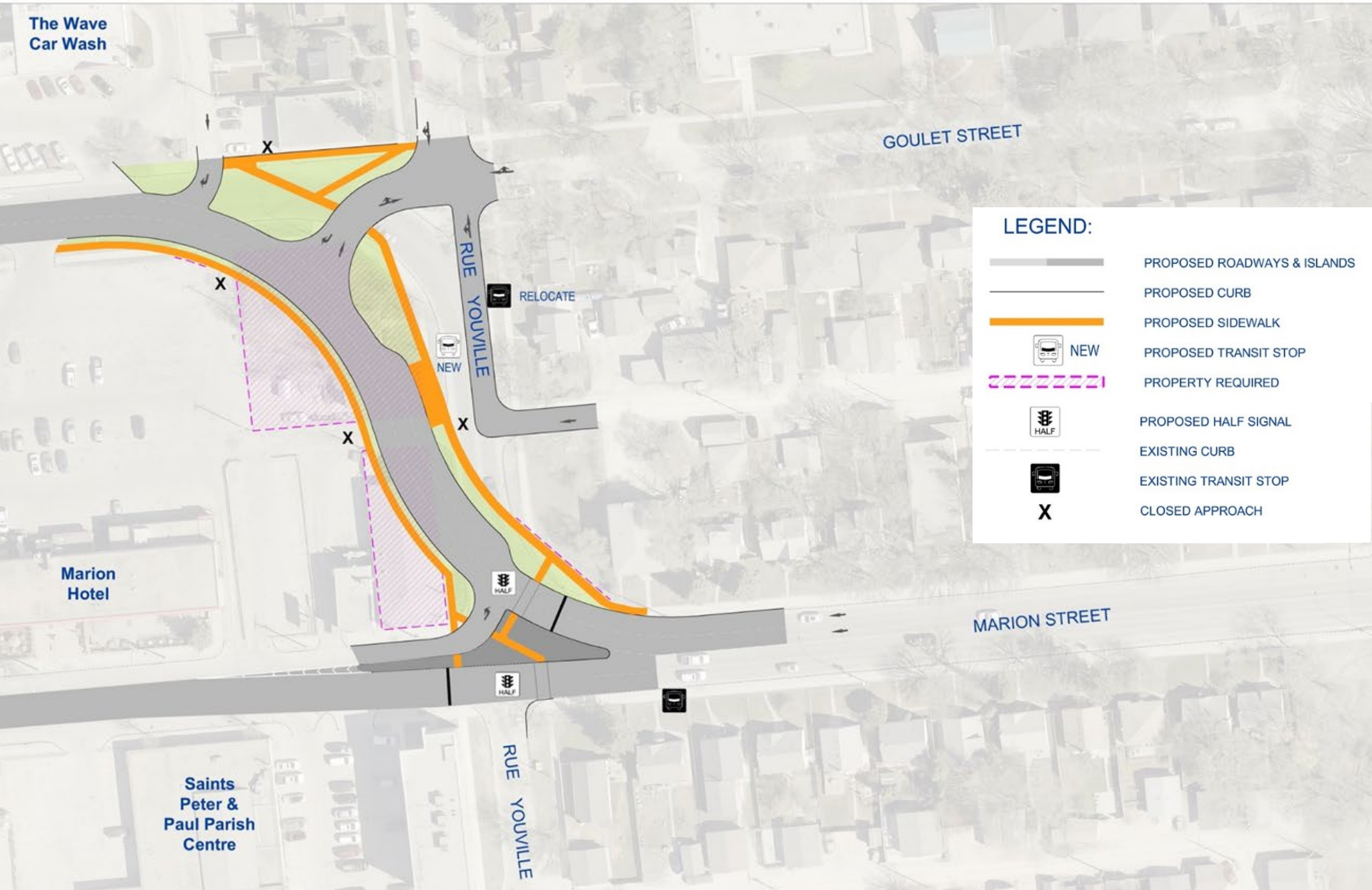

CROSS-SECTION




PLAN

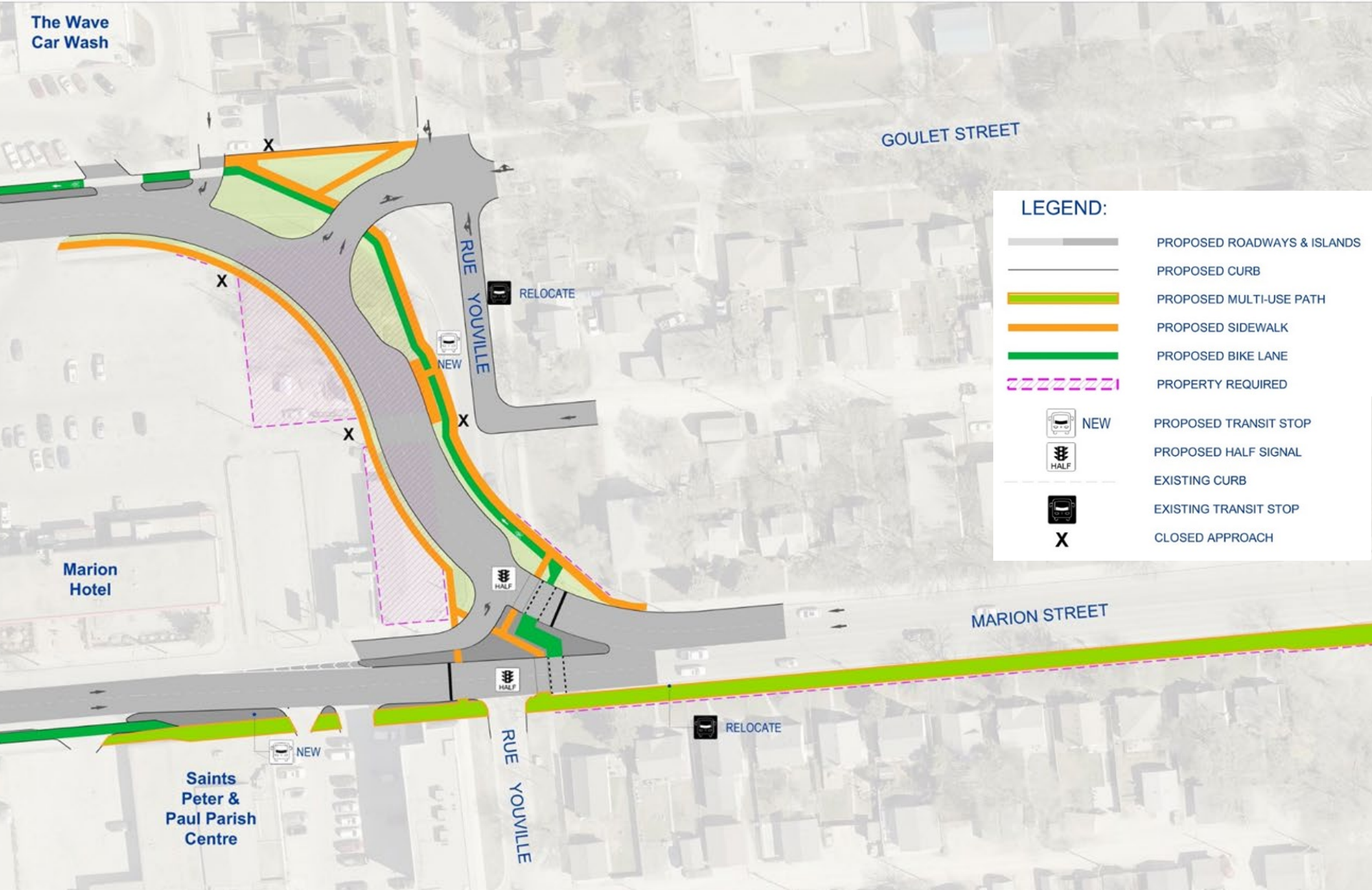
# Option 1: Updates to Youville and Marion without bike lanes

*Zone 2*



# Option 2: Updates to Youville and Marion with bike lanes

*Zone 2*



# Poll 1



As a **cyclist**, which proposed option would make you feel safest?

- Not applicable, I do not bike in this area
- Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition

DISCUSSION

# Poll 2



As a **pedestrian**, which proposed option would make you feel safest?

- Not applicable, I do not walk in this area
- Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition

DISCUSSION

# Poll 3



As a **motorist**, which proposed intersection improvement would contribute positively to your driving experience?

- Not applicable, I do not drive in this area
- Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition

DISCUSSION

# Questions?

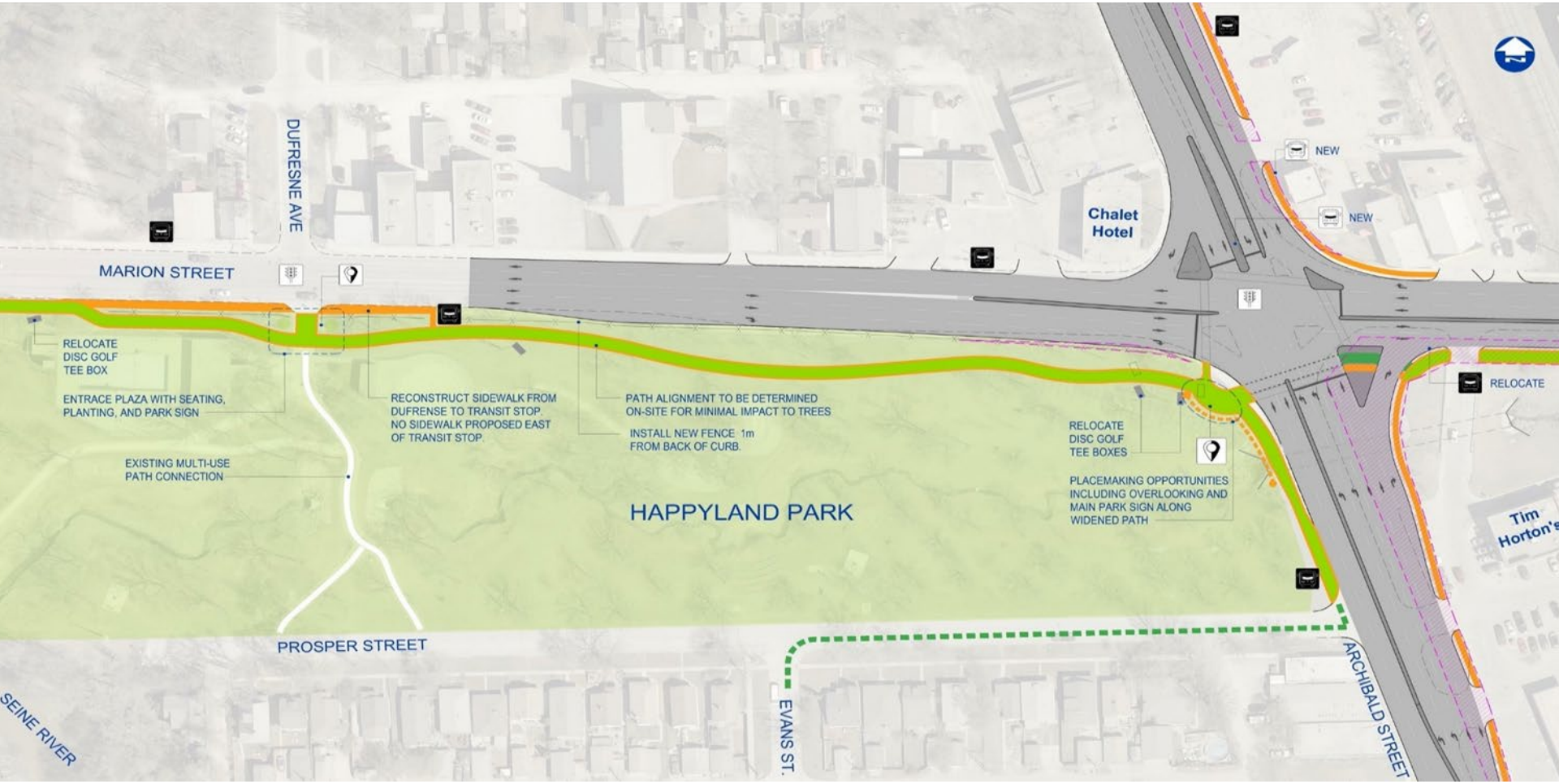
# Happyland Park – Scenario 1: Multi-use path north/south through Happyland Park along Archibald (ending at Marion)

Zone 2



# Happyland Park – Scenario 2: Multi-use path east/west through Happyland Park (connecting to Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion)

Zone 2



# Poll 4

Do you prefer the routing of the proposed active transportation route as shown in:

- Happyland Park – Scenario 1: Multi-use path north/south through Happyland Park along Archibald (ending at Marion)
- Happyland Park – Scenario 2: Multi-use path east/west through Happyland Park (connecting to existing Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion)
- Neutral or undecided

# Poll 5

Would the addition of a pedestrian and cycling active transportation route in the park improve this greenspace?

- Yes
- No
- Neutral or undecided

DISCUSSION

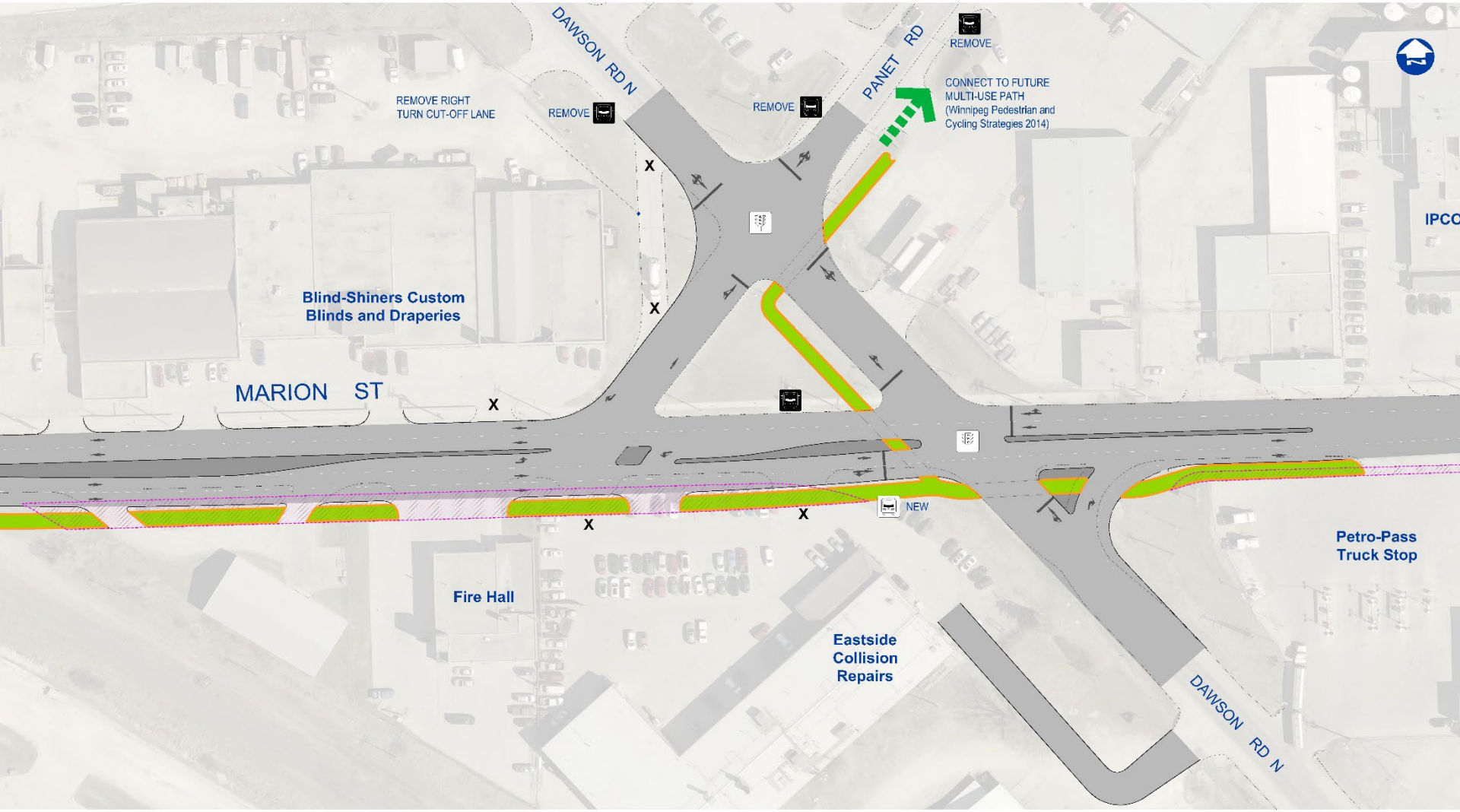
# End of Zone 2

# Questions?

# Project considerations: Zone 3

# Panet & Dawson intersection

Zone 3

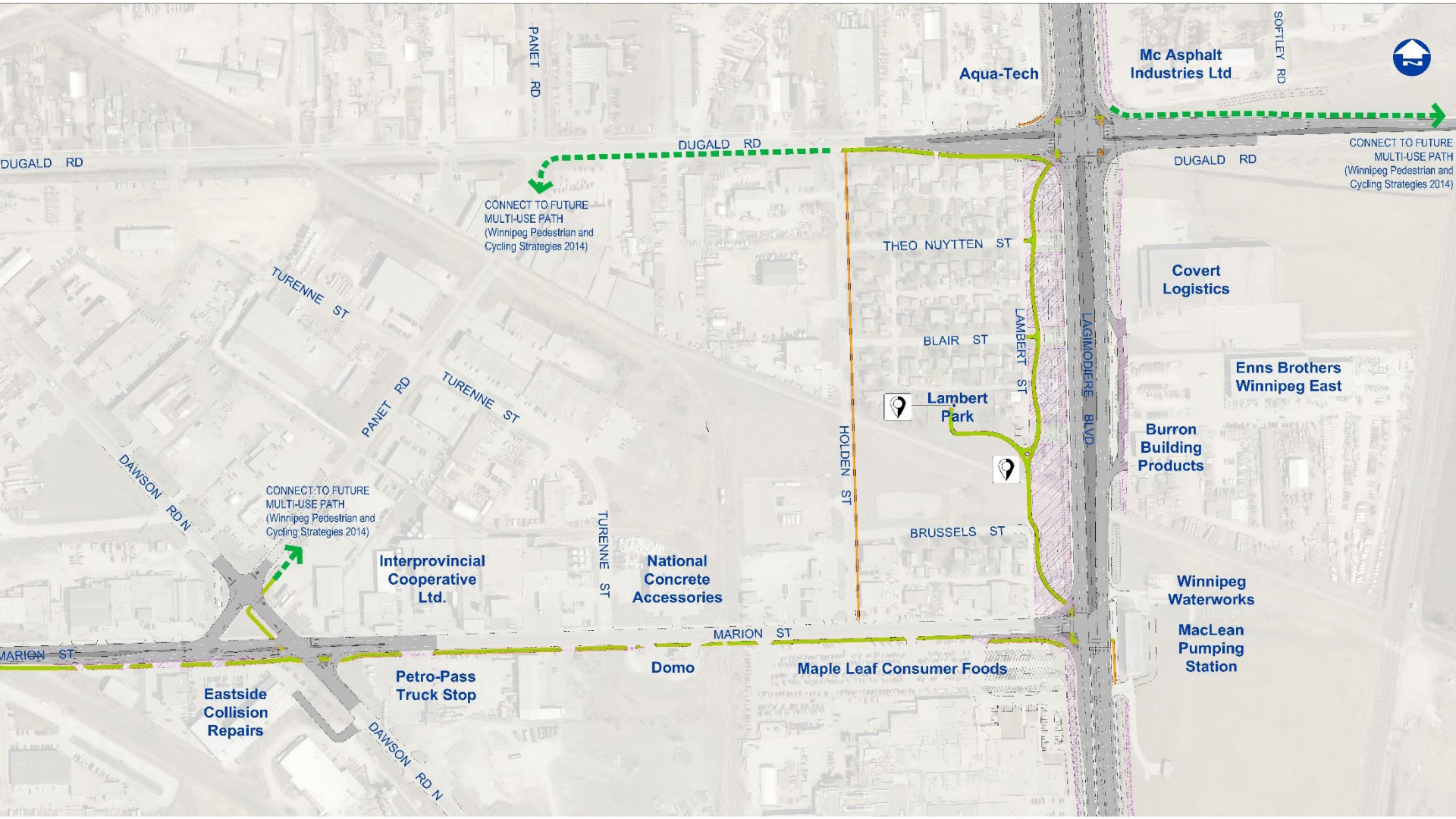



LEGEND:

- PROPOSED ROADWAYS & ISLANDS
- PROPOSED CURB
- PROPOSED MULTI-USE PATH
- NEW — PROPOSED TRANSIT STOP
- EXISTING CURB
- EXISTING TRANSIT STOP
- EXISTING SIGNALIZED INTERSECTION
- PROPERTY REQUIRED
- X — CLOSED APPROACH
- POSSIBLE ADDITION OF MULTI-USE PATH

# Panet & Dawson to Lagimodière & Dugald

Zone 3




LEGEND:

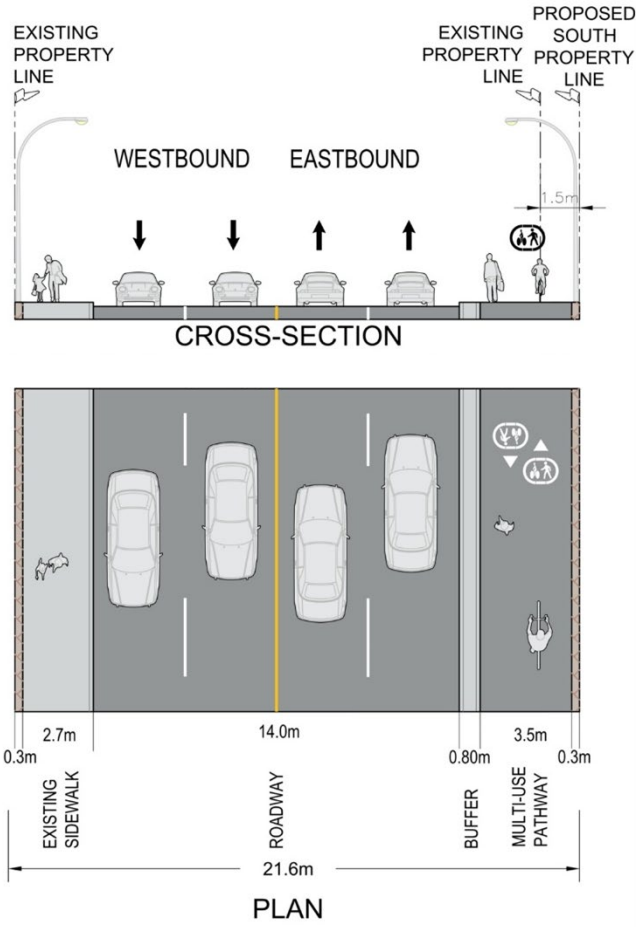
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- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- PROPOSED PLACEMAKING
- PROPOSED NOISE BERM
- POSSIBLE ADDITION OF MULTI-USE PATH
- PROPERTY REQUIRED

# Archibald to Lagimodière & Dugald – multi-use path

*Zone 3*

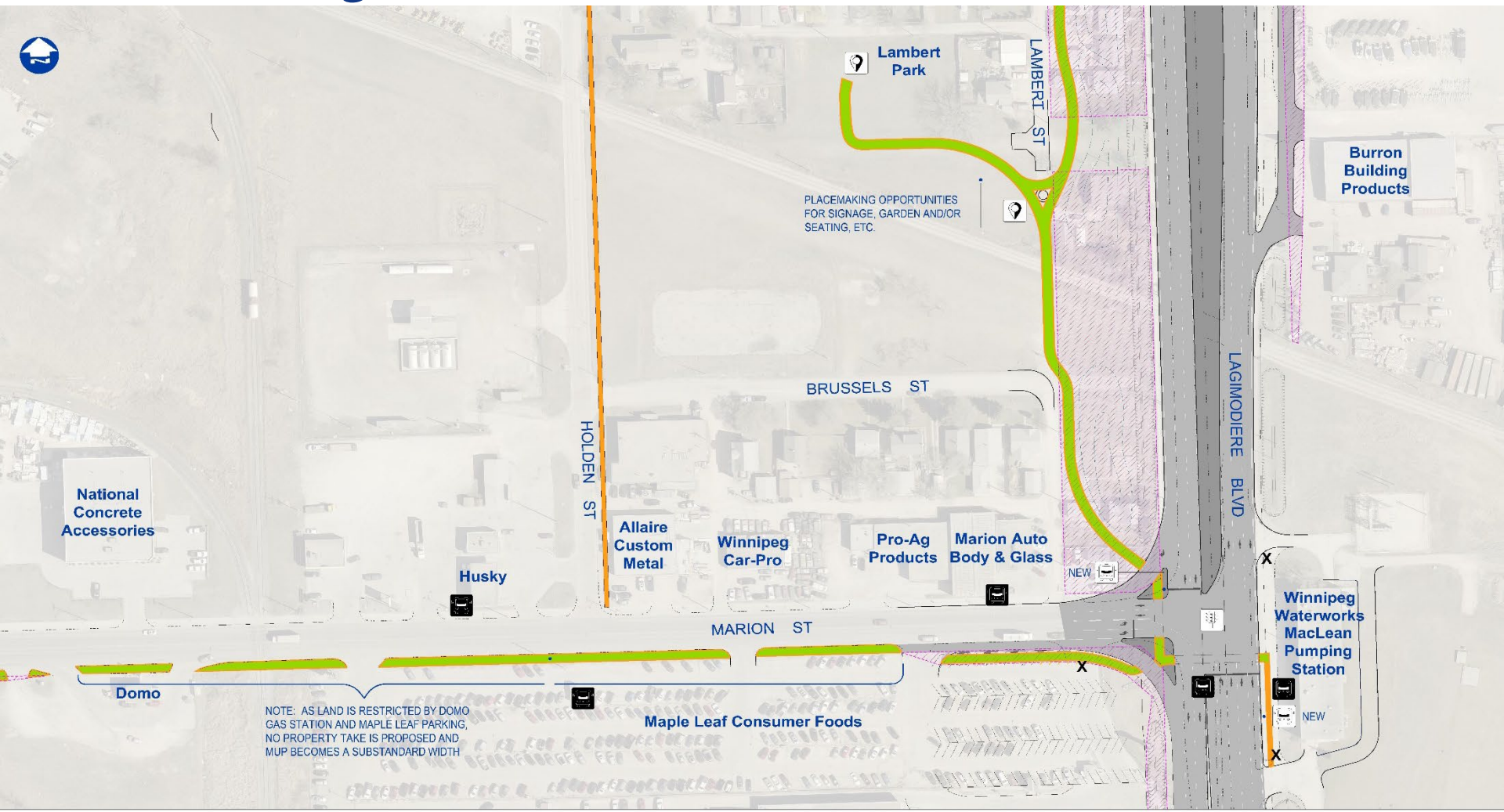


An example of a multi-use path along Route 165.



# Marion & Lagimodière intersection

Zone 3




LEGEND:

- PROPOSED ROADWAYS & ISLANDS
- PROPOSED CURB
- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- NEW PROPOSED TRANSIT STOP
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# Lagimodière & Dugald intersection

Zone 3

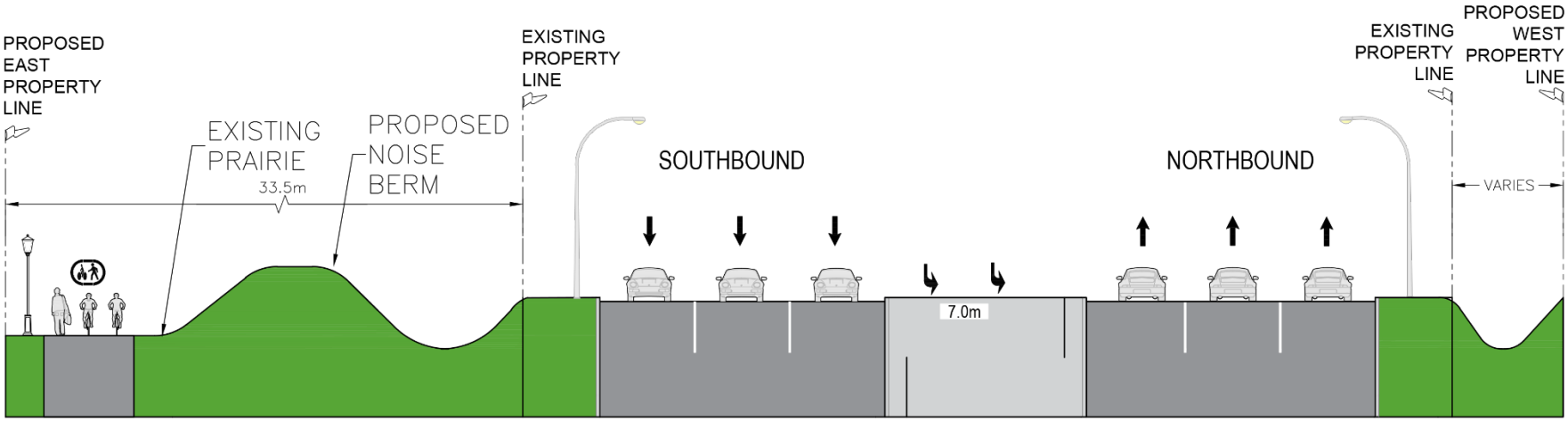



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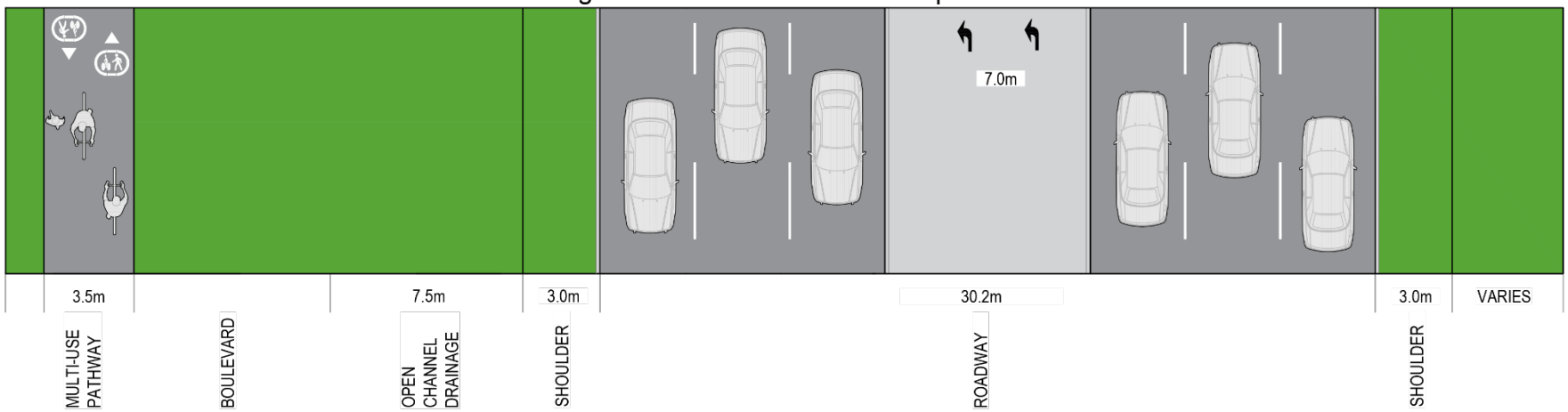
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# Lagimodière & Dugald active transportation

Zone 3




CROSS-SECTION
Lagamodiere Boulevard - Concept-1B & 2B




PLAN
Lagimodiere Boulevard - Concept-1B & 2B

# End of Zone 3

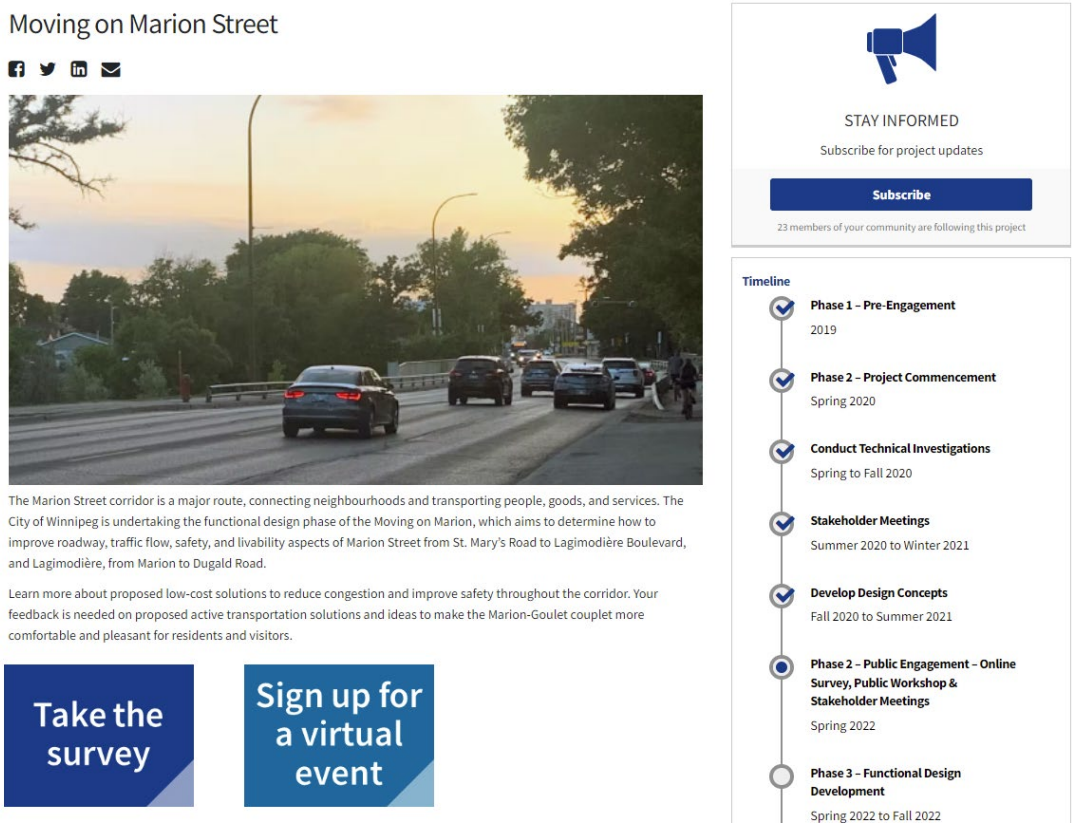
# Questions?

# Next steps

# How to provide feedback!



Visit **winnipeg.ca/movingonmarion** to fill out the survey and learn more!



# Next steps


Phase 1 Pre-Engagement 2019
Phase 2 Project Commencement – Spring 2020
Conduct Technical Investigations – Spring to Fall 2020
Stakeholder Meetings – Summer 2020 - Winter 2021
Develop Design Concepts – Fall 2020 - Summer 2021
Phase 2 Public Engagement - Online Survey, Public Workshop & Stakeholder Meetings - Spring 2022
Phase 3 Functional Design Development – Spring 2022 - Fall 2022
Phase 3 Public Event & Online Engagement – Verification Session – Fall 2022
Final Design – Late 2022

# Moving on Marion Street

**Thank you**

**winnipeg.ca/movingonmarion**
**marion@winnipeg.ca**

Winnipeg

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**East Segment**
**Public Workshop**
**Date: Wednesday, April 20, 2022**
**Time: 6:30 p.m. – 8:30 p.m.**

Winnipeg

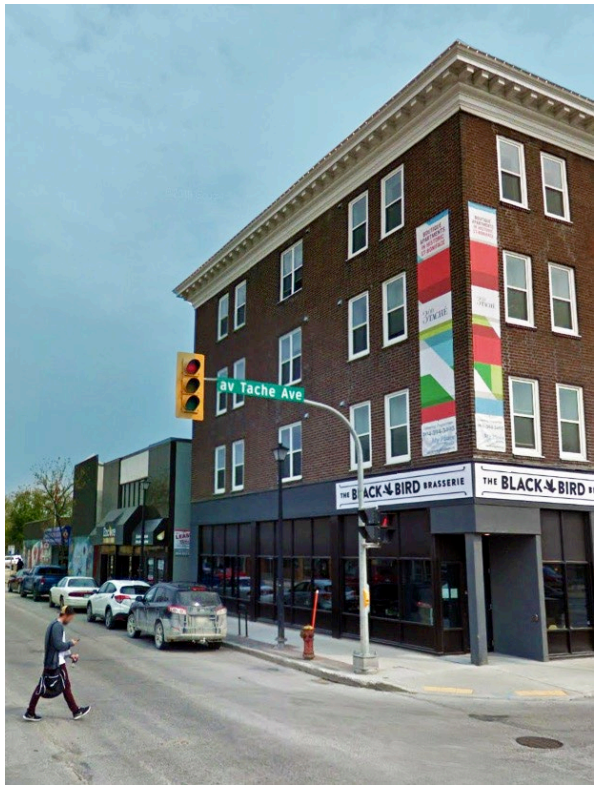
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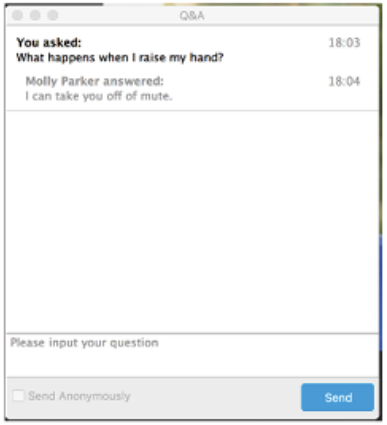
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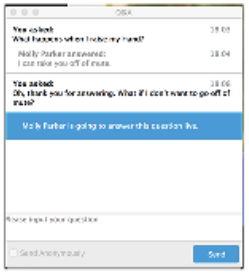



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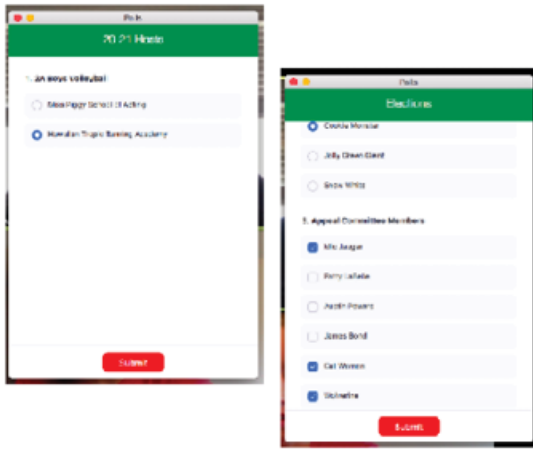


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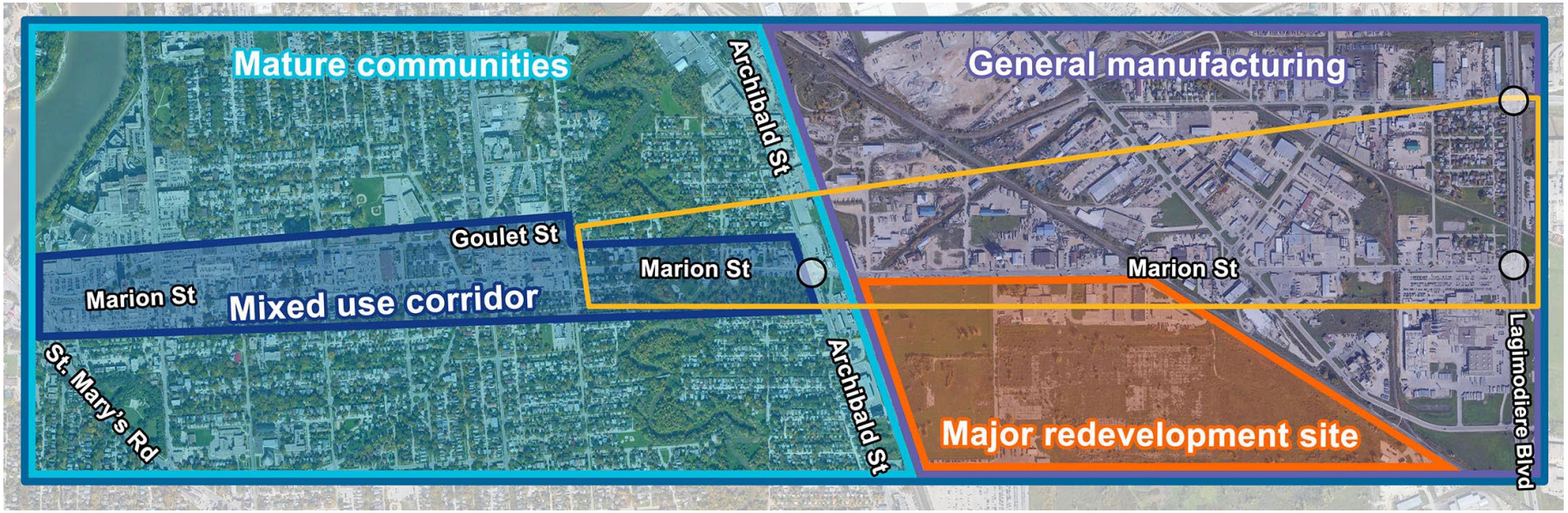


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|---|---|
| Interchanges | Changes to truck routes |
| Major road realignments | Vehicle capacity improvements in West Segment of corridor |
| Major rail realignments | Major impacts to Happyland Park |

# Project history






- 2014 Marion Grade Separation and Widening Study
- 2019 public engagement for Moving on Marion Street project

# 2019 public engagement

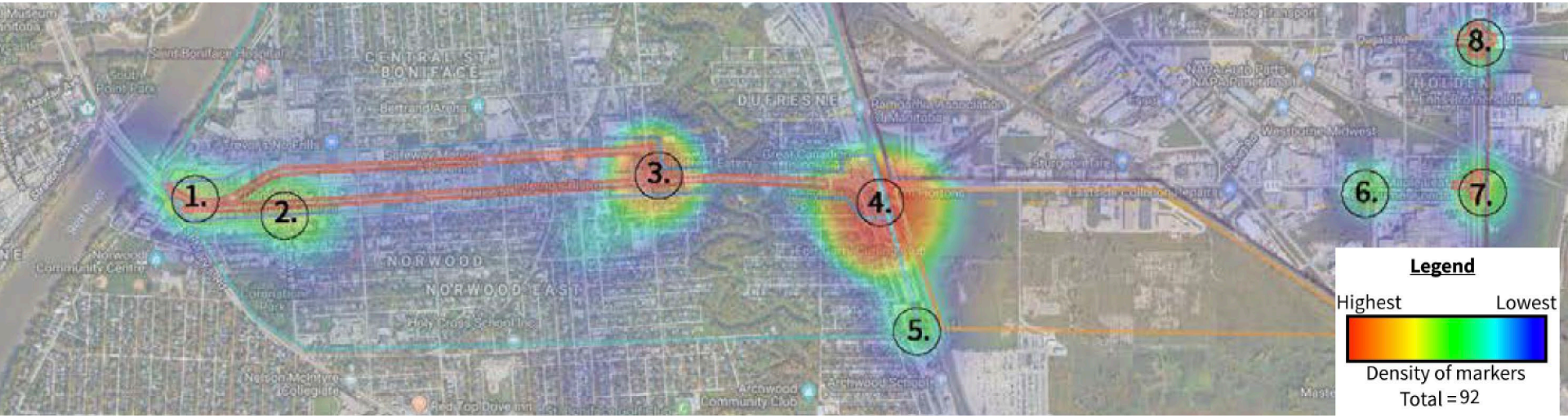




# Traffic issues & opportunities



- Traffic congestion and conflicts at Marion-St. Mary's intersection with parking lot entrances and exits, and bus lane
- Vehicle speed at Youville Street, Marion-Goulet intersection
- Traffic congestion and safety issues at Marion-Archibald Street intersection

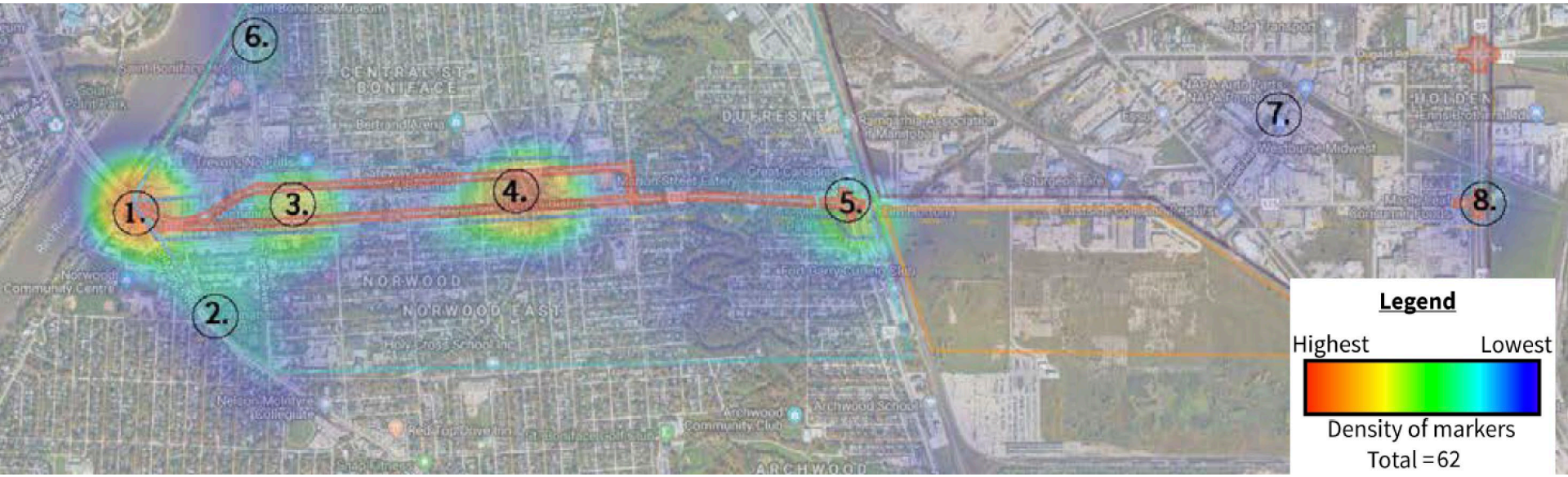



*Source: November 2019, Public Engagement Report*

# Cycling issues & opportunities



- Cycling movements and safety at Marion and St. Mary's intersection
- Lack of connectivity to cycling routes and protected bike lanes along the corridor




*Source: November 2019, Public Engagement Report*

# Pedestrian issues & opportunities

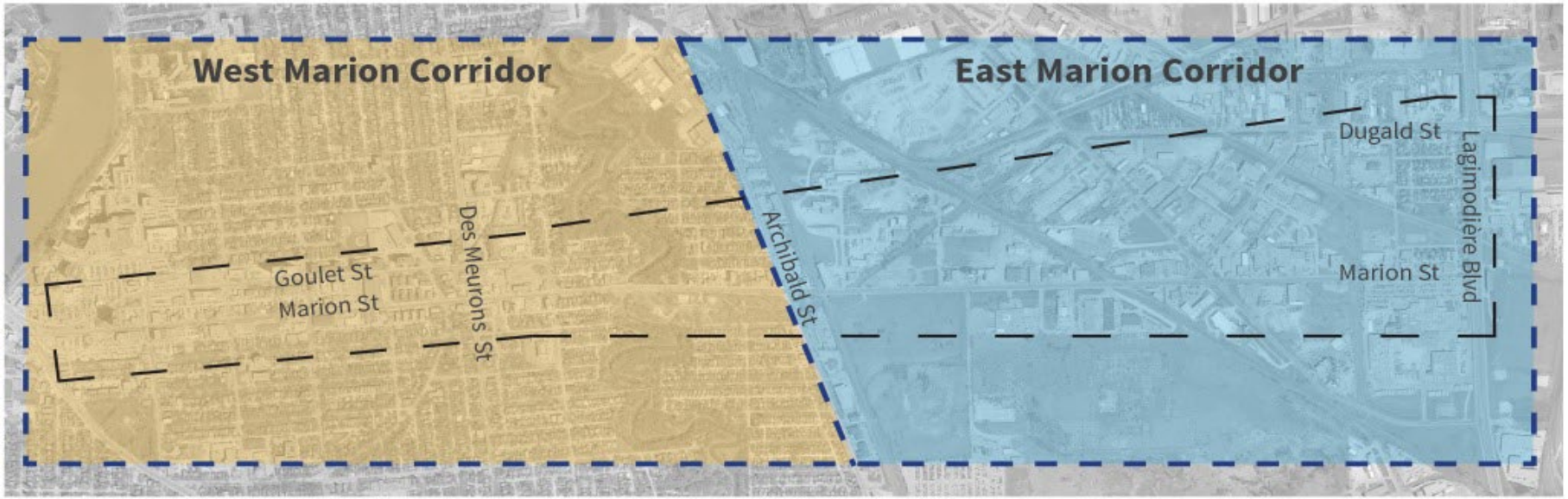


- Pedestrian movements and safety at Marion and St. Mary's intersection
- Pedestrian crossing safety at Youville, Marion and Goulet intersection
- Improving pedestrian spaces along Marion and Goulet




*Source: November 2019, Public Engagement Report*

# Project area




- West Segment: encompasses the Marion-Goulet couplet

- East Segment: encompasses Youville to Lagimodière

# Project focus: East Segment



- Incorporate pedestrian and cycling improvements within the project area
- Improve safety, roadway alignment, sightlines, and turning movements at the Youville-Marion intersection
- Improve safety at and around the Marion-Archibald intersection, including the rail crossing
- Improve usability and safety at the Marion/Panet Road/Dawson Road N intersection
- Improve traffic flow on Lagimodière, including intersections at Marion and Dugald Road

# Proposed safety improvements: East Segment

- Protected bike lanes on Marion and Goulet, or neighbourhood greenway on Eugenie Street
- Roadway realignments at Youville to increase vehicular, pedestrian and cyclist safety
- Changes to active transportation connections at Archibald and Marion intersection
- Multi-use path crossings at Panet and Dawson intersections with Marion
- Multi-use path along Dugald Road from Lagimodière to Panet
- Multi-use path along Ladimodière from Marion to Dugald

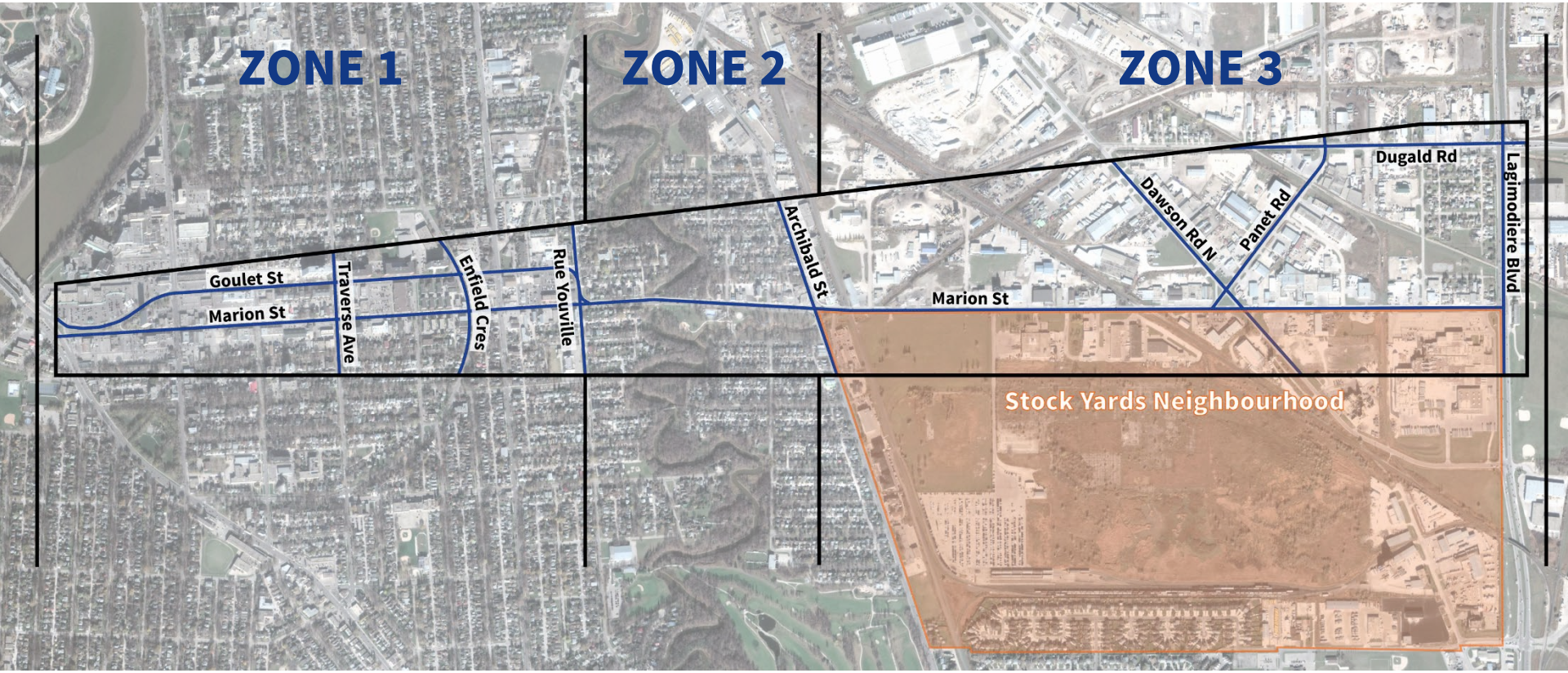
# Project deliverables



- Functional design for roadway improvements along Goulet and Marion from St. Mary's to Lagimodière which will improve safety, usability/functionality and the experience for all users of the roadway
- Functional design for the Marion-Goulet couplet will be designed on the principles of Complete Streets
- Urban design guidelines for the Marion-Goulet couplet to guide future development
- Improve roadway alignments, sightlines, safety, and turning movements for vehicles, pedestrians and cyclists throughout major intersections along the corridor
- Enhance pedestrian and cycling infrastructure to improve safety

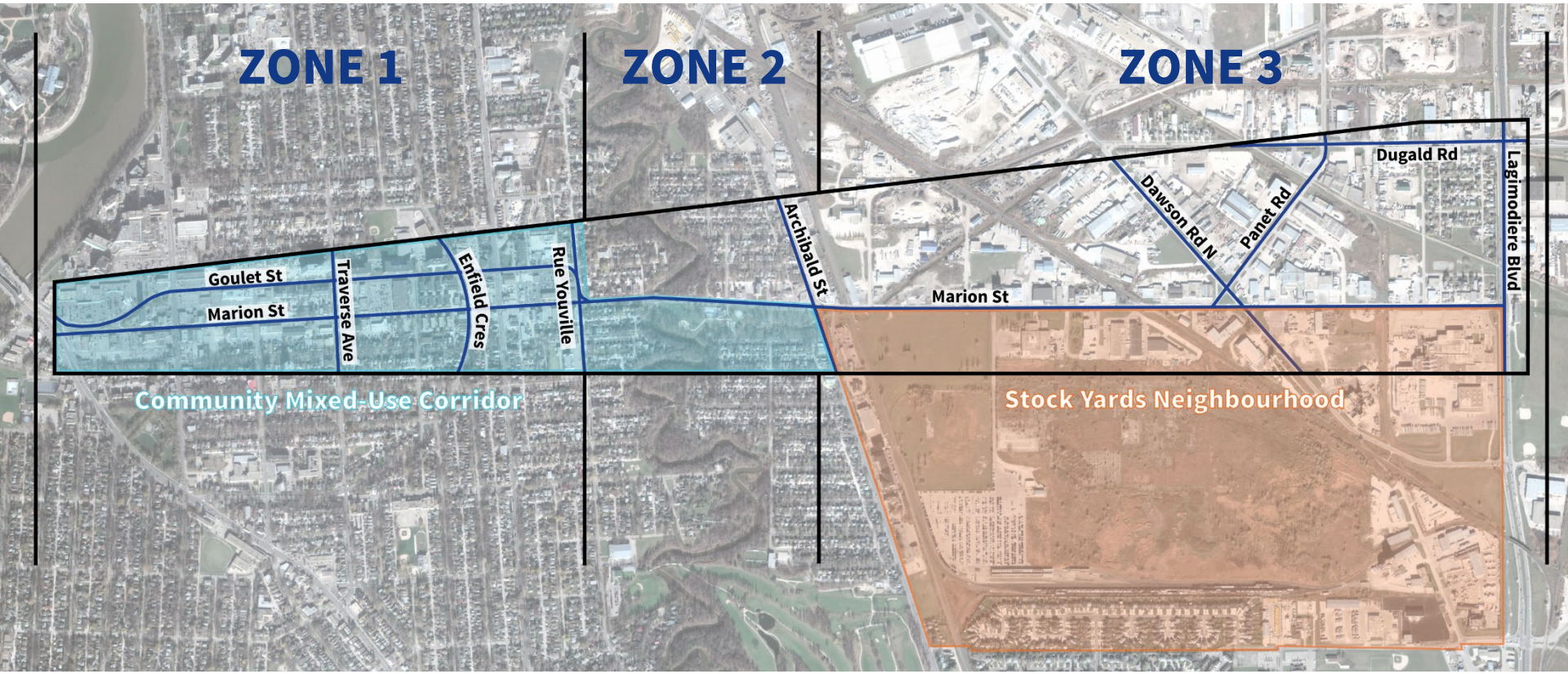
# Planning zones within project area





# Policy direction





# What you've told us:

**Zone 1 (St. Mary's Road to Youville Street)**

- Stakeholders indicated support for a design that incorporates Complete Streets elements (e.g. boulevard trees, streetscaping, wider sidewalks, bike infrastructure)
- The public and stakeholders wanted to improve safety for all users of the road and that improving intersection design is critical for increasing pedestrian safety
- Provide options for cyclists along Marion-Goulet couplet
- Commuters have concerns with safety and traffic delays

# What you've told us:

**Zone 2 (Youville Street to Marion/Archibald intersection)**

- Preservation of the Happyland Park property and minimal impact in the vicinity of the Marion and Archibald Intersection
- Improved infrastructure for active transportation including bike lanes and streetscaping elements
- The intersection at Marion and Archibald was the major hotspot for vehicle issues, including traffic delays.

# Questions?

# Project considerations: Zone 2

# Youville to Archibald proposed improvements

Zone 2




LEGEND:

- PROPOSED ROADWAYS & ISLANDS
- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- PROPOSED BIKE LANE
- PROPOSED NEIGHBOURHOOD GREENWAY
- PROPOSED NEIGHBOURHOOD GREENWAY ENHANCEMENT
- EXISTING NEIGHBOURHOOD GREENWAY

# Youville to Archibald – greenway

*Zone 2*




Existing greenway on Eugenie Street

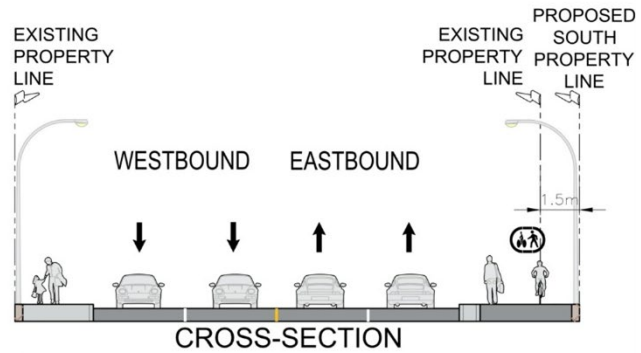
- Neighbourhood greenways are on-street routes designated to **comfortably** and safely move both cyclists and pedestrians *and* motor vehicles.
- Greenways typically include a range of treatments from low-impact things like signage, bike signals, and pavement markings to varying degrees of traffic calming.

# Youville to Archibald – multi-use path

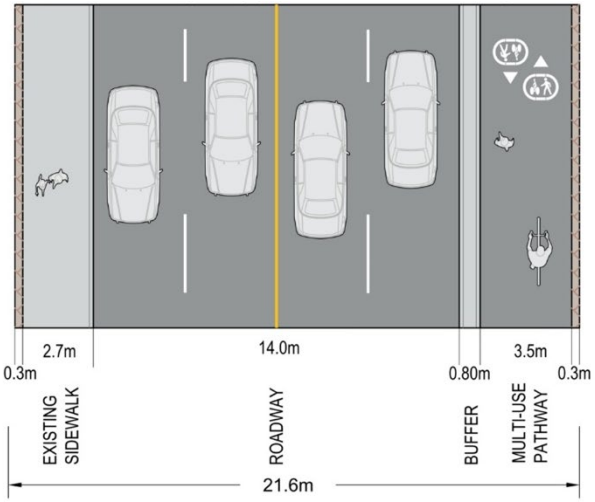
Zone 2



An example of a multi-use path along Dunkirk Drive.



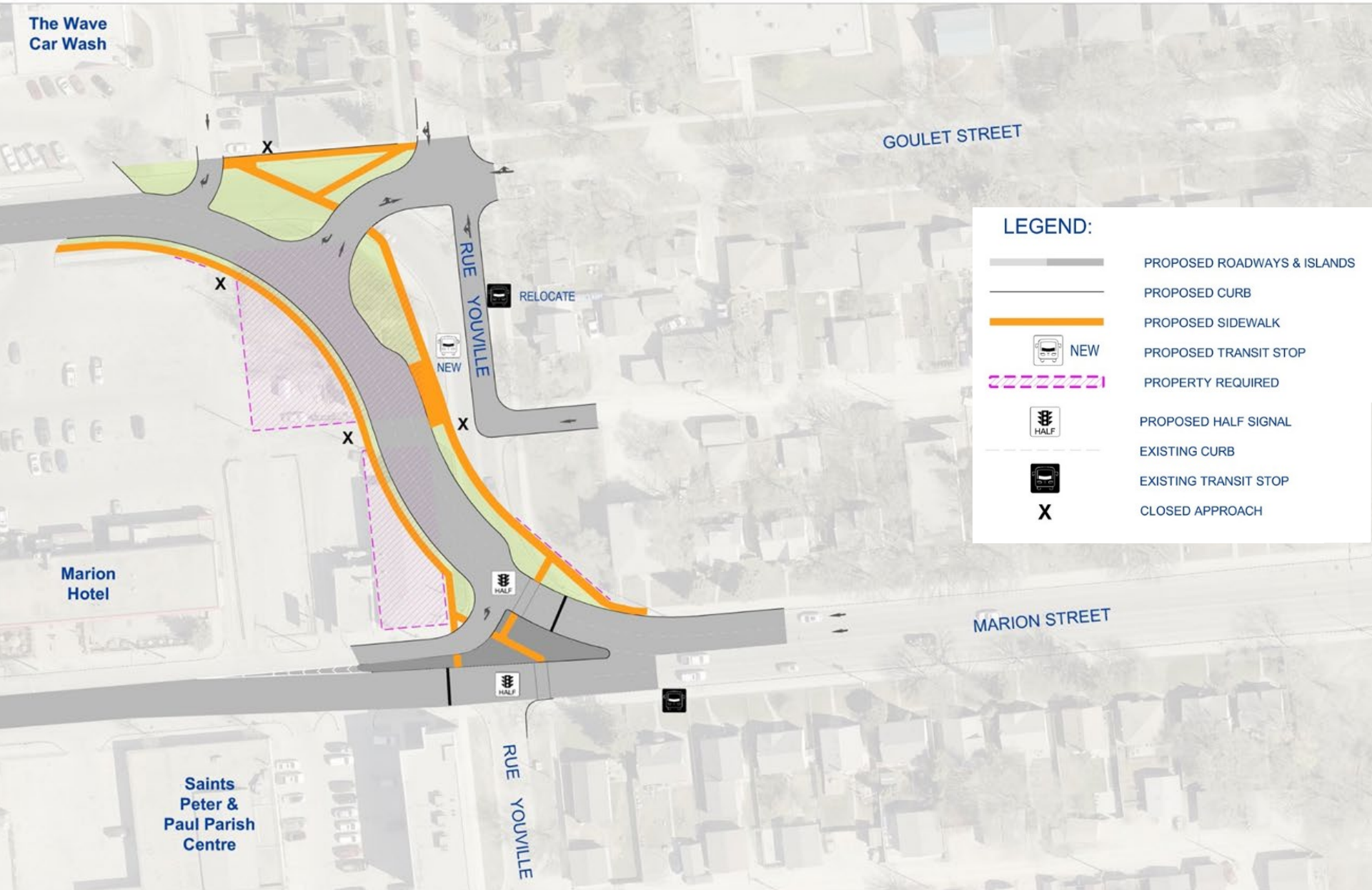

CROSS-SECTION




PLAN

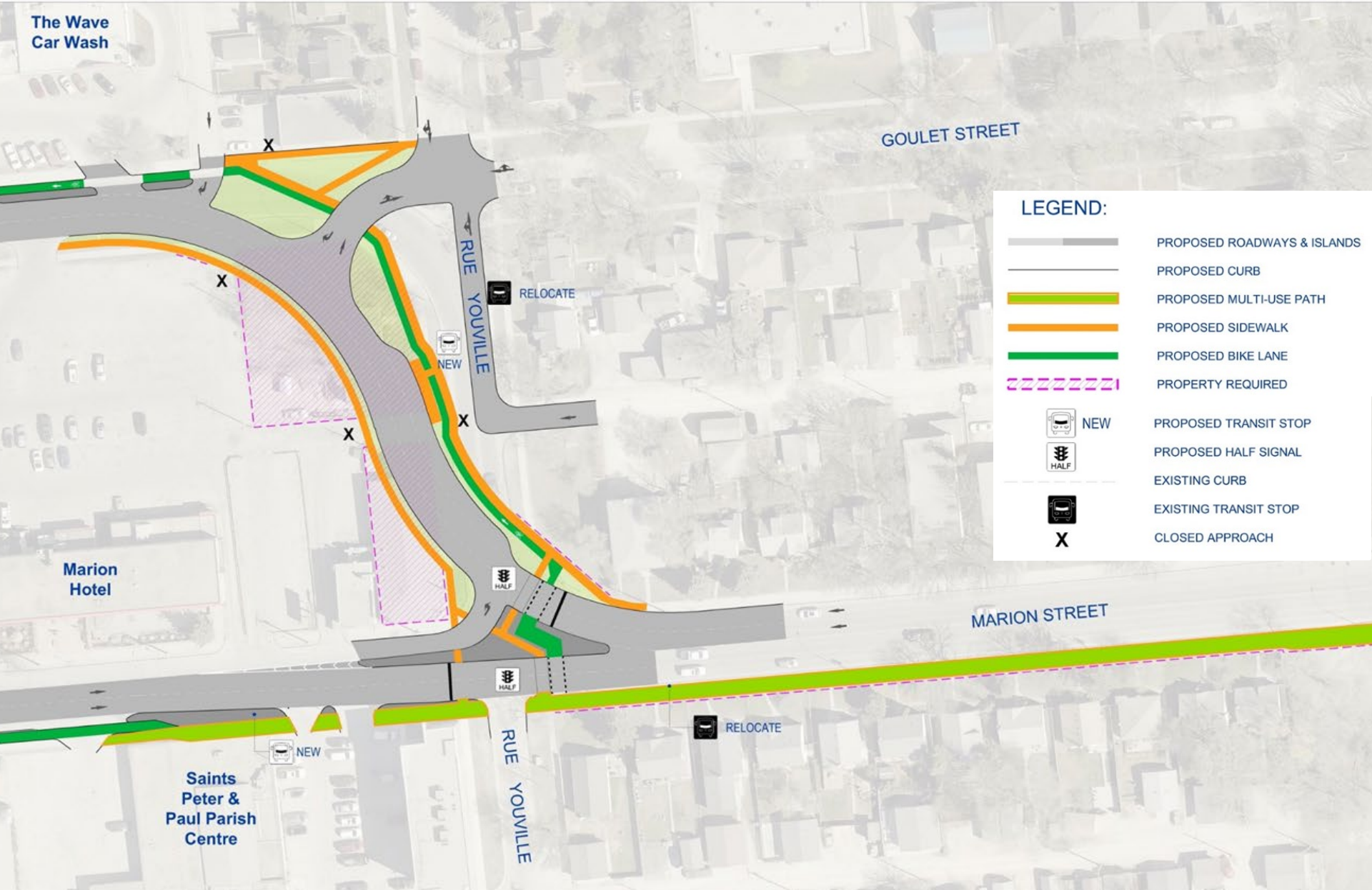
# Option 1: Updates to Youville and Marion without bike lanes

*Zone 2*



# Option 2: Updates to Youville and Marion with bike lanes

*Zone 2*



# Poll 1



As a **cyclist**, which proposed option would make you feel safest?

- Not applicable, I do not bike in this area
- Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition

DISCUSSION

# Poll 2



As a **pedestrian**, which proposed option would make you feel safest?

- Not applicable, I do not walk in this area
- Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition

DISCUSSION

# Poll 3



As a **motorist**, which proposed intersection improvement would contribute positively to your driving experience?

- Not applicable, I do not drive in this area
- Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition

DISCUSSION

# Questions?

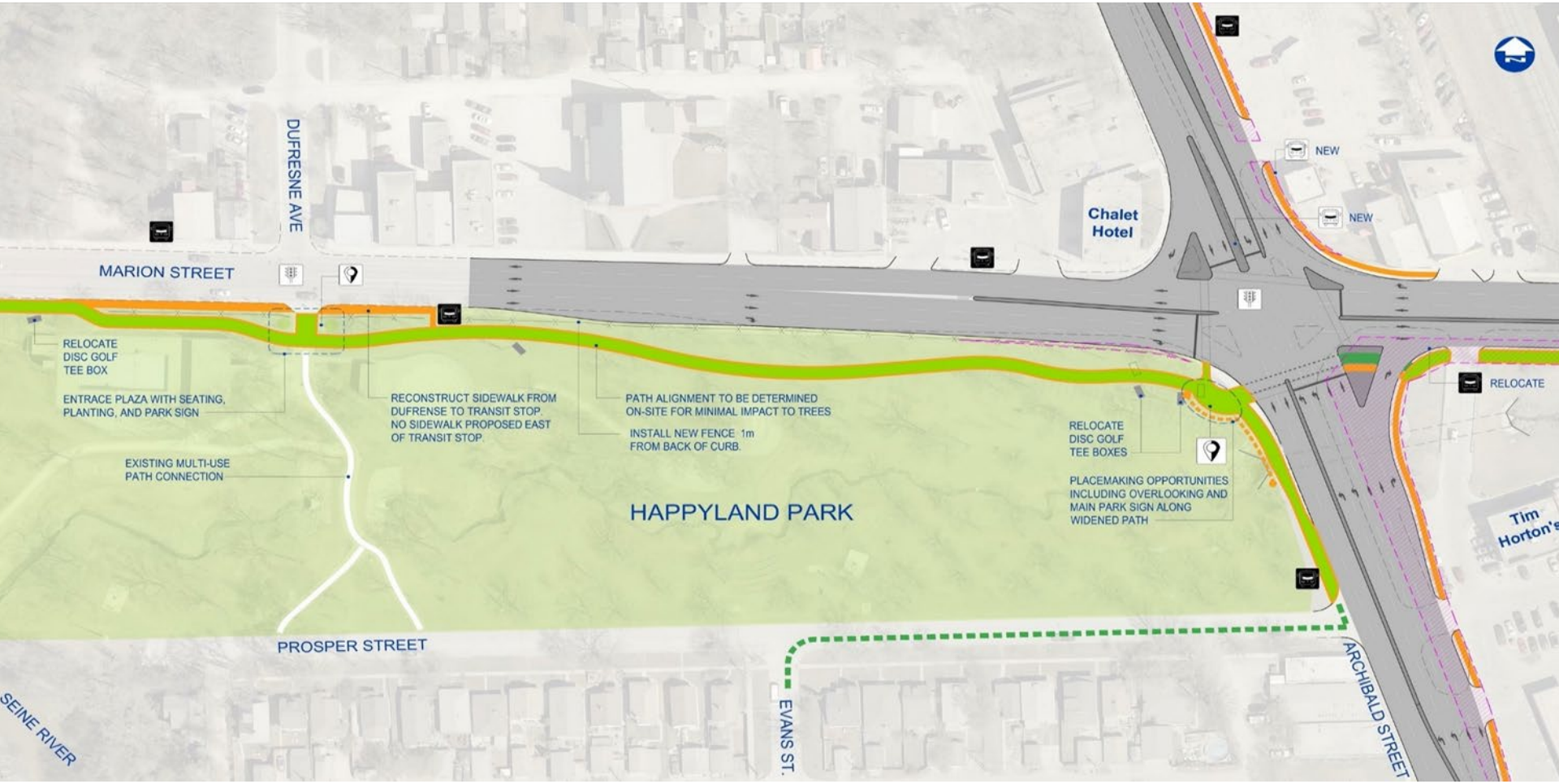
# Happyland Park – Scenario 1: Multi-use path north/south through Happyland Park along Archibald (ending at Marion)

Zone 2



# Happyland Park – Scenario 2: Multi-use path east/west through Happyland Park (connecting to Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion)

Zone 2



# Poll 4

Do you prefer the routing of the proposed active transportation route as shown in:

- Happyland Park – Scenario 1: Multi-use path north/south through Happyland Park along Archibald (ending at Marion)
- Happyland Park – Scenario 2: Multi-use path east/west through Happyland Park (connecting to existing Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion)
- Neutral or undecided

# Poll 5

Would the addition of a pedestrian and cycling active transportation route in the park improve this greenspace?

- Yes
- No
- Neutral or undecided

DISCUSSION

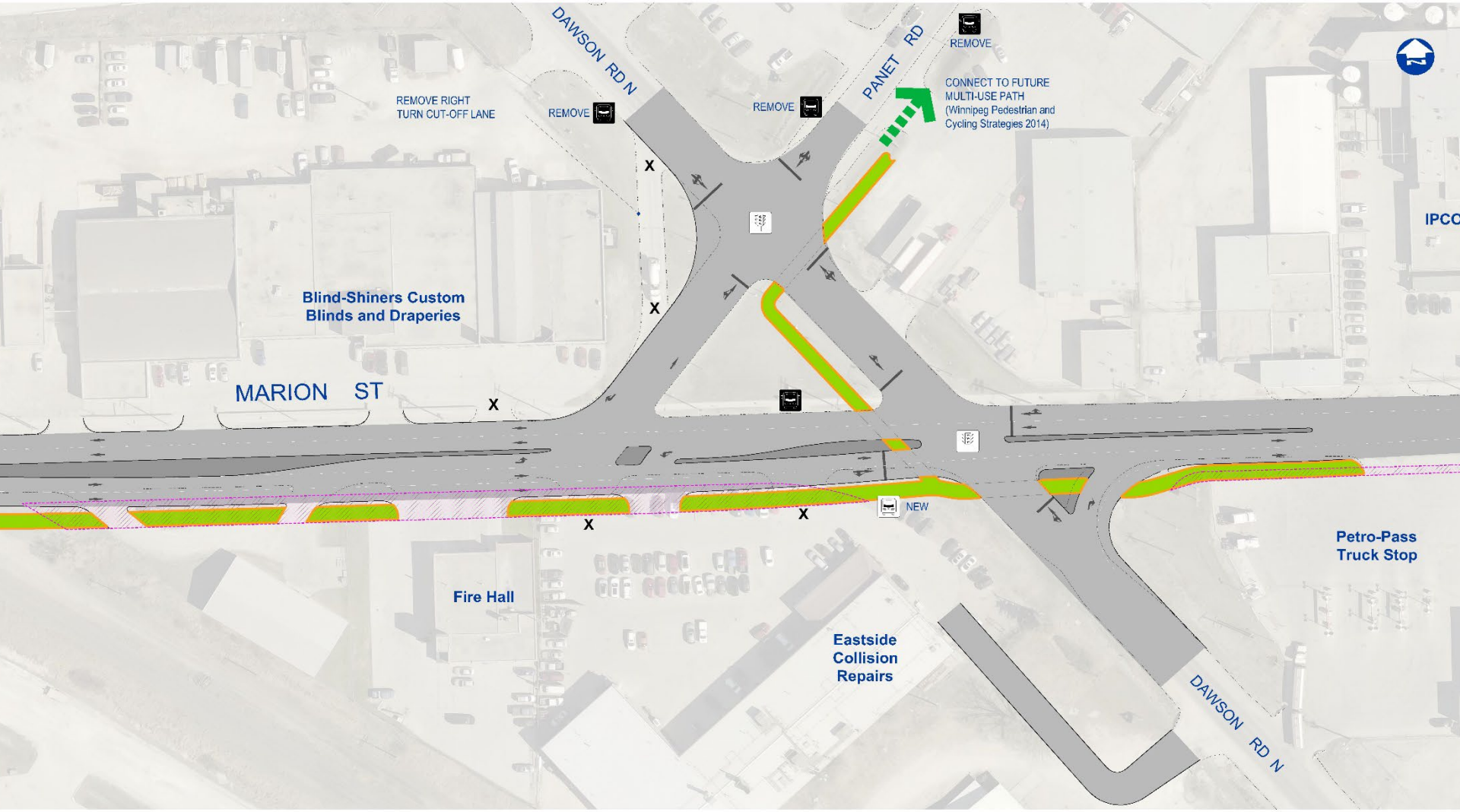
# End of Zone 2

# Questions?

# Project considerations: Zone 3

# Panet & Dawson intersection

Zone 3

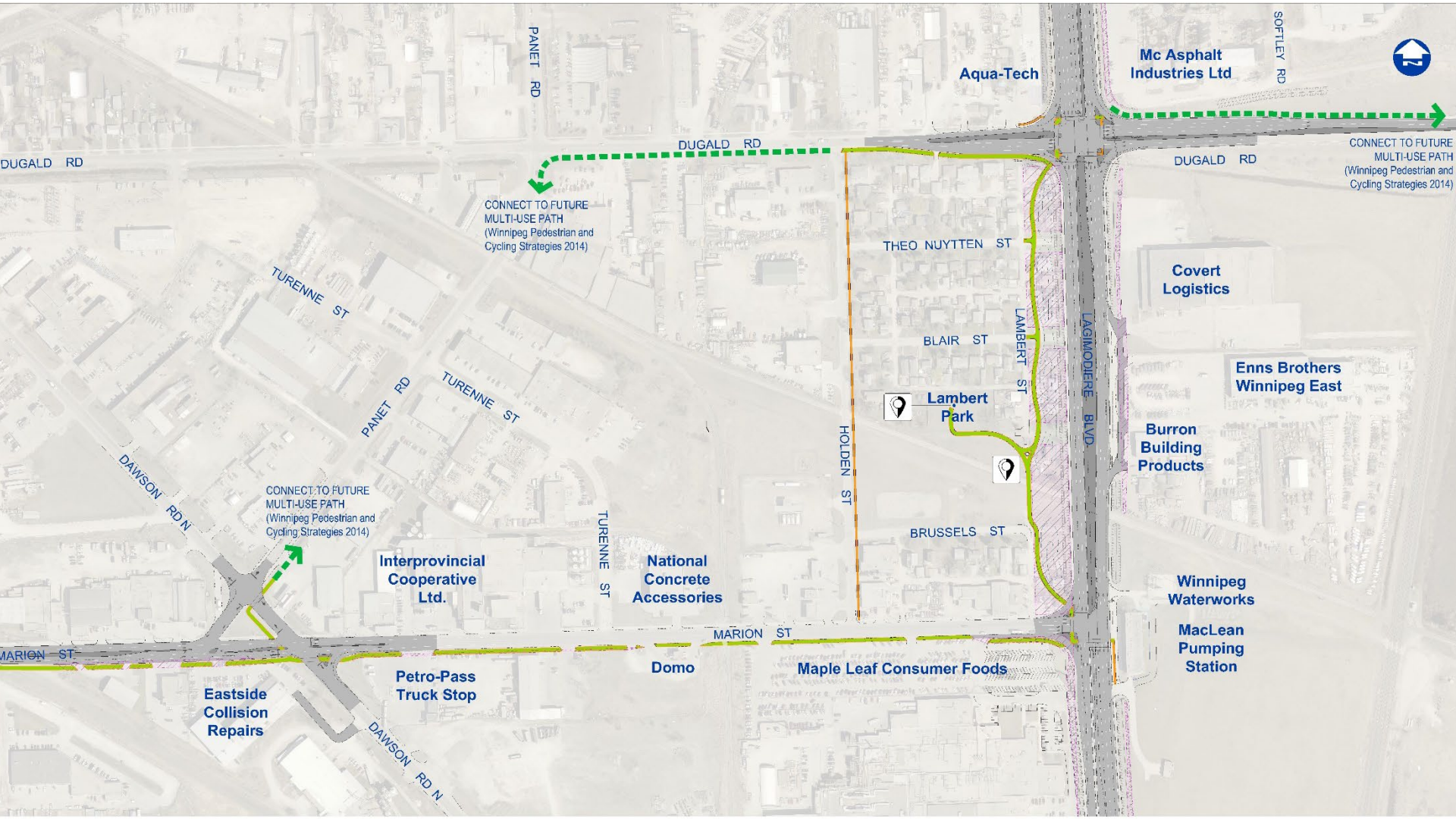



LEGEND:

- PROPOSED ROADWAYS & ISLANDS
- PROPOSED CURB
- PROPOSED MULTI-USE PATH
- NEW — PROPOSED TRANSIT STOP
- EXISTING CURB
- EXISTING TRANSIT STOP
- EXISTING SIGNALIZED INTERSECTION
- PROPERTY REQUIRED
- X — CLOSED APPROACH
- POSSIBLE ADDITION OF MULTI-USE PATH

# Panet & Dawson to Lagimodière & Dugald

Zone 3




LEGEND:

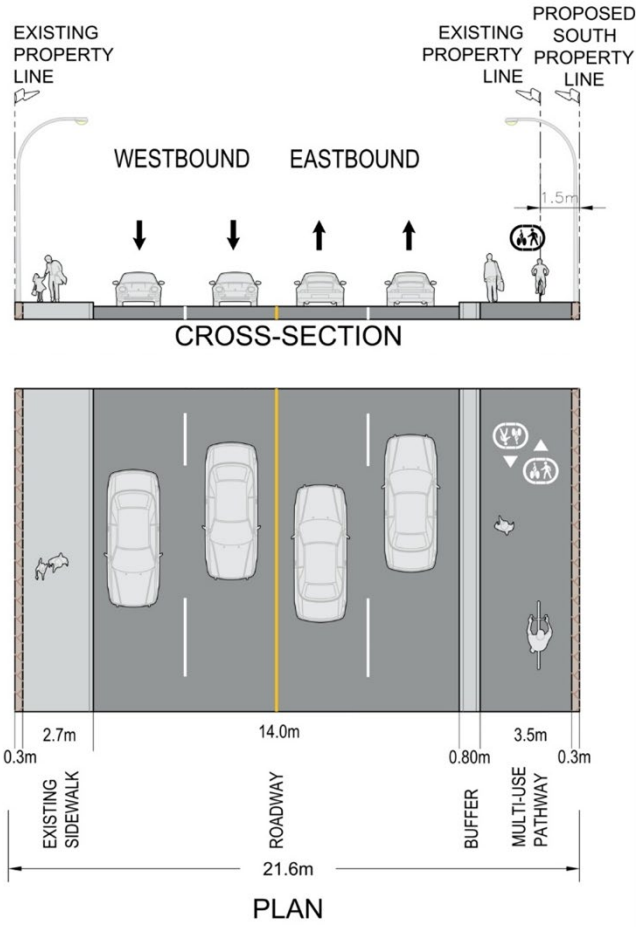
- PROPOSED ROADWAYS & ISLANDS
- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- PROPOSED PLACEMAKING
- PROPOSED NOISE BERM
- POSSIBLE ADDITION OF MULTI-USE PATH
- PROPERTY REQUIRED

# Archibald to Lagimodière & Dugald – multi-use path

*Zone 3*

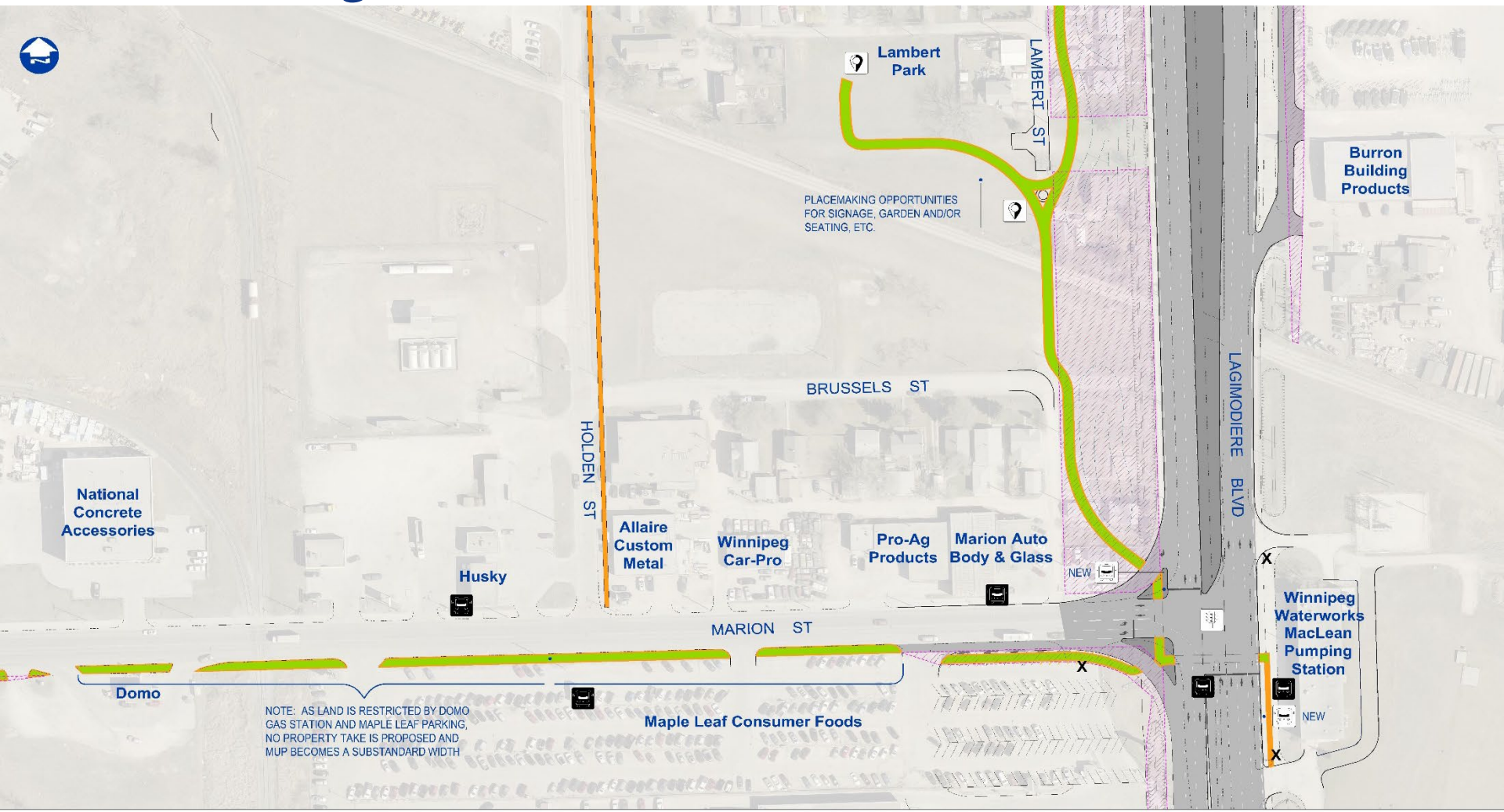


An example of a multi-use path along Route 165.



# Marion & Lagimodière intersection

Zone 3




LEGEND:

- PROPOSED ROADWAYS & ISLANDS
- PROPOSED CURB
- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- NEW PROPOSED TRANSIT STOP
- PROPOSED PLACEMAKING
- EXISTING CURB
- EXISTING TRANSIT STOP
- EXISTING SIGNALIZED INTERSECTION
- PROPERTY REQUIRED
- X CLOSED APPROACH
- POSSIBLE ADDITION OF MULTI-USE PATH

# Lagimodière & Dugald intersection

Zone 3

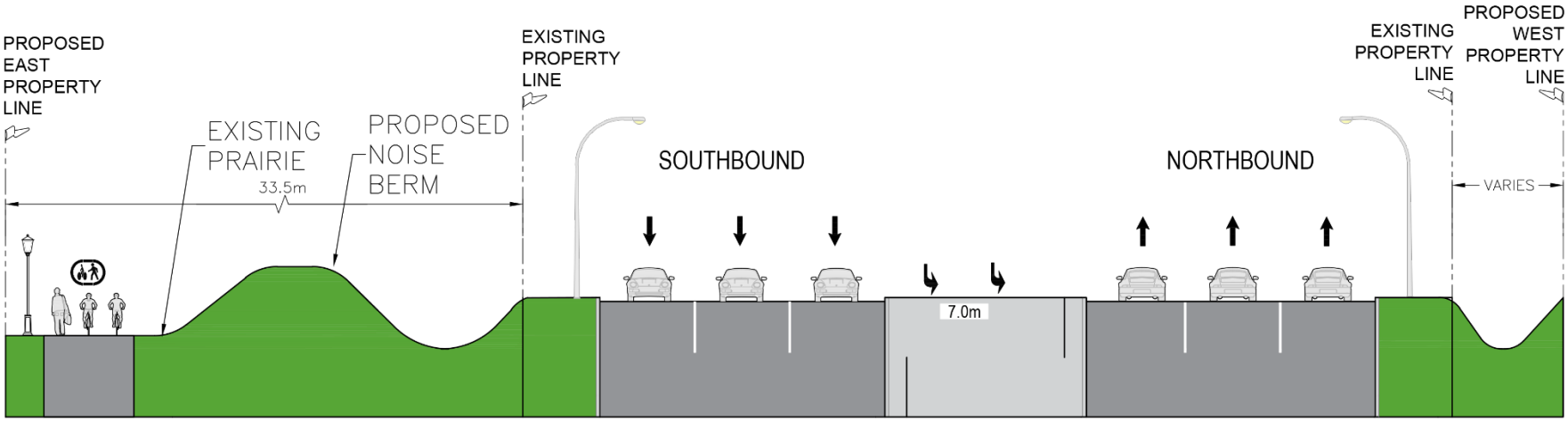



LEGEND:

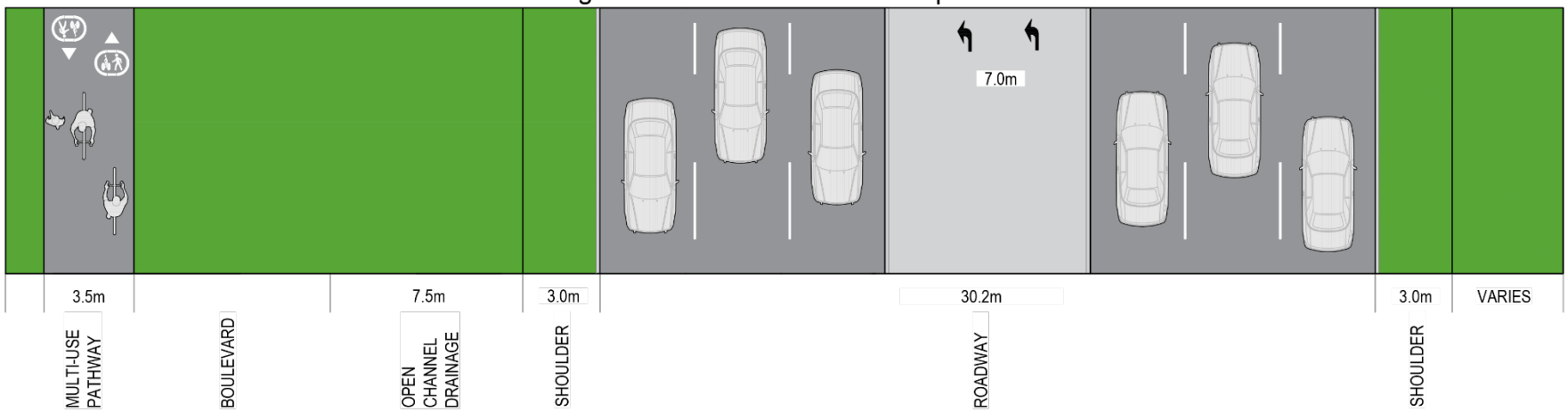
- PROPOSED ROADWAYS & ISLANDS
- PROPOSED CURB
- PROPOSED MULTI-USE PATH
- PROPOSED SIDEWALK
- NEW PROPOSED TRANSIT STOP
- PROPOSED PLACEMAKING
- EXISTING CURB
- EXISTING TRANSIT STOP
- EXISTING SIGNALIZED INTERSECTION
- PROPERTY REQUIRED
- X CLOSED APPROACH
- POSSIBLE ADDITION OF MULTI-USE PATH

# Lagimodière & Dugald active transportation

Zone 3




CROSS-SECTION
Lagamodiere Boulevard - Concept-1B & 2B




PLAN
Lagimodiere Boulevard - Concept-1B & 2B

# End of Zone 3

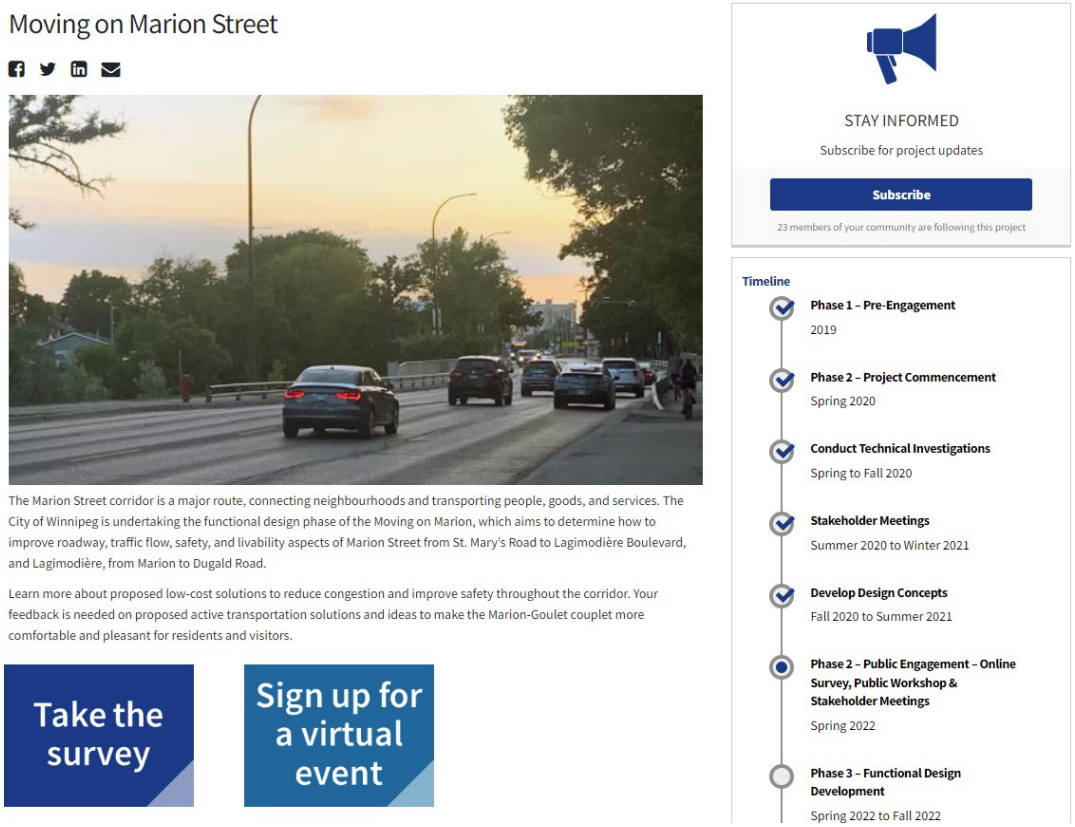
# Questions?

# Next steps

# How to provide feedback!



Visit **winnipeg.ca/movingonmarion** to fill out the survey and learn more!



# Next steps


Phase 1 Pre-Engagement 2019
Phase 2 Project Commencement – Spring 2020
Conduct Technical Investigations – Spring to Fall 2020
Stakeholder Meetings – Summer 2020 - Winter 2021
Develop Design Concepts – Fall 2020 - Summer 2021
Phase 2 Public Engagement - Online Survey, Public Workshop & Stakeholder Meetings - Spring 2022
Phase 3 Functional Design Development – Spring 2022 - Fall 2022
Phase 3 Public Event & Online Engagement – Verification Session – Fall 2022
Final Design – Late 2022

# Moving on Marion Street

**Thank you**

**winnipeg.ca/movingonmarion**
**marion@winnipeg.ca**

Winnipeg

# Appendix B – Virtual workshops zoom poll results

# Moving on Marion Street

*Virtual Workshops Zoom Poll Results*

## West Segment

Poll 1: As a **pedestrian**, which proposed option would make you feel safest?

I do not use this area as a pedestrian – 5

Zone 1 – Option 1: Enhanced pedestrian/public + neighbourhood greenway – 10

Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public + neighbourhood greenway – 14

Poll 2: As a **cyclist**, which proposed option would make you feel safest?

I do not use this area as a cyclist – 4

Zone 1 – Option 1: Enhanced pedestrian/public + neighbourhood greenway – 8

Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public + neighbourhood greenway – 22

Poll 3: As a **motorist**, which proposed Complete Streets improvement would contribute positively to your driving experience?

I do not use this area as a motorist – 1

Zone 1 – Option 1: Enhanced pedestrian/public + neighbourhood greenway – 11

Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public + neighbourhood greenway – 23

Poll 4: Which proposed option do you think best meets the goal of a Complete Street?

Zone 1 – Option 1: Enhanced pedestrian/public + neighbourhood greenway – 8

Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public + neighbourhood greenway – 27

Poll 5: How can we improve Zone 1 – Option 1: Enhanced pedestrian/public + neighbourhood greenway to make it a more Complete Street?

Enhance bicycle infrastructure – 24

# Moving on Marion Street

## *Virtual Workshops Zoom Poll Results*

More lane space for motor vehicles – 5

Create more on-street parking – 8

Improve transit infrastructure and services – 21

Improve sidewalk accessibility and safety – 24

Increase available public space to allow for sidewalk patios – 21

Plant more boulevard trees – 23

Add more streetscaping (lights, banners, benches) – 24

Poll 6: How can we improve Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public + neighbourhood greenway to make it a more Complete Street?

Enhance bicycle infrastructure – 18

More lane space for motor vehicle – 8

Create more on-street parking – 8

Improve transit infrastructure and services – 21

Improve sidewalk accessibility and safety – 27

Increase available public space to allow for sidewalk patios – 23

Plant more boulevard trees – 26

Add more streetscaping (lights, banners, benches) – 28

Poll 7: As a **cyclist**, which proposed option would make you feel safest?

Not applicable, I do not bike in this area – 8

Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes – 1

Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition – 25

Poll 8: As a **pedestrian**, which option would make you feel safest?

Not applicable, I do not walk in this area – 3

Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes – 9

Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition – 23

Poll 9: As a **motorist**, which proposed intersection improvement would contribute positively to your driving experience?

Not applicable, I do not drive in this area – 0

Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes – 11

Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition – 21

Poll 10: Do you prefer the routing of the proposed active transportation route as shown in:

Happyland Park – Scenario 1: Multi-use path north/south through Happyland Park along Archibald (ending at Marion) – 5

Happyland Park – Scenario 2: Multi-use path east/west through Happyland Park (connecting to existing Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion) – 22

Neutral or undecided – 3

Poll 11: Would the addition of a pedestrian and cycling active transportation route in the park improve this greenspace?

Yes - 13

No - 4

Neutral or undecided – 4

# Moving on Marion Street

*Virtual Workshops Zoom Poll Results*

## East Segment

Poll 1: As a **cyclist**, which proposed option would make you feel safest?

Not applicable, I do not bike in this area – 6

Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes – 3

Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition – 14

Poll 2: As a **pedestrian**, which proposed option would make you feel safest?

Not applicable, I do not walk in this area – 6

Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes – 5

Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition – 13

Poll 3: As a **motorist**, which proposed intersection improvement would contribute positively to your driving experience?

Not applicable, I do not drive in this area – 0

Zone 2 – Option 1: Updates to Youville and Marion **without** bike lanes – 5

Zone 2 – Option 2: Updates to Youville and Marion **with** the uni-directional to bi-directional bike lane transition – 16

Poll 4: Do you prefer the routing of the proposed active transportation route as shown in:

Happyland Park – Scenario 1: Multi-use path north/south through Happyland Park along Archibald (ending at Marion) – 1

Happyland Park – Scenario 2: Multi-use path east/west through Happyland Park (connecting to existing Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion) – 16

Neutral or undecided – 6

# Moving on Marion Street

## *Virtual Workshops Zoom Poll Results*

Poll 5: Would the addition of a pedestrian and cycling active transportation route in the park improve this greenspace?

Yes – 17

No – 4

Neutral or undecided – 4

# Appendix C – Online survey results (English and French)

# Moving on Marion Street - online survey

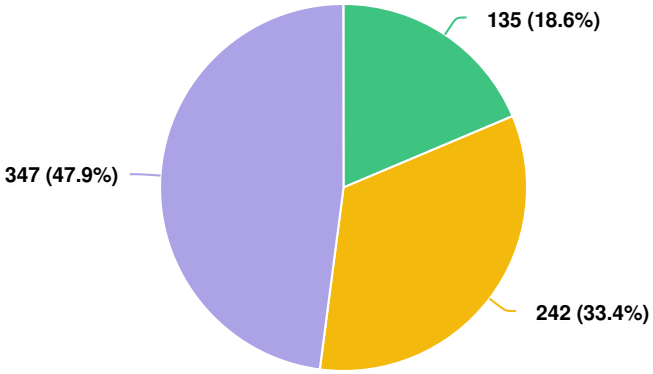
**SURVEY RESPONSE REPORT**
17 October 2019 - 01 May 2022

**PROJECT NAME:**
Moving on Marion Street

BANG THE TABLE engagementHQ

# SURVEY QUESTIONS

## Q1 As a pedestrian, which option would make you feel safest?

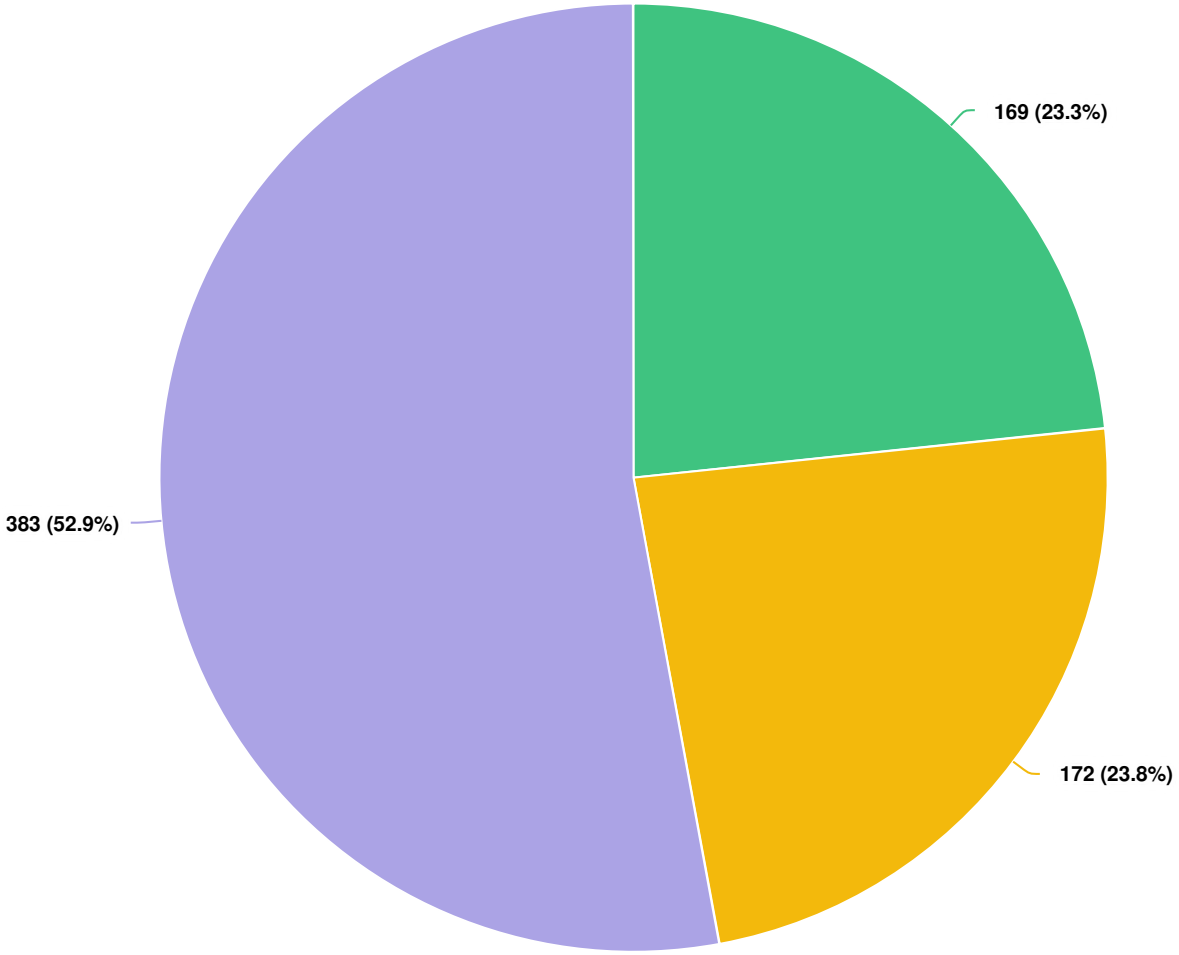



**Question options**

- I do not use this area as a pedestrian
- Zone 1 – Option 1: Enhanced pedestrian/public space + neighbourhood greenway
- Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway

*Mandatory Question (721 response(s))*
*Question type: Radio Button Question*

## Q2 As a cyclist, which option would make you feel safest?

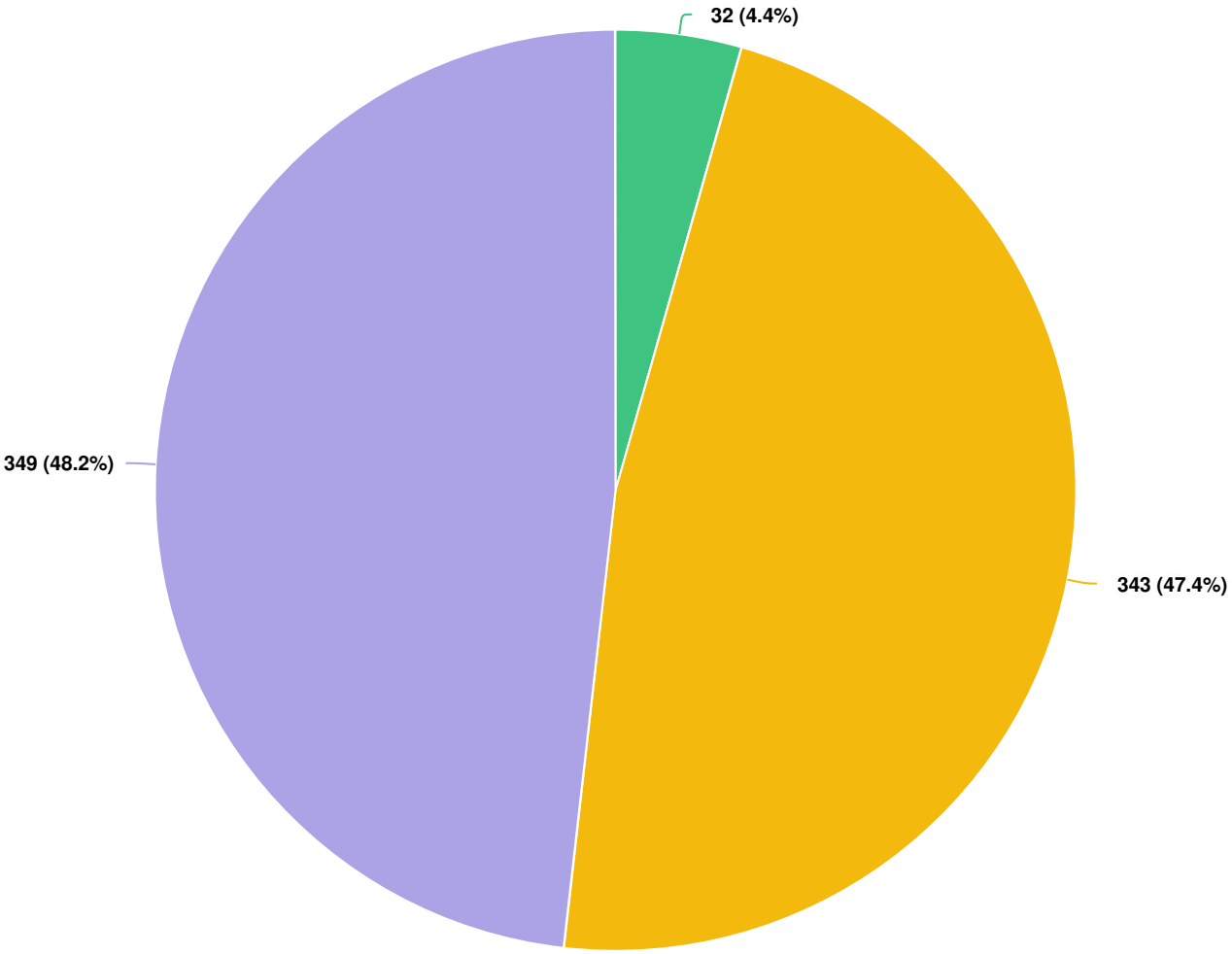



**Question options**

- I do not use this area as a cyclist
- Zone 1 – Option 1: Enhanced pedestrian/public space + neighbourhood greenway
- Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway

*Mandatory Question (721 response(s))*
*Question type: Radio Button Question*

## Q3 As a motorist, which option would make you feel safest?

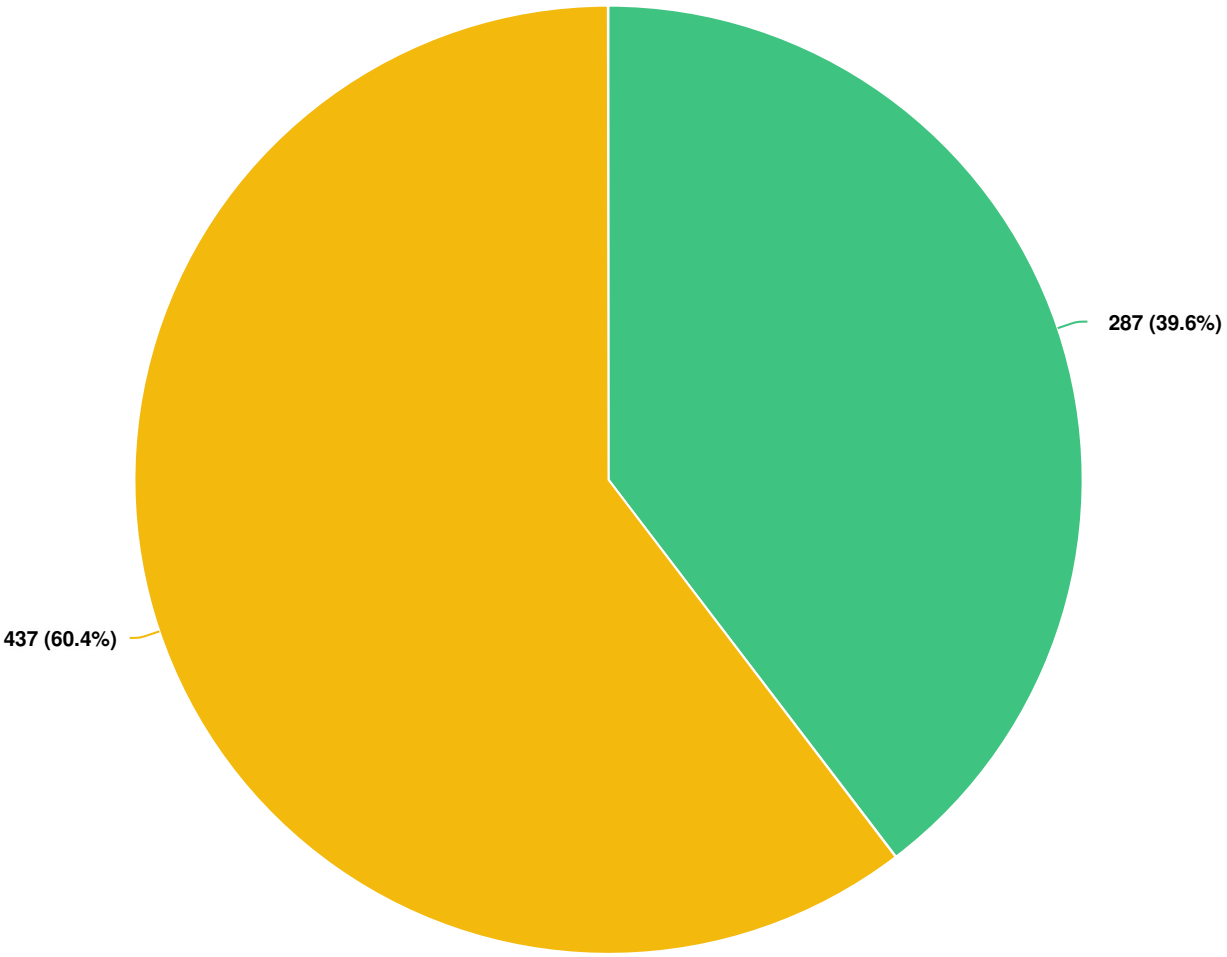



**Question options**

- I do not use this area as a motorist
- Zone 1 – Option 1: Enhanced pedestrian/public space + neighbourhood greenway
- Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway

*Mandatory Question (721 response(s))*
*Question type: Radio Button Question*

**Q4** **Which option do you think best meets the goal of a Complete Street? Or, which most makes it a place where people will want to live, work, shop, and go for dinner with their family?**

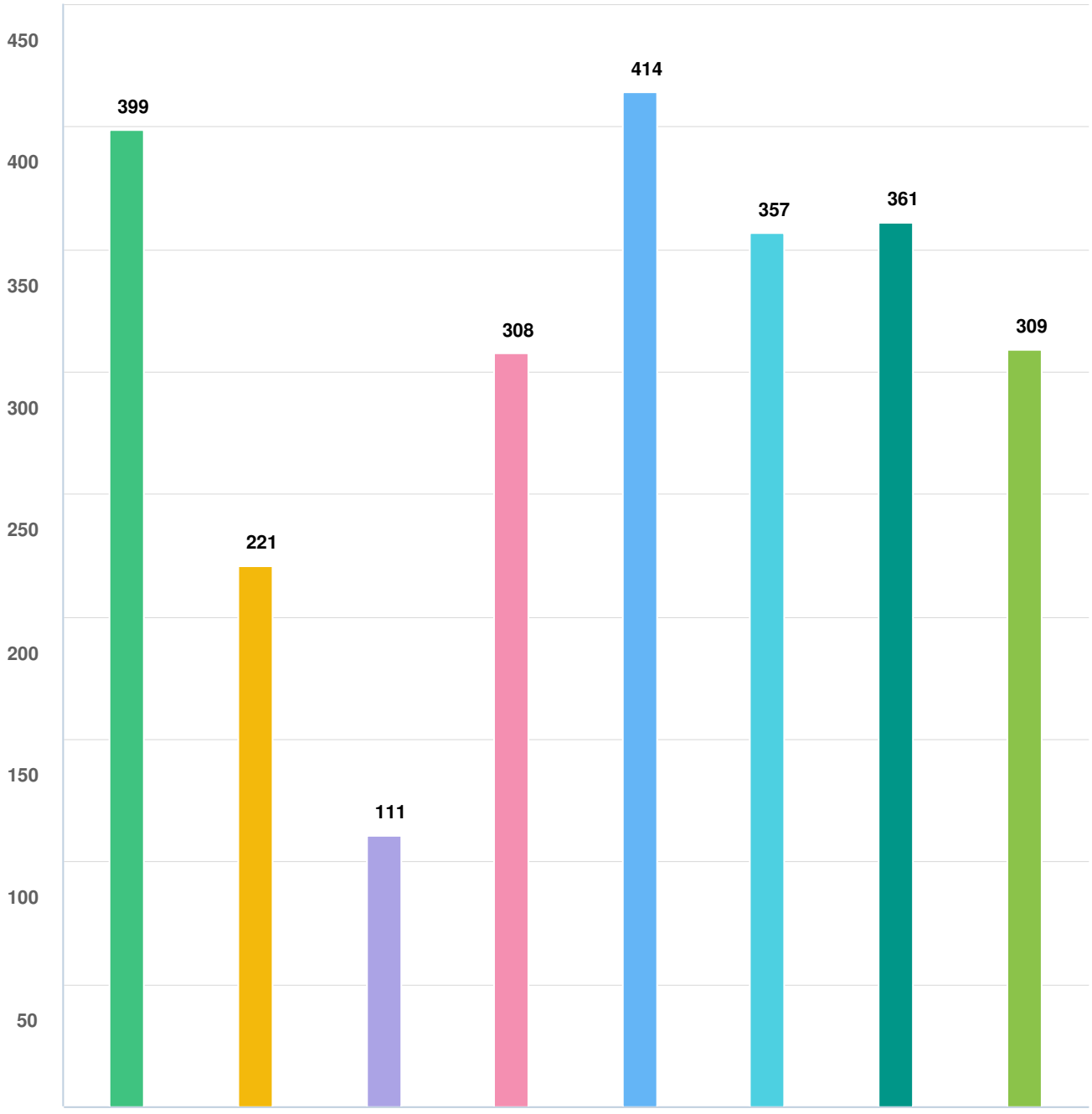



**Question options**

- Zone 1 – Option 1: Enhanced pedestrian/public space + neighbourhood greenway
- Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway

*Mandatory Question (721 response(s))*
*Question type: Radio Button Question*

## Q5 How can we improve Zone 1 – Option 1: Enhanced pedestrian/public space + neighbourhood greenway to make it a more Complete Street?

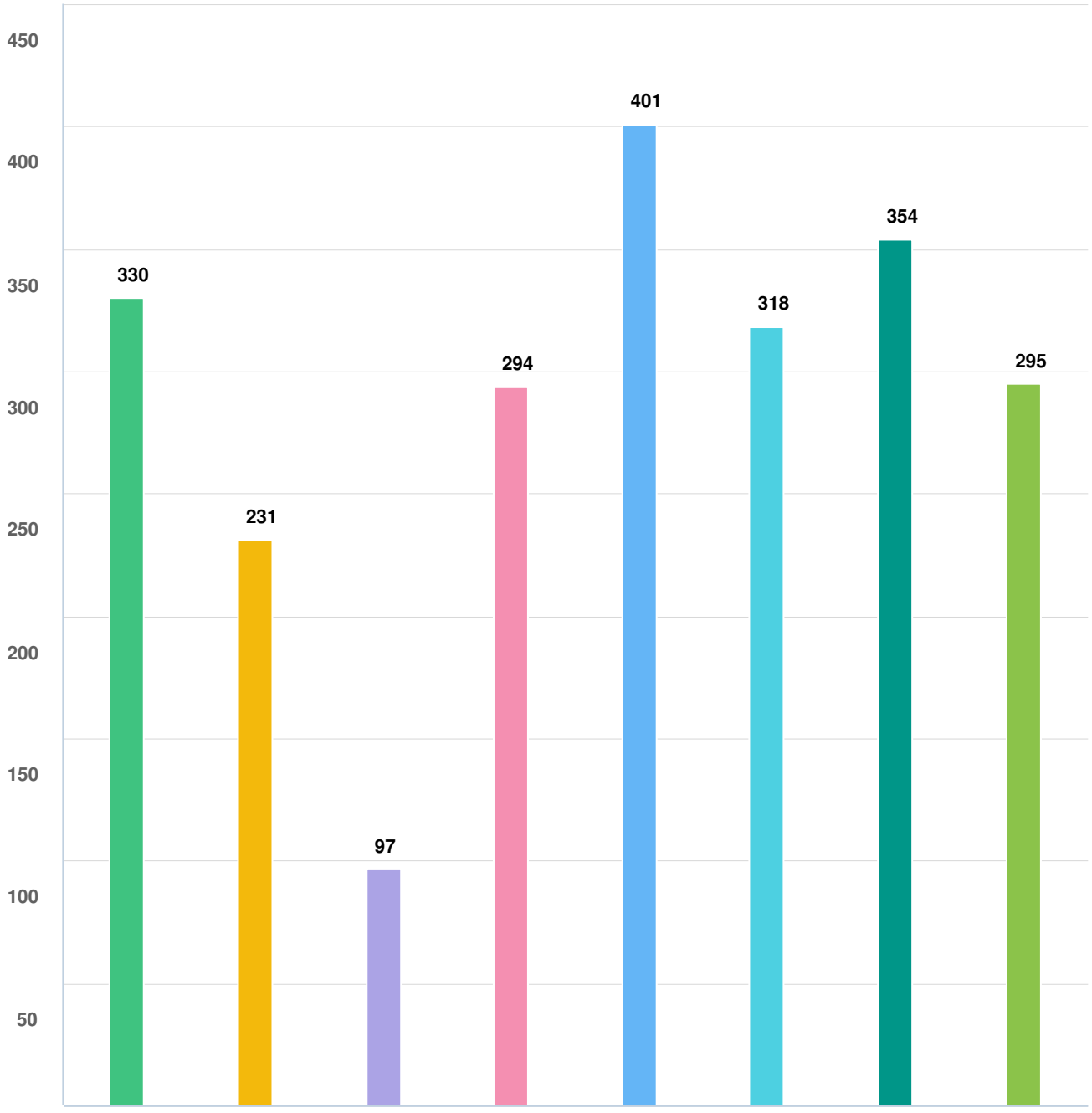



**Question options**

- Enhance bike infrastructure
- Make more lane space for motor vehicles
- Create more on-street parking
- Improve transit infrastructure
- Improve sidewalk accessibility and safety
- Increase available public space to allow for sidewalk patios
- Plant more boulevard trees
- Add more streetscaping such as lights, banners, and benches

*Mandatory Question (721 response(s))*
*Question type: Checkbox Question*

## Q6 How can we improve Zone 1 – Option 2: Separated bike lane + enhanced pedestrian/public space + neighbourhood greenway to make it a more Complete Street?

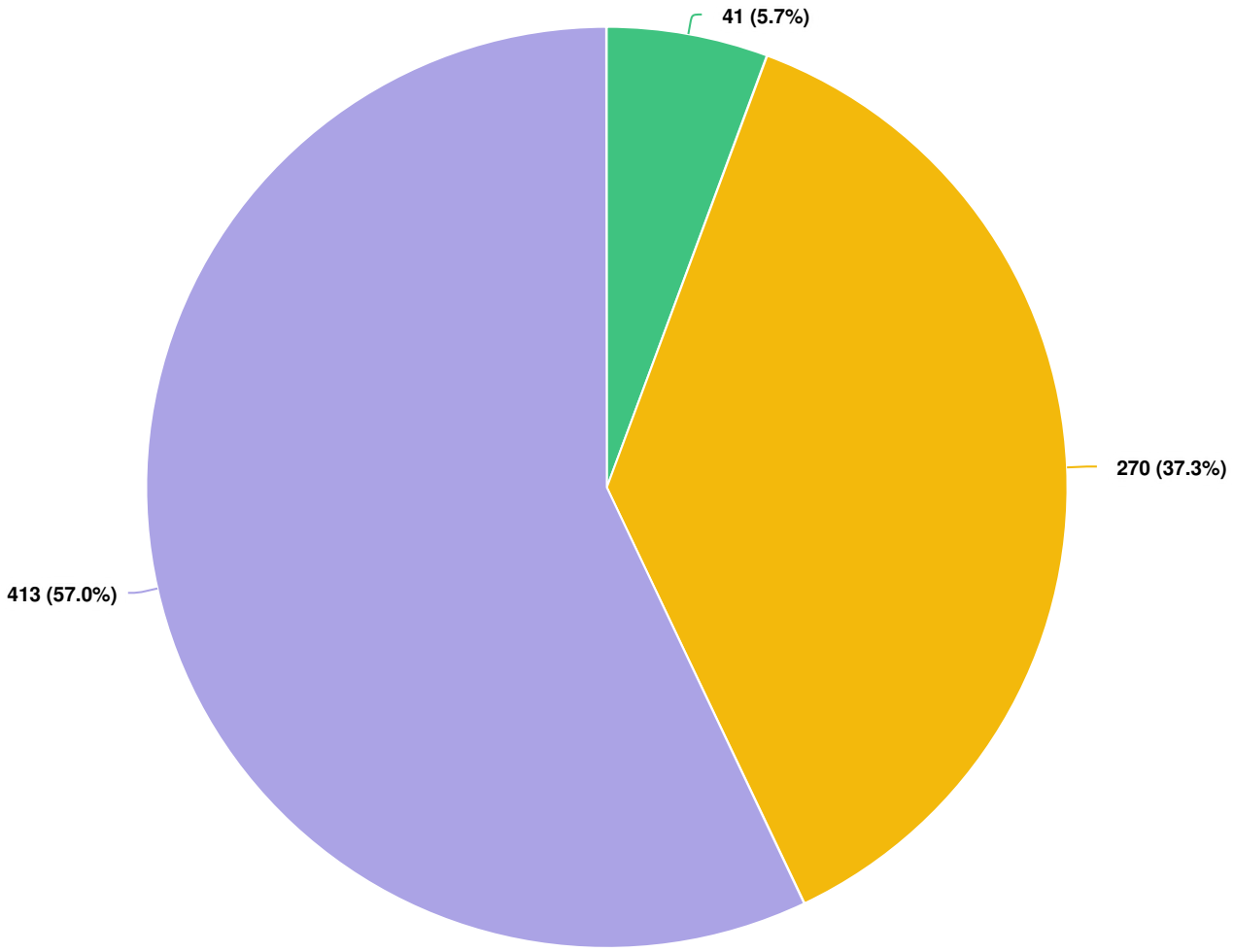



**Question options**

- Enhance bike infrastructure
- Make more lane space for motor vehicles
- Create more on-street parking
- Improve transit infrastructure
- Improve sidewalk accessibility and safety
- Increase available public space to allow for sidewalk patios
- Plant more boulevard trees
- Add more streetscaping such as lights, banners, and benches

*Mandatory Question (721 response(s))*
*Question type: Checkbox Question*

## Q7 As a motorist, which proposed intersection improvement would contribute positively to your driving experience?




**Question options**

- Not applicable, I do not drive in this area
- Zone 2 – Option 1: Updates to Youville and Marion without bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion with the uni-directional to bi-directional bike lane transition

*Mandatory Question (721 response(s))*
*Question type: Radio Button Question*

## Q8 Please describe the benefits or drawbacks this option would present to you as a driver.

| | |
|---|---|
| Anonymous<br>4/07/2022 01:29 PM | improved sightlines |
| Anonymous<br>4/07/2022 02:23 PM | Makes it easier to avoid cyclists |
| Anonymous<br>4/07/2022 02:25 PM | Safer. Keep cycling and cars/trucks away from each other |
| Anonymous<br>4/07/2022 02:26 PM | Giving a dedicated place for all users, throughout, enhances safety for everyone. |
| Anonymous<br>4/07/2022 02:31 PM | The idea is to keep traffic moving |
| Anonymous<br>4/07/2022 02:32 PM | i don't think there would be any drawbacks as a driver. that backlane entrance should have been closed a long time ago. |
| Anonymous<br>4/07/2022 02:36 PM | Cyclist lanes add danger of collision |
| Anonymous<br>4/07/2022 02:36 PM | If there is a light here…. Also use the dufrense light as a pedestrian light and close it off.. build proper turning lanes at Marion and archibald |
| Anonymous<br>4/07/2022 02:39 PM | Drawback is losing 1 vehicle lane |
| Anonymous<br>4/07/2022 02:40 PM | Marion and Goulet being a major transporation route should not be bogged down with bike lanes. |
| Anonymous<br>4/07/2022 02:42 PM | Fewer bike lanes criss-crossing vehicle lanes in various places. |
| Anonymous<br>4/07/2022 02:46 PM | Not including bike lanes makes leaves only the road or sidewalk for people on bikes both of which present conflicts with motor vehicles. |

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| Anonymous<br>4/07/2022 02:48 PM | No bike lanes would encourage cyclists to use Eugenie where it is safer for them |
| DM<br>4/07/2022 02:49 PM | Less concern about a cyclist/driver collision. |
| Anonymous<br>4/07/2022 02:50 PM | It might get me out of my car more and onto my bike. I only drive when there is not a safe (separated/protected lane or traffic calmed route) option to bike. |
| Anonymous<br>4/07/2022 02:51 PM | I hate cyclists. |
| Anonymous<br>4/07/2022 02:52 PM | An added bike lane would make the area more narrow . |
| Anonymous<br>4/07/2022 02:58 PM | I like the safety of removing bikes from vehicular traffic with dedicated lanes, especially on a heavily pot-holed road. |
| Anonymous<br>4/07/2022 03:02 PM | Ideally removes cyclists from road, and potentially converts private passenger vehicles to less vehicles on the road. I would expect traffic throughput to decrease however the nature of this area doesn't and shouldn't well accommodate high speed traffic. |
| Anonymous<br>4/07/2022 03:05 PM | Cyclists on the road currently create a hazard, having a dedicated bike path would take them out of traffic. |
| Anonymous<br>4/07/2022 03:08 PM | I feel more safe and confident when cyclists have their own dedicated space separate from the roadway. |
| Anonymous<br>4/07/2022 03:09 PM | Benefits: A better sense of division between transportation types leads to a better sense of safety for all. |
| Anonymous<br>4/07/2022 03:10 PM | A faster rated corner to Goulet would be great as a motorist. |
| Anonymous<br>4/07/2022 03:11 PM | drawback - reducing speed increases likelihood of accidents |

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| Anonymous<br>4/07/2022 03:12 PM | Every time I'm in a car in the area, I wonder where the people are. Then I remember that it's incredibly unpleasant to walk or cycle there. I don't like driving in desolate areas, and I know there have been car break-ins at the Marion mall. |
| Anonymous<br>4/07/2022 03:13 PM | problems with bike riders sharing the road |
| Anonymous<br>4/07/2022 03:13 PM | A new light will slow down traffic which is already slow moving through the area. I have no issues with how it is now, why change? Isn't there already a bus lane which cyclists can use now? Also, Cyclists using any bike lanes should be required to have a license, just like a car. They cause accidents like cars and should have to help fund the infrastructure if they're using it. |
| Anonymous<br>4/07/2022 03:14 PM | Never any benefit by putting a set of traffic lights on Marion and Youville. There is enogh traffic lights on Marion already. |
| Anonymous<br>4/07/2022 03:17 PM | With more people cycling, there will be less vehicles to cause collisions. |
| Anonymous<br>4/07/2022 03:39 PM | Greater clarity and use of traffic lights over pedestrian corridor. |
| Anonymous<br>4/07/2022 03:44 PM | keeps bikes off the road |
| Anonymous<br>4/07/2022 03:47 PM | as a cyclist I already cross from northbound Youville at Marion and use the sidewalk for one block to reach Youville going north |
| Anonymous<br>4/07/2022 03:54 PM | Less interaction with cyclists is a benefit in option 2 |
| Anonymous<br>4/07/2022 04:02 PM | Adding another light is nonsensical. Cross buttons don’t work now. They don’t activate the lights to change more quickly. The current ones we have are useless. |
| Anonymous<br>4/07/2022 04:12 PM | worst is people riding bikes when conditions are unsafe. Snow plowed from the streets has to go somewhere...and don't worry about |

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| | bike lanes. |
| Anonymous<br>4/07/2022 04:12 PM | Won’t help with traffic flow. |
| Anonymous<br>4/07/2022 04:14 PM | Cyclist feel that they do not and will not follow the rules of the road. They don't care about anybody but themselves and are constantly making both pedestrians and drivers needing to be aware of what they are doing. 98% of the time even if / when there is a bike path they don't use it. BIKE PATHS ARE A WASTE OF TAX PAYERS MONEY AND WILL BE THE BOWMAN LEGACY AND NOTHING ELSE. |
| Anonymous<br>4/07/2022 04:23 PM | Creates no additional obstructions to traffic flow. |
| Anonymous<br>4/07/2022 04:29 PM | Giving bikes protected lanes makes driving safer and more comfortable. |
| Anonymous<br>4/07/2022 04:32 PM | biking on marion is just asking for an accident to happen |
| Anonymous<br>4/07/2022 04:42 PM | I prefer having designated areas for crossing and intersections of types of traffic opposed to pedestrians and cyclists making opportunities for themselves because the existing ones are inconvenient or non-existent. |
| Anonymous<br>4/07/2022 04:44 PM | Bike and transit pathways at the curve unsafe since road shortens width when in winter |
| Anonymous<br>4/07/2022 04:47 PM | fewer entry points to Youville/Goulet should have fewer conflicts. |
| Anonymous<br>4/07/2022 04:56 PM | Send the cyclists through the residential areas. Keep them away from sidewalks, roads and vehicles. |
| Anonymous<br>4/07/2022 05:04 PM | Flattening the curve makes for easier and safer driving |
| Anonymous | This entire section is terrible as is for driving, so anything would be an |

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| 4/07/2022 05:15 PM | improvement. However, reducing collision risk is a priority. |
| Anonymous<br>4/07/2022 05:17 PM | Because Marion and Goulet is part of a major route to Dougald and destinations in between, these roadways should be bike free. |
| Anonymous<br>4/07/2022 05:22 PM | Less potential conflicts with pedestrians and cyclists. |
| Anonymous<br>4/07/2022 05:26 PM | One more traffic light to deal with. |
| Anonymous<br>4/07/2022 05:28 PM | seems safer |
| Anonymous<br>4/07/2022 05:34 PM | I don’t find many people use bike lanes - I don’t mind sharing the road with cyclists |
| Anonymous<br>4/07/2022 05:40 PM | Bike traffic will always be an issue, let them ride on sidewalks. I do and will continue to do so as it is the absolute safest. |
| Anonymous<br>4/07/2022 05:47 PM | we need more traffic lanes not less, look what you did to Empress 2 lanes down to one. Bike paths should be a street or 2 over on residential streets not main thorough fares. |
| Anonymous<br>4/07/2022 06:04 PM | Stop using photo enforcement as a revenue stream. Put safety over money. This increases the tax base. |
| Anonymous<br>4/07/2022 06:06 PM | Bike lanes are ageist. Bike lanes are poorly utilized given our climate. An aging population requires more electrical vehicle parking to permit year round usage of environmentally friendly vehicles NOT bike lanes whose use is limited by our climate. We are not Europe where climate permits cycling. Winnipeg’s aging demographic demands a pragmatic view of mobility not some airie fairy wanna be view that cycling is our future. Ridiculous. |
| Anonymous<br>4/07/2022 06:20 PM | I think they're pretty equal in terms of how I'd feel driving. I would prefer to have the separated bike lanes though - cyclists will still end up travelling down Marion/Goulet even if there are no bike lanes (since the proposed Greenway is a few blocks away). I'd prefer to minimize conflicts with cyclists when I'm driving, and it would help |

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| | traffic flow to give cyclists their own right of way. As a driver, I also like replacing the on demand pedestrian beacon with a half signal. It's easier to recognize a red light than dim flashing yellow lights way above the roadway. |
| Anonymous<br>4/07/2022 06:29 PM | Traffic flow continues with as few disruptions as possible |
| Anonymous<br>4/07/2022 06:42 PM | The bike lanes don't benefit anyone as the cyclist don't obey the rules of the road |
| Anonymous<br>4/07/2022 06:42 PM | Lower speeds for everyone |
| Anonymous<br>4/07/2022 06:51 PM | As a driver I feel safest when cyclists have a safe space for them to travel. Without bike lanes on this important street cyclists will be forced to ride on the road with vehicles. |
| Anonymous<br>4/07/2022 06:53 PM | Bike lanes reduce space in an already crowded corridor across this bridge and cyclists ride on the road, anyway. Look at the Norwood bridge! Cycle lanes on both sides but bicycles on the road. |
| Anonymous<br>4/07/2022 07:01 PM | KEEP IT SIMPLE. Whoever thinks bike lanes will not cause danger in such a limited complex area should be fired. Go stand there for a week. |
| Anonymous<br>4/07/2022 07:08 PM | Reduced risk of collision with cyclists and pedestrians |
| Anonymous<br>4/07/2022 07:19 PM | Corner is less sharp safer |
| Anonymous<br>4/07/2022 07:27 PM | Bikes are already on Eugenie |
| Anonymous<br>4/07/2022 07:34 PM | Less concern regarding cyclists in vehicle paths. |
| Anonymous<br>4/07/2022 07:39 PM | Allowing traffic coming from a backlane onto a major route is ridiculous, so option 2 is an excellent option for the main route |

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| | westbound Marion. |
| Anonymous<br>4/07/2022 07:43 PM | Improving the curve is a huge asset. |
| Anonymous<br>4/07/2022 07:47 PM | Benefit - no bike lane = less cross traffic. Drawback - better active transit infrastructure will encourage people to walk and cycle. By not building active transit infrastructure into the plan, the city will perpetuate ‘car culture’. |
| Anonymous<br>4/07/2022 07:52 PM | Less cyclist and motorist interaction |
| Anonymous<br>4/07/2022 07:52 PM | It’s safer for everyone. |
| Anonymous<br>4/07/2022 07:59 PM | Longer travel times. More stop/go will equal higher fuel consumption. |
| Anonymous<br>4/07/2022 08:05 PM | Benefits as a driver would be increase in speed, less likely to experience a backlog, more turning space means reducing likelihood for accidents in the icy winter conditions |
| Anonymous<br>4/07/2022 08:07 PM | I think less parking on Marion and Goulet is needed for the traffic to flow better |
| Anonymous<br>4/07/2022 08:14 PM | Cyclists never follow the rules, they only break them putting a huge risk in drivers to share the roadway. They should be separated. |
| Anonymous<br>4/07/2022 08:15 PM | Synch the lights |
| Anonymous<br>4/07/2022 08:17 PM | Complete streets don’t benefit drivers. This is a highly traffic area - any changes in this direction will only make things worse for drivers. I like this area to be a complete street - but you need to address how to reduce the number of vehicles that travel this route, or you are just creating gridlock. And that is safe for no one! |
| Anonymous<br>4/07/2022 08:27 PM | Drive a motor vehicle 8 months out of a year because it’s WINTER! ,.. 93% do this now, bike riders can use the road, like it always was. |

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| | Also, people who pay the most taxes, drive. Maybe hybrids gas or full electric but in winter, 8 months every year, Winnipegers have to drive, to get there without freezing. Go ride yer bike on the trails, fo fun sakes! |
| Anonymous<br>4/07/2022 08:48 PM | Bikes are dangerous in this area |
| Anonymous<br>4/07/2022 08:50 PM | While having traffic lights there would be to bad, being able to drive 40 around that curve would beat big improvement. I also like that it gives bikes a place to ride that won't be on the road |
| Anonymous<br>4/07/2022 09:36 PM | As a motorist, reducing amount of conflict points (backlanes and crossing) and simplifying the design is most comfortable. |
| Anonymous<br>4/07/2022 09:36 PM | No traffic lights |
| Anonymous<br>4/07/2022 09:41 PM | I never want bikes on any major roadway. I want an underpass at the Archibald rail crossing. I want Goulet repaved. I want widened turning lanes at Marion/Archibald. I want East Marion divided and six lanes - there will be many new residences on the old meat packing grounds. |
| Anonymous<br>4/07/2022 09:42 PM | some cycles do not adhere to the rules of the road and move in and out of traffic creating a risk for motorists moving them onto another roadway or residential area would make the road safer for everyone |
| Anonymous<br>4/07/2022 09:49 PM | Youville should not connect to The Marion Goulet transition. Youville traffic should be diverted down Bertrand to Des Meurons. |
| Anonymous<br>4/07/2022 09:50 PM | Benefits, area can evolve! Planning should be taken into consideration for a asphalted bike/walking path River development along the seine river, that goes from Marion /happyland park up to Hamel Ave. Where the path can run off Marion towards the Seine path, or continue along on the sidewalk northbound on goulet/Marion! Should also plan to build a bridge and two lane road from Hamel Ave or Rue to Messier st, to help reduce the reliance on Marion street!! Which would open up its potential to compare to Corydon, as well as set up eastern ST.B for future development as well as link the east to the west better! |

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| Anonymous<br>4/07/2022 09:53 PM | As a driver, I prefer when cyclists have their own path, for their safety. Driving around cyclists on the road is unnerving. |
| Anonymous<br>4/07/2022 10:04 PM | I think safe cyclists and pedestrians are a priority since places like the forks and downtown want to have less parking. If we make it even more annoying for cyclists everyone will keep driving. Slight changes for motorists is worth it to increase infrastructure for more eco friendly options. |
| Anonymous<br>4/07/2022 10:25 PM | This option will remove our parking lot approach. This will make Ur impossible to utilize our parking lot fully. Benefit is no lanes are taken for bike lanes. No one needs a special lane to ride a bike. 8 months of the year next to no one rides bikes. Bike lanes have made downtown a bruttle joke. |
| Anonymous<br>4/07/2022 10:38 PM | Better connection and safer for bicycles on where it connects. Off main roadway |
| Anonymous<br>4/07/2022 10:49 PM | Providing options for active transit reduces the amount of vehicles to help with traffic flow |
| Anonymous<br>4/07/2022 10:54 PM | This would be safer as a driver because cyclists are kept separated from vehicles and Minimizes potential collisions. |
| Anonymous<br>4/07/2022 10:56 PM | Bike lane needs to be separate from road |
| Anonymous<br>4/07/2022 11:14 PM | Move bike line to side streets |
| Anonymous<br>4/07/2022 11:21 PM | Paying attention to cyclists |
| Anonymous<br>4/07/2022 11:24 PM | There don’t appear to be any real tangible changes here. Drivers shouldn’t have a true opinion on this option as they wouldn’t notice any real changes, and I definitely would not notice. I live just south of Marion so I travel this stretch all the time and can’t see how this option changes anything for drivers. |

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| Anonymous<br>4/07/2022 11:32 PM | Too dangerous to have to worry about bikers |
| Anonymous<br>4/07/2022 11:33 PM | It doesn't matter about drivers, the goal should be complete streets so limit the traffic |
| Anonymous<br>4/07/2022 11:48 PM | Bike lanes are not practical in a city where 5 months of the year snow is on the ground. The existing bike lanes being constructed are never used and such a waste of money. Spend money on road construction on our disgraceful road surfaces in this city. |
| Anonymous<br>4/08/2022 01:38 AM | Don’t have to worry about running over cyclists |
| Anonymous<br>4/08/2022 02:51 AM | I hate bikes on the road and want them out of the way of my vehicle. |
| Anonymous<br>4/08/2022 05:30 AM | The presence of additional cyclists will cause me, as a driver, to be more cautious at the intersection, which I hope would reduce the number of collisions. The general beautification of the area would improve the driving experience as well. |
| Anonymous<br>4/08/2022 07:07 AM | The inconvenience as a driver is negligible in either option. Likewise on the previous Marion options. Winnipeg needs to get with the 21st century and stop being so car focused - the reason few people walk, bike or use piblic transport if we’ve made it incredibly inconvenient… |
| Anonymous<br>4/08/2022 07:08 AM | Bikes are separated from the road but not taking up a lane of traffic. |
| Anonymous<br>4/08/2022 07:12 AM | Bikes would be separated and their would be cues for where to look for them, not have them in the lane |
| Anonymous<br>4/08/2022 07:21 AM | Already a congested street that requires more room to move vehicles. The bike lanes would potentially remove space/lane from vehicles and increase congestion and travel times. |
| Anonymous<br>4/08/2022 07:25 AM | No more traffic lights!!! |

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| Anonymous<br>4/08/2022 07:29 AM | None |
| Anonymous<br>4/08/2022 07:34 AM | Crosswalks are overused. One selfish pedestrian can impede a lot of traffic. |
| Anonymous<br>4/08/2022 07:48 AM | You have a lot of conflicting goals here. More space for drivers, pedestrians and cyclists. Consider getting rid of street parking. Most or all businesses have some parking and the additional space will allow far more people through the corridor safely. |
| Anonymous<br>4/08/2022 07:52 AM | Wait times might be longer, but that means that I have to better plan my trip. I'm a casual motorist and I am all for improvements for green space, bike lanes, easier accessibility for those who walk and bike! |
| Anonymous<br>4/08/2022 07:54 AM | the bike lanes make parking an issue and take up roadway space. |
| Anonymous<br>4/08/2022 07:55 AM | As a driver, literally all the other streets in the city are built with me in mind. It is ridiculous that you care what I think as a driver! |
| Anonymous<br>4/08/2022 08:01 AM | The benefit is it would slow down traffic as drivers would need to be more vigilant; less noise, less pollution, less vehicles make for a happier area |
| Anonymous<br>4/08/2022 08:12 AM | It would likely present more traffic in the area as the crosswalk/bike crossing would be used more often but i think it would improve the safety of those crucial services and promote more foot and bike traffic in the area. |
| Anonymous<br>4/08/2022 08:15 AM | I'm not a fan of the proposed wait times for pedestrian crossing. There is already significant traffic/wait times due to the train. |
| Anonymous<br>4/08/2022 08:16 AM | Eugenie St is already a pedestrian/bike path |
| Anonymous<br>4/08/2022 08:18 AM | Safer for cyclists, restricting cyclist driving lanes to a specified place makes it safer for cycling as well as driving a vehicle. There is a lesser chance of unexpected incidents when there is a bike lane. |

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| Anonymous<br>4/08/2022 08:23 AM | Removing bike from the traffic area would improve safety and reduce chances for bikes to be struck. |
| Anonymous<br>4/08/2022 08:29 AM | Enhancing infrastructure for different transportation modes allows for reduced congestion. |
| Anonymous<br>4/08/2022 08:29 AM | Cycling on Marion is dangerous as-is, we need to do what we can to get cyclists into a designated bike lane. |
| Anonymous<br>4/08/2022 08:32 AM | This is already an annoying and confusing intersection. This seems to make it even more complicated. |
| Anonymous<br>4/08/2022 08:39 AM | Traffic is bad enough in that area of people not being in the correct lane, adding a cycling lane would just make it worse for those who can't figure out what lane they need to be in while going around a curve given how tight and narrow that turn is |
| Anonymous<br>4/08/2022 08:40 AM | AS a transit rider end of day the stretch down Marion is a nightmare. Between the train delays and the motor vehicles its ridiculous. Eliminate one side of parking and create a transit/bike lane, resulting in 3 lanes of traffic flow and 1 lane for parking. |
| Anonymous<br>4/08/2022 08:44 AM | Roadways are primarily for vehicular traffic. Cyclists should not be permitted on any Winnipeg streets with a route number. i.e. Route 115, Route 90, Route 105, etc. Plenty of room for cyclists on parallel streets. |
| Anonymous<br>4/08/2022 08:49 AM | It takes care of some safety concerns I have without over spending on unneeded additions |
| Anonymous<br>4/08/2022 08:50 AM | Having a dedicated bike and pedestrian corridor removes the uncertainty about whether cyclists weave into traffic. |
| Anonymous<br>4/08/2022 08:57 AM | Heavier traffic flow at peak hours |
| Anonymous<br>4/08/2022 08:59 AM | I chose an option because there isn't an option of do nothing. See my final comments about this whole plan. |

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| Anonymous<br>4/08/2022 09:00 AM | Safety |
| Anonymous<br>4/08/2022 09:01 AM | I see no drawbacks just a change in behaviour |
| Anonymous<br>4/08/2022 09:12 AM | When cyclists have dedicated infrastructure and crossing infrastructure helps mediate the needs of motorists and cyclists, I feel more safe when driving as these improvements reduce the chance of a collision |
| Anonymous<br>4/08/2022 09:12 AM | Most commuter cyclists using Marion to head westbound may not access bike lanes if they are too far out of the way (i.e., on Tremblay). As such, cyclists would likely continue using Marion roadways and adding a bike lane directly to Marion would make me feel safer as a driver and cyclist. TL;DR - bike lane on Tremblay won't solve the problem of having cyclists on Marion. |
| Anonymous<br>4/08/2022 09:15 AM | Keep bicyclists off the street until they start paying insurance and obeying the rules of the road like motorist have too . Ban all bikes after the first snowfall. It's a safety Hazzard for all.. |
| Anonymous<br>4/08/2022 09:16 AM | No drawbacks, separating cars from other users is a win/win. Plus on demand traffic lights would ensure a better flow for vehicles |
| Anonymous<br>4/08/2022 09:17 AM | This keeps everyone safe |
| Anonymous<br>4/08/2022 09:18 AM | As a driver, the rules guide how I use my vehicle. If there are updates to the roadway, I will adapt. A few seconds here and there are of little consequence. Making streets accessible to every mode of transport is the key to a successful neighborhood. |
| Anonymous<br>4/08/2022 09:21 AM | This option is closer to the current configuration which prioritizes vehicle users and is therefore beneficial in terms of vehicles moving eastward along Marion as quickly as possible. Drawbacks for drivers would be having to stop occasionally for pedestrian/cyclist crossing Marion. |

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| Anonymous<br>4/08/2022 09:22 AM | The less we have to worry about cyclists the better. And being retired my wife and I bike whenever and wherever we can. We should encourage bicycle safety to the max and have less of a carbon footprint, not too mention less toll on our Medicare system. |
| Anonymous<br>4/08/2022 09:23 AM | Option 1 doesnt seem to have enough of a benefit to go through all the hassle of acquiring those properties just to essentially "flatten the curve" and change from an on demand crosswalk to a wait your turn crosswalk. Option 2 seems way more pedestrian/cyclist friendly. If youre going to put the work in to improve the area, this is the way to do it. As a driver, the speeds here are already 50, and adding these pedestrian/cyclist improvements will have no effect on car commuting here. |
| Anonymous<br>4/08/2022 09:24 AM | The only safe way for cyclists, is to have their own designated lane. |
| Anonymous<br>4/08/2022 09:29 AM | keeping vulnerable road users separate from vehicles |
| Anonymous<br>4/08/2022 09:31 AM | There’s not enough space for bike lanes down Marion and have parking. I don’t want to ruin my neighbourhood like the exchange has been ruined by bike lanes. No one really uses them and we have winter 6 months of the year. It’s scary enough being a pedestrian in a non pedestrian city. |
| Anonymous<br>4/08/2022 09:34 AM | I am always concerned about the "bottle-neck" effect of taking up more roadway to develop specific bike lanes. |
| Anonymous<br>4/08/2022 09:36 AM | Better to have the bikes on bike lanes |
| Anonymous<br>4/08/2022 09:36 AM | Add cyclist traffic creating driving delays |
| Anonymous<br>4/08/2022 09:39 AM | I would appreciate the defined spaces for cyclists and pedestrians. |
| Anonymous<br>4/08/2022 09:43 AM | Not having to worry about going around cyclists who are using a reasonable portion of the lane makes it safer for everyone. |

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| Anonymous<br>4/08/2022 09:49 AM | Marion and Goulet are very congested at all times. If an accident occurs a breakdown - traffic gridlocks. I dont see these improvements helping with this. If anything will cause more congestion due to fewer lanes and smaller lanes. |
| Anonymous<br>4/08/2022 09:51 AM | Keeps cyclists will be safe from road traffic, site lines are difficult to see, cyclists are at risk as the road is currently |
| Anonymous<br>4/08/2022 09:52 AM | Not sure increased speed should be the goal of the smoothing of the corner. |
| Anonymous<br>4/08/2022 09:52 AM | Providing a designated multi use path for cyclists and pedestrians etc. will keep roads free for drivers. |
| Anonymous<br>4/08/2022 09:55 AM | Longer wait times should someone press the crosswalk button. |
| Anonymous<br>4/08/2022 09:59 AM | You're using a high volume street and trying to create a safe space for too many groups. The amount of money we waste on "studies" and we still can't seem to grasp basic urban planning. The city needs a funnel for traffic to flow through from the SE to downtown, but businesses, restaurants, and high density residential should face on to side arteries. This encourages motorists to stick to the funnel and not cut through residential streets for shortcuts. It also creates direct routes for community centered streets and safe cycling |
| Anonymous<br>4/08/2022 10:00 AM | Flow would be better. I'd feel safer for the pedestrians and cyclists around me. |
| Anonymous<br>4/08/2022 10:01 AM | We live in Manitoba, not California. All of these fancy bike lane ideas create a nightmare for snowplows, clog up traffic, and are only usable for a few months of the year. Build for our climate - the focus should be on improving motor vehicle traffic flow. |
| Anonymous<br>4/08/2022 10:02 AM | Traffic is always backed up in this area an adding bike lanes will just add to this issue. the Multipurpose bike lane will not only improve traffic flow, but would be a much safer option for both cyclists and pedestrians. it would also clean up this area immensly. |
| Anonymous | I like the idea of more gradual curves for this area. Also, having full |

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| 4/08/2022 10:04 AM | traffic signals gives me more safety in not needing to be as watchful for pedestrians crossing. I am not concerned much either way as to whether the bike lanes are present at this junction as a motorist. |
| Anonymous<br>4/08/2022 10:06 AM | I agree with the argument, if you do not have infrastructure you are not promoting/fostering. I question practicality of dedicated bike lane based on Winnipeg's long winter months, road conditions and resource shortage in maintaining the roads. I realize bike lane promotes equity, Co2 reduction and health. I also realize equality doesn't mean equity. Based on current weather history, I think dedicated bike lane is a 'want' and an emotional decision, it's not a 'need'. Perhaps, a fair quantitative analysis with minimized bias is needed to determine how many, which months and when in the future the 'want' will become a 'need'. If June, July and August are the months when most cyclist would ride, perhaps for those 3 months create a creative solution to divide traffic. And in the initial design consider if the want becomes a need what could be done to accommodate that with minimal impact. Again that is a big if considering Winnipeg's weather. Appropriate balance of available resources with other requirements (equity, external pressure etc) makes a design sustainable. |
| Anonymous<br>4/08/2022 10:07 AM | As a driver it feels much better not to share a lane with a cyclist. Having a dedicated cycling lane is much better. |
| Anonymous<br>4/08/2022 10:09 AM | Benefit. Less / no interaction between cyclists and motor traffic (including large trucks). |
| Anonymous<br>4/08/2022 10:17 AM | May make the commute longer, but improves access to other mobility options. |
| Anonymous<br>4/08/2022 10:21 AM | too much attention to cyclists without enough use |
| Anonymous<br>4/08/2022 10:25 AM | Having bikes on their own path and not on the main road would cut down on accidents and injuries |
| Anonymous<br>4/08/2022 10:26 AM | Providing more attractive alternatives to driving would reduce traffic and improve safety when I do need to drive. |
| Anonymous | Less hazards on the road. Increase the flow of motor traffic for the |

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| 4/08/2022 10:27 AM | taxpaying public. |
| Anonymous<br>4/08/2022 10:42 AM | Creating a designated space for cyclists creates a safer experience for all users. As a driver I don't have to move around cyclists on the roadway. |
| Anonymous<br>4/08/2022 10:47 AM | KEEP THE BIKES OFF THE ROAD |
| Anonymous<br>4/08/2022 10:49 AM | I am not a driver. |
| Anonymous<br>4/08/2022 10:53 AM | Less interaction with pedestrians and cyclists, and better traffic flow. |
| Anonymous<br>4/08/2022 10:58 AM | Cyclists would be separated from motor vehicles and therefore not be taking up a lane on the road causing vehicle delays. |
| Anonymous<br>4/08/2022 11:01 AM | Would clear cyclists from the road allowing safe passage for both. Path would need winter snow clearing for year round bike commuters. |
| Anonymous<br>4/08/2022 11:06 AM | Allow me the knowledge that a cyclist is safe in the new greenway and bike lanes. |
| Anonymous<br>4/08/2022 11:06 AM | More people cycling means less people in cars which helps reduce traffic congestion overall. |
| Anonymous<br>4/08/2022 11:10 AM | This area is a bottleneck as it is, please keep the bike lanes on the Marion side |
| Anonymous<br>4/08/2022 11:16 AM | bikes will be on the road regardless. so might as well have protection for them and drivers |
| Anonymous<br>4/08/2022 11:21 AM | As a driver it'd be easier to identify where pedestrians and cyclists might be coming from/going to which makes it feel less risky. |
| Anonymous | An established bike lane keeps motor vehicles and bikes separated |

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| 4/08/2022 11:22 AM | and feels safer |
| Anonymous<br>4/08/2022 11:24 AM | I like the elimination of lane and side street access in the S-curve. Visibility is limited and sudden braking for vehicles turning into and from lanes is a collision risk. |
| Anonymous<br>4/08/2022 11:35 AM | Bikes are off the road on a dedicated path which is safer for them and cars |
| Anonymous<br>4/08/2022 11:36 AM | Most cyclists do not obey the rules of the road |
| Anonymous<br>4/08/2022 11:41 AM | Not sure |
| Anonymous<br>4/08/2022 11:42 AM | Bike lanes are an inefficient use of space in a city with winter 6 months of the year. |
| Anonymous<br>4/08/2022 11:46 AM | It separates cyclist traffic, pedestrian traffic, and vehicular traffic so it's much safer. It also takes cars off the road and would reduce traffic in the area much better then not implementing a bike lane because of induced/reduced demand principles. It also allows for a more comfortable and vibrant street as I drive by, further incentivizing me to use other modes of transportation that are more sustainable such as walking or cycling. Effectively, I would be able to reduce trips on cars with this implementation, and therefore reduce fuel consumption and save money on gas that is exploding in prices. |
| Anonymous<br>4/08/2022 11:49 AM | That corner is difficult enough to navigate with tight turns and buildings limiting visibility. That corner is a bad spot for a cross walk and to be encouraging cyclists to cross more frequently. |
| Anonymous<br>4/08/2022 11:56 AM | Keeps cyclists off the roadway, less passing issues |
| Anonymous<br>4/08/2022 11:59 AM | I'm excited about the prospect of a safer, less sharp corner, without the risk of vehicles turning sharply onto the north part of youville and the backlane. One concern I have is west-bound traffic on Marion trying to reach the south-bound Youville particularly to reach the school located on Youville. |

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| Anonymous<br>4/08/2022 11:59 AM | none. |
| Anonymous<br>4/08/2022 12:02 PM | As a driver (and a cyclist, pedestrian, or transit-user) I benefit from fewer cars on the road in terms of both safety, reduced stress, and travel time. The option that encourages other forms of transit than driving and actively discourages driving improves my experience as a motorist, biker, pedestrian, or transit-user. |
| Anonymous<br>4/08/2022 12:05 PM | Benefit would be safer vehicle traffic |
| Anonymous<br>4/08/2022 12:07 PM | More traffic lights |
| Anonymous<br>4/08/2022 12:11 PM | None |
| Anonymous<br>4/08/2022 12:19 PM | It's Winnipeg, it's cold and snowing for 6 months a year, bike lanes are a waste. |
| Anonymous<br>4/08/2022 12:21 PM | you've done a great job making roads better for bikes and pedestrian, now how about cars. A road is not a parking lot, especially when there isn't enough room for two lanes to begin with. Why are there no left turn lanes? Why are the traffic lights setup so you stop at every intersection... shouldn't main roads have a priority, what a waste of gas and wear on vehicles, are you guys getting kick backs from gas or auto companies. |
| Anonymous<br>4/08/2022 12:26 PM | stop adding lights in so many intersections - how is this helping with climate change. |
| Anonymous<br>4/08/2022 12:26 PM | As a driver I have almost hit multiple cyclists at this intersection. Protect them from my commuter vehicle and other, often less conscientious, drivers. Human safety is more important than my convenience as a driver. Any other conclusion is callous and unethical. |
| Anonymous<br>4/08/2022 12:32 PM | Better separation of motor vehicles from bicycles |

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| Anonymous<br>4/08/2022 12:40 PM | There are already plenty of side streets for bikers to get to their destination safely without adding 'designated' bike lanes taking up valuable space for motor vehicles. The area is crowded enough with business alongside the length of the streets, would be a grave mistake if add bike lanes in the mix. There needs to be an overpass!!!!!!!!!! The green space will be a waste, as the area is used primarily for vehicle traffic. |
| Anonymous<br>4/08/2022 12:40 PM | Bike lanes are only used for half the year. Waste of space. |
| Anonymous<br>4/08/2022 12:42 PM | I think that the inconvenience of a light is worth it, as a big problem at that intersection as a motorist is going westbound on marion towards it at 60km/h and then suddenly having to stop quite quickly if someone presses the button. A traffic light would be a lot safer, and if we have a traffic crossing, might as well let bikes cross there too so that the overall car flow in the neighbourhood can be reduced, which leads to shorter commutes. |
| Anonymous<br>4/08/2022 12:44 PM | I don't want cyclists in traffic |
| Anonymous<br>4/08/2022 12:49 PM | Fewer concerns regarding interaction with cyclists on the road |
| Anonymous<br>4/08/2022 12:50 PM | It would keep bikes off the vehicle lanes and reduce conflict |
| Anonymous<br>4/08/2022 12:55 PM | Bicycle traffic slows motor vehicle traffic and takes needed space up. |
| Anonymous<br>4/08/2022 01:00 PM | More bike infrastructure would benefit me as a driver in that it would reduce the amount I have to be a driver. Currently I do no bike much due to a lack of safe infrastructure. |
| Anonymous<br>4/08/2022 01:00 PM | Without bike lanes, cyclists are forced to compete for cars for space on the road, which is frustrating and nervewracking for motorists as well. |
| Anonymous | This is a double turn maneuver with curves that are less than |

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| 4/08/2022 01:13 PM | desirable, so reducing potential conflicts and issues that drivers and cyclists must watch out for if preferable. |
| Anonymous<br>4/08/2022 01:27 PM | minimal time loss while sitting in a controlled environment vehicle |
| Anonymous<br>4/08/2022 01:33 PM | Bikes having their own area makes for better traffic flow |
| Anonymous<br>4/08/2022 01:37 PM | I would not have to worry about potentially killing a person on a bike. |
| Anonymous<br>4/08/2022 01:44 PM | Knowing cyclists are on their own designated lanes, off the roadway, causes less anxiety to me, especially in winter when roads are narrowed by snow/ice and avoiding ruts. |
| Anonymous<br>4/08/2022 01:46 PM | This is always a dangerous curve when the sun is setting, as its a relatively blind corner at speed with limited visibility. Concern that a "wait" period on the crosswalk may result in people jaywalking, which they are prone to do elsewhere in the neighbourhood. |
| Anonymous<br>4/08/2022 01:51 PM | As a driver there’s an added challenge if two-way bike traffic is present alongside the existing lanes |
| Anonymous<br>4/08/2022 01:55 PM | Curve Speed should not be increased for the safety of all road users as it is still a blind turn. You can flatten the curve, but do not increase speed or collisions may occur. |
| Anonymous<br>4/08/2022 02:06 PM | Getting rid of the alley access is the best part. |
| Anonymous<br>4/08/2022 02:15 PM | This area seems busy and it would be safer if bikes where on a different street |
| Anonymous<br>4/08/2022 02:37 PM | Gentler curve may help with slippery road conditions. Pedestrian crossing will be more controlled (often they are far enough apart they need to push the corridor button again) |
| Anonymous | Marion Street does NOT need another traffic light!!!!!!!!!! Adding a |

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| 4/08/2022 02:59 PM | bus lane was bad enough. Trying to accomodate cyclists or pedestrians on this street is ridiculous. It's an traffic coridor with train tracks in several areas. NOT a tourist attraction. The City is going the wrong direction with reducing the speed limit. This whole survey is infuriating. |
| Anonymous<br>4/08/2022 03:00 PM | the main benefit is that, as a driver, I don't have to worry about hitting cyclists. |
| Anonymous<br>4/08/2022 03:16 PM | Benefits would be taking people who are willing to bike out of their cars, making less traffic for me to navigate. |
| Anonymous<br>4/08/2022 03:20 PM | Drawbacks : Vehicles already speed through that intersection, including large pickups. I'm concerned that increasing the speed limit will encourage people to drive faster than they already do. Benefits : The traffic signal would be clearer than the yellow flashing crosswalks that Winnipeg uses. The yellow flashing crosswalks are dangerous because drivers blast through without stopping if they think the pedestrians have crossed, so if a pedestrian is slower than the main group, they're in a lot more danger to get killed. A clear red light is safer for pedestrians, and cyclists, which is a benefit to me as a driver. I'm sick of hearing about pedestrian and cyclist deaths in this city. The city should be safe for everyone instead of catering to speeding drivers. Also, better bike lanes and transit will reduce the amount of traffic, again making the place safer and reduce upkeep costs on the roads. |
| Anonymous<br>4/08/2022 03:35 PM | Anytime you take away motor vehicle lanes for cycling you hinder flow of traffic, more upset drivers, the city always wants to slow the flow of traffic where traffic should flow properly |
| Anonymous<br>4/08/2022 04:09 PM | A benefit of less cars on the road with more people biking. |
| Anonymous<br>4/08/2022 04:17 PM | Controlled lights are better than on demand pedbcrossing |
| Anonymous<br>4/08/2022 04:18 PM | keeping biocycle traffic separate should improve safety! |
| Anonymous<br>4/08/2022 04:20 PM | Less cyclists on the road means faster traffic on the streets. |

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| Anonymous<br>4/08/2022 04:35 PM | Separation of cyclists and motorists preferred, for safety/traffic flow. This is a major artery, you are trying to make it multi. Not very easily accomplished. |
| Anonymous<br>4/08/2022 04:59 PM | Bike lanes are safer than cyclists on the road. |
| Anonymous<br>4/08/2022 05:06 PM | Both options create challenges by closing back lane access points, effort would need to be made to create new access points to closed approaches so as not to limit functionality. |
| Anonymous<br>4/08/2022 05:11 PM | I don't see any drawbacks as a driver. Slower is less stressful & safer. Fellow drivers will complaint about stopping at the half-signal but when timed with the other lights it's only an illusion that it impacts travel time. It will be worse for ped/bikes using Youville who now have to wait a 120second during peak traffic to cross but worth the compromise when improving the street to include bike lanes. |
| Anonymous<br>4/08/2022 05:19 PM | Not as a driver but resident of Prosper. I'd rather no work gets done on our street |
| Anonymous<br>4/08/2022 05:30 PM | I have not travelled this route during rush hour and feel it may be very busy giving reason not to add bike lanes. |
| Anonymous<br>4/08/2022 05:36 PM | Separation of motorists and cyclists. Perhaps option 2 but maintain pedestrian corridor (instead of half signals), |
| Anonymous<br>4/08/2022 05:44 PM | I would feel less likely to collide with a cyclist. |
| Anonymous<br>4/08/2022 05:45 PM | Reducing travel lanes win increase traffic delays, but it is a mess now and getting trapped in the north lane when wanting to go east after Youville is a problem. It has improved with the last lane changing centre line shift, but still a bottle neck and always will be when going from 3 lanes to 2 or less. |
| Anonymous<br>4/08/2022 05:47 PM | less cyclist interaction on the road through the curves |

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| Anonymous<br>4/08/2022 06:57 PM | Traffic would continue to roll at its normal, glacial pace in rush hour. |
| Anonymous<br>4/08/2022 07:56 PM | Safer because reduced speeds no cyclists on the road |
| Anonymous<br>4/08/2022 08:00 PM | As a driver I want you to priorize pedestrians and cyclists. Motor vehicles should no longer be the priority. |
| Anonymous<br>4/08/2022 08:16 PM | I believe the pilot project listed in option provides a safe space for cyclists to ride while still leaving the main roadways for vehicles |
| Anonymous<br>4/08/2022 08:22 PM | The area is already congested. Less space would be silly |
| Anonymous<br>4/08/2022 09:07 PM | Either way will impact driving, so better bikers will use a designated space rather than in the lanes with cars. |
| Anonymous<br>4/08/2022 11:11 PM | Cyclists and pedestrians have their space away from the road |
| Anonymous<br>4/09/2022 12:10 AM | Marion is far too busy of a street to mix bikes with cars. Marion needs to be widened to allow a proper median with proper turning lanes for left hand turn, similar to what was done with St. James Street. There should be double left turns at all sides of Marion and Archibald with the train tracks build as an overpass over Marion. Traffic volumes exceed current infrastructure on Marion at almost all times of the day. |
| Anonymous<br>4/09/2022 12:21 AM | I don’t want to see bike lanes, we have a two lane traffic we don’t need One of the lanes being cut down for bicycles! |
| Anonymous<br>4/09/2022 07:11 AM | Always get stuck at trains on Marion in the morning. Maybe CP can coordinate arriving a few minutes early for the sake of traffic |
| Anonymous<br>4/09/2022 07:24 AM | Safer |
| Anonymous<br>4/09/2022 07:54 AM | Another set of unnecessary traffic lights means increased pollution and more gas being used by vehicles when prices are already at an |

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| | all time high |
| Anonymous<br>4/09/2022 08:39 AM | Simplifying the intersections would make the area safer, narrowing the roadways would encourage drivers to slow to the speed limit. |
| Anonymous<br>4/09/2022 08:53 AM | Reducing any traffic lanes would further cause more congestion |
| Anonymous<br>4/09/2022 09:16 AM | the winter months render the bike lanes useless and I feel that this is not considered in this city by planners |
| Anonymous<br>4/09/2022 09:17 AM | This busy area is not safe for biking - air quality, noise etc - and cost more to build the bike lane. |
| Anonymous<br>4/09/2022 09:25 AM | adding another light would create a nightmare at rush hour |
| Anonymous<br>4/09/2022 09:47 AM | We should not care about motorists, instead we should try to reduce motorist traffic as much as possible! |
| Anonymous<br>4/09/2022 10:32 AM | Better signalling for pedestrians crossing Marion at Youville. With the current on demand pedestrian signal on the curved part, it can be hard to see when you are heading west bound. I worry about collisions there. The only drawback I can see is having to stop and wait at a light but that is a minor drawback. |
| Anonymous<br>4/09/2022 11:18 AM | Both options are a massive improvement for Westbound Travel. Option 2 gets cyclists out of curb lane allowing for more predictable driving (less alertness required, fewer speed or lane changes). Cyclists removed from the traffic makes them fare more visible to parallel drivers during the turn when they are far less likely to be riding in blind spots (and no longer sharing the same few square feet of road). |
| Anonymous<br>4/09/2022 11:31 AM | Cyclists will have dedicated space and reduce potential conflicts and unsafe situations for both cyclists and motorists. |
| Anonymous<br>4/09/2022 02:12 PM | I think as a driver we worry about sharing the road with cyclists. I would prefer not to do this. I also think traffic would flow better making |

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| | travelling times more cost efficient. |
| Anonymous<br>4/09/2022 02:29 PM | This honestly seems like the least ideal option for ALL users. Signalized intersections are definitely a step in the wrong direction. Consider a round about, traffic calming, incentivize motorists to reroute. Both options seem to only make congestion/noise/traffic worse. |
| Anonymous<br>4/09/2022 03:43 PM | Snow clearing only |
| Anonymous<br>4/09/2022 05:00 PM | benefits would include having bikes protected off the road with their own dedicated bike lanes. something which is seen daily in the summer as a high conflict zone. sight lines look better in option 2. |
| Anonymous<br>4/09/2022 05:51 PM | It makes the street safer by giving motor vehicle traffic and bicycle traffic separate space to move around rather than mixing high speed motor vehicle traffic with people on bicycles or people walking. I see no drawback to having safer ways for all road users to get around. |
| Anonymous<br>4/09/2022 06:07 PM | Benefits, even as a driver! If there are safer biking options like separate bike lanes, more people will use them, resulting in less traffic. |
| Anonymous<br>4/09/2022 08:05 PM | Adding more traffic lights on Marion would create more stop and go and slow traffic. |
| Anonymous<br>4/09/2022 08:15 PM | With bikes having their own space, it means less conflict. Clearly the number of people biking is going to increase, so not having a safe place for them to travel is just asking for conflict and collisions. |
| Anonymous<br>4/09/2022 09:25 PM | cost is too great |
| Anonymous<br>4/09/2022 11:15 PM | Improved traffic flow, increased visibility, reduction of unnecessary access points (ie Marion back lane) |
| Anonymous<br>4/10/2022 08:32 AM | Has a driver, I consider the Marion-Goulet-Youville unsafe. Traffic is heavy with a priority on motor. Same at Marion-Goulet-Desmeurrons. |

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| | These streets will have a better commercial and residential appeal and values if speed is reduced. At the moment these unsafe streets are a major deterrent to my family safe transit from home to work and school. We welcome the change and the pacifying of these intersection. Benefits: Safer for all users !! Improved neighborhood connectivity. Improve multiple usage : inter-modality. Reduced interest for transit traffic. Increase bike mobility of short distance North-South users and can reduce car volume at intersections. |
| Anonymous<br>4/10/2022 09:07 AM | Deleting access to the two back lanes is a must. I've had countless close calls when someone decides to slam on their breaks in that zone. Same with the bus, coming around the corner to have a bus parked there is insanity. The zone needs a bike lane. Currently very unsafe for cyclists. |
| Anonymous<br>4/10/2022 09:14 AM | I do not like the bumpout corners on the street. They become difficult for drivers to see oncoming traffic when crossing an intersection and become worse in winter with snow clearing. It seems as if there is less space for two cars to pass. This is my opinion from this same “improvement” in my neighborhood on Fleet Street. Hate the bump outs and find them a safety concern. I think the same thing for Marion and Goulet. It’s a mistake to put in. |
| Anonymous<br>4/10/2022 09:44 AM | I like the proposed backlane access closures. They have always posed a danger. Sight lines and complete street-feel will be improved. |
| Anonymous<br>4/10/2022 10:22 AM | Cyclists will likely be on the road regardless of what is put in place. If there's a designated area for them, this will likely reduce the chance of confusion and accidents. |
| Double_G<br>4/10/2022 12:22 PM | It could potentially cause more dangerous driving conditions if there is an increase in cyclists on the road. However, it will keep the flow of traffic moving more smoothly, as an increase cyclist traffic will not constantly be stopping vehicular traffic to cross the road, which could happen with Zone 2 - Option 2. |
| Anonymous<br>4/10/2022 12:54 PM | Drawback - another set of lights to add to congestion. Smoothed curve only leads to faster vehicle speeds which should NOT be the goal. |
| Anonymous | A lane dedicated to cyclists is the safest option for all. Cyclists are |

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| 4/10/2022 01:03 PM | going to ride on the street regardless if there is a bike lane or not... so might as well make it safe. |
| Anonymous<br>4/10/2022 01:14 PM | Benefits: cyclists would not have to share the road with cars. Drawbacks: would have to pay greater attention for cyclists when turning onto Marion or Goulet from a business or back lane. |
| Anonymous<br>4/10/2022 02:18 PM | Both options reduce the current issue of limited visibility of pedestrians pushing the crosswalk lights and buses stopping. Only option 2 reduces the risk of trying to predict where on the road cyclists will be particularly when there are buses. |
| Anonymous<br>4/10/2022 04:44 PM | Proportion of cyclists to motorists is very low b/c our weather does not allow for it. A minimum usage should be established for bike paths. Without a minimum there is no way to conclude if choices are effective. It appears some bike lanes are utilized less than 5% of the time. Hence a misuse of limited resources to benefit the few who use the lanes as opposed to the many that do not. |
| Anonymous<br>4/10/2022 06:30 PM | If bikes can use the bike lane instead of the road, cars would be less likely to hit cyclists, and traffic would be more efficient because cars wouldn't get slowed down when they're behind a bike. Encouraging more use of bikes also reduces the amount of cars on the road which reduces traffic congestion. |
| Anonymous<br>4/10/2022 07:10 PM | Less chance of car accidents/sliding & varying speeds between drivers. |
| Anonymous<br>4/10/2022 07:47 PM | Safer to get the bikes on a path instead of with traffic at the tight corner. |
| Anonymous<br>4/10/2022 08:45 PM | Knowing cyclists have their own lanes makes driving seem safer as you don't have to worry about a possible cyclist coming onto the road. |
| Anonymous<br>4/10/2022 08:46 PM | More separation for bikes would make everyone safer. |
| Anonymous<br>4/10/2022 09:15 PM | Why would you even consider bike lanes in a city where bikes are only used 4 months of the year? |

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| Anonymous<br>4/11/2022 12:32 AM | It will be safer for cyclists. |
| Anonymous<br>4/11/2022 07:54 AM | Sharing the road often does not work on this street during busy traffic - bikes not keeping up |
| Anonymous<br>4/11/2022 09:08 AM | Installing bike lanes makes driving safer as well since all users have defined spaces to use. Good biking infrastructure reduces traffic and gets people on bikes. |
| Anonymous<br>4/11/2022 09:09 AM | Providing a proper bike lane would remove bikes from the road during the narrow stretch of Marion east of Youville, making for a safer driving experience. |
| Anonymous<br>4/11/2022 09:40 AM | reduce confusion for the driver in this area, improve the pedestrian crossing safety, make room for bikes that connects Transcona to the downtown |
| Anonymous<br>4/11/2022 10:32 AM | I feel safer when I am not sharing the road with cyclists |
| Anonymous<br>4/11/2022 04:00 PM | Separate bicycle lane would reduce points of conflict with vehicles. Improved safety for points of conflict with controlled intersection, rather than pedestrian corridor. There have been many accidents at this intersection. |
| Anonymous<br>4/11/2022 05:29 PM | Reducing vehicle lanes to add bike lanes are a waste of taxpayers money use the money to improve the driving surface of the roadways and direct cyclists to roadways that are not as busy as Marion. |
| Anonymous<br>4/11/2022 07:54 PM | Cyclists would be in a designated lane as opposed to directly on the street |
| Anonymous<br>4/12/2022 10:28 AM | “on-demand” push button and cross offered by a pedestrian crossing is preferred by as a pedestrian and driver |
| Anonymous<br>4/12/2022 11:17 AM | Bike lanes are safer for cyclists. |

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| Anonymous<br>4/12/2022 12:33 PM | Too much traffic for cyclist |
| Anonymous<br>4/12/2022 02:59 PM | Option 2 allows for more predictable traffic flow for both cyclists and motorists. |
| Anonymous<br>4/12/2022 03:39 PM | Bike lanes take away from street parking for vehicles. |
| Anonymous<br>4/12/2022 03:48 PM | Signal intersection gives more warning than pedestrian push to cross. Safer for vehicles and pedestrians. |
| Anonymous<br>4/12/2022 06:07 PM | Bike lanes would benefit both the cyclist and the drivers of automobiles with separate lanes |
| Anonymous<br>4/12/2022 06:08 PM | Would not affect driving, but benefit walking and biking |
| Anonymous<br>4/13/2022 07:40 AM | why add Bike lanes they can not be used 365 days a year total waste of money |
| Anonymous<br>4/13/2022 10:59 AM | Marion desperately needs bike Lanes. The bikes have nowhere to go so they always ride on the sidewalks but then there is no room for the pedestrians |
| Anonymous<br>4/13/2022 12:15 PM | Bikes will stay away from the main road so we know to only look for them at known intersections |
| Anonymous<br>4/13/2022 12:21 PM | no complications |
| Anonymous<br>4/14/2022 02:01 AM | When I drive, I want cyclists to be completely separate from me rather than having to share a lane. Also, when I need to drive, it benefits me when as many people as possible walk or cycle instead of taking a car, which then clutters up the roads more. It shouldn't even be a question to put dedicate cycle paths on mixed use corridors like this. |
| Anonymous | The unidirectional to bidirectional transition would be confusing to |

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| 4/14/2022 05:08 PM | both cyclists and motorists and therefore potentially very unsafe . As would the requirement to cross Marion. |
| Anonymous<br>4/14/2022 05:10 PM | Traffic signals are safer than on demand cross walks |
| Anonymous<br>4/14/2022 08:47 PM | For a major city artery, this is not a great idea. Should have a higher speed limit with grade separation for pedestrians and cyclists. Would not only benefit drivers as they can get to their destinations faster but would also decrease the risk of any pedestrian/cyclists from getting hit. Grade separation is THE WAY to go in 2022. |
| Anonymous<br>4/15/2022 12:12 PM | Every time a bike or pedestrian stops a vehicle it causes more pollution, stopping many vehicles in a day causes allot of pollution having to accelerate from a dead stop. |
| Anonymous<br>4/15/2022 12:15 PM | Youville should not be shut down to cars and used as a bike route as it is really inconvenient and unfair to the motorists who live on the street and pay taxes to have to go completely out of their way just to get home because their house is on the bike route. They should make a bike path and leave the road alone so both can benefit and not be treated unfairly. Because of the bike route we had a hard time finding a direct route to get to our own home and we are fed up with it and the fear of facing fines just because we didn't want to have to detour around and around just to get home. We pay our taxes too. |
| Anonymous<br>4/15/2022 05:16 PM | Better bike infrastructure means more cyclists and less motorists which decreases travel time. |
| Anonymous<br>4/15/2022 07:53 PM | Less bike cross-traffic as cyclists make their way from bidirectional to unidirectional lanes. Less chance of cyclists going the wrong way in one-way areas as a matter of convenience (safety hazard) |
| Anonymous<br>4/16/2022 01:42 AM | This ‘redesign’ doesn’t seem adequate enough to actually address the issues here. Whatever you do though, you have to separate cars from bikes on this stretch. They can’t share a lane without a barrier. That is a disaster waiting to happen. |
| Anonymous<br>4/16/2022 09:42 AM | The half signal means that pedistrians and cyclists woukd need wait for light thus helpingvw traffic on busy times. But i feel the goulet bike lane should be on south side eliminating the need to stop westbound |

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| | trafic on goulet |
| Anonymous<br>4/16/2022 11:38 AM | Bikes would be moved out of traffic for the curve |
| Anonymous<br>4/17/2022 08:45 PM | I think you should go back to the original proposal and tweek it. Just look at the traffic now, It is only going to get worse. We have to come up with a way to handle a significant increase in traffic flow. These proposals are only "bandaide solutions." |
| Anonymous<br>4/17/2022 08:56 PM | As a driver, having cyclists and pedestrians in separate zones helps me know what sort of traffic to expect, and anticipate crossover points and how quickly I need to respond to them. |
| Anonymous<br>4/18/2022 09:41 AM | Less cross walk traffic |
| Anonymous<br>4/18/2022 04:57 PM | If lights it would be safer to turn right onto Marion |
| Anonymous<br>4/18/2022 05:41 PM | The drawback would be the light, which is in both options. If the light only turns red when there are pedestrians that's fine. The on demand light is much better especially during times when there is less pedestrian traffic. The benefits I see in option 2 is that there are safe options for pedestrians and cyclists, making my driving experience better and less stressful in the corner. |
| Anonymous<br>4/18/2022 07:36 PM | This area is incredibly unsafe for both cyclists and pedestrians. There needs to be bypass for major transport away from this area to get to the city without having to use this street. |
| Anonymous<br>4/18/2022 07:38 PM | Motor vehicles would be less of a risk to cyclists |
| Anonymous<br>4/18/2022 07:50 PM | My space would be separate from cyclists |
| Anonymous<br>4/18/2022 08:16 PM | As a driver, I can feel more confident that I won’t put other road users like cyclists in danger when they have protected dedicated lanes. |

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| Anonymous<br>4/18/2022 08:31 PM | I would feel more comfortable with my surroundings, and the movements of other drivers, pedestrians, and people on bicycles around me. Bicycles should however have bidirectional movement on all segments. |
| Anonymous<br>4/18/2022 09:14 PM | Cycling won't have to be with all of the cars |
| Anonymous<br>4/18/2022 09:58 PM | Drawbacks are irrelevant if this is safer for people not in cars. |
| Anonymous<br>4/18/2022 09:59 PM | I think with both options there's the same amount of room for cars. The bike lane isn't really even part of the traffic around the lights so it should be fine either way. As someone who bikes I would just rather go with option 2 since it's the one that gives cyclists some thought. |
| Anonymous<br>4/18/2022 10:10 PM | The implications for motorists are the same. I prefer option 2 as an overall solution. |
| Anonymous<br>4/18/2022 11:11 PM | Ultimately, this would keep the complexity at the split between Marion and Goulet at a minimum, as the additional bike lane traffic could add some additional layers to navigate - however as noted the flattening of the curves there would improve site lines. |
| Anonymous<br>4/19/2022 12:05 AM | the drawback at the lights for youville and marion, I perferr the demand light |
| Anonymous<br>4/19/2022 12:30 AM | Adding more light controlled stops will increase traffic congestion needlessly on a spot that sees little to no pedestrian traffic. Alongside the already slower speeds, these delays will build and become an even bigger nightmare for all parties involved |
| Anonymous<br>4/19/2022 08:29 AM | The curve there is quite slippery in winter or in rain. having a bike lane would make it more congested. I really wish there was a NEITHER option for some of these questions |
| Anonymous<br>4/19/2022 09:04 AM | Moving bike traffic from low-volume Eugenie on to high-volume Marion makes me feel less comfortable as a driver while cyclists are on such a busy road. |

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| Anonymous<br>4/19/2022 09:31 AM | I believe the push button crosswalk is the best option as a driver aswell as a pedestrian |
| Anonymous<br>4/19/2022 09:44 AM | That corner is bad for pot holes and ice, there is a lot of traffic backlog going through the “S” corner because of this and people don’t need the added stress of bikes on the road when some don’t even follow the rules they are supposed. |
| Anonymous<br>4/19/2022 11:06 AM | None, I can go very fast without really any impedements. If I lose control going into the Marion/Goulet s-turn, my vehicle could kill everyone waiting on the island. I would rather want to proceed slowly, even when I have a green light, through the intersection. |
| Anonymous<br>4/19/2022 11:48 AM | It would slow traffic, which is good. It would make streets safer (which is good), it would reduce accidents due to reduced speeds (also good). I like driving but I like safe streets MORE. |
| Anonymous<br>4/19/2022 12:01 PM | Safer bike lanes=safer driving lanes. |
| Anonymous<br>4/19/2022 01:13 PM | I am very much pro making things better for cyclists and pedestrians, the slight change in wait times doesn't bother me at all. |
| Anonymous<br>4/19/2022 01:32 PM | Keeping bikes out of motor vehicle lanes a big benefit and safety feature. May encourage less vehicle traffic in the area |
| Anonymous<br>4/19/2022 01:47 PM | Benefits - I would not have to contend with cyclists on the roadway (they would be safely in their protected bike lanes) Drawbacks - none |
| Anonymous<br>4/19/2022 02:11 PM | benefits would be that I would be mindfull of sharing a lane with a bike and drawbacks would be that there would be less space on the road to drive unless we winded the road. |
| Anonymous<br>4/19/2022 07:12 PM | I think with the added bike lane it would be safer since that corner can be unsafe and a bike can just appear when you round the corner. so I think it would keep both sides safer |
| Anonymous | As a driver, a drawback would be artificially slowing traffic. A benefit |

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| 4/19/2022 09:59 PM | would be separating bike away from motorized traffic. Increasing traffic speed would allow drivers to focus on the vehicle to focus on surrounding area, then an artificially lowered speed limit |
| Anonymous<br>4/20/2022 12:16 AM | When cyclists are safe, everyone is better off. When roadways leave room for everyone and incentivize driving more slowly, everyone is better off. |
| Anonymous<br>4/20/2022 07:59 AM | This is a High Vehicle route in and out of downtown Winnipeg. Plus lots of street parking is needed because the spaces are always used up by clients attending medical appointments 4 or 5 blocks away from the St B Hospital, or at the medicals clinics on Marion St... Converting a Automobile lane into a Separate BIKE Lane is not needed in this area.. Bicyclist can go one block south of Marion St. to the lower traffic streets ie: Horace St. which is already must safer. |
| Anonymous<br>4/20/2022 08:35 AM | More room on the road for drivers to pass. Lots of commercial properties in the area require delivery trucks to idle on the street while making deliveries. |
| Anonymous<br>4/20/2022 03:37 PM | Contain and separate the cyclists to keep from interacting with vehicles |
| Anonymous<br>4/20/2022 05:59 PM | Having cyclists off the street where motorists are is best case scenario for everyone |
| Anonymous<br>4/20/2022 06:38 PM | The smoother curve might make vehicle speeds a little higher, but the proposed plans for Zone 1 will do nothing to speed up traffic, just to slow it down. |
| Anonymous<br>4/20/2022 07:53 PM | No conflicts with cyclists. |
| Anonymous<br>4/21/2022 08:59 AM | There are huge benefits for drivers - we will rest assured that cyclist are safe in their own space. |
| Anonymous<br>4/21/2022 09:06 AM | These corners are particularly troublesome in the winter. I see both options as an improvement for drivers, but option 2 is also improved for cyclists. |

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| Anonymous<br>4/21/2022 09:19 AM | It already takes to long to move through this area by car. as well as I hardly see cyclists in this are when I'm driving through |
| Anonymous<br>4/21/2022 09:26 AM | Improved sight lines would be good, but I would prefer the back lane was closed entirely to motorists |
| Anonymous<br>4/21/2022 09:31 AM | I like that cyclists would be separated/protected. |
| Anonymous<br>4/21/2022 09:55 AM | It's hard enough to get around this city, and bike lanes are used a few months a year at best, this pet project is a ridiculous waste of money. |
| Anonymous<br>4/21/2022 10:29 AM | I think for a greener city we need bike lanes everywhere we have roads. The drawbacks are these bike lanes then are "bike lane islands" in which you then have to share the road way with the vehicles again when this lane ends. Which makes it very frustrating for drivers who do not expect the cyclists. I see the future advantage of option 2 but it will create some contention between cyclists and drivers now due to the fact that our city does not have a fully connected bike system. |
| Anonymous<br>4/21/2022 10:32 AM | No Traffic Signals - poor flow of traffic |
| Anonymous<br>4/21/2022 10:39 AM | I don't see it as a personal benefit, it is a city benefit to see cars not as the priority, but instead people in the neighbourhood, whether they are pedestrians, mobility challenged, cyclists or drivers - I don't care if I'm inconvenienced as a driver if more people can move around the area using active and public transportation options |
| Anonymous<br>4/21/2022 11:16 AM | The lane entrance at Youville heading west would be closed. I use this lane almost every time that I travel west on Marion transitioning to Goulet. This is a drawback. |
| Anonymous<br>4/21/2022 11:53 AM | it would not change for me as a driver but would allow for more safety regarding cyclists and pedestrians |
| Anonymous<br>4/21/2022 01:21 PM | The city of Winnipeg should start focusing on improving vehicle traffic, not create traffic jams. Marion is an important east-west route in St. |

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| | Boniface and you propose lane deletes and curb bumpouts? Eliminating parking spots? Center lane diviver where business loses access? Population is increasing, there are more vehicles on the road every year and you start creating obstacles? You're doing the opposite of what your job is, which should be improving traffic flow, reducing gridlocks expanding space to allow for future needs of citizens. |
| Anonymous<br>4/21/2022 02:40 PM | More unnecessary stop lights, need to have more investigation into alternatives. |
| Anonymous<br>4/21/2022 07:54 PM | Protected/designated bike lanes in the same direction as traffic makes me feel safer that I won't hit ththe yahoo cyclists out there. The areas are clearly defined. |
| Anonymous<br>4/21/2022 11:05 PM | With more bike paths being implemented I feel not all cyclists will abide by transportation laws accordingly. Pedestrians have right away as a cyclist you act as a motor vehicle abiding by rules of the road bike paths create false safety. |
| Anonymous<br>4/21/2022 11:11 PM | no difference |
| Anonymous<br>4/22/2022 06:20 AM | Driving near cyclists is always tricky. It is often too tight and concerning that I (or someone else) will get too close and cause an accident or injury. The streets have their roughest paving patches along the curb, right where cyclists are expected to ride. This can cause them to lose control, or swerve out into vehicular traffic to avoid losing control or sustaining damage to their cycles. |
| Anonymous<br>4/22/2022 07:14 AM | Easier to get onto Marion from youville. |
| Anonymous<br>4/22/2022 02:17 PM | I'm scared I will hit cyclists - there is no protected bikelane as I have to swerve in and out of potholes. |
| Anonymous<br>4/22/2022 03:51 PM | The Goulet crosswalk currently is at a bad blind angle/bend for pedestrians to cross at. Lights presently would need to be brought closer to East of bend. Would need additional warning lights for on coming traffic. |

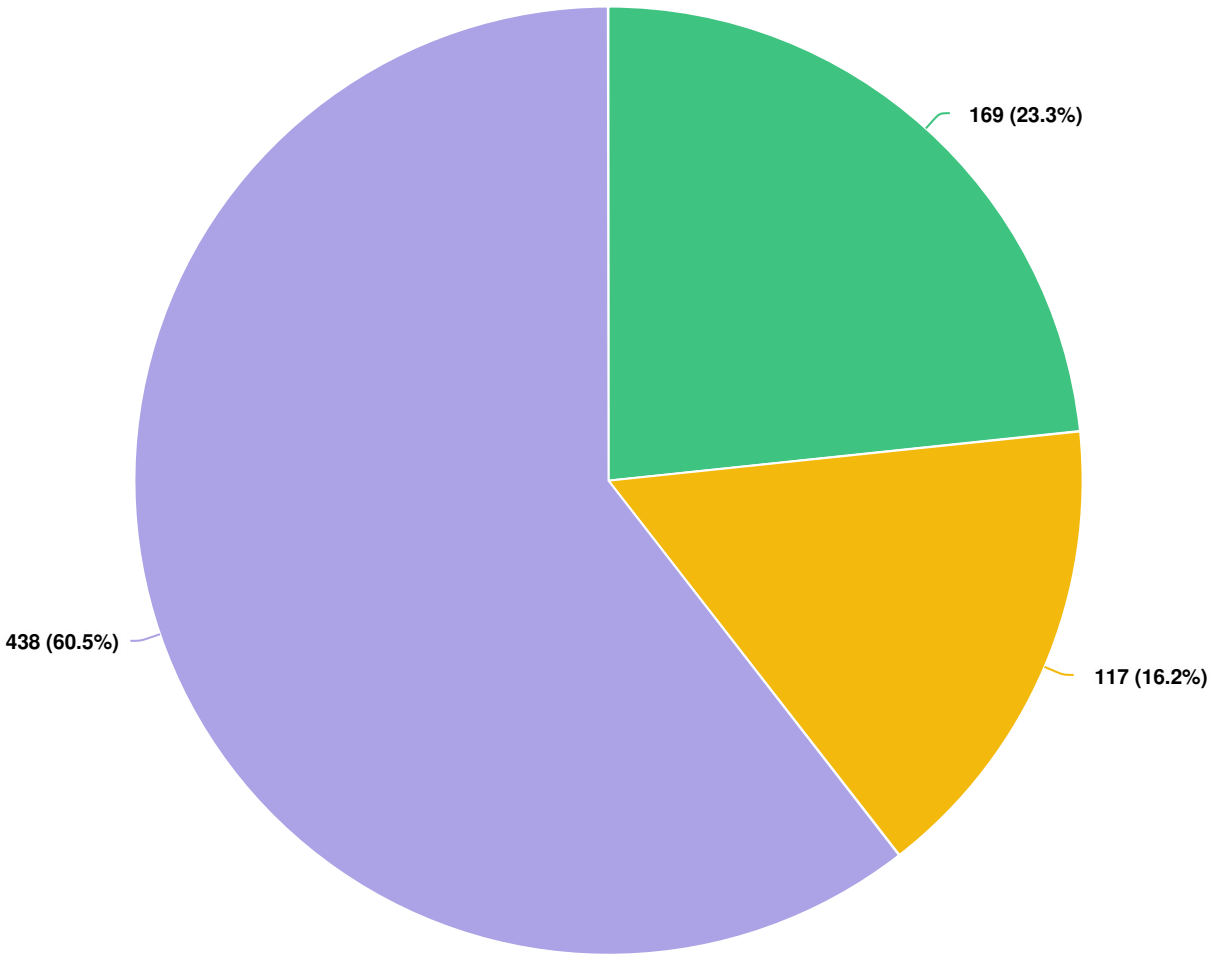
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| Anonymous<br>4/22/2022 05:08 PM | It would not change much with the proposed changes or staying as is. |
| Anonymous<br>4/22/2022 05:26 PM | Too much access to cars, bikes and foot traffic will become a safety issue to all involved on a busy street like this. |
| Anonymous<br>4/22/2022 07:30 PM | No bikes in vehicle lanes |
| Anonymous<br>4/22/2022 08:30 PM | The addition of bike lanes seems to make this passage less safe for motorists |
| Anonymous<br>4/22/2022 10:00 PM | All I want to say is no bike lanes and put the speed back to 60! |
| Anonymous<br>4/23/2022 10:05 AM | I know where to expect cyclists when there is designated bike lanes. I feel less worried about hitting a cyclist. |
| Anonymous<br>4/23/2022 03:53 PM | I think the improvements to the road surface and no access to the westbound Marion backlane access would make the intersection much safer. I see no problems with adding a traffic light to the location to improve active transportation, as it could be easily factored into my drive times. |
| Anonymous<br>4/23/2022 05:12 PM | Shallower turns, better visibility |
| Anonymous<br>4/24/2022 09:14 PM | As a driver there are controlled pedestrians crossings already so the more improvements for visible pedestrian and cyclists crossings the better. |
| Anonymous<br>4/24/2022 10:30 PM | Less fear of hitting a cyclist |
| Anonymous<br>4/24/2022 05:26 PM | Reduce conflict and confusion between motorists/pedestrians vs cyclists |
| Anonymous<br>4/25/2022 01:28 PM | I appreciate multi-transport & multi-use areas, even when I’m driving. Makes the city seem more accessible |

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| Anonymous<br>4/24/2022 05:26 PM | Reduce conflict and confusion between motorists/pedestrians vs cyclists |
| Anonymous<br>4/26/2022 02:12 PM | Movement without additional distraction from cyclists |
| dorbarker<br>4/26/2022 04:47 PM | With different modes segregated, I would feel be more confident that I would not accidentally hurt someone with my car. The signalized intersection gives other modes a chance to safely cross, and presents a minimal delay. |
| Anonymous<br>4/26/2022 11:03 PM | This would allow both bikers and pedestrians to cross Marion and Goulet safely. Would prefer a signalized intersection crossing as opposed to a pedestrian cross-walk due to the uncertainty of activation of the crossing lights. |
| Anonymous<br>4/27/2022 09:07 AM | Drawback - Don't like the addition of a stop light. |
| Anonymous<br>4/27/2022 11:50 AM | Built in reality - cyclist will not take a "longer" route to help cars go faster. Out of date concept, and seen as discriminatory. |
| Anonymous<br>4/27/2022 08:44 PM | As a driver I would feel more reassured cyclists have their own dedicated lane. |
| Anonymous<br>4/28/2022 07:33 AM | i feel better when cyclists and motorists have more space from each other. |
| Anonymous<br>4/28/2022 10:17 AM | I would appreciate that bikes and cars are separate and consequently a safer driver experience. |
| Anonymous<br>4/28/2022 10:17 AM | I would appreciate that bikes and cars are separate and consequently a safer driver experience. |
| Anonymous<br>4/28/2022 07:33 AM | i feel better when cyclists and motorists have more space from each other. |

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| Anonymous<br>4/28/2022 02:17 PM | drawback- risk for rear end collision for vehicles turning onto Youville |
| Anonymous<br>4/28/2022 05:24 PM | The s curve onto goulet is very dangerous - lanes are rarely marked, the curve is too sharp and vehicles meander between lanes and visibility coming around the corner in the left lane is terrible - keeping cyclists and pedestrians better separated from cars is much better |
| Anonymous<br>4/28/2022 05:42 PM | A safe crossing for everyone improves safety for everyone |
| Anonymous<br>4/28/2022 09:09 PM | I know many cyclists will use this so, this will help |

**Optional question** (397 response(s), 327 skipped)
**Question type:** Essay Question

## Q9 As a cyclist, which proposed option would make you feel safest?




**Question options**

- Not applicable, I do not bike in this area
- Zone 2 – Option 1: Updates to Youville and Marion without bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion with the uni-directional to bi-directional bike lane transition

*Mandatory Question (721 response(s))*
*Question type: Radio Button Question*

## Q10 Please describe the benefits or drawbacks this option would present to you as a cyclist.

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| Anonymous<br>4/07/2022 02:23 PM | Avoids in street riding |
| Anonymous<br>4/07/2022 02:26 PM | Giving a dedicated place for all users, throughout, enhances safety for everyone. |
| Anonymous<br>4/07/2022 02:31 PM | Cutting down lanes of vehicles increases congestion and is frustrating for everyone. Car exhaust is increased and hard to avoid breathing it in with long rows of cars jammed in traffic. |
| Anonymous<br>4/07/2022 02:32 PM | this would make me feel safer and a cyclist. right now i enter going north on youville and i use the cross walk there to get to the other side. i often do not feel safe there because the fast vehicles and often people do not stop for the lights. |
| Anonymous<br>4/07/2022 02:36 PM | Less risk of collision |
| Anonymous<br>4/07/2022 02:39 PM | I've been cycling for almost 30 years there, never been a problem. I can wait for the traffic to stop using the pedestrian lights |
| Anonymous<br>4/07/2022 02:46 PM | Not including bike lanes makes it more dangerous to cycle. |
| Anonymous<br>4/07/2022 02:48 PM | I would feel much safer riding along Eugenie than on the really busy roadway of Marion |
| DM<br>4/07/2022 02:49 PM | n/a |
| Anonymous<br>4/07/2022 03:00 PM | The chief benefits of Option 2 would be access to shopping on Marion and Goulet and a direct connection to the Forks and the downtown bicycle networks. The drawbacks would be that the west-bound and east-bound paths would be separated by a (short) block and that moving from the two-way path to the west-bound path would require crossing the street. |

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| Anonymous<br>4/07/2022 03:02 PM | While for East/West travel the adjacent Greenway is more ideal, I just cannot expect all cyclists to either share the road with cars or divert for short distances. I also question how cyclists get to Eugene from Queen Elizabeth Way. |
| Anonymous<br>4/07/2022 03:05 PM | I would prefer to bike in a protected lane rather than on these busy streets. |
| Anonymous<br>4/07/2022 03:09 PM | Having a dedicated space at an area with a challenging intersection and leading towards a quickening auto speed area would make me feel much safer than not having dedicated infrastructure. |
| Anonymous<br>4/07/2022 03:10 PM | This area needs more focus on cycling lanes. It would be rediculous to update Marion and Goulet westward with bike lanes, and have them not continue through to at the very least Archibald. |
| Anonymous<br>4/07/2022 03:12 PM | The entire area is currently death trap for cyclists. Segregated bike lanes with large bollards and curbs for protection is the only way to signal to motorists that cyclists are allowed to exist there. |
| Anonymous<br>4/07/2022 03:13 PM | easier access for bikes while retaining car traffic |
| Anonymous<br>4/07/2022 03:17 PM | This would provide a safer space to bike. |
| Anonymous<br>4/07/2022 03:32 PM | As a cyclist this would improve the bike accessibility and linkages to other dedicated bike routes already in existence in Winnipeg. |
| Anonymous<br>4/07/2022 03:44 PM | less chance of being hit by a car |
| Anonymous<br>4/07/2022 03:47 PM | i always feel safest when not sharing the roadway with cars |
| Anonymous<br>4/07/2022 03:54 PM | anyway to get off the road and into a separate path is a huge benefit to cyclists |
| Anonymous | WASTE OF MONEY. CYCLISTS WOULD RATHER RIDE ON THE |

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| 4/07/2022 04:14 PM | SIDEWALKS INSTEAD OF USING THE BIKE PATHS, SEE IT ALL THE TIME. |
| Anonymous<br>4/07/2022 04:29 PM | Biking in a protected lane is safer and more comfortable. |
| Anonymous<br>4/07/2022 04:32 PM | i would never bike on marion |
| Anonymous<br>4/07/2022 04:47 PM | benefit: actual separated, hopefully at a different grade than the road, bike lanes. lane needs to remain raised when crossing approaches and side streets as well. |
| Anonymous<br>4/07/2022 04:56 PM | Send cyclists through residential areas. |
| Anonymous<br>4/07/2022 05:04 PM | Dedicated bike lanes are always safer |
| Anonymous<br>4/07/2022 05:15 PM | Connecting the Youville summer active transport would be very beneficial and worth any drawbacks, as this is widely used by bicycles all summer since implementing it last year. |
| Anonymous<br>4/07/2022 05:22 PM | Provides a bike safe accessable lane on a very busy, narrow and often high speed road. |
| Anonymous<br>4/07/2022 05:26 PM | As an avid cyclist, I have always used the side streets that run parallel to Marion and Goulet. Much safer option, as there is less traffic. |
| Anonymous<br>4/07/2022 05:28 PM | seems safer |
| Anonymous<br>4/07/2022 05:34 PM | I don’t mind sharing the road |
| Anonymous<br>4/07/2022 05:40 PM | Bike traffic will always be an issue, let them ride on sidewalks. I do and will continue to do so as it is the absolute safest. |

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| Anonymous<br>4/07/2022 05:47 PM | we need more traffic lanes not less, look what you did to Empress 2 lanes down to one. Bike paths should be a street or 2 over on residential streets not main thorough fares. |
| Anonymous<br>4/07/2022 06:04 PM | The city might lose photo enforcement money. |
| Anonymous<br>4/07/2022 06:20 PM | Would significantly prefer having bike lanes as a cyclist. It allows for more direct travel to destinations along Marion/Goulet, and certainly improves cyclist safety |
| Anonymous<br>4/07/2022 06:29 PM | Biking not necessary here |
| Anonymous<br>4/07/2022 06:51 PM | Cycling on the adjacent Greenway is not as convenient/ does not have the same access to destinations |
| Anonymous<br>4/07/2022 07:01 PM | The benefit is is works best with cars and trucks and buses. |
| Anonymous<br>4/07/2022 07:08 PM | Reduced risk of being hit by vehicle from cycling in traffic. More streamlined roadway |
| Anonymous<br>4/07/2022 07:19 PM | City drivers do not respect cyclists and drive dangerously by them. Separate paths will take bikes off the sidewalks and also make it safer for pedestrians |
| Anonymous<br>4/07/2022 07:27 PM | N/A |
| Anonymous<br>4/07/2022 07:34 PM | Safer transition between arterial roads. |
| Anonymous<br>4/07/2022 07:39 PM | A multi-use path is better than it currently is, allowing cyclists to feel safer, plus connecting (eventually?) to southbound Archibald. |
| Anonymous<br>4/07/2022 07:43 PM | As a cyclist, I avoid the main thoroughfares now as the current vehicular lanes are much too narrow. It's also noisy and the vehicle emissions (especially from trucks) is terrible. |

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| Anonymous<br>4/07/2022 07:47 PM | Benefit - dedicated infrastructure will build the confidence of would be commuters. |
| Anonymous<br>4/07/2022 07:52 PM | Bike lanes should be extended all the way east to Archibald. Every new street renewal on arterial streets should include micro-mobility infrastructure separate from regular sidewalks and roadways designated for vehicles. |
| Anonymous<br>4/07/2022 07:59 PM | The city’s ability to clear snow, street clean, and maintain active transit corridors. |
| Anonymous<br>4/07/2022 08:07 PM | I would love to see a bike path in St Boniface that connects to other existing bike paths. I don’t want to see bike lanes on Marion and Goulet. |
| Anonymous<br>4/07/2022 08:14 PM | I never take the busiest route in a bike. It’s irresponsible. |
| Anonymous<br>4/07/2022 08:17 PM | Separate bike lanes are always safer for the cyclist. |
| Anonymous<br>4/07/2022 08:27 PM | No bike lanes- majority wins! What’s with the heart on for bike lanes when more vehicles are expected?! R u slow? |
| Anonymous<br>4/07/2022 08:50 PM | It means I won't have to ride on the sidewalk and worry about pedestrians |
| Anonymous<br>4/07/2022 09:36 PM | Adding sufficient infrastructure to guide and legitimize my journey is a good thing compared to the current system, which feels a bit like breaking the rules, and is very busy and unfriendly towards cyclists. |
| Anonymous<br>4/07/2022 09:36 PM | No traffic lights |
| Anonymous<br>4/07/2022 09:49 PM | Keep cyclists separate from vehicles as space allows while keeping cyclist off sidewalks |

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| Anonymous<br>4/07/2022 09:50 PM | I don’t cycle |
| Anonymous<br>4/07/2022 09:53 PM | Off-street bike lanes are brilliant. Much safer, and they encourage people to bike more. |
| Anonymous<br>4/07/2022 10:04 PM | It sounds like there might be an inconvenience related to goulet but other than that this options sounds good to me! |
| VP<br>4/07/2022 10:22 PM | It is similar to Assinimoin avenue. We are getting used to it. |
| Anonymous<br>4/07/2022 10:54 PM | Protects cyclists in a high speed, low visibility area by giving them a designated lane that is physically separated from vehicular traffic. |
| Anonymous<br>4/07/2022 10:56 PM | Better access. Safety and ability to cycle |
| Anonymous<br>4/07/2022 11:14 PM | Move bike lanes to side streets |
| Anonymous<br>4/07/2022 11:21 PM | Bike lanes on marion and goulet are needed |
| Anonymous<br>4/07/2022 11:24 PM | Dedicated bike lanes are always preferable for cyclists if done properly. |
| Anonymous<br>4/07/2022 11:32 PM | There are safer roads to bike on to get to the same place |
| Anonymous<br>4/07/2022 11:33 PM | If the bike lane is protected then it's great, if it's not then it's useless. The benefit is it's direct. Forcing bikes on to side streets and alternative routes doesn't make any sense if you want more people up to commute by bike. The bike should be direct, cars can take a more round about route. |
| Anonymous<br>4/07/2022 11:48 PM | N/A |

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| Anonymous<br>4/08/2022 05:30 AM | Being separated from cars in this busy intersection would make me feel much safer and more likely to access this neighborhood by bike. |
| Anonymous<br>4/08/2022 07:08 AM | Bikes get their own lane but right turning vehicles need to watch for bikes. Maybe the bikes path would be better in the left side. |
| Anonymous<br>4/08/2022 07:12 AM | Separated from cars, more visible |
| Anonymous<br>4/08/2022 07:21 AM | Safeway and away from vehicles. |
| Anonymous<br>4/08/2022 07:34 AM | Bike lanes here would be frivolous. Route cyclists onto lower volume residential streets. As someone who rides a bike, I cannot believe how dumb most cyclists are in demanding to slow higher volume routes for their convenience. Ride and extra block, figure it out! |
| Anonymous<br>4/08/2022 07:48 AM | The problem with protected bike lanes (especially in Winnipeg) is they have been so poorly implemented in the past in that they eventually force you into dangerous situations - along Pembina you are constantly forced around bus stops and going up and down the curb, at the Norwood bridge there is no good way to go from the road to the bike lane and back so you choose to ride on the sidewalk before and after the bike lane or skip the bike lane altogether but motorists expect you to be in the lane so they are surprised at best and mad at worst. If you can't do it right, I'd rather see a wide enough lane to ride safely on the road. |
| Anonymous<br>4/08/2022 07:55 AM | Please make a uni-directional bike lane instead of bi-directional |
| Anonymous<br>4/08/2022 08:01 AM | Having safe bike lanes is a must in all major aspects of the city to increase ridership as it is safer and more direct |
| Anonymous<br>4/08/2022 08:10 AM | safety, as bikes would not be forced onto the road, along with cars, which tend to go fast around these turns |
| Anonymous<br>4/08/2022 08:16 AM | see note above |

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| Anonymous<br>4/08/2022 08:18 AM | Safer for cyclists. Having a dedicated space for cycling prevents vehicles from encroaching or refusing to share the road. Fewer incidents of vehicle and cyclist altercation. |
| Anonymous<br>4/08/2022 08:23 AM | A sperate bike path away from roads. Less aggravated road rage and a much more enjoyable ride. |
| Anonymous<br>4/08/2022 08:29 AM | Safety improvements. |
| Anonymous<br>4/08/2022 08:29 AM | Cycling on Marion is dangerous as-is, we need to do what we can to get cyclists into a designated bike lane. Please consider extending the multi-use path all the way to Lagimodiere so cyclists have that option as well. |
| Anonymous<br>4/08/2022 08:32 AM | There are too many areas where cyclists are forced to cross vehicle traffic. This will not go over well. |
| Anonymous<br>4/08/2022 08:40 AM | i would never ride down Marion on my bike. |
| Anonymous<br>4/08/2022 08:44 AM | As a cyclist, I do not believe that travelling on busy Winnipeg routes is in my best interests. It is just not safe. I also note that, for the majority of Winnipeggers, cycling is a very seasonal activity, that does not warrant the establishment of year-round impediments to motor-vehicle traffic flow. |
| Anonymous<br>4/08/2022 08:49 AM | It takes care of some safety concerns I have without over spending on unneeded additions |
| Anonymous<br>4/08/2022 08:50 AM | There is an actual bike lane that provides separation from motorists. |
| Anonymous<br>4/08/2022 08:57 AM | safer |
| Anonymous<br>4/08/2022 08:59 AM | I chose an option because there isn't an option of do nothing. See my final comments about this whole plan. |

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|---|---|
| Anonymous<br>4/08/2022 09:00 AM | Safety |
| Anonymous<br>4/08/2022 09:01 AM | Better connectivity |
| Anonymous<br>4/08/2022 09:12 AM | I feel safer as a cyclist having dedicated infrastructure that reduces the need to ride on the road, unprotected, occasionally having to avoid potholes while also dealing with motorists passing closely by me |
| Anonymous<br>4/08/2022 09:12 AM | Please see my answer in question 9 |
| Anonymous<br>4/08/2022 09:16 AM | I do cycle in the area and anything that allows a protected area to ride apart from cars is an improvement. Studies in other cities have shown anything done to improve accessability and safety for pedestrians and cyclists has economic benefits |
| Anonymous<br>4/08/2022 09:17 AM | This keeps everyone safe |
| Anonymous<br>4/08/2022 09:18 AM | Vehicles are always a wild card and unpredictable. |
| Anonymous<br>4/08/2022 09:20 AM | None I can find another way |
| Anonymous<br>4/08/2022 09:21 AM | Protected cycle lanes are always preferred as a cyclist from a safety perspective (separation from vehicle traffic). Option 2 makes the most sense particularly if Option 2 is selected for the Marion-Goulet couplet as it ties together with the uni-directional cycle lanes. |
| Anonymous<br>4/08/2022 09:22 AM | Any separated bike lanes in the city are a plus, designated bike lanes are not safe in our opinion. |
| Anonymous<br>4/08/2022 09:23 AM | Benefits? Option 1 has no benefit at all for cyclists here. |
| Anonymous<br>4/08/2022 09:24 AM | The only safe way for cyclists, is to have their own designated lane. |

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| Anonymous<br>4/08/2022 09:29 AM | improved safety |
| Anonymous<br>4/08/2022 09:31 AM | People don’t like bike lanes. Not used in winter |
| Anonymous<br>4/08/2022 09:36 AM | That is currently a tough area to Bike through. the bike lanes would improve the rideability |
| Anonymous<br>4/08/2022 09:36 AM | Safer biking option while biking in east /west directions |
| Anonymous<br>4/08/2022 09:38 AM | This would provide easier access to work. |
| Anonymous<br>4/08/2022 09:39 AM | I would appreciate being off the road in this challenging corner |
| Anonymous<br>4/08/2022 09:43 AM | Not having to worry about drivers who are in too much of a rush to safely pass when I am using a reasonable portion of the lane makes it safer for everyone. |
| Anonymous<br>4/08/2022 09:52 AM | it would be territble to do phase 1 option 2 and then just have the bike lanes end at that corner. Needs to be bike lanes as provided in phase 2 option 2 |
| Anonymous<br>4/08/2022 09:52 AM | Space free from encroachment by drivers. |
| Anonymous<br>4/08/2022 09:55 AM | That stretch of road is currently very intimidating as a cyclist. |
| Anonymous<br>4/08/2022 09:56 AM | Alternate safer routes exist, i use those regardless of what's built on marion. |
| Anonymous<br>4/08/2022 09:59 AM | Same as above. The problem is the streets in questions are large arterial routes for city traffic, these routes need to be efficient. I love biking, but the bike lanes and infrastructure need to be direct but off the main artery of traffic.. everyone benefits from that. |

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| Anonymous<br>4/08/2022 10:02 AM | safety. |
| Anonymous<br>4/08/2022 10:04 AM | If I am trying to make my way along Youville across Marion / Goulet, this option makes it a lot clearer to have a safe way to go. As it is now, I have to negotiate between pedestrian paths and vehicle paths, dismounting at the crosswalk, etc., which is not great. |
| Anonymous<br>4/08/2022 10:07 AM | Keeping cycling routes along major thoroughfares is important as commuter biking should be able to follow standard routes and access points to groceries, and other commercial businesses along Marion/Goulet. Is the proposed multi-use path along Marion separated? Because as a cyclist on this stretch, it is very scary to be as close to large trucks that are moving quickly along this stretch. |
| Anonymous<br>4/08/2022 10:09 AM | Linking the Youville area to HappyLand and southbound bike routes more easily than now. |
| Anonymous<br>4/08/2022 10:17 AM | Separation from the roadway reduces the risk of being hit by a car. |
| Anonymous<br>4/08/2022 10:25 AM | as a cyclist i would prefer to be on a separate path then a vehicle |
| Anonymous<br>4/08/2022 10:42 AM | Multi-use path along Marion would be a big improvement. A designated bike lane gives cyclists more options to travel throughout the city, depending on their desired destinations. |
| Anonymous<br>4/08/2022 10:47 AM | KEEP THE BIKES OFF THE ROAD |
| Anonymous<br>4/08/2022 10:49 AM | Bike lanes are necessary to provide safer active transportation options in this city. As it is, I am too afraid to cycle this route. |
| Anonymous<br>4/08/2022 10:58 AM | Having a designated bike lane that is separated from the motor vehicles would make me feel much safer. |
| Anonymous | Would feel much safer riding on the bike paths rather than the road at |

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| 4/08/2022 11:06 AM | that intersection. |
| Anonymous<br>4/08/2022 11:06 AM | More bike lanes that connect more parts of the city make it safer to navigate the whole of Winnipeg as a cyclist much easier. |
| Anonymous<br>4/08/2022 11:10 AM | There's no need to cross over to Goulet as a biker. Separation is safer in this case |
| Anonymous<br>4/08/2022 11:21 AM | Much more accessible. |
| Anonymous<br>4/08/2022 11:22 AM | Keeps me out of traffic |
| Anonymous<br>4/08/2022 11:24 AM | Selection of Option 2 should not preclude greenway development of Eugenie, Evans, etc. through Happyland Park. |
| Anonymous<br>4/08/2022 11:35 AM | off the road, which is more inviting and safer |
| Anonymous<br>4/08/2022 11:41 AM | Not sure |
| Anonymous<br>4/08/2022 11:46 AM | It's much safer to ride on a protected bike lane then it would be to share traffic with vehciles that weigh 2 tons or more. It also allows me to bike to amenities comfortably without fearing for my safety. It also reduces points of contact, and allows me to perform physical activity while performing my daily errands. It's practical health if I may call it. |
| Anonymous<br>4/08/2022 11:49 AM | Bike lane availability aside, Winnipeg has next to no cyclists in the winter for obvious reasons. Why are we going out of our way to make sure cyclists have dedicated lanes there. |
| Anonymous<br>4/08/2022 11:56 AM | separation from motor vehicles, less passing and being passed |
| Anonymous<br>4/08/2022 11:59 AM | The bike lanes are separated from the road traffic, which is awesome. Seems like that space would be unused otherwise. |

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| Anonymous<br>4/08/2022 11:59 AM | It would be safe for a cyclist at the area. |
| Anonymous<br>4/08/2022 12:02 PM | Access to main roads in a safe manor is vital to the safety of pedestrians and cyclists. Designated bike lanes would help cyclists feel safer and reduce the amount of cars on the road. |
| Anonymous<br>4/08/2022 12:02 PM | See above response—encouraging non-driving options and discouraging driving benefits motorists, cyclists, pedestrians, and transit users. Everyone, in other words. |
| Anonymous<br>4/08/2022 12:05 PM | Benefit would be safer for bike traffic |
| Anonymous<br>4/08/2022 12:07 PM | A bi directional path creates danger. when cycling westbound on an eastbound side of the road, motorists crossing to turn eastbound do not check the westbound direction. Time lost Having to cross traffic to get on to a short multi user path just to cross traffic again may not outweigh the risks of staying on the road before and after the change |
| Anonymous<br>4/08/2022 12:11 PM | Safer access, avoid encroaching on pedestrians |
| Anonymous<br>4/08/2022 12:19 PM | It's Winnipeg, it's cold and snowing for 6 months a year, bike lanes are a waste. |
| Anonymous<br>4/08/2022 12:19 PM | I personally feel active transportation is most important. I feel this city lacks in active transportation when compared to other cities |
| Anonymous<br>4/08/2022 12:21 PM | The roads in this city are confusing and falling apart, cities that have address this issue have separate bike paths not on the street. So much safer and doesn't interfere with the congestion and problems that already exist here. |
| Anonymous<br>4/08/2022 12:26 PM | When i cycle here as a commuter (50% of the time) I am regularly threatened by drivers who either do not notice me because of the sharp corner in an urban road with high rate of speed, or do not believe that I should even be here with my bicycle. A separated bike lane is fundamental to protecting me. It encourages me to cycle commute more, allows my children to be mobile, and to support the business on Marion more frequently because I am not driving to other |

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| | neighbourhoods. A bike lane communicates to me that the city believes that this area is a community with its own dignity and daily life rather than just a conduit to transport vehicle commuters from outside to downtown, many of which who do not even pay taxes to our city. |
| Anonymous<br>4/08/2022 12:32 PM | Reduced risk of collision from a motor vehicle |
| Anonymous<br>4/08/2022 12:40 PM | If I were a cyclist, I would want to be on a side road where I wouldn't be in the way of full lines of traffic |
| Anonymous<br>4/08/2022 12:42 PM | Increased access to happyland park, which a lot of cyclists I know visit regularly. Being able to travel to businesses on goulet when coming from the east to the western part of the marion-goulet area on bike. If you added a protected two way bike path from the marion-archibald intersection to the big archibald bike path/sidewalk (starting at the golf course a bit further south of the marion-archibald intersection), then this would be a truly transformative project that would connect the entire southeastern part of the city to downtown in an efficient way for the first time. If you want to encourage cycling, get rid of the awkward gaps in cycling infrastructure! This includes the awkward transition on the Queen Elizabeth bridge where a large bike lane suddenly gets dumped into the sidewalk for no good reason. |
| Anonymous<br>4/08/2022 12:44 PM | I don't trust drivers in this city without a dedicated bike lane |
| Anonymous<br>4/08/2022 12:49 PM | Fewer chances of interactions with vehicles on the road, or with pedestrians if cycling (illegally) on the sidewalks |
| Anonymous<br>4/08/2022 12:50 PM | Seperation from vehicle lanes |
| Anonymous<br>4/08/2022 01:00 PM | The current roads are not safe for cyclists. Cars often feel entitled to the road even though they only have an equal right to it. |
| Anonymous<br>4/08/2022 01:00 PM | This would make me safer as a cyclist. |
| Anonymous | I feel unsafe riding on roads without bike lanes. |

4/08/2022 01:01 PM

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| Anonymous<br>4/08/2022 01:13 PM | fewer potential conflicts with vehicles; a route on a quieter street would be more pleasant and safet. |
| Anonymous<br>4/08/2022 01:24 PM | Keeps me safer from motor vehicles... literally no drawbacks |
| Anonymous<br>4/08/2022 01:27 PM | travel lanes should be minimum width, plant more blvd trees |
| Anonymous<br>4/08/2022 01:33 PM | Safer area to bike in. Needs to extend past the bridge or won’t be practical though |
| Anonymous<br>4/08/2022 01:37 PM | If there is not a distinct physical separation (ie curb) from the bike lane and pedestrian sidewalk there could be collisions between bikes and walkers. |
| Anonymous<br>4/08/2022 01:44 PM | I prefer using separate bike lanes when possible. It's just safer. I don't feel safe riding my bike on the other side of Marion, currently (I'm on Edgewood). If there was a designated pathway I would ride more often. |
| Anonymous<br>4/08/2022 01:46 PM | This is a very tough section to navigate on a bike, with a significant detour otherwise. |
| Anonymous<br>4/08/2022 01:55 PM | Increasing speed on the curve will increase the risk of drivers crashing into the bike/pedestrian island. |
| Anonymous<br>4/08/2022 02:59 PM | Cyclist should use side streets not main streets PERIOD. |
| Anonymous<br>4/08/2022 03:00 PM | I wouldn't have to always worry about getting killed or seriously injured by a distracted, drunk or impatient driver. |
| Anonymous<br>4/08/2022 03:16 PM | I find it uncomfortable to bike on busy streets without dividing barriers, so creating the separated bike lane would make it easier for me to get on my bike to travel. |

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| Anonymous<br>4/08/2022 03:20 PM | The drawback is that the bike lanes look like they'll be buried in snow during the winter. If they were further from the street, they'd be able to be used more frequently in winter. The benefits are a dedicated bike lane (yay!) and a traffic light to slow traffic, making it less likely to get hit by a car turning into a business because they're going fast to try to keep up with traffic. |
| Anonymous<br>4/08/2022 04:17 PM | Benefit will be that we can safely cross Marion to reach youville when travelling north / south. |
| Anonymous<br>4/08/2022 04:18 PM | there are lots of destinations on marion and goulet, the lack of bike infrastructure on those roads presently is a problem! |
| Anonymous<br>4/08/2022 04:35 PM | N?A |
| Anonymous<br>4/08/2022 04:59 PM | Bike lanes are safer than cyclists on the road. |
| Anonymous<br>4/08/2022 05:06 PM | It would be worth considering one uni directional bike lane on both the north and south side of bidirectional Marion to Lagimodiere for its entire length, but a single bidirectional bikelane/sidewalk is better than nothing. It needs to go for the whol stretch of Marion to Lagimodiere though. |
| Anonymous<br>4/08/2022 05:11 PM | Currently I do not feel safe enough to bike on Marion or Goulet, especially with our kids in tow. Option 2 to re-design both Marion & Goulet with wider sidewalks, bump-outs, narrower travel lanes & directional bikelanes will make it so much better/safer as a local resident to be able to access services. Our family really expects the City to move forward with this option. |
| Anonymous<br>4/08/2022 05:19 PM | Same as 8 |
| Anonymous<br>4/08/2022 05:36 PM | Separation from vehicles. |
| Anonymous<br>4/08/2022 05:44 PM | Bike lanes are essential to my safety as a cyclist. Preference will always be to safety. When safety is provided, I'm significantly more likely to bike vs drive my car. |

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| Anonymous<br>4/08/2022 05:47 PM | less motorist interaction on the road through the curves |
| Anonymous<br>4/08/2022 07:56 PM | Separate cycling lane and much safer. Current situation is very dangerous for cyclists. |
| Anonymous<br>4/08/2022 08:00 PM | I want my children to be able to commute safely by bike and on foot in our community. |
| Anonymous<br>4/08/2022 09:07 PM | I find option 1 doesn't benefit much in the way of linking up major bike routes across the city. Option number 2 is much more in line with the good progress and direction bike routes are taking spreading out from the downtown area especially. |
| Anonymous<br>4/08/2022 11:09 PM | Having clear direct routes means less confusion and more safety |
| Anonymous<br>4/08/2022 11:11 PM | Viable bike commute is important to me |
| Anonymous<br>4/08/2022 11:25 PM | Keeping bicycle access to business district is important |
| Anonymous<br>4/09/2022 12:10 AM | It will save lives. Marion is a major traffic route that feeds Dugald Rd. Only Eastern entryway into the downtown form the country since Regent doesn’t go to the Perimeter. Bikes should be in side streets in this congested area. |
| Anonymous<br>4/09/2022 12:21 AM | it’s dangerous when people are driving and bikes are on the road but I believe if there’s a bike lane it’s just going to irritate the car drivers when their lane is cut down to one lane |
| Anonymous<br>4/09/2022 07:24 AM | Safety |
| Anonymous<br>4/09/2022 07:54 AM | Being on low volume roads feels safer than biking down Marion and goulet |

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| Anonymous<br>4/09/2022 08:39 AM | Dedicated separate bike lanes are safer and encourage cycling. Drivers would not have to worry as much about cyclists on the roadway |
| Anonymous<br>4/09/2022 09:16 AM | I feel that the proposal of uni directional bike lanes on a one way street is a really bad one. I think the bike lane should travel in the same direction as the vehicular traffic. |
| Anonymous<br>4/09/2022 09:16 AM | again, winter months waste this space |
| Anonymous<br>4/09/2022 09:25 AM | there is not enough room for cyclist |
| Anonymous<br>4/09/2022 09:47 AM | Non, it would encourage more people to cycle |
| Anonymous<br>4/09/2022 10:32 AM | As a cyclist, I like to cross here to take Youville to its North most point and continue on the dirt path along the West side of the Seine. I see that the drawing would naturally lead into Option 2 for Zone 1, however as a cyclist I really do not support that option as I think it is safer to encourage cyclists to stay on the Eugenie greenway and motorists to stay on Marion/Goulet. |
| Anonymous<br>4/09/2022 11:18 AM | I bike down Marion a lot in the warmer months and it's passable; I bike down it less frequently in the winter and it is AWFUL - if the dedicated bike space is properly cleared of snow AND ICE I would ride more down Marion/Goulet all year (and visit more of these shops and restaurants). The current pothole ridden chicane is incredibly stressful, smoothing in both options is a welcome sight. Most of my friends and family choose to (illegally) ride on sidewalks or completely avoid these areas because of the extreme motor vehicle focus on Marion (less Goulet) and the current Chicane is too dangerous for all of them. These dozens of riders express feeling much safer on separated bicycle facilities and Option 2 looks so inviting - WAY MORE visible to drivers turning onto Eastbound Goulet, not competing with cars on a narrow turn (the smoothing on both options is very welcome to me regardless). The BEST part of this plan is the bike lane does not appear to make any quick/harsh/sudden turns that would guarantee a winter-wipe out in the poor conditions we keep our bikes lanes in; gentle & smooth (and away from cars) would get dozens more friends and family riding in the area. |

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| Anonymous<br>4/09/2022 11:31 AM | Having dedicated space to move that does not involve interaction with motor vehicles will create a more pleasant and safer experience. I would not travel in this area as a cyclist with my children without bike lanes being present. |
| Anonymous<br>4/09/2022 02:29 PM | This honestly seems like the least ideal option for ALL users. Signalized intersections are definitely a step in the wrong direction. Consider a round about, traffic calming, incentivize motorists to reroute. Both options seem to only make congestion/noise/traffic worse. |
| Anonymous<br>4/09/2022 03:43 PM | Snow clearing |
| Anonymous<br>4/09/2022 04:32 PM | How does increasing vehicle speed from 30 km/hr to 40 km/hr increase safety? It doesn't. Design the street in this area so that vehicles travel at 30 km/hr to increase safety for cyclist. |
| Anonymous<br>4/09/2022 05:00 PM | protected bike infrastructure. ask any one on a bike that uses this stretch. it is dangerous. please get decision makers on the ground and attempt to walk or bike the Marion/Goulet corridor. its very unfriendly. the speeds cars can achieve is frightening |
| Anonymous<br>4/09/2022 05:51 PM | I only see it as beneficial to separate high speed motor vehicle traffic from people on bicycles and pedestrians because it creates a much safer way for everyone to get around their neighbourhood and city. It also would incentivize more people to commute by bicycle, reducing motor vehicle traffic and creating a more pleasant experience in the neighbourhood. |
| Anonymous<br>4/09/2022 06:07 PM | much safer to travel in separated lanes, esp with winnipeg drivers |
| Anonymous<br>4/09/2022 08:15 PM | I primarily get around on my bike and HATE traveling in St. Boniface. There are so many great restaurants and shops, but I was hit by a car in St. Boniface and it's always just been a horrible, stressful community to ride in so I just avoid it as much as possible. |
| Anonymous<br>4/09/2022 09:25 PM | cost is too great |

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| Anonymous<br>4/09/2022 11:15 PM | Being removed from car traffic in this especially “distracting” portion of the road makes the rout a useable option, where as I would chose a different rout or get off and walk/use the sidewalk otherwise. |
| Anonymous<br>4/10/2022 08:32 AM | There is no drawbacks! The Option 1 is the low effort option and does not considering cyclists safety. Real Option2 will also consider multi season use and integrate a snow clearing in the project. Benefits: Safer for all users !! Improved neighborhood connectivity. Improve multiple usage : inter-modality. Reduced interest for transit traffic. Increase bike mobility of short distance North-South users and reduce car volume. |
| Anonymous<br>4/10/2022 09:07 AM | Safety, I enjoy living. |
| Anonymous<br>4/10/2022 09:44 AM | As a Transconian that works at St Boniface hospital, I would LOVE to cycle to work. I never have as the current cycling risks are too great. I am extremely pleased that active transportation on my route to work (Dugald to Taché) is being addressed. The drawbacks I foresee as a cyclist are the pain points of having to cross the streets multiple times to remain on the active transportation routes as well as having to continually reduce speed/stop in order to assess and safely cross driveways. I estimate that my short commute to work, a distance of a mere 8 kilometres, will still require an hour of cycling due to hazards. I encourage you to map my route to aid in assessing the an actual community member’s experience. I live on Gardner Cove. Note: could we restrict access to the driveways along Marion and create 1 or 2 driveways that are feeders to access to the businesses? It would increase the flow of traffic as well as improve the safety of the active transportation route. |
| Anonymous<br>4/10/2022 10:22 AM | Cyclists (myself included) will likely be on Youville and Marion anyways, might as well assure safety as much as possible. |
| Double_G<br>4/10/2022 12:22 PM | Option 2 would increase cyclist safety immensely. |
| Anonymous<br>4/10/2022 12:54 PM | Dedicated bike lane along a busy stretch of road is a definite benefit. Connects the southeast to downtown, much needed active transport infrastructure. |
| Anonymous | Good to have dedicated lane. |

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| 4/10/2022 01:03 PM | |
| Anonymous<br>4/10/2022 01:14 PM | Benefits: don't have to share the road with cars. Greater connection to other proposed multi-use or bike lanes. Better, safer access to businesses/residential areas on Marion and Goulet. Don't have to detour to Eugenie if travelling between St. Mary's and Archibald/Lagimodiere. |
| Anonymous<br>4/10/2022 02:18 PM | Eugenie is nice but is a detour to get where you're going and not at all convenient if you have to back track to Goulet or Marion. I see cyclists on Marion often now, but would never have the guts between the potholes and trucks. |
| Anonymous<br>4/10/2022 04:44 PM | As a part time cyclist. I find that to choose to cycle during the year is weather dependent and I only find myself cycling a few months of the year. |
| Anonymous<br>4/10/2022 06:30 PM | Biking on the road or the sidewalk is dangerous, so a bike lane is the only safe option. |
| Anonymous<br>4/10/2022 07:10 PM | Extremely more accessible & safer to ride down Marion and safely cross. |
| Anonymous<br>4/10/2022 07:47 PM | Would increase safety if cyclists have to watch for pedestrians. |
| Anonymous<br>4/10/2022 08:45 PM | Cycling on a path with no cars is always my primary choice |
| Anonymous<br>4/10/2022 08:46 PM | As above. |
| Anonymous<br>4/10/2022 09:15 PM | Bike lanes would add congestion to the area by removing vehicle lanes to provide a lane for a handful of bikes per day |
| Anonymous<br>4/10/2022 11:44 PM | Designated bike lanes always make me feel safer and more inclined to cycle in a given area/street |
| Anonymous<br>4/11/2022 09:08 AM | Installing bike lanes makes biking safer, more enjoyable and more attractive. |

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| Anonymous<br>4/11/2022 09:09 AM | Having a dedicated bike lane to cross over Marion at Youville would make accessing Youville north of Marion much easier and safer. |
| Anonymous<br>4/11/2022 09:40 AM | reduce confusion for the driver in this area, improve the pedestrian crossing safety, make room for bikes that connects Transcona to the downtown |
| Anonymous<br>4/11/2022 10:32 AM | I feel safer in a protected bike lane |
| Anonymous<br>4/11/2022 04:00 PM | I like the idea of a separate lane to reduce point of conflict with vehicles. Vehicles do not observe speed restrictions at this location, which creates safety concerns for cyclists. |
| Anonymous<br>4/11/2022 07:54 PM | Cycling with an exclusive bike lane always feels safer |
| Anonymous<br>4/12/2022 10:28 AM | not specific but the images a crap - use high res pics so those taking the survey can actually read the text |
| Anonymous<br>4/12/2022 11:13 AM | Better use of lower volume streets and less conflict with vehicles and pedestrians |
| Anonymous<br>4/12/2022 12:33 PM | I use less traffic streets. |
| Anonymous<br>4/12/2022 01:26 PM | I bike to work in this area, and Zone 2 Option 2 looks a lot safer for everyone. |
| Anonymous<br>4/12/2022 02:59 PM | As a Cyclist, this infrastructure provides more defined and predictable traffic flow for both cyclists and motorist which reduces stress and probability of conflict. |
| Anonymous<br>4/12/2022 03:48 PM | No bike lanes currently, so this would be a safer option. |
| Anonymous | having a separate lane would be safer from getting hit by vehicles |

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| 4/12/2022 06:07 PM | |
| Anonymous<br>4/12/2022 06:08 PM | Multi use trail would be great for biking |
| Anonymous<br>4/13/2022 11:28 AM | More direct route to a destination following the major traffic without being in traffic with cars. |
| Anonymous<br>4/13/2022 12:15 PM | protected zone away from cars. |
| Anonymous<br>4/13/2022 12:21 PM | safer |
| Anonymous<br>4/14/2022 02:01 AM | I could actually get places with the same ease that I have when I drive - by taking the most direct route possible. This makes it more practical and convenient to ride, and I'd be more likely to stop at local businesses. |
| Anonymous<br>4/14/2022 10:31 AM | This city is under snow for 6 months cycling is not realistic in Wpg |
| Anonymous<br>4/14/2022 05:08 PM | This option is safer to both cyclists and motorists given there is no requirement for cyclists to cross Marion. |
| Anonymous<br>4/14/2022 05:10 PM | designated bike lanes are safer than riding on the road |
| Anonymous<br>4/14/2022 08:47 PM | Cars are still right there speeding by. Better to have a bike lane than nothing but a greenway along a major city artery is always preferred. |
| Anonymous<br>4/15/2022 12:12 PM | I don't bike on busy streets, they were built for cars. There are lots of quiet streets and parks to ride. Bikes should not be allowed on streets in winter. |
| Anonymous<br>4/15/2022 07:53 PM | Uni-directional bike lanes, used as intended, would provide convenient access to area businesses, and are safer than a shared roadway with cars. However, there's a significant chance that some cyclists would use the one-way bike lanes improperly, resulting in safety concerns. |

Anonymous
4/16/2022 01:42 AM

I used to ride my bike from Windsor Park to downtown and back in rush hour everyday. The key was getting off archibald and Marion as fast as I could and onto the back streets for safety. I would bike up the sidewalk North on Archibald, down Evans St., through happy land park, then I would bike down the sidewalk on Marion, use the Pediatrian corridor at youville and bike all the way down Bertrand St. (North of Goulet) to the bridge. Any more interaction with rush hour on that route would have been suicide. Please take this seriously. As both a driver and cyclist who uses this route it is paramount to future generations safety (and increasing cyclist numbers) that they have their separate routes.

Anonymous
4/16/2022 08:09 AM

Trying to cross Marion at Youville to gain access to Goulet.

Anonymous
4/17/2022 09:34 AM

Allows for the contiguous deployment of cycling infrastructure.

Anonymous
4/17/2022 10:15 AM

I prefer riding off main streets as much as possible.

Anonymous
4/17/2022 08:56 PM

As a cyclist, having my own lane means I do not need to weave around pedestrians, making sure I can concentrate on the pathway in front of me, meaning I can better prepare for intersections.

Anonymous
4/18/2022 04:57 PM

Safer with lights and sidewalks on youville then I would be able to drive without my streets being closed for 6 months

Anonymous
4/18/2022 05:41 PM

The benefit to option 2 is having a safe lane to ride in on that corner. It currently feels very unsafe on that corner, in fact I almost always avoid it; I know it's hard for drivers to see around the westbound corne

Anonymous
4/18/2022 07:36 PM

This is all a great idea but there there is a need to allow this area to be accessed safely also from the north south east and west for bikes from other neighborhoods for cyclists moving through the area

Anonymous
4/18/2022 07:38 PM

Cyclists need to be separated from the motor vehicles as much as possible

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| Anonymous<br>4/18/2022 07:50 PM | Would be able to travel more directly to my destinations |
| Anonymous<br>4/18/2022 08:16 PM | Protected dedicated lanes would make me feel safe enough to cycle here way more often! // I would like to see a direct path for cyclists through the Tache area, as opposed to the somewhat winding route through the enlarged sidewalk or patio zone that's pictured. I would want to see a height difference between bike route and sidewalk, so that all the new pedestrian can clearly differentiate when to stand vs where they will be in the path of moving bikes. // Please don't remove the on-demand crossing option to put in a light that will mean longer waits. Don't undo your good work adding bike lanes by making them inconvenient and unappealing to use! |
| Anonymous<br>4/18/2022 08:31 PM | This is a residential street. The street should simply be re-designed (in other words) calmed to maximum speed of 30kmph. This is what is done the word over in cities with bikes. If you insist on mounting the design speed of the street, then bike lanes are required. But this shouldn't be the way. Bike lanes go on des meurons not youville. Bike lanes go on st. Mary's not Eugenie. Plz understand. If I won a million dollars I would spend it all sending council to the Netherlands, Finland, and Denmark for a month to learn. It's simple. It's not hard. The solutions are old. Don't reinvent the wheel. |
| Anonymous<br>4/18/2022 09:14 PM | N/a |
| Anonymous<br>4/18/2022 09:25 PM | There's many other ways around this area for cycling. Not a top priority |
| Anonymous<br>4/18/2022 09:58 PM | Drawbacks are irrelevant if this is safer for people not in cars. |
| Anonymous<br>4/18/2022 09:59 PM | Having a lane set for cyclists makes things in general feel safer. The only issue is that I feel the multi-use sidewalk could be cramped with people walking and cyclists together. |
| Anonymous<br>4/18/2022 10:10 PM | Dedicated lanes |
| Anonymous<br>4/18/2022 11:11 PM | On the flip side, as a cyclist, I vastly prefer option 2 here in that if I was cycling through to Lagimodiere or Archibald (to go south along |

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| | the existing bike path), the connection is clearer and does not require a lot of "back channeling" on secondary roads, and completes the link between the bike path and Marion/Goulet, which has historically be confusing for new A/T users. |
| Anonymous<br>4/19/2022 12:05 AM | the drawback at the lights for youville and marion, it is short distance to cross and to have to wait for a cycle of lights to go through that usually run longer for car traffic it will add extra time to the commute |
| Anonymous<br>4/19/2022 08:29 AM | I bike on the side streets and do not use major streets |
| Anonymous<br>4/19/2022 09:04 AM | I don't like the idea of biking on Marion as it is, even with a lane. I much prefer using adjacent side streets on this route like Eugenie and if I need to get to Goulet I would use a different intersection. |
| Anonymous<br>4/19/2022 09:31 AM | Will have a barrier between traffic and cyclist |
| Anonymous<br>4/19/2022 11:06 AM | Only having bike lanes on one side of the street presents dangerous unneeded intersection crossings before or after my destinations. There is no clear way to cross Youville and takes into account bikes at speed. Bikes shouldn't have to slow down or ever stop in best-practice cycling infrastructure. The widths and path zig-zagging through the intersections will cause headaches when trying to be maintained. I also do not feel safe waiting in that tiny island with motor vehicles wizzing by very fast. All it takes is one out-of-control vehicle to wipe out the island. This intersection should be redesigned to be circular so pedestrians & bikes do not have to stop and cars have to make very slow corners. |
| Anonymous<br>4/19/2022 11:48 AM | Slows traffic, makes cycling safer! I love that vehicle traffic won’t be prioritized over every mode of transportation. It will revitalize the neighborhood. |
| Anonymous<br>4/19/2022 12:01 PM | Safer bike lanes=safer driving lanes. |
| Anonymous<br>4/19/2022 01:13 PM | I am not an experience biker and biking on the road makes me very nervous as I am quite slow. I would feel safer on the bike lane. |

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| Anonymous<br>4/19/2022 01:32 PM | Safer commutes |
| Anonymous<br>4/19/2022 01:47 PM | Benefits - Would not have to ride on the roadway. Drawbacks - none. |
| Anonymous<br>4/19/2022 07:12 PM | safer as you would not be with the cars. drawback- might take slightly longer due to crossing the road |
| Anonymous<br>4/19/2022 09:09 PM | Bidirectional bike path or MUP along Youville between Marion/Goulet. Youville is a high destination bike route and you should be able to cycle southbound on Youville and get to Marion. |
| Anonymous<br>4/19/2022 09:59 PM | A benefit would be cycling away from motorized traffic |
| Anonymous<br>4/20/2022 12:16 AM | We desperately need a serious mode shift away from individual personal vehicles to bicycles, walking and transit. Making cycling just a little safer with separated lanes (on major roadways, not circuitous side streets that were low traffic to begin with) is one of the first crucial steps that very pressing journey we need to embark on yesterday. |
| Anonymous<br>4/20/2022 07:59 AM | Separate BIKE Lane is not needed in this area. |
| Anonymous<br>4/20/2022 10:39 AM | Dedicated bicycle infrastructure on major routes serves cyclists who are commuting and shopping, not just seeking recreation - much more useful. |
| Anonymous<br>4/20/2022 03:37 PM | N/A |
| Anonymous<br>4/20/2022 06:38 PM | you still have a small zone to drive your bike, but to turn in any direction you will have to cross traffic. It would be better to have a totally separate bike area, away from traffic. This would also stop the inconsiderate bikers from using the roadway,or the bike path, whichever is better at the moment in question ie:slower bikers or bad weather,snow |

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| Anonymous<br>4/20/2022 07:53 PM | There would be protected facilities for bicycles. |
| Anonymous<br>4/21/2022 12:06 AM | By making updates to Youville and Marion without bike lanes, it will allow for more pedestrian space to enjoy a walk without feeling cramped on the small sidewalks that we currently have. Also, more benches and bus shacks will make waiting for a bus a lot easier on many people with injuries, people who are pregnant, the elderly, and us lazy people too. Additionally, adding more green space will aide with pollution and limit the motorist and hopefully vehicle operators. Hopefully with the new designs, they encourage more people to go on walks abs enjoy the great outdoors that we have been blessed with. Thank you, N.M:) |
| Anonymous<br>4/21/2022 08:59 AM | We can cycle without the threat of death, injury or verbal abuse from drivers. |
| Anonymous<br>4/21/2022 09:06 AM | It has a bike facility |
| Anonymous<br>4/21/2022 09:08 AM | None |
| Anonymous<br>4/21/2022 09:26 AM | I prefer to not ride on the road because often cars either sure how to share the road or are sure I shouldn't be there. I also think that it wouldn't be too much worse than the current bike lanes built with temporary construction materials |
| Anonymous<br>4/21/2022 09:31 AM | Benefit: not getting hit by a vehicle going through the curves. |
| Anonymous<br>4/21/2022 09:55 AM | The few months a year I can feasibly ride my bike I can easily use side and residential streets to safely and quickly travel. |
| Anonymous<br>4/21/2022 10:00 AM | West bound cars may drive too fast north on youville where cyclist are crossing. I feel the 40km speed limit would naturally be driven at 50kms making the intersection to dangerous. I also feel east bound Marion over the Seine will be too tight for cyclist AND pedestrians. A more substantial bike infrastructure plan is a good idea. |
| Anonymous | This area is currently very unappealing for anyone not in a vehicle. |

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| 4/21/2022 10:29 AM | Cyclist since they do not have a full bike lane system also do not abide by all of the traffic rules and regulations of the road this also makes it very frustrating for drivers, although, not their fault that they have no place for commuting in our city. I also have concerns about priority cleaning for these bike lanes. One of the biggest barriers to people using these is whether they are cleaned in winter, and the bike lanes getting to them are cleaned. |
| Anonymous<br>4/21/2022 10:32 AM | Cycling should NOT be encouraged on Marion or Goulet. Alternate routes that are more cyclist friendly (side streets, paths) should be implemented. |
| Anonymous<br>4/21/2022 10:39 AM | - maintain speed on a commute to downtown, rather than needing to stop/start redirect - keeps me out of traffic - makes me more visible to motorists, they learn that they have to share the road |
| Anonymous<br>4/21/2022 11:16 AM | Having to press a button at the right time of the traffic light sequence and WAIT as opposed to the present on-demand cross walk lights. If you do not push the button even though you are waiting to cross, you would not receive a light to cross. |
| Anonymous<br>4/21/2022 11:53 AM | safer for cyclists |
| Anonymous<br>4/21/2022 01:21 PM | Bike lanes should be nowhere near high trafic streets. They don't even have to be constructed, the 3% of the population that rides bikes can use any side streets, back lanes, parks, extra wide sidewalks. THAT makes them safer. For every thousand cars, one bike goes by. Because of that bike you spend millions of dollars and butcher the streets. I always ride on side streets, never had a problem. |
| Anonymous<br>4/21/2022 07:54 PM | I am safe from the cars. It's easy to cross the street or change directions. Everyone has equal access to safety on the road. I never cycle here now because it feels unsafe. |
| Anonymous<br>4/21/2022 11:11 PM | better than 1 also depends on where I'm going. So safer option. As. The Eugenie part is more secluded. |
| Anonymous<br>4/22/2022 06:20 AM | It would make cycling safer and easier and more conducive. |

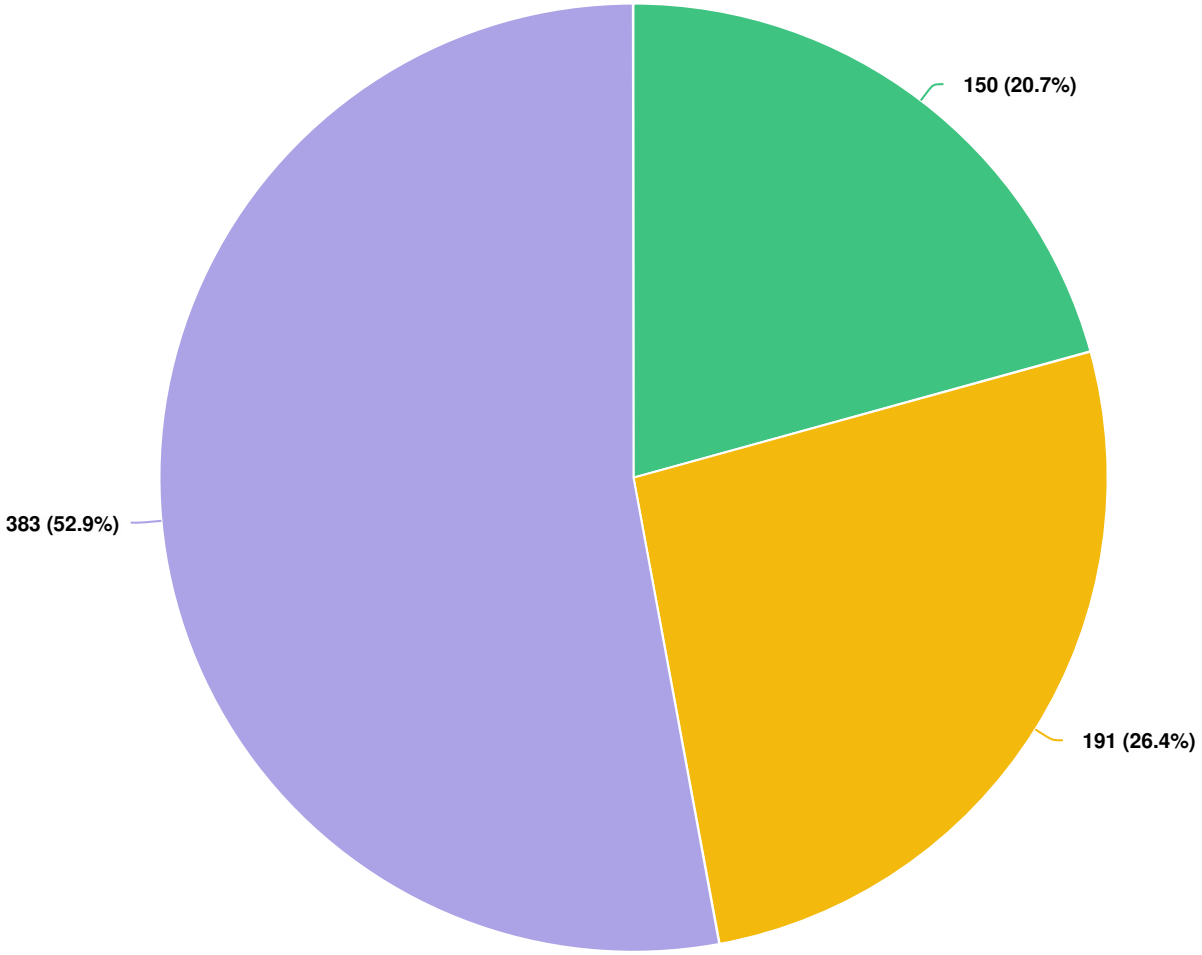
| | |
|---|---|
| Anonymous<br>4/22/2022 12:56 PM | Safer driving around traffic when necessary |
| Anonymous<br>4/22/2022 02:17 PM | Needs to be a SEPARATED BIKE LANE (PROTECTED). Winnipeg drivers do not care about 'paint' on the roads - there needs to be concrete or a solid divider |
| Anonymous<br>4/22/2022 05:08 PM | Marion is too busy of a street to bike along. Our current bike lane infrastructure is not designed well enough to be placed alongside high traffic loads. |
| Anonymous<br>4/22/2022 05:26 PM | Nice that this would be straight through, however don’t feel this would make it safe |
| Anonymous<br>4/22/2022 08:30 PM | I think there are safe options available without the need of bike lanes to be added |
| Anonymous<br>4/22/2022 10:00 PM | All I want to say is no bike lanes and put the speed back to 60! |
| Anonymous<br>4/23/2022 07:38 AM | Any thing would improve the ride from stb to transcona. This is by far the worst part of the city to try and cycle in, follow the rules of the road and not get killed. |
| Anonymous<br>4/23/2022 10:05 AM | I feel safer in designated bike lane. Currently avoid cycling on this street, too much traffic. |
| Anonymous<br>4/23/2022 03:53 PM | Having bike infrastructure at this crossing would be a massive improvement to safety here. Option 1 and the current design leave cyclists to figure out how to safely navigate the crossing, which is not intuitive and can result in dangerous or illegal use of the infrastructure. |
| Anonymous<br>4/23/2022 05:12 PM | Designated safe cycling path |
| Mikey<br>4/24/2022 08:32 AM | the need to have acess to a lane is needed but i dislike the way the city divides the street to make the lane i actually like when cars are |

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| | parked on the street because as a cclist i feel safer knowing cars are not going to be close to me but the downfall is the parked cars and drivers who could possible swing open the car door |
| Anonymous<br>4/24/2022 09:14 PM | There are no drawbacks to existing. Use of Pedestrian sidewalks in the only current option at this unsafe intersection . |
| Anonymous<br>4/24/2022 05:26 PM | Reduce conflicts and confusion between motorists/pedestrians vs cyclists |
| Anonymous<br>4/25/2022 01:28 PM | There'd be bike lanes that I'd consider biking down that area instead of driving |
| Anonymous<br>4/24/2022 05:26 PM | Reduce conflicts and confusion between motorists/pedestrians vs cyclists |
| Anonymous<br>4/26/2022 06:17 AM | Currently, Marion & Goulet are virtually unbikeable. |
| Anonymous<br>4/26/2022 03:52 PM | I'm not sure how increasing the speed limit in the this specific area from 30 km/hr to 40 km/hr increases safety for cyclists or pedestrians. Seems uniquely aimed at making it possible for vehicles to drive even faster. I'm also concerned about the significant cost implications related to required land purchases/expropriations and the realignment itself. I would hate to have most of the total project funding to be spent doing this and leaving nothing for the other improvements (mostly pedestrian and cyclist focused) along the west Marion/Goulet couplet. Seems to me it would be cheaper not proceeding with the realignment and only focus on the pedestrian/cycling aspects of Option 2. |
| dorbarker<br>4/26/2022 04:47 PM | Option 2 is unambiguously better. Anything less would terrifying to bike through and would be totally unacceptable. |
| Anonymous<br>4/26/2022 11:03 PM | Separate lane and signage from the sidewalk will allow for the bikers using the crossing to feel safe and comfortable sharing the space with people walking. |
| Anonymous<br>4/27/2022 11:50 AM | We are all part of the community, tax paying community. |

| | |
|---|---|
| Anonymous<br>4/27/2022 08:44 PM | Much safer |
| Anonymous<br>4/27/2022 10:29 PM | it's better to bike down a quieter residential road then on a busy street such as Marion and Goulet |
| Anonymous<br>4/28/2022 07:33 AM | i feel safer when cars are further and don't encroach on my 1 m clearance |
| Anonymous<br>4/28/2022 10:17 AM | Riding on a separated lane is safer with respect to getting killed by cars. |
| Anonymous<br>4/28/2022 10:17 AM | Riding on a separated lane is safer with respect to getting killed by cars. |
| Anonymous<br>4/28/2022 07:33 AM | i feel safer when cars are further and don't encroach on my 1 m clearance |
| Anonymous<br>4/28/2022 02:17 PM | I frequently cycle down Youville through this intersection and think a dedicated bike lane is important to connect the existing bike infrastruction on both sides for Marion/Goulet |
| Anonymous<br>4/28/2022 05:24 PM | This turn from Marion onto goulet is terrible for cyclists - cars wander between unmarked lanes and can't see cyclists very well |
| Anonymous<br>4/28/2022 05:42 PM | It's kind of silly to not allow two way bicycle traffic on the Youville right of way, especially as this is part of the city's bike network. Please ensure that bicycle access is provided north south for both options (why would you exclude a north/south bike connection even if you did not improve bike facilities on Marion/Goulet?). It probably makes sense to have the bike crossing at Marion aligned with Youville since that reduces conflict. |
| Anonymous<br>4/28/2022 09:09 PM | It's easier to navigate, with adequate cycling lanes |

**Optional question** (325 response(s), 399 skipped)
**Question type:** Essay Question

## Q11 As a pedestrian, which proposed option would make you feel safest?




**Question options**

- Not applicable, I do not walk in this area
- Zone 2 – Option 1: Updates to Youville and Marion without bike lanes
- Zone 2 – Option 2: Updates to Youville and Marion with the uni-directional to bi-directional bike lane transition

*Mandatory Question (721 response(s))*
*Question type: Radio Button Question*

## Q12 Please describe the benefits or drawbacks this option would present to you as a pedestrian.

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|---|---|
| Anonymous<br>4/07/2022 01:29 PM | feel safer with a light |
| Anonymous<br>4/07/2022 02:26 PM | Giving a dedicated place for all users, throughout, enhances safety for everyone. |
| Anonymous<br>4/07/2022 02:31 PM | A sidewalk separate from the road with well lit crosswalks is the best fit |
| Anonymous<br>4/07/2022 02:32 PM | anything that gives you more space away from moving traffic would be nice. |
| Anonymous<br>4/07/2022 02:46 PM | Not including bike lanes makes it more likely for people to bike on the sidewalk. |
| Anonymous<br>4/07/2022 02:48 PM | I would prefer cyclists be directed to use Eugenie so when I am crossing I typically would only need to worry about cars stopping at the lights. Often cyclists feel they don't need to obey traffic signals and will go through red lights |
| DM<br>4/07/2022 02:49 PM | As a pedestrian I prefer to wait until traffic control signals advance in my favor before crossing. |
| Anonymous<br>4/07/2022 03:00 PM | I do not think either option as described would materially affect the pedestrian experience. |
| Anonymous<br>4/07/2022 03:02 PM | While I think the concept of the broad sidewalk is cute and perhaps there a vision of a very Parisian sidewalk. I don't think there are enough of the proper types of businesses to capitalize on sidewalk dining in that area. Whereas I do think the added separation bike lanes add for pedestrians from vehicles would overall offer more benefits overall. Look at downtown Portage Ave, are those wide sidewalks really that beneficial? The space is nice but still feels very exposed. Put a protected bike lane and some nice shaded trees that unlike commerical vehicles, cyclists won't damage. yes please. |

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| Anonymous<br>4/07/2022 03:09 PM | I appreciate the double crosswalk condition where bike and pedestrian crossings are paired in other parts of the city (Main@Assiniboine, Osborne@Assiniboine). It feels safer for both parties when they are moving across at the same location. |
| Anonymous<br>4/07/2022 03:10 PM | Increased pedestrian traffic with drive more storefront businesses to the area |
| Anonymous<br>4/07/2022 03:12 PM | The advantage of providing active transportation in the area? Avoiding certain death from climate change. |
| Anonymous<br>4/07/2022 03:17 PM | Having the added cycling lane puts me further away as a pedestrian from vehicles. |
| Anonymous<br>4/07/2022 03:32 PM | More focused on the needs of pedestrians & cyclists along with car traffic versus the current situation where vehicle/car traffic is the only consideration. |
| Anonymous<br>4/07/2022 03:44 PM | More room for pedestrians |
| Anonymous<br>4/07/2022 03:47 PM | as a pedestrian i feel safe only when shared space with bicycles are properly marked and cleared of snow all winter |
| Anonymous<br>4/07/2022 03:54 PM | in this area either option would work for pedestrians |
| Anonymous<br>4/07/2022 04:12 PM | A lot of cars go down this street and side walks are very narrow and it’s very close to the road. |
| Anonymous<br>4/07/2022 04:14 PM | As a pedestrian it is difficult enough to cross the road / street without having to contend with bicycle and their riders who do not and will not follow the rules of the road. |
| Anonymous<br>4/07/2022 04:23 PM | Allows crossing when I choose, rather than waiting for lights |
| Anonymous<br>4/07/2022 04:29 PM | Bike lanes add a pleasant buffer between pedestrians and vehicle traffic which makes walking more pleasant. |

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| Anonymous<br>4/07/2022 04:32 PM | bikes can stay at home |
| Anonymous<br>4/07/2022 04:42 PM | I prefer to give cyclists their own path as opposed to dealing with them riding by too near as a pedestrian which may cause accidents. |
| Anonymous<br>4/07/2022 04:47 PM | benefit: sidewalks. they need to remain raised over approaches and side streets instead of dropping to street level. |
| Anonymous<br>4/07/2022 05:15 PM | This intersection allows access to the river trail along the Seine, so safety crossing here is a high priority. |
| Anonymous<br>4/07/2022 05:17 PM | I would love businesses along these routes to develop more patio spaces and pedestrian friendly benches, and landscaping. Allow businesses to use all the public space that can possibly be allowed. |
| Anonymous<br>4/07/2022 05:22 PM | Provides great separation from vehicles and cyclists. |
| Anonymous<br>4/07/2022 05:26 PM | As with cycling, I walk on the side streets to avoid the traffic. |
| Anonymous<br>4/07/2022 05:28 PM | seems safer |
| Anonymous<br>4/07/2022 05:34 PM | Honestly as a pedestrian it doesn’t really matter |
| Anonymous<br>4/07/2022 05:40 PM | Pedestrians should share the sidewalks with bikes and bikes should make pedestrian safety their main focus. Problem solved! |
| Anonymous<br>4/07/2022 05:47 PM | we need more traffic lanes not less, look what you did to Empress 2 lanes down to one. Bike paths should be a street or 2 over on residential streets not main thorough fares. |
| Anonymous<br>4/07/2022 06:04 PM | Sidewalks that have bike and pedestrian lanes. No designated bike lanes. |

Anonymous
4/07/2022 06:06 PM

If I can park a vehicle I can get to this area to enjoy it. I certainly am NOT going to cycle across the city to get here.

Anonymous
4/07/2022 06:20 PM

Bike lanes provide an additional buffer between traffic and the sidewalk, so I would feel safer having the bike lanes. Also, if there are no bike lanes, some cyclists will end up just riding on the sidewalk to avoid going out of the way to the Greenway - I would prefer that cyclists and pedestrians have their own rights of way to minimize conflict. I also much prefer having a half signal than the on demand yellow flashing beacons. Drivers don't tend to heed those beacons, and they're very impatient - for example, if you're walking while it's flashing, some motorists will drive through the crosswalk the moment you're not in their lane.

Anonymous
4/07/2022 06:29 PM

Adding bike traffic would crowd the area

Anonymous
4/07/2022 06:42 PM

Cyclists speed

Anonymous
4/07/2022 07:08 PM

A safer option to cross the street as many motorists IGNORE crosswalks without traffic lights

Anonymous
4/07/2022 07:19 PM

Takes cyclists off sidewalks, since many city drivers are disrespectful

Anonymous
4/07/2022 07:27 PM

Enjoy the park and pool

Anonymous
4/07/2022 07:39 PM

Having “on-demand” pedestrian crossings is much better than the multitude of the current "push-and-wait" buttons which have been installed in a lot of new pedestrian crossings downtown. The problem with the "push-and-wait" crossings is that MANY people don't know how they work and that they MUST push the button and then wait. Many people just stand there without pushing the button. Perhaps larger signage would help those crossings, but the new "on-demand" crossings which have been installed (ie. Balmoral & Spence, Westminster & Langside) are great, aside from the lights needing to be brighter or at two different levels to ensure all traffic sees the flashing.

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| Anonymous<br>4/07/2022 07:52 PM | Multi-use paths - bikes and pedestrians should be separated. There are many “shared” paths across the city that are not wide enough for bikes + pedestrians. Separate micro-mobility infrastructure please. |
| Anonymous<br>4/07/2022 07:59 PM | Improved safety crossing Marion/Goulet. |
| Anonymous<br>4/07/2022 08:07 PM | The snow needs to be cleared better and faster for pedestrians to walk year round outside. I would love to see more street level shopping. I would love to see a Jazz Club open or a restaurant with dinner and dancing. |
| Anonymous<br>4/07/2022 08:27 PM | Mmmm no bike lanes, fix the fucing roads correctly instead. Make the road thicker, stronger, like in Minnesota, been their? WAY better roads, as soon as you enter the US. Do like that here. |
| Anonymous<br>4/07/2022 08:50 PM | It is not as convenient to cross Marion and Goulet, but it is still fine. |
| Anonymous<br>4/07/2022 09:50 PM | Focus should be on improving safety for pedestrians crossing |
| Anonymous<br>4/07/2022 09:53 PM | As much as I like bike lanes, when the bike infrastructure is at the same grade as sidewalks, there is sometimes confusion about where the sidewalk/bikelane division is, which could cause cyclist/pedestrian collisions. |
| Anonymous<br>4/07/2022 10:04 PM | When bikes have their own lane pedestrians are safer |
| VP<br>4/07/2022 10:22 PM | It begins to introduce more consistancy. |
| Anonymous<br>4/07/2022 11:14 PM | Don't change it |
| Anonymous<br>4/07/2022 11:24 PM | More separation from traffic is always idea as a pedestrian. |
| Anonymous<br>4/07/2022 11:32 PM | Too much to worry about |

Anonymous
4/07/2022 11:33 PM

The drawback is still crossing at a 4 lane high speed stroad. You should be limiting access to cars and slowing them down. You keep saying complete streets but I don't know if you know what that means. Like these aren't complete streets. If a pedestrian has to press a button and hope a car traveling at a high speed doesn't run the crosswalk and kill them then it's not a complete street. Pedestrians should be able to cross wherever and whenever they want. That's a complete street.

Anonymous
4/07/2022 11:48 PM

No need for bike lanes. Separate greenway or path away from main streets.

Anonymous
4/08/2022 12:35 AM

If bike lanes aren't provided, cyclists will continue to bike on the sidewalk, which gets challenging when you're walking over the Seine River bridge. The biggest danger to me as a pedestrian is drivers flying around corners (for example, on Dufresne turning onto Marion) without checking first for pedestrians, and drivers blowing through the stoplight at Marion and Dufresne. Also crossing Youville to Goulet or vice-versa--drivers fly around the corner of Marion at top speeds, and there's no light or sidewalk crossing for pedestrians.

Anonymous
4/08/2022 05:30 AM

As a pedestrian, I would prefer not to share the space with cyclists, but given limited space I think bike infrastructure in this area is well worth it.

Anonymous
4/08/2022 06:37 AM

Would feel pretty safe I think

Anonymous
4/08/2022 07:07 AM

If we are concerned about bike-pedestrian compatibility with unidirectional bike lanes I'd suggest 2 things: 1) more pedestrians in Winnipeg suffer harms by cars than bikes; 2) pass a bylaw requiring bells or other signalling device on bikes and enforce it.

Anonymous
4/08/2022 07:08 AM

More room to walk.

Anonymous
4/08/2022 07:21 AM

May not have the sames enhanced Greenway feel as option 1.

Anonymous

All impact the same.

4/08/2022 07:34 AM

Anonymous
4/08/2022 07:55 AM

Please get rid of beg buttons and reduce speed limits

Anonymous
4/08/2022 08:01 AM

Less cars or slower vehicles mean a safer experience for pedestrians and allow for the enjoyment of the neighborhood better

Anonymous
4/08/2022 08:16 AM

see note above

Anonymous
4/08/2022 08:18 AM

Dedicated cycling lanes are more obvious as to where you must watch for cyclists when crossing a road.

Anonymous
4/08/2022 08:29 AM

Safety improvements.

Anonymous
4/08/2022 08:29 AM

Good sidewalk placement

Anonymous
4/08/2022 08:32 AM

This appears to be over complicated. Marion and Goulet should simply become 2-way streets. Get rid of the one-way and you can solve so many of these issues without complicated infrastructure.

Anonymous
4/08/2022 08:40 AM

i rarely visit this area.

Anonymous
4/08/2022 08:49 AM

It takes care of some safety concerns I have without over spending on unneeded additions

Anonymous
4/08/2022 08:50 AM

Dedicated bike lanes might mean that cyclists stay off sidewalks.

Anonymous
4/08/2022 08:57 AM

added protection of bike lane

Anonymous
4/08/2022 08:59 AM

I chose an option because there isn't an option of do nothing. See my final comments about this whole plan.

| | |
|---|---|
| Anonymous<br>4/08/2022 09:00 AM | Safety |
| Anonymous<br>4/08/2022 09:12 AM | Some cyclists may not feel safe riding their bike on the roadways, and instead may ride on the sidewalk despite bylaws. (Honestly it IS safer for cyclists to use the sidewalks of busy streets as opposed to the roadway). As such, on some busy streets in our city there is no place for bikes. Too dangerous to be on the road, too “illegal” to be on the sidewalk. Designated bike lanes give cyclists an area that is their own. Which subsequently makes it safer for pedestrians as well. |
| Anonymous<br>4/08/2022 09:16 AM | N/A for me but anything keeping cars and people apart is a good thing |
| Anonymous<br>4/08/2022 09:17 AM | This keeps everyone safe |
| Anonymous<br>4/08/2022 09:20 AM | None it’s already easy to walk around |
| Anonymous<br>4/08/2022 09:21 AM | The two options seem similar from a pedestrian perspective. |
| Anonymous<br>4/08/2022 09:23 AM | Again, option 1 has no benefits to anyone except maybe drivers here. But thats barely a benefit for them as option 2 has the same benefits, but for everyone. |
| Anonymous<br>4/08/2022 09:29 AM | improved safety |
| Anonymous<br>4/08/2022 09:31 AM | People in Winnipeg don’t stop for pedestrians even at St.Mary’s and Tache which I cross 4x/day. I suggest educating the public about walking neighbourhoods with a walk score and signs with that walk score to tell people driving through that area they will have more pedestrians and will need to stop for them crossing the street at lights and be on the lookout for them! Winnipeg is not a pedestrian friendly city but we have certain neighbourhoods that are: StB/norwood/Wolseley |
| Anonymous<br>4/08/2022 09:36 AM | More bike traffic creating hazard for pedestrians. |

| | |
|---|---|
| Anonymous<br>4/08/2022 09:38 AM | As a pedestrian, not having to watch for bikes would be a benefit. |
| Anonymous<br>4/08/2022 09:39 AM | I'd appreciate clear distinction for cyclists and cars |
| Anonymous<br>4/08/2022 09:56 AM | Bikes are unsafe around pedestrians. |
| Anonymous<br>4/08/2022 10:02 AM | much safer and cleaner option for walking, specifically taking away the risk of traffic issues. will also beautify the area. |
| Anonymous<br>4/08/2022 10:04 AM | Whether there are bike lanes or not doesn't matter much here. However, the signalized crossing makes a big difference in a positive direction. |
| Anonymous<br>4/08/2022 10:07 AM | Waiting for the lights to switch instead of pressing a crosswalk button is extremely annoying. At the stop on Dufresne and Marion, this light essentially never changes and as a pedestrian, I have waited here for up to 5 minutes to wait for this light to change. |
| Anonymous<br>4/08/2022 10:17 AM | If the cyclists are gaining more protection, it naturally makes it safer for pedestrians. It also makes the neighbourhood more scenic to enjoy. |
| Anonymous<br>4/08/2022 10:21 AM | too many bikes |
| Anonymous<br>4/08/2022 10:25 AM | as a pedestrian I would prefer to have cyclist on a separate path and not have them on the same sidewalk as myself |
| Anonymous<br>4/08/2022 10:47 AM | KEEP THE BIKES OFF THE ROAD |
| Anonymous<br>4/08/2022 11:01 AM | Shared cyclist/pedestrian use could create safety concerns. Leashes/Dog walkers etc |
| Anonymous<br>4/08/2022 11:06 AM | Would add a longer wait time but allow for safer travel for all who are traveling through this intersection. |

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| Anonymous<br>4/08/2022 11:06 AM | More bikes and fewer cars are safer for pedestrians. |
| Anonymous<br>4/08/2022 11:10 AM | Safer to keep foot and bike traffic on Marion. No need to walk on Goulet |
| Anonymous<br>4/08/2022 11:21 AM | It feels more designed for people walking and takes into consideration both motorists, cyclists, and pedestrians. |
| Anonymous<br>4/08/2022 11:22 AM | Not sharing sidewalk with cyclists that feel unsafe on the road. |
| Anonymous<br>4/08/2022 11:24 AM | Both options include traffic signals at Youville which is much safer than the current push-button pedestrian signals. |
| Anonymous<br>4/08/2022 11:29 AM | Safer |
| Anonymous<br>4/08/2022 11:41 AM | Not sure |
| Anonymous<br>4/08/2022 11:46 AM | Having a buffer between pedestrians and vehicles using a cycling lane reduces noise and makes it a much more comfortable experience walking on the sidewalk. Another thing to consider is that it would make sure that cars don't splash water on me when walking because of this newly established barrier. |
| Anonymous<br>4/08/2022 11:56 AM | . |
| Anonymous<br>4/08/2022 11:59 AM | The added multi-use path on the south portion of Marion looks like a great addition. The use of the half light rather than the crosswalk seems much safer. |
| Anonymous<br>4/08/2022 11:59 AM | Increase safety. |
| Anonymous | The added multi use path makes the area more approachable and will |

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| 4/08/2022 12:02 PM | bring more foot traffic and therefore would be overall better for people health and the wellbeing of the businesses in the area. |
| Anonymous<br>4/08/2022 12:02 PM | See above response—encouraging non-driving options and discouraging driving benefits motorists, cyclists, pedestrians, and transit users. Everyone, in other words. |
| Anonymous<br>4/08/2022 12:05 PM | Clearer routes for all traffic in area |
| Anonymous<br>4/08/2022 12:11 PM | Helpful to get bicycles off the sidewalks |
| Anonymous<br>4/08/2022 12:19 PM | It's Winnipeg, it's cold and snowing for 6 months a year, bike lanes are a waste. |
| Anonymous<br>4/08/2022 12:21 PM | Pedestrians can use the bike lanes as well... Why do we have boulevards, to grow weeds? Have you ever heard of a left turn lane? Is possible to get off Portage before the perimeter? |
| Anonymous<br>4/08/2022 12:26 PM | Developing these pedestrian connections helps bolster this area as a community. Currently as a pedestrian here I often feel like an intruder on a space only designed for cars while trying to patronize the businesses in the immediate vicinity (Marion Hotel, Dairy Wipp, Oui Got Beer, Safeway, etc.). Cars often disregard the pedestrian corridor at this intersection, even with flashing lights, because it is somewhat anomalous compared to the rest of the strip and is poorly indicated. |
| Anonymous<br>4/08/2022 12:40 PM | All walkways in the entire city need to be upgraded, those making the 'plans' need to begin doing everything as if they were in a wheelchair, motorized or otherwise, to have a true understanding and compassion of how is feels for the entire population having to get to anywhere throughout the city in this manner. |
| Anonymous<br>4/08/2022 12:42 PM | People might intuitively think that option 1 is better for pedestrians, but to think that you have to ignore one major issue: if you don’t provide dedicated bike lanes for cyclists, then a cyclist who needs to get to a business on archibald or goulet will either be on the street (potentially causing driver error), OR will ride up on the sidewalk for a block or two, which is a significant source of anxiety and frustration for pedestrians, especially elderly or disabled ones. Give cyclists their |

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| | own bike paths so they can get to the businesses, safely dismount, and lock up their bikes right in front of the business they want to visit! |
| Anonymous<br>4/08/2022 12:44 PM | I'd rather bikes have thier own dedicated space so as to keep them off the sidewalk and away from pedestrians |
| Anonymous<br>4/08/2022 12:49 PM | If cyclists have their own safe infrastructure they do not feel the need to ride illegally on the sidewalk which impacts pedestrian safety |
| Anonymous<br>4/08/2022 12:55 PM | Bicycle traffic can be a hazard to pedestrians as they interfere with common traffic areas and cyclists refusal to follow road signs, laws etc. |
| Anonymous<br>4/08/2022 01:00 PM | Having bike lanes would mean bikes would not be forced onto the sidewalk. |
| Anonymous<br>4/08/2022 01:13 PM | no big differences between the two, other than not having to watch out for cyclists in Option 1 is a plus. |
| Anonymous<br>4/08/2022 01:24 PM | More sidewalk space |
| Anonymous<br>4/08/2022 01:27 PM | travel lanes should be minimum width, plant more blvd trees |
| Anonymous<br>4/08/2022 01:44 PM | I like all of the proposed improvements. I don't mind waiting for the light to change. |
| Anonymous<br>4/08/2022 01:46 PM | Don't love having to wait here, it's not a great spot to be standing idle. |
| Anonymous<br>4/08/2022 01:55 PM | Increasing speed on the curve will increase the risk of drivers crashing into the bike/pedestrian island. |
| Anonymous<br>4/08/2022 03:00 PM | more protection from cars would be great. |
| Anonymous | More sidewalks and interconnected paths are helpful, although going |

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| 4/08/2022 03:16 PM | from bike path to mixed use path towards the bridge could be uncomfortable with bikes passing. |
| Anonymous<br>4/08/2022 03:20 PM | A clear stop signal to cross makes it safer to cross the road. |
| Anonymous<br>4/08/2022 04:17 PM | Better sight lines. No need for cyclists to use sidewalk to avoid high speed traffic |
| Anonymous<br>4/08/2022 04:20 PM | I don't often walk this stretch, but technically I would feel safer if, as a pedestrian, I had the sidewalk to myself, instead of worrying about a cyclist running into to me. As long as the lane is wide enough for cyclists/pedestrians, it would be fine though. |
| Anonymous<br>4/08/2022 04:35 PM | N/A |
| Anonymous<br>4/08/2022 04:59 PM | Dedicated bike infrastructure separates bikes from pedestrians. |
| Anonymous<br>4/08/2022 05:06 PM | This looks good for pedestrians, but both North and south side of the entire stretch of Marion to Lagimodiere need a functional walking path. |
| Anonymous<br>4/08/2022 05:11 PM | We walk, bike & drive regularly in this area, the pedestrian experience is currently very bad due to driver habits. Creating a better buffer between traffic & the sidewalk with a bikelane would be great. I expect to see continuous sidewalks at driveway approaches & low volume residential streets as best-practice during this re-design. Street trees are also really lacking, especially along the Safeway parking lot. Looking forward to the inclusion of additional street trees as part of this option. |
| Anonymous<br>4/08/2022 05:19 PM | Same as above |
| Anonymous<br>4/08/2022 05:44 PM | Dedicated bike lanes are more visible and I feel like people would be more aware of each other, this increasing my safety. |
| Anonymous | Some bikers will use the sidewalk if there is no designated bike lane, |

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| 4/08/2022 09:07 PM | especially when its busy causing more congestion on the sidewalks. |
| Anonymous<br>4/08/2022 11:11 PM | Safer to walk away from road |
| Anonymous<br>4/09/2022 12:10 AM | Again it will save lives. Bikes weaving in and out of traffic mixed in with parked cars. There is not enough on street parking to meet the demands of the area and suburbanites chose to avoid the area because of this. L |
| Anonymous<br>4/09/2022 12:21 AM | I think the push button crosswalk is dangerous, the one that's there now, because people push it and then walk into traffic sometimes it doesn't give the drivers enough time to stop, I have witnessed it myself they push the button and start walking! |
| Anonymous<br>4/09/2022 07:24 AM | Safety |
| Anonymous<br>4/09/2022 08:39 AM | Dedicated sidewalks and bike lanes mean fewer bikes in the sidewalk and more separations with motorists |
| Anonymous<br>4/09/2022 10:32 AM | Cyclists and pedestrians do not belong on the same path. They need separate lanes. |
| Anonymous<br>4/09/2022 11:18 AM | Giving bicycles safe space should get most off the sidewalks making the sidewalks less congested (with quicker traffic) and the sight lines from the cars should allow for safer pedestrian crossings at Eastbound Goulet (parallel bike lanes might get more driver watching for pedestrians. Both scenarios: the bus Stop location looks poor; I'd prefer just PAST the Eastbound Goulet intersection instead of before. |
| Anonymous<br>4/09/2022 02:12 PM | I think having sidewalks on both sides is safer for pedestrians. Having traffic lights at the Marion-Youville intersection makes traveling for everyone a safer experience. This is my favourite improvement: Median/island (bottom of map) would be made larger to reduce pedestrian crossing distance and restrict northbound Youville short-cutting. I am a seniour who does not walk fast so this is very important for my safety. |
| Anonymous | This honestly seems like the least ideal option for ALL users. |

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| 4/09/2022 02:29 PM | Signalized intersections are definitely a step in the wrong direction. Consider a round about, traffic calming, incentivize motorists to reroute. Both options seem to only make congestion/noise/traffic worse. |
| Anonymous<br>4/09/2022 03:43 PM | Snow clearing |
| Anonymous<br>4/09/2022 04:32 PM | How does increasing vehicle speed from 30 km/hr to 40 km/hr increase safety? It doesn't. Design the street in this area so that vehicles travel at 30 km/hr to increase safety for pedestrians. |
| Anonymous<br>4/09/2022 05:00 PM | good use of protected infrastructure. keep cars as far away from pedestrians as possible |
| Anonymous<br>4/09/2022 06:07 PM | Keeps bikes off the sidewalks |
| Anonymous<br>4/09/2022 08:15 PM | If you don't give a place for people to bike, it gives them no choice but to ride on the sidewalks. Most people don't want to ride with traffic. If you don't give a dedicated space for people to travel by bike, you're inviting them onto the sidewalk and just asking for problems. |
| Anonymous<br>4/09/2022 09:25 PM | bike lanes assume people will use them. tell me how many people ride bikes so i can tell you if this is beneficial and worth the cost |
| Anonymous<br>4/09/2022 11:15 PM | A more controlled intersection feels safer when it comes to crossing. Adding bike lanes would make the area less pedestrian friendly and more chaotic. |
| Anonymous<br>4/10/2022 08:32 AM | No Draw back, cyclists, skates, and all users have a safe way to connect across these major traffic lanes without competing for space. Encouraging connectivity will increase sense of safety and give higher mobility to all users, not just motorist. Benefits: Safer for all users !! Improved neighborhood connectivity. Improve multiple usage : intermodality. Reduced interest for transit traffic. Increase bike mobility of short distance North-South users and reduce car volume. |
| Anonymous<br>4/10/2022 09:07 AM | The short wait time to a light to chance to cross is out weighed by safety. |

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| Anonymous<br>4/10/2022 10:22 AM | Both options would affect pedestrians similarly, no strong preference here. |
| Anonymous<br>4/10/2022 12:54 PM | I am a pedestrian in the area but neither of these options make it safer for pedestrians. Removing the crosswalk and increasing vehicle speeds are good ways to DECREASE pedestrian safety. |
| Anonymous<br>4/10/2022 01:14 PM | Benefits: cyclists would have their own dedicated lane so they would be less likely to ride on the sidewalk. Lights for pedestrians at the Youville intersection would make it more likely for traffic to stop for pedestrians. Multi-use path leading to Happyland Park provides more options for pedestrians to safely access the pool and park. A wider path makes me more likely to choose to walk somewhere rather than driving, and is also better for greater accessibility (e.g. people using electric wheelchairs or scooters). |
| Anonymous<br>4/10/2022 02:18 PM | I like that dedicated bike lanes move vehicle traffic further away from the sidewalk. |
| Anonymous<br>4/10/2022 06:30 PM | A lot of people bike on the sidewalk because biking on the road is unsafe for cyclists, but unfortunately biking on the sidewalk is unsafe for pedestrians too. A bike lane is the only safe option. Encouraging more use of bikes also reduces the amount of cars on the road which reduces noise and pollution. |
| Anonymous<br>4/10/2022 07:10 PM | Safer crossings, less potential for being splashed by drivers (when wet) and reduced proximity to vehicles making it feel safer to walk. |
| Anonymous<br>4/10/2022 09:15 PM | I don't think adding an intersection here is a good idea. Adding more stops to a major thoroughfare doesn't improve traffic |
| Anonymous<br>4/11/2022 07:54 AM | Safer crossing / walking areas |
| Anonymous<br>4/11/2022 09:08 AM | More bikes and less cars is safer for pedestrians. |
| Anonymous<br>4/11/2022 09:40 AM | reduce confusion for the driver in this area, improve the pedestrian crossing safety |

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| Anonymous<br>4/11/2022 10:32 AM | I feel safer crossing a a signaled intersection |
| Anonymous<br>4/11/2022 04:00 PM | Prefer dedicated pathway for cyclists to avoid point of conflicts with pedestrian. Upgrade from pedestrian corridor is welcomed, even if there are slight delays. Vehicles do not observe speed limits at this curve. |
| Anonymous<br>4/11/2022 07:54 PM | I don’t walk there frequently, so I am OK with thr crosswalk change |
| Anonymous<br>4/12/2022 10:28 AM | none |
| Anonymous<br>4/12/2022 11:13 AM | Less conflict with cyclists going the wrong direction |
| Anonymous<br>4/12/2022 12:33 PM | Bike lanes should be in a less traffic area. |
| Anonymous<br>4/12/2022 03:48 PM | Dedicated bike lanes make it safer for pedestrians. |
| Anonymous<br>4/12/2022 06:07 PM | safer for everyone walking, cycling and driving |
| Anonymous<br>4/12/2022 06:08 PM | Multi use trail is better for biking and walking |
| Anonymous<br>4/13/2022 10:59 AM | When walking you're always worried about a bike coming up behind you. It's very hard to walk with your wife and the dog because it leaves no room for a bike to go whipping by |
| Anonymous<br>4/13/2022 11:28 AM | Waiting for timed crosswalk makes me feel safer to cross as I know motorists will stop when requested. |
| Anonymous<br>4/13/2022 12:15 PM | The only drawback may be that some bikes may jump in to the sidewalk if the bikepath is closed (snow/debris/etc) |

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| Anonymous<br>4/13/2022 12:21 PM | safer |
| Anonymous<br>4/14/2022 03:23 PM | It seems safer plan. |
| Anonymous<br>4/14/2022 05:08 PM | There is a high potential for conflict between cyclists and pedestrians in Option 2 especially with the unidirectional to bidirectional transition, which is very confusing. |
| Anonymous<br>4/14/2022 05:10 PM | Traffic signals are safer than on demand cross walks |
| Anonymous<br>4/14/2022 08:47 PM | Could still get hit by a car. |
| Anonymous<br>4/15/2022 12:12 PM | I walk there all the time and find its fine the way it is. |
| Anonymous<br>4/15/2022 07:53 PM | I don't think either scenario is better or worse for pedestrians. They seem similar to me. |
| Anonymous<br>4/16/2022 09:42 AM | The curret cross walk is perfect for pedestrians dont change it at all |
| Anonymous<br>4/17/2022 08:56 PM | Having the sidewalk dedicated to me means I don't have to constantly be listening for bike bells as I travel, aside from times when I may have to cross the bike lane. |
| Anonymous<br>4/18/2022 04:57 PM | Safer with sidewalks |
| Anonymous<br>4/18/2022 05:41 PM | Both these options seem better as there is a sidewalk on both sides. |
| Anonymous<br>4/18/2022 07:36 PM | The issue with this plan is that it doesn't address the issue. Unless you can provide a way for the majority of the traffic to avoid St Boniface as it generally moves through to somewhere else then the whole survey is nothing but an academic exercise. Traffic needs to me.moved around residential areas not through. Figure that problem |

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| | and the rest is easy. |
| Anonymous<br>4/18/2022 07:38 PM | Being able to walk away from motor vehicles is very important |
| Anonymous<br>4/18/2022 08:16 PM | Much more appealing place to spend time on foot… and spend money! As a pedestrian I would want to see clear differentiation, in the Tache area, between sidewalk and bike path… so I don't accidentally walk into the path of an oncoming bike. I'm talking a straight shot path for bikes, with a height difference. We've seen elsewhere that a slightly different colour / texture pavement is NOT obvious enough to keep us out of each other's way: make it so clear! |
| Anonymous<br>4/18/2022 09:14 PM | N/a |
| Anonymous<br>4/18/2022 09:25 PM | N/a |
| Anonymous<br>4/18/2022 09:59 PM | Having cyclists enter from the street depending at the speed could be dangerous. |
| Anonymous<br>4/18/2022 10:10 PM | Sidewalks |
| Anonymous<br>4/18/2022 11:11 PM | Multi-use paths can be problematic as a pedestrian, particularly if people are cycling at a high rate of speed. |
| Anonymous<br>4/19/2022 12:05 AM | same comments as above for #10 |
| Anonymous<br>4/19/2022 08:29 AM | Again I do not walk this area as I choose to take the paths and side streets. |
| Anonymous<br>4/19/2022 09:04 AM | There is not much difference between options for a pedestrian. |
| Anonymous<br>4/19/2022 09:31 AM | Benefits of having a bike lane on marion would keep the cyclists that will go down marion regardless of where the bike route is will keep them out of the road and sidewalk |

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| Anonymous<br>4/19/2022 11:06 AM | Im glad we're talking about adding sidewalks. We've came a really long way in society. Why is this even a question? Out of all seriousness, all it takes is one out-of-control vehicle to wipe out the island where pedestrians and cyclist are begging to cross Marion/Goulet. This intersection should be redesigned to have circular components so pedestrians & bikes do not have to stop and cars have to make very slow corners with intense sight-lines watching for peds and cyclists. |
| Anonymous<br>4/19/2022 11:48 AM | Slower traffic = better safety. See questions above. It applies to this one too. It’s time we put more value on our community than vehicular traffic. |
| Anonymous<br>4/19/2022 12:01 PM | . |
| Anonymous<br>4/19/2022 01:13 PM | no comment |
| Anonymous<br>4/19/2022 01:32 PM | As long as sidewalks are open, a bike lane keeps pedestrians safer |
| Anonymous<br>4/19/2022 02:11 PM | Benefit would be not having to worry about sharing the sidewalk with a cyclist. Drawback would be that the sidewalks might be smaller due to widing the road. |
| Anonymous<br>4/19/2022 07:12 PM | N/A |
| Anonymous<br>4/19/2022 09:59 PM | Would benefit from not having roadways as sidewalks, along with the city to properly maintain the sidewalks currently in place. |
| Anonymous<br>4/20/2022 12:16 AM | I don't trust the city to do active transit right in this city, so I'm concerned it will be poorly implemented, turning everyone who uses it against such supposed improvements. Also, it would be good to admit that one ways prioritize speed which just endangers all the human beings. Instead of worrying about how cyclists might choose to use a unidirectional lane bidirectionally, how about using this redesign to undo the ill-advised one-ways and turn them back into real streets again? One-ways are better for jaywalking but two-ways end up having a slower pace which is just safer for everyone. |

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| Anonymous<br>4/20/2022 07:59 AM | Separate BIKE Lane is not needed in this area. This is Not a high bicycle usage area. |
| Anonymous<br>4/20/2022 10:39 AM | Push-button operated pedestrian crossings are detrimental to the safety of pedestrians, especially if they are trying to make a transit connection or if snow around the button has been cleared improperly. Push-buttons deprioritize pedestrian and cyclist safety in favour of automobile speed. Flattening corners largely reduces crash-risk for motorists, who are at reduced risk of injury or death. Flattening corners potentially increases the risk of injury or death for vulnerable road users like pedestrians, who are put at risk by increased automobile speeds. |
| Anonymous<br>4/20/2022 03:37 PM | Keep everyone separate: vehicles, bikes and pedestrians |
| Anonymous<br>4/20/2022 06:38 PM | bikers on street away from pedestrians |
| Anonymous<br>4/20/2022 07:53 PM | No conflicts with cyclists. |
| Anonymous<br>4/21/2022 09:06 AM | The added bike facility would draw more attention from drivers at the crossings |
| Anonymous<br>4/21/2022 09:08 AM | None |
| Anonymous<br>4/21/2022 09:26 AM | Although I like the idea of on demand pedestrian crossings, I've too often seen drivers ignore them to feel safe using them |
| Anonymous<br>4/21/2022 09:55 AM | Side and residential streets are highly adequate and safer as a pedestrian. |
| Anonymous<br>4/21/2022 10:29 AM | crossing as a pedestrian on this street there are blind corners for drivers and this means that you are risking it crossing here. The proposed half signal might not have eye level signals that drivers can see. Will that signal be even long enough for those who have mobility aids to cross? |

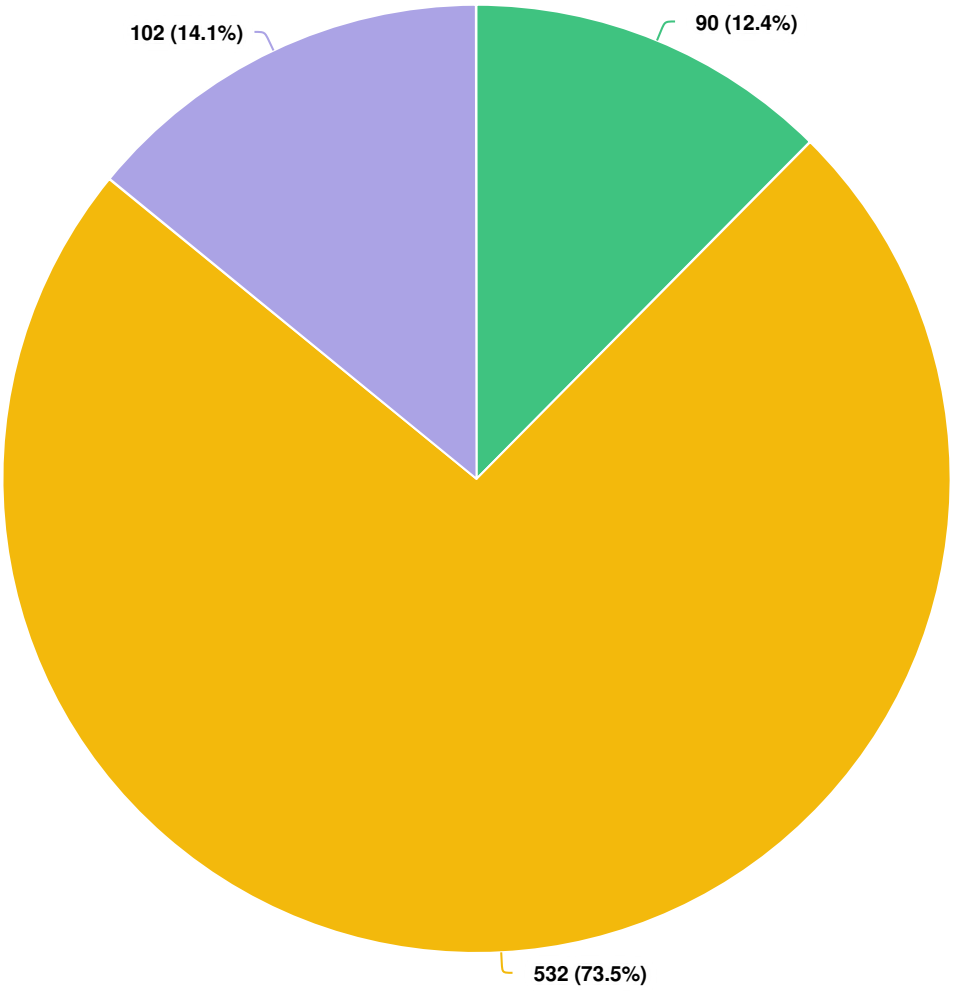
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| Anonymous<br>4/21/2022 11:16 AM | Having to press a button at the right time of the traffic light sequence and WAIT as opposed to the present on-demand cross walk lights. If you do not push the button even though you are waiting to cross, you would not receive a light to cross. |
| Anonymous<br>4/21/2022 11:53 AM | safety |
| Anonymous<br>4/21/2022 02:39 PM | Having accessible crosswalks, sidewalks and more infrastructure for pedestrians and cyclists is a priority over motorists. Plus greenhouse gas emissions should be reduced and citizens be more encouraged to take the bus, cycle or walk. Accessibility should be a priority when making any new developments e.g. avoiding potential for accidents such as drivers who speed corners, encouragement and incentive to cycle or walk or take the bus. |
| Anonymous<br>4/21/2022 07:54 PM | I rarely walk here now because I don't feel safe. Cyclists not stopping at the lights and cars too |
| Anonymous<br>4/21/2022 11:05 PM | Just want more sidewalk to walk on. Being constricted to one side is awfully inconvenient. |
| Anonymous<br>4/21/2022 11:11 PM | No drawbacks. |
| Anonymous<br>4/22/2022 06:20 AM | It would mean less cyclists on sidewalks. |
| Anonymous<br>4/22/2022 12:56 PM | Less complicated to navigate, particularly with mobility aids |
| Anonymous<br>4/22/2022 02:17 PM | All benefits, I do not have to worry about sharing the sidewalk with cyclists as it is dangerous |
| Anonymous<br>4/22/2022 03:57 PM | There a lot of bicycles in the area and im sure more people would ride their bikes which would help cut down on the traffic making things better for pedestrians |

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| Anonymous<br>4/22/2022 05:08 PM | Pedestrian walking does not chance much with proposed plans vs how is now. |
| Anonymous<br>4/22/2022 08:30 PM | I think it is safer to have a controlled stop and to have sidewalks |
| Anonymous<br>4/22/2022 10:00 PM | All I want to say is no bike lanes and put the speed back to 60! |
| Anonymous<br>4/23/2022 10:05 AM | This keeps cyclists off side walks |
| Anonymous<br>4/23/2022 03:53 PM | The more active transportation and pedestrian safety, comfort, and attractiveness, the better. |
| Mikey<br>4/24/2022 08:32 AM | i have no problem walking the area now |
| Anonymous<br>4/24/2022 09:14 PM | Cycle pathways enhance pedestrian safety by bring more noticeable infrastructure to protect against motor vehicles |
| Anonymous<br>4/24/2022 05:26 PM | Reduce conflict/confusion between motorists/pedestrians vs cyclists |
| Anonymous<br>4/24/2022 05:26 PM | Reduce conflict/confusion between motorists/pedestrians vs cyclists |
| Anonymous<br>4/26/2022 03:52 PM | Same concerns as when cycling... I'm not sure how increasing the speed limit in the this specific area from 30 km/hr to 40 km/hr increases safety for cyclists or pedestrians. Seems uniquely aimed at making it possible for vehicles to drive even faster. I'm also concerned about the significant cost implications related to required land purchases/expropriations and the realignment itself. I would hate to have most of the total project funding to be spent doing this and leaving nothing for the other improvements (mostly pedestrian and cyclist focused) along the west Marion/Goulet couplet. Seems to me it would be cheaper not proceeding with the realignment and only focus on the pedestrian/cycling aspects of Option 2. |
| dorbarker<br>4/26/2022 04:47 PM | I would feel safer with some bikes around, as is the case with Option 2, so I'm not standing right next to cars coming around a corner at |

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| | lethal speeds. Option 2 also has a wide multiuse path, instead of a narrow sidewalk right next to motor traffic. |
| Anonymous<br>4/26/2022 11:03 PM | Separate lane and signage from the sidewalk will allow for the pedestrians using the crossing to feel safe and comfortable sharing the space with people walking. |
| Anonymous<br>4/27/2022 11:50 AM | same as above |
| Anonymous<br>4/27/2022 08:44 PM | Much safer for a pedestrian to have a dedicated bike lane. Rather than cyclists using sidewalks. |
| Anonymous<br>4/27/2022 10:29 PM | I would not have to worry about sharing the sidewalk with cyclist. This road is already busy enough. |
| Anonymous<br>4/28/2022 07:33 AM | I like walking and to be farther from dangerous cars. |
| Anonymous<br>4/28/2022 07:33 AM | I like walking and to be farther from dangerous cars. |
| Anonymous<br>4/28/2022 05:24 PM | The sidewalks are steep and very close to traffic being right next to the road. Cyclists using the sidewalks to stay safe from cars have no room to maneuver |
| Anonymous<br>4/28/2022 05:42 PM | If there are no bike facilities, bikes will be on the sidewalks in conflict with pedestrians. |
| Anonymous<br>4/28/2022 09:09 PM | As long is there are sidewalks, thing are fine |

**Optional question** (248 response(s), 476 skipped)
**Question type:** Essay Question

## Q13 Do you prefer the routing of the proposed active transportation route as shown in:

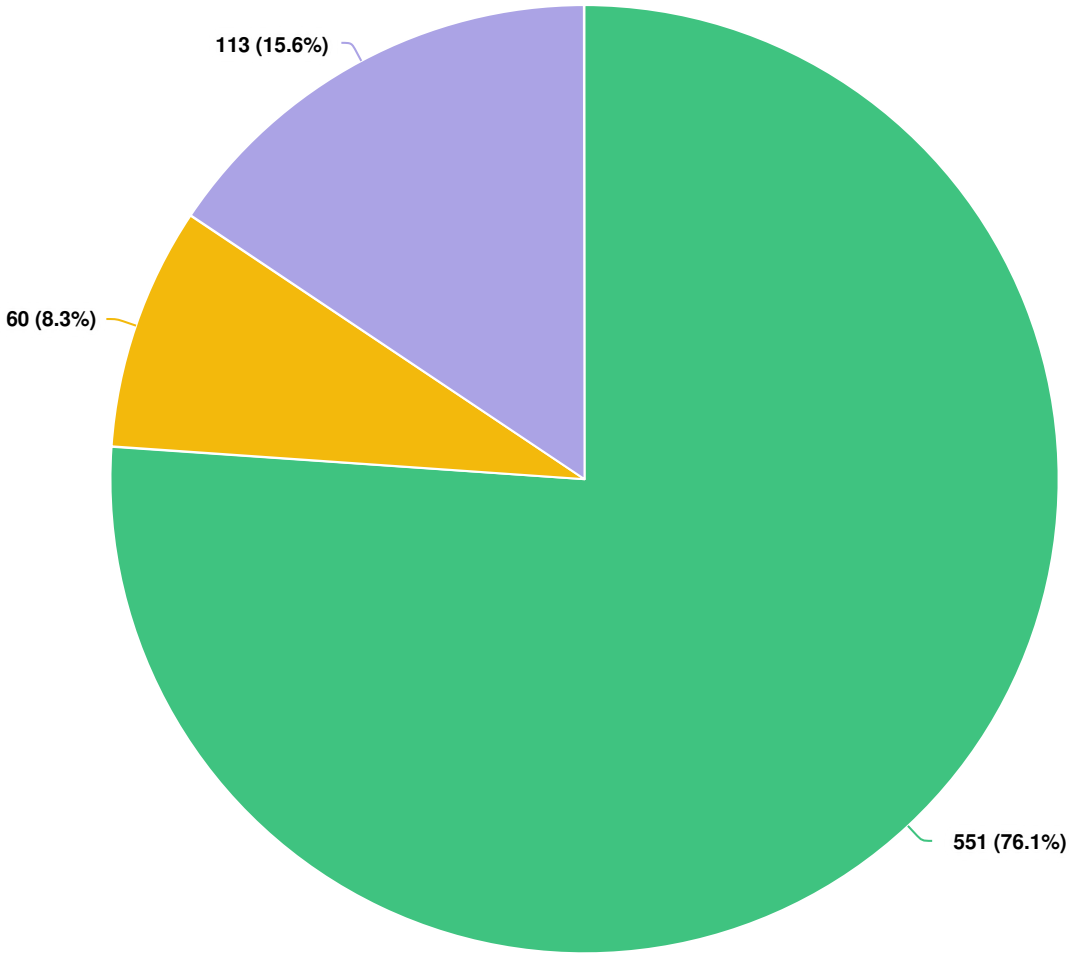



**Question options**

- Happyland Park – Scenario 1: Multi-use path north/south through Happyland Park along Archibald (ending at Marion)
- Happyland Park – Scenario 2: Multi-use path east/west through Happyland Park (connecting to existing Eugenie neighbourhood greenway and proposed cycling infrastructure on Marion)
- Neutral or undecided

*Mandatory Question (721 response(s))*
*Question type: Radio Button Question*

## Q14 Would the addition of a multi-use path in the park improve this greenspace?




**Question options**

Yes No Neutral or Undecided

*Mandatory Question (721 response(s))*
*Question type: Radio Button Question*

## Q15 Do you know of any drawbacks to the addition of a multi-use path in the park?

| | |
|---|---|
| Anonymous<br>4/07/2022 01:29 PM | cyclists sharing space with pedestrians...pedestrians could be at-risk due to aggressive cyclists (speed, no bells, etc.) |
| Anonymous<br>4/07/2022 02:25 PM | No |
| Anonymous<br>4/07/2022 02:26 PM | A multi use path, through a heavily used park is not the best or safest alternative for any user. It increases points of conflict. Keeping cyclists along the street edge is the best, connecting in with Marion bike lanes. |
| Anonymous<br>4/07/2022 02:31 PM | Don’t make people fight for space |
| Anonymous<br>4/07/2022 02:31 PM | Fast moving cyclists in play areas for children is never a good mix. Put in a speed zone to ensure cyclists keep pace with a normal walking speed |
| Anonymous<br>4/07/2022 02:32 PM | no. i use this area often and would love to see it improved. |
| Anonymous<br>4/07/2022 02:36 PM | No |
| Anonymous<br>4/07/2022 02:36 PM | The train comes and blocks all traffic from moving no matter what is done |
| Anonymous<br>4/07/2022 02:39 PM | Less space for those that play frisbee golf |
| Anonymous<br>4/07/2022 02:42 PM | Bikes that are continuing West-East may be at significantly higher speeds and present safety issues with people walking in the park. |
| Anonymous<br>4/07/2022 02:46 PM | No |
| DM | Conflicts between cyclists and pedestrians perhaps? |

4/07/2022 02:49 PM

Anonymous
4/07/2022 02:50 PM

Would need to have adequate lighting and snow clearing to remain useful year round.

Anonymous
4/07/2022 02:52 PM

Restricting access to businesses doesn't sound good. Not that I access those businesses myself currently.

Anonymous
4/07/2022 03:00 PM

No.

Anonymous
4/07/2022 03:02 PM

None at all, everybody would benefit. Seriously have you ever walked on that sidewalk? IT'S TERRIBLE!!! Anything will be an improvement for pedestrians, the advantages of option 2 are obvious for cyclists not having to share road. And motor vehicles hate sharing with cyclists.

Anonymous
4/07/2022 03:10 PM

None.

Anonymous
4/07/2022 03:12 PM

If it means not having a functional and safe bike route somewhere else, then don't build duplicates. There is ZERO existing bike infrastructure in St. Vital, and greenways in parks aren't really the priority. Getting routes from Whittier Park to South St Vital, and along Provencher and any other local high streets with places to visit, is more important than pretty greenways.

Anonymous
4/07/2022 03:13 PM

loss of park space

Anonymous
4/07/2022 03:14 PM

Improvements to Happyland Park would be a welcome addition to our beautiful neighborhood

Anonymous
4/07/2022 03:32 PM

Not aware of any drawbacks.

Anonymous
4/07/2022 03:44 PM

None

Anonymous

i have cycled many city parks with multiuse paths and they make it

| | |
|---|---|
| 4/07/2022 03:47 PM | safer for both pedestrians and cyclists when they are built wide enough for both and wide enough for snow clearing equipment |
| Anonymous<br>4/07/2022 03:54 PM | NO, only positives, I would bet that very few pedestrians use the south side, sidewalk on Marion. |
| Anonymous<br>4/07/2022 04:02 PM | Don’t make the distance farther to cross at archibald. That effectively cuts off the neighborhood north of Marion. |
| Anonymous<br>4/07/2022 04:12 PM | keep lanes for cars as free flowing as possible without interference with bikes. |
| Anonymous<br>4/07/2022 04:29 PM | No. |
| Anonymous<br>4/07/2022 04:32 PM | that park is nothing special , its really only a drainage ditch |
| Anonymous<br>4/07/2022 04:42 PM | I’m unsure of priority if clearing these paths in winter/inclement weather. If these paths see higher traffic with no other options of sidewalks, it would be reassuring to know there will be adequate measures to keep these paths accessible. |
| Anonymous<br>4/07/2022 04:44 PM | Must maintain pathway during winter. Scheduling for this may be too slow for some |
| Anonymous<br>4/07/2022 04:56 PM | Getting hit by a stray disc. |
| Anonymous<br>4/07/2022 05:15 PM | No. |
| Anonymous<br>4/07/2022 05:17 PM | No. |
| Anonymous<br>4/07/2022 05:28 PM | none |
| Anonymous | No |

| | |
|---|---|
| 4/07/2022 05:34 PM | |
| Anonymous<br>4/07/2022 05:40 PM | Safety at night |
| Anonymous<br>4/07/2022 06:04 PM | Traffic needs to flow. Stop photo enforcement. Traffic lights impede traffic flow. Driving, cycling and walking in the city are very frustrating due to poor design/engineering standards. |
| Anonymous<br>4/07/2022 06:20 PM | It might interfere with disc golf a bit, but it's otherwise ok. The north side of the park isn't super heavily used, so I think it would be fine. |
| Anonymous<br>4/07/2022 06:51 PM | Loss of greenspace/ shortening of disc golf course |
| Anonymous<br>4/07/2022 07:01 PM | Ignorant users from outside the neighborhood |
| Anonymous<br>4/07/2022 07:08 PM | There are no drawbacks. |
| Anonymous<br>4/07/2022 07:19 PM | May disrupt the disc golf course which can see frequent use in the summer months |
| Anonymous<br>4/07/2022 07:27 PM | Need crossing at the pool area Dufresne needs cross walk |
| Anonymous<br>4/07/2022 07:39 PM | Yes, pedestrians walk EVERYWHERE. A little gentle guidance with planters or the occasional fence, artwork, or something to indicate how to keep pedestrians more to one side would be best, especially for those commuter cyclists wanting to race through. |
| Anonymous<br>4/07/2022 07:43 PM | No. Multi-use paths are cost-effective and a win-win for cyclists and pedestrians |
| Anonymous<br>4/07/2022 07:47 PM | None. All positive! |
| Anonymous<br>4/07/2022 07:52 PM | Keep pedestrians and bikes separate. |

| | |
|---|---|
| Anonymous<br>4/07/2022 07:59 PM | Impact to Frisbee-Golf course. |
| Anonymous<br>4/07/2022 08:27 PM | Less grass. |
| Anonymous<br>4/07/2022 09:20 PM | Cyclists are a danger to pedestrians |
| Anonymous<br>4/07/2022 09:36 PM | Happyland park is already somewhat small, and the addition of asphalt will not improve the greenspace. |
| Anonymous<br>4/07/2022 09:50 PM | Lighting, increased crossing of bikes/pedastrians at Marion / Dufresne Ave. |
| Anonymous<br>4/07/2022 10:04 PM | No, as long as the park is protected and disc golf can continue to be available in a similar area of the park it should be fine |
| Anonymous<br>4/07/2022 10:54 PM | No |
| Anonymous<br>4/07/2022 10:56 PM | Ad long as the path does not impede the disc golf as people use it every day year round. |
| Anonymous<br>4/07/2022 11:14 PM | Bike go to fast |
| Anonymous<br>4/07/2022 11:21 PM | Taking away greenspace, needing to add lighting for night use. |
| Anonymous<br>4/07/2022 11:33 PM | You shouldn't have to put a multi user path in the park. |
| Anonymous<br>4/07/2022 11:48 PM | Keep the pathways away from Marion and in the park. |
| Anonymous<br>4/08/2022 12:35 AM | Not that I know of. |

| | |
|---|---|
| Anonymous<br>4/08/2022 06:37 AM | Not any that I can think of |
| Anonymous<br>4/08/2022 07:08 AM | No |
| Anonymous<br>4/08/2022 07:21 AM | No |
| Anonymous<br>4/08/2022 07:29 AM | Interfere with disc golf holes along marion. |
| Anonymous<br>4/08/2022 07:34 AM | Any impact on the disc golf course is unacceptable. |
| Anonymous<br>4/08/2022 07:44 AM | It's a good use of this space, here and elsewhere. |
| Anonymous<br>4/08/2022 07:48 AM | Happyland Park is well used as it is (with the outdoor pool, playground, and disc gold course). Adding a multi-use path through there might mean wayward discs hitting pedestrians and cyclists. Pedestrians and cyclists with a place to go also prefer a more direct rout along the roadways. |
| Anonymous<br>4/08/2022 07:52 AM | I live in this area and I feel that the path coming from prosper is already good enough for cyclists. Unless there are bike lanes that will be added to Marion Street. |
| Anonymous<br>4/08/2022 07:55 AM | Cyclists need another safe option than just the "scenic" route |
| Anonymous<br>4/08/2022 08:12 AM | No - No one uses the top space of the park much anyways |
| Anonymous<br>4/08/2022 08:15 AM | None, more expensive in long run grear for PEOPLE AND OUR HEALTH |
| Anonymous<br>4/08/2022 08:16 AM | would it be kept clear of snow in the winter? |

| | |
|---|---|
| Anonymous<br>4/08/2022 08:18 AM | Pedestrian and cyclist sharing, will this be similar to the path that runs by the transit way on Pembina with designated lanes? Potential for cyclist and pedestrian incidents if not signed/marked clearly. |
| Anonymous<br>4/08/2022 08:23 AM | No |
| Anonymous<br>4/08/2022 08:29 AM | Stop making multi-use paths curvilinear |
| Anonymous<br>4/08/2022 08:29 AM | Cost? |
| Anonymous<br>4/08/2022 08:32 AM | It looks like the path will interfere with the disc golf course in the park. |
| Anonymous<br>4/08/2022 08:39 AM | I don't use that park. |
| Anonymous<br>4/08/2022 08:49 AM | Yes, there already is a path through the park, why spend more money? |
| Anonymous<br>4/08/2022 08:50 AM | None. |
| Anonymous<br>4/08/2022 08:53 AM | The joy of this park is that is less industrial, there is less cement, this is one of the few parks that isn’t filled with cement and a giant park cutting off green makes the large green area smaller which is undesireable |
| Anonymous<br>4/08/2022 08:56 AM | If located close to existing sidewalk, plantings should be included between the two so that an unattractive dead space of grass is not ';eft over', which would be useless for the park. |
| Anonymous<br>4/08/2022 08:57 AM | interfears with disk golf course |
| Anonymous<br>4/08/2022 08:59 AM | See my final comments about this whole plan. |

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|---|---|
| Anonymous<br>4/08/2022 09:00 AM | No |
| Anonymous<br>4/08/2022 09:12 AM | None, I believe a multi use path will attract more individuals to enjoy a space which adds to the vibrancy of the park and the enjoyment of all |
| Anonymous<br>4/08/2022 09:13 AM | Might effect the use of disc golf |
| Anonymous<br>4/08/2022 09:16 AM | None that I can see |
| Anonymous<br>4/08/2022 09:18 AM | Ensuring it is wide enough to accommodate high traffic use |
| Anonymous<br>4/08/2022 09:21 AM | Disruption of disc golfing or other recreational activities occurring in the park (minor drawback, in my opinion). |
| Anonymous<br>4/08/2022 09:23 AM | People should enjoy the park more. But the park would feel less park like in that corner, and more of a dirty boulevard extension. |
| Anonymous<br>4/08/2022 09:24 AM | No |
| Anonymous<br>4/08/2022 09:31 AM | Will it affect the pool? We already lost the one in Norwood. Will it affect the trees? We are already losing too much of our old canopy in the neighbourhood. |
| Anonymous<br>4/08/2022 09:34 AM | no |
| Anonymous<br>4/08/2022 09:38 AM | Damage to existing trees |
| Anonymous<br>4/08/2022 09:39 AM | Planning should try to maintain as much of the park infrastructure as possible |
| Anonymous<br>4/08/2022 09:43 AM | Reduced disc golf space. Offset by increased/better access for said disc golfers |

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|---|---|
| Anonymous<br>4/08/2022 09:49 AM | Adding Medians will restrict access into residential area. School busing will be severely restricted or impossible. |
| Anonymous<br>4/08/2022 09:51 AM | Loss of the disc golf course that is used in all seasons |
| Anonymous<br>4/08/2022 09:52 AM | Needs to be of a sufficient width with clear signage indicating responsibilities of pedestrians, multi-use path in park creates clear risk of horrific accidental disc-golf beheading... |
| Anonymous<br>4/08/2022 09:56 AM | Proposed changes will damage the park and character |
| Anonymous<br>4/08/2022 09:59 AM | You need to offer 3 entrance/exits from the park: N, E, and S |
| Anonymous<br>4/08/2022 10:04 AM | Probably it would take space away from disc golf? |
| Anonymous<br>4/08/2022 10:07 AM | Still pretty close to the road, and may be challenging for commuter cyclists to navigate with folks using the frolf course and going for walks. Hopefully some plantings will be done between the path and the road on the North side of Happyland park to help separate from the cars and trucks that are zooming down Marion. |
| Anonymous<br>4/08/2022 10:17 AM | I don’t believe there are any. |
| Anonymous<br>4/08/2022 10:42 AM | The multi use path will end abruptly on the southeast corner of the park. Could the City look into the possibility of connecting this MUP in the future to the new MUP along archibald which begins at Guibault St. |
| Anonymous<br>4/08/2022 10:47 AM | Separate walking/ bike paths are ideal |
| Anonymous<br>4/08/2022 10:58 AM | None. |

| | |
|---|---|
| Anonymous<br>4/08/2022 11:01 AM | Must be wide enough for safety of pedestrians/cyclists |
| Anonymous<br>4/08/2022 11:06 AM | No. |
| Anonymous<br>4/08/2022 11:10 AM | No, a path would be great |
| Anonymous<br>4/08/2022 11:41 AM | Not sure |
| Anonymous<br>4/08/2022 11:46 AM | The only drawback is pedestrians and cyclists sharing a road, but that can be accommodated if the multi-use path is wide enough. In an ideal world there should be a sidewalk just for pedestrians adjacent to a AT path for alternative modes of physical transportation. Remember AT paths are used by more then just cyclists and pedestrians. Skateboarders, roller bladers, and scooter riders can all use this infrastructure as well so make sure they are accounted for in this project. |
| Anonymous<br>4/08/2022 11:59 AM | No |
| Anonymous<br>4/08/2022 11:59 AM | none |
| Anonymous<br>4/08/2022 12:02 PM | There are none, greenspace is an incredible way to improve the community. |
| Anonymous<br>4/08/2022 12:05 PM | no |
| Anonymous<br>4/08/2022 12:07 PM | Clueless Pedestrians/children in the way of cyclists |
| Anonymous<br>4/08/2022 12:11 PM | No drawbacks |
| Anonymous<br>4/08/2022 12:19 PM | No |

| | |
|---|---|
| Anonymous<br>4/08/2022 12:21 PM | Who goes there anyway, druggies? |
| Anonymous<br>4/08/2022 12:26 PM | No |
| Anonymous<br>4/08/2022 12:40 PM | The area is not residential, in any way, plus the 'hotel' as you call it, is not a real hotel that anyone in their right mind would actually use as a hotel is meant for, would any of YOU?!?! |
| Anonymous<br>4/08/2022 12:42 PM | No |
| Anonymous<br>4/08/2022 12:44 PM | None that I can think of |
| Anonymous<br>4/08/2022 12:49 PM | Shared space pedestrian/cyclists is always a concern but less likely to result in fatalities than shared space cyclists/drivers |
| Anonymous<br>4/08/2022 01:00 PM | No. |
| Anonymous<br>4/08/2022 01:13 PM | possible conflicts between park users and cyclists, however, better cyclist access to the park may make this an ok trade off. |
| Anonymous<br>4/08/2022 01:27 PM | slower speeds for cyclists perhaps |
| Anonymous<br>4/08/2022 01:37 PM | Bikes and pedestrians sharing a path causes increasing conflicts as the popularity of the path increases. |
| Anonymous<br>4/08/2022 01:44 PM | Due to safety issues associated with drug users and criminal elements in this neighborhood I would feel less safe having to go through the park at night. It would be safer to keep the path on the outside in view of traffic and businesses. |
| Anonymous<br>4/08/2022 01:46 PM | Disc golf isn't terribly compatible with cyclists moving through the area. |

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|---|---|
| Anonymous<br>4/08/2022 01:51 PM | It could lead to a busier park for users that play disc golf there. |
| Anonymous<br>4/08/2022 01:55 PM | Maybe a few signs to remind cyclists and pedestrians to share the multi-use path instead of hogging the entire path (happens too often). Still much better than the issues of senario 1 |
| Anonymous<br>4/08/2022 03:20 PM | No. |
| Anonymous<br>4/08/2022 04:18 PM | some people may complain about lost trees, etc. |
| Anonymous<br>4/08/2022 04:20 PM | No |
| Anonymous<br>4/08/2022 05:06 PM | No, the goal is to have an uninterrupted bike/walking path that interconnects the entire city, we need more of these. |
| Anonymous<br>4/08/2022 05:11 PM | It could be perceived as impacting the disk golf course however with tweeks to tee box locations it's all in all beneficial. Many disk golf users arrive by bike. It would be much safer & more enjoyable to walk along the proposed path than along the current sidewalk next to the high traffic turning lane. |
| Anonymous<br>4/08/2022 05:19 PM | Loss of trees |
| Anonymous<br>4/08/2022 05:44 PM | Nighttime safety unless well lit. |
| Anonymous<br>4/08/2022 05:45 PM | can't think of any |
| Anonymous<br>4/08/2022 08:00 PM | I disc golf here and support the path going through the park! |
| Anonymous<br>4/08/2022 09:07 PM | I think if it's wide enough and people understand it is a MULTI USE path, then it should be fine, relatively. |

| | |
|---|---|
| Anonymous<br>4/08/2022 11:21 PM | It’s adding more concrete/ash fault to a park. |
| Anonymous<br>4/09/2022 12:10 AM | Nothing. Park is underused. |
| Anonymous<br>4/09/2022 07:26 AM | Didc golfers wouldn't be happy |
| Anonymous<br>4/09/2022 08:39 AM | It may affect the disk golf course. Carte should be taken in avoiding cutting into the course lines |
| Anonymous<br>4/09/2022 09:16 AM | takes away from the course, but this would be a good thing to keep pedestrians away from the street and make it easier to walk from 1 residential area to the other |
| Anonymous<br>4/09/2022 09:47 AM | Potential change of the frisbee golf course |
| Anonymous<br>4/09/2022 10:08 AM | Increased cycle and pedestrian traffic on local streets south of Marion |
| Anonymous<br>4/09/2022 10:32 AM | I think it would improve the park because it may draw more people to the space. However, it can be dangerous to have cyclists and pedestrians on the same path especially because the park is busy and well used. I still support this path as it is not very nice to bike along Marion but I suggest putting lines on the path to show the path is multi use and pedestrians should stay on one side and cyclists on the other. |
| Anonymous<br>4/09/2022 11:18 AM | Winter cycling accessibility if not cleared by city; 2021/22 winter proved many cycle lanes became snow dumps from or took weeks to clear (Nassau only cleared a couple times all winter). Due to the multi-use path being of well separated from the road it is likely to NOT be used a snow dump but likely not cleared at the same rate as the roads and therefore not usable by cyclist in the winter (this is a broader city snow clearing discussion, not limited to this proposal). As a year round cyclist, I like the greenways that run near parks so long as they are relatively level (Ernie O' Dowda park gets treacherous in the winter) and cleared of snow (packing the existing snow instead of clearing it entirely like in Olou Finland might be the best option). |

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|---|---|
| Anonymous<br>4/09/2022 11:56 AM | The park floods a lot in the spring so I would be concerned about safe access through the park at those times |
| Anonymous<br>4/09/2022 12:18 PM | Do Not impact Tim Horton's space or land structure! |
| Anonymous<br>4/09/2022 02:29 PM | It's a great improvement. I would say however, scenario 1 would be a waste of time over scenario 2... We have enough disconnected/disjointed active transportation infrastructure... Seriously, I've arrived so many times upon a little piece of infrastructure asking myself 'what was the logic here?' |
| Anonymous<br>4/09/2022 03:43 PM | Disc golf is popular in that park and a path wouldn't be safe, also it would take away from green space. |
| Anonymous<br>4/09/2022 04:32 PM | Concerns about lighting/safety on the path as opposed to sidewalks. |
| Anonymous<br>4/09/2022 09:25 PM | cost |
| Anonymous<br>4/09/2022 11:15 PM | No, I really like this idea |
| Anonymous<br>4/10/2022 08:32 AM | The draw back would be that you don't advance your project to level Option 2 all the way. Option 1 is no improvement on the sense of safety for half the users and potential users. Connecting the community and permitting river crossing is essential. |
| Anonymous<br>4/10/2022 09:07 AM | It's a frizbee golf area that's actively used. Cyclists will be hit and cause disruptions |
| Anonymous<br>4/10/2022 12:09 PM | may feel random or disconnected if there's no flow in or out of park |
| Double_G<br>4/10/2022 12:22 PM | It could create conflict for those using the multi-use path and the ones using the greenspace for activities. |
| Anonymous<br>4/10/2022 01:03 PM | No. |

Anonymous
4/10/2022 02:18 PM

I like the idea of a muli-use path, but I think it would be better suited at the perimeter for people using it as transportation not leisure. It effectively reduces the perimeter of the park since no one will be using the small bit of grass between the road and path. It is nice that it would increase the accessibility of the park a little but it is just along one corner which doesn't seem like much value added.

Anonymous
4/10/2022 07:10 PM

No

Anonymous
4/10/2022 07:37 PM

Painted lines tend to yield higher cycling speed, making it more prone to conflicts. Mixing users while reminding them to keep the right.

Anonymous
4/10/2022 07:47 PM

no

Anonymous
4/10/2022 08:46 PM

The park is already pretty busy

Anonymous
4/10/2022 09:15 PM

It won't get much use. I rarely see cyclists in the neighborhood

Anonymous
4/11/2022 09:09 AM

It might create a worse experience at the entrance plaza, across Marion from Dufresene, as this is already a blind intersection of sorts, and there will now be 5 pathways rather than 3.

Anonymous
4/11/2022 09:40 AM

the park does have a lot of disc golf players. Would this impact their playing experience significantly?

Anonymous
4/11/2022 10:32 AM

This is a very troubling question as there is no option to have both a sidewalk and a protected bike lane. Including a sidewalk in any road renewal project should be a given, why are you making us choose between two poor options as pedestrians and cyclists, if we have to give and compromise, so should drivers.

Anonymous
4/11/2022 04:00 PM

There are many users of the disc golf course. With relocation of the tee boxes, coordination will be required with MODS to maintain general layout of course and not reduce distance within park.

| | |
|---|---|
| Anonymous<br>4/11/2022 07:54 PM | No |
| Anonymous<br>4/12/2022 12:33 PM | added congestion |
| Anonymous<br>4/12/2022 02:59 PM | none. |
| Anonymous<br>4/12/2022 06:08 PM | None |
| Anonymous<br>4/13/2022 07:40 AM | yes cyclists in general do not ride in a safe manner especially if they come up from behind you we have had a few close calls on walk way on Archabald.Eletric Bikes will only make it worse |
| Anonymous<br>4/13/2022 11:28 AM | Less greenery more concrete. |
| Anonymous<br>4/13/2022 12:21 PM | no |
| Anonymous<br>4/14/2022 10:31 AM | Clear the homeless camps |
| Anonymous<br>4/14/2022 05:10 PM | no |
| Anonymous<br>4/14/2022 08:47 PM | Nope |
| Anonymous<br>4/15/2022 10:23 AM | It would destroy the Friz golf course. |
| Anonymous<br>4/15/2022 12:12 PM | no |
| Anonymous<br>4/15/2022 07:53 PM | Possibly less green space, though I would consider this a far superior option to biking in a roadway, and sidewalk immediately adjacent a roadway. |

| | |
|---|---|
| Anonymous<br>4/16/2022 08:09 AM | The potential effects it will have on the disc golf course as it's a very popular attraction in the city. |
| Anonymous<br>4/16/2022 09:42 AM | I use this park heavily during peak times and there is very limited foot or bike traffic along marion. But this section of park is used more and more as disc golf becomes more popular. Increasing trafic in park is going to lead to more waste being discarded by passer bys. |
| Anonymous<br>4/17/2022 09:34 AM | Sometimes, lines of sight get compromised reducing path-users safety or perception of safety. |
| Anonymous<br>4/17/2022 03:05 PM | As a resident on Prosper between Archibald & Evans, the proposed diagrams are unclear. For example - would there still be parking available? etc. |
| Anonymous<br>4/17/2022 08:56 PM | By having the path pushed into the park, future developers may attempt to expand Marion Street to accommodate traffic. The space between the path and road may also get used for snow-piling, which when melting may lead to ice covering the path, posing a potential hazard for users of it. |
| Anonymous<br>4/18/2022 04:57 PM | No |
| Anonymous<br>4/18/2022 05:41 PM | Needing to move the disc golf tees and baskets is quite impactful. This park is used for disc golf alot. I would be curious how the new lay out would look. |
| Anonymous<br>4/18/2022 07:36 PM | If it is not made properly it would reduce its use as a disc park. It is also a park because it's a flood zone. The bike path would have to be made so it was not under water in spring |
| Anonymous<br>4/18/2022 07:38 PM | There would be no drawbacks |
| Anonymous<br>4/18/2022 07:50 PM | Sharing a path with pedestrians slows down a cyclists commute |
| Anonymous<br>4/18/2022 08:16 PM | Will it be accessible at all Seine River water levels, or will it flood out? Cyclists and pedestrians need a route that is functional all year long. |

| | |
|---|---|
| Anonymous<br>4/18/2022 09:14 PM | No |
| Anonymous<br>4/18/2022 09:58 PM | No! Please do this regardless of changes to nearby areas! |
| Anonymous<br>4/18/2022 09:59 PM | No I do not |
| Anonymous<br>4/19/2022 12:05 AM | my concern would be that will the multi-use path be cleared of snow as sidewalks are done in the neighbour hood? the path would be something people would use when walking their dogs and city will need to ensure that there are garbage cans available. I would like to see a garbage can to be placed by the bench in Happyland park that is located near Archibald across from Tim Horton's. There is a tendency for people to purchase a coffee/tea and croos the street and relax in the park. When they leave there is no garbage can located near the park bench. (there was on there before the latest upgrade done to the park but removed) On that note I would like to ask that a garbage can be placed at the bus stop on Arichibald St. next the Co-Op gas station, there is a lot of garbage from Tim Horton's and the gas bar. |
| Anonymous<br>4/19/2022 08:29 AM | it might conflict with the disc golf |
| Anonymous<br>4/19/2022 09:04 AM | The lack of sidewalk might confuse pedestrians who didn't intend to detour through happy land. |
| Anonymous<br>4/19/2022 09:06 AM | potentially creates pedestrian conflict with frisbee golf course which is frequently used |
| Anonymous<br>4/19/2022 11:06 AM | Stop with the snaking multi-use paths through parks. That path seems like a leisure only path that only services the south west side. Please consider cycling as transportation and that means protected bicycle lanes in both directions on Marion with proper network (future) connections to Archibald in all directions, even into the industrial zone!!!!! How do we get to Nairn/Regent? There is no connection this way. That has to change to connect people and places with transportation. |

| | |
|---|---|
| Anonymous<br>4/19/2022 11:48 AM | No, more cycling infrastructure is good |
| Anonymous<br>4/19/2022 12:01 PM | None. |
| Anonymous<br>4/19/2022 01:13 PM | No. It doesn't seem far different from having the side walk just outside the park and benefits others as well. |
| Anonymous<br>4/19/2022 01:29 PM | No, multi use paths are great |
| Anonymous<br>4/19/2022 01:32 PM | No. As long as it is well lit in evenings/ nights. |
| Anonymous<br>4/19/2022 01:47 PM | Multi-use paths don't work great for cyclists if there are a lot of people using it to to walk their dogs (because dogs walk more erratically than humans). If it's a very wide path I think it's useful to use pavement markings or different pavement types to designate a pedestrian vs. cyclist portion. |
| Anonymous<br>4/19/2022 07:12 PM | no |
| Anonymous<br>4/19/2022 09:59 PM | Multi use path allows for cyclists to be removed from roadways and creating a safer environment for traffic and cyclists alike. |
| Anonymous<br>4/20/2022 12:16 AM | Multiuse paths put slow moving pedestrians into conflict with faster moving cyclists and often make cyclists have to cover more territory to go the same distance as if they had stayed on the road. Also, as this winter has shown, it is crucial the city plans for and executes snow clearing of active transit paths on the same or preferably higher priority than roads. Cars can smash through (and obliterate) snow. Bikes, feet and other wheeled conveyances can only do as much as the strength of their operator can -- they are not assisted by environment-destroying engines and thousands of pounds of metal and glass. |
| Anonymous<br>4/20/2022 07:59 AM | no |

| | |
|---|---|
| Anonymous<br>4/20/2022 03:37 PM | This park is dangerous with steep slopes and proper paths would increase safety and better separate people from traffic |
| Anonymous<br>4/20/2022 06:38 PM | litter |
| Anonymous<br>4/21/2022 09:19 AM | no, The park might actually get some use then |
| Anonymous<br>4/21/2022 09:26 AM | Potential conflict between pedestrians and cyclists, and golf disc tees would have to be moved. |
| Anonymous<br>4/21/2022 10:29 AM | This area is NOT appealing to walk it is very busy traffic is slated to go 50 but often drives 60 plus. It has no trees, no lighting, there is no pedestrian priority signal to get to the tims? nobody wants to cross Archibald on the short short light. |
| Anonymous<br>4/21/2022 10:39 AM | It's not as good as having a protected bike lane |
| Anonymous<br>4/21/2022 11:16 AM | Snow clearing in the winter and addition of sand and salt would affect trees and grass over the long term. Removing existing trees is not a good idea. |
| Anonymous<br>4/21/2022 02:39 PM | If trees or gardens are removed, this would disrupt the green space. I haven't been in this area, so preserving green space and using existing infrastructure would be a priority. Considering cyclist and pedestrian paths along with Transit roads would be considered over cars that contribute significantly to climate change. Incentivizing active transportation would benefit the city along with preserving green spaces. |
| Anonymous<br>4/21/2022 07:54 PM | None |
| Anonymous<br>4/21/2022 11:11 PM | Be extremely dangerous at night. Most. pedestrians will avoid it. |
| Anonymous<br>4/22/2022 06:20 AM | No |

| | |
|---|---|
| Anonymous<br>4/22/2022 02:17 PM | No drawbacks |
| Anonymous<br>4/22/2022 03:51 PM | Terrible idea to place a transit stop in the middle of the intersection. Next to chalet hotel, there will be ALOT of pedestrian/traffic accidents of people stumbling to the middle of the transit street stop. Would HIGHLY reconsider the location. |
| Anonymous<br>4/22/2022 05:08 PM | Not having a sidewalk to the archibald marion intersection along the south side would increase the number of people crossing at the duffrense intersection. Many people now push the crosswalk button to change the lights and then run when they get the chance... thus turning the lights red and stopping traffic for nothing. An increase in this will reduce traffic flow even more. |
| Anonymous<br>4/22/2022 10:00 PM | All I want to say is no bike lanes and put the speed back to 60! |
| Anonymous<br>4/23/2022 07:38 AM | is there a plan for spring when the park floods? Or like other areas in the city, we just have to figure out how to get around til the water goes down? Ie Omands creek trail, river walk? |
| Anonymous<br>4/23/2022 03:53 PM | The relocation of the frisbee golf trees would be the only downside. |
| Anonymous<br>4/23/2022 05:12 PM | Can't think of any |
| Mikey<br>4/24/2022 08:32 AM | cost as taxpayers we are tired of area councillors telling ALL winnipegers what MIGHT be good for a area and not the WHOLE CITY |
| Anonymous<br>4/24/2022 09:14 PM | Perhaps there would be some conflicts between cyclists and pedestrians but traffic will not be too heavy. The benefits of increased cycling here far outweigh complications. |
| Anonymous<br>4/26/2022 06:17 AM | less lawn? |
| Anonymous | I don't see any. It would definitely help make it easier for pedestrian |

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| 4/26/2022 03:52 PM | and cyclists, especially kids from the neighborhood, access Happy Land Park. It would also help bring more people to the park, also adding to the safety aspect. |
| dorbarker<br>4/26/2022 04:47 PM | No, it's clearly better with a multiuse path than without. |
| Anonymous<br>4/26/2022 11:03 PM | Would only ask that as a disc golfer the location of this path be taken into consideration of the disc golf course routing. Please do not place public rest points or amenities of this path adjacent to any of the disc golf chain baskets. It is a recipe for disaster as the disc golfers are now essentially aiming at pedestrians trying to use the park; it inevitably leads to conflicts. |
| Anonymous<br>4/27/2022 11:50 AM | Cyclist will need to be made aware (in a more obvious way) that children have PRIORITY, |
| Anonymous<br>4/27/2022 08:44 PM | no |
| Anonymous<br>4/28/2022 07:33 AM | no |
| Anonymous<br>4/28/2022 10:17 AM | No |
| Anonymous<br>4/28/2022 10:17 AM | No |
| Anonymous<br>4/28/2022 07:33 AM | no |
| Anonymous<br>4/28/2022 09:09 PM | no, i use many of them |
| Anonymous<br>4/28/2022 09:20 PM | Do not want to disturb the disc golf course as much as possible. It is a gift to the area and is well utilized by citizens from inside and outside the residential area. |
| Anonymous<br>4/28/2022 09:43 PM | cutting down trees |

**Optional question** (248 response(s), 476 skipped)
**Question type:** Essay Question

## Q16 Do you have any additional comments you would like to share regarding the two proposed scenarios for Happyland Park?

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|---|---|
| Anonymous<br>4/07/2022 02:25 PM | The road surfaces need to be fixed, especially Goulet. Goulet is dangerous and unsafe, due to potholes |
| Anonymous<br>4/07/2022 02:26 PM | Neither are great. Scenario 1 is disconnected from other cycling & MUP's, scenario 2 increases conflict points |
| Anonymous<br>4/07/2022 02:31 PM | Give cyclists a safe path away from vehicles and limit their speed when they are in multi use areas |
| Anonymous<br>4/07/2022 02:32 PM | the first scenario doesn't really seem to propose any changes. i don't see how its any different to what exists now. |
| Anonymous<br>4/07/2022 02:36 PM | No |
| Anonymous<br>4/07/2022 02:46 PM | Connectivity of cycling infrastructure is essential to a complete citywide network |
| DM<br>4/07/2022 02:49 PM | Both are certainly an improvement over what exists now. |
| Anonymous<br>4/07/2022 03:00 PM | No. |
| Anonymous<br>4/07/2022 03:02 PM | Option 1 maintains the status quo which is an eysore blight upon that neighborhood. And puts pedestrians what feels like mere inches from contact with fast motor vehicles. Please do similar solutions for North of this intersection along Archibald to Narin, as I cyclist who travels that area regularly. IT'S A SCARY DEATH TRAP!! But East/West will be appreciated too. |

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| Anonymous<br>4/07/2022 03:10 PM | Option one is not really an option. |
| Anonymous<br>4/07/2022 03:12 PM | Bike infrastructure is useless unless it connects together. I want to see a route between the North West greenways and South St Vital. Likewise South Osborne and Exchange District, and so on. |
| Anonymous<br>4/07/2022 03:13 PM | loss of pool |
| Anonymous<br>4/07/2022 03:14 PM | Not at this time |
| Anonymous<br>4/07/2022 03:21 PM | Cyclists want to travel along the most direct route, so if AT lanes are moved to a side street many AT users will still continue to use main routes that will not have proper AT infrastructure. |
| Anonymous<br>4/07/2022 03:32 PM | Happy Land Park has some unique infrastructure, the Disk Golf course. Both proposed scenarios would allow more public access to the park and the disk golf course. |
| Anonymous<br>4/07/2022 03:44 PM | No |
| Anonymous<br>4/07/2022 03:47 PM | any and all pedestrian and cycling infrastracture going foward has to include snow removal as an important component. Going foward all cycling and pedestrian infrastracture must be separated from vehicle traffic. |
| Anonymous<br>4/07/2022 03:54 PM | Scenario 2 is the only and best scenario for all modes of transportation |
| Anonymous<br>4/07/2022 04:12 PM | TOO MUCH accomodation is being allowed for bikes |
| Anonymous<br>4/07/2022 04:12 PM | It’s a nice park, try not to ruin the park. |
| Anonymous<br>4/07/2022 04:14 PM | Why are we worried about a golf course. How many people actually use this golf course. |

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| Anonymous<br>4/07/2022 04:29 PM | Happyland Park has a significant amount of greenspace thus a multi use path is a good use of some of that space. |
| Anonymous<br>4/07/2022 04:32 PM | cover over the drainage ditch |
| Anonymous<br>4/07/2022 04:47 PM | the addition of a multi-use path in the park shouldn't be mutually exclusive with the addition of a sidewalk along south side of Marion beside the park; women, especially, often feel unsafe walking through parks at night. Sidewalk should be an alternative to a park path. |
| Anonymous<br>4/07/2022 04:56 PM | Keep the path going north along the Seine river north across Marion, ensuring the private residences there are not encroaching on the river or City spaces. (hint: they are) |
| Anonymous<br>4/07/2022 05:08 PM | For the love of all that's holy, please build the multi-use paths in a straight line. |
| Anonymous<br>4/07/2022 05:15 PM | The intersection here needs improved traffic flow as a priority, Happyland Park has the space to include the multiuse path, ideally connected through the neighbourhood to the Tremblay footbridge. |
| Anonymous<br>4/07/2022 05:22 PM | Scenario 2 is far superior. |
| Anonymous<br>4/07/2022 05:28 PM | none |
| Anonymous<br>4/07/2022 05:34 PM | Most cyclists commuting for work prefer the shortest possible path |
| Anonymous<br>4/07/2022 05:40 PM | No |
| Anonymous<br>4/07/2022 05:47 PM | keep multi use pathways and bike paths off major streets so traffic and commerce can move. |
| Anonymous | The roadways will be poorly engineered allowing for more photo |

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| 4/07/2022 06:04 PM | enforcement revenue generation. |
| Anonymous<br>4/07/2022 06:06 PM | Actually I've never heard, seen or utilized anything referred to as Happyland Park. |
| Anonymous<br>4/07/2022 06:20 PM | Significantly prefer the multi use path - it's much easier for cyclists to understand, and it is much better for direct travel, which would help encourage cycling as a transportation option. It would also be good for pedestrians and recreation (e.g. running or dog walking). I think it would be a nice improvement. |
| Anonymous<br>4/07/2022 07:01 PM | THEY BOTH SUCK. NO MEDIANS. DO NOT THROTTLE THE FEW BUSINESSES WE HAVE LEFT. IT'S EASY TO COOK UP THESE SCHEMES WHEN YOU'RE ON THE PUBLIC PAYROLL. |
| Anonymous<br>4/07/2022 07:27 PM | No |
| Anonymous<br>4/07/2022 07:39 PM | None, option 2 look fantastic! |
| Anonymous<br>4/07/2022 07:43 PM | Either one of the options is much better than current situation. |
| Anonymous<br>4/07/2022 07:52 PM | Keep pedestrians and bikes separate |
| Anonymous<br>4/07/2022 07:59 PM | Please add more garbage/recycling deposits in this area. |
| Anonymous<br>4/07/2022 08:27 PM | Fix the roads you have, fill the deep pot holes in yer Winnipeg. Forget the bike lanes fix the road and the bikes. Could ride there? |
| Anonymous<br>4/07/2022 09:02 PM | GET RID OF THE DIM LIGHTING IN HAPPYLAND PARK & INSTALL BRIGHTER ENERGY EFFICICIENT LIGHTING, THIS WILL MAKE CYCLING MORE ENJOYABLE & SAFE WHEN RIDING THROUGH. |
| Anonymous<br>4/07/2022 09:36 PM | The pathway in option 2 could be a valuable asset to cyclists, but will have a somewhat negative effect on the park. I would argue that the |

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| | benefits outweigh the consequences, but an additional option might be feasible. What if the sidewalk in option 1 was expanded to a multi-use path? This might minimize incursion into the greenspace of the park, whilst still providing a good option for cyclists. |
| Anonymous<br>4/07/2022 09:49 PM | Marion should go under both Archibald and the CPR line. |
| Anonymous<br>4/07/2022 09:57 PM | An east to west path makes way more sense here |
| Anonymous<br>4/07/2022 10:04 PM | I have heard that there were plans to remove happyland park and I am opposed to those ideas. The park is important and should be improved rather than removed. It sounds like this plan would be positive for happyland park and I think that's great! |
| Anonymous<br>4/07/2022 10:54 PM | Better access to the park from Marion/Goulet would be wonderful. |
| Anonymous<br>4/07/2022 10:56 PM | Snow clearing of path must be maintained. |
| Anonymous<br>4/07/2022 11:21 PM | Option 2 provides better and safer options for pedestrians. A crosswalk from Prosper st or St Catherines to Tim Hortons/co-op would be a great asset as well. |
| Anonymous<br>4/07/2022 11:32 PM | We should be avoiding bikes sharing the road with vehicles. Much safer to share with pedestrians |
| Anonymous<br>4/07/2022 11:33 PM | You have 5 lanes on Marion for no reason, take the turn lane, which is unnecessary and make a bike lane and sidewalk. You can make so much room for pedestrians by converting one car lane. |
| Anonymous<br>4/08/2022 12:35 AM | No, but the frisbee golfers curtail any other use of the park. Since the "golf" course is so spread out, there's really no safe place to sit or walk without fear of being hit with a frisbee. I'd love it if the "golf" course was confined to one area of the park. |
| Anonymous<br>4/08/2022 06:37 AM | Sounds great to me |

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| Anonymous<br>4/08/2022 07:07 AM | No one will use bike paths or other alternatives to vehicle transport if we continue to make it inconvenient. It is incredibly frustrating that council/public works continues prioritize the extensive tax dollars I pay to support vehicle transport…our public transit is in dire straits and borderline unusable, especially to visitors; existing active transit is a oboe start but remains a patchwork of confusing options (and don't get me started on police and fire budgets - if we don't fix these issues myself and many other people will be moving away and Winnipeg will continue to struggle to be the vibrant and active city that it can be) |
| Anonymous<br>4/08/2022 07:08 AM | No |
| Anonymous<br>4/08/2022 07:21 AM | No |
| Anonymous<br>4/08/2022 07:29 AM | The proposed neighbourhood green way already exists. There is an asphalt path through the park at location indicated |
| Anonymous<br>4/08/2022 07:34 AM | Route cyclists onto lower volume streets instead of messing up the park. |
| Anonymous<br>4/08/2022 07:48 AM | regardless of what you do have a direct transition so cyclists can safely enter and exit the corridor from either Marion or Archibald. If that is not available cyclists will use the road regardless of what special bike lanes are there. |
| Anonymous<br>4/08/2022 07:54 AM | it would be helpful to know the timelines for each project to understand the impact to traffic and for how long with each proposed option. |
| Anonymous<br>4/08/2022 07:55 AM | Both don't sound that great for either cyclists or pedestrians. More bike lanes please! |
| Anonymous<br>4/08/2022 08:06 AM | Would like to be able to access from Eugenie |
| Anonymous<br>4/08/2022 08:15 AM | I would like to see more street lights in the park. It's very dark at night and I think the lights would keep unwanted people from lingering in the park at night. |

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| Anonymous<br>4/08/2022 08:15 AM | These are awesome initiatives! Keep em coming |
| Anonymous<br>4/08/2022 08:23 AM | No |
| Anonymous<br>4/08/2022 08:24 AM | no comment about these two scenarios but why aren't you including a left turn signal at Marion and Archibald It would reduce accidents by people turning left onto Archibald when there is lots of traffic and reduce line ups of cars on Marion |
| Anonymous<br>4/08/2022 08:39 AM | Regarding the restriction of access to businesses, what exactly does that mean? If there was more elaboration than I'd be able to give a decision |
| Anonymous<br>4/08/2022 08:49 AM | We don’t need major upgrades just some updates. |
| Anonymous<br>4/08/2022 08:50 AM | Yes! Please improve this area of Marion. It feels like a death trap when on a bike or walking beside the roadway. |
| Anonymous<br>4/08/2022 08:56 AM | There has been a die-off of oaks in the park in recent years - this could be used as an opportunity to replant them. |
| Anonymous<br>4/08/2022 08:59 AM | So I guess there is no area for final comments. The City is mismanaging this whole area again! I am all for improvements to cycling and pedestrians. I love it. We need all of it. But I don't not want to re-construct the entirety of Marion to maintain the current traffic patterns. You're going to buy all the houses along Lag and not even consider an interchange?! Widening and property at Archibald, with no rail underpass. Completely misguided attempts yet again by the City. Build the freeway including rail underpass. Remove the cars from the local roads. And build separated bike paths everywhere. |
| Anonymous<br>4/08/2022 09:00 AM | No |
| Anonymous<br>4/08/2022 09:01 AM | Make every effort to conserve park trees |

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| Anonymous<br>4/08/2022 09:12 AM | I am a strong advocate for a multi use path through Happyland Park (scenario two) |
| Anonymous<br>4/08/2022 09:21 AM | The multi-use path through the park is a great idea and would further connect the cycling infrastructure of the Marion/Goulet/Eugenie area with the existing Archibald greenway, resulting in a connected "cycle loop" around the entire Norwood/Niakwa/Glenwood area, which would be great. An additional note - any ways to improve interaction with the Seine River in the area would be great. Perhaps additional cycle/pedestrian paths along the river between Happyland and the St. Boniface golf course could be introduced. |
| Anonymous<br>4/08/2022 09:23 AM | all in all, the second option does make more sense. A shame to cut into the park, but it all makes sense to do so. |
| Anonymous<br>4/08/2022 09:24 AM | Just draw a line in the middle of the path (as seen in Europe) to devide between pedestrians and bikes. |
| Anonymous<br>4/08/2022 09:31 AM | That area has a lot of trucks, few pedestrians and even fewer cyclists. Not sure why so much infrastructure is being considered in a dead zone near industrial lands with the only active business being the Tim Hortons on the corner. Who is really going to use it? It’s a waste of money. The only thing would be to fix the huge bump in the road heading from archibald to des meurons, before the curves near the little bridge. It’s the trains that stop traffic flow. Plus the overdevelopment of communities outside the city such as Birds Hill that people commute to. I suggest you put a road toll on people who live outside the city but work in the city. That’s what’s jamming up the roads. |
| Anonymous<br>4/08/2022 09:34 AM | no |
| Anonymous<br>4/08/2022 09:38 AM | Re-opening the wading pool would be a benefit to residents in the area. |
| Anonymous<br>4/08/2022 09:39 AM | Both of these options are less than ideal. It would be nice to see a raised corridor over the road at Dufresne for pedestrians. I don’t support losing sidewalks on the north side. |

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| Anonymous<br>4/08/2022 09:49 AM | Adding Medians will restrict access into residential area. School busing will be severely restricted or impossible. |
| Anonymous<br>4/08/2022 09:52 AM | getting the cyclists into the park on a multiuse path is nice in this case, encourages people to recognize, stop in this green space. |
| Anonymous<br>4/08/2022 09:56 AM | Expand the park |
| Anonymous<br>4/08/2022 10:02 AM | i think this is a great idea and will also improve safety in the park (so long as it is lit) and will make the park more accessible. |
| Anonymous<br>4/08/2022 10:04 AM | On balance, it is a good candidate for a multi-use path. Please just don't make it needlessly winding / curvy. Cyclists don't appreciate this. I would like to see this path extend to the bridge over the Seine. |
| Anonymous<br>4/08/2022 10:07 AM | The light at Dufresne really should be timed better. Does the crosswalk button even work? Please ensure that pedestrians can cross here and don't have to wait for a very long time while getting splashed by cars travelling at high speeds. The pool is a very popular location and would be made infinitely better by having some kind of separation from the street. Could plantings/a fence be prioritized here along the path to ensure that folks can enjoy this amazing amenity without being blasted with truck exhaust? |
| Anonymous<br>4/08/2022 10:17 AM | The bike infrastructure should not end abruptly. The city should either go all in, or not at all. |
| Anonymous<br>4/08/2022 10:25 AM | it might just increase activity in the park |
| Anonymous<br>4/08/2022 11:06 AM | I believe adding pedestrian and cyclist infrastructure to local parks around Marion and Archibald will increase public outings and improve value in the area. |
| Anonymous<br>4/08/2022 11:10 AM | No, better paths in this area would be great |
| Anonymous<br>4/08/2022 11:24 AM | Traffic along many residential side streets is fast. I trust the greenway improvements and developments proposed alongside those for the |

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| | main thoroughfares addresses this. These developments would create substantial negative impacts if they inadvertently encouraged more vehicle traffic onto residential streets. |
| Anonymous<br>4/08/2022 11:36 AM | No |
| Anonymous<br>4/08/2022 11:41 AM | No |
| Anonymous<br>4/08/2022 11:46 AM | Keep the sidewalk for pedestrians as an option and make the AT path 3.5-4m wide. Otherwise I am quite satisfied with option 2. Please disregard option 1 because in the year 2022 active transportation users must be separated from traffic! |
| Anonymous<br>4/08/2022 11:51 AM | I love the proposed changes. |
| Anonymous<br>4/08/2022 11:59 AM | I really like the idea of the sidewalk between dufresne and archibald passing through the park as a multi-use greenway. That would be much nicer, as long as it still gets cleared of snow in winter. |
| Anonymous<br>4/08/2022 11:59 AM | none |
| Anonymous<br>4/08/2022 12:05 PM | no |
| Anonymous<br>4/08/2022 12:11 PM | Whatever happens it should not interfere with the Disc Golfing that goes on in the park. It is a popular attraction. Also, something needs to be done about the train crossings during rush hour. Give people some info on when these trains usually cross so they can avoid the area during those times. |
| Anonymous<br>4/08/2022 12:19 PM | No |
| Anonymous<br>4/08/2022 12:21 PM | Really how much is this study costing? |

Anonymous
4/08/2022 12:26 PM

Happyland Park is a lovely space that is in desperate need of investment to make it more useful for the surrounding neighbourhood. This path would provide crucial connectivity for cycle commuters and pedestrians moving through the space. The park is additionally in great need of more tree plantings to replace the lost ash populations, counteract rampant erosion of the creek, and attenuate the omnipresent din of restrained motor vehicle traffic on its North and East edges. The park is one of the most used spaces in the community, it should be treated as precious instead of just an adjacent space to Marion for some eventual short sighted road widening project.

Anonymous
4/08/2022 12:36 PM

Scenario 2 with having to move the disc golf tee pads could significantly change the course ans make it more likely that pedestrians or cyclists going through/beside the park may be hit with a flyaway disc

Anonymous
4/08/2022 12:40 PM

Nicolas Ave off of Marion needs extreme improvements, trucks/semis are getting hung up in the pot holes!!!!!!!!!!! You wouldn't even dare going down that road in car, it'd suck you in.

Anonymous
4/08/2022 12:42 PM

This would be a good opportunity to build an elevated multi use path (or bridge) north-south through Happyland Park, so that cyclists don’t have to dip down through the current curving path with a steep incline and then fight back up the incline again. room could be left for people playing disc golf to pass underneath the bridge/through a tunnel in the elevated path. This would also have the potential to provide the neighbourhood with a signature architectural feature, which it currently lacks.

Anonymous
4/08/2022 12:44 PM

improved lighting in the area would be a request

Anonymous
4/08/2022 01:00 PM

No.

Anonymous
4/08/2022 01:27 PM

neighbourhood greenways are not bike infrastructure.

Anonymous
4/08/2022 01:55 PM

Having the multi-use path in happyland and the bike lanes on Marion/Goulet would really make sense as there's evidence that there's many cyclists that choose to cycle those routes or would like to cycle those route as both RideWithGPS and Strava global

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| | heatmaps seems to suggest. I would also love to be able to comfortably cycle those routes. Bike lanes are needed on streets with lot of high speed car traffic, otherwise the traffic would have to be slowed down to 30km/h for everyone's safety. Marion and Goulet has been needing one for years. Eugenie street is already pretty good as it is, but new cyclists will not know of the route as it's usually not where they expect to commute. |
| Anonymous<br>4/08/2022 02:37 PM | Blocking access to Tim's/gas bar with median will force east/west/southbound motorists to enter via Marion will could cause a fair number of issues with how close to the intersection it is. |
| Anonymous<br>4/08/2022 02:59 PM | This benefits the cyclists and pedestrians. Does nothing to improve vehicular traffic which is the problem on Marion. |
| Anonymous<br>4/08/2022 03:20 PM | The east-west multi-use path would, I think, greatly improve access to the park. I live very close to there but have never gone to that park. It seems inaccessible to me, unless I drive, and I don't really drive to parks. I prefer to walk or cycle, but that stretch of Marion is dangerous for anyone cycling, and doesn't feel safe for anyone walking, either, since drivers often speed through there. They slow down for the red-light camera, but go as fast as they can manage either side of it. Making that park more accessible would be fantastic ! |
| Anonymous<br>4/08/2022 04:18 PM | the path along the north end of the park would be far more useful for people actually traveling to or through the area. |
| Anonymous<br>4/08/2022 04:20 PM | No |
| Anonymous<br>4/08/2022 04:59 PM | Currently this park is unused as active transit space because it is unsafe. A multi-use path would make this greenspace so much more useful. |
| Anonymous<br>4/08/2022 05:06 PM | A multiuse path needs to go all the way from St Mary’s to Lagimodiere so this is a good start. |
| Anonymous<br>4/08/2022 05:11 PM | As a regular user of Happyland Park with kids, option 2 is obviously the most desired option. It makes getting to and from the park much safer with kids when choosing to walk or bike. |

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| Anonymous<br>4/08/2022 05:19 PM | I don’t want to lose more trees than we already have in the past few years. |
| Anonymous<br>4/08/2022 05:45 PM | I don't know how much of that area of the park is actually used. It is a green space with steep sides into the creek. I can't ever remember seeing anyone doing anything in that area, ever. |
| Anonymous<br>4/08/2022 07:56 PM | It would be useful to have more signage for the disc golf course |
| Anonymous<br>4/08/2022 09:07 PM | Really good idea to use the natural infrastructure. Speedy bikers can choose to stay on the street while recreational riders can enjoy the park space which will bring more popularity to parks and the amenities they have (frisbee golf, wading pools, etc.). Also having slow walkers, distracted walkers, and dog walkers to understand bikers and faster moving people will be sharing paths would probably be helpful. There are more and more people using scooters, etc. |
| Anonymous<br>4/08/2022 11:11 PM | I would love a bike path |
| Anonymous<br>4/09/2022 12:10 AM | Anything to keep pedestrians safe on off of Marion. |
| Anonymous<br>4/09/2022 12:21 AM | If a small part of the park is taken away for multiple use such as walking or bikes that’s fine but I don’t wanna see the pool taken away at any point. |
| Anonymous<br>4/09/2022 08:39 AM | Multi use paths encourage active transportation and link active living infrastructure |
| Anonymous<br>4/09/2022 09:47 AM | The stretch along Marion, the building could use some major reworking/reasoning to turn that area into a nice and useable zone. Currently it is gross and an area I stay away from |
| Anonymous<br>4/09/2022 10:08 AM | Could the railway along archibald be relocated east and net up with the city water and west railway at 5ge north end |

Anonymous
4/09/2022 11:18 AM

The smoothed turns from Marion onto Archibald are absolutely worth losing a little bit of the park, the proposed moving of the disc gold tee boxes looks amenable. The rest of the park staying relatively untouched is awesome too! I hope making it more accessible (i.e., being able for families outside of easy walking distance to ride with child seats, trailer, or cargo bikes) for more children, parents, and even disc golf players. More bikes = less vehicular street parking required and hopefully less frustrated residents on Prosper and nearby streets.

Anonymous
4/09/2022 02:29 PM

MAKE IT SUPER WIDE. Please look at the best practice in other countries. There are several of these shared pathways (eg. Bonnycastle Park, Donald Street parallel to the rapid transit corridor) they're a nice start but it's important to ensure we're not thinking in terms of equivalent to car lanes (ie. reduce the width because bicycles are smaller). Cyclists and pedestrians can share but there should be lots of room to maneuver and meander in line with natural movement of people.

Anonymous
4/09/2022 04:32 PM

Eliminate slip lanes on Archibald and Marion intersection, these reduce safety for pedestrians...driver's not paying attention. Reduce radii of turns to slow vehicles and increase safety.

Anonymous
4/09/2022 05:00 PM

riding a bike for commuting or for pleasure is the same activity. cyclists should not be seen as some rebels or green thumbs. its a very enjoyable way to get around when the infrastructure is provided. please look at other global cities that have implemented amazing paths for all users. motor vehicles are great tools but shouldn't be required to stay safe just getting to work or to the store. "build it and they will use it" rings true for any mode of transport.

Anonymous
4/09/2022 09:25 PM

i see this as a homeless park this is not safe or a welcome addition to this are

Anonymous
4/09/2022 11:15 PM

Scenario 2 would make Happyland park and even the Tim Hortons accessible to us when biking with our child, whereas she is too young to bike the current stretch of Marion from our home (West of Des Meurons) at present.

Anonymous
4/10/2022 08:32 AM

This city MUST advance its inter-modality options and stop prioritizing car and heavy transport. We need real and safe connected transit for all types of users. Please stop making small local improvement that

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| | DOES NOT CONNECT. Work on connectivity and safety together. This sector (Marion-Goulet-Des Meurons Youville to Archibald) as no connectivity at the moment. The suggested option 2s must connect to users. Improving this area to pedestrian 2-3 communes and bike transit (10km communes) - will possibly give way to improve a better and connected safe way from downtown to St-Vital - Saint-Boniface - Windsor Park (including Archibald area). A real SAFE and CONNECTED plan from St-Vital on both sides of Seine Riv. must be put in place, so communers that live in 5-10 km distance from work-school could leave there cars behind. By including Happyland park you add option for Automnwood area and you improve Happyland park. You tell residents that inter-modality is important. CONNECT with residents: As a bike route : Des Meurons is not a safe commune. Green ways, at the moment, are not any safer than Bike Route and does not mean added safety for bikes and cars sharing of the streets. Youville is filled speeders and aggressive drivers, there is no refuge for cyclists and pedestrians. This is why you must add speed regulators, separations and refuge. Improved Marion-Goulet with connection to Archibald (Happyland) and river crossing safe, with safe and connected Youville plan to a real bike path (with separation). Keep E-W transit Green way connections on Eugenie, and possibilities to safely access and connect to St-Boniface (North of Goulet): Cathedrale, Notre-Dame, with added Enfield and Youville , St-Jean Baptiste (not just a green way) reduce speed and separations. |
| Anonymous<br>4/10/2022 09:07 AM | East/West bound - No left turns allowed at the intersection 24h |
| Anonymous<br>4/10/2022 12:09 PM | would love to see more variety in playground and small-scale activities available |
| Anonymous<br>4/10/2022 12:54 PM | As a pedestrian, cyclist and disc golfer in the area, I am torn on which option I prefer. However, i think I prefer option A as it seems less disruptive to the current configuration of happyland park. I'm typically all for dedicated bike lanes but Prosper and Evans are already fairly bike friendly so the dedicated lane through happyland may not be necessary. |
| Anonymous<br>4/10/2022 01:03 PM | No. |
| Anonymous<br>4/10/2022 01:14 PM | If there is an option to add infrastructure for more than just pedestrians (e.g. cyclists, people using scooters), I will always choose |

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| | that option. Wider paths allow for more modes of transportation other than cars, and I would love to be able to access a greater area of my neighbourhood safely by bike. |
| Anonymous<br>4/10/2022 02:18 PM | I would really like a safe and convenient way to get from the rapid transit corridor to Happyland by bike. |
| Anonymous<br>4/10/2022 07:10 PM | More trees for shade, and disc golfers enjoy the challenge as well. |
| Anonymous<br>4/10/2022 07:37 PM | Shared path are great for recreational users, not so for commuters. A unidirectional AAA route following the most direct path is the most suitable for commuters and utilitarian cyclists. |
| Anonymous<br>4/10/2022 07:47 PM | option 2 looks very good |
| Anonymous<br>4/10/2022 09:15 PM | Improve traffic flow and stop building bike lanes. Winnipeg doesn't need to waste investment on green spaces that are covered in white. Most of the year. Money better spent elsewhere |
| Anonymous<br>4/11/2022 09:09 AM | Option 2 seems significantly safer, for cyclists and pedestrians. |
| Anonymous<br>4/11/2022 04:00 PM | Please integrate MODS into planning/design of multi-use pathway. There are many users of this park through the year. |
| Anonymous<br>4/11/2022 07:54 PM | I like the idea of a scenic cycling route through the park |
| Anonymous<br>4/12/2022 12:33 PM | not really |
| Anonymous<br>4/12/2022 03:48 PM | The proposed multi-use path would make things safer for pedestrians and bikes |
| Anonymous<br>4/12/2022 03:58 PM | Both scenarios are needed and complement moving in and around the area. |

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| Anonymous<br>4/12/2022 06:08 PM | Multi use trail please |
| Anonymous<br>4/13/2022 07:40 AM | yes we seem to be always fighting to protect this park from some kind of development! |
| Anonymous<br>4/13/2022 12:21 PM | no |
| Anonymous<br>4/14/2022 10:31 AM | Trains are the real issue on Marion |
| Anonymous<br>4/14/2022 05:10 PM | no |
| Anonymous<br>4/14/2022 08:47 PM | Multi-use path would be great. People might actually use the park |
| Anonymous<br>4/15/2022 12:12 PM | I drive all over north america and never see speeds as low as those proposed in your plans. If anything speeds should be increased. |
| Anonymous<br>4/15/2022 05:16 PM | A diamond lane on Eastbound Marion from St-Mary's Road to Des Meurons would also be extremely beneficial. There's no need for two lanes of street parking on Eastbound Marion within this area. |
| Anonymous<br>4/15/2022 07:53 PM | Regardless of whether bike paths are created along Marion and Goulet, I prefer option 2 for the Happyland Park area - it would naturally bring more people into the calming greenspace, and reduce some of the issues the come with snow clearing on sidewalks adjacent to roadways. I strongly prefer option 2, and think it's far superior for safety, neighbourhood use. |
| Anonymous<br>4/16/2022 01:42 AM | Please do this. Again, as a cyclist I can tell you first hand bikes should be moved away from that Marion/archibald intersection and onto their own space. |
| Anonymous<br>4/16/2022 09:42 AM | I do like the widening of corner of Archibald and marion ...maybeva few benches there But i feel simply widened the existing sidewslk is better tgen routing through park |

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| Anonymous<br>4/17/2022 03:05 PM | See question #15 |
| Anonymous<br>4/17/2022 08:56 PM | The first scenario would be better if it were to be the multi-use path, but by keeping it at a sidewalk-width, makes it a high-risk zone for multi-use traffic. The first scenario would likely accomplish the 'complete street' look better from a visual standpoint, but safety should not be sidelined for aesthetics. |
| Anonymous<br>4/18/2022 04:57 PM | No |
| Anonymous<br>4/18/2022 08:16 PM | Cycling infrastructure please! I want to see option 2. |
| Anonymous<br>4/18/2022 11:11 PM | The addition of a path traversing east/west in Happyland would improve the overall access to the park substantially and would make it feel more "open" along the way. The addition of disc golf has resulted in a big uptick in use of the park, so as long as the path did not adversely affect disc golf in a significant way, it might bring more bike users to the park. Would be nice to see some bike maintenance stands like at Windsor Park library at the park. |
| Anonymous<br>4/19/2022 12:05 AM | It would be nice to see if the city could put an outdoor fitness park at Happyland, I hear that there are a few in Winnipeg now. One company is Activefit (that supplies equipment) |
| Anonymous<br>4/19/2022 08:29 AM | make sure that the pool is still there. |
| Anonymous<br>4/19/2022 09:04 AM | no |
| Anonymous<br>4/19/2022 11:06 AM | Just make it best-practice. I hate this "low-cost" proposed solution idea. Please make it safe for people to get to their destinations both sides of the street. |
| Anonymous<br>4/19/2022 11:48 AM | It would make me visit more often. |
| Anonymous | No - thank you for the survey. |

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| 4/19/2022 12:01 PM | |
| Anonymous<br>4/19/2022 01:13 PM | No |
| Anonymous<br>4/19/2022 01:32 PM | Proposal 2 keeps pedestrians off the busy roadway |
| Anonymous<br>4/19/2022 07:12 PM | no |
| Anonymous<br>4/19/2022 09:59 PM | Remove photo radar as it makes the intersection an unsafe environment for motorists. |
| Anonymous<br>4/20/2022 12:16 AM | Please plan for prompt snow clearing on these paths. |
| Anonymous<br>4/20/2022 07:59 AM | Increase lighting for Night time. |
| Anonymous<br>4/20/2022 10:39 AM | Widening the crossing distance across Marion for pedestrians increases the danger they are exposed to, especially when confronted by the higher speed eastbound traffic likely resulting from the widened roadway. |
| Anonymous<br>4/20/2022 03:37 PM | Happyland Park should be encroached upon to widen Marion. |
| Anonymous<br>4/21/2022 09:26 AM | I would prefer to see the pathway through the park, and I am happy to hear the traffic calming measures are slated to continue |
| Anonymous<br>4/21/2022 10:29 AM | 1) More path lighting 2) The path far enough from the road that when accidents happen you as a pedestrian are not in fear of being hit on the path/sidewalk 3) The road yuck is far enough back that you won't be splashed by cars driving in the puddles every five seconds. 4) Pedestrian Priority crossing signals with at sight signals someone in a car can see, with long enough time that you can walk your five young children and dog across or your elderly parent can walk with a cain or walker. not for a marathon runner like the rest of Winnipeg. 5) lower speed 30 so maybe go 50. |

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| Anonymous<br>4/21/2022 10:32 AM | Paths that keep cyclists off the main road is always the best choice for both motorists and cyclists. |
| Anonymous<br>4/21/2022 10:39 AM | Marion is super scary to bike along, any separated bike infrastructure should be the only option - bikes should not have the road as the only option!!!!!!! SINCE THERE IS NOWHERE ELSE TO PUT THIS, I WILL PUT THIS HERE!!!! I live in Sage Creek, I really, really want to ride my bike to work downtown and the one thing that prevents me is the stretch between Archibald and the Queen Elizabeth bridge. Bus service to Sage Creek does not work with my work schedule (I get off at 2:30pm) so if I can't bike, I drive 9km each way to a bus stop. If you want to reduce GHG emissions, you need to make active and public transportation options the priority. Anything less is short-sighted. |
| Anonymous<br>4/21/2022 11:16 AM | Why cannot the multi use path be situated adjacent to the present sidewalk without impacting trees or disc golf? *** Not directly related to the Park; what is happening with the underpass for the train tracks? Is this not part of the plan for Marion? |
| Anonymous<br>4/21/2022 02:39 PM | In any changes to the city infrastructure, accessibility should be a priority consideration. That is, safety for vulnerable people who walk slower to access paths, sidewalks or crosswalks. |
| Anonymous<br>4/21/2022 07:54 PM | Bike lanes!!! |
| Anonymous<br>4/21/2022 11:11 PM | Sidewalk. Or. Path. could be on the edge of Happyland Park. Where pedestrians can be seen with proper lighting. Can be easily viewed by traffic. |
| Anonymous<br>4/22/2022 06:20 AM | No |
| Anonymous<br>4/22/2022 02:17 PM | This needs to happen as the park is beautiful and cyclists should be able to access it easily |
| Anonymous<br>4/22/2022 03:51 PM | Terrible idea to place a transit stop in the middle of the intersection. Next to chalet hotel, there will be ALOT of pedestrian/traffic accidents of people stumbling to the middle of the transit street stop. Would HIGHLY reconsider the location. |

Anonymous
4/22/2022 05:08 PM

The increased turning lanes from northbound archibald onto westbound marion is fantastic and desperately needed. As well as the right turning lane onto east bound marion!

Anonymous
4/22/2022 10:00 PM

All I want to say is no bike lanes and put the speed back to 60!

Anonymous
4/23/2022 03:53 PM

It would make this park more attractive and hopefully get more people to visit it.

Mikey
4/24/2022 08:32 AM

cost as taxpayers we are tired of area councillors telling ALL winnipegers what MIGHT be good for a area and not the WHOLE CITY

Anonymous
4/26/2022 06:17 AM

Access to Happy and Park would be greatly improved and passive use of the park would increase.

Anonymous
4/26/2022 03:52 PM

Option 2 is vastly superior, while Option 1 is pretty much status quo in my opinion.

dorbarker
4/26/2022 04:47 PM

The Option 2 choice with the more extensive multiuse path is far superior to both Option 1 and the status quo. If possible, indicate bike travel lanes and pedestrian lanes, as was done with the Southwest Transitway AT path.

Anonymous
4/26/2022 11:03 PM

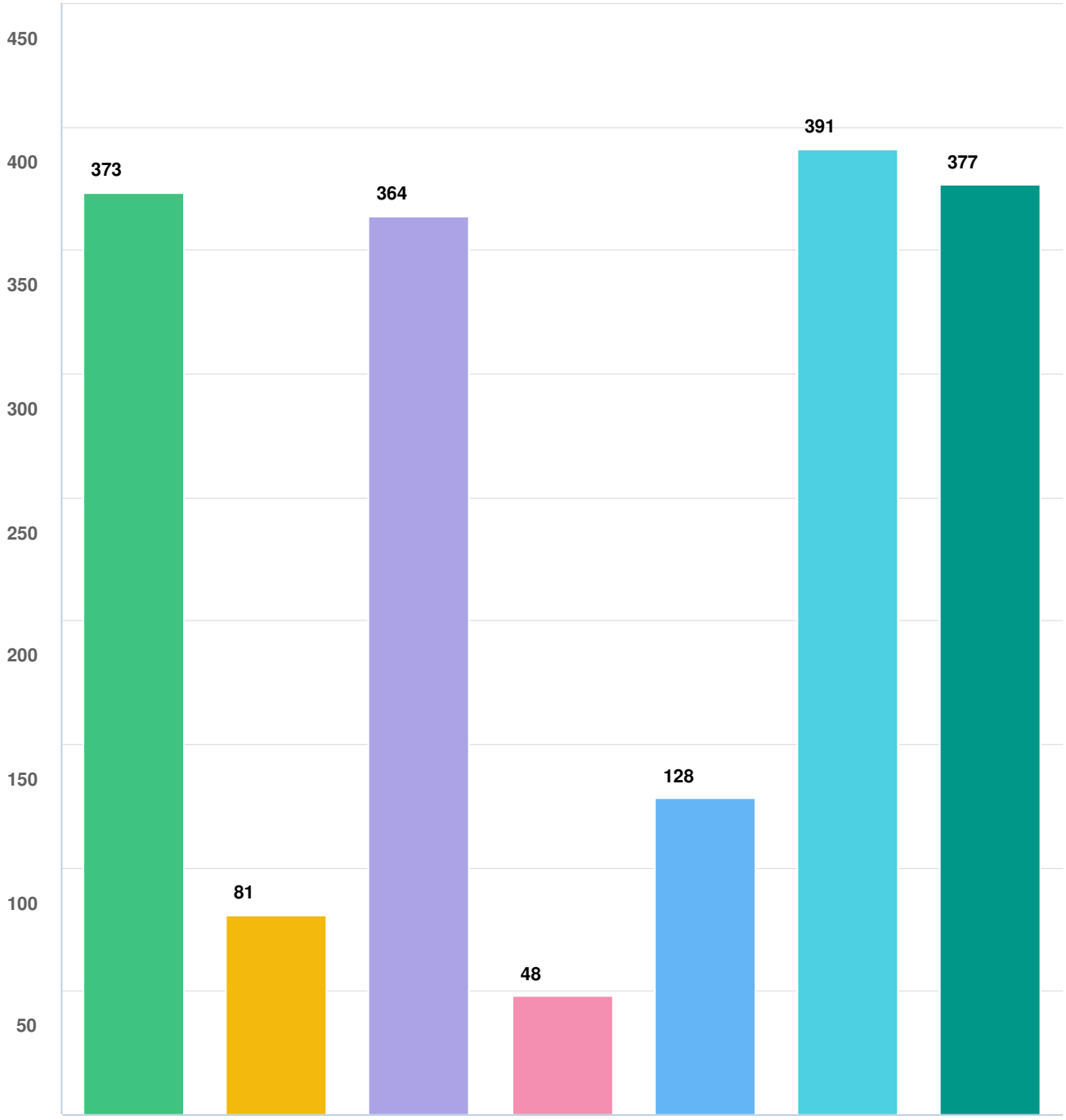
I would like to provide the following additional feedback. This survey asked several leading questions with limited options and did not allow for many opportunities for direct public feedback/suggestions. So I will provide my overall comments on the many aspects of the project here. 1. I would suggest that for the Zone 1 improvements that the unidirectional protected bike lanes not be implemented. Unidirectional bike lanes are opportunities for many conflicts, particularly among fellow bike users. Many will be too lazy to cross the entire intersection just to be on the proper directional protected bike lane, and this will cause conflicts with those trying to follow the rules. This conflict is particularly exasperated by the fact that a bi-directional bike path is recommended for Marion east of Youville, and so bikers travelling west bound down Marion will suddenly have this complete shift in the bike infrastructure design. I believe it will be jarring and not effective (users will just choose to go two blocks south and use the Eugenie

greenway instead, or else break the rules and travel westbound on the Marion Bike lane right in front of them). 2. In addition, the protected bike lane on the Marion in particular I think will be very disruptive to car drivers in the area, and would not suggest this be implemented either. On many occasions David Wiebe presenting on the transportation options during the Moving on Marion presentations stated that the through traffic would still be maintained at two lanes as part of this design. It was however also stated by David that due to the removal of the curb lane the transit buses in the area making stops would instead make these stops in the south through lane. This will essentially bring Marion down to one lane of effectively moving traffic during afternoon rush hour commutes with many transit buses in operation on Marion, and will bring widespread disruptions to the area which to this point in my opinion does flow traffic effectively. 3. For these reasons I would want to strongly suggest the design team consider the following as a new hybrid option using Options #1 and #2 presented here: - Provide a dedicated, bi-directional bike lane on Goulet street only. - Provide street enhancements and bump outs for larger outdoor patios along Marion, with no dedicated bike facilities, while still allowing for transit buses on Marion to queue in the curb lane and re-enter the two through lanes. - Goulet currently allows three lanes of through traffic, which even with the west bound transit disruptions would still allow for two lanes to effectively move vehicles. For Marion this is not the case, the major street is brought down to one lane of effectively moving traffic. - As well, this design removes the design conflicts with uni-directional bike lanes. Bikers will quickly learn to cross at the Youville Couplet when heading westbound and then use that for the remainder of the area heading west (or else use the Eugenie greenway if cycling closer to the Norwood Grove area). - Currently the areas of Norwood Grove south of Marion have a very effective bike route through the speed reduced greenway on Eugenie. Even with a dedicated bike lane on Marion I know myself as a cyclist I will likely chose the Eugenie greenway regardless (it is only two blocks south, but provides much less opportunities for vehicle/bike interactions, is less noisy, etc.) In my opinion the main gap in the current cycling infrastructure is for residents of Central St. Boniface, residents of Norwood Grove are effectively serviced by the Eugenie Greenway. By providing this bi-directional bike lane along Goulet this is addressed, Central St. Boniface residents cycling will know to use either Kenny or Traverse and connect to the bike lane to head west bound. 4. The bike lane protection on the north/south crossing points, at Traverse, St. Mary's Road and at the splitting of the Marion/Goulet couplet are all great features to have and I would recommend that they all be included regardless of future design modifications. These north south crossing points are key links missing in the cycling infrastructure surrounding St. Boniface (after Marion/Goulet is crossed there are many low volume streets one can cycle on safely even if not using the "official" routes as per the CoW Cycling Map).

| | |
|---|---|
| Anonymous<br>4/27/2022 11:50 AM | Option 2 can be made very people friendly - but it will take more efforts than "paving" a ziz-zag strip. |
| Anonymous<br>4/28/2022 07:33 AM | I always go by it, and it would be nice to go through it. |
| Anonymous<br>4/28/2022 07:33 AM | I always go by it, and it would be nice to go through it. |
| Anonymous<br>4/28/2022 05:24 PM | Make a more direct connection to Evans street so cyclists can access the bridge at Tremblay st more directly without having to backtrack from Archibald. |
| Anonymous<br>4/28/2022 05:42 PM | I strongly disagree with your assertion that a lack of cycling facilities on the Marion/Goulet couplet would preclude a multi-use pathway. Is there no value in creating a connection to Youville, a route selected as a main north/south route in previous studies? |
| Anonymous<br>4/28/2022 09:09 PM | Would have little impact on the park |
| Anonymous<br>4/28/2022 09:20 PM | Please keep the integrity and recreation options that Happyland Park offers to the area residents. It is much needed greenspace that attracts new residents. |
| Anonymous<br>4/28/2022 09:43 PM | please don't reduce the park space/sizing; its a beautiful space for everyone to enjoy; we totally enjoy walking there everyday; plus please don't affect the wildlife or Seine River |

**Optional question** (208 response(s), 516 skipped)
**Question type:** Essay Question

## Q17 What best describes your connection to this area? Please check all that apply:

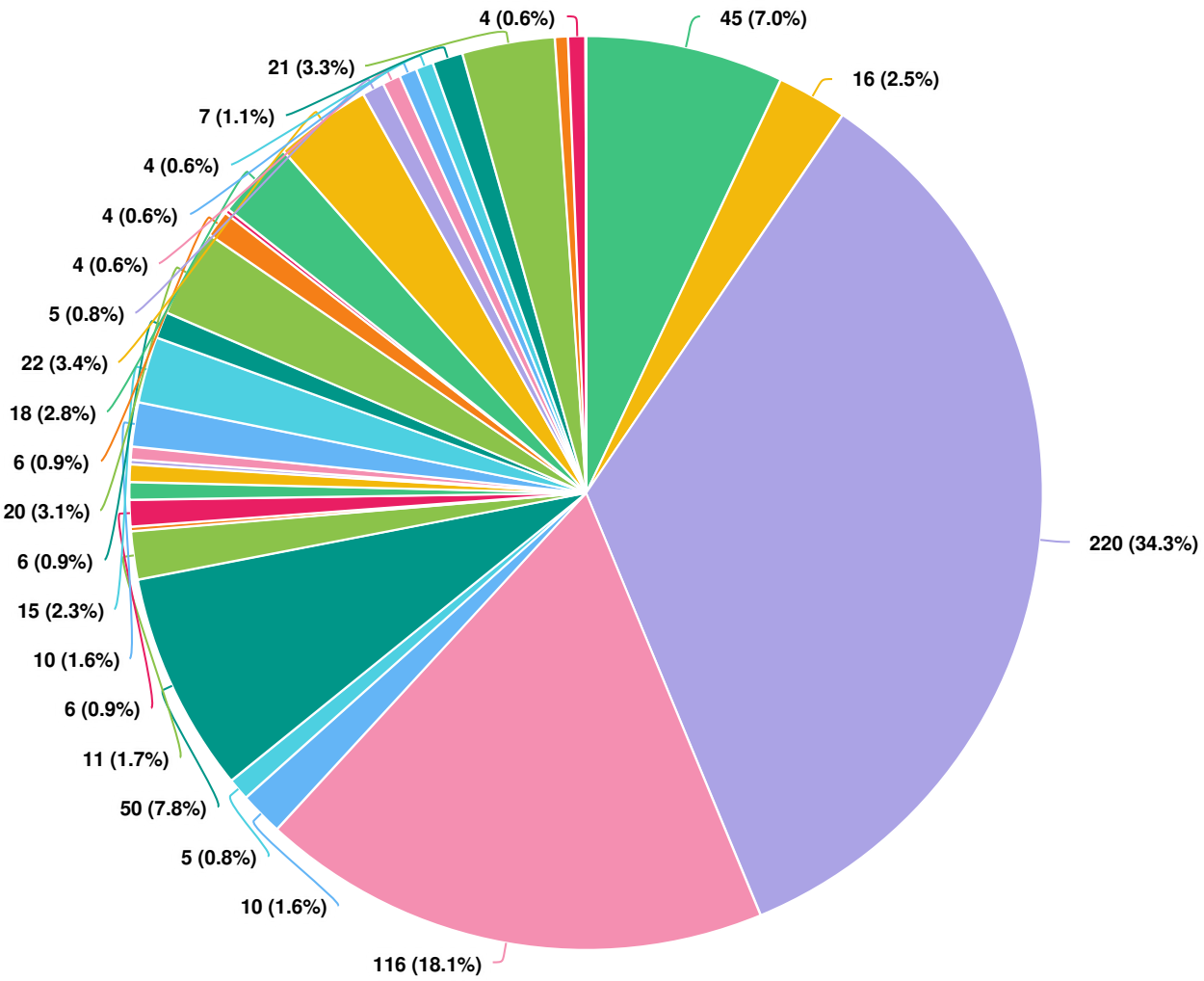



**Question options**

I live near the corridor
I work on Marion/Goulet
I drive to work along the corridor
I drive professionally (e.g. trucking, taxi, etc.)
I take the bus along this corridor
I cycle in this area
I walk in this area

*Optional question (699 response(s), 25 skipped)*
*Question type: Checkbox Question*

## Q18 What are the first three characters of your postal code.




**Question options**

R2C R2G R2H R2J R2K R2L R2M R2N R2P R2V R2W
R2X R2Y R3A R3B R3C R3E R3G R3J R3K R3L R3M
R3N R3P R3R R3T R3W R3X R3Y Other R2R R3H R3S
R3V

*Optional question (640 response(s), 84 skipped)*
*Question type: Dropdown Question*

# Projet Mobilité sur Marion – sondage en ligne

## RAPPORT DE RÉPONSE AU SONDAGE

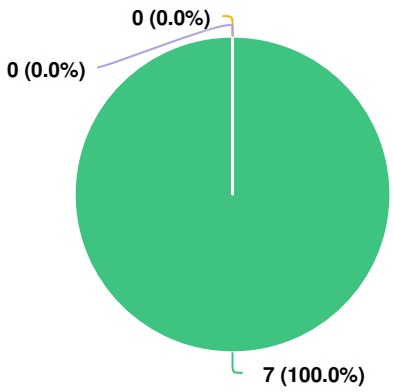
**20 October 2019 - 08 May 2022**

**Nom du projet:**
**Mobilité sur Marion**

BANG THE TABLE engagementHQ

# QUESTIONS DE SONDAGE

## Q1 En tant que piéton, quelle option vous ferait sentir le plus en sécurité?

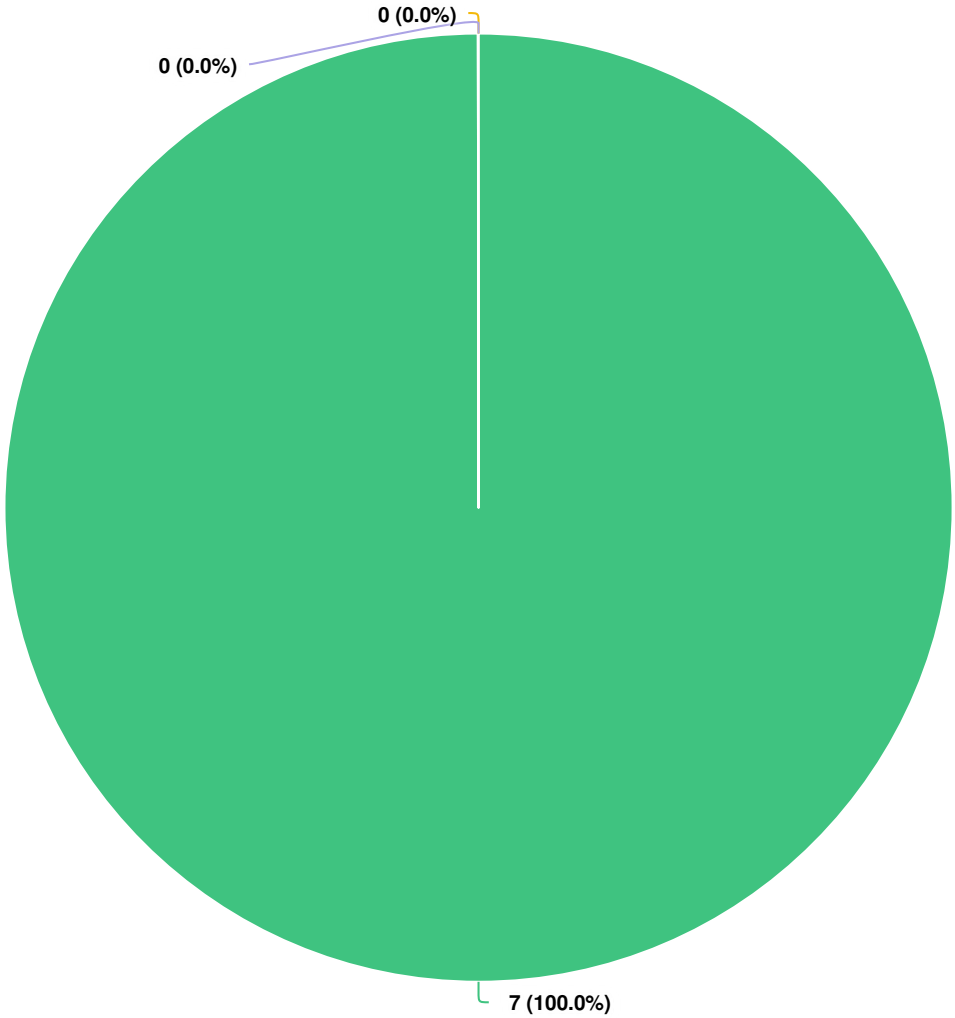



**Options de questions**

- Zone 1 – Option 2 : piste cyclable séparée + amélioration de l'espace public et piétonnier + rue cyclable
- Je n'utilise pas cette zone en tant que piéton
- Zone 1 – Option 1 : amélioration de l'espace public et piétonnier + rue cyclable

*Question obligatoire (7 réponse(s))*
*Type de question: Question de bouton de radio*

## Q2 En tant que cycliste, quelle option vous ferait sentir le plus en sécurité?

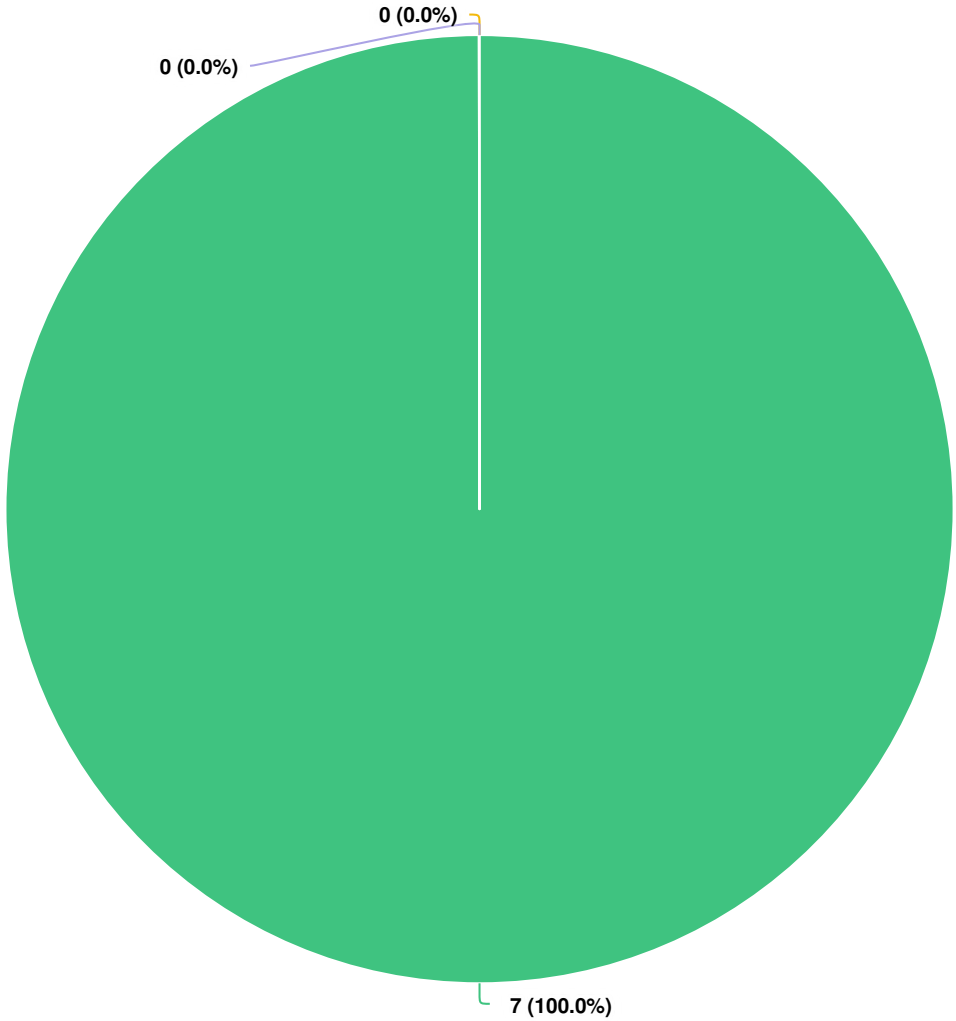



**Options de questions**

- Zone 1 – Option 2 : piste cyclable séparée + amélioration de l'espace public et piétonnier + rue cyclable
- Je n'utilise pas cette zone en tant que cycliste
- Zone 1 – Option 1 : amélioration de l'espace public et piétonnier + rue cyclable

*Question obligatoire (7 réponse(s))*
*Type de question: Question de bouton de radio*

## Q3 En tant qu'automobiliste, quelle amélioration proposée en matière de rues complètes contribuerait positivement à votre expérience de conduite?

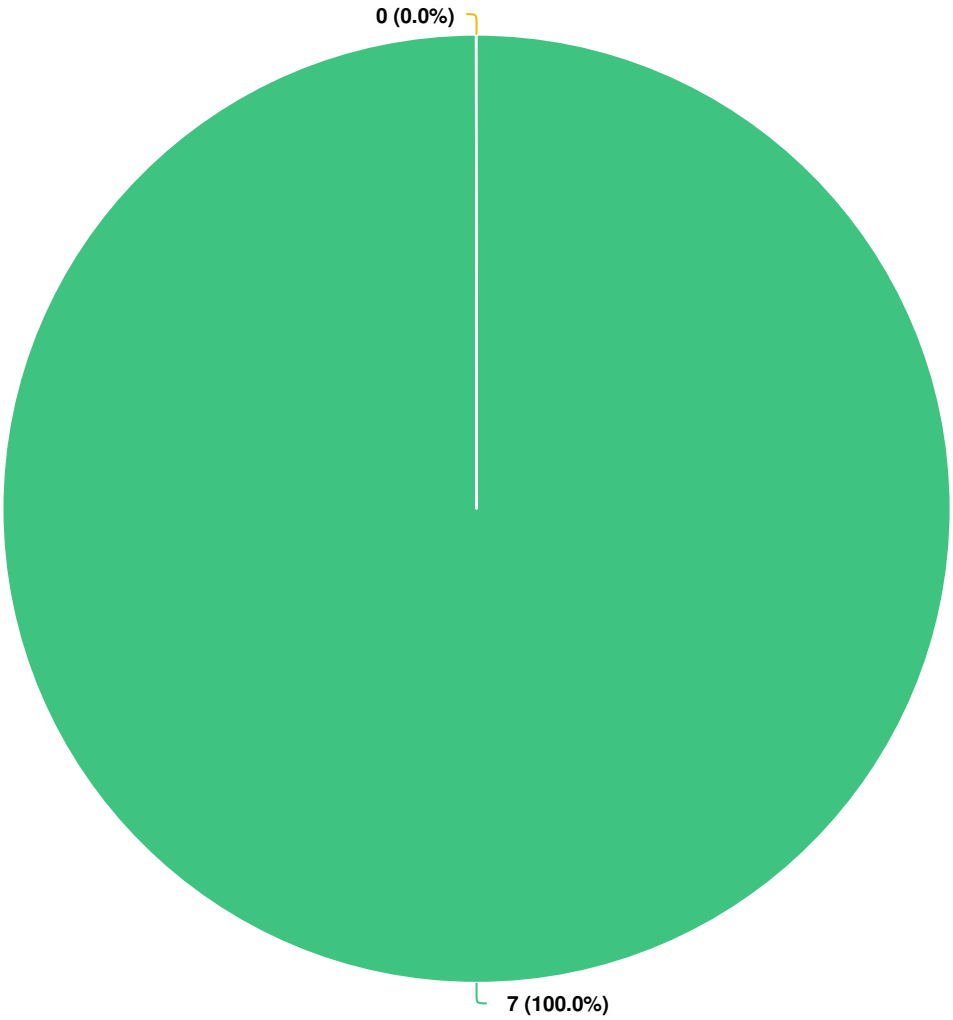



**Options de questions**

- Zone 1 – Option 2 : piste cyclable séparée + amélioration de l'espace public et piétonnier + rue cyclable
- Je n'utilise pas cette zone en tant qu'automobiliste
- Zone 1 – Option 1 : amélioration de l'espace public et piétonnier + rue cyclable

*Question obligatoire (7 réponse(s))*
*Type de question: Question de bouton de radio*

**Q4** **Selon vous, quelle option proposée répond le mieux à l'objectif d'une rue complète? Ou encore, qu'est-ce qui est le plus susceptible d'en faire un endroit où les gens voudront vivre, travailler, magasiner et aller souper en famille?**

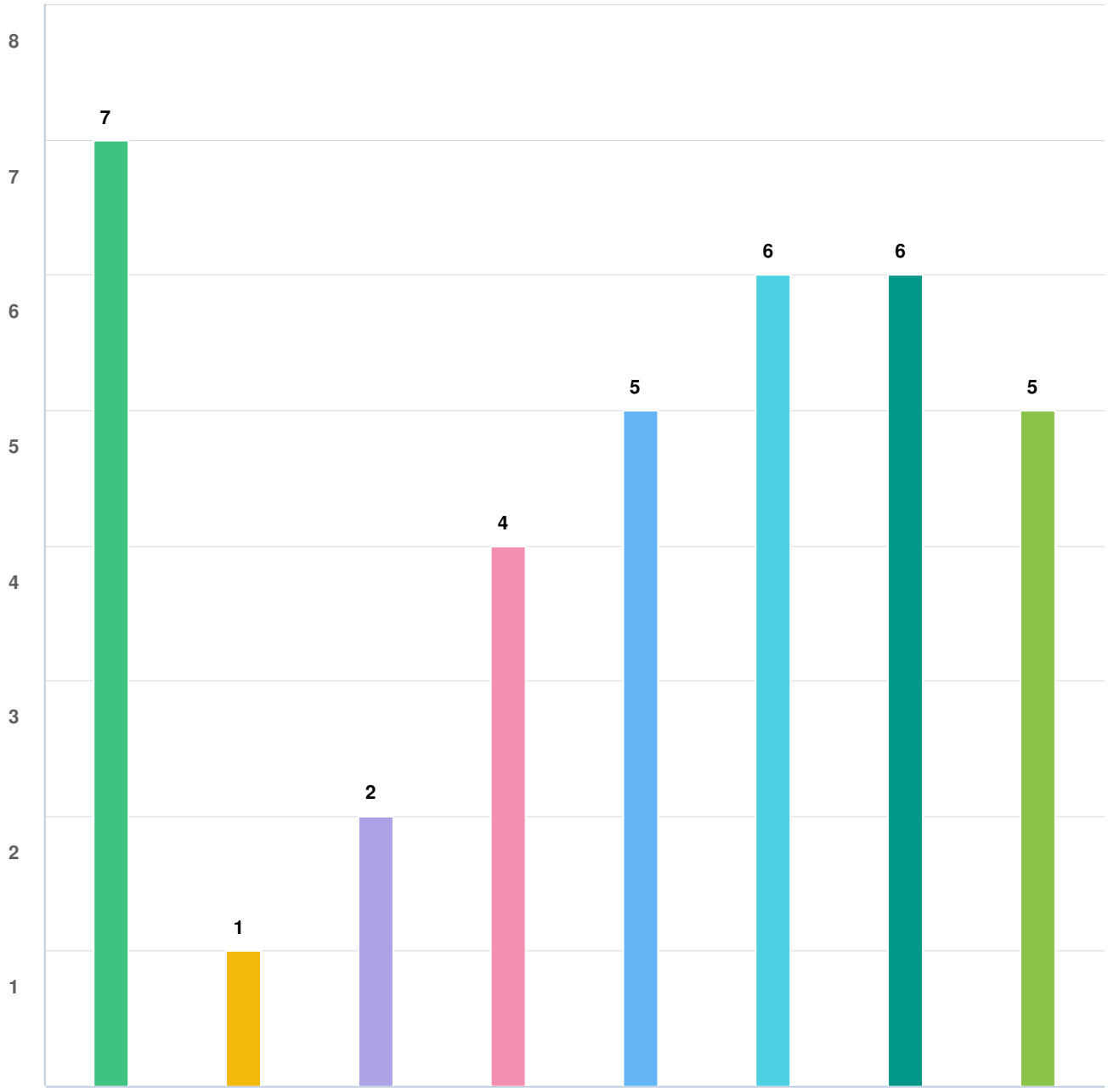



**Options de questions**

- Zone 1 – Option 2 : piste cyclable séparée + amélioration de l'espace public et piétonnier + rue cyclable
- Zone 1 – Option 1 : amélioration de l'espace public et piétonnier + rue cyclable

*Question obligatoire (7 réponse(s))*
*Type de question: Question de bouton de radio*

## Q5 Comment pouvons-nous améliorer l'option 1 pour la zone 1, soit : amélioration de l'espace public et piétonnier + rue cyclable, afin d'en faire une rue plus complète?

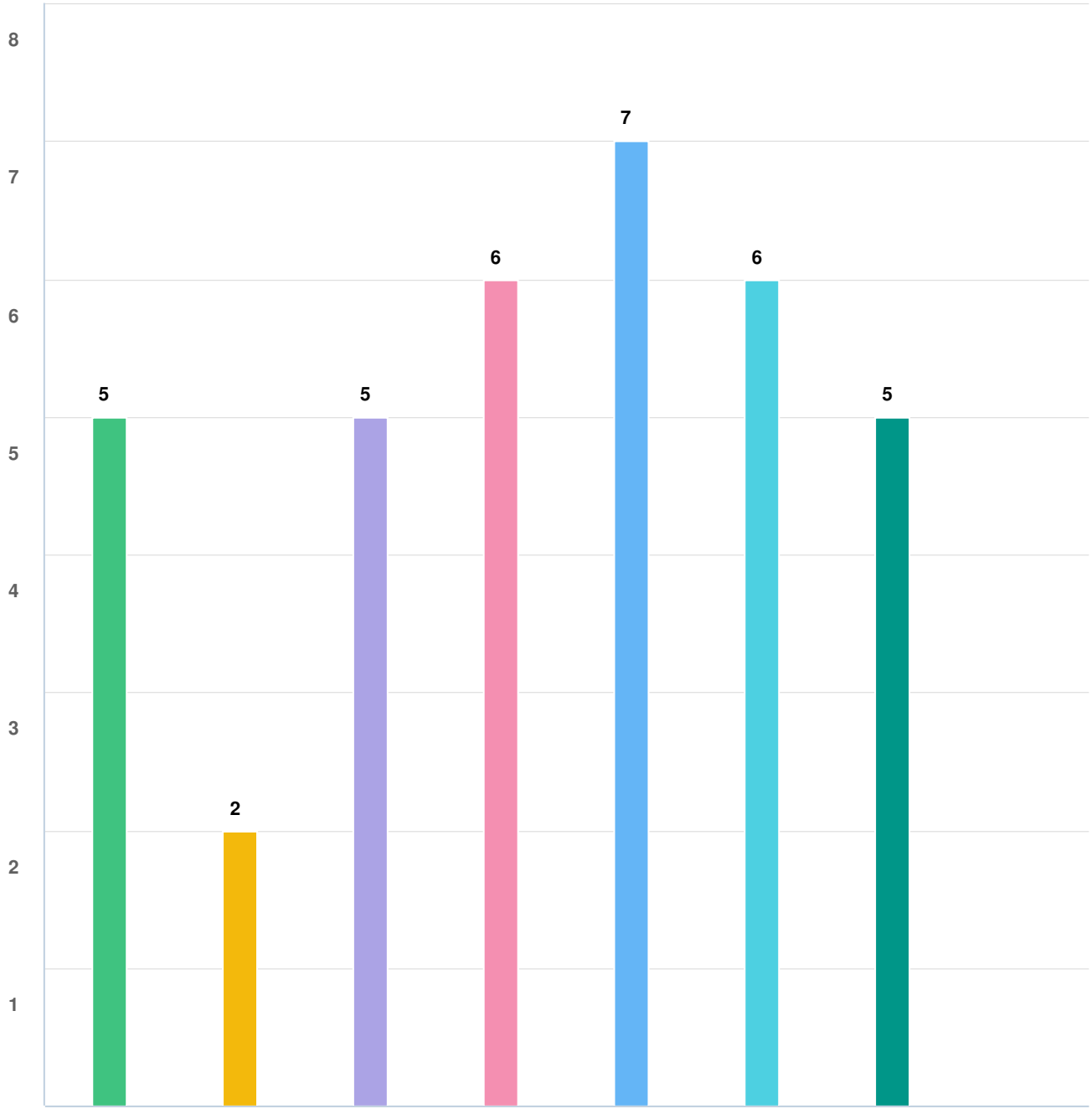



**Options de questions**

- Améliorer l'infrastructure cyclable
- Ajouter des voies pour les véhicules à moteur
- Créer des places de stationnement sur rue
- Améliorer l'infrastructure de transport en commun
- Améliorer l'accessibilité et la sécurité des trottoirs
- Étendre l'espace public pour permettre la création de terrasses sur les trottoirs
- Planter des arbres le long des rues
- Améliorer l'aménagement des rues (éclairage, bannières, bancs, etc.)

*Question obligatoire (7 réponse(s))*
*Type de question: Question de la case à cocher*

## Q6 Comment pouvons-nous améliorer l'option 2 pour la zone 1, soit : piste cyclable séparée + amélioration de l'espace public et piétonnier + rue cyclable, afin d'en faire une rue plus complète?

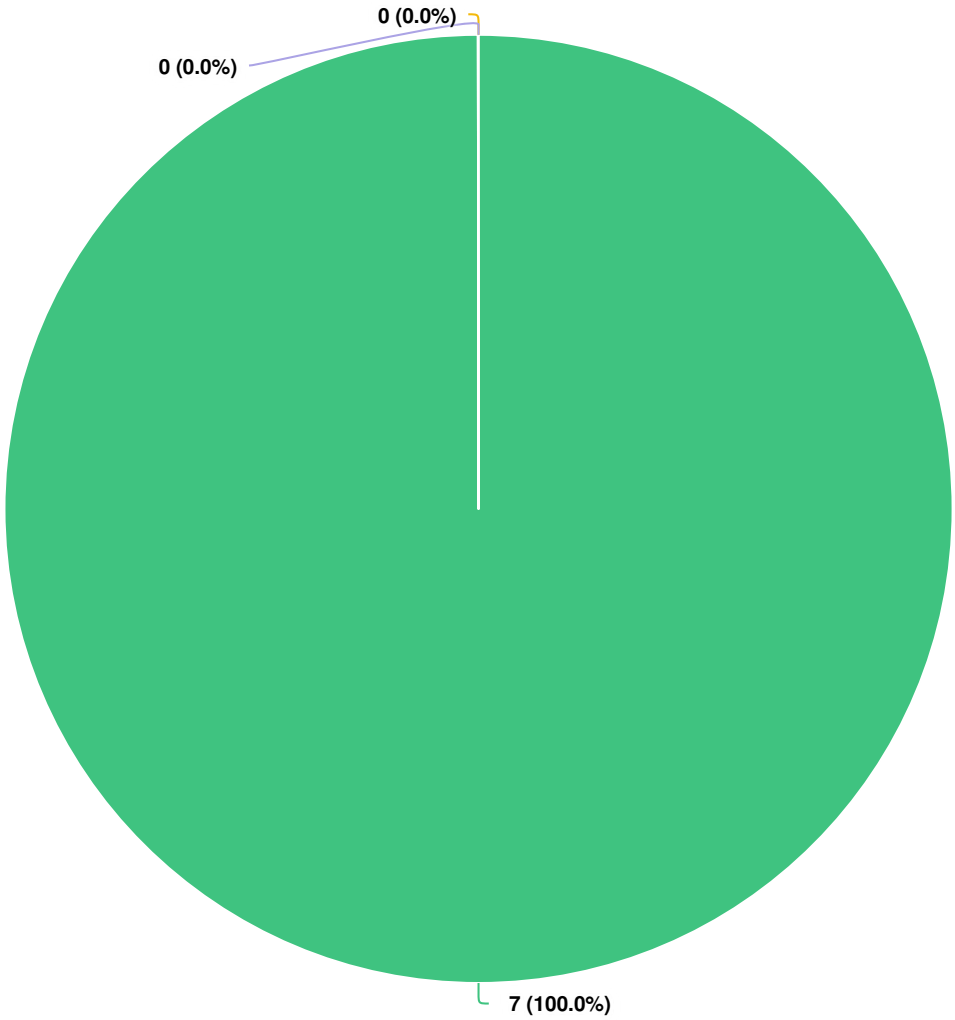



**Options de questions**

- Améliorer l'infrastructure cyclable
- Créer des places de stationnement sur rue
- Améliorer l'infrastructure de transport en commun
- Améliorer l'accessibilité et la sécurité des trottoirs
- Étendre l'espace public pour permettre la création de terrasses sur les trottoirs
- Planter des arbres le long des rues
- Améliorer l'aménagement des rues (éclairage, bannières, bancs, etc.)
- Ajouter des voies pour les véhicules à moteur

*Question obligatoire (7 réponse(s))*
*Type de question: Question de la case à cocher*

## Q7 En tant qu'automobiliste, quelle amélioration proposée à l'intersection contribuerait positivement à votre expérience de conduite?




**Options de questions**

- Zone 2 – Option 2 : modifications à l'intersection des rues Youville et Marion avec transition de la piste cyclable unidirectionnelle à une piste bidirectionnelle
- Sans objet, je ne conduis pas dans ce secteur
- Zone 2 – Option 1 : modifications à l'intersection des rues Youville et Marion sans pistes cyclables

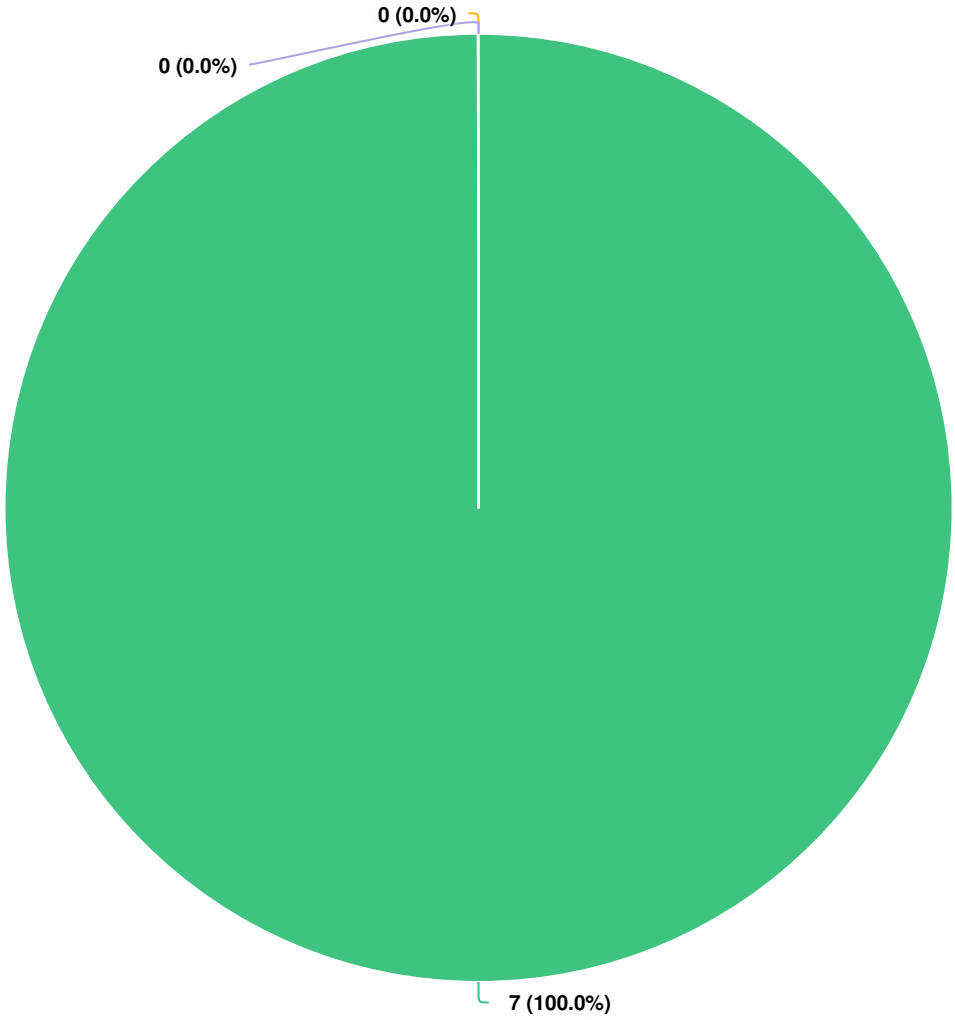
*Question obligatoire (7 réponse(s))*
*Type de question: Question de bouton de radio*

## Q8 Veuillez décrire les avantages ou les inconvénients que cette option présenterait pour vous en tant que conducteur.

| | |
|---|---|
| gtougas<br>4/08/2022 09:52 AM | Un plus grand nombre d'options de transport réduit (potentiellement) le nombre de personnes qui conduisent sur cette route. |
| Anonymous<br>4/21/2022 07:42 PM | Les cyclistes n'utiliseront pas la rue donc moins de conflits avec les autos |
| Anonymous<br>4/28/2022 02:27 PM | Pas de cyclistes sur la rue. |

**Question facultative** (3 réponse(s), 4 sauté)
**Type de question:** Question d’essai

## Q9 En tant que cycliste, quelle option proposée vous ferait sentir le plus en sécurité?




**Options de questions**

- Zone 2 – Option 2 : modifications à l'intersection des rues Youville et Marion avec transition de la piste cyclable unidirectionnelle à une piste bidirectionnelle
- Sans objet, je ne fais pas de vélo dans ce secteur
- Zone 2 – Option 1 : modifications à l'intersection des rues Youville et Marion sans pistes cyclables

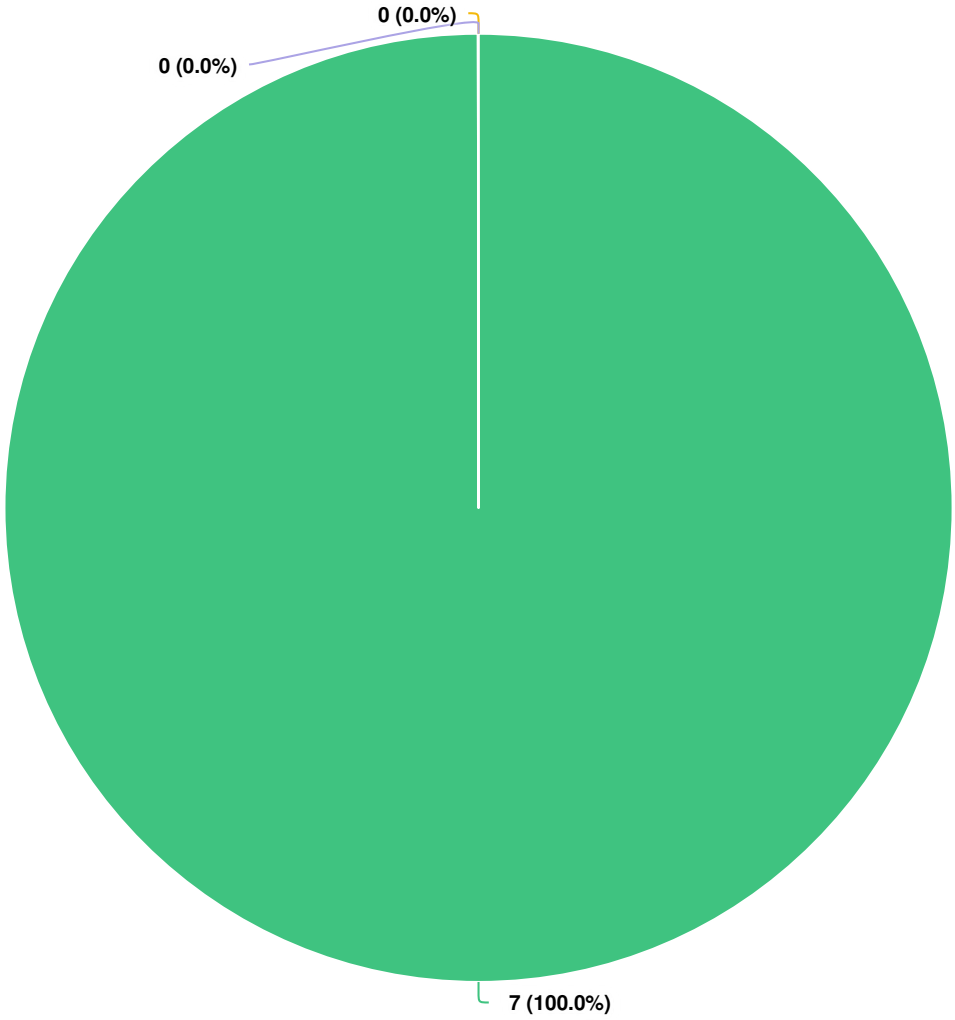
*Question obligatoire (7 réponse(s))*
*Type de question: Question de bouton de radio*

## Q10 Veuillez décrire les avantages ou les inconvénients que cette option présenterait pour vous en tant que cycliste.

| | |
|---|---|
| gtougas<br>4/08/2022 09:52 AM | Je préfère l'option 2 ici, parce que c'est une prolongation de l'option 2 dans la Zone 1. Et je suis en faveur de l'option 2 dans la Zone 1 car une piste cyclable le long de Marion/Goulet offrirait un plus grand accès aux commerces sur ces rues et obligerait un moins grand détour aux cyclistes traversent le quartier. |
| Anonymous<br>4/21/2022 07:42 PM | Le piste cyclable sera situé sur une artère principale au lieu de devoir faire un gros détour pour se rendre à Eugénie. Plus vite et sécurisé! |
| Anonymous<br>4/28/2022 02:27 PM | Beaucoup plus sécuritaire pour les cyclistes. Les rues Marion et Goulet sont très occupées et les automobiles vont vite. La Marion est très étroite et très dangereuse pour les cyclistes et le trottoir n'est pas idéal pour les cyclistes. |

**Question facultative** (3 réponse(s), 4 sauté)
**Type de question:** Question d’essai

## Q11 En tant que piéton, quelle option proposée vous ferait sentir le plus en sécurité?




**Options de questions**

- Zone 2 – Option 2 : modifications à l'intersection des rues Youville et Marion avec transition de la piste cyclable unidirectionnelle à une piste bidirectionnelle
- Sans objet, je ne marche pas dans ce secteur
- Zone 2 – Option 1 : modifications à l'intersection des rues Youville et Marion sans pistes cyclables

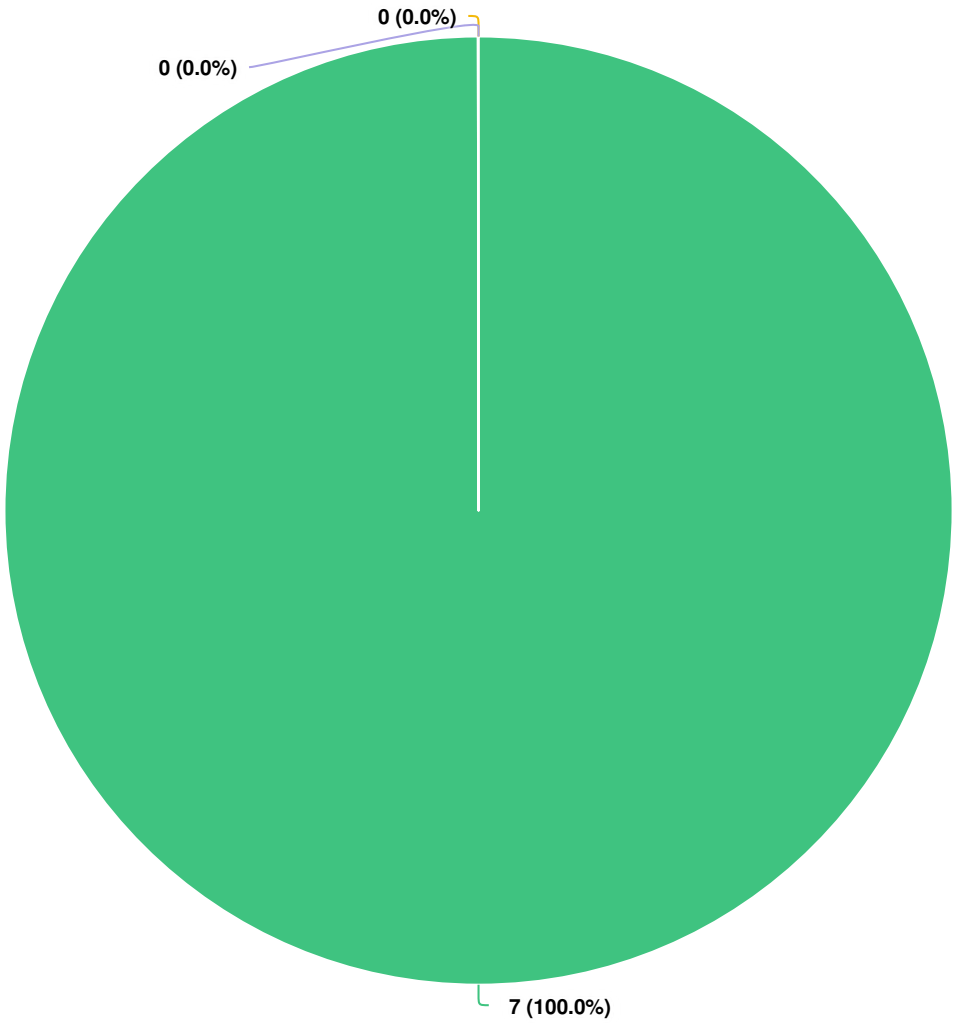
*Question obligatoire (7 réponse(s))*
*Type de question: Question de bouton de radio*

## Q12 Veuillez décrire les avantages ou les inconvénients que cette option présenterait pour vous en tant que piéton.

| | |
|---|---|
| Anonymous<br>4/21/2022 07:42 PM | Les cyclistes n'utiliseront plus les trottoirs alors moins de conflits avec les piétons |

**Question facultative** (1 réponse(s), 6 sauté)
**Type de question:** Question d'essai

## Q13 Lequel des tracés proposés pour le transport actif préférez-vous parmi les suivants?

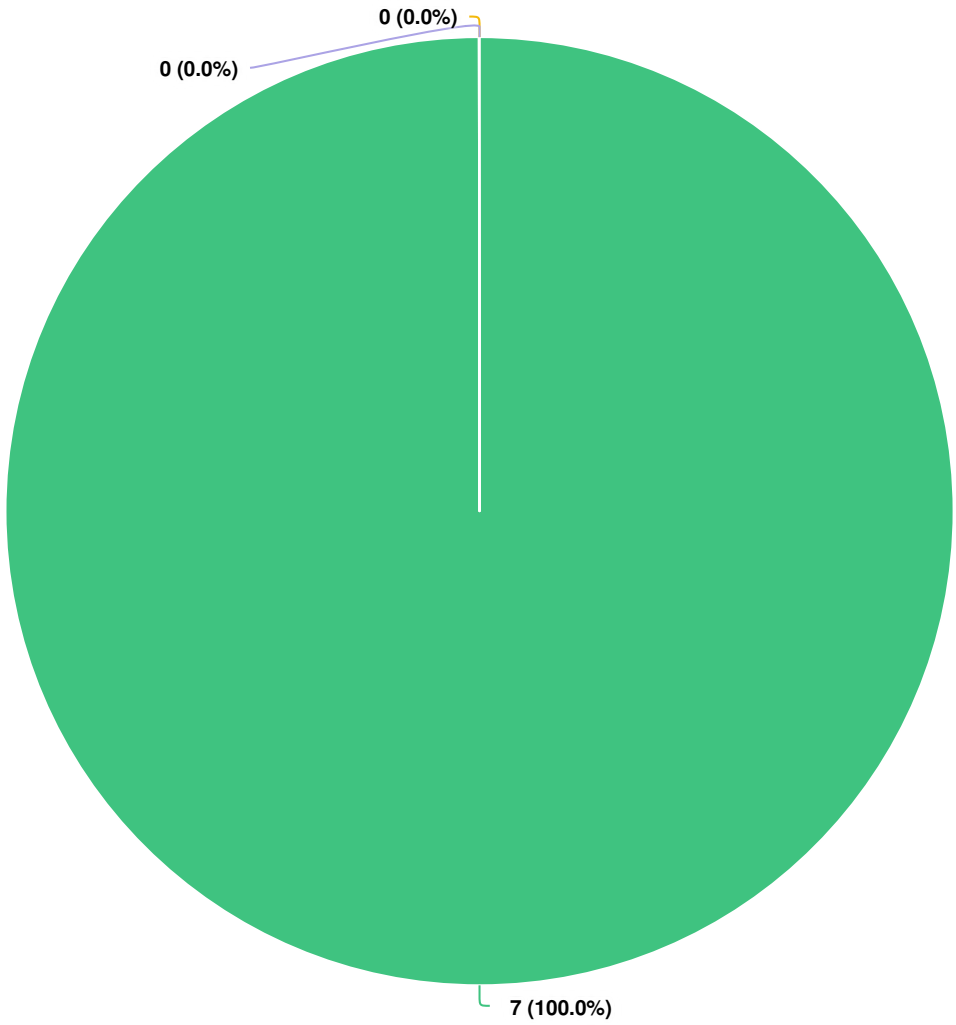



### Options de questions

- Parc Happyland – Scénario 2 : piste polyvalente est-ouest traversant le parc Happyland (reliée à la rue cyclable existante de la rue Eugénie et à l'infrastructure cyclable proposée sur la rue Marion)
- Parc Happyland – Scénario 1 : piste polyvalente nord-sud traversant le parc Happyland le long de la rue Archibald (se terminant à la rue Marion)
- Neutre ou indécis

*Question obligatoire (7 réponse(s))*
*Type de question: Question de bouton de radio*

## Q14 L’ajout d’une piste polyvalente dans le parc améliorerait-il cet espace vert?




**Options de questions**

Oui Non Neutre ou indécis

*Question obligatoire (7 réponse(s))*
*Type de question: Question de bouton de radio*

## Q15 Connaissez-vous des inconvénients à l’ajout d’une piste polyvalente dans le parc? Veuillez commenter et indiquer pourquoi.

| | |
|---|---|
| Anonymous<br>4/21/2022 07:42 PM | Il faut avoir beaucoup d'éclairage le long du piste pour la sécurité des utilisateurs dans le noir |

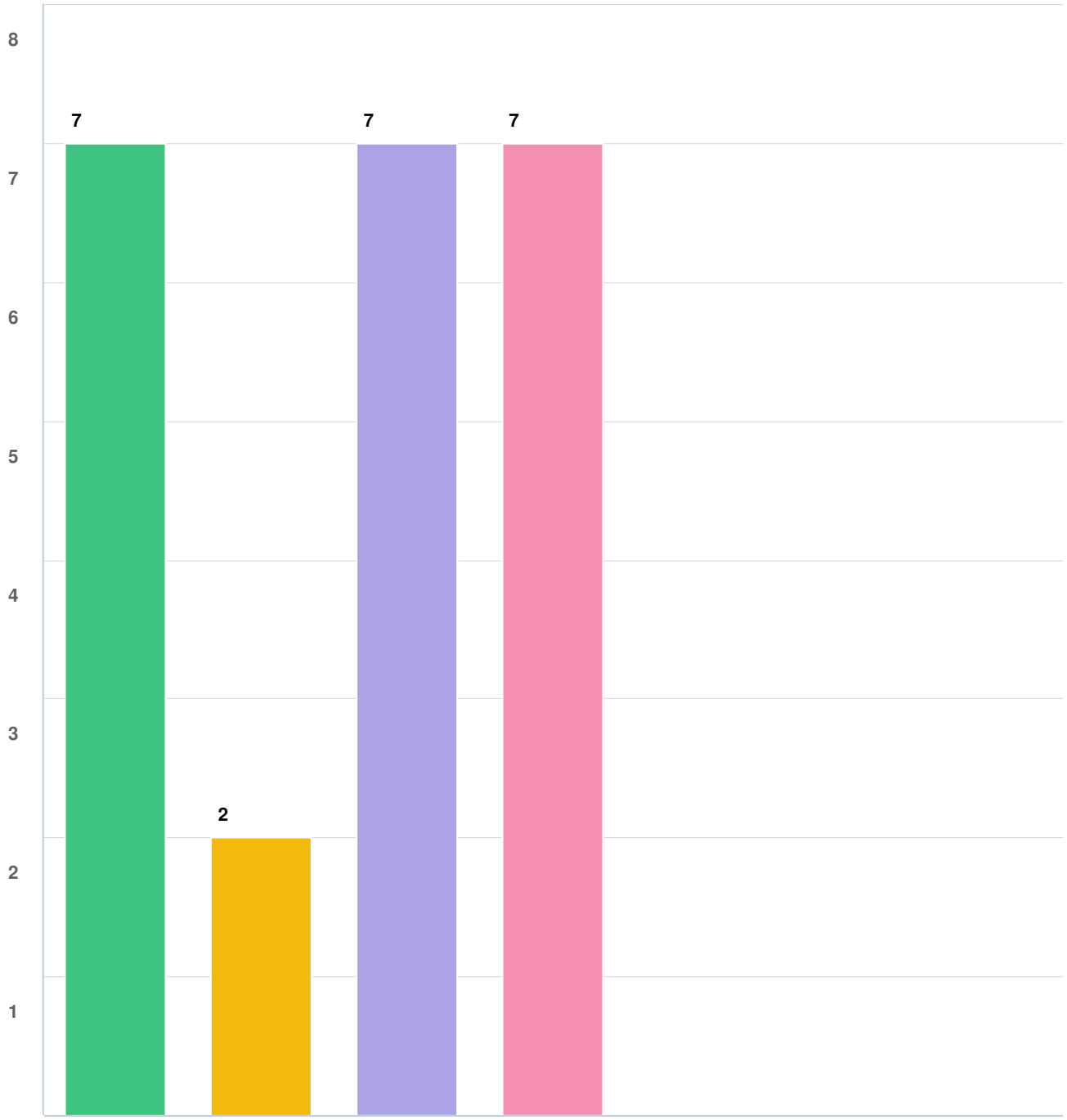
**Question facultative** (1 réponse(s), 6 sauté)
**Type de question:** Question d’essai

## Q16 Avez-vous d’autres commentaires à faire concernant les deux scénarios proposés pour le parc Happyland?

| | |
|---|---|
| Anonymous<br>4/28/2022 02:27 PM | Meilleure utilisation de l'espace vert et accès au parc amélioré. |

**Question facultative** (1 réponse(s), 6 sauté)
**Type de question:** Question d’essai

## Q17 Quelle réponse décrit votre lien avec ce secteur? Veuillez cocher toutes les réponses qui s'appliquent :

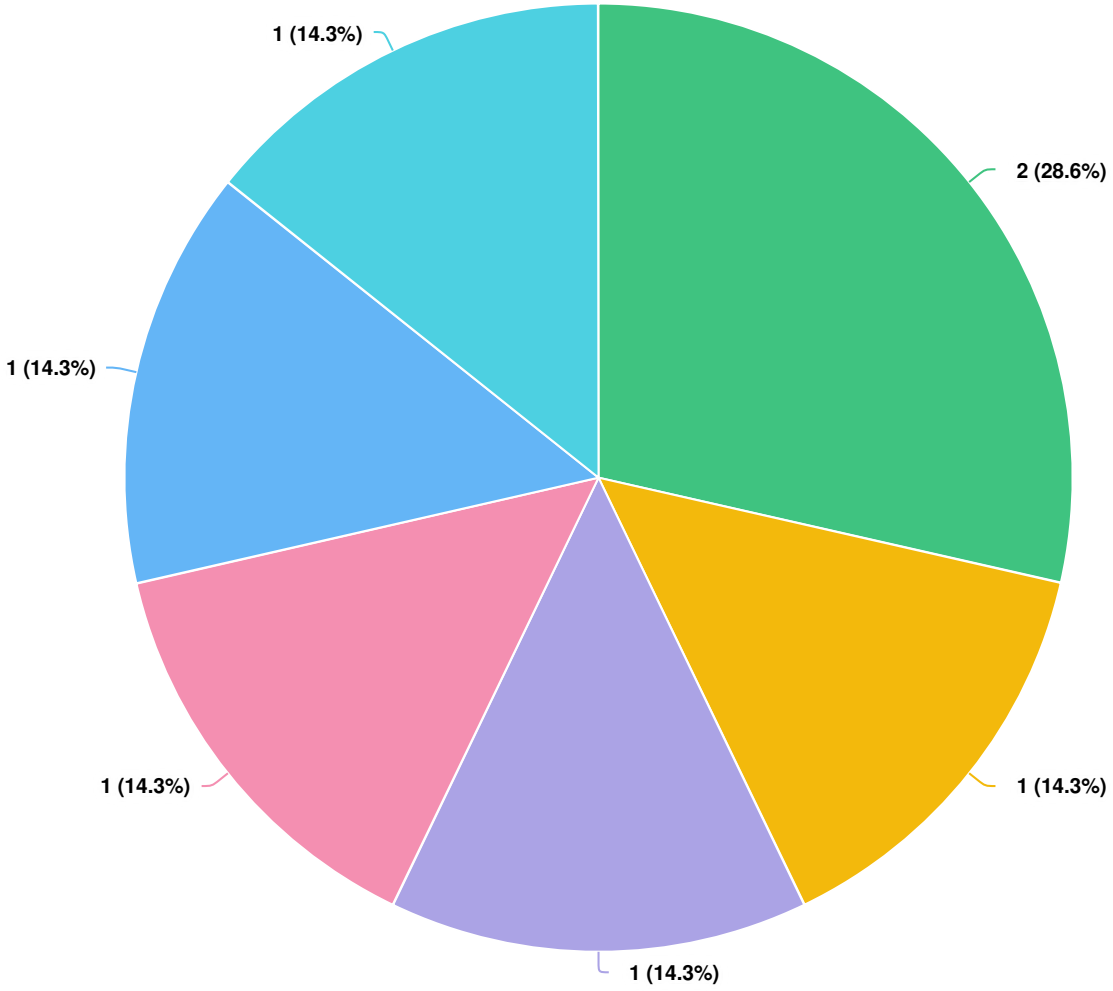



**Options de questions**

- J'habite près du couloir
- J'utilise le couloir pour me rendre au travail
- Je fais du vélo dans ce secteur
- Je marche dans ce secteur
- Je travaille sur les rues Marion ou Goulet
- Je conduis à des fins professionnelles (camionnage, taxi, etc.)
- Je prends l'autobus dans ce couloir

*Question facultative (7 réponse(s), 0 sauté)*
*Type de question: Question de la case à cocher*

## Q18 Veuillez entrer les trois premiers caractères de votre code postal dans l'espace prévu.



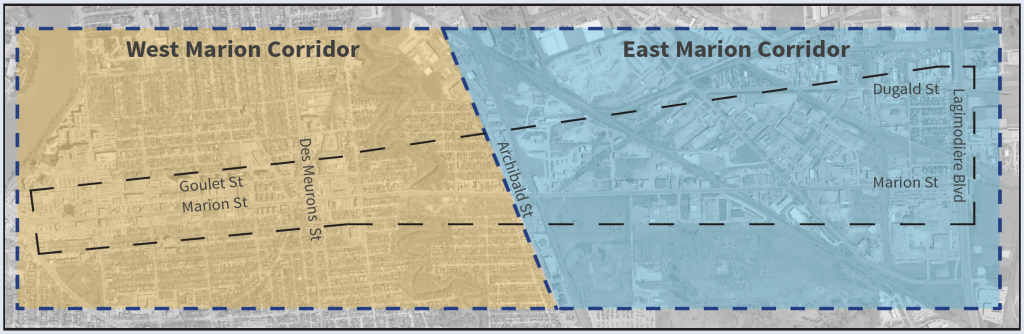

*Question facultative (7 réponse(s), 0 sauté)*
*Type de question: Question de région*

# Appendix D - Promotion

# Moving on Marion Street

Engagement for Phase 2 of the Moving on Marion Street project is underway and we want to hear from you. Moving on Marion will determine how to improve traffic flow, safety, and livability on and around Marion Street from St. Mary's Road to Lagimodière Boulevard, and Lagimodière from Marion to Dugald Road.

We are hosting two online events that will provide a discussion space for you to learn more and provide input. Each of these virtual sessions will look at either the corridor's West or East segments, and show the proposed design solutions and improvements in that specific area. You can attend whichever one you are most interested in – or both!




| | Date: | Time: | Format: |
|---|---|---|---|
| **West Segment** | Tuesday, April 19, 2022 | 6:30 p.m. – 8:30 p.m. | Virtual event |
| **East Segment** | Wednesday, April 20, 2022 | 6:30 p.m. – 8:30 p.m. | Virtual event |

**Pre-registration is required for both online events.**

You can also provide feedback by taking an online survey at the link below before April 28, 2022.

For inquiries or for those who require alternate formats or interpretation in order to participate, please contact **marion@winnipeg.ca or 204-944-9907.**

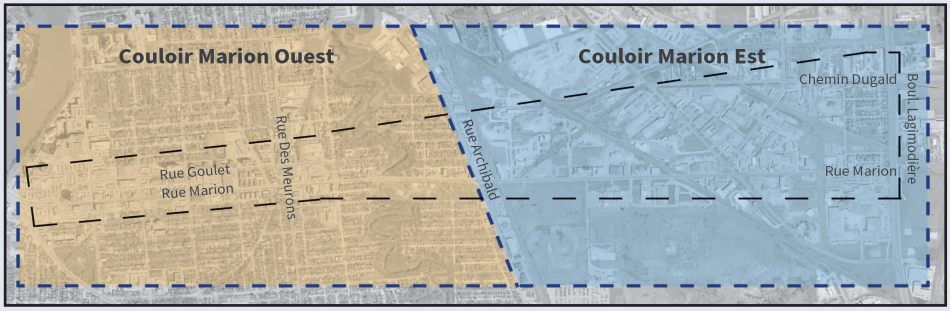
For more information, to register for an event, to take the survey, visit:
**winnipeg.ca/movingonmarion**

Winnipeg

# Mobilité sur Marion

La participation pour la phase 2 du projet Mobilité sur Marion est en cours, et nous aimerions avoir votre avis. Le projet Mobilité sur Marion déterminera la façon d'améliorer la circulation, la sécurité et l'habitabilité sur la rue Marion et dans ses environs, du chemin St. Mary's au boulevard Lagimodière, et sur ce boulevard, de la rue Marion au chemin Dugald.

Nous organisons deux événements en ligne qui vous permettront de découvrir ce projet, d'en discuter et d'exprimer votre opinion. Chacune de ces séances virtuelles portera soit sur la portion ouest, soit sur la portion est du couloir; les solutions de conception et les améliorations proposées dans ce secteur spécifique seront présentées. Vous pouvez assister à la séance qui vous intéresse le plus, ou aux deux!




| | Date : | Heure : | Format : |
|---|---|---|---|
| **Portion ouest** | Mardi 19 avril 2022 | De 18 h 30 à 20 h 30 | Événement virtuel |
| **Portion est** | Mercredi 20 avril 2022 | De 18 h 30 à 20 h 30 | Événement virtuel |

**L'inscription préalable est requise pour les deux événements en ligne.**

Vous pouvez également répondre à un sondage en ligne pour donner votre avis en cliquant sur le lien ci-dessous avant le 28 avril 2022.

Si vous avez des questions, ou si vous avez besoin de médias substituts ou de services d'interprétation pour participer, veuillez écrire à marion@winnipeg.ca ou composer le 204 944-9907.

Pour en savoir plus, pour vous inscrire à un événement ou pour répondre au sondage, consultez le site suivant : **winnipeg.ca/mobilitesurmarion**

Winnipeg

# Moving on Marion Street

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**Moving on Marion - West Segment**

**Date:** Tuesday, April 19, 2022
**Time:** 6:30 p.m. – 8:30 p.m.
**Format:** Virtual event
**Pre-registration required**

**Moving on Marion - East Segment**

**Date:** Wednesday, April 20, 2022
**Time:** 6:30 p.m. – 8:30 p.m.
**Format:** Virtual event
**Pre-registration required**

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Winnipeg

# Mobilité sur Marion

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Nous organisons deux événements en ligne qui vous permettront de découvrir ce projet, d'en discuter et d'exprimer votre opinion. Chacune de ces séances virtuelles portera soit sur la portion ouest, soit sur la portion est du couloir; les solutions de conception et les améliorations proposées dans ce secteur spécifique seront présentées. Vous pouvez assister à la séance qui vous intéresse le plus, ou aux deux!

**Mobilité sur Marion – Portion ouest**

**Date :** Mardi 19 avril 2022

**Time :** De 18 h 30 à 20 h 30

**Heure :** Événement virtuel

**Inscription préalable requise**

**Mobilité sur Marion – Portion est**

**Date :** Mercredi 20 avril 2022

**Time :** De 18 h 30 à 20 h 30

**Heure :** Événement virtuel

**Inscription préalable requise**

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Winnipeg